

ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT



STAFF REPORT

TO: Eden Area Municipal Advisory Council

HEARING DATE: May 11, 2021

APPLICATION: PLN2021-00044

PROPONENT: Demmon Partners, Terry Demmon / Mitch McKinzie

PROPOSAL: **MODIFICATIONS TO PREVIOUS APPROVAL FOR VESTING TENTATIVE TRACT MAP SUBDIVISION AND SITE DEVELOPMENT REVIEW**, to allow revision to a new mixed-use multi-family project with 138 (previously 163) rental housing units, 11,049 (previously 11,524) sq. ft. of indoor retail, 983 (previously 660) sq. ft. of outdoor retail seating area, no proposed realignment of Via Mercado.

AFFECTED PROPERTIES: Six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00

ZONING: C-1 (as modified by the *San Lorenzo Village Center Specific Plan*)

GENERAL PLAN DESIGNATION: General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development)

ENVIRONMENTAL REVIEW: The proposed application has been reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) and an Update to the Addendum to the *San Lorenzo Village Center Specific Plan* Environmental Impact Report was conducted for the original project proposal, PLN2018-00086, in accordance with CEQA Section 15164, because the project will not have significant new impacts or substantially increase previously identified significant impacts studied in the EIR.

STAFF RECOMMENDATION

Staff recommends that the Eden Area MAC take testimony and make a recommendation to the Alameda County Planning Commission to approve the revised Vesting Tentative Tract Map Subdivision and the Site Development Review mixed-use multi-family project with 138 (previously 163) rental housing units, 11,049 (previously 11,524) sq. ft. of indoor retail, 983 (previously 660) sq. ft. of outdoor retail seating area, no proposed realignment of Via Mercado.

PROJECT DESCRIPTION

The information provided has been updated from that information provided for the Eden MAC hearing of September 08, 2020. The updated proposal includes more detail on the street layout, building elevations, landscaping, accessory buildings such as carports and garbage enclosures, perimeter fencing (proposed to be Concrete Masonry Unit walls), and updated parking layout.

The project proposal is to allow the construction of mixed-use multi-family project with 138 rental housing units, previously approved for 163 rental units. The 11,049 sq. ft. of indoor commercial retail and 983 sq. ft. of outdoor commercial retail seating area is also being updated from the previous approval of 11,524 sq. ft. of indoor and 660 sq. ft. of outdoor commercial retail. The project is being proposed on six parcels totaling 5.12 acres (at a gross density of 26.9 dwelling units per acre). The proposal has changed so that the entire project is three-story buildings (fourth story has been eliminated) throughout the project. The project would include all surface parking, the mechanical stacked parking inside a podium garage has been eliminated. The previously approved project contained 326 spaces configured as both on-site and off-site, and many of the spaces provided were to be shared with other land uses. The current parking count is 278 spaces with 183 on-site parking spaces exclusively for residential use, 30 on-site shared parking for residential and commercial use, and 65 off-site (on-street) non-exclusive shared parking spaces for residential and commercial uses.

Project Approvals:

Vesting Tentative Tract Map Subdivision: The previously approved project included subdivision of the site for purposes of relocating Via Mercado further south; the project has eliminated the street relocation and the subdivision is not required for street realignment, but is still required because the applicant continues to pursue a subdivision map (condominium subdivision to create 138 residential dwelling condominium units and to create up to 3 commercial condominium units) for this project. Therefore, a revised Vesting Tentative Tract Map Subdivision is required.

The purpose of the proposed Vesting Tentative Tract Map subdivision for condominium units is to create 138 residential condominium residential dwelling units and up to 3 commercial condominium units.

The proposed Vesting Tentative Tract Map subdivision is substantially similar to the previous entitlement review, including the reservation to condominium map (if desired) in the future. This potential option for a subdivision would be subject to the long-term affordability component for 15% of the proposed residential dwelling units for teachers (5%) and for military, police, and fire personnel (10%).

Site Development Review: The previous approval was for a mixed-use three- and four-story project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, on six parcels totaling 5.12 acres (at a gross density of 31.8 dwelling units per acre). The Site Development Review still applies to the modified project, but for a modified rental housing unit count (138 rental residential units), reduced height (three stories), reduced parking (278 parking spaces) and modified site plan (11,049 sq. ft. of indoor commercial retail and 983 sq. ft. of outdoor commercial retail seating area).

The proposal, for mixed-use residential and commercial development, meets the mixed-use standards in the *San Lorenzo Village Center Specific Plan*, regarding density, as analyzed in the previous approval staff report to the Planning Commission for their hearing of 02/19/2019 (see attached). The proposal does not need a Conditional Use Permit because the proposed residential uses are part of the commercial mixed-use development project.

STAFF ANALYSIS

Conformance with the General Plan:

The site is located within the *Eden Area General Plan*, adopted by the Alameda County Board of Supervisors on March 30, 2010. The Plan designates the parcels as “San Lorenzo Specific Plan Area”, which states:

Eden Area General Plan, page 3-28:

San Lorenzo Village Specific Plan Area (SLZVSPA)

This designation is designed to implement the vision, uses and intensities in the *San Lorenzo Village Center Specific Plan*, which was adopted by Alameda County in 2004. The *Specific Plan* provides a long-term vision for the historic San Lorenzo Village area on Hesperian Boulevard from the Interstate 880 overcrossing on the north to around Via Mercado on the south. The designation covers approximately 30 acres and envisions the area as an active center with stores, public facilities, cultural uses, outdoor spaces and attractive streetscape environment with new multi-family, mixed use development. New development should create a visually rich, architecturally distinct area with an identity unique to San Lorenzo. The area should have a comfortable, human-scaled environment while at the same time encourage buildings with a significant architectural presence.

The maximum amount of cumulative development allowed in the San Lorenzo Village area is 580 housing units with an average density of 19.5 dwelling units per acre and a maximum of 230,000 square feet of commercial and public uses. Specific land use, urban design, dimensional standards and other policies and standards are identified in the *Specific Plan*. The *Specific Plan* must be followed as the controlling document for the San Lorenzo Village area as defined in that document.

The modified project still meets the intent of the *Specific Plan*, even considering the unit count has been reduced by 25 units. The proposed 11,049 sq. ft. of indoor commercial retail and 983 sq. ft. of outdoor commercial retail seating area would provide opportunities for commercial and outdoor space for the San Lorenzo Village Center area. There are 77 existing dwelling units within the *San Lorenzo Village Center Specific Plan* area, within Area 2 (the Eden senior housing facility). The proposed modified project, with 138 proposed units, would result in 215 residential units, less than half the total amount allowed within the *Specific Plan* area. The *Specific Plan* area size is 29.5 acres. At 215 units for the total area, the density with the proposed project would be 7.3 dwelling units per acre.

Conformance with the *San Lorenzo Village Center Specific Plan*:

The *San Lorenzo Village Center Specific Plan* includes regulations for Residential Mixed-Use standards. Residential uses are permitted where part of the project includes commercial development (no minimum amount of commercial development is given in the *Specific Plan*). The overall density allowed is 19.66 units per acre throughout the *Specific Plan* area. Again, compared to the *Specific Plan* area, the density for this project, combined with the existing Eden senior housing facility, creates a density of 7.3 dwelling units per acre for the *Specific Plan* area. The number of units allowed for areas 2, 4, and 5A through 5D is 450. At 215 dwelling units (this project plus Eden senior housing), the proposal meets this unit maximum for these areas. The size of areas 2 and 5A through 5D is 16.99 acres. Within these areas the density of the 215 dwelling units from the Eden senior housing plus the proposed project is 12.7 dwelling units per acre,

well below the 19.66 allowed on average throughout the *Specific Plan* area. Residential open space is permitted in lieu of private at not less than 150 sq. ft. per unit and is encouraged on roof tops and courtyard gardens. The proposal complies by providing community residential open space in a central courtyard plus roof-top open space, plus individual balconies for each unit, combining for an open space amount of 20,771 sq. ft. (150.5 sq. ft. per dwelling unit), which meets the 150 sq. ft. minimum open space requirement per unit.

PROJECT AMENITIES

Below are the general project conditions that Demmon Partners is planning for particular aspects of the Village Green project, updated through Cycle 1 Comments.

1. The project proponent shall preserve the existing streetlights that are original to the Mervyn's shopping center from the late 1940's. These streetlights shall be used as determined by the Public Works Agency throughout the public streets, along the project frontage and within the project's private property parking lots and landscaped areas. A site plan showing the number of these streetlights (circa 1940) and their locations shall be submitted to the County Planning Department and the Public Works Agency for review and approval, prior to issuance of the final tract map.
2. The project proponent intends to honor the "Special Rent Programs" per the previous arrangement with the Alameda County Housing and Community Development Department. The following rent programs are to be enforceable during the lifetime of the project or for 30 years from the date of approval, whichever comes first:
 - Current Teachers: 25% rent reduction and 50% deposit reduction in a total of 7 units which is 5% of all units.
 - Military, Police, and Fire personnel: \$100 rent reduction and 50% deposit reduction in a total of 14 units which is 10% of all units.
3. The project proponent, or its successor, shall participate in AC Transit's EasyPass program, by which on-site employees can purchase annual bus passes for the residents and employees in bulk and at a discount. The project proponent shall provide written documentation that the Easy Passes shall be offered to the residents and employees during the lifetime of the project or for 30 years from the date of approval, whichever comes first.
4. Prior to issuance of Final Occupancy, the project proponent shall repair the Lorenzo Theater marquee located at 16080 Hesperian Blvd. San Lorenzo, CA with the County Assessor's parcel number 412-0039- 025-00. This shall include physical, electrical, and painting repairs as needed and finalized per the Lorenzo Theater marquee improvement rendering included in the file for PN2021-00044. The project shall not exceed \$300,000 in total expenses to be paid to The County Economic and Civic Development Department or to directly contract the work which shall be determined by the county's preference.
5. Prior to issuance of the Final Tract Map, the project proponent shall install and maintain a memorial/remembrance to the Mervyn's Store site in the form of a plaque, bench or other small amenity, to be located in close proximity to the old Mervyn's location on Via Arriba. The design shall be approved by the San Lorenzo Village Homes Association.

6. The proposed dog park at the northwest corner of the project, as shown in Exhibit A, shall be open to the public; not exclusively to the residents, employees and customers of the project.

Parking: The project's conformance to parking standards is described below.

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	138	276
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			276

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		
PARKING TYPE		TOTAL
OFF-SITE: STREET PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
	STANDARD STALLS	39
	PARALLEL STALLS	24
	STD. ACCESSIBLE STALLS	1
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	65
ON-SITE: PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
	STANDARD STALLS	26
	STD. ACCESSIBLE STALLS	3
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	30
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
	PRIVATE GARAGE STALLS	55
	VAN ACCESSIBLE STALLS	1
	SUBTOTAL	56
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
	STANDARD UNCOVERED	45
	STANDARD COVERED	64
	TANDEM STALLS	15
	STANDARD ACCESSIBLE STALLS	3
	SUBTOTAL	127
TOTAL PARKING PROVIDED		278

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 74 COMPACT STALLS ARE PROPOSED WHICH IS 23% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

³ STREET PARKING IS NON-EXCLUSIVE* AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

*NON-EXCLUSIVE PARKING IS PROVIDED IN RESPONSE TO THE CIRCULATION GOALS SET FORTH IN THE SAN LORENZO VILLAGE CENTER SPECIFIC PLAN STATING,

"5-C: PROVIDE SHARED-USE (NON-EXCLUSIVE) PARKING AREAS THAT CAN SERVE A VARIETY OF USERS DURING DIFFERENT TIMES OF THE DAY."

The *San Lorenzo Village Center Specific Plan* establishes a parking requirement for residents of two parking spaces per dwelling unit, or as determined by a parking demand study, whichever is greater; guest parking amount are required per a parking demand study (pg 30). Commercial parking is required per a parking demand study (pg 27). The previously approved Site Development Review established a parking requirement that combined commercial parking and residential parking for the project, and considered on-street parking along Via Arriba and Via Mercado, to be countable toward the parking demand for this project, but useable by any vehicle, whether or not related to the project, since these are public streets. This proposal continues to use that parking approval methodology. Based on that previously approved parking requirement methodology of sharing residential and commercial parking, a parking requirement of 276 spaces results for the current proposed 138 dwelling units plus 11049 sq. ft. of interior commercial retail space and 983 sq. ft. of exterior commercial space. The proposed number of parking spaces is 278 spaces, as shown in the Parking Summary table above.

The *San Lorenzo Village Center Specific Plan* supports the establishment of the proposed shared use parking plan. Specifically, Objective 5-C (pg 15) of the plan states:

Provide shared-use (non-exclusive) parking areas that can serve a variety of users during different times of the day.

Also, Parking Policy 2.1 (pg 35) states:

Encourage common parking areas as opposed to exclusive use parking, especially during evening and other non-peak hours.

(Note: Customer parking reserved for a single retail use is generally inconsistent with the goal of encouraging longer term shopping as opposed to short term convenience shopping. The common use of parking lots is especially important to encourage evening restaurant and entertainment uses.)

Also, the *Specific Plan* allows for abandonment or reconfiguration of two adjacent local streets, Via Mercado and Via Arriba, in order to attract desirable development. The Transportation and Circulation Streets policy states (pg 32):

Via Mercado and a one-block portion of Via Arriba are two-lane interior streets serving the Village Square Subarea. Starting at Paseo Grande, Via Arriba proceeds south paralleling Hesperian Boulevard. It passes through the shopping area and continues on through a residential area of single-family houses and apartment units. Via Mercado, located between Via Arriba and Hesperian Boulevard, is one block long and serves only the commercial area. The abandonment or reconfiguration of one or more of these streets within the Plan Area is an option that may be considered in order to attract desired development.

One of the challenges to meeting the *Specific Plan* parking requirements for this project is that the *Specific Plan* has both a high residential requirement (2 spaces per unit), and at the same time encourages shared parking between differing land uses. Determining separate parking demand for each land use type (residential, commercial and guest) leads to a much higher total parking requirement. Using best practices for a shared parking program and a robust transportation impact analysis, the applicant has demonstrated adherence to the strict requirements of the *Specific Plan*, while also providing shared parking throughout the project as encouraged by the *Specific Plan*.

Park Dedication Fees: The project will pay, per residential dwelling unit, park dedication fees to the Hayward Area Recreation and Park District (H.A.R.D.).

CEQA ANALYSIS

The approved application was reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) and an Addendum to the *San Lorenzo Village Center Specific Plan* EIR Final Environmental Impact Report (EIR) has been conducted in accordance with CEQA Section 15164, because the project will not have significant new impacts or substantially increase previously identified significant impacts studied in the EIR. A modified project could utilize this same Addendum considering the project is modified to be smaller with less impacts than the approved project.

There are no substantial changes that have occurred with respect to the circumstances under which the prior 2019 EIR Addendum was certified that result in a new or more significant effect than disclosed in the 2019 EIR Addendum, and the current project (as generally smaller than the approved 2019 project) would not result in any new significant effects not previously discussed, and would not result in any significant effects that would be substantially more severe than previously disclosed in the 2019 EIR Addendum. The current project is similar enough to the approved project that all of the mitigation measures and regulatory requirements that were identified in the 2019 EIR Addendum remain applicable. The attached brief CEQA review demonstrates that the previously prepared 2019 EIR Addendum fully disclosed all potential effect of the currently proposed Project, and no additional environmental review is needed.

COMMENTS FROM REGULATORY AGENCIES

Staff has received comment letters from various regulatory agencies, and they all consider this project to be substantially conforming, and less impactful than the original project approval of 2019. Therefore, their comments are not substantial and have been addressed by the applicant (see attached Applicant Response to Agency Comments), and the project proposal has been updated per their comments. Minor outstanding technical comments will be included as general conditions of approval for the Vesting Tentative Tract Map subdivision and Site Development Review approvals at the Planning Commission (see attached).

COMMUNITY COMMENTS

The County Planning Department received a few letters of concern (see attached) regarding the project. Reasons for the concern include:

1. the high density (26.9 dwelling units per acre for the project-specific net area);
2. lack of parking (278 parking spots provided for the project, including on-site and on-street parking along Via Arriba and Via Mercado, for 138 dwelling units plus 12,032 sq. ft. total commercial retail space);
3. rental housing units (these would be market-rate rental housing units, not ownership units and not affordable housing units);
4. security at the private driveways and noise from the garbage enclosures;
5. amount of retail (the project proposes 11,049 sq. ft. of indoor retail, 983 sq. ft. of outdoor retail seating area); and
6. size of the buildings (proposal would include three-story buildings located along the northeast corner of the property, with four buildings total. The one building located along Hesperian Blvd would be

four stories total (47 feet tall at the Paseo Grande / Hesperian Blvd. corner tower element parapet; 43 feet tall for most of the building parapet). The two buildings along the west side of Via Arriba would be three stories total (36 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the west by a 54-foot wide driveway). The building along the south side of the property (and located South of Via Mercado) would be three stories total (37 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the south, at a distance of 68 feet, by a private driveway.

The County Planning Department also received several letters of support for the project (see attached). Reasons for the support include the need for more housing, the need to revitalize “downtown San Lorenzo”, the need to fill in the vacant subject parcels, and the fact that Hesperian is well suited for the additional traffic.

APPROVAL PROCESS

County staff will continue to work with the applicant to process the modified project as needed to meet the project objectives. Per the Alameda County Subdivision Ordinance, the *San Lorenzo Village Center Specific Plan*, and the Zoning Ordinance, the Planning Commission is responsible for approval of Vesting Tentative Tract Map subdivisions such as this project, as well as for approval of Site Development Reviews within the *Specific Plan* area, such as the second component of this project.

CONCLUSION

The modified project is substantially similar to the approved project and remains a positive addition to the San Lorenzo Village Center area. Staff believes the project should be allowed to continue with the approval process in its modified state. Staff recommends that the Eden Area Municipal Advisory Council recommend approval of the Vesting Tentative Tract Map subdivision and the Site Development Review to the Planning Commission, with the attached draft conditions of approval.

ATTACHMENTS

- DRFT Conditions of Approval for Vesting Tentative Tract Map and Site Development Review
- Project Description Letter from Demmon Partners, applicant, dated April 27, 2021
- Project Comparison Matrix Table
- Project Parking Count Table
- Revised drawings Received on April 27, 2021
- Update to the Addendum to the *San Lorenzo Village Center Specific Plan* Environmental Impact Report from Lamphier Gregory, dated April 23, 2021
- Traffic Analysis Memorandum from Fehr & Peers, dated March 24, 2021
- Applicant Response to Agency Comments
- Agency Referral Comments
- Community Comments
- Staff Report for February 19, 2019, Planning Commission hearing (for background purposes)

PREPARED BY

Rodrigo Orduña, Deputy Planning Director

CONDITIONS OF APPROVAL
for the
TENTATIVE VESTING TRACT MAP SUBDIVISION and
for SITE DEVELOPMENT REVIEW PLN2021-00044

The **Tentative Vesting Tract Map Subdivision and Site Development Review PLN2021-00044**, by Demmon Partners Terry Demmon/Mitch McKinzie, application to allow a new mixed-use multi-family project with 138 rental housing units, 11,049 sq. ft. of indoor commercial retail, 983 sq. ft. of outdoor commercial retail seating area, and Adoption of an Update to the Addendum to the *San Lorenzo Village Center Specific Plan* EIR, for property located in the Zoning District of C-1 (as modified by the *San Lorenzo Village Center Specific Plan*) and General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres located on the west side of Hesperian Blvd., between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00, is hereby approved subject to the Exhibit A, "Village Green, Tentative Vesting Tract Map No. 8488", dated as Received April 28, 2021 (Exhibit A-Map), and Exhibit A, "Village Green San Lorenzo, CA", dated as Received April 27, 2021 (Exhibit A-SDR), and subject to the following Conditions of Approval:

GENERAL CONDITIONS FROM THE COUNTY PLANNING DEPARTMENT

1. All conditions must be accomplished prior to or concurrent with filing the Final Tract Map, unless another time of compliance is specified below or on the face of Exhibit A. If conditions or improvements are permitted to be deferred, improvement plans, engineer's estimate and guarantees shall be submitted by the land divider in a form and amount as approved by the Director of Public Works.
2. The design and improvement of this land division and Site Development Review shall be in substantial conformance with the design and improvement indicated graphically or by statement on Exhibit A-Map and Exhibit A-SDR including road location, grade, alignment, width and intersection design; design and grading of lots; location and design of storm drainage facilities; and location and design of frontage improvements.
3. All required plans, specifications, and technical data necessary to complete the Final Tract Map shall be filed with the Director of Public Works. Requirements for filing the map, review fees, improvements and inspections of work shall be determined by the Director of Public Works.
4. A current title report and copies of the recorded deeds of all parties having record title interest in the property to be divided and if necessary, copies of deeds for adjoining properties shall be submitted to and accepted by the Director of Public Works.
5. Where easements are not obtained, rights of entry and drainage releases shall be acquired by the project proponent in writing from the adjoining property owners for use of improvements of drainage ways outside the boundary of the Tract Map. Original copies of right of entry shall be provided to the Director of Public Works.
6. Project proponent or its successors shall defend, indemnify, and hold harmless the County of Alameda and its agents, officers, and employees from any claim, action, or proceeding against the County of Alameda, and its agents, officers, and employees to attach, set aside, void, or annul this Vesting Tentative Tract Map and Site Development Review, including any amendments thereto, or underlying environmental documents and actions taken pursuant to CEQA, Alameda County Zoning Ordinance, other State and County code and ordinance requirements, and any combination thereof. Such indemnification shall include but not be limited to any such proceeding. If the project proponent or its successors fail to adequately defend the County of Alameda, the County may

- provide its own legal defense and the project proponent or its successors shall be responsible for the County's reasonable attorney's fees.
7. The project proponent shall preserve the existing streetlights that are original to the Mervyn's shopping center from the late 1940s. These streetlights shall be used, as determined by the Public Works Agency, throughout the public streets along the project frontage, and within the project private property parking lots and landscaped areas. A site plan showing the number of these streetlights and their locations shall be submitted to the County Planning Department and the Public Works Agency for their review and approval prior to issuance of the Final Tract Map.
 8. The project proponent shall register with the Alameda County Housing and Community Development Department, the following special rent program, to be enforceable during the life of the project, or for 30 years from the date of approval, whichever is sooner:
 - A. Current Teachers - 25% Rent reduction and 50% of Deposit - Total of 7 units (5% of all units)
 - B. Military, Policemen, Firemen - \$100 Rent reduction and 50% deposit - Total of 14 Units (10% of all units)
 9. The project proponent or its successor shall participate in AC Transit's EasyPass program, by which the Project proponent and on-site employers can purchase annual bus passes for residents and employees in bulk at a discount. The project proponent shall provide written documentation that the EasyPasses shall be offered to the residents and employees during the life of the project, or for 30 years from the date of approval, whichever is sooner.
 10. Prior to issuance of Final Occupancy, the project proponent shall repair the Lorenzo Theater marquee (located at 16080 Hesperian Blvd, San Lorenzo, CA, with County Assessor's Parcel Number 412 -0039-025-00), to include the physical repairs, electrical, and painting as needed, and finalized per Lorenzo Theater marquee improvement rendering included in the file for PN2021-00044. The project proponent shall provide not to exceed \$300,000 in total expense, to be paid to the County Economic and Civic Development Department, or to contract the work directly, based on County preference.
 11. Prior to issuance of Final Tract Map, the project proponent shall install and maintain a memorial/remembrance to the Mervyn's Store site in the form of a plaque or bench, or other small amenity, to be located in close proximity to the old Mervyn's location on Via Arriba. The design shall be approved by the San Lorenzo Village Homes Association.
 12. The proposed dog park at the north west corner of the project, as shown on Exhibit A, shall be open to the public and not only accessible to the residents, employees, or customers of the project.
 13. Prior to issuance of the Final Tract Map, the project proponent shall provide for approval by the Planning Department detailed Landscaping and Irrigation Plans and Stormwater Treatment Low Impact Development Plans showing the locations, species, deciduous or evergreen plant type, water use, size at planting, irrigation system, and expected size at maturity, of all proposed plant species. The detailed Landscaping Plan shall also show all exterior furniture, structures, paving, bicycle racks, fencing, gates, walls, planters, exterior lighting fixtures, and signage, for the proposed project. The landscaping to be installed shall be fast growing evergreen trees with a full canopy (*not* cypress trees) along the western and southern edges of the project, along the property and fence line located adjacent to the existing single-family residences, west of the proposed parking lot next to Buildings 3 and 4, and south of the private driveway adjacent to Building 2. The amount of trees shall be intended to screen and obscure the view of the proposed project from the existing single-family residences. The minimum number of trees planted on the project side shall coincide with: at least one tree per adjacent property on the single-family side of the property line along the western edge of the project, and at least two trees per adjacent property on the single-family side of the property line along the southern edge of the project (south of the private driveway adjacent to Building 2). The detailed Landscaping Plan shall include London Plane and/or Sycamore trees to

- be located along Hesperian Boulevard and Via Mercado. On Hesperian Boulevard, small, fast-growing trees would be acceptable if no London Plane trees are possible due only to the conflicts with existing street conduits.
14. The detailed Landscaping Plan shall comply with the California Water Efficient Landscaping Ordinance. At minimum, such a plan shall address the following Bay-Friendly Guidelines:
 - A. Chosen plants will match the microclimate and soil conditions, growing to their natural size in the space allotted them, thus avoiding shearing.
 - B. The plan will use non-invasive plant species. Invasive plant species listed by Cal-IPC as invasive in the SF Bay Area will not be used.
 - C. The plan will apply Integrated Pest Management, Water Conservation, and Energy Conservation Techniques as outlined by Bay-Friendly Guidelines,
 - D. The plan will create and protect wildlife habitat, where practicable as outlined by the Bay-Friendly Guidelines.
 - E. Any work shall be completed by a Bay-Friendly Qualified Landscape Professional or a Professional Landscaper.
 15. Prior to Final Occupancy, the Planning Department shall approve the detailed Landscaping Plan.
 16. The permittee or its successor shall maintain compliance with the requirements of the following agencies:
 - A. Alameda County Public Works Agency, Building Inspection Department
 - B. Alameda County Public Works Agency, Land Development Department
 - C. Alameda County Public Works Agency, Clean Water Program
 - D. Alameda County Public Works Agency, Permitting
 - E. Alameda County Fire Department
 - F. Alameda County Sheriff's Office
 17. The applicant, owner, or successor shall comply with all other local, state, or federal regulations, laws, and ordinances, during the life of this Permit. Failure to comply with all other local, state, or federal may subject the approval to revocation in accordance with conditions of approval herein and per the Alameda County Zoning Ordinance Section 17.54.030.
 18. During construction, the applicant, owner, or successor shall keep the subject site secure against illegal trespassing with fencing to the satisfaction of the Planning Director.
 19. The applicant, property owner, or successor shall be responsible for payment of all reasonable costs associated with the necessary permit processing or inspections of the conditions of approval contained in the authorization of the facility, including costs incurred by the Community Development Agency, the County Fire Department, the Building Inspection Division, the Public Works Agency or any other applicable Federal, State or County department or agency. Nonpayment of fees may subject the permit to revocation in accordance with conditions of approval herein and per the Alameda County Zoning Ordinance Section 17.54.030.
 20. The Tentative Tract Map shall expire three years from the date of approval (expiration on **XXXXXXXXXX**), unless prior to that date, the project proponent files an extension request with the Alameda County Planning Department, or obtains Final Tract Map approval. The Site Development Review shall expire concurrently with the Tentative Tract Map, and shall be extended only if the Tentative Tract Map is extended or if the Final Tract Map is approved.

Access / Street Improvements

21. A Joint Maintenance Agreement, as approved by the Planning Director, shall be recorded with the County Recorder. Said agreement shall condition the ownership of the parcels to share equally in the maintenance and parking enforcement of the common parking areas on private property, any

- common utility services, and storm drainage easements serving or crossing more than one parcel.
22. All public streets, access, and private common areas shall be improved as shown on Exhibit A. Said improvements shall be guaranteed by a cash deposit or an instrument of credit at the option of the Director of Public Works. No guarantee will be necessary if plans are approved and improvements completed to the satisfaction of the Director of Public Works prior to filling the Final Tract Map.
 23. Any right of way dedication, relocation of improvements or public facilities or road improvements shall be accomplished at no expense to the County.
 24. Approval shall be secured from the Director of Public Works of detailed plans prepared by an engineer (including location, extent and sized of all permanent and temporary facilities) for: a) grading, drainage, erosion and sedimentation control; b) storm drainage facilities; and c) on-site improvements including paving.

Site Alterations / Improvements

25. Grading on this site shall conform to the applicable portions of the Alameda County Grading Ordinance. A Grading Permit shall be secured from the Director of Public Works, as needed, in accordance with requirements of the Alameda County Grading Ordinance and design and quantities generally shown on Exhibit A with the intent, but not the requirement to balance the cut and fill soil quantities.
26. Design and improvement of the land division shall comply with recommendations and requirements of the Public Works Agency at their discretion.
27. No grading shall be permitted on this site until grading, drainage, erosion and sedimentation control plans have been approved by the Director of Public Works. Grading plans shall also be approved by the Planning Director prior to filing the Final Tract Map or grading of the site.
28. Grading shall not augment rate of flow or concentrate runoff to adjacent properties or block runoff from adjoining properties.
29. Grading operations and construction activities shall be limited to weekdays (Monday through Friday) and the hours of 7:00 A.M. to 6:00 P.M. and on Saturdays 9:00 A.M. to 6:00 P.M., unless otherwise authorized by the Director of Public Works. Hours of operation shall be posted prominently at the front of the property in a location visible to the public.
30. Dust shall be controlled and adjoining public streets and private properties shall be kept clean of project dirt, mud, materials, and debris, to the satisfaction of the Director of Public Works.
31. Any known water well without a documented intent of future use that is shown on the map, is known to exist, is proposed, or is located during the course of field operations must be destroyed or backfilled prior to any demolition or grading in accordance with a well destruction permit obtained from the Public Works Agency.
32. Operations shall cease in the vicinity of any suspected archaeological resource until an archaeologist is consulted and his or her recommendations followed, subject to approval by the Planning Director. If evidence of human remains is discovered on the site, the County Coroner shall be notified immediately.
33. All utility distribution facilities within the land division shall be placed underground.
34. Water services is to be provided and are to be connected to the East Bay Municipal Utility District water system and installed at the expense of the project proponent in accordance with the requirements of said District and the approval by the Director of Public Works.
35. A letter from the East Bay Municipal Utility District stating that it has agreed to provide water to the project shall be submitted to the Director of Public Works.
36. Sanitary sewers are to be provided to service the project and are to be connected to the Oro Loma

- Sanitary District system of sewers and installed at the expense of the project proponent in accordance with the requirements of said District and the approval of the Director of Public Works.
37. A letter from the Oro Loma Sanitary District stating that it has agreed to provide a connection to its sanitary sewer system for the project shall be submitted to the Director of Public Works.
 38. Fire protection improvements shall be installed by the project proponent in accordance with the requirements of the Alameda County Fire Department. A letter from this Department stating that it has approved the design and improvement guarantees shall be submitted to the Director of Public Works.
 39. Prior to release of guarantees, all improvements as specified herein or shown on Exhibit A shall be installed in accordance with the improvement plans approved by the Director of Public Works. Inspections shall be certified by a registered Engineer or by Public Works Agency staff, at the option of the Director of Public Works. Fire protection improvements shall be inspected and approved by the Alameda County Fire Department.
 40. The developer shall design all landscaping irrigation so runoff is minimized. Design of landscaping shall consider that the use of pesticides and fertilizers shall be minimized to prevent storm water contamination (i.e., native and/or pest resistant plants).
 41. It is the responsibility of the applicant to comply with Federal, State, and local water quality standards and regulations. In order for the County and the Applicant to comply with the Alameda Countywide Clean Water Program's (ACCWP) National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water Permit issued by the San Francisco Bay Regional Water Quality Control Board, water quality protection must be implemented both during construction and after construction. Permanent measures to protect water quality will reduce pollution that is commonly produced from the creation of new impervious surfaces such as roads and roof tops. The applicant shall provide measures to prevent discharge of contaminated materials into public drainage facilities during construction, and as shown on the Preliminary Grading and Stormwater Site Plan for post-construction conditions.
 42. The developer shall provide the Alameda Countywide Clean Water Program brochure entitled "The Bay Begins at Your Front Door," available to initial property occupants at the time of property move-in. The applicant may contact the Alameda Countywide Clean Water Program at 510-670-5543 for information on obtaining the above-mentioned literature.

REQUIREMENTS FROM THE PUBLIC WORKS AGENCY

43. The Developer's proposal for the reconfiguration of Via Mercado at its current location, a County owned and maintained road, shall be handled through the final map process. Developer shall notify all of the affected public agencies and utility companies and submit to the review and approval of utility relocation plans by those agencies and utility companies.
44. Any proposed improvements along Hesperian Boulevard must conform to the County Hesperian Boulevard Streetscape Project and the Master Plan.
45. All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.
46. Modify the existing traffic signal system to the satisfaction of the Director of Public Works at the intersection of the current Via Mercado alignment and Hesperian Boulevard.
47. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
48. On-street parking will not be allowed at the following locations:
 - A. Adjacent to the designated right turn lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.
 - B. Within the first 25 feet from limit lines or crosswalks.

PLN2021-00044 – Tentative Tract Map Subdivision and Site Development Review

Conditions of Approval

Page 6 of 7

49. The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.
50. Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.
51. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
52. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
53. Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc.
54. Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.
55. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.
56. Provide a minimum of 14 feet wide curb lane, not including gutter pan area.
57. All on-site and on-street parking stalls shall have sufficient access and maneuvering area.
58. Ensure that curb ramps are provided for all disabled parking spaces.
59. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
60. No compact parking stalls will be allowed within public right-of-way.
61. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
62. Obtain County Fire Department approval of this application
63. No private improvements shall be located within the public right-of-way area without an approved easement from the County.
64. Streetlights shall be provided at the following locations:
 - A. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - B. Along Via Arriba, between Via Mercado and Paseo Grande
 - C. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - D. At the intersection of Via Mercado and Via Arriba
 - E. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

REQUIREMENTS FROM THE HAYWARD AREA RECREATION AND PARK DISTRICT

65. Prior to issuance of Final Occupancy, the developer shall pay the Park Dedication in-lieu fees that are in effect at the time of issuance of a Building Permit for each residential dwelling unit, and not provide for any reduction or relief from any fee increase that may occur between the time the Vesting Tentative Map is approved and the issuance of the Building Permit.

REQUIREMENTS FROM THE ALAMEDA COUNTY FIRE DEPARTMENT

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.

66. Aerial fire apparatus access roads are being provided along Via Mercado, Paseo Grande and Hesperian. The associated buildings shall be positioned so that they fall within the 15-30 setback.
67. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.

68. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
69. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
70. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
71. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).
72. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2016 CFC.
73. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire-fighting and fire sprinkler water needs.
74. The applicant shall provide fire pump rooms that are directly accessible from the fire access roads.
75. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
76. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
77. The applicant will design the pool area to provide adequate spacing for ground ladder access to the egress windows.
78. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by Alameda County Fire.
79. This project shall comply with all Building and Fire Code requirements in effect at time of Building Permit submittal.

REQUIREMENTS FROM THE ALAMEDA COUNTY SHERIFF'S OFFICE

80. The project proponent shall work, during the Building Permit phase of the project, with the Sheriff's Office on security measures to the satisfaction of the Sheriff's Office. A letter from the Sheriff's Office verifying that the project proponent has worked in good faith with the Sheriff's Office shall be necessary for the Planning Department to release Building Permits for the first proposed building.

**ALBERT LOPEZ - PLANNING DIRECTOR & SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY**

Alameda County Planning Department
Rodrigo Orduna, Senior Planner

April 27, 2021

Rodrigo,

Below are the general project conditions that Demmon Partners is planning for particular aspects of The Village Green project, updated through Cycle 1 Comments.

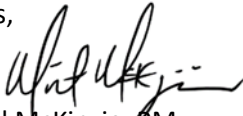
1. The project proponent shall preserve the existing street lights that are original to the Mervyn's shopping center from the late 1940's. These street lights shall be used as determined by the Public Works Agency throughout the public streets, along the project frontage and within the project's private property parking lots and landscaped areas. A site plan showing the number of these street lights (circa 1940) and their locations shall be submitted to the County Planning Department and the Public Works Agency for review and approval, prior to issuance of the final tract map.
2. The project proponent intends to honor the "Special Rent Programs" per the previous arrangement with the Alameda County Housing and Community Development Department. The following rent programs are to be enforceable during the lifetime of the project or for 30 years from the date of approval, whichever comes first:
 - Current Teachers: 25% rent reduction and 50% deposit reduction in a total of 7 units which is 5% of all units.
 - Military, Police, and Fire personnel: \$100 rent reduction and 50% deposit reduction in a total of 14 units which is 10% of all units.
3. The project proponent, or its successor, shall participate in AC Transit's EasyPass program, by which on-site employees can purchase annual bus passes for the residents and employees in bulk and at a discount. The project proponent shall provide written documentation that the EasyPasses shall be offered to the residents and employees during the lifetime of the project or for 30 years from the date of approval, whichever comes first.
4. Prior to issuance of Final Occupancy, the project proponent shall repair the Lorenzo Theater marquee located at 16080 Hesperian Blvd. San Lorenzo, CA with the County Assessor's parcel number 412-0039-025-00. This shall include physical, electrical, and painting repairs as needed and finalized per the Lorenzo Theater marquee improvement rendering for parcel number 2018-00086. The project shall not exceed \$300,000 in total expenses to be paid to The County Economic and Civic Development Department or to directly contract the work which shall be determined by the county's preference.
5. Prior to issuance of the Final Tract Map, the project proponent shall install and maintain a memorial/remembrance to the Mervyn's Store site in the form of a plaque, bench or other small amenity, to be located in close proximity to the old Mervyn's location on Via Arriba. The design shall be approved by the San Lorenzo Village Homes Association.
6. The proposed dog park at the North West corner of the project, as shown in Exhibit A, shall be open to the public; not exclusively to the residents, employees and customers of the project.

Expected Documentation:

- *Drawings* substantially similar package as previous entitlement review. Cycle 2 submittal plans in final progress stages and to be formally submitted for review soon. As of the date of this letter, the team has provided a partial plan set (Presentation Plan Set) that captures the cycle 1 comments to the best of our ability.
- *Tentative Tract Map* substantially similar as previous entitlement review, including the reservation to condo map (if desired) in the future under the "Purpose" heading. TR-Number pending.
 - o Example language here: SUBDIVIDE SUBJECT SITE FOR THE PURPOSES OF CREATING 138 RESIDENTIAL CONDOMINIUM UNIT AND UP TO 3 COMMERCIAL CONDOMINIUM UNITS.
 - o Surveyor to confirm if same Tract Map Number can be used or we intend to provide a new one for cycle 2 when we submit the revised Map.
- *Project Comparison Table* is provided as a concise informative summary of some of the key aspects of the re-proposed project as compared to the entitled original. All figures updated to match currently submitted project drawings.

Should Alameda County need additional clarification or comments from Demmon Partners or a design team member, please do not hesitate to ask. We likely can produce an answer for the review team quickly and be ready to capture the response in drawings for cycle 2 pending completion very soon.

Regards,



Mitchell McKinzie, PM
Demmon Partners

VILLAGE GREEN - PROJECT COMPARISON MATRIX

FEATURES / IMPACTS / AMENITIES / ETC	PROJECT RE-PROPOSED	PROJECT RE-PROPOSED DETAILS	PROJECT AS ENTITLED	PROJECT AS ENTITLED DETAILS
Project Size & Scope	111,695	Residential Sqft	153,923	Residential Sqft
Unit Count	138	Reduced by 15.3%	163	Meets all Specific Plan Requirements
Unit Density	26.9 DU/AC	Slightly Reduced Density	31.8 DU/AC	Meets all Specific Plan Requirements
Retail Sqft	✓	Commercial Sqft Virtually Unchanged	✓	11,500 sqft
Parking	278	Reduced by 14.5%	326	Meets all Specific Plan Parking Goals & Requirements
Stacked Parking	✓	Eliminated Need for Mechanically Stacked Parking	✗	27 Tandem Garage Stackers
Number of Floor Plans	★★★	Simplified Floor Plans	★★★★	4 Main Plans, plus special locations
Open Space	✓	Exceeds Requirements	✓	Exceeds Requirements
Pool/Spa Amenity	✓	Yes	✓	Yes
Rooftop Terrace	✓	Yes	✓	Yes
Public Dog Park	✓	Yes	✓	Yes
Reduced Rates for Teachers	✓	Similar Program to be Implemented	✓	Program was for 5% of Apts (8-units) at 25% off
Reduced Rates for First Responders & Military	✓	Similar Program to be Implemented	✓	Program was for 10% of Apts (16-units) at \$100 off per month
Impacts				
Traffic	●	Significant Reduction in Traffic Volume	●	Meets all Traffic Requirements
Resident Bus Passes	✓	Similar Program to be Implemented	✓	Yearly AC Transit Passes Provided to Residents and Some Employees
Environmental	✓	Significant Reduction in Overall Environmental Impact	✓	Meets all Specific Plan & CEQA Requirements
Key Site Design Elements				
Public Road Reconfiguration	✓	Public Roads Remain, Only Modified for Similar Street Parking Scheme	!	Project Requires Relocation of Via Mercado
Subdivision / Tract Map	✓	Similar Subdivision and Tract Map Documents as per Prior Entitlement	✓	Project has approved Tentative Tract Map for the Creation of Residential & Commercial Units, as well as Relocate Public Right of Way
Site Complication	✓	Lower Space Constraints = Easier PWA Concept Review	!	Project was Subject To Extensive PWA Review (Engineered Construction Doc Level)
Art Deco Design Elements	✓	Similar Design Elements to be Implemented	✓	Meets Goals of Council and Specific Plan

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	138	276
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			276

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)			
PARKING TYPE			TOTAL
OFF-SITE: STREET PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³			
	STANDARD STALLS		39
	PARALLEL STALLS		24
	STD. ACCESSIBLE STALLS		1
	VAN ACCESSIBLE STALLS		1
	<i>SUBTOTAL</i>		65
ON-SITE: PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴			
	STANDARD STALLS		26
	STD. ACCESSIBLE STALLS		3
	VAN ACCESSIBLE STALLS		1
	<i>SUBTOTAL</i>		30
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)			
	PRIVATE GARAGE STALLS		55
	VAN ACCESSIBLE STALLS		1
	<i>SUBTOTAL</i>		56
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)			
	STANDARD UNCOVERED		45
	STANDARD COVERED		64
	TANDEM STALLS		15
	STANDARD ACCESSIBLE STALLS		3
	<i>SUBTOTAL</i>		127
TOTAL PARKING PROVIDED			278

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 74 COMPACT STALLS ARE PROPOSED WHICH IS 23% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

³ STREET PARKING IS NON-EXCLUSIVE* AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

*NON-EXCLUSIVE PARKING IS PROVIDED IN RESPONSE TO THE CIRCULATION GOALS SET FORTH IN THE SAN LORENZO VILLAGE CENTER SPECIFIC PLAN STATING,
 "5-C: PROVIDE SHARED-USE (NON-EXCLUSIVE) PARKING AREAS THAT CAN SERVE A VARIETY OF USERS DURING DIFFERENT TIMES OF THE DAY."



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949.267.1660

ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS

Company: DEMMON PARTNERS
Address: 601 University Ave, Suite 110
Sacramento, CA 95825
Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

VILLAGE GREEN
SAN LORENZO, CA

RECEIVED
APR 27 2021
BY: PLN2021-00044

EXHIBIT A

Issue Date

1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

TITLE SHEET

A0.0

GROSS BUILDING AREA SUMMARY

LEVEL	BLDG 1 TYPE A	BLDG 2 TYPE B	BLDG 3 TYPE C	BLDG 4 TYPE C	TOTAL
1ST FLOOR	23,024	10,934	12,244	12,244	58,446
2ND FLOOR	23,972	11,388	12,800	12,800	60,960
3RD FLOOR	21,714	11,388	12,800	12,800	58,702
TOTAL	68,710	33,710	37,844	37,844	178,108

PARKING SUMMARY

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	138	276
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			276

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)	
PARKING TYPE	TOTAL
OFF-SITE: STREET PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³	
STANDARD STALLS	39
PARALLEL STALLS	24
STD. ACCESSIBLE STALLS	1
VAN ACCESSIBLE STALLS	1
SUBTOTAL	65
ON-SITE: PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴	
STANDARD STALLS	26
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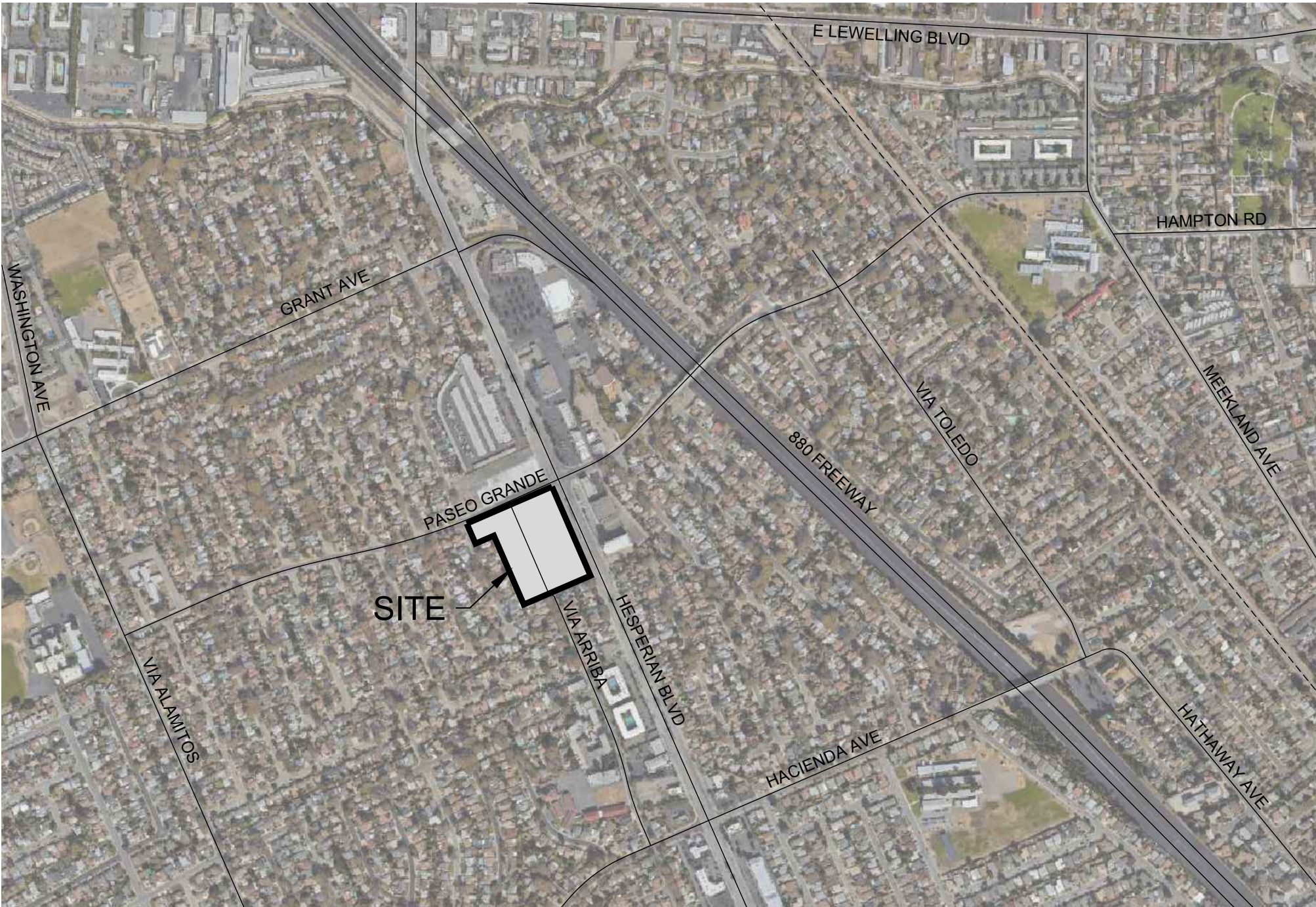
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"5-C: PROVIDE SHARED-USE (NON-EXCLUSIVE) PARKING AREAS THAT CAN SERVE A VARIETY OF USERS DURING DIFFERENT TIMES OF THE DAY."

UNIT SUMMARY

PLAN	BED/BATH	NET SQ. FT	NO. OF UNITS	SQ. FT. TOTAL	UNIT MIX
STUDIO UNIT					
P0.0	1 BED/1 BA	600	20	12,000	14.5%
TOTAL			20	12,000	14.5%
1-BEDROOM UNIT					
P1.0	1 BED/1 BA	713	53	37,789	38.4%
P1.1	1 BED/1 BA	760	14	10,640	10.1%
P1.2	1 BED/1 BA	913	2	1,826	1.4%
P1.3	1 BED/1 BA	948	2	1896	1.4%
TOTAL			71	52,151	51.4%
2-BEDROOM UNIT					
P2.0	2 BED/1 BA	907	18	16,326	13.0%
P2.1	2 BED/2 BA	1,059	26	27,534	18.8%
TOTAL			44	43,860	31.9%
3-BEDROOM UNIT					
P3.0	3 BED/2 BA	1,228	3	3,684	2.2%
TOTAL			3	3,684	2.2%
TOTAL			138	111,695	100.0%

VICINITY MAP



PROJECT TEAM

CLIENT:	DEMMON PARTNERS 601 UNIVERSITY AVE, SUITE 110 SACRAMENTO, CA 95825 CONTACT: TERRY DEMMON PHONE: 650.365.8130
ARCHITECT:	ARCHITECTURE DESIGN COLLABORATIVE 23231 SOUTH POINTE DRIVE LAGUNA HILLS, CA 92653 CONTACT: CHRIS WEIMHOLT PHONE: 949.267.1660 EXT. 202
CIVIL ENGINEER:	BKF ENGINEERS 300 FRANK OGAWA PLAZA, SUITE 380 OAKLAND, CA 94612 CONTACT: AARON PHILIPS PHONE: 510.899.7307
LANDSCAPE:	MJS LANDSCAPE ARCHITECTURE 507 30TH STREET NEWPORT BEACH, CA 92663 CONTACT: DAN DELLE PHONE: 949.675.9964

PROJECT INFO

SITE ADDRESS:	SAN LORENZO, CA 94580
PROJECT DESCRIPTION:	THE PROPOSED MIXED-USE, MULTI-FAMILY PROJECT CONSISTS OF 4 PROPOSED BUILDINGS, EACH 3-STORIES AND TYPE V CONSTRUCTION. THERE ARE 138 UNITS ON THE 5.12 ACRE SITE RANGING FROM 600 SF TO 1,228 SF AND APPROXIMATELY 12,032 SF OF RETAIL AREA. THE DEVELOPMENT WILL KEEP VIA MERCADO AS CURRENTLY LOCATED AND RE-ALIGN VIA ARRIBA.
SITE AREA:	5.12 ACRES
UNITS:	138 UNITS
DENSITY:	26.9 DU / ACRES
RETAIL AREA ENCLOSED:	± 11,049 SF
OUTDOOR RETAIL SEATING AREA:	± 983 SF
CONSTRUCTION TYPE:	TYPE VA
SPRINKLERS:	NFPA 13
BLDG. OCCUPANCIES:	BLDG. 1 - SEPARATED R-2, M, A-3,B BLDG. 2 - SEPARATED R-2, U BLDG. 3 - SEPARATED R-2, U BLDG. 4 - SEPARATED R-2, U
OPEN SPACE: REQUIREMENT:	150 S.F. PER UNIT =20,700 S.F. TOTAL
PROVIDED:	15,903 S.F. COMMON O.S. 4,868 S.F. PRIVATE O.S. =20,771 S.F. TOTAL O.S.

SHEET INDEX

GENERAL	
A0.0	TITLE SHEET
G0.0	GENERAL INFORMATION AND SHEET INDEX
G0.1	EXISTING SITE CONTEXT
LANDSCAPE	
L.1	CONCEPTUAL LANDSCAPE PLAN
L.2	BUILDING 2 3RD FLOOR ROOF TERRACE ENLARGEMENT
L.3	WALL & FENCE PLAN
L.4	PLANT LEGEND, NOTES & SECTION
CIVIL	
	PARCELIZATION PLAN
	PRELIMINARY STORMWATER CONTROL PLAN
ARCHITECTURAL	
A1.0	SITE PLAN
A2.1	BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - OVERALL
A2.2A	BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 1
A2.2B	BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 2
A2.3	BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - OVERALL
A2.4A	BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - PART 1
A2.4B	BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - PART 2
A2.5	BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - OVERALL
A2.6A	BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - PART 1
A2.6B	BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - PART 2
A2.7	BLDG. 1 (TYPE A) - ROOF PLAN - OVERALL
A2.8A	BLDG. 1 (TYPE A) - ROOF PLAN - PART 1
A2.8B	BLDG. 1 (TYPE A) - ROOF PLAN - PART 2
A2.9	BLDG. 1 (TYPE A) - EXTERIOR ELEVATIONS
A2.10	BLDG. 1 (TYPE A) - EXTERIOR ELEVATIONS
A2.11	BLDG. 1 (TYPE A) - EXTERIOR ELEVATIONS
A3.1	BLDG. 2 (TYPE B) - FIRST - THIRD FLOOR PLAN
A3.2	BLDG. 2 (TYPE B) - ROOF PLAN
A3.3	BLDG. 2 (TYPE B) - EXTERIOR ELEVATIONS
A3.4	BLDG. 2 (TYPE B) - EXTERIOR ELEVATIONS
A4.1	BLDG. 3 AND 4 (TYPE C) - FIRST - THIRD FLOOR PLANS
A4.2	BLDG. 3 AND 4 (TYPE C) - ROOF PLAN
A4.3	BLDG. 3 AND 4 (TYPE C) - EXTERIOR ELEVATIONS
A4.4	BLDG. 3 AND 4 (TYPE C) - EXTERIOR ELEVATIONS
A5.1	UNIT PLANS
A5.2	UNIT PLANS
A6.0	PERSPECTIVE VIEW
A6.1	PERSPECTIVE VIEW
A6.2	PERSPECTIVE VIEW
A7.0	TRASH ENCLOSURE PLAN AND ELEVATIONS
A7.1	CARPORT ELEVATIONS

GENERAL NOTES:

1. FIRE ALARM SYSTEM TO BE INSTALLED THROUGHOUT AS REQUIRED.
2. ALL BUILDINGS TO INCLUDE EMERGENCY RESPONDER RADIO COVERAGE EQUIPMENT.
3. ALL ELEVATORS SHALL BE EQUIPPED WITH PHASE I EMERGENCY RECALL OPERATION AND PHASE II EMERGENCY IN-CAR OPERATIONS.

DEFERRED SUBMITTAL:

1. FIRE SPRINKLER SYSTEM
2. FIRE SERVICE UNDERGROUND
3. STANDPIPE SYSTEM
4. FIRE SPRINKLER MONITORING SYSTEM
5. FIRE ALARM SYSTEM
6. EMERGENCY RESPONDER RADIO COVERAGE
7. FIRE PUMP AND FIRE PUMP ROOM (IF REQUIRED)
8. HOOD AND DUCT FIRE SUPPRESSION SYSTEMS
9. ADDITIONAL ITEMS MAY BE REQUIRED DUE TO THE RETAIL OCCUPANCIES

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VILLAGE GREEN

SAN LORENZO, CA

Issue Date

1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

GENERAL INFORMATION AND SHEET INDEX

G0.0



10 VIEW LOOKING SOUTHWEST FROM CORNER OF PASEO GRANDE AND PASEO LARGAVISTA



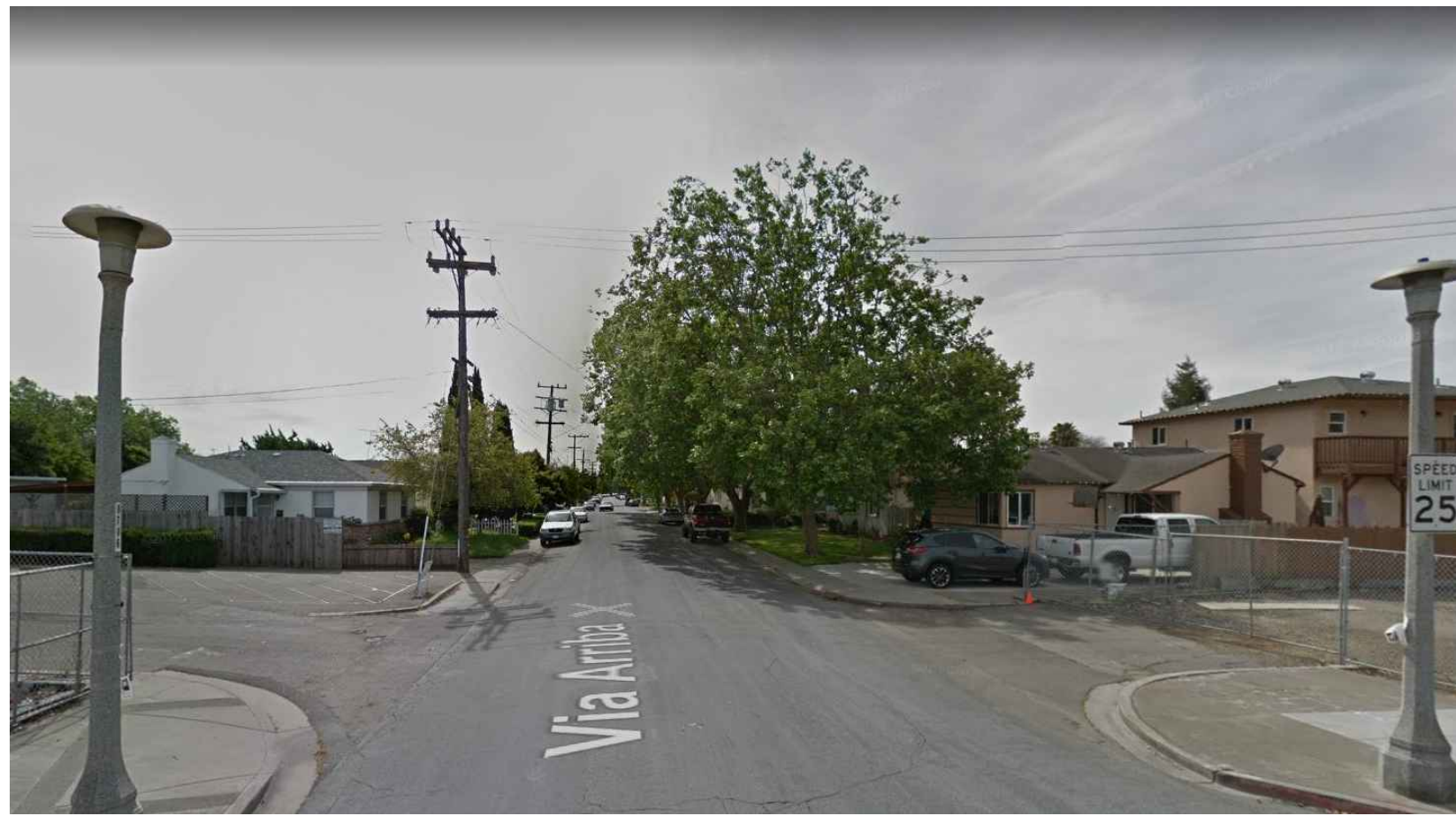
09 VIEW LOOKING SOUTHEAST FROM PASEO GRANDE



08 VIEW LOOKING SOUTH FROM INTERSECTION OF VIA ARRIBA AND PASEO GRANDE



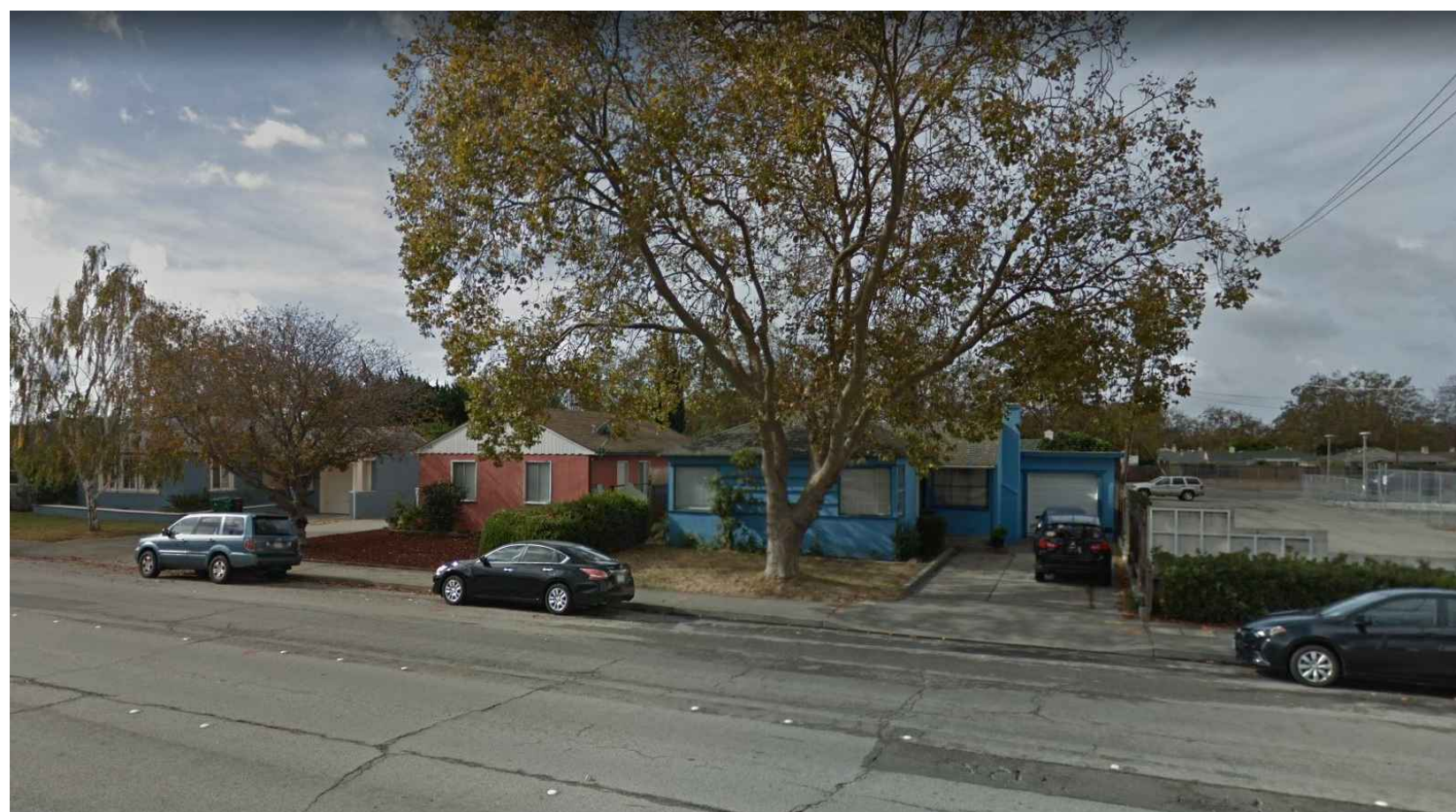
07 VIEW LOOKING EAST TOWARDS THE THEATER FROM VIA MERCADO



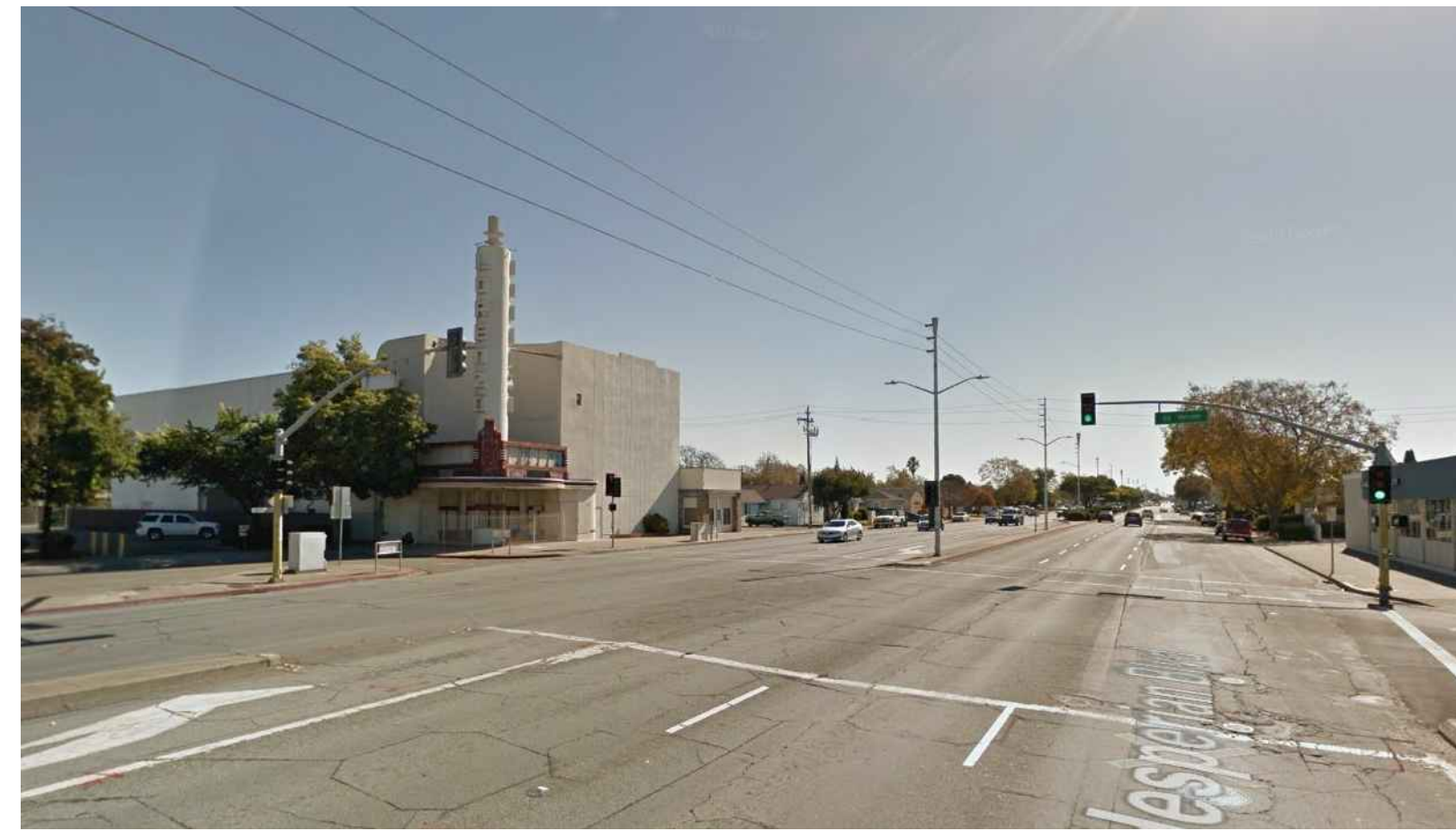
06 VIEW LOOKING SOUTH FROM VIA ARRIBA TO ADJACENT PROPERTY



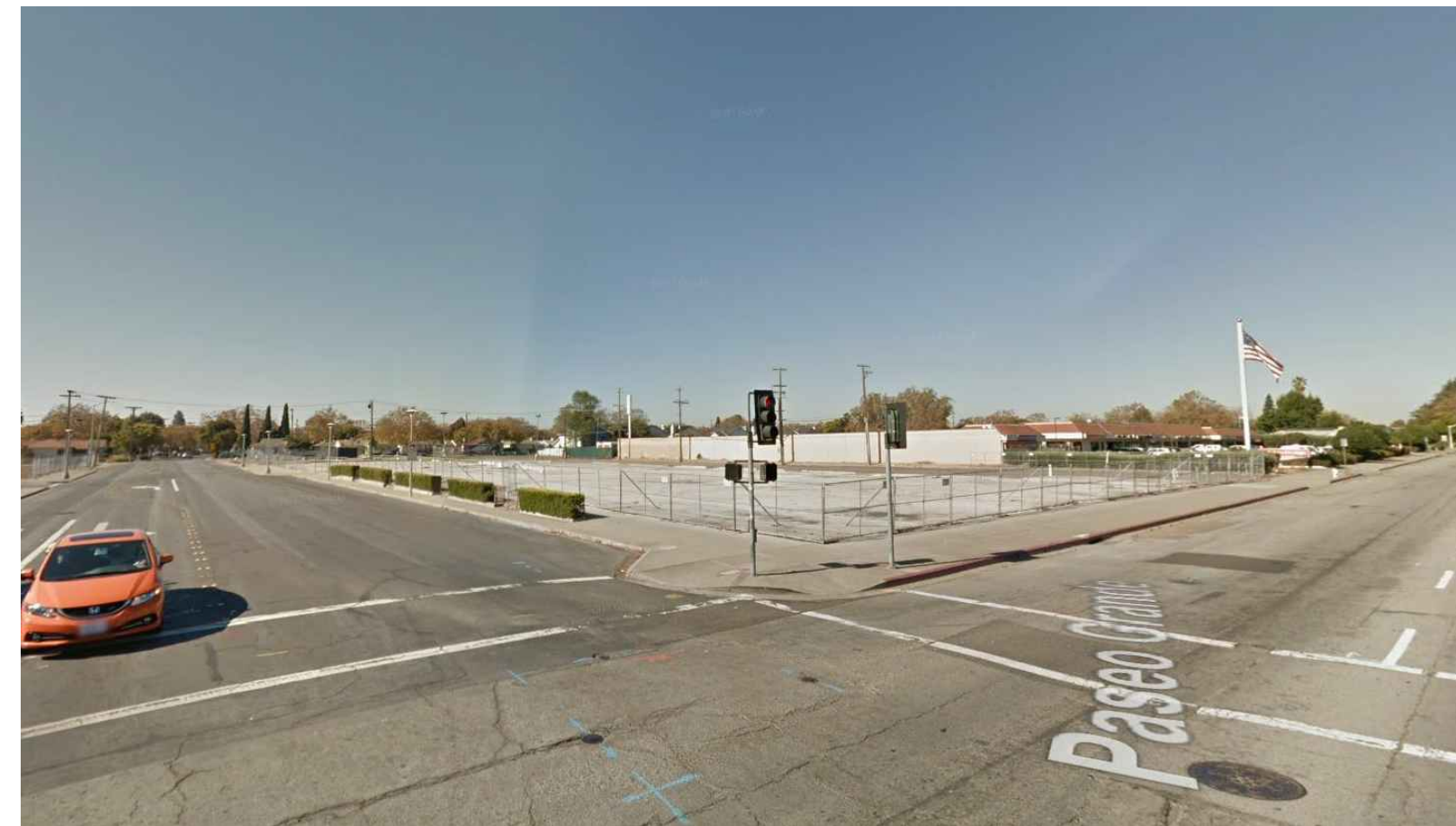
VICINITY MAP



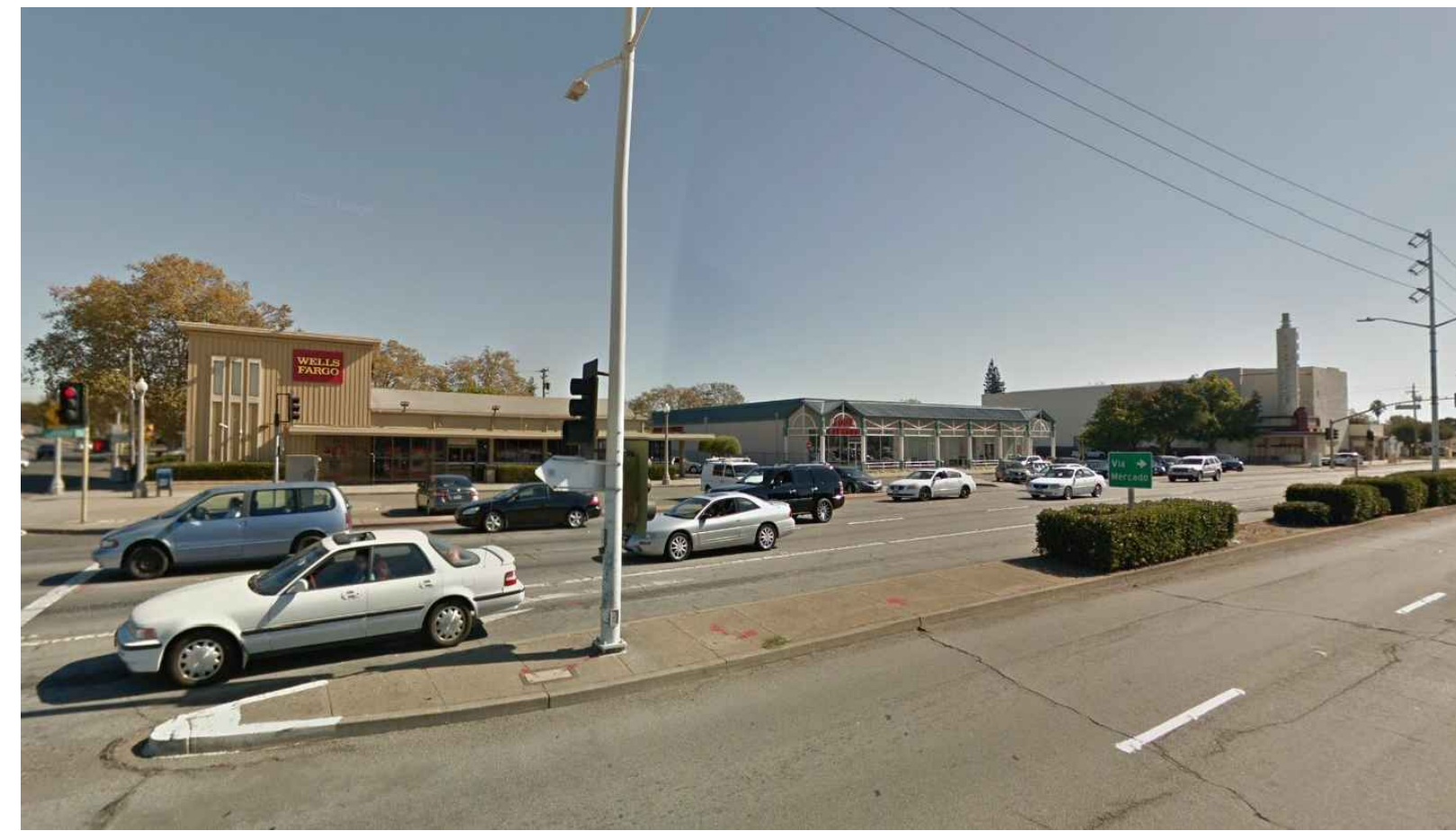
05 VIEW LOOKING SOUTH FROM HESPERIAN BLVD TO ADJACENT PROPERTY



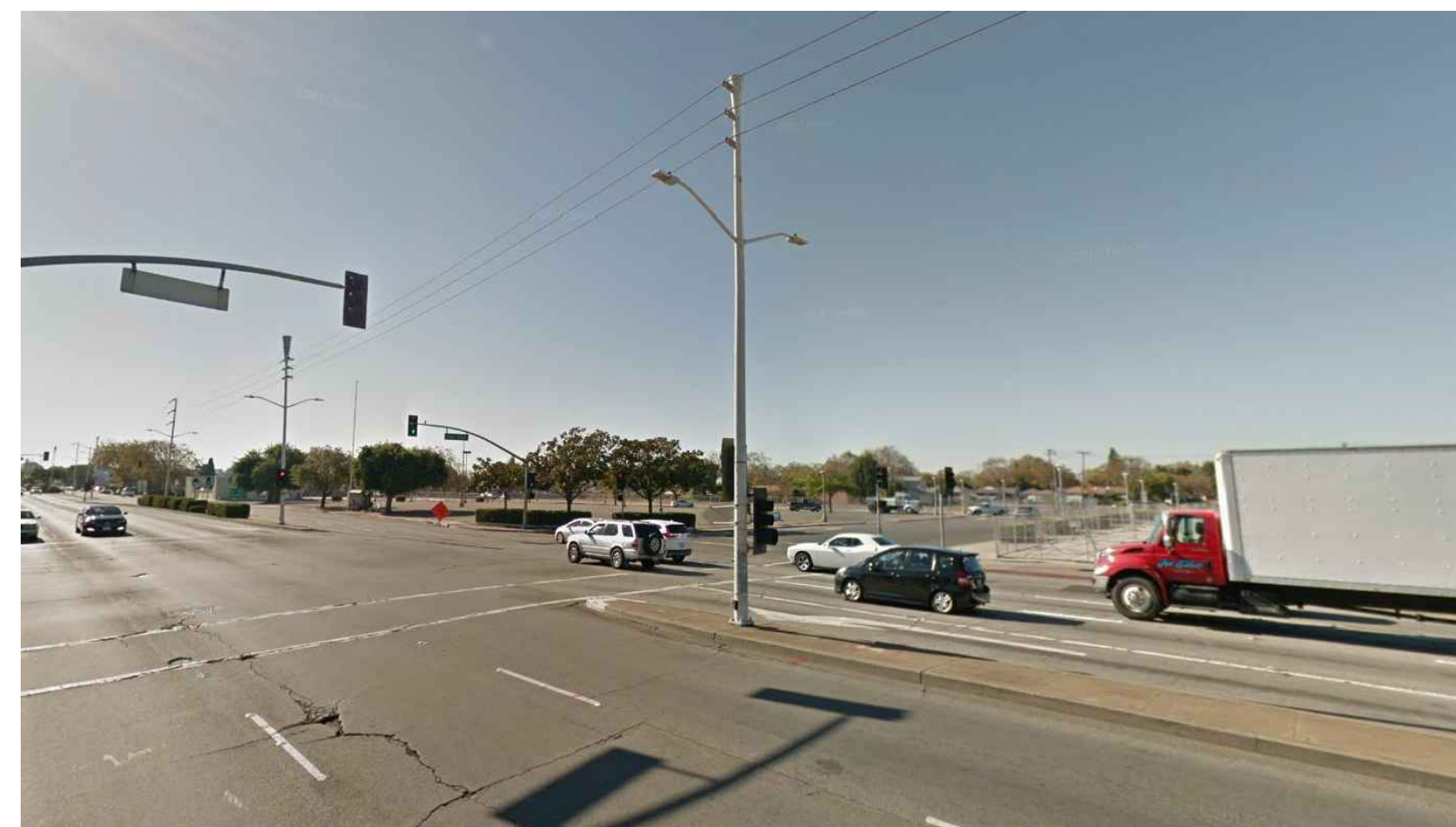
04 VIEW LOOKING EAST FROM VIA MERCADO



03 VIEW LOOKING WEST FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE



02 VIEW LOOKING EAST FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE



01 VIEW LOOKING SOUTH FROM CORNER OF HESPERIAN BLVD AND PASEO GRANDE

VILLAGE GREEN

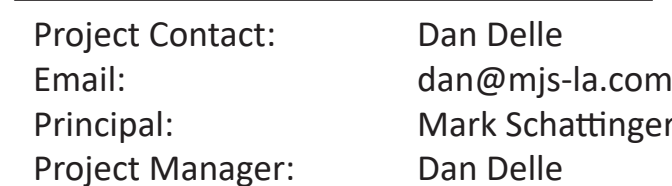
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Issue Date

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EDEN MAC 04/27/2021

EXISTING SITE
CONTEXT



DEMMON  PARTNERS

VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
PRELIM-SUBMITTAL	11/30/2017
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5TH SUBMITTAL	04/27/2021

L.1



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VILLAGE GREEN

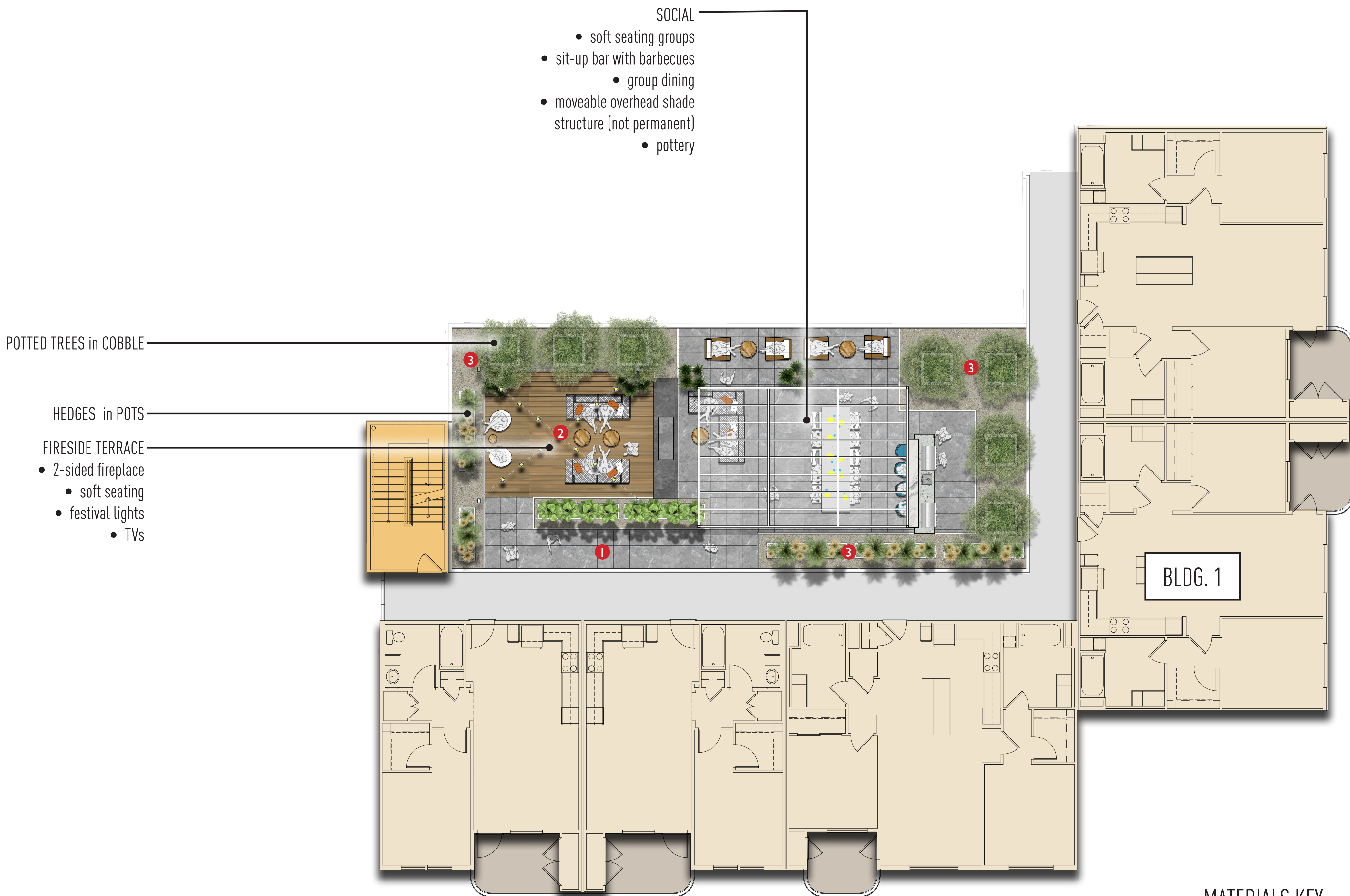
SAN LORENZO, CA

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BUILDING 2
3rd FLOOR
ROOF TERRACE
ENLARGEMENT

L.2



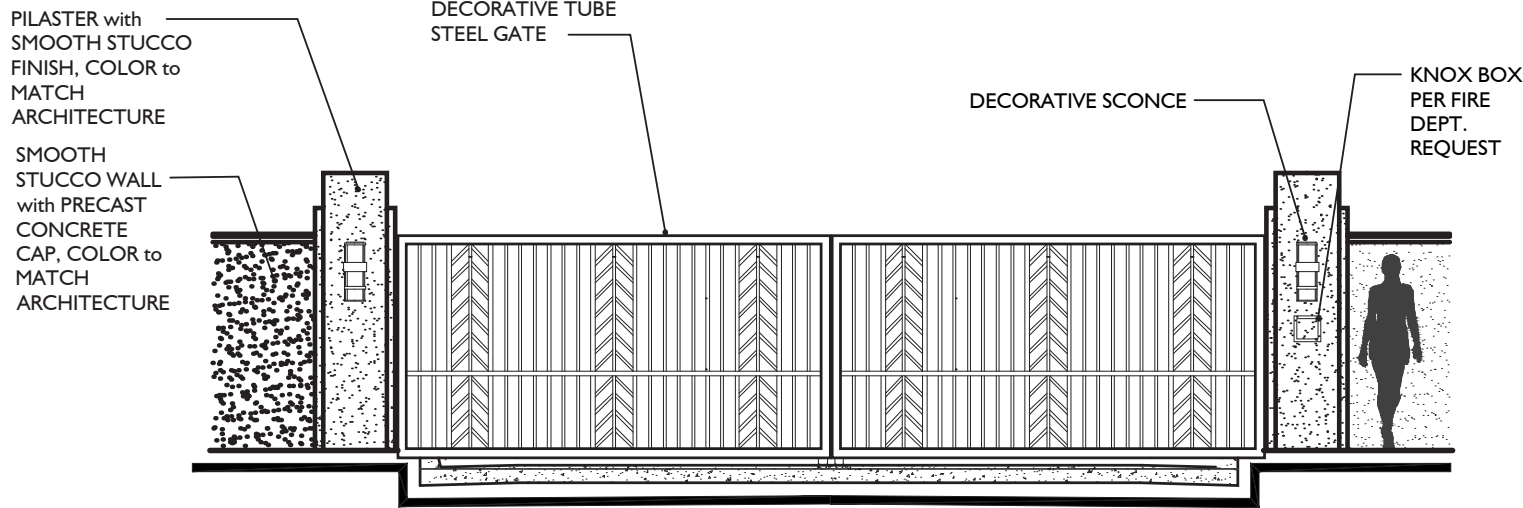
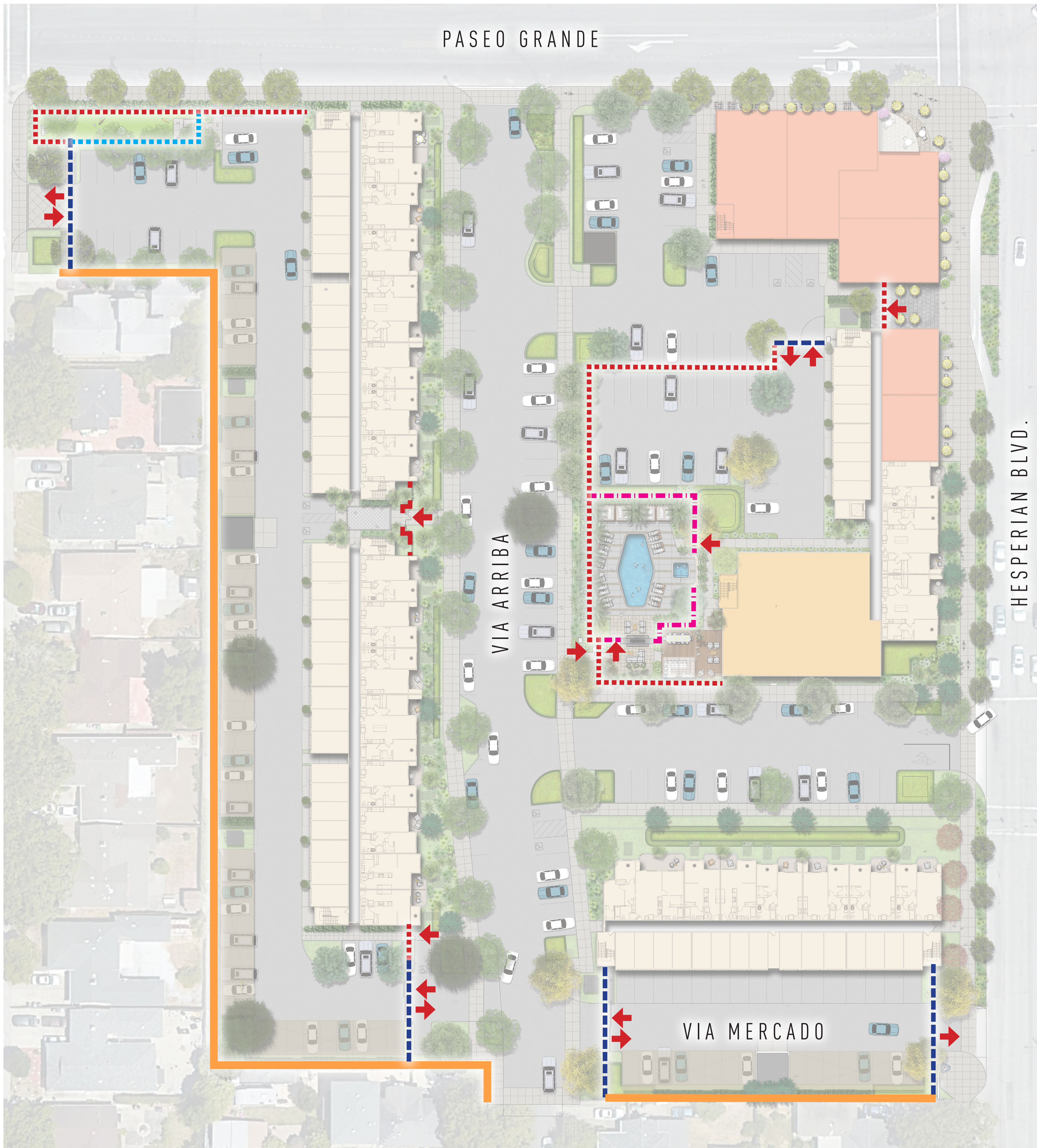
MATERIALS KEY

- 1 2'x2' CONCRETE PAVERS on PEDESTALS
- 2 2'x2' WOOD-LOOK PORCELAIN PAVERS on PEDESTALS
- 3 DECORATIVE COBBLE

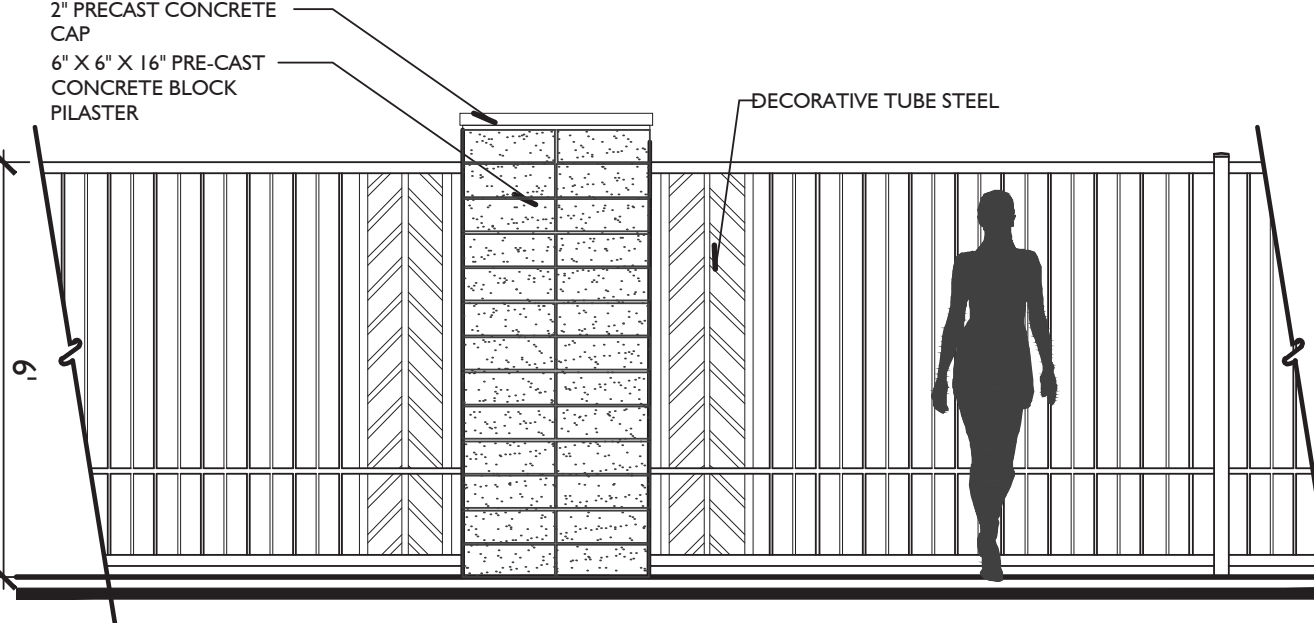
NOTE:

PERMANENT SUN COVERINGS SUCH AS TRELLIS OR CANOPIES
MAY REQUIRE FIRE SPRINKLER PROTECTION.

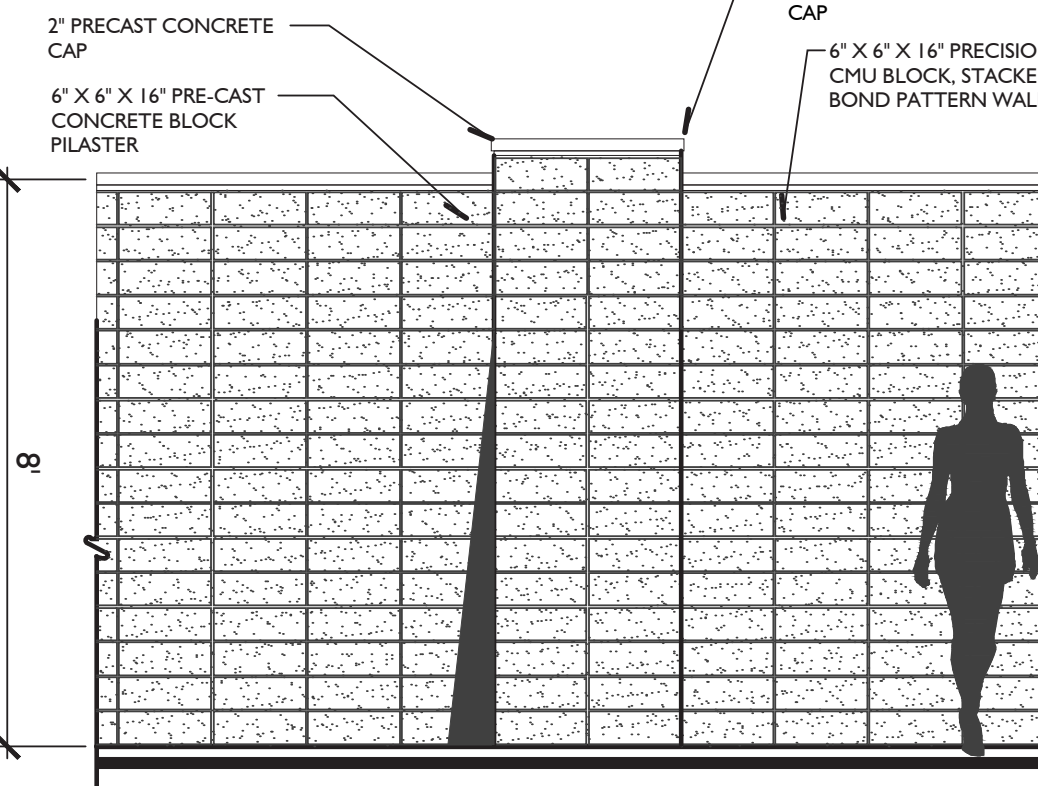




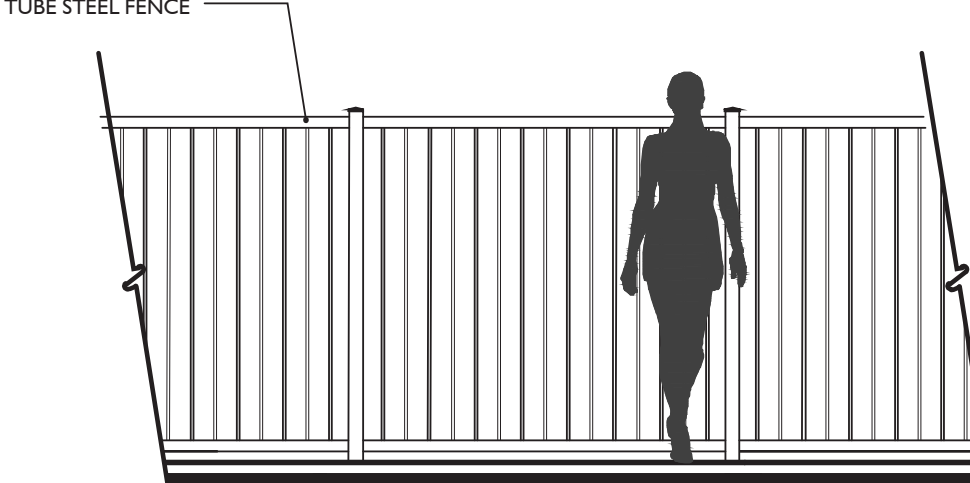
A VEHICULAR ENTRY GATE
6' HIGH



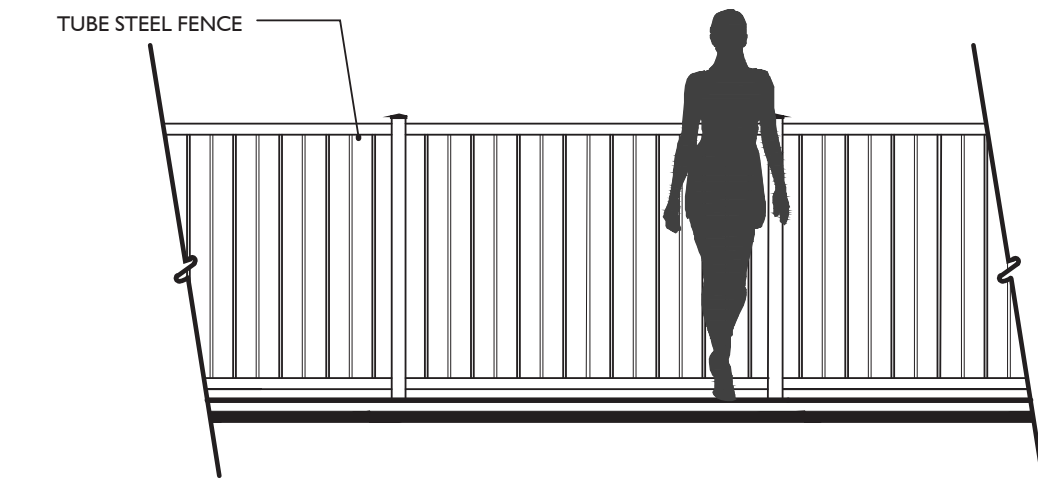
B DECORATIVE TUBULAR STEEL FENCE
6' HIGH



C MASONRY WALL AND PILASTER
8' HIGH



D TUBULAR STEEL POOL ENCLOSURE FENCING
5' HIGH



E TUBULAR STEEL DOG PARK ENCLOSURE
4' HIGH

F GATED PEDESTRIAN/ VEHICULAR ENTRY WITH KNOX BOX PER FIRE DEPT. REQUEST



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VILLAGE GREEN

SAN LORENZO, CA

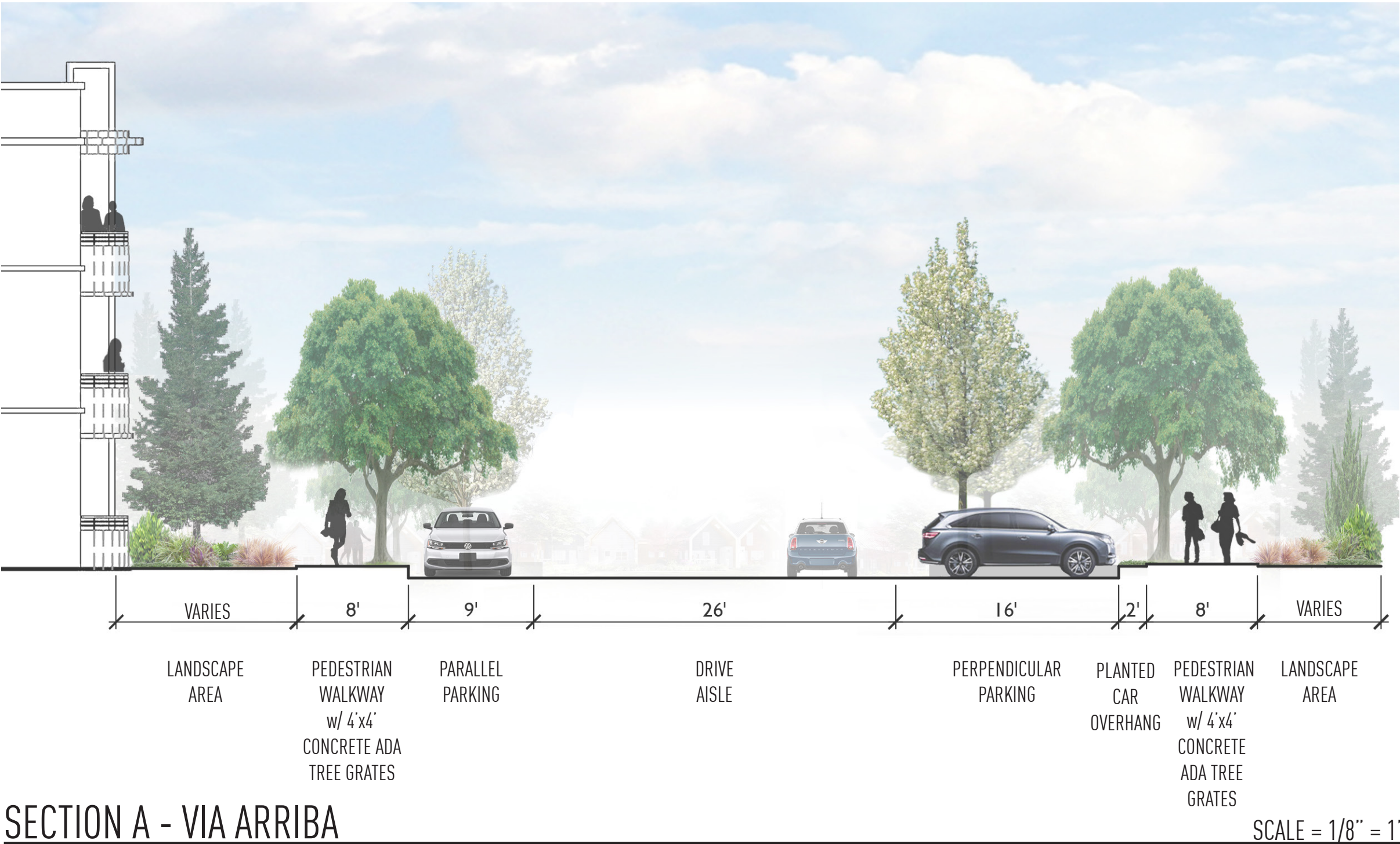
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WALL & FENCE
PLAN

PROPOSED PLANT LIST			
BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
TREES:			
HESPERIAN BLVD. STREET TREE			
ACER x FREEMANII 'ARMSTRONG' (6' wide continuous parkway)	ARMSTRONG MAPLE	24" BOX	MEDIUM
CERCIS CANADENSIS (6' wide continuous parkway)	FOREST PANSY	24" BOX	MEDIUM
PASEO GRANDE STREET TREE			
LAGERSTROEMIA x HYBRID (4' x 4' tree well)	GRAPE MYRTLE	24" BOX	LOW
VIA ARRIBA STREET TREE			
PYRUS CALLERYANA 'CHANTICLEER' (4' x 6' tree well)	FLOWERING PEAR	24" BOX	MEDIUM
QUERCUS VIRGINIANA (7'-6" wide landscape finger)	SOUTHERN LIVE OAK	24" BOX	MEDIUM
VIA MERCADO STREET TREE			
ULMUS x 'FRONTIER' (4' x 6' tree well)	FRONTIER ELM	24" BOX	MEDIUM
QUERCUS VIRGINIANA (7'-6" wide landscape finger)	SOUTHERN LIVE OAK	24" BOX	MEDIUM
PROJECT PERIMETER & DRIVE AISLES:			
ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	24" BOX	MEDIUM
MAGNOLIA G. 'ST. MARY'S'	SOUTHERN MAGNOLIA	24" BOX	MEDIUM
PLATANUS X. ACERIFOLIUS 'BLOODGOOD'	PLANE TREE	24" BOX	MEDIUM
PODOCARPUS GRACILIOR	FERN PINE (column)	24" BOX	MEDIUM
PRUNUS 'BRIGHT & TIGHT' (Informal Hedge)	COMPACT CAROLINA CHERRY (column)	15 GAL.	MEDIUM
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	24" BOX	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM
POOL COURTYARD and ENTRY COURTS:			
ACER PALMATUM	JAPANESE MAPLE - (multi-trunk)	24" BOX	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
ARCHONTOPHOENIX CUNNINGHAMIANA	KING PALM	36" BOX	MEDIUM
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD Standard	36" BOX	MEDIUM
OLEA 'SWAN HILL'	FRUITLESS OLIVE Multi-Trunk	36" BOX	MEDIUM
PHOENIX DACTYLIFERA 'MEDJOOI'	DATE PALM	22" BTH	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM
ROOFTOP TERRACE (trees in pots) :			
ACER PALMATUM	JAPANESE MAPLE - (multi-trunk)	24" BOX	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
BAMBUSA OLDHAMII	GIANT TIMBER BAMBOO	15 GAL.	MEDIUM
CITRUS SPECIES (Thornless)	ASSORTED CITRUS	36" BOX	MEDIUM
MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA Low Branch	36" BOX	MEDIUM
OLEA 'SWAN HILL'	FRUITLESS OLIVE Multi-Trunk	36" BOX	MEDIUM
COMMON LANDSCAPE AREAS (adjacent to buildings) :			
JUNIPER SCOPULORUM 'SKY ROCKET'	SKYROCKET JUNIPER (columns)	15 GAL.	MEDIUM
ARBUTUS x 'MARINA'	HYBRID STRAWBERRY TREE	36" BOX	MEDIUM
PODOCARPUS 'ICEE BLUE'	YELLOW-WOOD	15 GAL.	MEDIUM
MAGNOLIA G. 'LITTLE GEM'	SOUTHERN MAGNOLIA	24" BOX	MEDIUM
TRISTANIA CONFERTA	BRISBANE BOX (low branching)	24" BOX	MEDIUM

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
SHRUBS - HYDRO-ZONE 1 SUN EXPOSURE			
LARGE SHRUBS:			
COTONEASTER LACTEUS	COTONEASTER	5 GAL	MEDIUM
DIETES VEGETA	FORTNIGHT LILY	5 GAL	MEDIUM
PITTOSPORUM SPP.	PITTOSPORUM	5 GAL	MEDIUM
PHOTINIA FRASERI	RED-TIPPED PHOTINIA	5 GAL	MEDIUM
MEDIUM SHRUBS			
BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL	LOW
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL	LOW
LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL	MEDIUM
MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	LOW
RHAPHIOLEPIS INDICA 'CLARA'	INDIA HAWTHORN	5 GAL	MEDIUM
ROSA SPP.	ROSE	5 GAL	MEDIUM
SMALL SHRUBS:			
FESTUCA OVINA GLAUCA	BLUE FESCUE	1 GAL	MEDIUM
HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	MEDIUM
MAHONIA REPENS	CREEPING MAHONIA	1 GAL	LOW
PYRACANTHA 'RED ELF'	DWARF FIRETHORN	1 GAL	MEDIUM
ROSEMARINUS PROSTRATUS (f)	DWARF ROSEMARY	1 GAL	LOW
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL	MEDIUM
GROUND COVER:			
LANTANA x 'NEW GOLD' (f)	YELLOW LANTANA	1 GAL at 3" o.c.	MEDIUM
MYOPORUM PARVIFOLIUM (f)	LOW MYOPORUM	1 GAL at 3" o.c.	MEDIUM
SHRUBS - HYDRO-ZONE 2 SHADE EXPOSURE			
LARGE SHRUBS:			
LIGUSTRUM J. 'TEXANUM'	WAX LEAF PRIVET	5 GAL	MEDIUM
PHORMIUM 'YELLOW WAVE'	FLAX	5 GAL	MEDIUM
PITTOSPORUM T. VARIEGATA	VARIEGATED TOBIRA	5 GAL	MEDIUM
MEDIUM SHRUBS:			
ARBUTUS UNEDO 'COMPACTA'	DWF. STRAWBERRY TR.	5 GAL	LOW
ASPARAGUS SPRENGERI	ASPARAGUS FERN	5 GAL	MEDIUM
DIETES 'ORANGE DROP'	FORTNIGHT LILY	5 GAL	MEDIUM
SMALL SHRUBS:			
MAHONIA REPENS	CREEPING MAHONIA	1 GAL	LOW
MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GAL	MEDIUM
PITTOSPORUM WHEELERI	WHEELER'S TOBIRA	5 GAL	MEDIUM
SHRUBS - HYDRO-ZONE 3 C-3 PLANTERS			
ARCTOSTAPHYLOS UVI-URSI 'EMERALD CARPET'	CARPET MANZANITA	5 GAL.	MEDIUM
BACCHARIS PILULARIS 'TWIN PEAKS'	DWARF COYOTE BUSH	5 GAL.	LOW
DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS	5 GAL.	LOW
JUNCUS PATENS	GREY RUSH	5 GAL.	LOW
MAHONIA AQUAFOLIUM	OREGON GRAPE	5 GAL.	LOW
MAHONIA REPENS	CREEPING OREGON GRAPE	5 GAL.	LOW
SYNTHETIC TURF (dog park)			



PLANTING CONCEPT STATEMENT:
PLANT MATERIALS IS SELECTED FOR THEIR WATER CONSERVATION QUALITIES, LOW MAINTENANCE AND ADAPTED TO THE LOCAL CLIMATE.
THE PROPOSED PLANT LIST INDICATES HYDROZONES BASED ON EXPOSURES (SUN AND SHADE) AND CONDITIONS. FURTHER DETAILED PLANTING PLANS will be REFINED and EXPANDED BASED ON NUANCES in the BUILDING DESIGN AND EXPOSURES.
THE PLANTING SCHEME EMPHASIZES FORM, LEAF TEXTURE and FOLIAGE COLOR IN AN ARRANGEMENT OF LARGE BROAD MASSINGS. PLANT SPECIES with UNIQUE CHARACTERISTICS USED SINGULARLY WILL CREATE FOCAL POINTS and POINTS OF INTEREST.
THE MATURE HEIGHT OF ALL EXTERIOR SHRUBBERY SHALL BE NO HIGHER THAN THREE FEET AND SHALL BE MAINTAINED AT A MAXIMUM HEIGHT OF THREE FEET. TREES CANOPIES SHALL NOT BE LOWER THAN SIX FEET ABOVE GRADE AND SHALL BE MAINTAINED TO THIS STANDARD.
IRRIGATION WATER CONSERVATION FEATURES
THE FOLLOWING MEASURES WILL BE INCORPORATED INTO THE PROJECT TO CONSERVE WATER:
1. INSTALLATION OF AUTOMATIC 'SMART' IRRIGATION CONTROLLER WITH RAIN-SENSOR AND WEATHER TRACK. 2. THE USE OF LOW PRECIPITATION/LOW ANGLE IRRIGATION SPRAY HEADS. 3. THE USE OF LOW WATER CONSUMING PLANTS. 4. SOIL AMENDMENT TO ACHIEVE GOOD SOIL MOISTURE RETENTION. 5. MULCHING TO REDUCE EVAPOTRANSPIRATION FROM THE ROOT ZONE. (3" THICK)
COUNTY OF ALAMEDA RELATED NOTES
THE LANDSCAPE PLAN IS CONSISTENT WITH LANDSCAPE REGULATIONS.
THE LANDSCAPE DESIGN IS COMPLIANT WITH BAY-FRIENDLY LANDSCAPE GUIDELINES FOR SUSTAINABLE PRACTICES
LIGHTING CONCEPT:
THE OUTDOOR LIGHTING CONCEPT IS TO PROVIDE LEVELS OF LIGHTING SUFFICIENT TO MEET SAFETY, ORIENTATION NEEDS AND TO ENHANCE SPECIAL FEATURES.
WITHIN PUBLIC AREAS LIGHTING WILL BE WARM COLORED AND UNOBTUSIVE. LIGHT SOURCES WILL BE TUNGSTEN OR METAL HALIDE.
LIGHTING SOURCES FOR THE LANDSCAPE AND PAVED AREAS WILL BE CONCEALED AND THE LIGHTING INDIRECT NOT VISIBLE FROM A PUBLIC VIEWPOINT. LIGHT SOURCES SHOULD BE DIRECTED SO THAT IT DOES NOT FALL OUTSIDE THE AREA TO BE LIGHTED.
ALL EXTERIOR SURFACE AND ABOVE-GROUND MOUNTED FIXTURES WILL BE SYMPATHETIC AND COMPLIMENTARY TO THE ARCHITECTURAL THEME.
EXTERIOR LIGHTING, EXCEPT STREET LIGHTS, SHALL BE DIFFUSED OR CONCEALED IN ORDER TO PREVENT ILLUMINATION OF ADJOINING PROPERTIES OR THE CREATION OF OBJECTIONAL VISUAL IMPACTS ON OTHER PROPERTIES.
ALL LIGHTING, INCLUDING SECURITY LIGHTING, SHALL BE SHIELDED TO MINIMIZE GLARE UPON NEIGHBORING PROPERTY AND PUBLIC RIGHT-OF-WAY. PRIOR TO ISSUANCE OF A BUILDING PERMIT, A PHOTOMETRIC LIGHTING PLAN SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR. FIXTURES SHOULD BE OF A TYPE OR ADEQUATELY SHIELDED SO AS TO PREVENT GLARE FROM NORMAL VIEWING ANGLES. SAID PLANS SHALL INCLUDE SPECIFICATION OF THE PROPOSED LIGHTING FIXTURES AND DEMONSTRATE THE ADEQUATE SHIELDING OF LIGHTING FIXTURES TO MINIMIZE GLARE OR LIGHT SPILLAGE OFFSITE.



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Project Manager: Dan Delle

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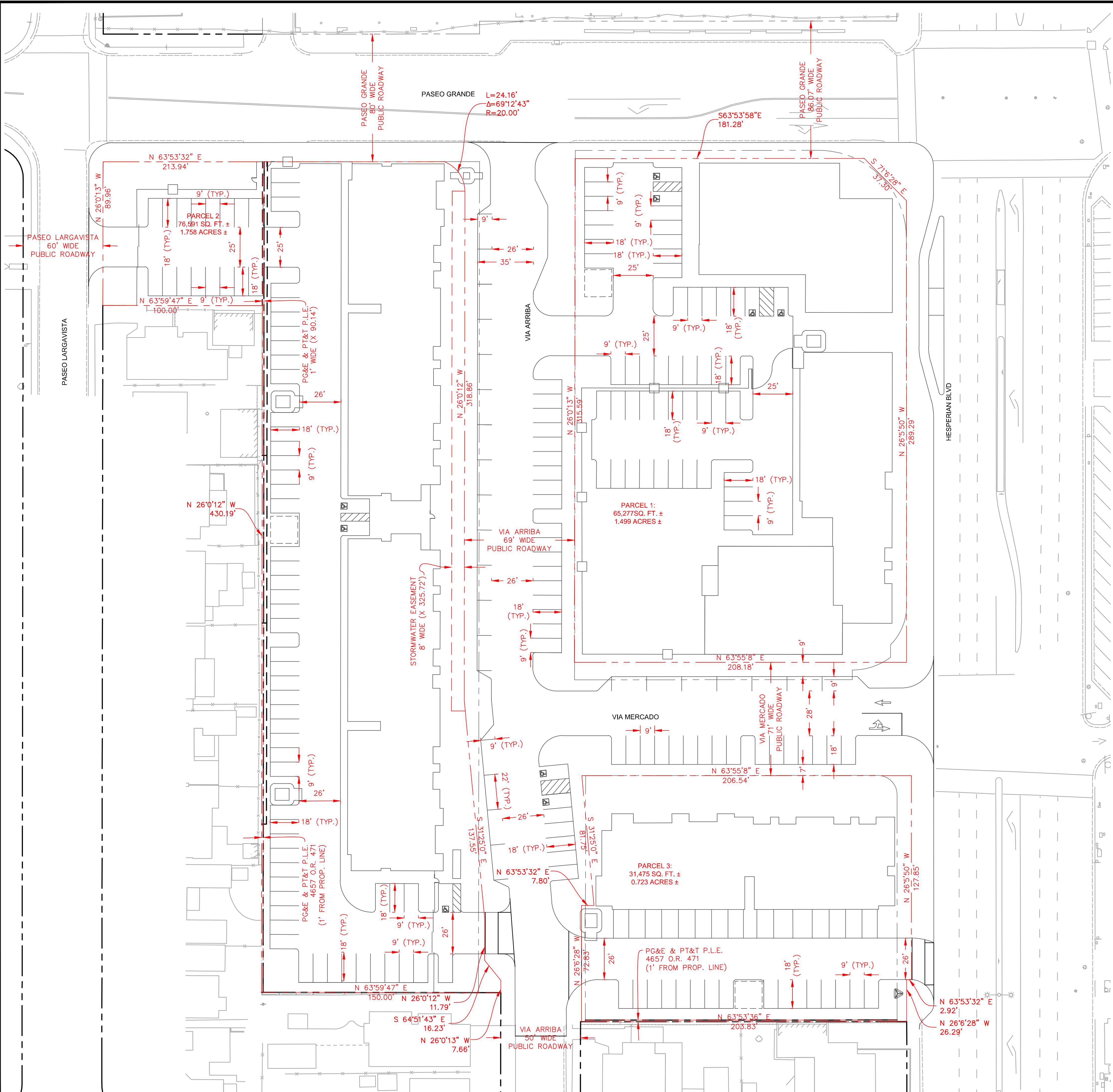
Company: DEMMON PARTNERS
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VILLAGE GREEN

SAN LORENZO, CA

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PLANT LEGEND,
NOTES & SECTION



BKF Project No: 171017
Project Contact: Kevin Wong
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VILLAGE GREEN

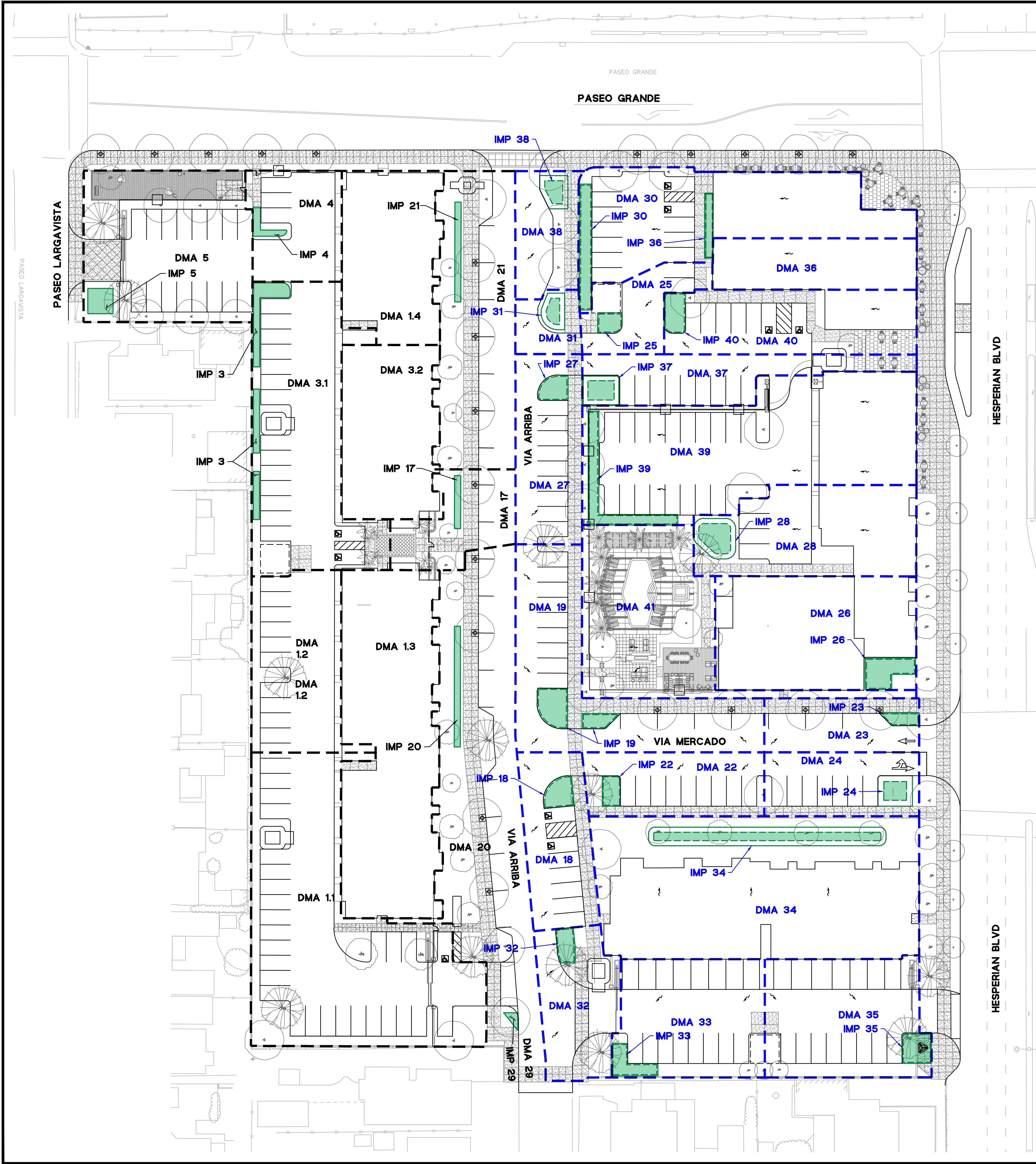
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2ND SUBMITTAL 04/27/2021

PROPOSED
PARCELIZATION
PLAN

C1.0



LEGEND

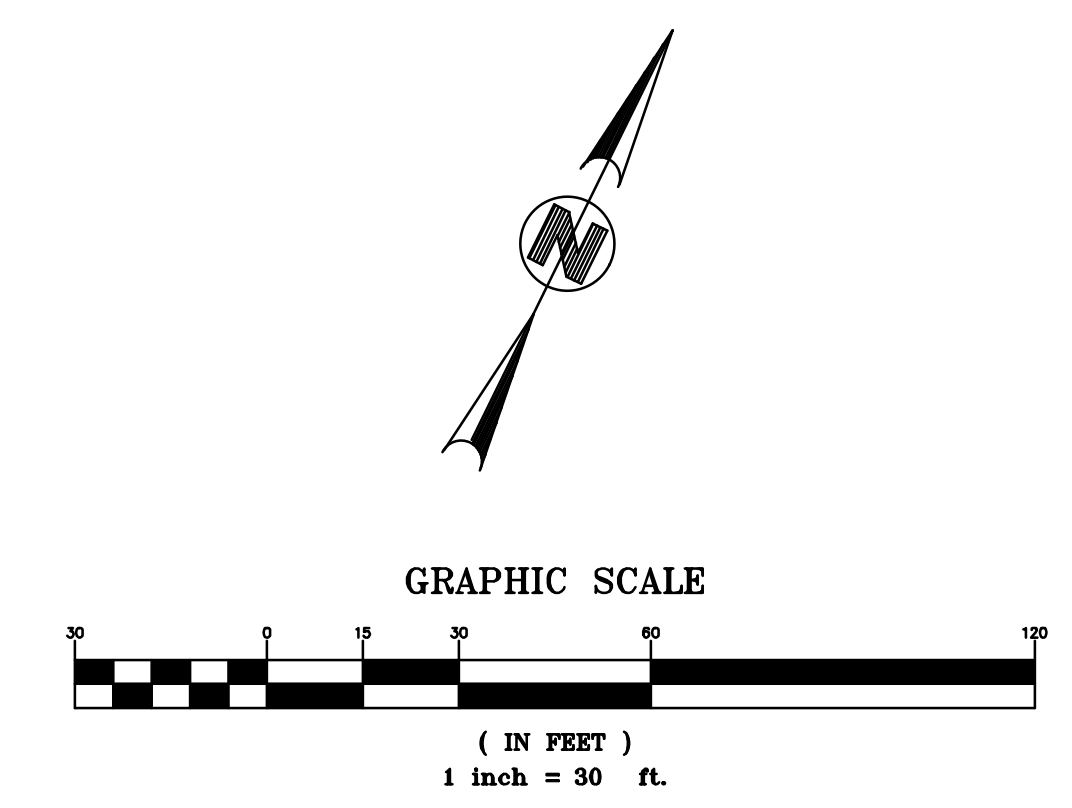
- STORMWATER TREATMENT MEASURE (IMP)
- DRAINAGE MANAGEMENT AREA (DMA)

Integrated Management Practice (Bioretention Area) Sizing						
DMA/IMP #	Impervious Area (SF)			Pervious Area (SF)	Total Tributary Area (SF)	Bioretention Area Required (SF)
	Roof	Hardscape	Total			
1.1	-	12,379	12,379	3,203	15,582	0*
1.2	-	5,042	5,042	758	5,800	0*
1.3	11,772	-	11,772	-	11,772	0*
1.4	5,620	-	5,620	-	5,620	0*
3.1	-	8,300	8,300	1,666	9,966	332
3.2	6,152	-	6,152	-	6,152	-
IMP 3	6,152	8,300	14,452	1,666	16,118	578
4	-	3,258	3,258	336	3,594	130
5	-	5,288	5,288	3,648	8,936	212
8.1	-	3,737	3,737	750	4,487	-
8.2	-	967	967	-	967	-
IMP 8	-	4,704	4,704	750	5,454	138
9	5,824	-	5,824	-	5,824	233
10	5,097	-	5,097	-	5,097	204
11	2,404	2,224	4,628	687	5,315	185
12	6,433	2,305	8,738	744	9,482	352
13	-	14,376	14,376	3,893	18,269	575
14	-	6,716	6,716	1,180	7,896	198
15.1	-	4,302	4,302	-	4,302	172
15.2	13,339	-	13,339	-	13,339	534
IMP 15	13,339	4,302	17,641	-	17,641	706
17	-	2,117	2,117	1,019	3,136	89

SEE BELOW FOR REVISED UPDATED STORMWATER TREATMENT AREAS

SEE BELOW FOR REVISED UPDATED STORMWATER TREATMENT AREAS

REVISED STORMWATER TREATMENT MEASURES				
DRAINAGE MANAGEMENT AREAS (DMA)	TOTAL DRAINAGE AREA (SF)	MINIMUM STORMWATER TREATMENT AREA REQUIRED (SF)	STORMWATER TREATMENT AREA PROVIDED (SF)	TYPE OF FACILITY
18	4,120	165	234	STRUCTURAL BIORETENTION
19	8,350	334	460	STRUCTURAL BIORETENTION
22	4050	162	165	STRUCTURAL BIORETENTION
23	2,945	118	118	STRUCTURAL BIORETENTION
24	3,500	140	150	BIORETENTION
25	2,625	105	136	BIORETENTION
26	8,070	325	366	FLOW THROUGH PLANTER
27	4,485	180	200	STRUCTURAL BIORETENTION
28	6,550	262	288	BIORETENTION
30	9,100	364	438	STRUCTURAL BIORETENTION
31	1,380	55	103	BIORETENTION
32	4,000	160	175	STRUCTURAL BIORETENTION
33	6,150	246	251	STRUCTURAL BIORETENTION
34	16,215	650	674	BIORETENTION
35	6,670	267	267	STRUCTURAL BIORETENTION
36	3,700	148	150	FLOW THROUGH PLANTER
37	4,210	168	180	BIORETENTION
38	2,650	106	127	BIORETENTION
39	13,400	536	565	STRUCTURAL BIORETENTION
40	5,740	230	252	STRUCTURAL BIORETENTION
41	8,332	-	-	SELF RETAINING



VILLAGE GREEN
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

2ND SUBMITTAL 04/27/2021

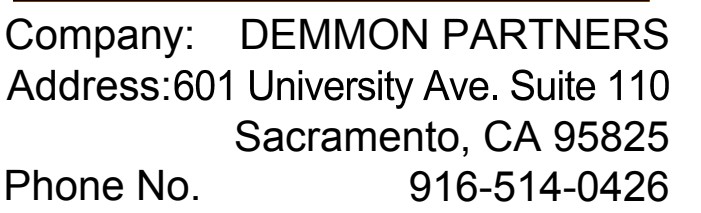
PRELIMINARY
STORMWATER
CONTROL PLAN



ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client



Phone No. 916-514-0426

SAN LORENZO, CA

Issue Date

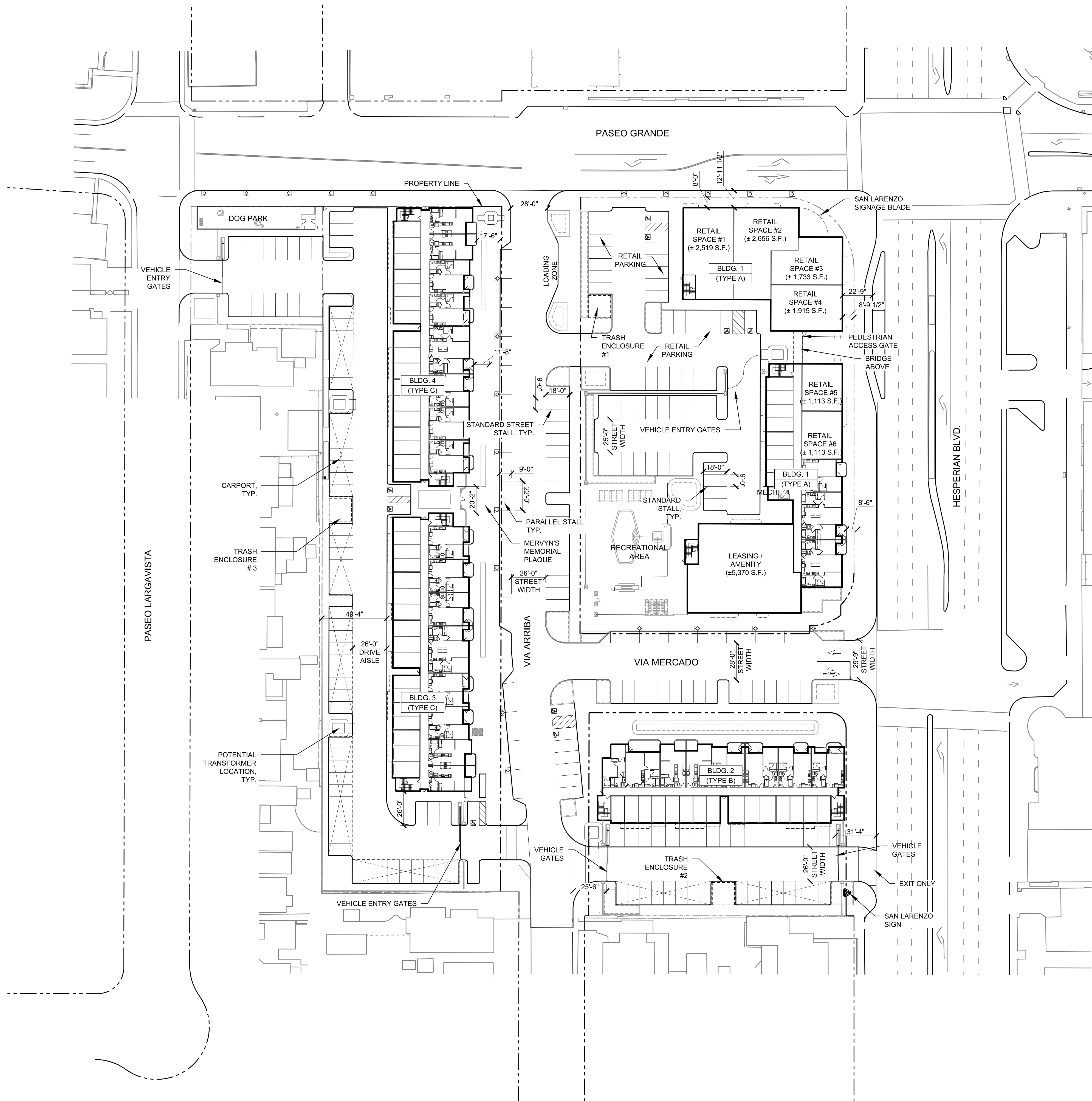
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

SITE PLAN

SITE PLAN 1

A1.0



PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	138	276
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			276

AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

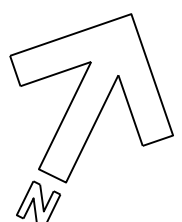
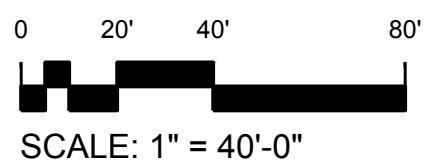
PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		
	PARKING TYPE	TOTAL
OFF-SITE: STREET PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
	STANDARD STALLS	39
	PARALLEL STALLS	24
	STD. ACCESSIBLE STALLS	1
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	<i>65</i>
ON-SITE: PARKING (*NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
	STANDARD STALLS	26
	STD. ACCESSIBLE STALLS	3
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	<i>30</i>
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
	PRIVATE GARAGE STALLS	55
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	<i>56</i>
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
	STANDARD UNCOVERED	45
	STANDARD COVERED	64
	TANDEM STALLS	15
	STANDARD ACCESSIBLE STALLS	3
	<i>SUBTOTAL</i>	<i>127</i>
TOTAL PARKING PROVIDED		278

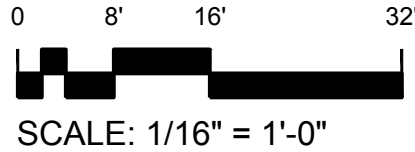
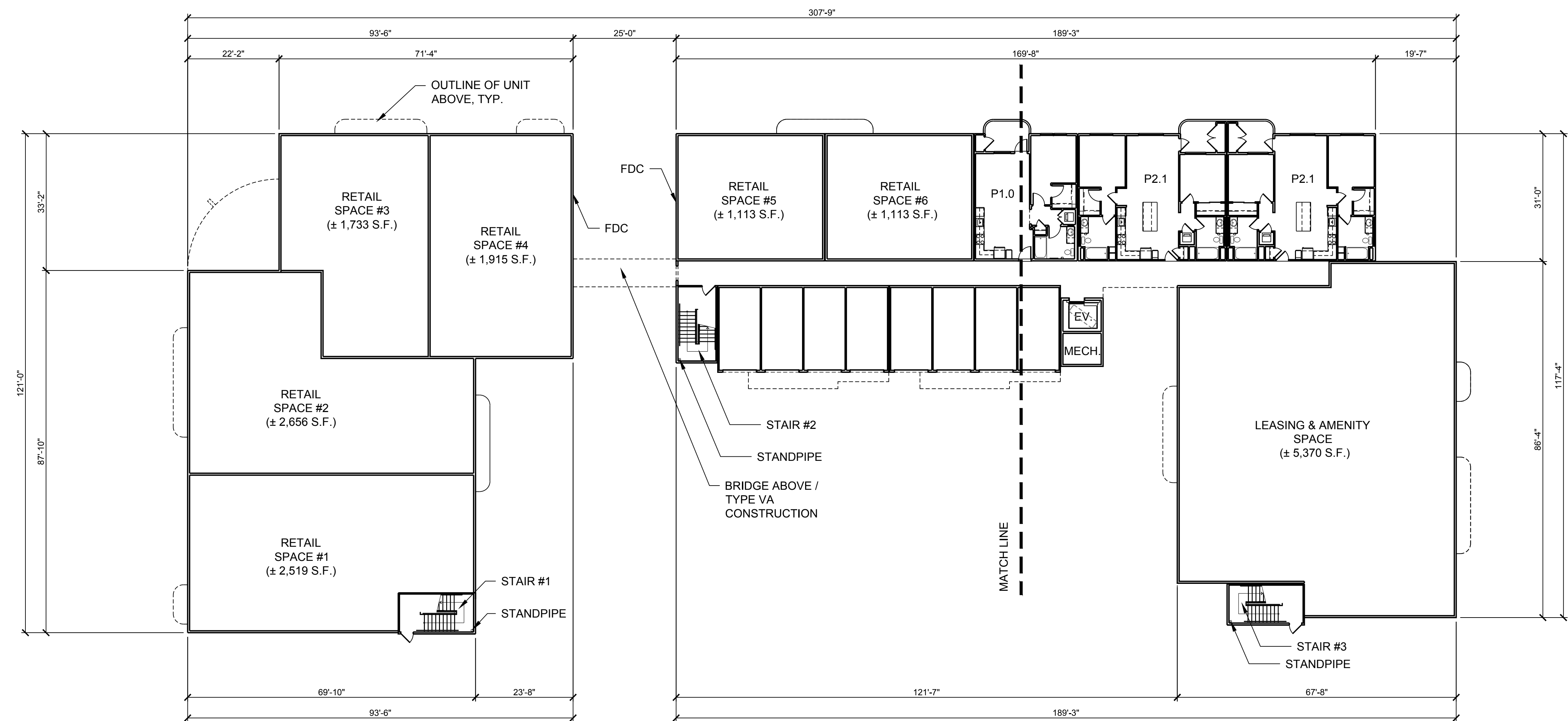
² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 74 COMPACT STALLS ARE PROPOSED WHICH IS 23% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

³ STREET PARKING IS NON-EXCLUSIVE* AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

“NON-EXCLUSIVE PARKING IS PROVIDED IN RESPONSE TO THE CIRCULATION GOALS SET FORTH IN THE SAN LORENZO VILLAGE CENTER SPECIFIC PLAN STATING, “5-C: PROVIDE SHARED-USE (NON-EXCLUSIVE) PARKING AREAS THAT CAN SERVE A VARIETY OF USERS DURING DIFFERENT TIMES OF THE DAY.”





BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - OVERALL 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
FIRST FLOOR PLAN
- OVERALL



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Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

DEMMON PARTNERS

Company: DEMMON PARTNERS
Address: 601 University Ave. Suite 110
Sacramento, CA 95825
Phone No. 916-514-0426

VILLAGE GREEN

SAN LORENZO, CA

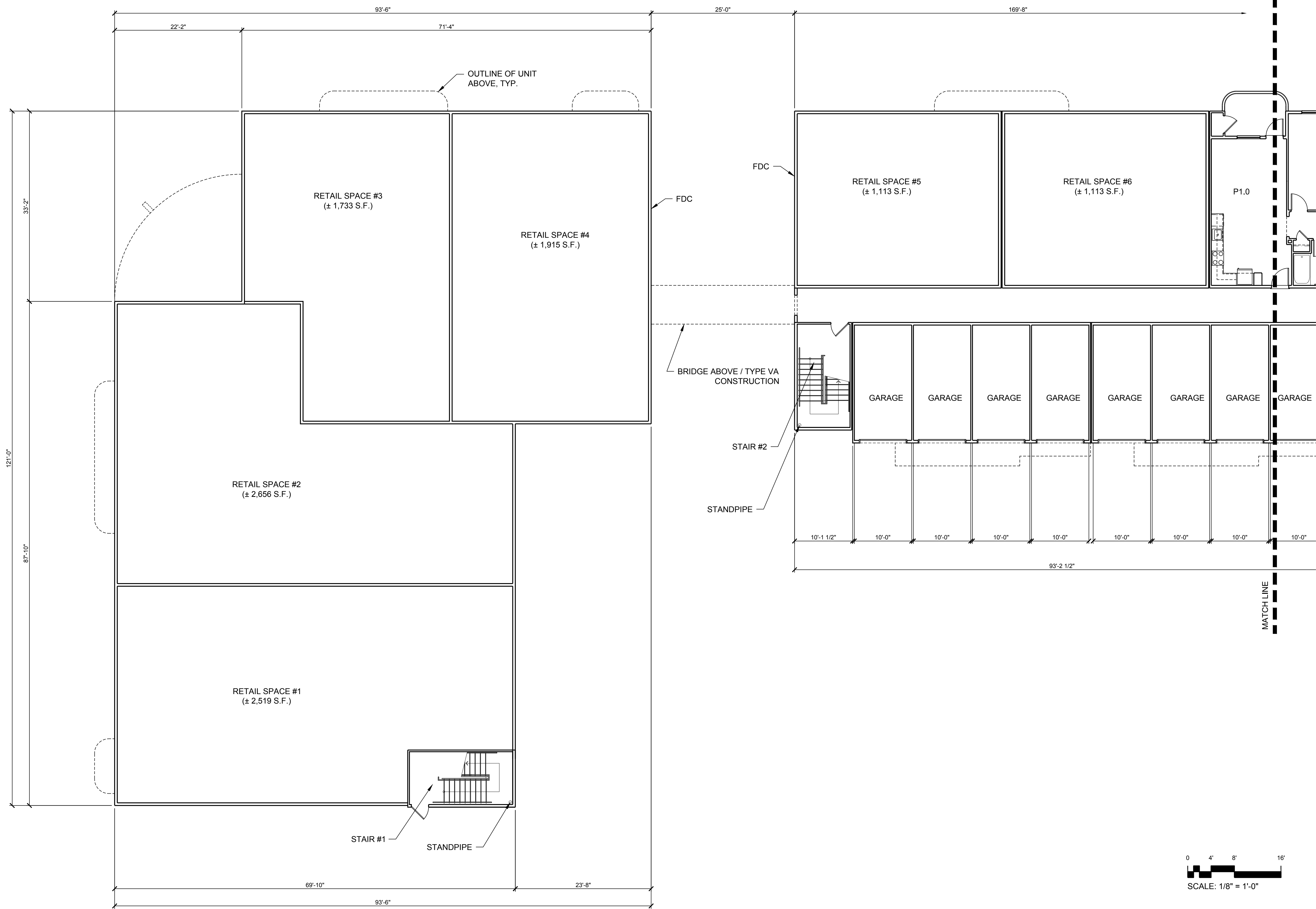
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1ST SUBMITTAL 01/11/2021

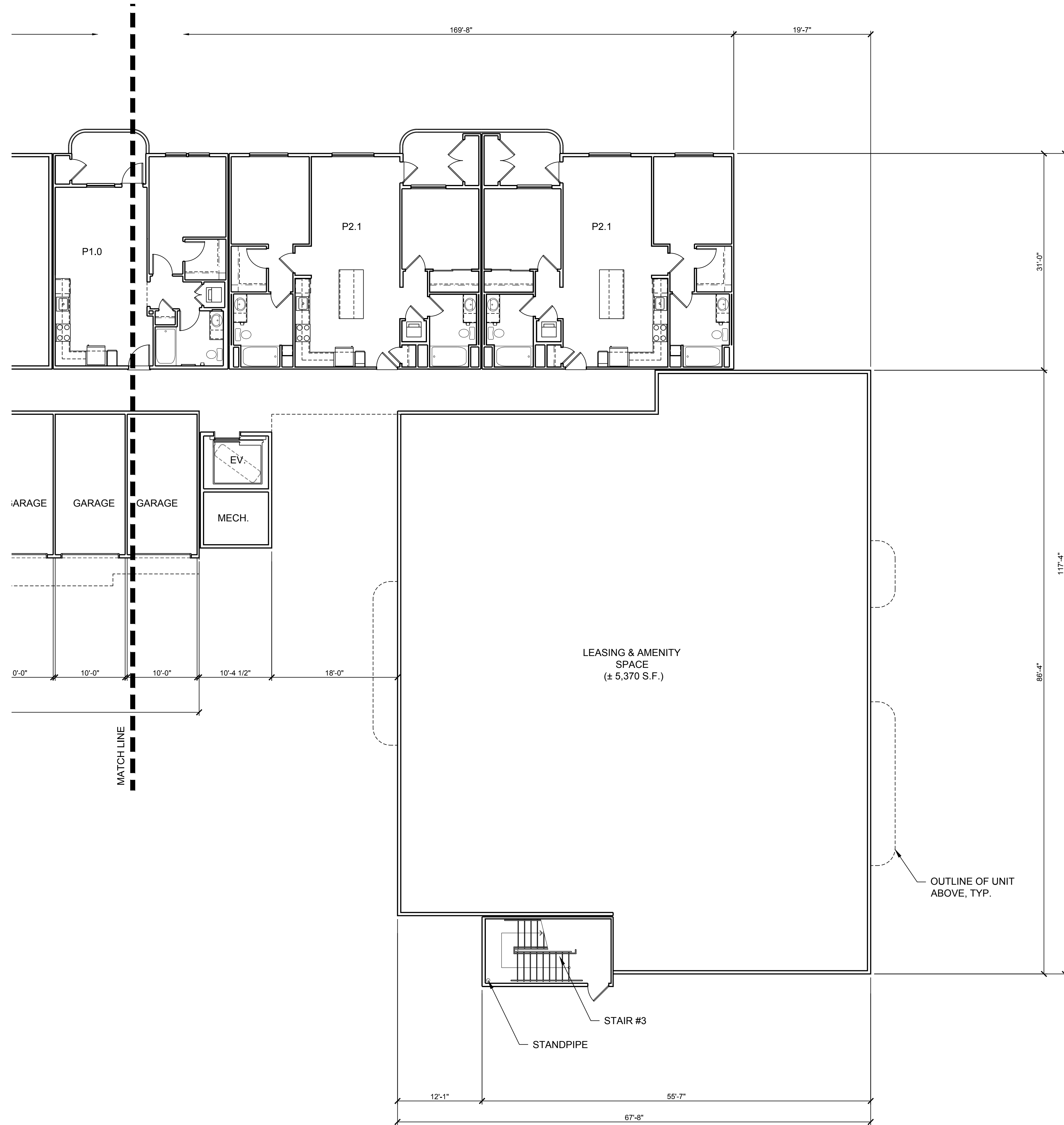
EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
FIRST FLOOR PLAN
- PART 1

A2.2A



BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 1	1
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BLDG. 1 (TYPE A) - FIRST FLOOR PLAN - PART 2 1

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949.267.1660

ADC Project No: 160025
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Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client
DEMMON PARTNERS
Company: DEMMON PARTNERS
Address: 601 University Ave. Suite 110
Sacramento, CA 95825
Phone No. 916-514-0426

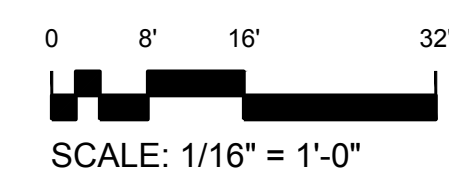
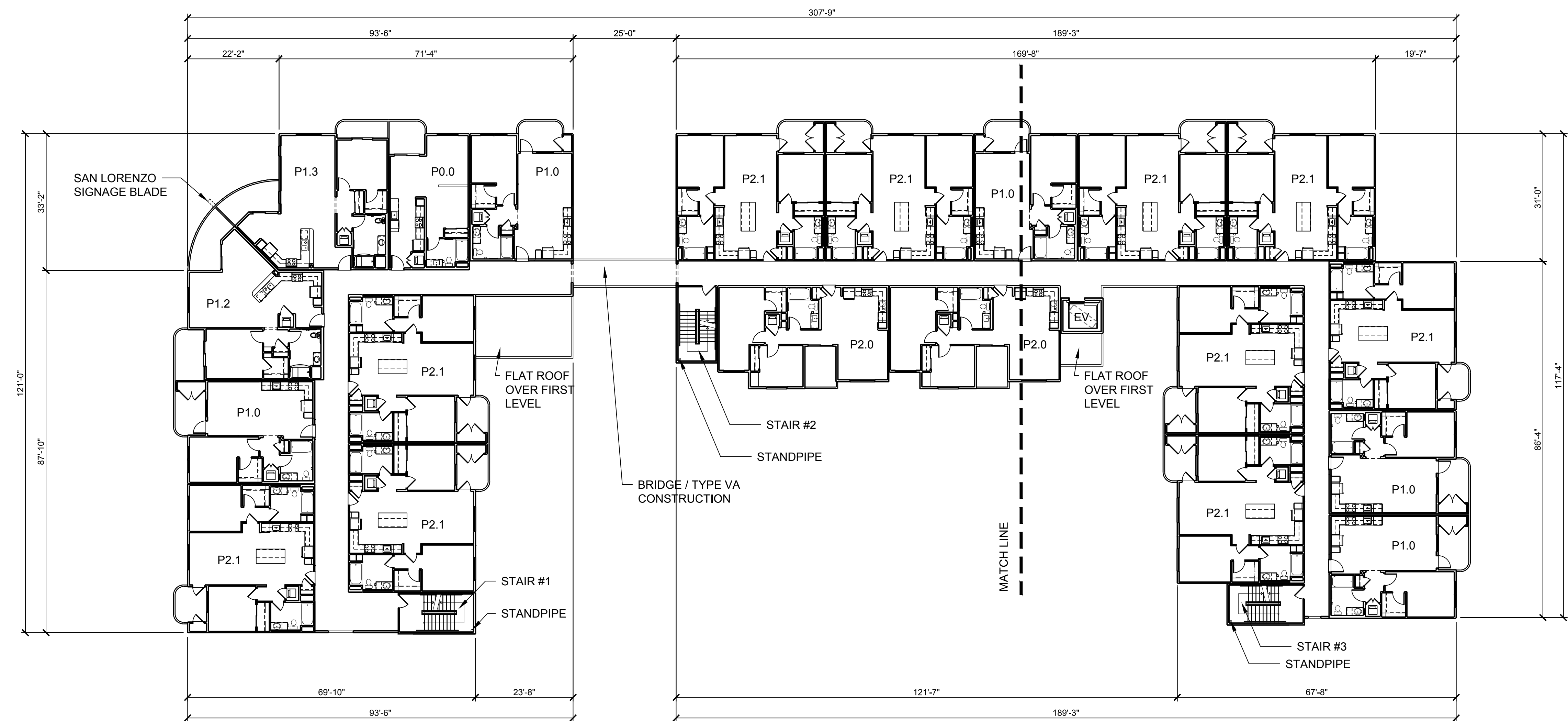
VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021
EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
FIRST FLOOR PLAN
- PART 2

A2.2B



BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - OVERALL 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
SECOND FLOOR
PLAN - OVERALL

VILLAGE GREEN

SAN LORENZO, CA

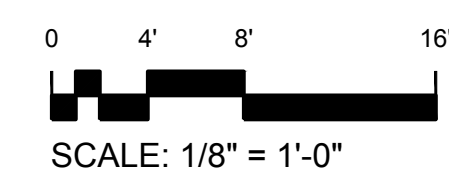
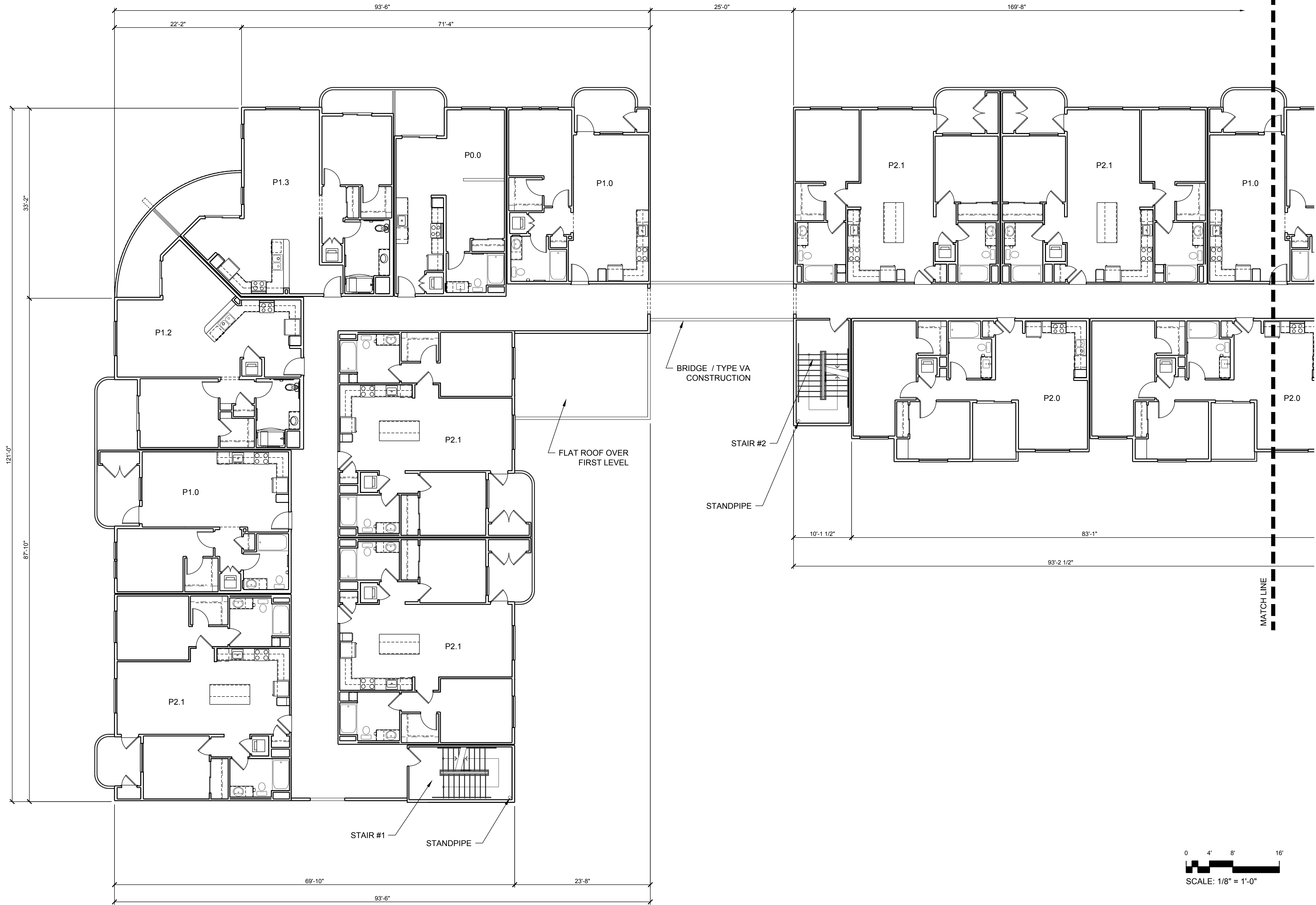
Issue Date

1ST SUBMITTAL 01/11/2021

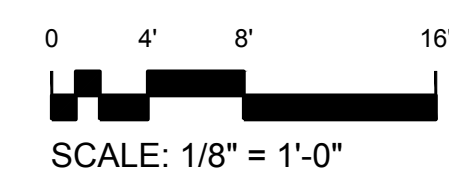
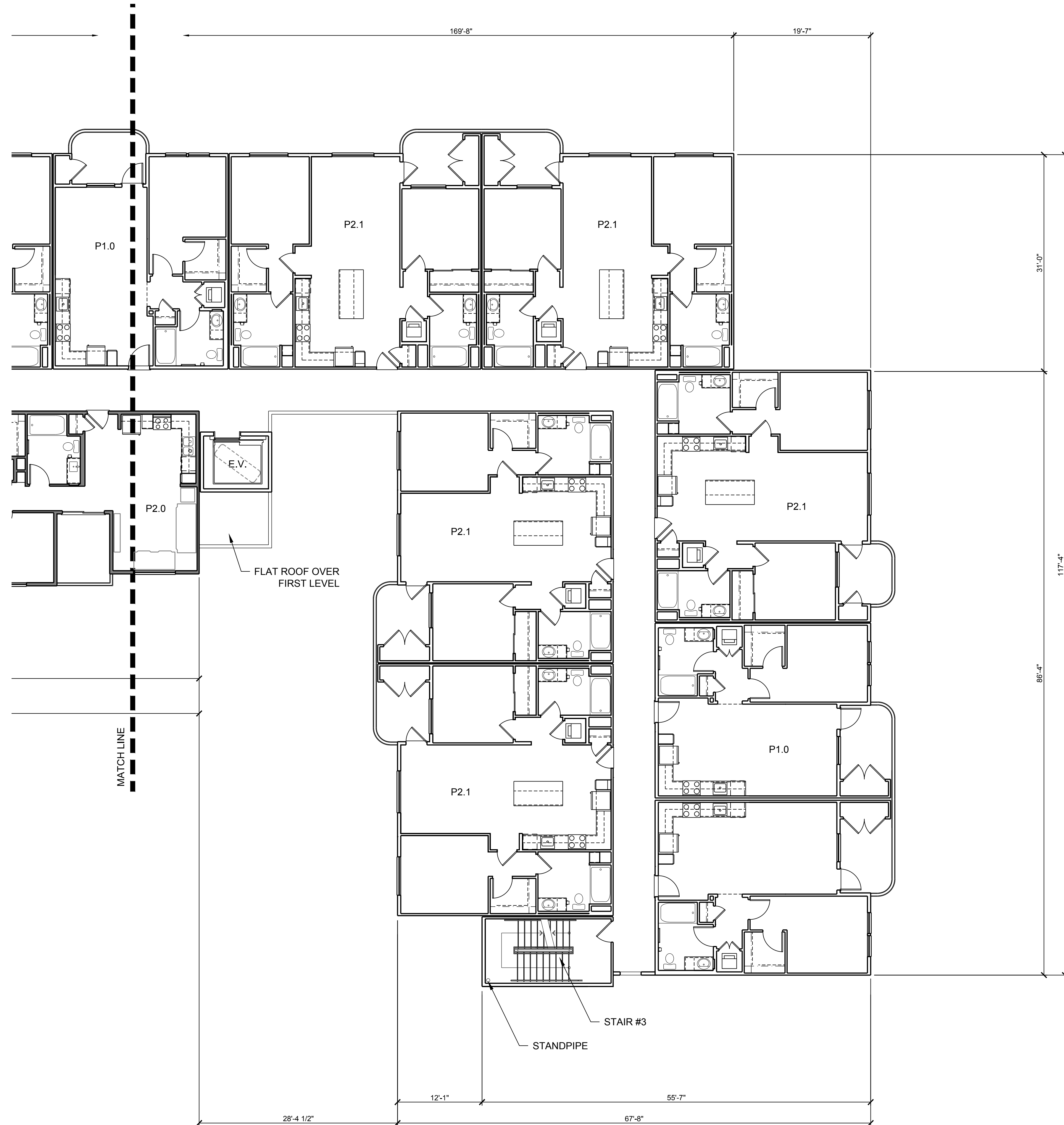
EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
SECOND FLOOR
PLAN - PART 1

A2.4A



BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - PART 1 1



BLDG. 1 (TYPE A) - SECOND FLOOR PLAN - PART 2 1

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23231 South Pointe Dr.
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949.267.1660

ADC Project No: 160025
Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

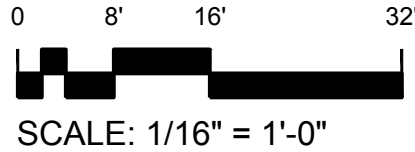
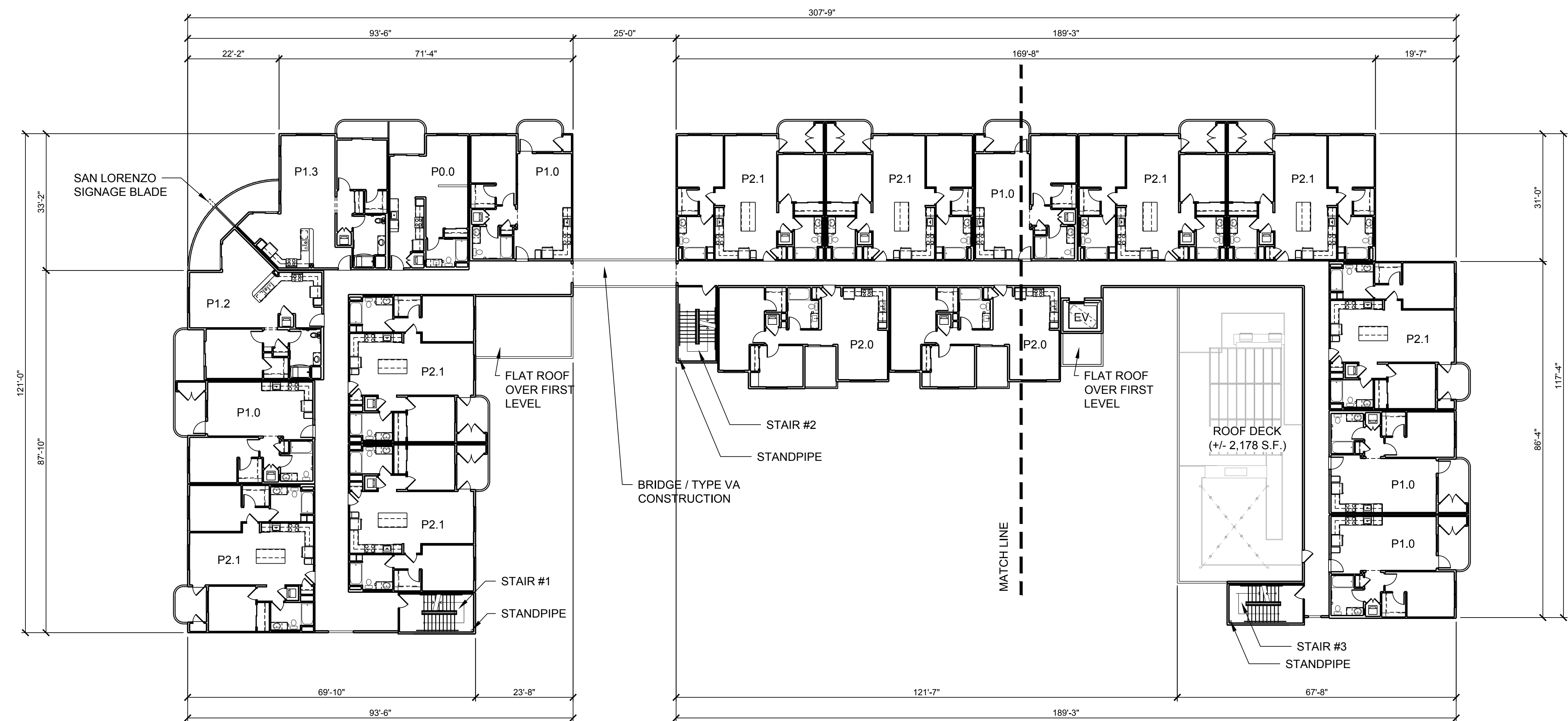
DEMMON PARTNERS
Company: DEMMON PARTNERS
Address: 601 University Ave. Suite 110
Sacramento, CA 95825
Phone No. 916-514-0426

VILLAGE GREEN
SAN LORENZO, CA

Issue Date
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EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
THIRD FLOOR
PLAN - PART 2

A2.4B



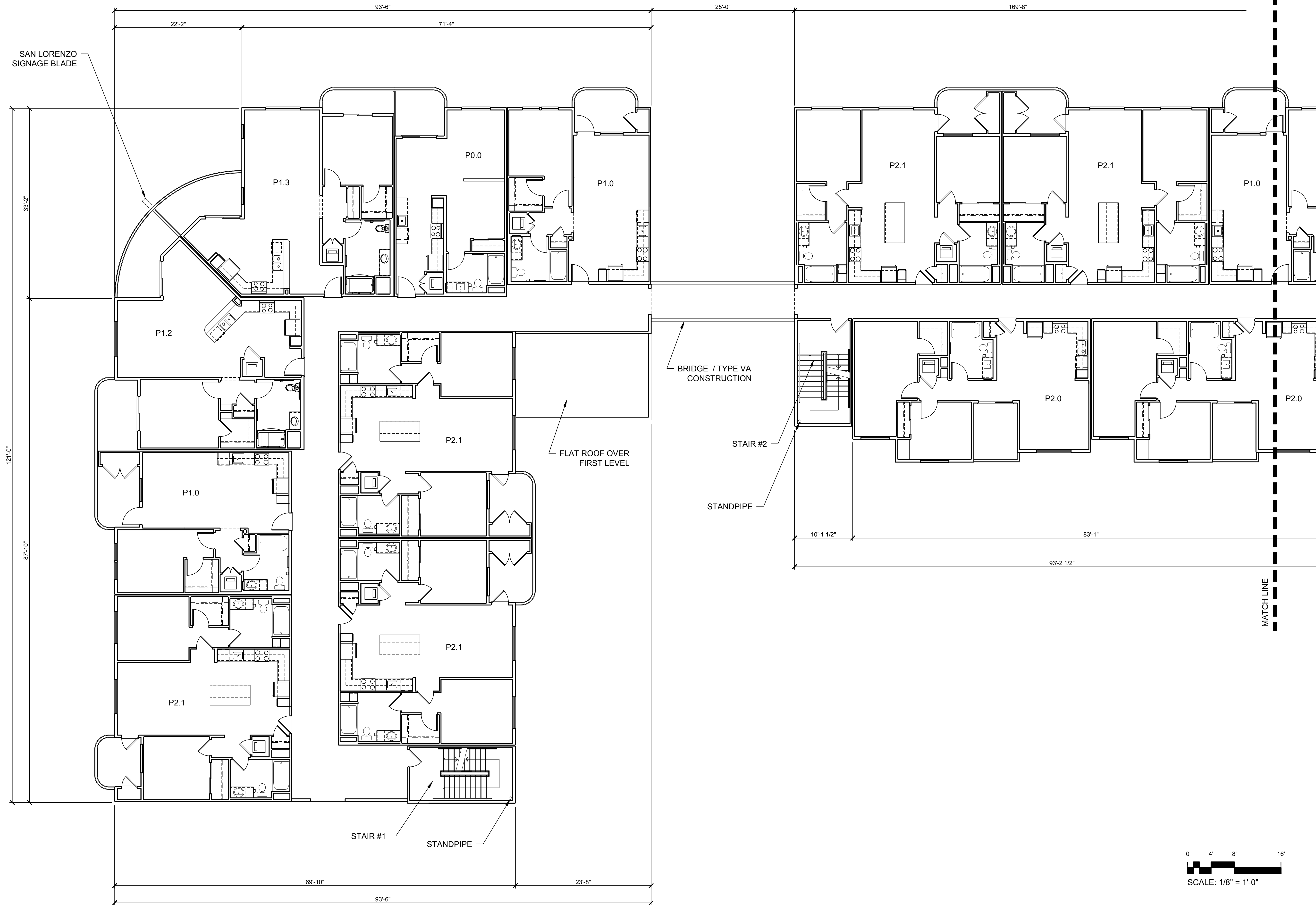
BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - OVERALL 1

VILLAGE GREEN
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

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BLDG. 1 (TYPE A) -
THIRD FLOOR PLAN
- OVERALL



BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - PART 1 1

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VILLAGE GREEN

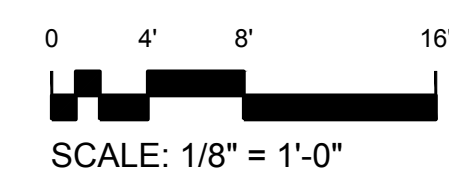
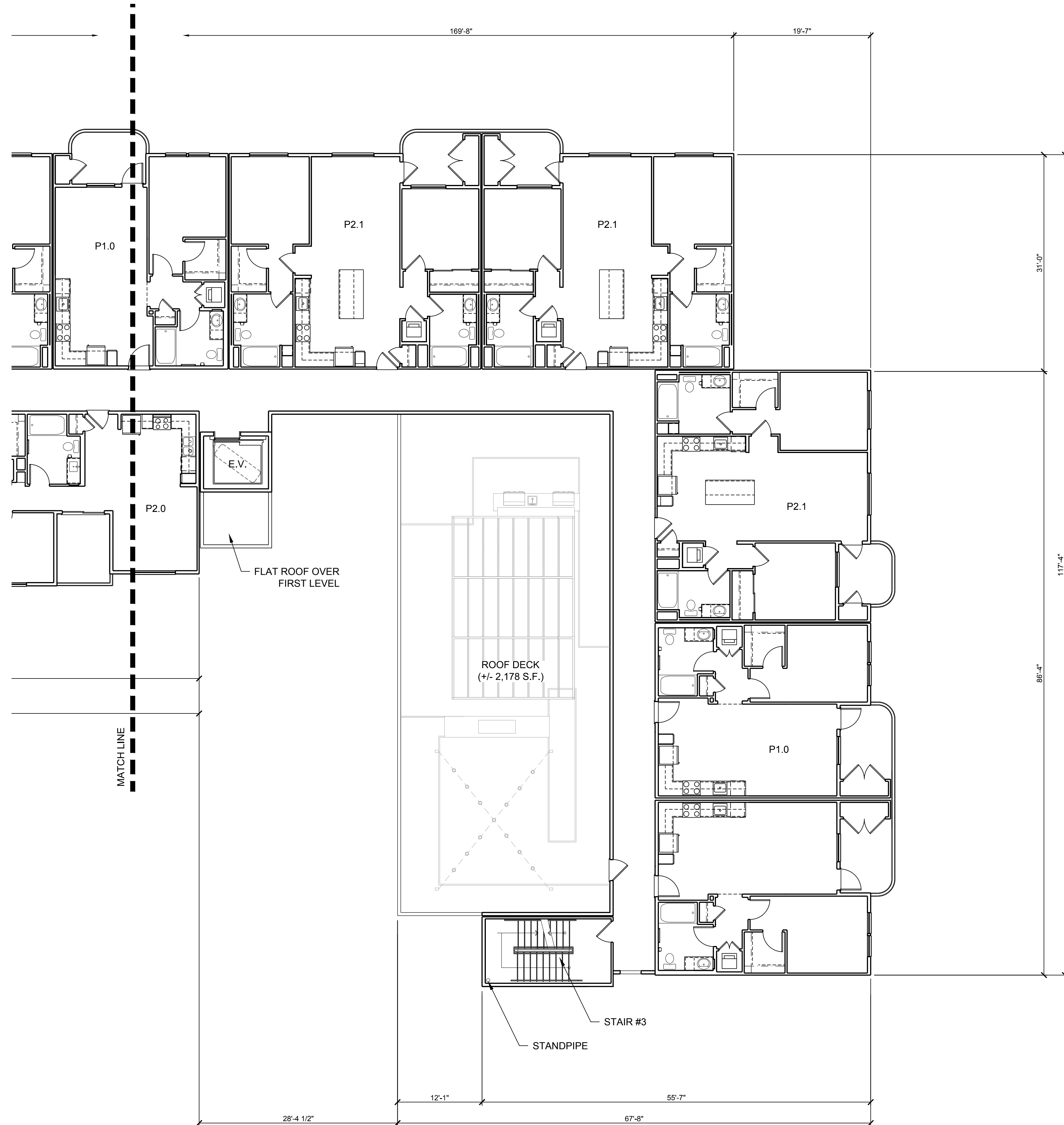
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
THIRD FLOOR
PLAN - PART 1

A2.6A



BLDG. 1 (TYPE A) - THIRD FLOOR PLAN - PART 2 1

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23231 South Pointe Dr.
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ADC Project No: 160025

Project Contact: Chris Weimholt
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VILLAGE GREEN

SAN LORENZO, CA

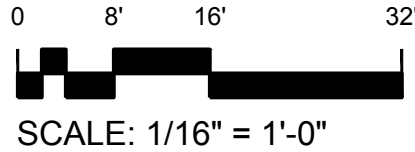
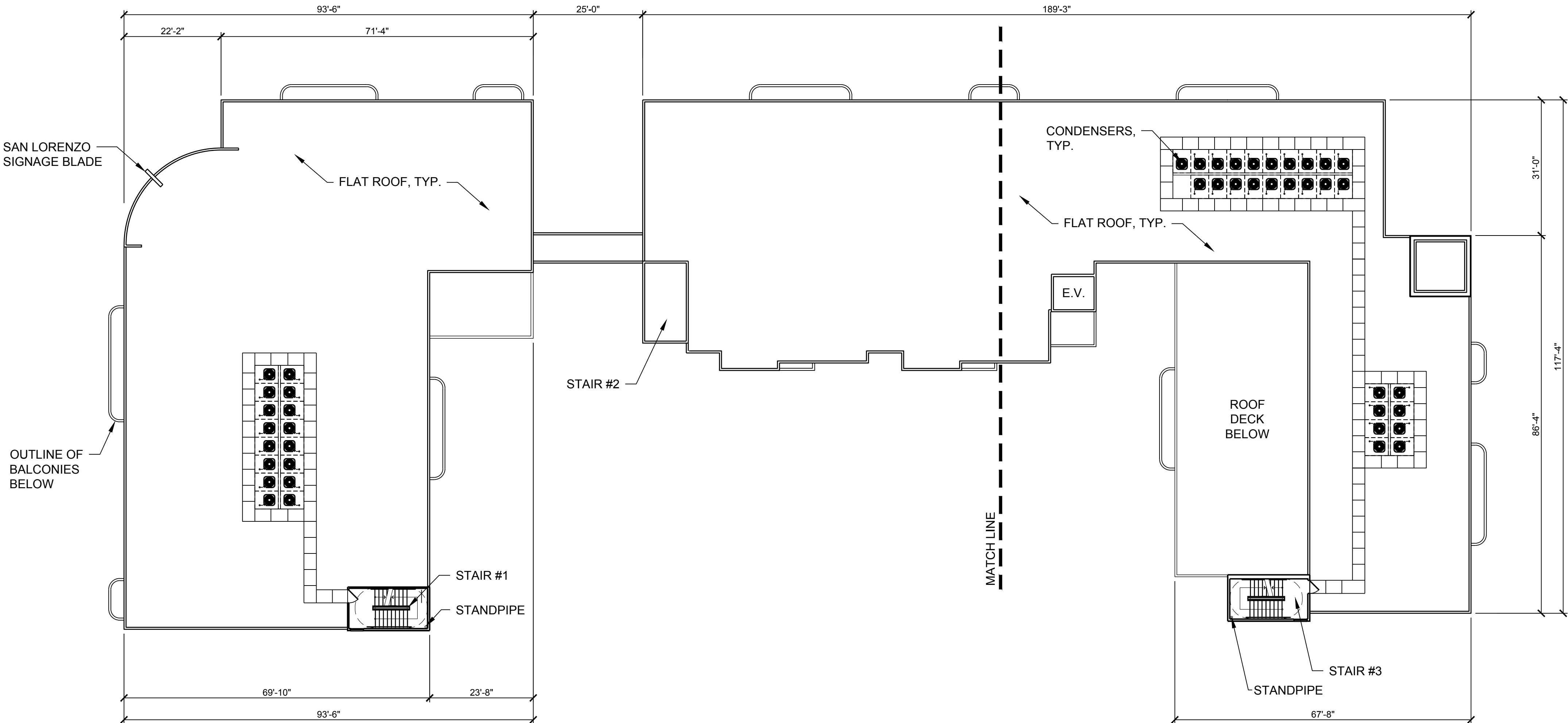
Issue Date

1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
THIRD FLOOR
PLAN - PART 2

A2.6B



BLDG. 1 (TYPE A) - ROOF PLAN - OVERALL 1

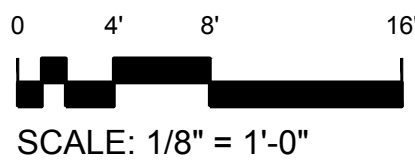
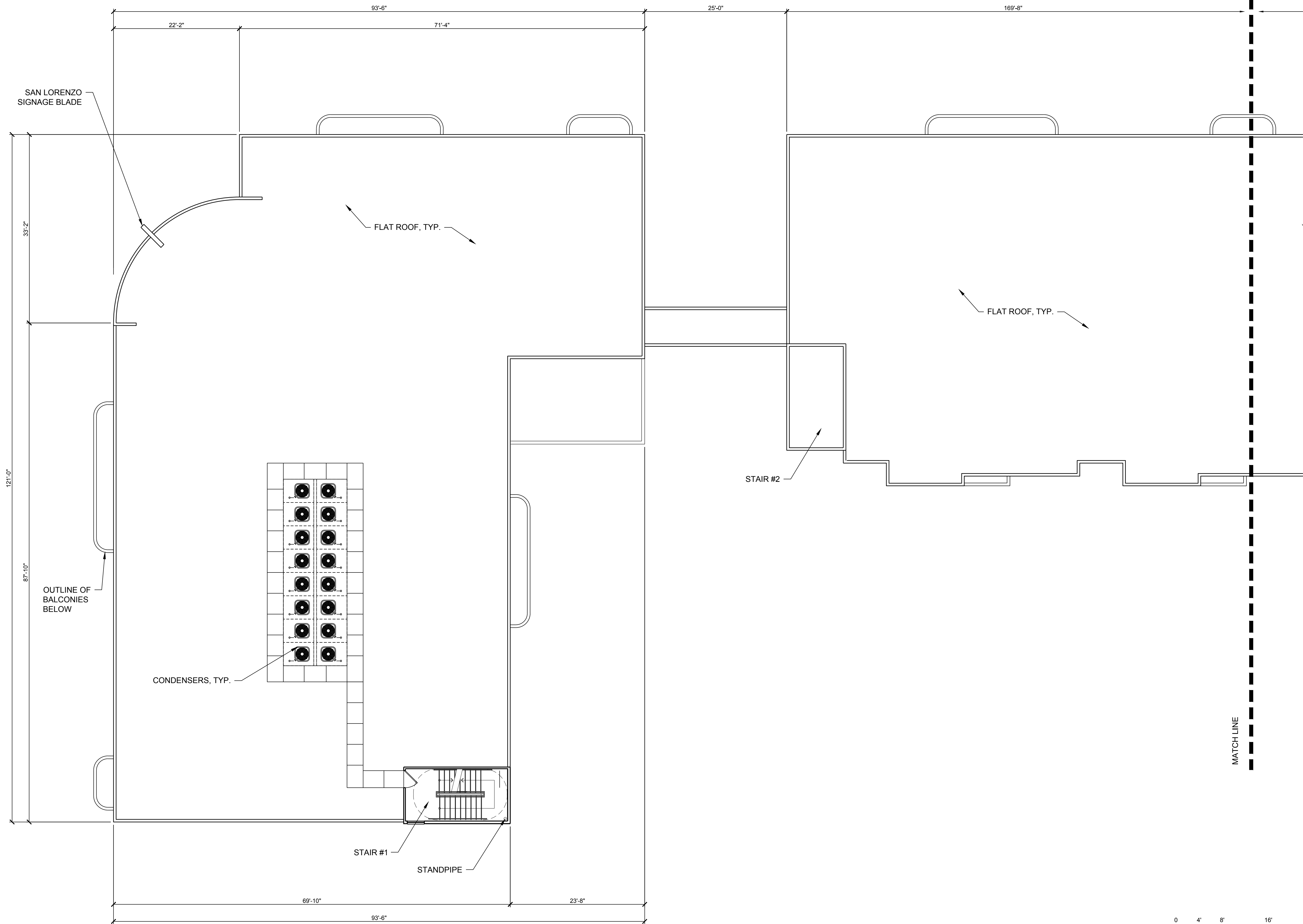
VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 1 (TYPE A) -
ROOF PLAN -
OVERALL



BLDG. 1 (TYPE A) - ROOF PLAN - PART 1 1

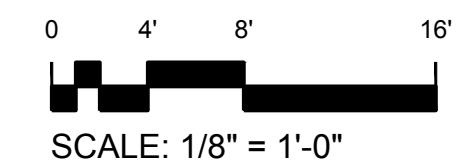
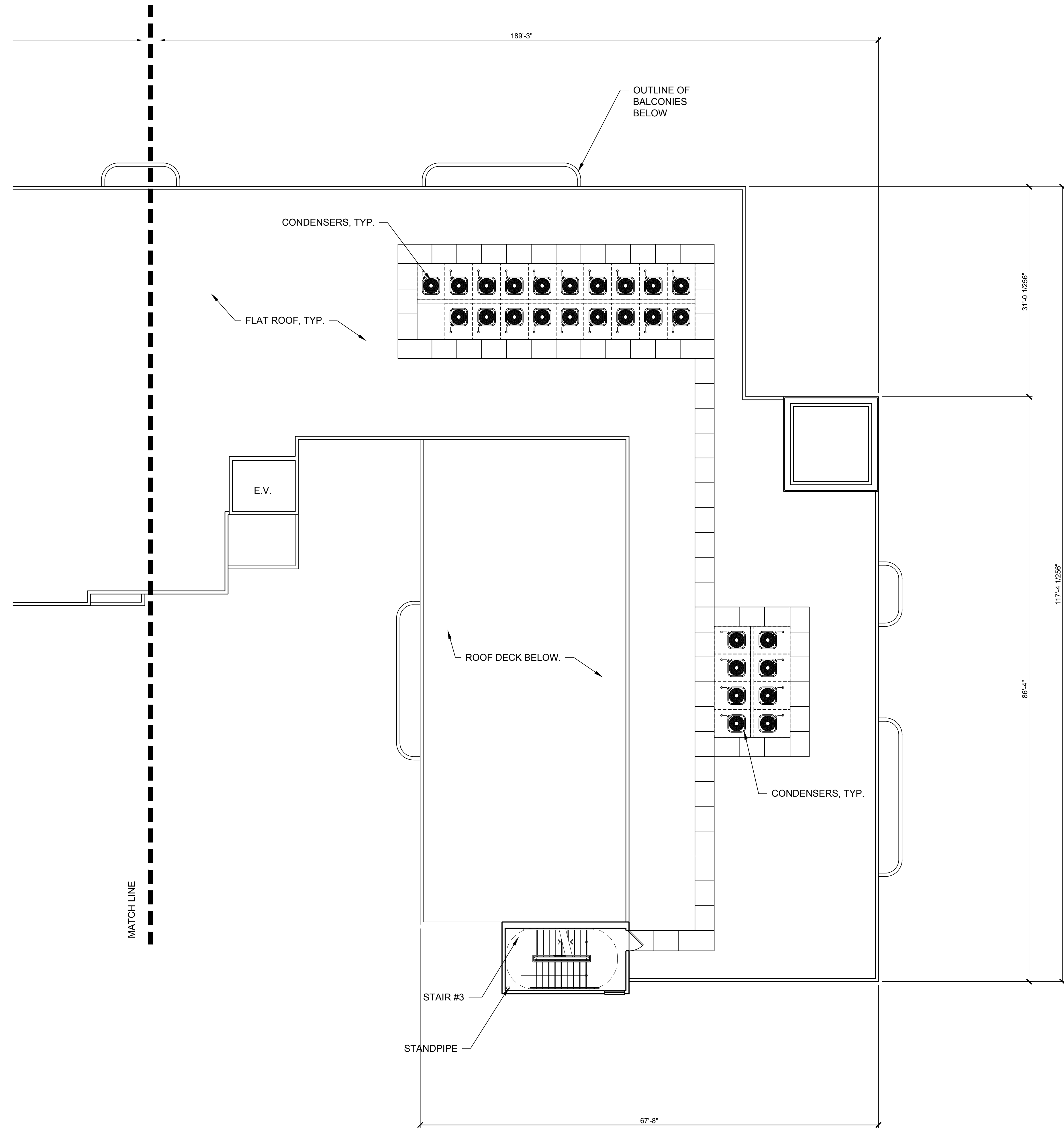
VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
1ST SUBMITTAL	01/11/2021

EDEN MAC	04/27/2021
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BLDG. 1 (TYPE A) -
ROOF PLAN -
PART 1



BLDG. 1 (TYPE A) - ROOF PLAN - PART 2 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

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BLDG. 1 (TYPE A) -
ROOF PLAN -
PART 2

A2.8B

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

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BLDG. 1 (TYPE A) -
EXTERIOR
ELEVATIONS

MATERIAL LEGEND

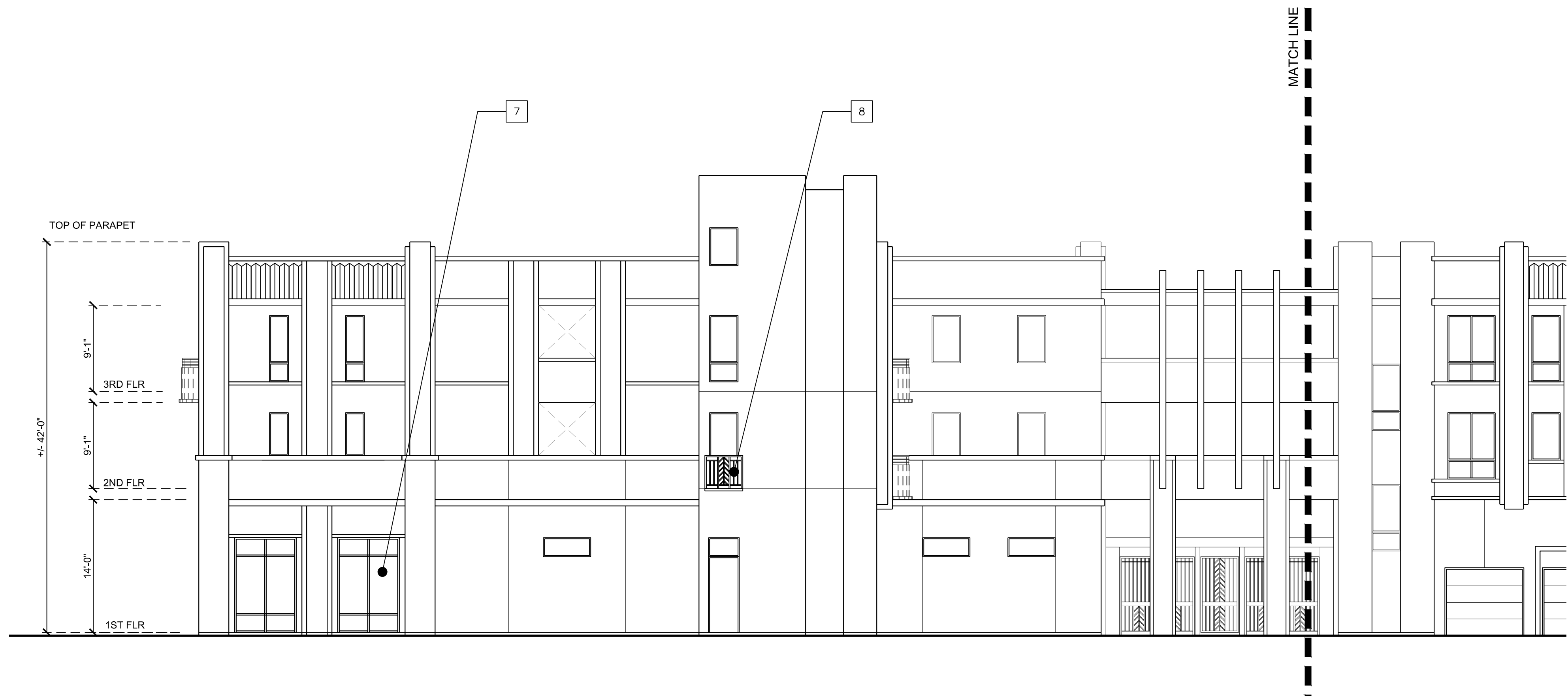
- 1 EXTERIOR PLASTER
- 2 FOAM TRIM
- 3 METAL CLAD TRIM
- 4 METAL GUARDRAIL
- 5 EXTERIOR ACCENT TILE
- 6 METAL CLAD AWNING
- 7 STOREFRONT WINDOW SYSTEM
- 8 PAINTED METAL GUARDRAIL AND GATE
- 9 PAINTED METAL SCREEN
- 10 PLASTER SCREEDS
- 11 METAL CLAD SIGNAGE BLADE
- 12 3" PLASTER CHANNEL REVEAL
- 13 SECTIONAL GARAGE DOOR



BLDG. 1 (TYPE A) - FRONT ELEVATION - PART 2 2



BLDG. 1 (TYPE A) - FRONT ELEVATION - PART 1 1



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 1 (TYPE A) - REAR ELEVATION - PART 2 2

MATERIAL LEGEND

- 1 EXTERIOR PLASTER
- 2 FOAM TRIM
- 3 METAL CLAD TRIM
- 4 METAL GUARDRAIL
- 5 EXTERIOR ACCENT TILE
- 6 METAL CLAD AWNING
- 7 STOREFRONT WINDOW SYSTEM
- 8 PAINTED METAL GUARDRAIL AND GATE
- 9 PAINTED METAL SCREEN
- 10 PLASTER SCREEDS
- 11 METAL CLAD SIGNAGE BLADE
- 12 3" PLASTER CHANNEL REVEAL
- 13 SECTIONAL GARAGE DOOR



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 1 (TYPE A) - REAR ELEVATION - PART 1 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
1ST SUBMITTAL	01/11/2021
EDEN MAC	04/27/2021

BLDG. 1 (TYPE A) -
EXTERIOR
ELEVATIONS



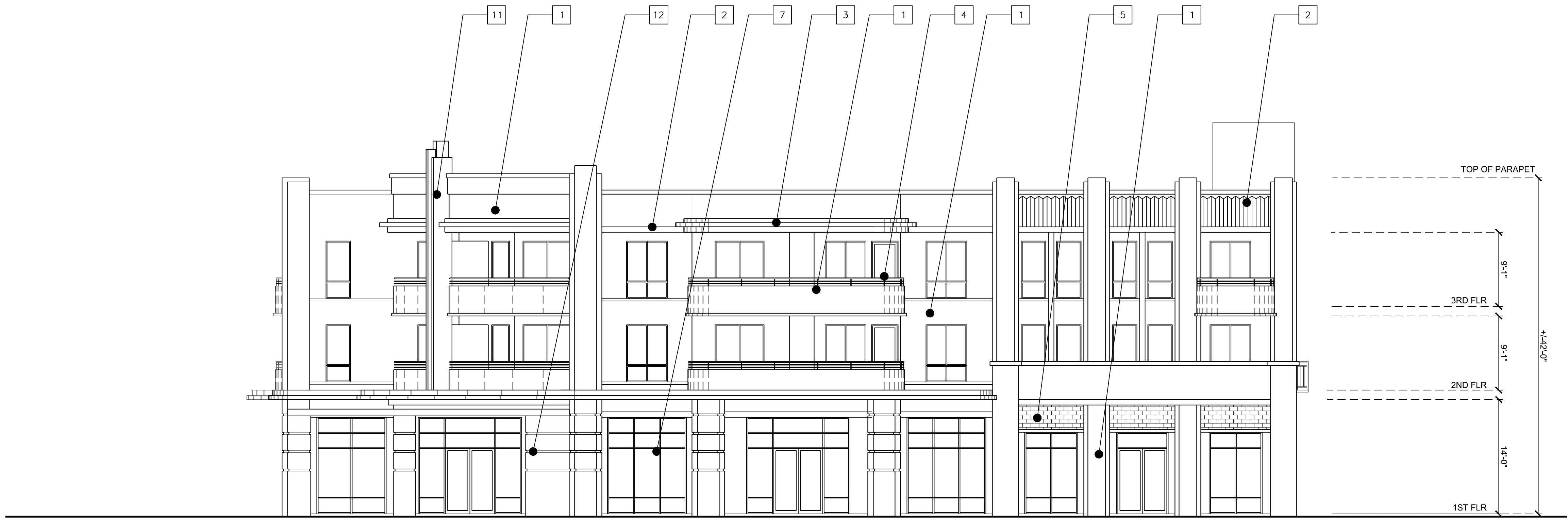
MATERIAL LEGEND

- 1 EXTERIOR PLASTER
- 2 FOAM TRIM
- 3 METAL CLAD TRIM
- 4 METAL GUARDRAIL
- 5 EXTERIOR ACCENT TILE
- 6 METAL CLAD AWNING
- 7 STOREFRONT WINDOW SYSTEM
- 8 PAINTED METAL GUARDRAIL AND GATE
- 9 PAINTED METAL SCREEN
- 10 PLASTER SCREEDS
- 11 METAL CLAD SIGNAGE BLADE
- 12 3" PLASTER CHANNEL REVEAL
- 13 SECTIONAL GARAGE DOOR

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 1 (TYPE A) - LEFT ELEVATION

2



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 1 (TYPE A) - RIGHT ELEVATION

1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

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BLDG. 1 (TYPE A) -
EXTERIOR
ELEVATIONS

VILLAGE GREEN

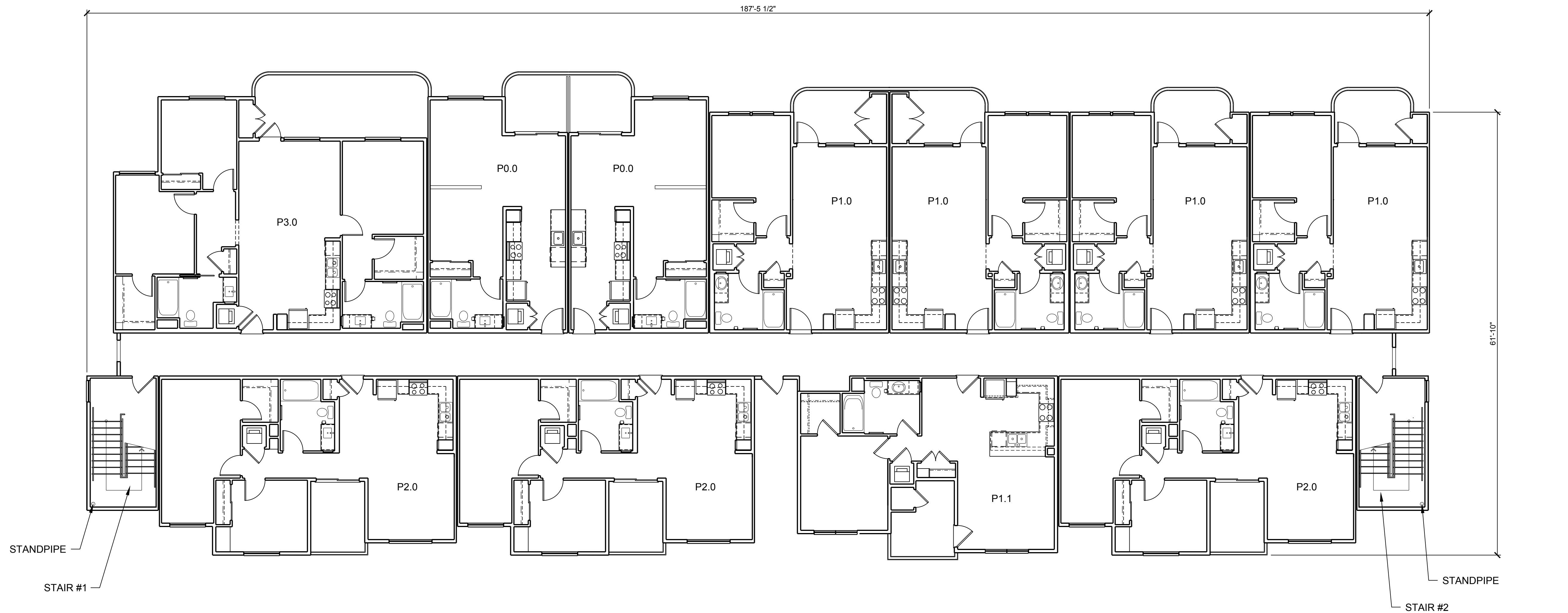
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

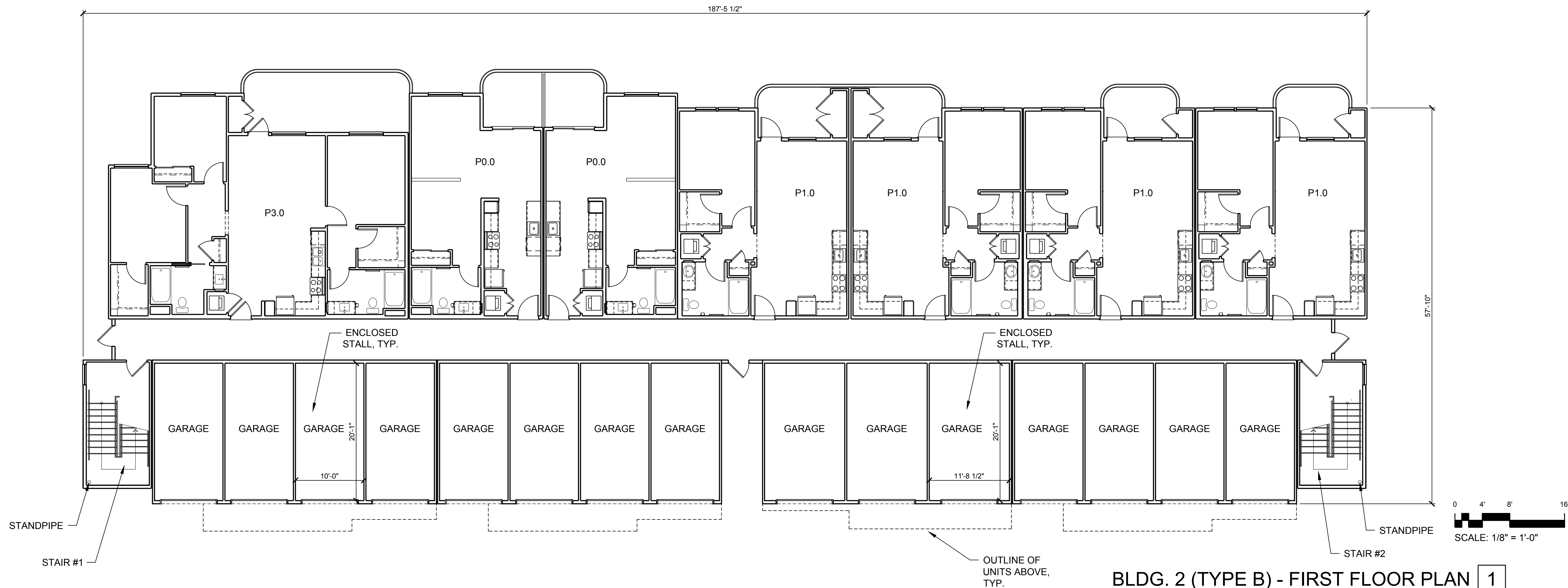
EDEN MAC 04/27/2021

BLDG. 2 (TYPE B) -
FIRST FLOOR
PLAN

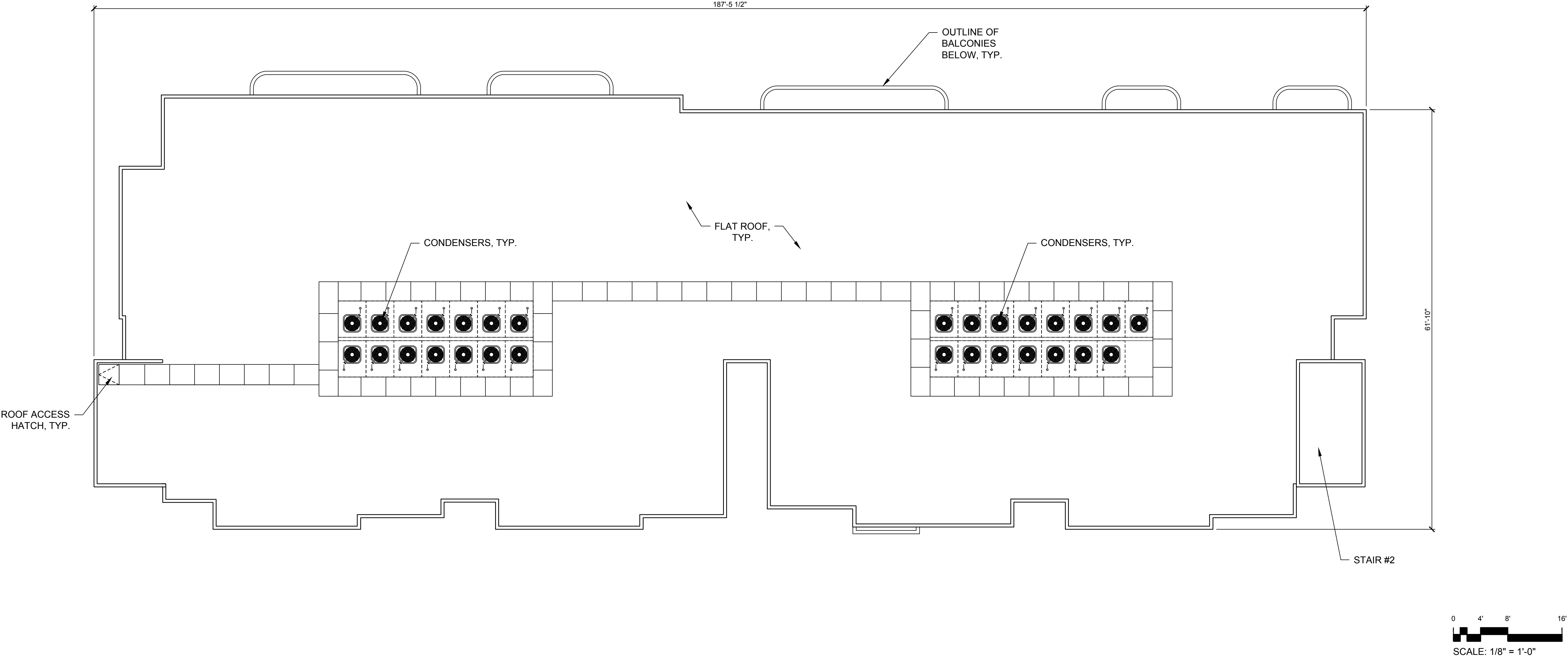
A3.1



BLDG. 2 (TYPE B) - SECOND AND THIRD FLOOR PLAN 1



BLDG. 2 (TYPE B) - FIRST FLOOR PLAN 1



BLDG. 2 (TYPE B) - ROOF PLAN 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

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BLDG. 2 (TYPE B) - ROOF PLAN

A3.2

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

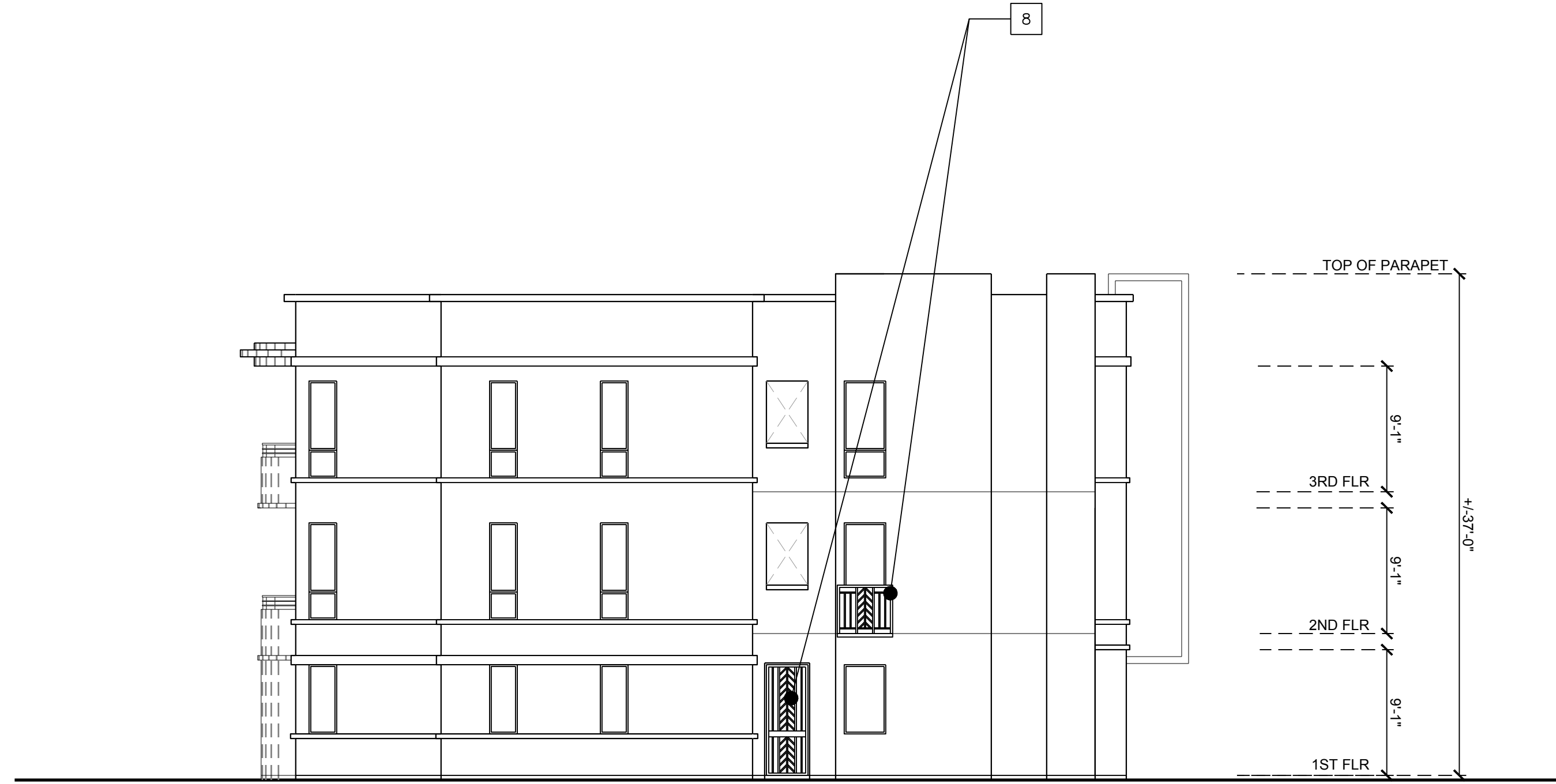
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 2 (TYPE B) -
EXTERIOR
ELEVATIONS

MATERIAL LEGEND

- 1 EXTERIOR PLASTER
- 2 FOAM TRIM
- 3 METAL CLAD TRIM
- 4 METAL GUARDRAIL
- 5 EXTERIOR ACCENT TILE
- 6 METAL CLAD AWNING
- 7 STOREFRONT WINDOW SYSTEM
- 8 PAINTED METAL GUARDRAIL AND GATE
- 9 PAINTED METAL SCREEN
- 10 PLASTER SCREEDS
- 11 METAL CLAD SIGNAGE BLADE
- 12 3" PLASTER CHANNEL REVEAL
- 13 SECTIONAL GARAGE DOOR



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 2 (TYPE B) - RIGHT ELEVATION 2



0 4' 8' 16'
SCALE: 1/8" = 1'-0"

BLDG. 2 (TYPE B) - FRONT ELEVATION 1

VILLAGE GREEN

SAN LORENZO, CA

MATERIAL LEGEND

- 1

EXTERIOR PLASTER
- 2

FOAM TRIM
- 3

METAL CLAD TRIM
- 4

METAL GUARDRAIL
- 5

EXTERIOR ACCENT TILE
- 6

METAL CLAD AWNING
- 7

STOREFRONT WINDOW SYSTEM
- 8

PAINTED METAL GUARDRAIL AND GATE
- 9

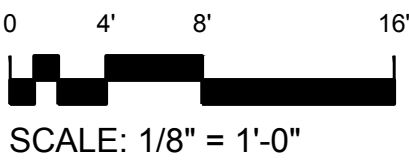
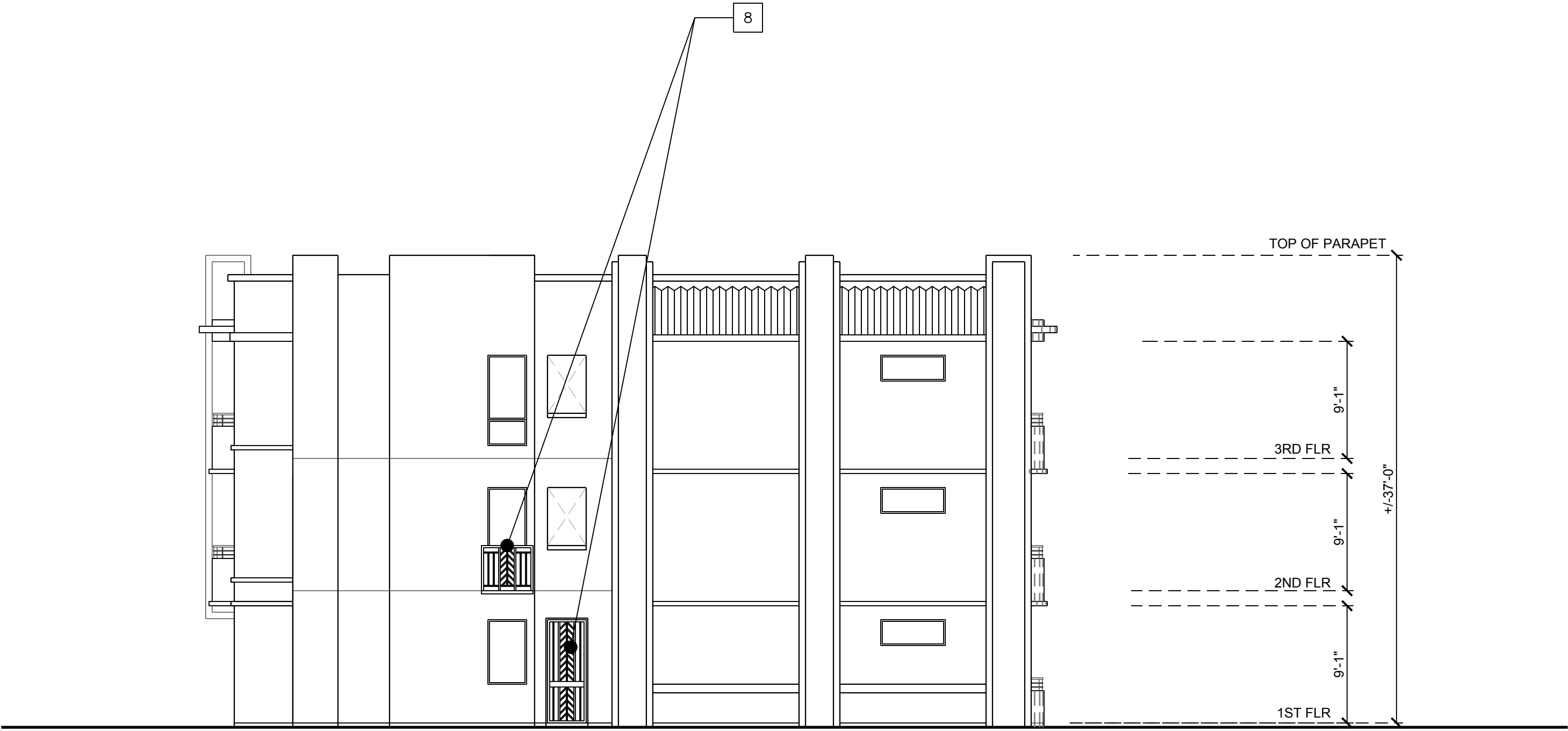
PAINTED METAL SCREEN
- 10

PLASTER SCREEDS
- 11

METAL CLAD SIGNAGE BLADE
- 12

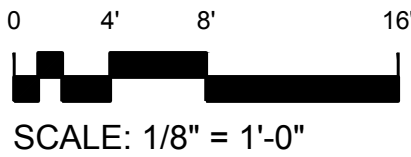
3" PLASTER CHANNEL REVEAL
- 13

SECTIONAL GARAGE DOOR



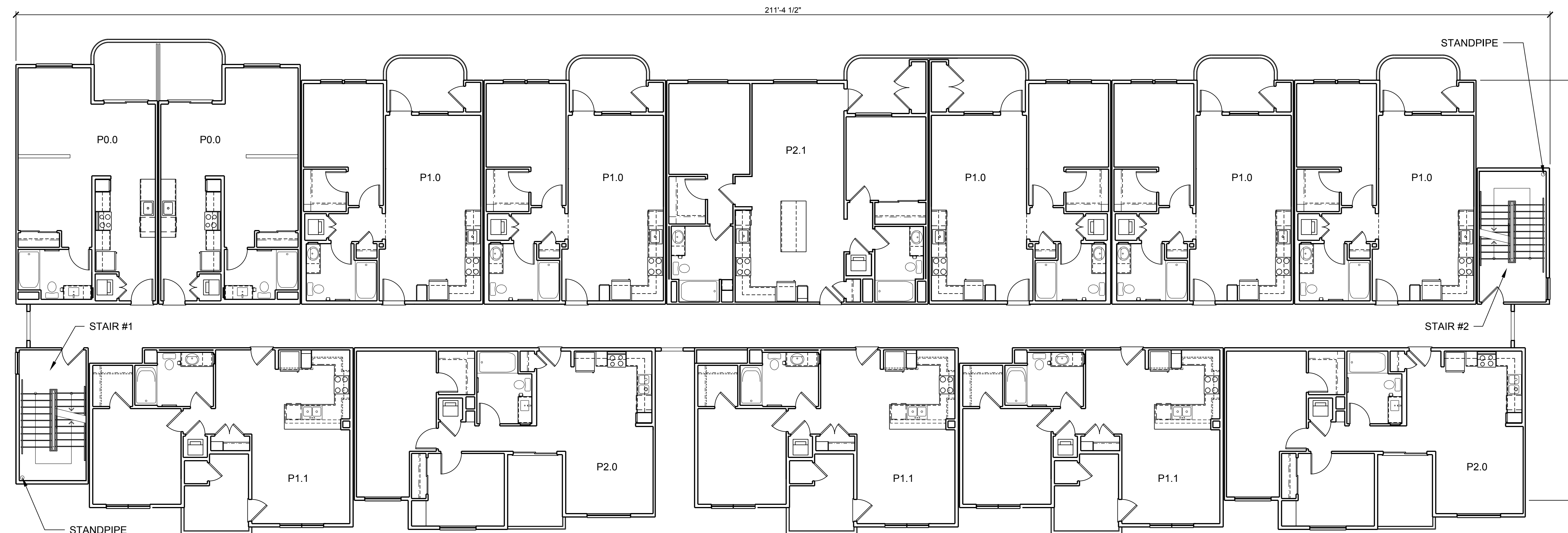
BLDG. 2 (TYPE B) - LEFT ELEVATION

2

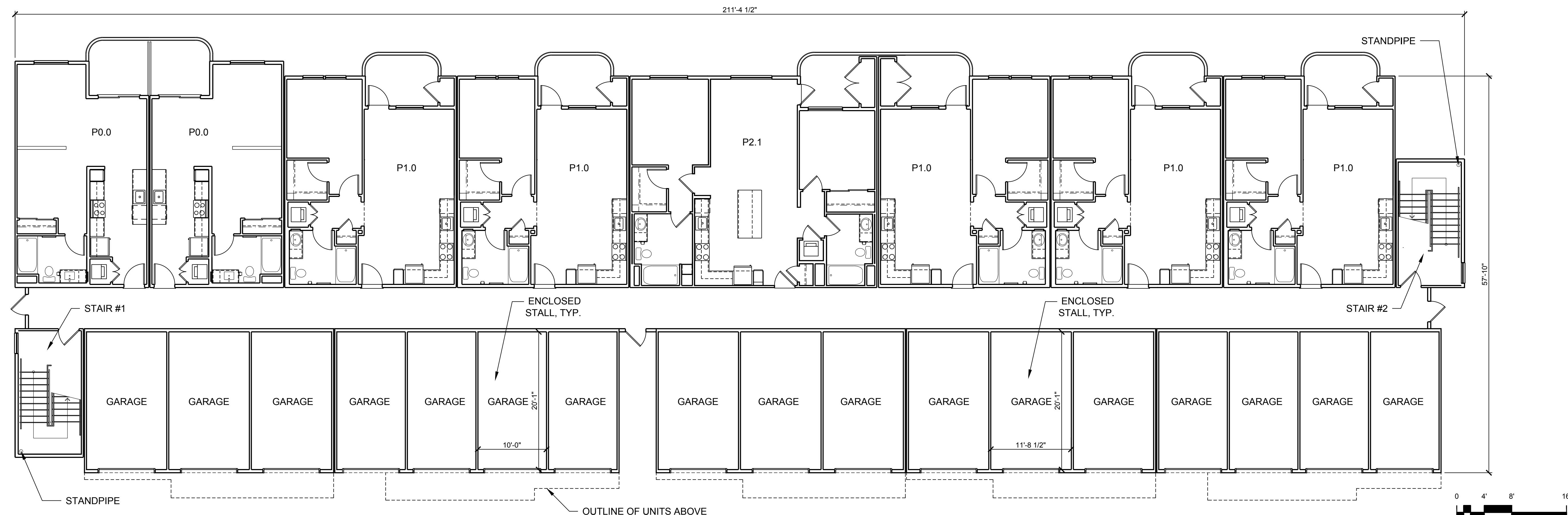


BLDG. 2 (TYPE B) - REAR ELEVATION

1



BLDG. 3 AND 4 (TYPE C) - SECOND - THIRD FLOOR PLAN 2



BLDG. 3 AND 4 (TYPE C) - FIRST FLOOR PLAN 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

BLDG. 3 AND 4
(TYPE C) - FIRST -
THIRD FLOOR
PLANS

A4.1

VILLAGE GREEN

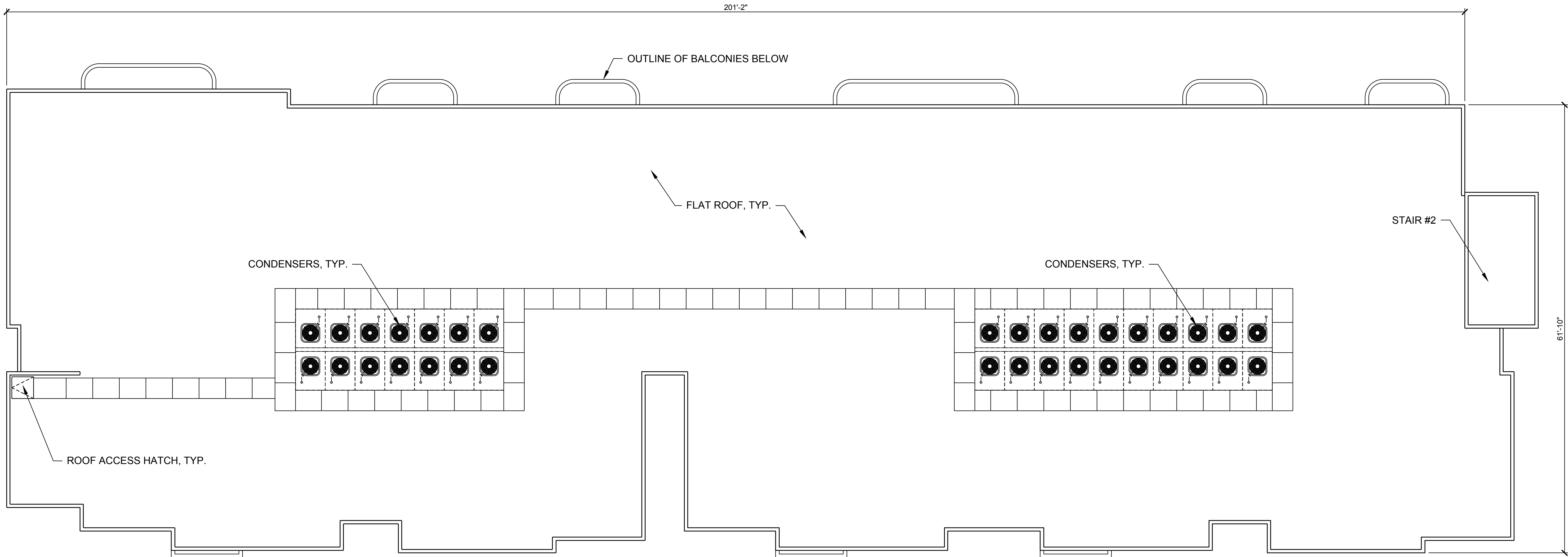
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL01/11/2021

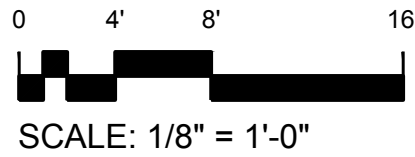
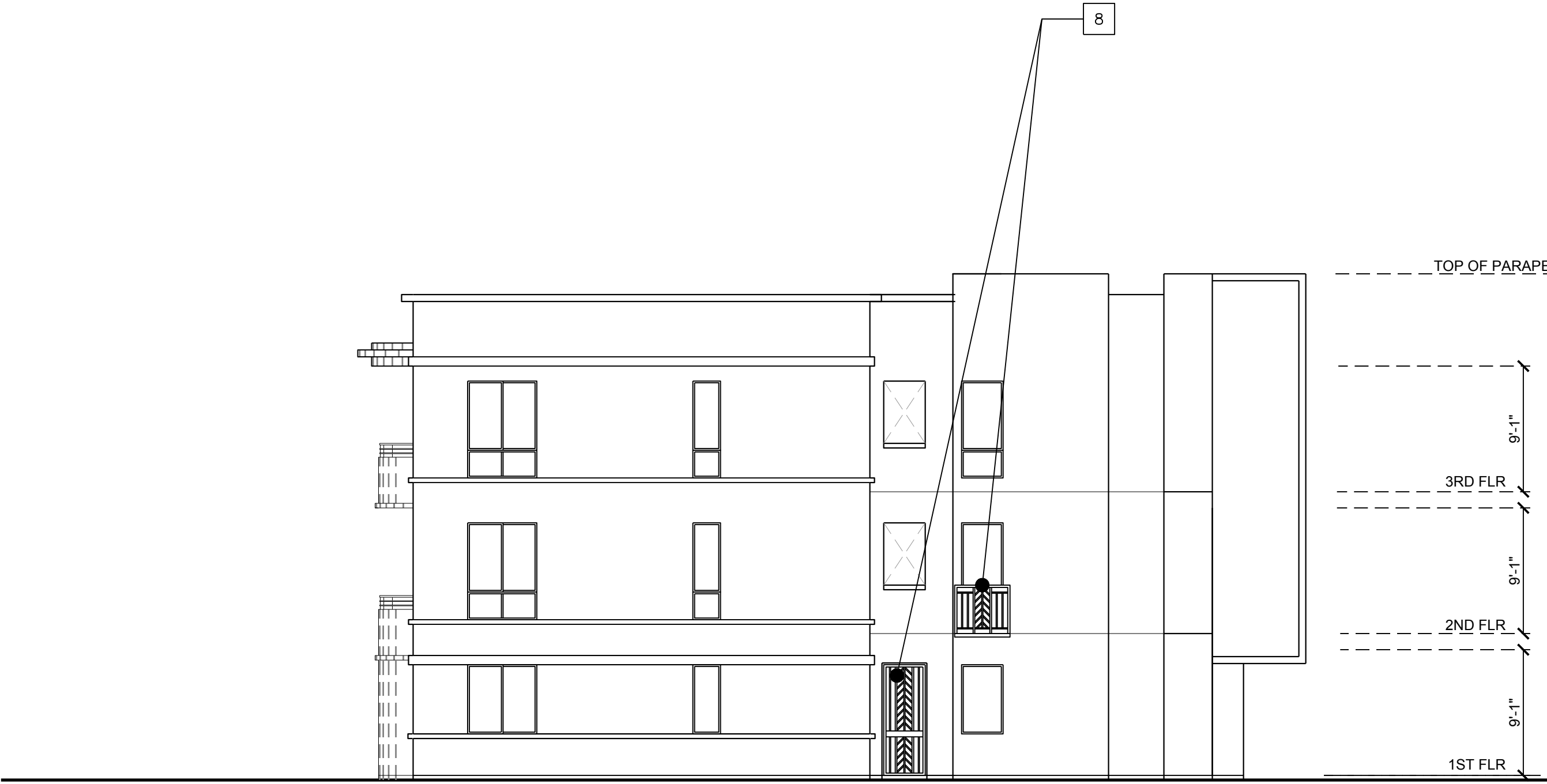
EDEN MAC04/27/2021

BLDG. 3 AND 4
(TYPE C) - ROOF
PLAN

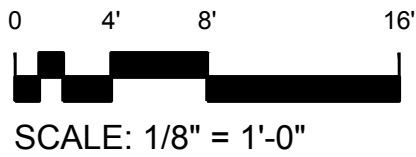
A4.2



BLDG. 3 AND 4 (TYPE C) - ROOF PLAN 1



BLDG. 3 AND 4 (TYPE C) - RIGHT ELEVATION 2



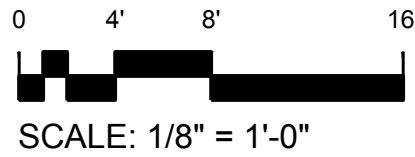
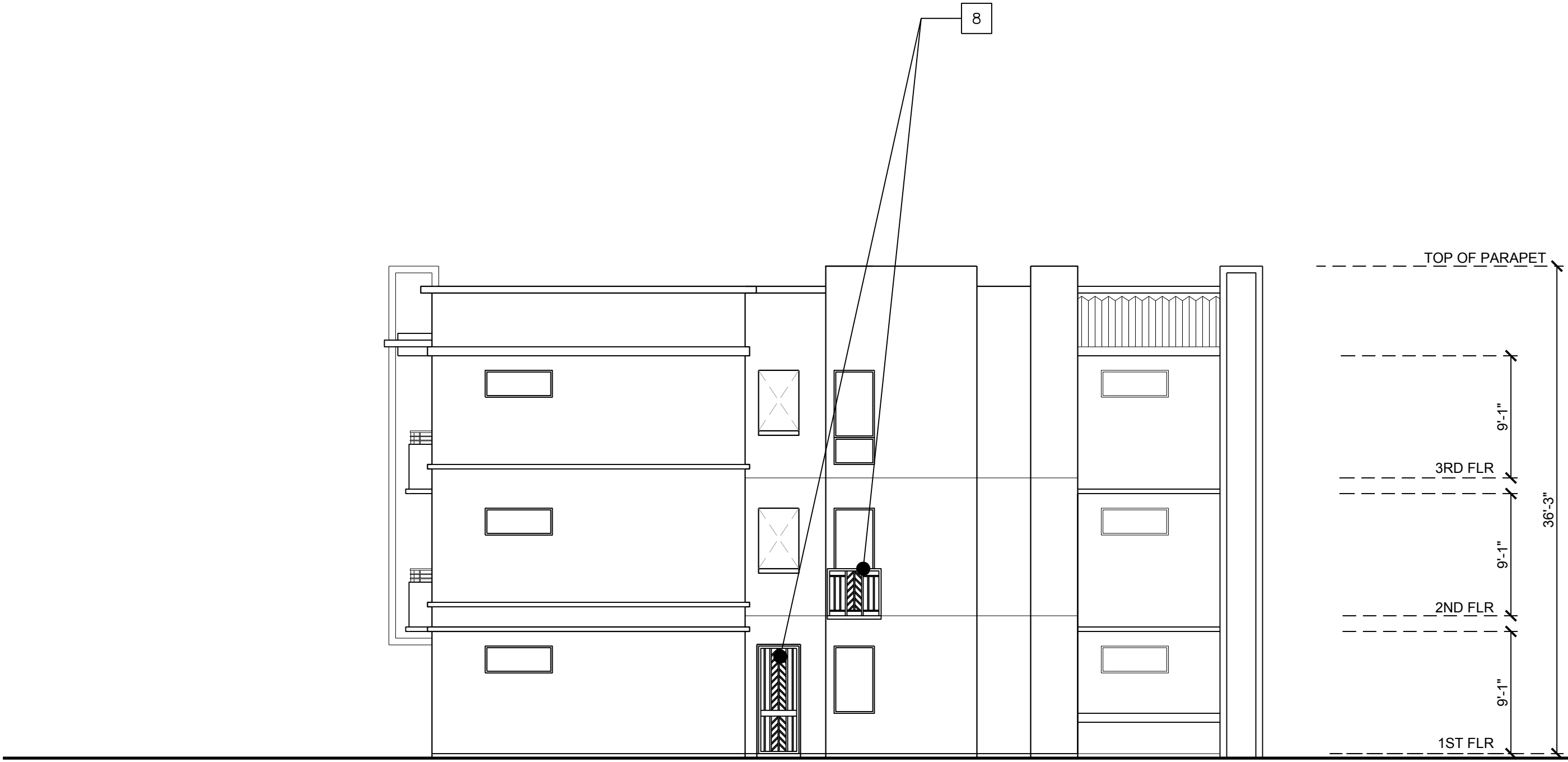
BLDG. 3 AND 4 (TYPE C) - FRONT ELEVATION 1

VILLAGE GREEN

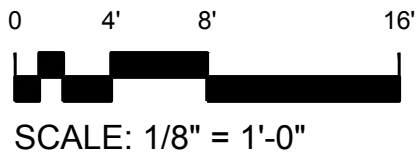
SAN LORENZO, CA

Issue Date	
1ST SUBMITTAL	01/11/2021
EDEN MAC	04/27/2021

BLDG. 3 AND 4
(TYPE C) -
EXTERIOR
ELEVATIONS



BLDG. 3 AND 4 (TYPE C) - LEFT ELEVATION 2



BLDG. 3 AND 4 (TYPE C) - REAR ELEVATION 1

VILLAGE GREEN

SAN LORENZO, CA

Issue Date

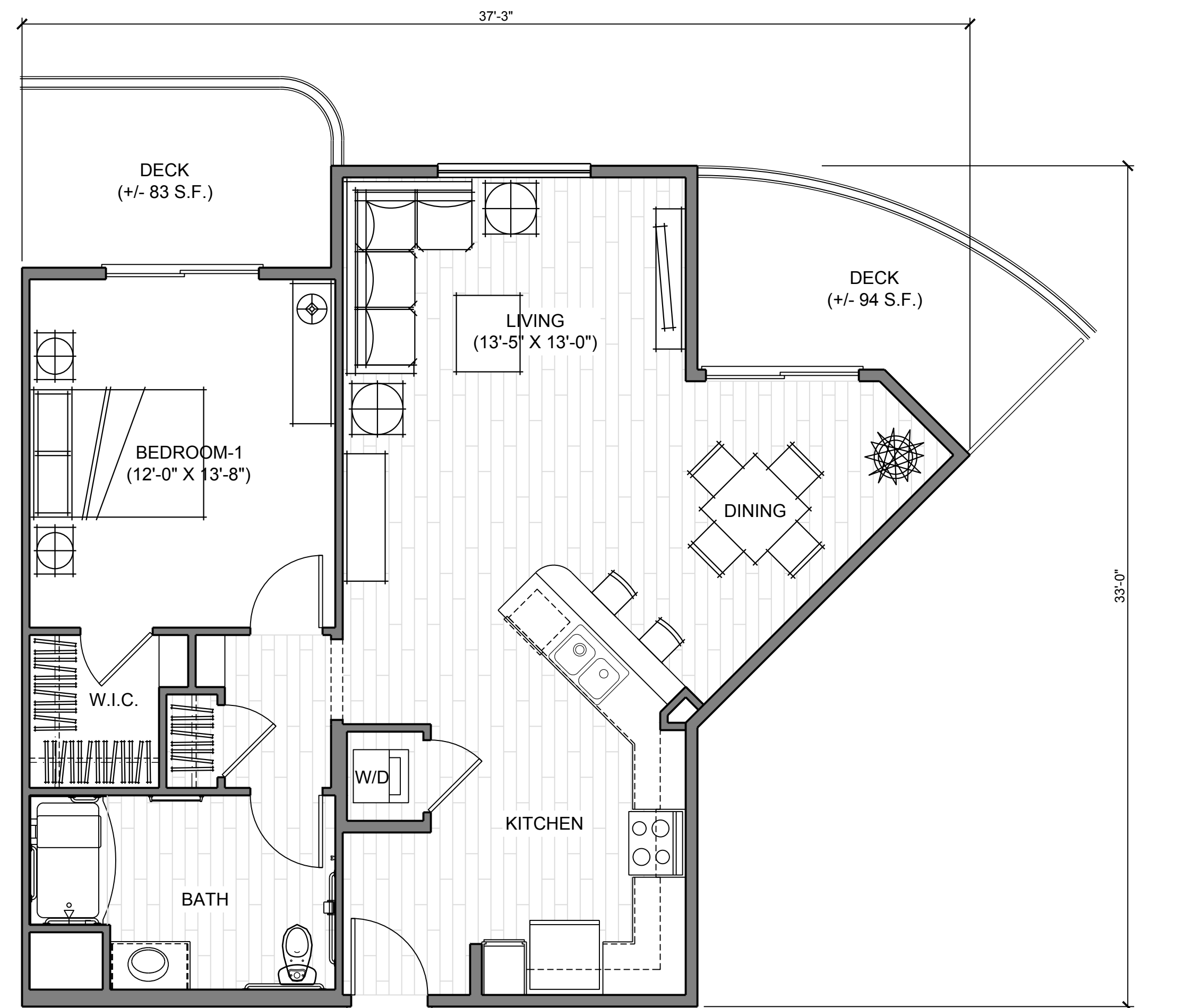
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EDEN MAC

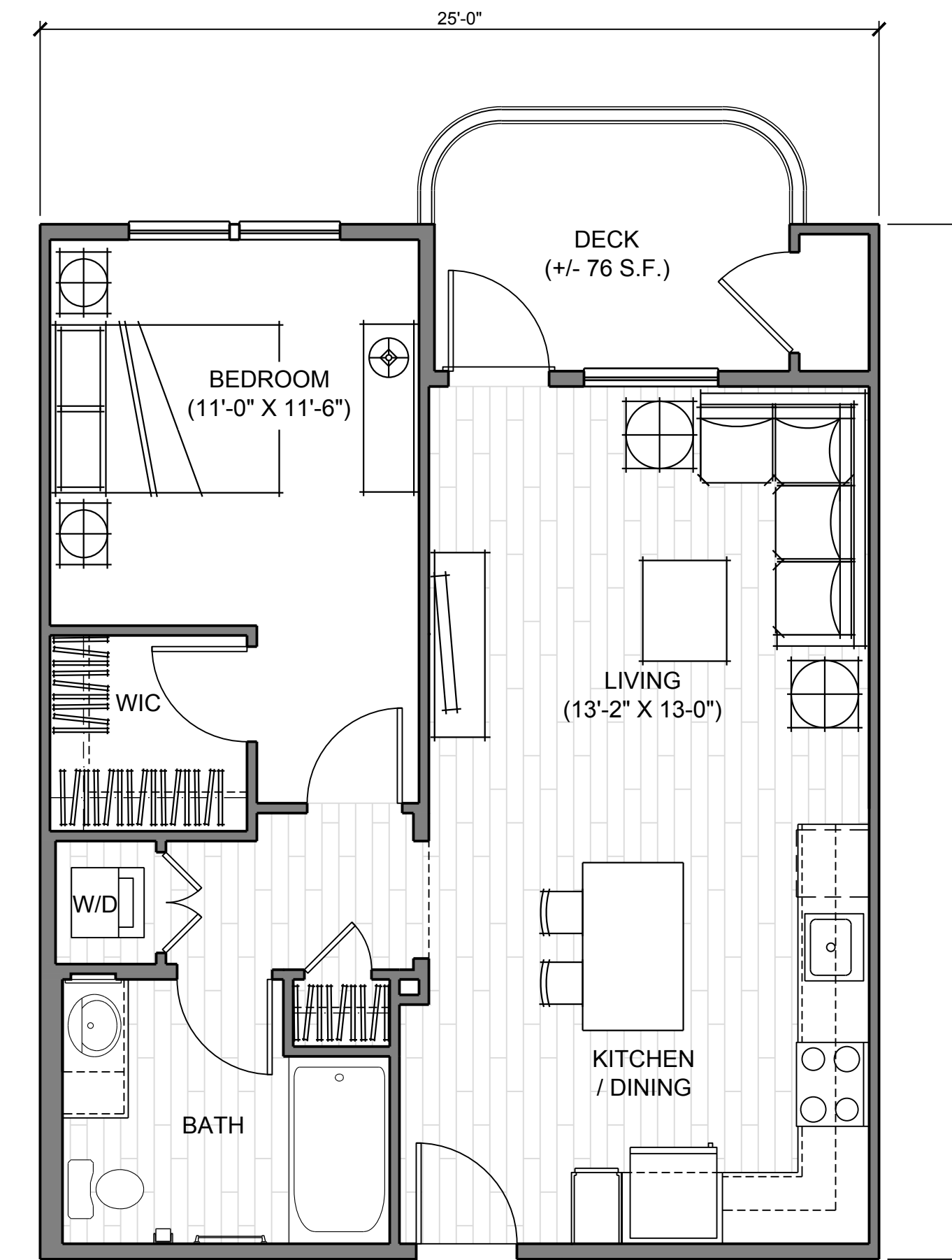
04/27/2021

BLDG. 3 AND 4
(TYPE C) -
EXTERIOR
ELEVATIONS

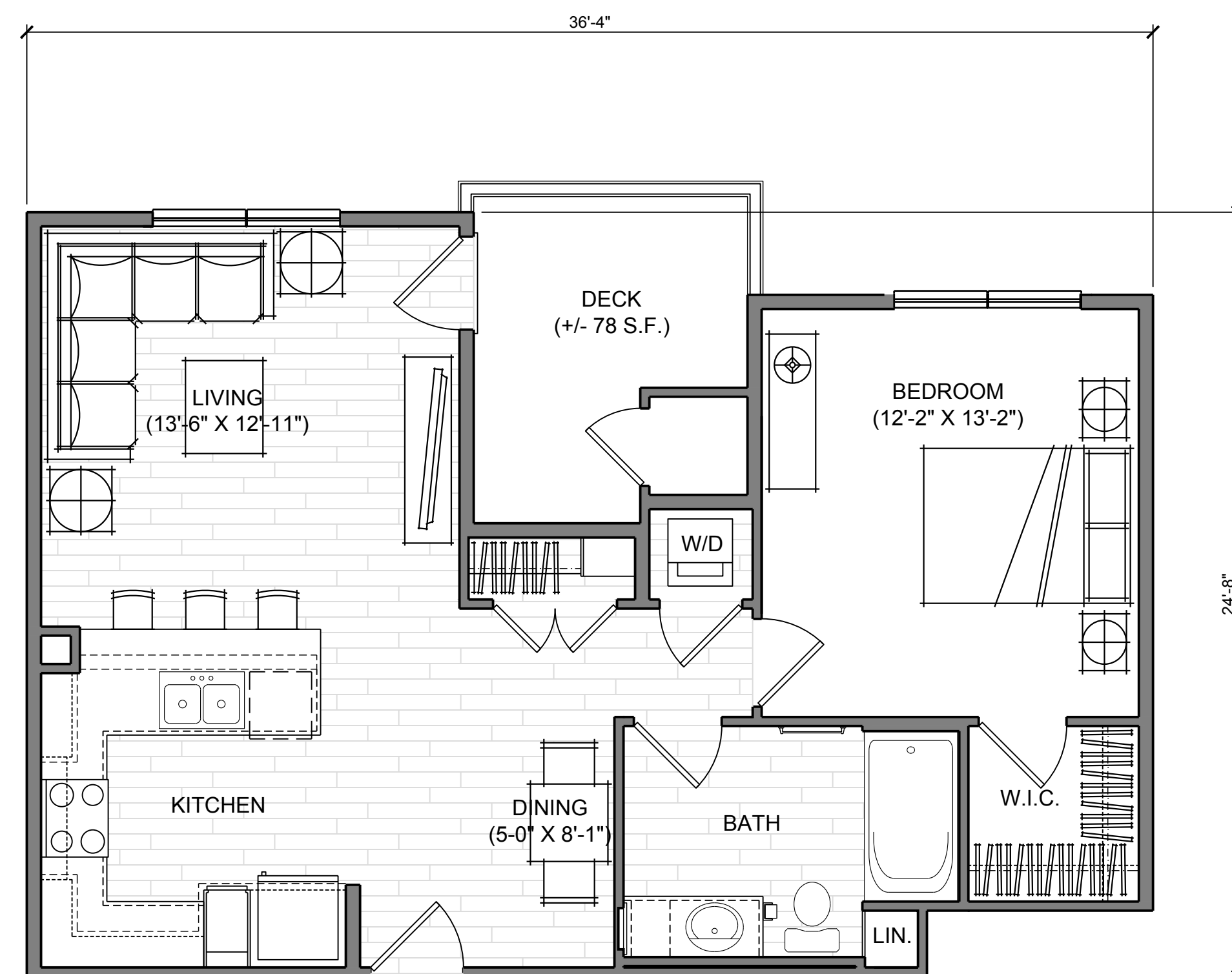
A4.4



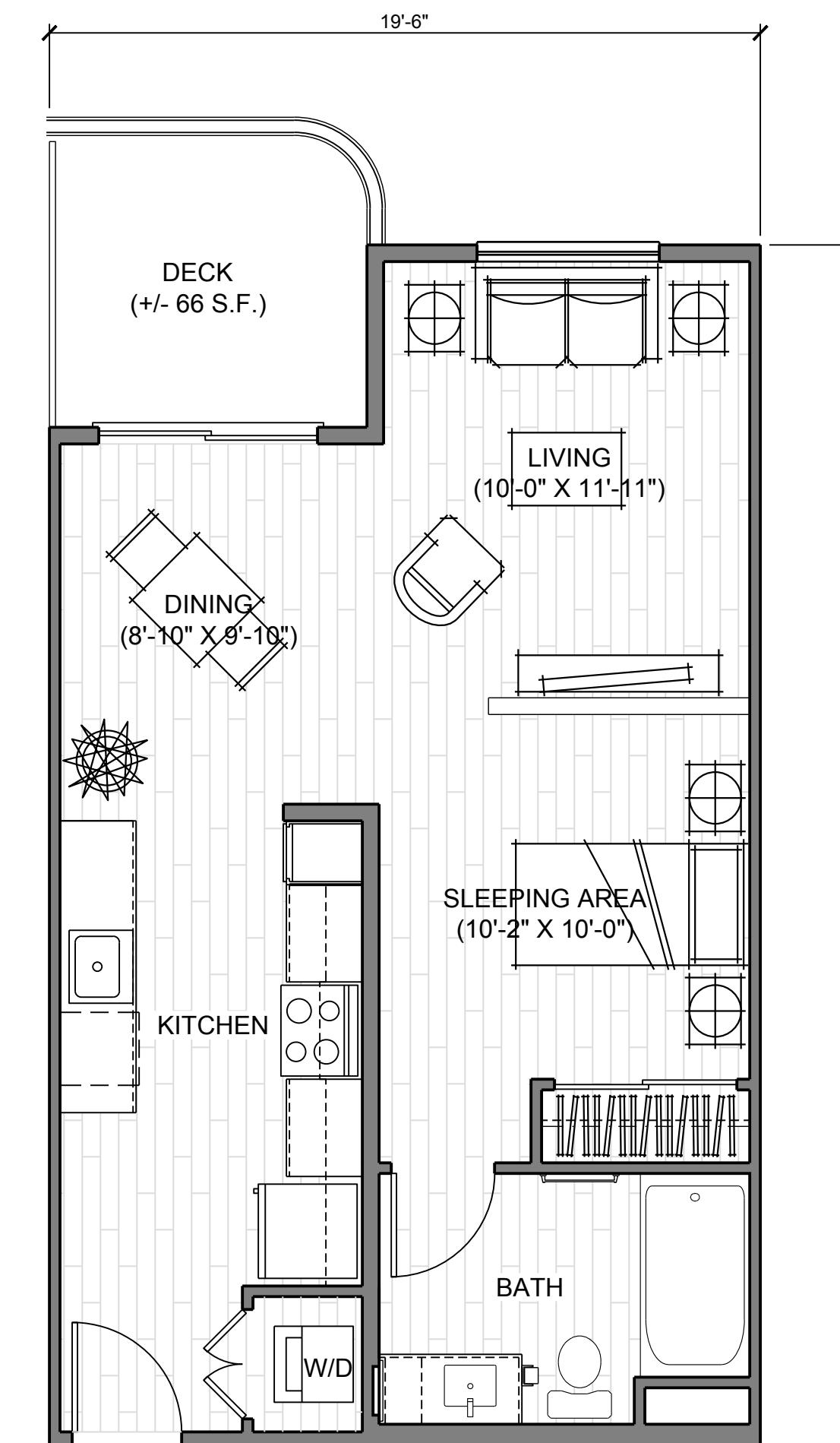
UNIT 1.2 4
1 BED/1 BATH - 913 SF



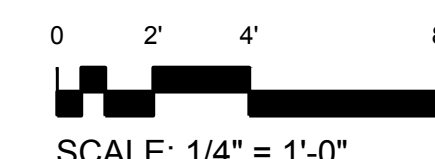
UNIT 1.0 2
1 BED/1 BATH - 713 SF



UNIT 1.1 3
1 BED/1 BATH - 760 SF



UNIT 0.0 1
1 BED/1 BATH (STUDIO) - 600 SF



VILLAGE GREEN

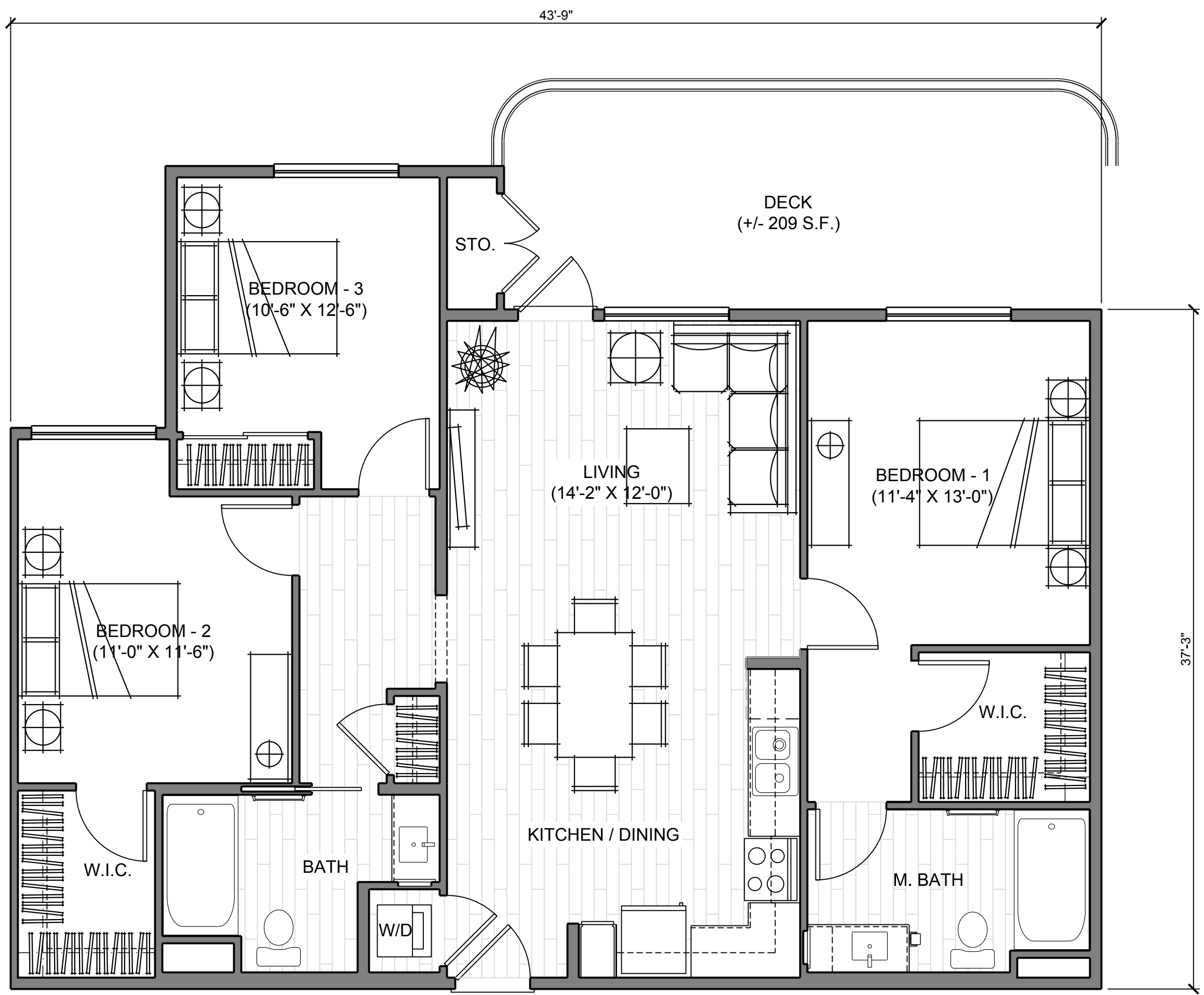
SAN LORENZO, CA

Issue Date

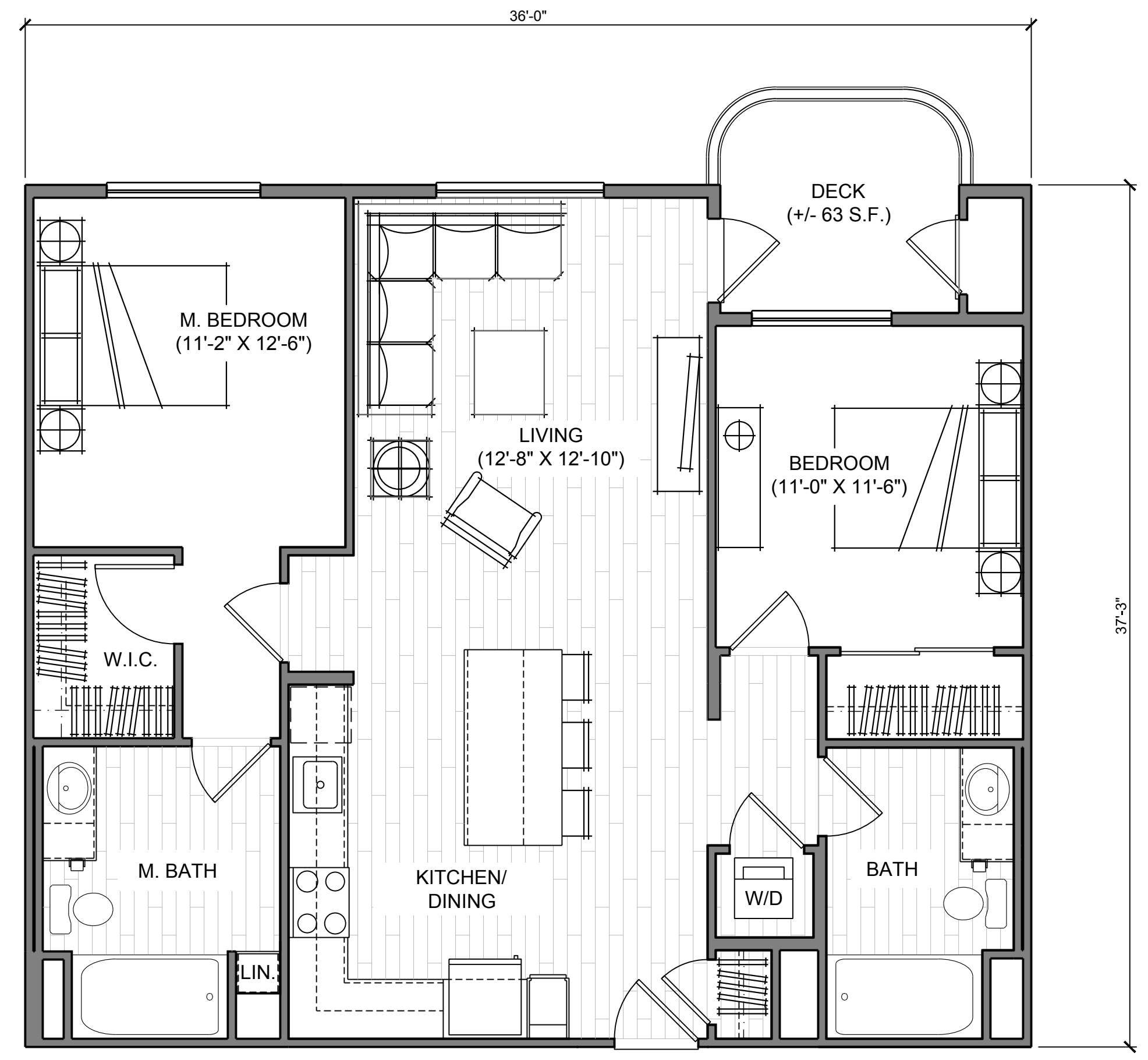
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

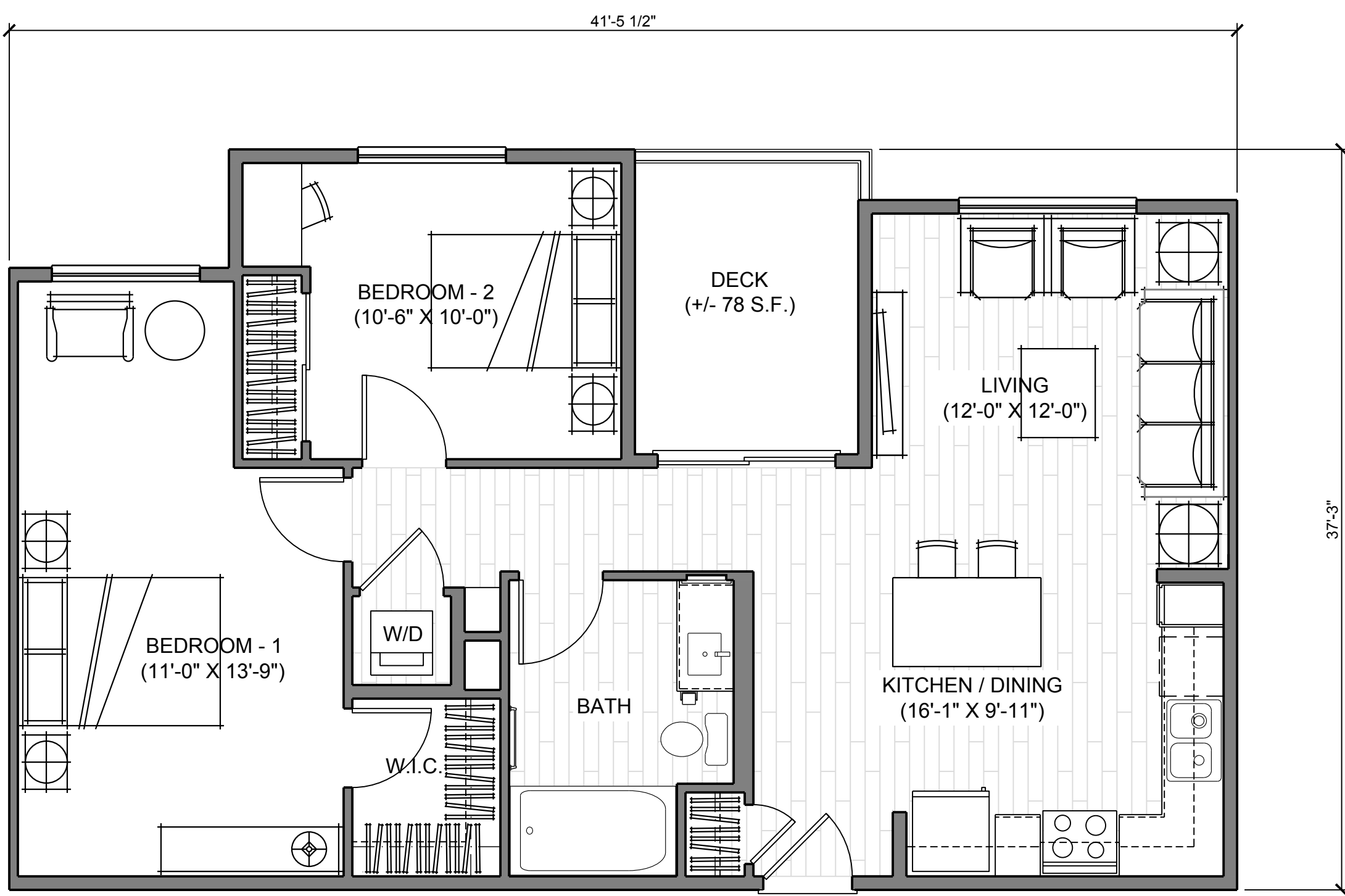
UNIT PLANS



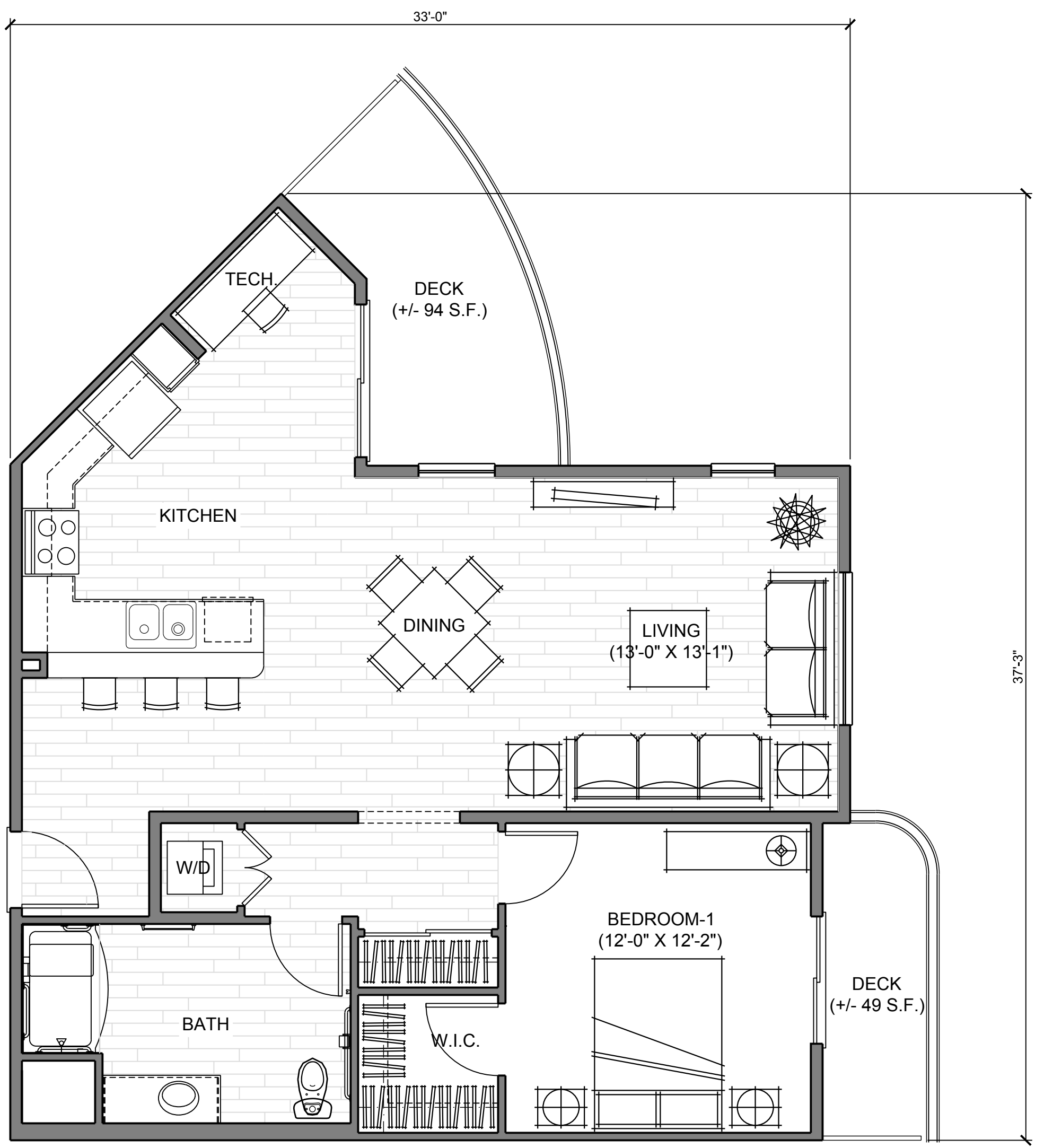
UNIT 3.0 4
3 BED/2 BATH - 1,228 SF



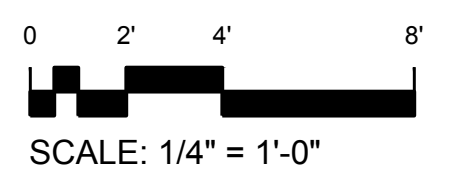
UNIT 2.1 3
2 BED/2 BATH - 1,059 SF



UNIT 2.0 2
2 BED/2 BATH - 907 SF



UNIT 1.3 1
1 BED/1 BATH - 948 SF



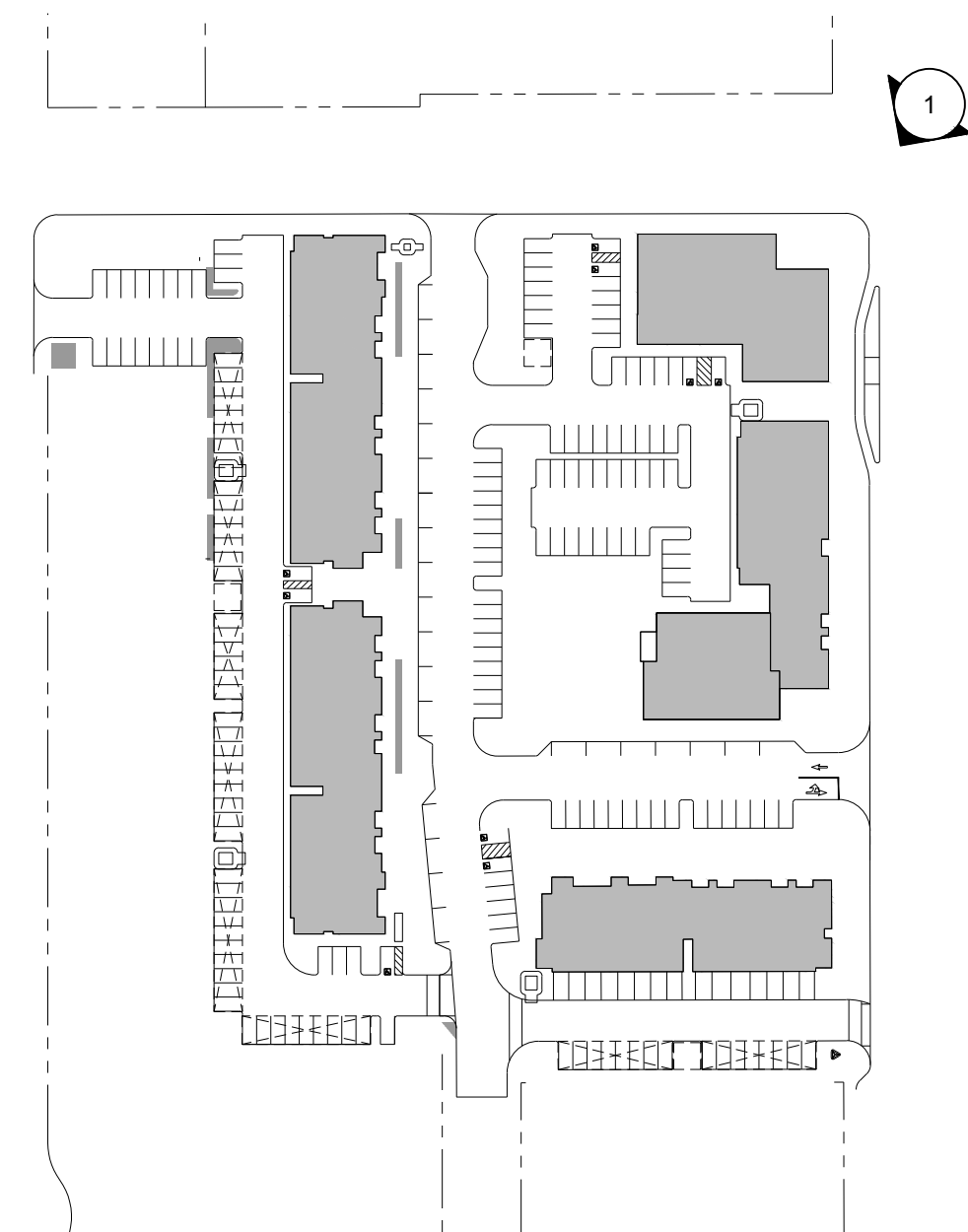
VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
1ST SUBMITTAL	01/11/2021
EDEN MAC	04/27/2021

UNIT PLANS

SITE KEY MAP



adc
architecture design collaborative
23231 South Pointe Dr.
Laguna Hills, CA 92618
www.adcollaborative.com
949.267.1660

ADC Project No: 160025

Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS
Company: DEMMON PARTNERS
Address: 601 University Ave. Suite 110
Sacramento, CA 95825
Phone No. 916-514-0426



CONCEPTUAL RENDERING: VIEW FROM CORNER OF HESPERIAN BLVD. AND PASEO GRANDE 1

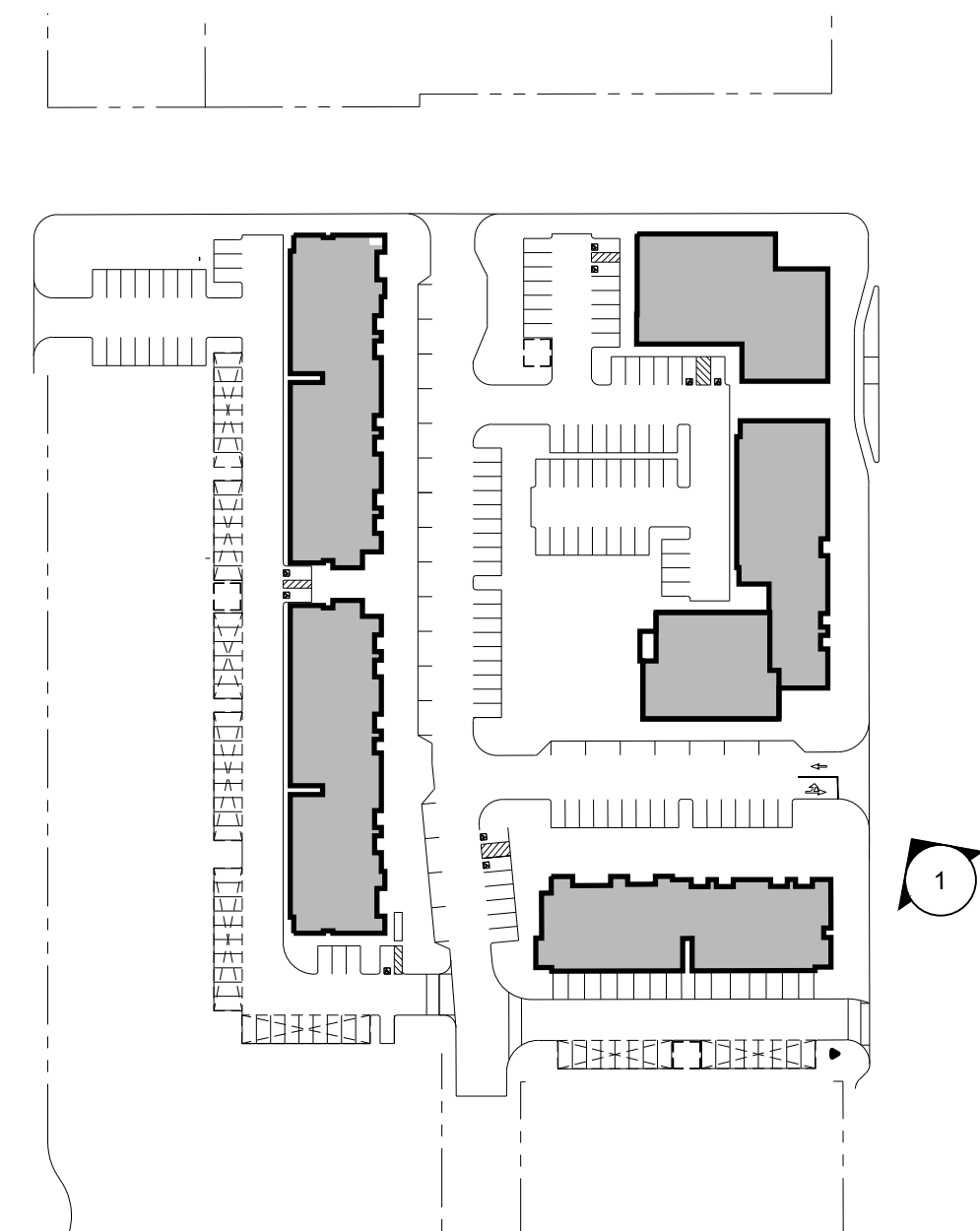
VILLAGE GREEN
SAN LORENZO, CA

Issue Date
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

PERSPECTIVE
VIEW

SITE KEY MAP



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VILLAGE GREEN

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Issue Date

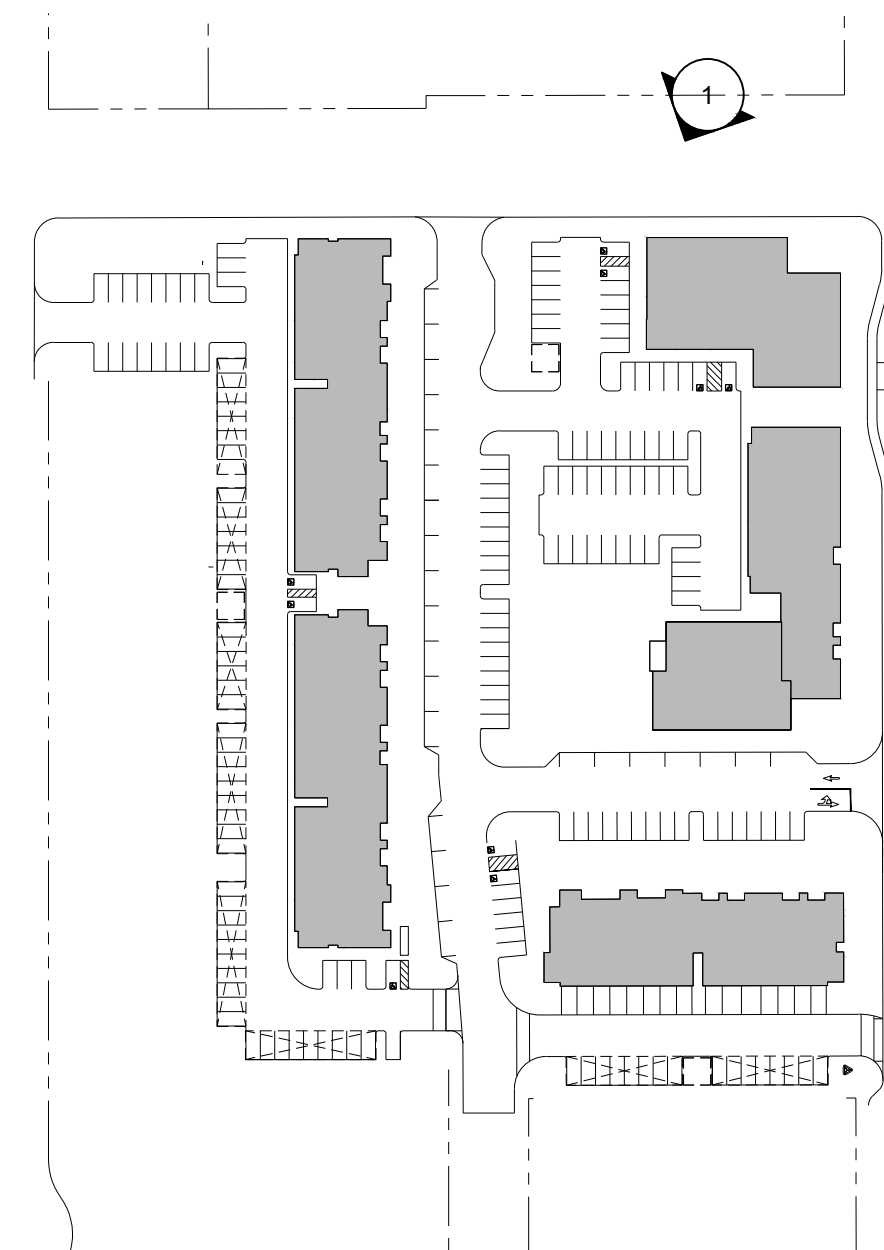
1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

PERSPECTIVE
VIEW

CONCEPTUAL RENDERING: VIEW FROM CORNER OF HESPERIAN BLVD. AND VIA MERCADO 1

SITE KEY MAP



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ADC Project No: 160025
Project Contact: Chris Weimholt
Email: cweimholt@adcollaborative.com
Principal: Chris Weimholt
Project Manager: Chris Weimholt

Client

DEMMON PARTNERS
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VILLAGE GREEN

SAN LORENZO, CA

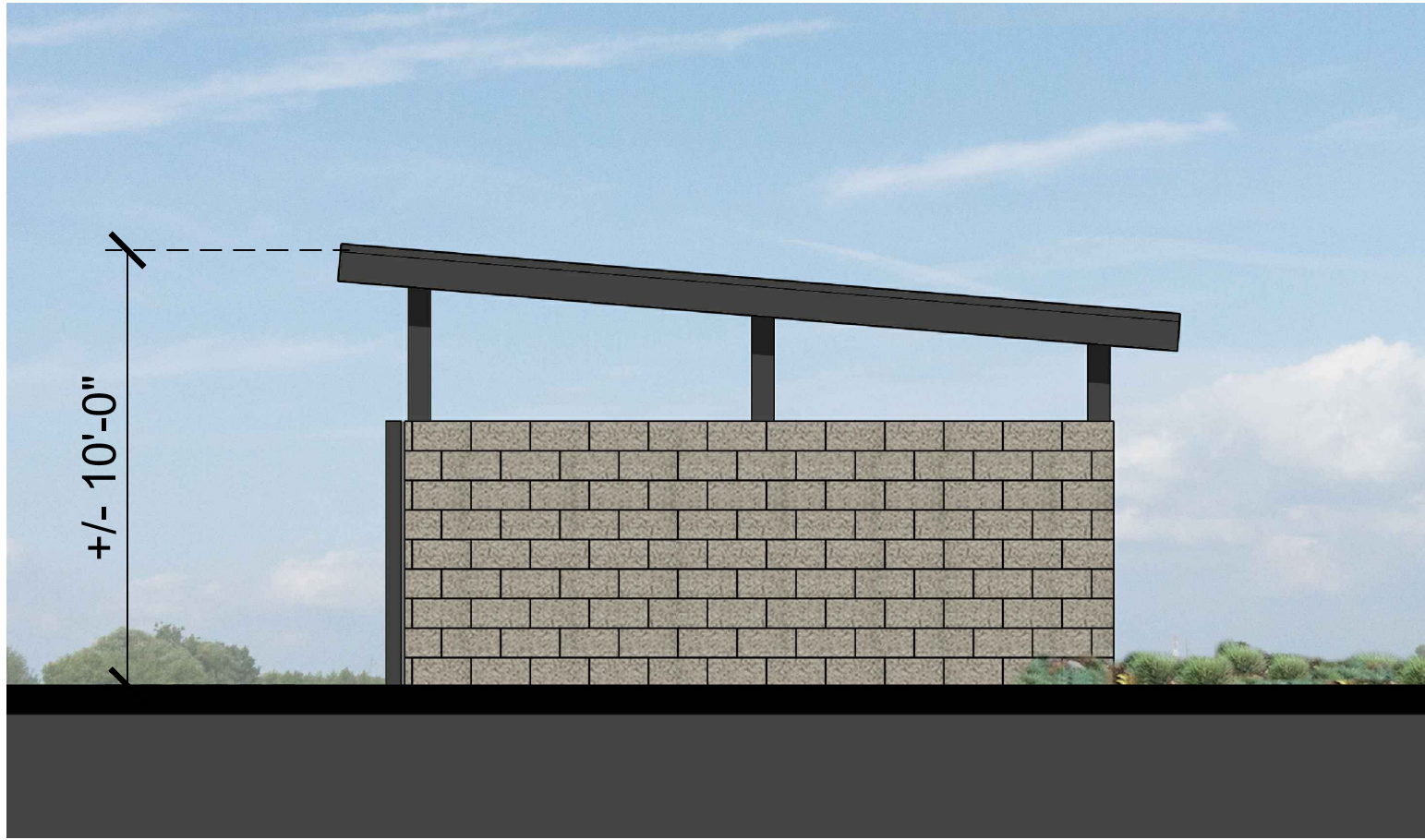
Issue Date	
1ST SUBMITTAL	01/11/2021
EDEN MAC	04/27/2021

PERSPECTIVE
VIEW

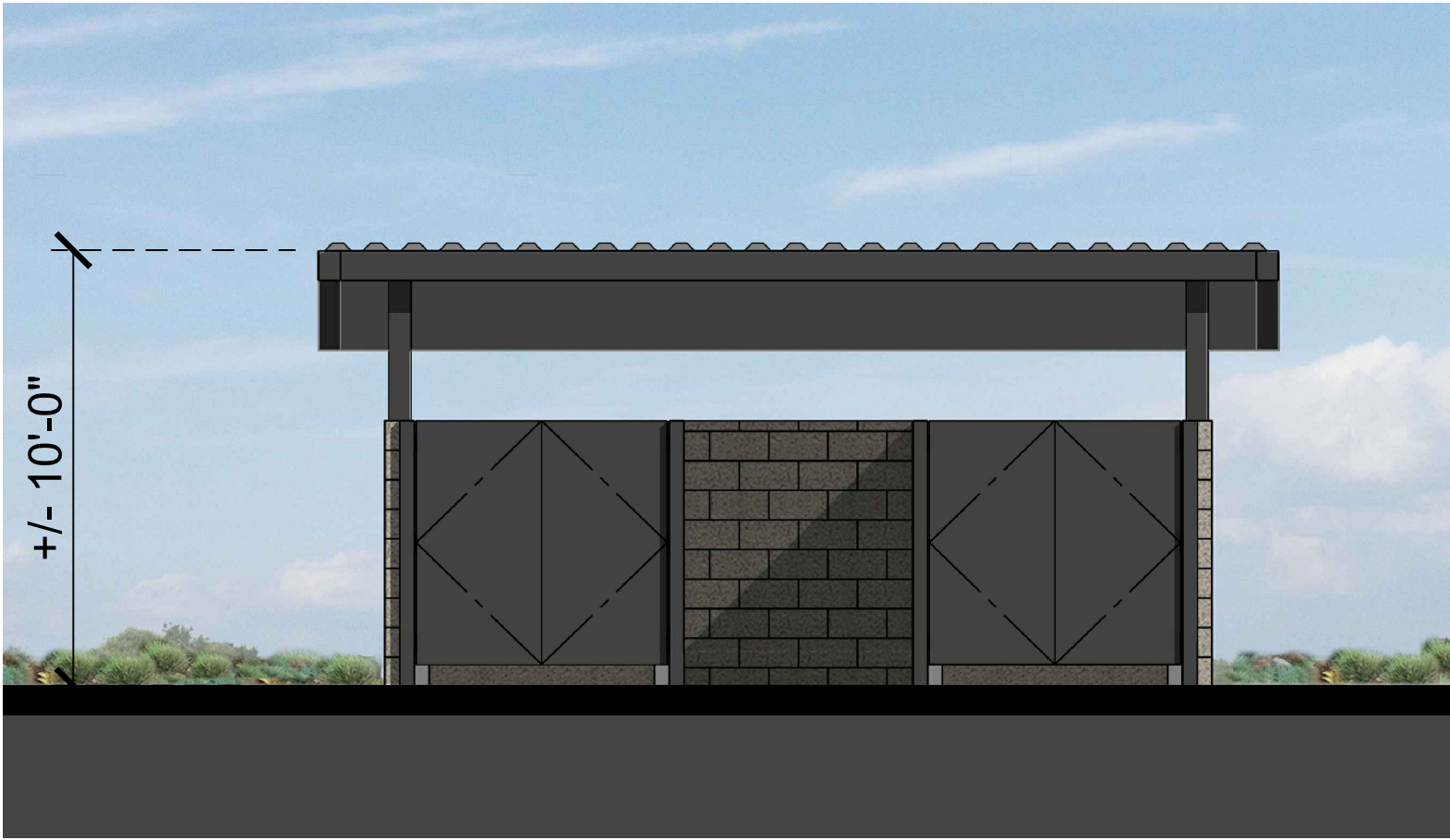
CONCEPTUAL RENDERING: VIEW FROM PASEO GRANDE LOOKING SOUTH 1



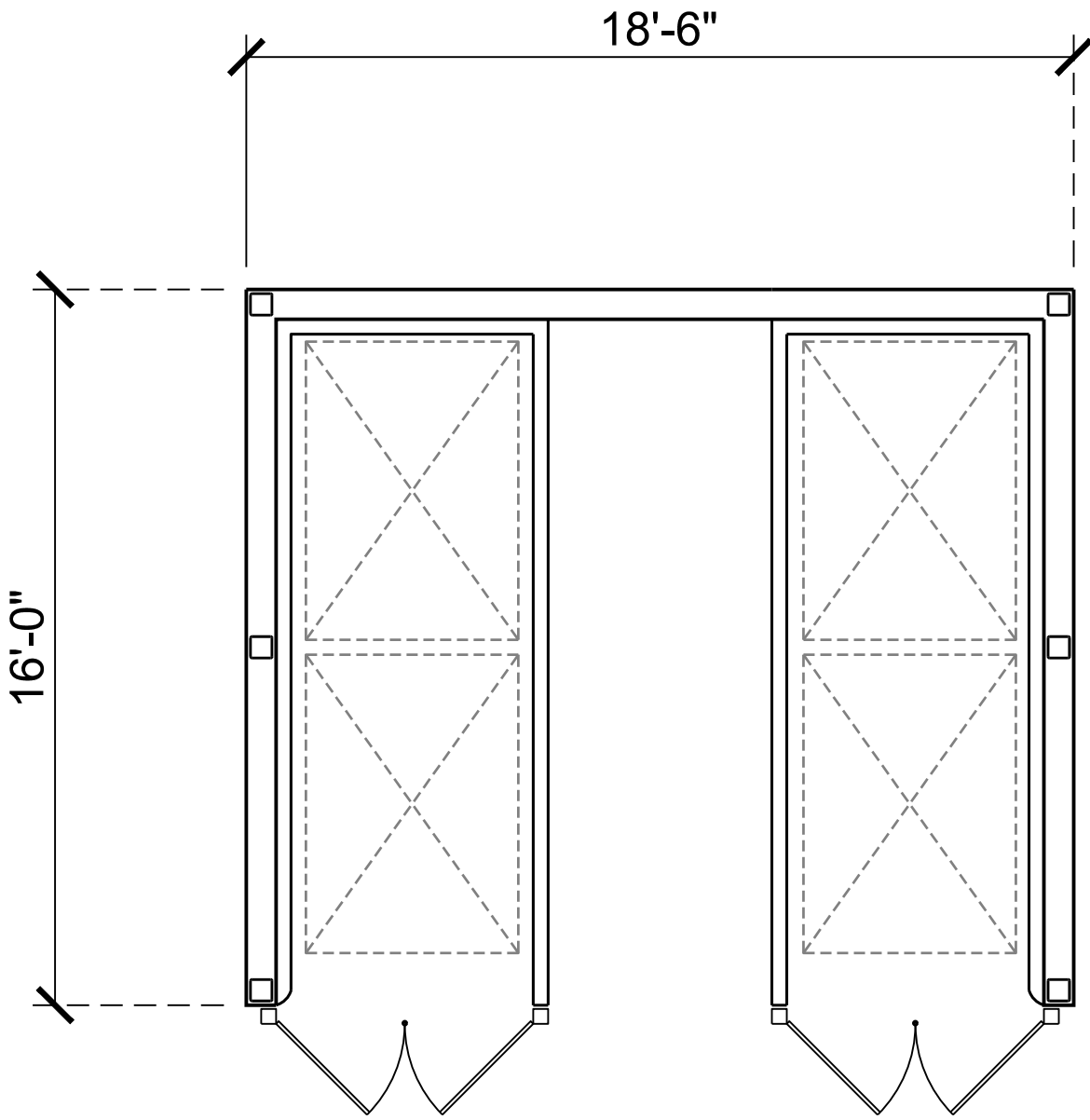
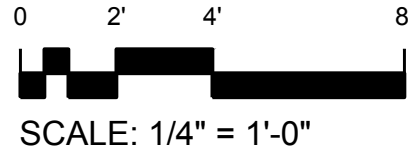
TRASH ENCLOSURE REAR ELEVATION 4



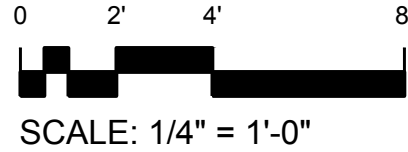
TRASH ENCLOSURE SIDE ELEVATION 3



TRASH ENCLOSURE FRONT ELEVATION 2



TYP. TRASH ENCLOSURE FLOOR PLAN 1



VILLAGE GREEN

SAN LORENZO, CA

Issue Date	
1ST SUBMITTAL	01/11/2021
EDEN MAC	04/27/2021

TRASH
ENCLOSURE PLAN
AND ELEVATIONS

VILLAGE GREEN

SAN LORENZO, CA

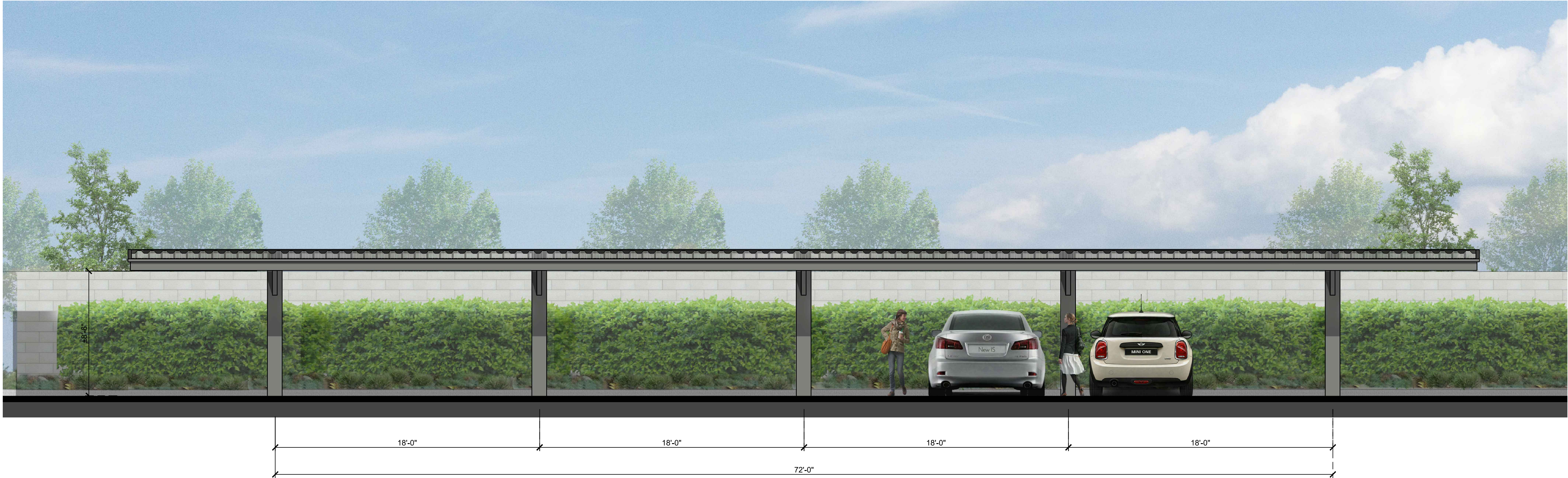
Issue Date
 1ST SUBMITTAL 01/11/2021

EDEN MAC 04/27/2021

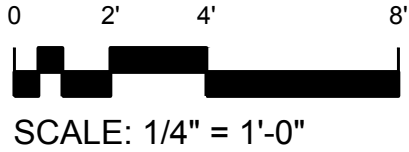
CARPORT
 ELEVATIONS

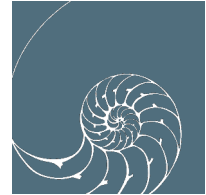


TYP. 10 STALLS CARPORT SIDE ELEVATION 2



TYP. 10 STALLS CARPORT FRONT ELEVATION 1





April 23, 2021

Rodrigo Orduna, Assistant Planning Director
Alameda County Planning Department, Community Development Agency
224 West Winton Avenue, Suite 111
Hayward, CA 94544

Via email at: rodrigo.orduna@acgov.org

Re: Follow-Up CEQA Review of Village Green

Dear Rodrigo,

As you are aware, Lamphier-Gregory prepared the CEQA document for the Village Green project in San Lorenzo in 2019. That document was an Addendum to the San Lorenzo Village Center Specific Plan EIR (2019 EIR Addendum), which was adopted by the Alameda County Planning Commission in February of 2019, and the Planning Commission's decision was upheld on appeal to the Board of Supervisors in July of 2019.

In general and pursuant to CEQA Guidelines Section 15162, when an environmental document has been adopted for a project, no additional environmental review needs to be prepared for that project unless substantial changes are proposed in the project, and those changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Current plans for the Village Green project (as of March 2021) now propose certain changes as compared to the originally approved Village Green project. Those changes primarily involve lowering building heights to a maximum of 3 stories, thereby reducing the total number of new dwelling units from 163 units under the approved project to 138 units under the current plans, and retaining the current alignment of Via Mercado (a public road within the Project site) but with a modified parking scheme, rather than realigning this roadway as originally proposed.

The purpose of this letter is to provide you with a brief assessment as to whether the current March 2021 plans for the Village Green project might result in new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, than was disclosed in the prior 2019 EIR Addendum. As demonstrated in the attached analysis, there are no substantial changes that have occurred with respect to the circumstances under which the prior 2019 EIR Addendum was certified that result in a new or more significant effect than disclosed in the 2019 EIR Addendum, and the current Project (as generally smaller than the approved 2019 project) would not result in any new significant effects not previously discussed, and would not result in any significant effects that would be substantially more severe than previously disclosed in the 2019 EIR Addendum. The current Project is similar enough to the approved project that all of the mitigation measures and regulatory requirements that were identified in the 2019 EIR Addendum remain applicable. The attached brief CEQA review

demonstrates that the previously prepared 2019 EIR Addendum fully disclosed all potential effect of the currently proposed Project, and no additional environmental review is needed.

Should you have any questions or comments regarding the attached, I am available to discuss at your convenience.

Sincerely,

Scott Gregory

Scott Gregory
President, Lamphier-Gregory

Current Project Description

The applicant (Demmon Partners) has submitted a revised proposal to redevelop an approximately 5.12-acre site located in San Lorenzo, within the planning area of the San Lorenzo Village Center Specific Plan. This revised proposal (the current Project) includes the following primary land uses:

- Construction of four separate buildings (Buildings 1, 2, 3 and 4) containing a total 138 multiple dwelling units, at a density of 29.6 dwelling units/acre
 - 20 studio units
 - 71 one-bedroom units
 - 44 two-bedroom units
 - 3 three-bedroom units
- Establishing six separate retail spaces within Building 1, with a total of 11,049 square feet of indoor retail, and 983 square feet of outdoor retail seating area

The current Project includes a total residential floor space of approximately 111,695 square feet, plus 11,049 square feet of retail space, internal circulation, and other leasing/amenity space, for a total building size of 178,108 square feet. The total building footprint (including all buildings) will occupy approximately 58,446 square feet and will occupy approximately 26 percent of the property – not including roadway and parking. The maximum building height for the current Project would be 47 feet to the top of the parapet on Building 1, 37 feet to the top of parapet at Building 2, and 36 feet, 3 inches to the top of the parapet of Buildings 3 and 4 (near those existing residences along Via Arriba). All residential units have private decks ranging in size from 50 square feet for studio apartments, to 169 square feet for the 3-bedroom units.

A 2,129-sf dog park (which is proposed for public use, not just for residents) is located at the northwest corner of the property along Paseo Grande at Paseo Largavista.

Access and Parking

Full access to the current Project site would be via four driveway locations: one at Paseo Grande at Via Arriba; one just south of Paseo Grande on Paseo Largavista; one at Hesperian Boulevard at Via Mercado; and another at Via Arriba at Via Mercado. The Project proposes to modify the stop-controlled northbound approach of the existing Via Arriba/Paseo Grande intersection to provide separate left-turn and right-turn lanes. It also proposes to modify the Via Mercado right-of-way to accommodate diagonal parking.

The current Project is calculated to have a parking requirement of 276 parking spaces based on a requirement of 2 parking spaces per dwelling unit, with residents and commercial users sharing these parking spaces as determined by a parking demand study. The current Project proposes a total of 295 parking spaces (or 19 parking spaces more than the parking demand study's minimum requirement), as follows:

- 73 off-site (on-street) parking spaces for use by residents and commercial uses

- 32 on-site parking spaces, also for use by both residents and commercial uses
- 56 parking spaces provided in a parking garage at surface level, for resident's use only, and
- 134 uncovered on-site parking spaces for resident's use only
- Village Green Apartment residents, including 124 surface parking spaces and 109 garage spaces

The current Project no longer requires the approved project's proposed use of "stacked" parking lifts, as all parking for the reduced size of the current Project can now be accommodated with surface parking spaces.

Landscaping

There are 12 existing street trees on the Project site. All are proposed for removal. Three of the trees are within the County's public Right-of-Way at the corner of Paseo Grande and Hesperian Blvd. Pursuant to Section 12.11 of the Alameda County Municipal Code, removal of these trees will require an encroachment permit authorized by the Director of the Alameda County Public Works Agency or his or her designee. The Project will comply with the requirements of the Tree Ordinance for securing encroachment permits to remove these trees within the County right-of-way.

The current Project's landscape plan is the same as that of the approved project, including new street trees along Hesperian Boulevard, and 6-foot landscape buffer between Hesperian and the separated sidewalk to provide for enhanced planting and street trees where possible. A second row of columnar accent trees will be located in the landscape strip between Building 1 and the separated sidewalk along Hesperian. In addition, Via Arriba and Via Mercado will be lined with new trees on both sides, and new trees will also be planted along the drive aisles of the site interior, along the Project perimeter, and in common landscape areas. There will also be a landscaped strip running approximately 14' wide along the eastern edge of Buildings 3 and 4. In addition, landscaping and fencing is proposed along the western and southern perimeters of the Project site to help reduce the amount of light spilling onto adjacent properties.

Utilities

The current Project no longer proposes relocation of the center roadway at Via Mercado, such that the existing sanitary sewer main and the domestic water main that run within this right-of-way will remain and not be relocated. The existing gas within the Via Mercado right-of-way does appear to conflict with the layout of surface parking, sidewalks and bioretention facilities and will likely need to be relocated within this same right-of-way, but to a location where maintenance access will be more available. Relocation of the gas main would be conducted in compliance with all local, state and federal procedures and requirements addressing public health and safety.

Electrical service will be provided overhead to all buildings from existing poles. Utility services will use existing public services in the right-of-way, and existing easements on the property site for gas, sewer, electric and water. Existing civil infrastructure (fire hydrants, electrical stub, storm drains and cleanouts, storm sewer manholes, gas valves) will be protected in place to the extent possible. The Project will require new laterals for service connections.

Similar to the approved project, the current Project will create or replace over 4 acres of impervious surface on the site. As such, it will be a Regulated Project pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES). The Project's preliminary Stormwater Control Plan includes a combination of pervious self-treating areas, bioretention areas and stormwater media filters that would provide for water quality treatment of stormwater runoff prior to discharge to the surrounding storm drain system. Final review and approval of this proposed Stormwater Control Plan by the Alameda Clean Water Project would be needed prior to issuance of building-related permits.

Construction

The Project is expected to have a construction schedule spanning between 18 and 24 months. Construction activities would consist of demolition of the existing building, site preparation, minor excavation and grading for new building foundations and trenching for utilities, and vertical construction of the residential and retail buildings. Surface improvements are generally being constructed at existing grade, the excavations for building foundations are not expected to be more than three feet, and utility trenches may reach maximum depths of nine feet. The Project foundation would involve conventional spread footings and concrete mat. Temporary fencing will be erected around the construction area. The site will be cleared of asphalt and concrete, and soil that is unsuitable for re-use on site will be removed and disposed of at an off-site permitted landfill. Base rock gravel and landscape soil will be imported to the site.

Typical equipment used during construction would include an excavator, skid-steer loader, backhoe, trencher, rough terrain forklift, paver, and paving equipment. Staging would primarily occur within the Project site, except in certain instances, such as deliveries or removal of large quantities of material, when parking lanes on one or more of the street frontages may be temporarily closed.

Depending on the construction phase, the number of on-site construction workers could range from approximately 5 – 20 workers per day. The maximum number of workers would be present during framing, rough-in and interior finish, as well as the exterior work during the building construction phase. The minimum number of workers would be present during grading, excavation, and site preparation.

Changes in the Project

The originally approved Village Green project as upheld on appeal by the Board of Supervisors in July of 2019, is as shown on **Figure 1**. The currently proposed Project (as revised) is shown on **Figure 2**. The fundamental changes between the approved project and the current Project are as summarized below in **Table 1**.

Table 1: Comparison, 2019 (Approved) versus 2021 (Current) Village Green Project

	<u>2019 Village Green Approved Project ¹</u>	<u>2021 Amended Village Green Current Project ²</u>
Total site area	5.12 acres	5.12 acres
Total building footprint	67,427 sf	58,446 sf
Total building area	243,958 sf	178,108 sf
Number of building levels	4	3
Maximum building height	51'-5" at Building 1 parapet	47'- 0" at Building 1 parapet
Residential floor area	153,923	111,695
Residential units	163	138
Residential density	31.8 units/acre	26.9 units/acre
Retail space	12,184 sf (11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area)	12,032 sf (11,049 sq. ft. of indoor retail, 983 sq. ft. of outdoor retail seating area)
Parking spaces provided	326 required, 326 provided (including street parking)	276 required; 295 provided) including street parking
Bicycle parking spaces	50 (9 short-term; 41 long-term)	As required by Code
Open space	24,450 required; 24,632 provided (6,863 sf private, 17,760 common open space)	20,700 sf required; 20,787 sf provided (4,868 sf private, 15,919 sf common open space)
Via Mercado	realigned	Retained alignment, with modified parking scheme

¹ Per approved Village Green Application, January 21, 2019

² Per Amended Village Green Application, January 11, 2021

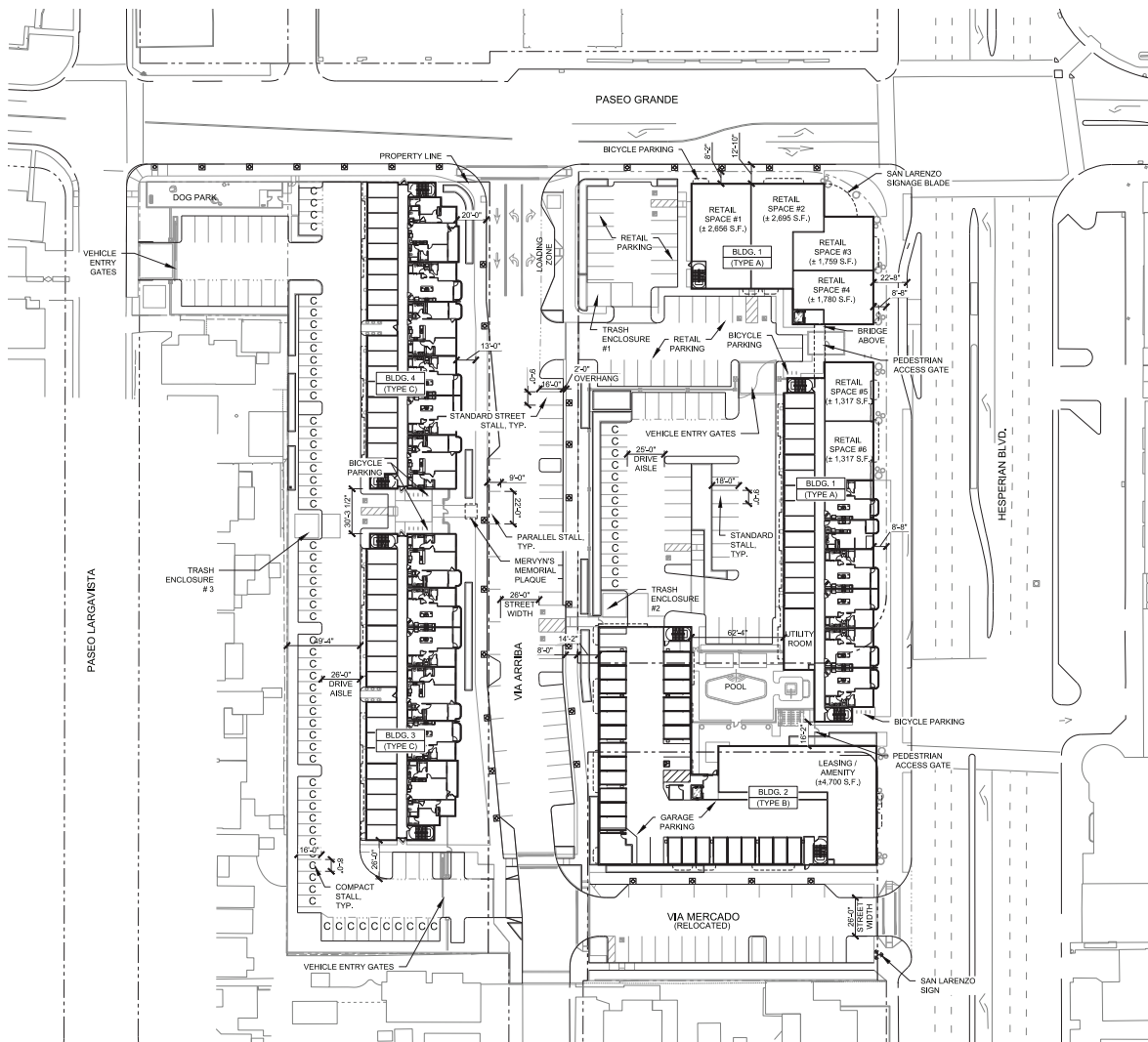


Figure 1
Approved (2019) Village Green Project

Source: Demmon Partners and architecture design collaborative,
 January 21, 2019

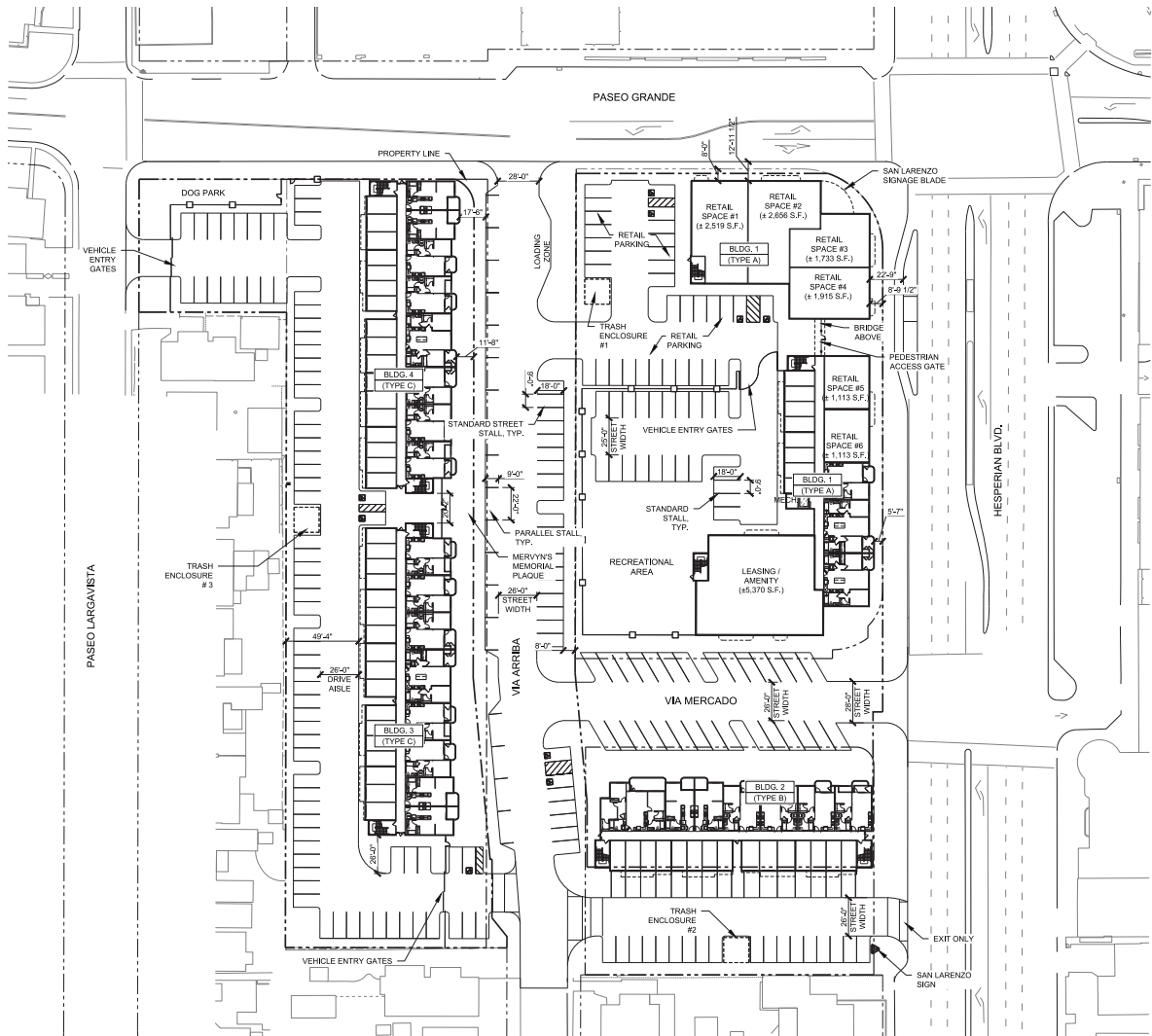


Figure 2
Currently Proposed Village Green Project

Source: Demmon Partners and architecture design collaborative,
January 11, 2021

CEQA Conclusions

The following comparative analysis demonstrates that the prior 2019 EIR Addendum fully address the potential environmental effects of the current Project, and that:

- Only minimal changes to the prior 2019 EIR Addendum, primarily a transportation analysis based on vehicle miles traveled (VMT) rather than the prior level of service (LOS) analysis, is necessary
- No changes have occurred at the site or its surroundings that would materially alter any of the prior 2019 EIR Addendum's environmental conclusions,
- The current Project's design and parameters are not so different from the approved project as to result in any new or more severe adverse environmental impacts than those previously identified in the prior 2019 EIR Addendum, and
- No mitigation measures were previously found to be infeasible but are now feasible, and that would substantially reduce one or more significant effects of the current Project

As such, the prior 2019 EIR Addendum to the San Lorenzo Specific Plan EIR fully satisfies the environmental review needed for the current Project, and no further environmental review pursuant to CEQA is required.

Comparative Environmental Analysis

The following comparative analysis addresses each of the major environmental topics analyzed in the prior 2019 EIR Addendum, demonstrating the environmental effects of the current Project were previously disclosed (i.e., not new), and that any significant effects identified in the prior 2019 EIR Addendum would not be more severe under the current Project.

Aesthetics

As concluded in the 2019 EIR Addendum, there were no scenic resources that would have been affected by development of the approved project, and there were no nearby scenic resources or vistas that would have been blocked by the original project. These circumstances have not changed, and the current Project would have no impact on views or scenic resources. The 2019 EIR Addendum concluded that the project site (as a surface parking lot and a vacant commercial building) does not have a definable visual character, and that the San Lorenzo Village Center Specific Plan's Design and Land Use Guidelines were developed to provide a defined visual character for the area. As demonstrated in **Table x** above, the current Project conforms to the Specific Plan's Design and Land Use Guidelines, which screen-out project designs that might otherwise result in adverse impacts to visual character. The current Project's consistency with the guidelines ensures that impacts on visual character would, like the approved project, be less than significant. Like the approved project, the current Project would increase lighting in the area by creating new light sources. The current Project maintains use of light control devices such as light guards and automatic shut-offs, and landscaping and fencing along the western and southern perimeters of the site will reduce the amount of light spilling onto adjacent properties. The

current Project complies with the Specific Plan's Design Guidelines for light and glare, and light impacts remain less than significant.

Conclusion

Implementation of the current Project would not substantially increase the severity of any aesthetic impacts identified in the 2019 EIR Addendum, and would not result in new aesthetic impacts not previously identified in the prior 2019 EIR Addendum. Aesthetics impacts would remain less than significant.

Agriculture

The prior 2019 EIR Addendum found no impacts related to agriculture or forest resources, and there is no new information to suggest that agriculture resources, farmland or forest would now be affected by development of this site.

Air Quality

Construction-Period Criteria Pollutant Emission

The 2019 EIR Addendum relied on computer modeling using the CalEEMod emission calculator to quantify construction period emissions of criteria pollutants associated with the approved project, finding that these emissions would be well below thresholds. A critical input into the CalEEMod model is the overall size of the project. The currently proposed Project is of a smaller size than the approved project, and its construction period emissions of criteria pollutants would be lower than that of the approved project in relationship to its reduced size. Construction-period criteria pollutants would remain less than significant.

Operational Criteria Pollutant Emissions

Operational air emissions from the current Project would be generated primarily from autos driven by future residents, employees and customers. Whereas the current Project would have fewer future residents and similar numbers of employees and customers, the current Project's operation emission would be less than the approved project, which were found in the 2019 EIR Addendum to already be less than significant impact.

Construction-Period TAC Emissions

The 2019 EIR Addendum also used the CalEEMod emissions result, together with detailed air dispersion modeling, to determine potential health risks to the nearby sensitive receptors (i.e., those residences directly west of the site along Paseo Largavista, and residences directly south of the site along Hesperian Boulevard and Via Arriba). That analysis concluded that construction-period emissions of toxic air contaminants (TAC) could result in increased risk levels for cancer, and PM_{2.5} concentrations that would exceed established single source significance thresholds. Although the current Project is smaller, the difference in construction emissions is not so great as to reduce these health risks to below significance thresholds. As such, the current Project remains required to implement mitigation as identified in the 2019 EIR Addendum:

- **Mitigation Measure AQ-1:** Selection of equipment during construction to minimize emissions. Such equipment selection would include the following.

- a) The Project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 79 percent reduction in particulate matter exhaust emissions or more.
- b) One feasible plan to achieve this reduction would include the following. All diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.
- c) Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters would meet this requirement.
- d) Other measures may be the use of added exhaust devices, alternatively fueled equipment (i.e., non-diesel), or a combination of measures, provided that these measures are approved by the County and demonstrated to reduce community risk impacts to less than significant.

Cumulative TAC Emission

The cumulative impacts associated with construction-period TAC emissions, traffic on Hesperian Boulevard, and other stationary sources of TAC emission were analyzed in the 2019 EIR Addendum, and found to be lower than cumulative health risk thresholds. With reduced construction emissions and operational emissions from the current Project, cumulative TAC emissions would remain less than significant.

Conclusion

Implementation of the current Project would not substantially increase the severity of any air quality impacts identified in the 2019 EIR Addendum, and would not result in new air quality impacts not previously identified in the prior 2019 EIR Addendum. Air quality impacts would remain less than significant, with implementation of **Mitigation Measure AQ-1**.

Biological Resources

The 2019 EIR Addendum concluded that the project site does not contain suitable habitat for any special-status species since it is a highly developed urban infill site completely covered with a paved parking lot. The site does not contain active or proposed critical or sensitive habitat. Although San Lorenzo Creek passes along the northern boundary of the Specific Plan area, it does not represent a riparian habitat or natural community due to previous channel modifications designed to prevent localized flooding. There are no federally protected wetlands located in the area.

The site contains a number of trees, including several trees that are suitable for nesting migratory birds. Nesting behavior could potentially be affected by the removal of these trees or demolition of the nearby buildings. The current Project would be subject to the following mitigation measure from the 2019 EIR Addendum:

- **Mitigation Measure Biology-1: Protect Nesting Birds.** The Project Applicant shall abide by all provisions of Sections 3503 and 3503.5 of the California Fish and Game Code and Migratory Bird Treaty Act of 1918 (MBTA). During construction of the Project, the removal of the tree and demolition of the existing buildings shall occur between September 1 and January 31. Tree

removal and building demolition should be avoided from February 1 to August 31, which is the typical migratory bird nesting period (nesting period) in this part of California. If no vegetation removal or building demolition is proposed during the nesting period, then no surveys would be required.

The Project will comply with the requirements of the Tree Ordinance for securing encroachment permits to remove trees within the County right-of-way. This compliance will ensure that the Project does not conflict with local ordinances protecting biological resources.

Conclusion

Implementation of the current Project would not substantially increase the severity of any impacts to biological resources as identified in the 2019 EIR Addendum, and would not result in new impacts to biological resources not previously identified in the prior 2019 EIR Addendum. Biological resource impacts would remain less than significant with implementation of **Mitigation Measure Bio-1** and compliance with the requirements of the County Tree Ordinance.

Cultural Resources

Two previously conducted NWIC records searches have been conducted for the area including the project site, both of which concluded that the project site contains no historic buildings or resources. The current Project would not require demolition of a structure or structures that are potentially eligible for listing on the NRHP or California Register of Historical Resources and no impacts to historic resources would occur.

The 2019 EIR Addendum did identify that prior investigations in the surrounding area along Hesperian did identify prehistoric midden at a location less than 400 feet north of the project site, and that it is possible that additional archaeological and/or Native American resources could be discovered within the surrounding area. Accordingly, the current Project is required to implement the following mitigation measures as identified in the 2019 EIR Addendum:

- ***Mitigation Measure Cultural-1: Perform Construction Monitoring, Evaluate Uncovered Archaeological Features, and Mitigate Potential Disturbance for Identified Significant Resources at the Project Site.*** Prior to demolition, excavation, grading, or other construction-related activities on the Project site, the applicant shall hire a qualified professional archaeologist (i.e., one who meets the Secretary of the Interior's professional qualifications for archaeology or one under the supervision of such a professional) to monitor, to the extent determined necessary by the archaeologist, Project-related earth-disturbing activities (e.g. grading, excavation, trenching).
 - a) In the event that any prehistoric or historic-period subsurface archaeological features or deposits, including locally darkened soil (midden), that could conceal cultural deposits, animal bone, obsidian, and/or mortar are discovered during demolition/ construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the discovery shall be halted immediately, and the appropriate County agencies shall be notified within 24 hours.
 - b) County staff shall consult with the Project archeologist to assess the significance of the find. Impacts on any significant resources shall be mitigated to a less-than-significant level

through data recovery or other methods determined adequate by the County and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation.

- e) If Native American archaeological, ethnographic, or spiritual resources are discovered, all identification and treatment of the resources shall be conducted by a qualified archaeologist and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions. In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted.
- f) When historic archaeological sites or historic architectural features are involved, all identification and treatment is to be carried out by historical archaeologists or architectural historians who meet the Secretary of the Interior's professional qualifications for archaeology and/or architectural history.)
- **Mitigation Measure Cultural-2: Conduct Protocol and Procedures for Encountering Paleontological Resources.** Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP), who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction.
 - a) Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance.
 - b) If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards. Construction work in these areas shall be halted or diverted to allow recovery of fossil remains in a timely manner. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall then be deposited in a scientific institution with paleontological collections.
 - c) A final Paleontological Mitigation Plan Report shall be prepared that outlines the results of the mitigation program. The County shall be responsible for ensuring that monitor's recommendations regarding treatment and reporting are implemented.
- **Mitigation Measure Cultural-3: Halt Construction/Evaluate Remains.** In the event that any human remains are uncovered within the planning area during construction activity associated with implementation of the Project, there should be no further excavation or disturbance of the site until the Alameda County Coroner has been informed.
 - a) The Coroner shall then make a determination as to whether an investigation of the cause of death is required, whether such investigation has occurred, and whether appropriate actions have been taken.
 - b) If any remains are determined to be of Native American origin, the descendants from the deceased Native American(s) shall be notified. The descendants shall have the opportunity

to make a recommendation to the landowner or the person responsible for the excavation work as to means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.8.

Conclusion

Implementation of the current Project would not substantially increase the severity of any impacts to cultural resources as identified in the 2019 EIR Addendum, and would not result in new impacts to cultural resources not previously identified in the prior 2019 EIR Addendum. Cultural resource impacts would remain less than significant with implementation of Mitigation Measures Cultural-1, Cultural-2 and Cultural-3.

Geology

Geological Hazards

A site-specific geotechnical exploration report was prepared for the site in 2016 (KC Engineering Company, September 2016). That report collected and analyzed data from site reconnaissance and six exploratory test borings on the site. Based on that 2016 geotechnical report and other published data, the 2019 EIR Addendum concluded the following:

- There are no known active or inactive faults crossing the site, and no potential for fault-related surface rupture at the site.
- The site is located in a seismically active region, and earthquake-related ground shaking should be expected during the design life of structures constructed on the site. New buildings must be constructed to meet current seismic load standards of the most recent California Building Code. Application of these standards is considered to reduce risk from earthquake-related ground shaking to less than significant level.
- The potential for surface manifestation of liquefaction was found to be very low, and because the site is relatively flat and there are no open face slopes adjacent to the site, the potential for lateral spreading is considered unlikely.
- The effects of unstable soils on potential building settlement would not cause a significant amount of damage.
- New buildings on the site may be subject to potential settlement from seismically induced liquefaction and the presence of near surface highly expansive soils.

The 2019 EIR Addendum included two mitigation measures that would remain applicable to the current Project to reduce seismic-related impacts from strong seismic shaking or the potential for ground failure:

- ***Mitigation Measure Geology-1: Building Code Compliance.*** The effects of ground shaking on structures and other improvements which may be built as a result of, and in accordance with, the Draft Specific Plan, should be reduced by earthquake-resistant design in accordance with the latest editions of the Uniform Building code for regular commercial and residential buildings.

- **Mitigation Measure Geology-2: Site Specific Geotechnical Investigations.** Geotechnical evaluations should be required for developments proposed in the Specific Plan area due to its association with high potential for seismically induced ground failure. Common measures for mitigating these hazards include over-excavation and re-compaction of foundation soils, densification of site soils, or providing a mat or other type of reinforced foundation.

Pursuant to Mitigation Measure Geology-2, the 2016 KC Engineering report recommends that building pads and adjacent concrete flatwork areas be lime-treated to reduce the shrink/swell potential and to aid in dampening the effects of differential settlement, and that new construction implement the geotechnical recommendations of the 2016 Geotechnical Exploration regarding demolition, grading, surface and subsurface drainage, foundation design, slab-on-grade construction, pavement areas, retaining walls, and other general construction requirements.

As determined in the 2019 EIR Addendum, implementation of recommendations in the 2016 Geotechnical Report, and adherence to California Building Code requirements would ensure the maximum practicable stability of the Project site and would reduce potential geological hazards to less than significant levels. If changes in the Project's design (i.e., lowering building heights to three rather than four stories) would materially affect the recommendation of the 2016 Geotechnical Report, an updated geotechnical report would need to be prepared pursuant to building permits to document any differing recommendations.

Soil Erosion

The current Project is similar to the approved project in that earth-disturbing activities associated with grading activity could result in erosion if proper erosion control methods are not in place. The current Project will still be subject to the current NPDES Construction General Permit, and would require implementation of a Storm Water Pollution Prevention Plan (SWPPP) and Erosion Control Plan to reduce the potential for soil erosion impacts. Compliance with the Construction General Permit and erosion control requirements would ensure that the current Project would result in a less than significant impact related to soil erosion and loss of topsoil.

Conclusion

Implementation of the current Project would not substantially increase the severity of any geologic hazards or geologic impacts as identified in the 2019 EIR Addendum, and would not result in new geologic hazards or impacts not previously identified in the prior 2019 EIR Addendum. Geology-related impacts would remain less than significant with required compliance with California Building Code seismic requirements, implementation of detailed recommendations of a geotechnical report, and compliance with Construction General Permit regulations and implementation of Storm Water Pollution Prevention Plan (SWPPP) and erosion control plans.

Greenhouse Gas Emissions

The 2019 EIR Addendum included GHG emissions modeling using the CalEEMod model, together with estimated vehicle trip generation, to calculate daily emissions associated with operation of the fully developed approved project. Net annual emissions resulting from operation of the approved project were predicted to be 1,506 metric tonnes of carbon dioxide equivalent (MT of CO₂e) in year 2021, and 1,256 MT of CO₂e in year 2030. The net emission increase in both 2021 and 2030 were found to exceed the threshold of 1,100 MT of CO₂e/yr, but would not exceed the service population threshold of

emissions per residents and retail employees. Given that the 2019 EIR Addendum's conclusions were based on a per service population, it is reasonable to presume that the lower service population of the current Project will also generate a proportionally lower rate of GHG emissions (e.g., less space heating, water and waste generation, and fewer automobile trips), and that the GHG impacts will remain proportionally the same as previously calculated, and lower than year 2010 or year 2030 thresholds.

Conclusion

Implementation of the current Project would not substantially increase the severity of any GHG emissions impacts as identified in the 2019 EIR Addendum, and would not result in new GHG emission impacts not previously identified in the prior 2019 EIR Addendum. GHG impacts would remain less than significant. The current Project will continue to be required to comply with the requirements of the Alameda County Community Climate Action Plan (CCAP), including compliance with current California Title 24 standards for energy efficiency, as well as the County's Green Building Ordinance's minimum certification under either LEED for Homes, the "Build It Green" point rating system, or another nationally recognized program.

Hazards and Hazardous Materials

As documented in the 2019 EIR Addendum, a number technical investigation of the project site and northerly adjacent property had been conducted to assess potential impacts from a former on-site dry cleaning operations, as well as an off-site dry cleaning business and an off-site fueling station with a reported leaking underground storage tank (LUST).¹ As of May 2018, these investigations found:

- Total petroleum hydrocarbons (TPH) as diesel-range organics were detected in soil or groundwater samples at concentrations that exceeded Tier 1 (residential) Environmental Screening Levels (ESLs) at sample locations in the northwest corner of the site near the off-site fueling station at 575 Paseo Grande. Other constituents were not detected in soil and groundwater at levels exceeding their respective ESLs. These chemical were assumed to be associated with the former off-site fueling station, the responsible party had been identified, and that off-site property was under the oversight of Alameda County Department of Environmental Health (ACDEH).
- VOC concentrations in soil gas did not exceed ESLs. Groundwater is not going to be used as a drinking water source and is not expected to be encountered during future construction activities, so further action was identified.
- PCE was detected in a soil gas sample near the historical on-site dry-cleaning business, at a concentration five times above the Tier 1 ESL, and the ESL for soil gas vapor intrusion Human Health Risk Levels (HHRLs) for residential uses.

As a result of the presence of PCE at levels above Tier 1 ESL on site, additional investigations were recommended to address the unexplained occurrence of PCE in soil gas sample.²

¹ Terracon Consultants, Phase I Environmental Site Assessment, March 5, 2018, and Limited Site Investigation, May 18, 2018

² Terracon Consultants, Phase I Environmental Site Assessment, March 5, 2018, and Limited Site Investigation, May 18, 2018

Current Conditions

According to a recent search of the Geotracker website,³ the ACDEH Local Oversight Program determined that the investigation and cleanup of the release of petroleum hydrocarbons from an underground storage tank at the off-site property to the north had been investigated, cleanup activities had been completed, the site had been evaluated in accordance with the State Water Resources Control Board Low-Threat Closure Policy, and ACDEH was considering closure of the fuel leak case. The Geotracker website does not indicate that this case closure has yet occurred.

The Geotracker website does not identify the Project site as a listed open case, nor does it show any history of known contamination at this site. Although the Terracon Consultant's final report indicated that additional investigations were recommended to address an unexplained occurrence of PCE in an on-site soil gas sample, Geotracker provides no indication that this additional investigation has been conducted.

Conclusions

As indicated in the 2019 EIR Addendum for the approved project, the current Project will similarly be required to comply with all applicable local, state and federal procedures and requirements regarding the identification and characterization of any contaminants that may be present on the site, and remediation of any contaminants that are discovered. This may include the formulation of a work plan detailing the appropriate disposition, transportation and disposal of any contaminated materials, and preparation and compliance with site-specific health and safety plans regarding worker safety, to be conducted under the regulatory oversight of the ACDEH Local Oversight Program. If soil, soil gas or groundwater contaminants are discovered, all demolition, excavation, transportation and/or construction work at the Project site affected by such contamination will be required to comply with all applicable OSHA regulations regarding worker safety, consistent with standard County of Alameda practices.

As indicated in the 2019 EIR Addendum, compliance with these standard regulatory measures would reduce any potential impact related to the presence of on-site contamination to a less than significant level. Implementation of the current Project would not substantially increase the severity of any hazardous materials impacts as identified in the 2019 EIR Addendum, and would not result in new hazardous materials impacts not previously identified in the prior 2019 EIR Addendum.

Hydrology and Water Quality

Construction-Stage Water Quality Impacts

Similar to the approved project, the currently proposed Project has the potential to impact water quality during construction because of the potential for erosion of soils and discharge of construction materials and wastes to the stormwater collection system. The delivery, handling, and storage of construction materials and wastes, as well as use of construction equipment, could also introduce the risk of stormwater contamination. Similar to the approved project, the current Project would be required to

³ SWRCB Geotracker website, at: https://geotracker.waterboards.ca.gov/profile_report?global_id=T0600102098&mytab=esidata&subcmd=edfsummarytable#esidata, accessed April 4, 2021

file for coverage under, and comply with the requirements of the Construction General Permit, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) listing BMPs to be implemented to protect stormwater runoff.

If groundwater dewatering is required during construction, these construction activities would also be required to comply with dewatering requirements of the SFRWQCB.

Post-Construction Water Quality Impacts

Also similar to the approved project, the currently proposed Project will create or replace impervious surfaces covering a majority of the site, which has the potential to increase pollutant loads in stormwater runoff transported off-site and to receiving waters. As such, the current Project will also be a Regulated Project pursuant to the applicable Municipal Regional Stormwater NPDES Permit, and compliance will require controls to treat runoff from surface parking and parking exposed to rainfall, roof runoff from the proposed buildings, and runoff from any other related impervious surfaces, including roads and sidewalks. The current Project includes an updated Preliminary Stormwater Control Plan for those portions of the site that are east of Via Arriba (those portions of the site where changes to the approved project are located) that that will direct roof runoff, runoff from sidewalks, walkways and/or patios and runoff from driveways and/or uncovered parking lots, into vegetated areas.⁴ With implementation of these treatment controls and other source controls and design measures subject to detailed review and approval by the County Clean Water Program, the proposed Project would comply with stormwater construction permit requirements and Alameda County's MS4 permit requirements for water discharges, and would ensure that water quality impacts would be less than significant.

Storm Drainage

Similar to the approved project, the current Project will replace more than 1 acre of impervious surface at the site, but most of this new impervious surface will replace the existing paved parking lot area, and the increase in volume of stormwater runoff from the site is not expected to be substantial. Like the approved project, the current Project includes new on-site stormwater collection and drainage infrastructure that will connect to existing stormwater mains within the public right-of-way at several points around the perimeter of the Project site. The Project's construction plans will need to be referred to the Alameda County Flood Control and Water Conservation District for review and analysis to determine whether the existing storm drain lines are adequate to serve the Project's increased runoff, or whether new or upgraded facilities would be needed.

Conclusion

Implementation of the current Project would not substantially increase the severity of any hydrology or water quality impacts as identified in the 2019 EIR Addendum, and would not result in new hydrology or water quality impacts not previously identified in the prior 2019 EIR Addendum. The current Project will continue to be required to comply with applicable requirements of the Municipal Regional Stormwater NPDES Permit and Construction General Permit, and to include treatment controls, source controls and other design measures intended to address water quality, subject to detailed review and approval by

⁴ Village Green Revised Application of January 11, 2011, Preliminary Stormwater Control Plan, BKF Engineers

the County Clean Water Program. With implementation of these regulatory requirements, hydrology and water quality impacts will remain less than significant.

Land Use

The existing site is vacant, consisting of surface parking and a vacant commercial property. As concluded in the 2019 EIR Addendum, development of this site will not physically divide an established community, will not conflict with any applicable habitat conservation plan or natural community conservation plans, and will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, adopted for the purpose of avoiding or mitigating an environmental effect.

Mineral Resources

There are no mineral resources in the entire Specific Plan area, nor is this area designated as a resource recovery site in the County's General Plan. Like the approved project, the current Project would have no impact on mineral resources.

Noise

Construction Noise

Although the current Project is smaller in size than the approved project, its construction activities will still demolition, site preparation, excavation and grading work, building construction, paving and architectural coating. Each of these construction activities will result in increased noise levels in the surrounding area. The construction period for all of these activities could take between 18 and 24 months to complete. Construction noise levels will vary on a day-to-day basis depending on the type and amount of equipment operating on site and the specific task that is being completed on a particular day, but construction noise would be potentially significant, particularly at those adjacent residences that are located within 10 feet of the shared property lines to the west and south of the site. Like the approved project, the current Project would be required to implement the following mitigation measures:

- ***Mitigation Measure Noise-1: Construction Noise Mitigation.*** The following measures shall apply to any construction activity within the Specific Plan area.
 - a) Limit construction to the hours of 7:00 a.m. to 7:00 p.m. on weekdays, and 9:00 a.m. to 5:00 p.m. on Saturdays, with no noise-generating construction on Sundays or holidays.
 - b) Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
 - d) Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
 - e) Prohibit unnecessary idling of internal combustion engines.
 - f) Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

- g) Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible. Construct solid plywood fences around construction sites adjacent to operational business, residences or other noise-sensitive land uses where the noise control plan analysis determines that a barrier would be effective at reducing noise. Erect temporary noise control blanket barriers, if necessary, along building façades facing construction sites. Noise control blanket barriers can be rented and quickly erected.

Implementation of these mitigation measures would reduce the impact of construction noise on sensitive receptors, but given the proximity of adjacent residences, construction noise impacts would be significant and unavoidable. This is the same conclusion reached in the original San Lorenzo Village Specific Plan EIR and the 2019 EIR Addendum. There is nothing about the current Project's construction activities that would be louder or generate any greater noise disturbances than have already been considered and approved.

Project construction is not expected to require heavy impact equipment such as pile drivers, impact hammers or blasting equipment, which can cause substantial ground vibration. It is not expected that construction equipment used at the Project site would result in excessive groundborne vibration.

Operational Noise

Increases in ambient noise attributed to the Project would come from increased traffic and from stationary sources such as large rooftop HVAC systems. The prior 2019 EIR Addendum concluded that traffic noise generated by the approved project would not have resulted in significant traffic noise levels, defined as increasing ambient noise by 3 dBA Ldn or more. The current Project would generate less vehicle trips, and its resulting traffic noise would be reduced as compared to the approved project. The current Project would not result in a significant increase in traffic noise. The 2019 EIR Addendum concluded that using conventional sound insulation, noise from the HVAC equipment would be reduced below the applicable noise standards. The current Project does not represent any substantial changes in operational noise sources, and its operational noise levels would be less than significant.

Noise Exposure

Based on prior measurements, existing ambient noise levels in the project area generally exceed the non-commercial noise ordinance limits specified in the Alameda County Noise Ordinance and the generally acceptable exterior noise levels of the Alameda County General Plan Noise Element, exceeding 60 dBA Ldn. As concluded in the 2019 EIR Addendum, new residents could be exposed to noise levels that exceed applicable standards, as generated by vehicles on I-880 and Hesperian Boulevard. Whereas CEQA is concerned with the effect of a project on the environment, this issue pertains to the effects of the environment on the project. However, for General Plan consistency, the 2019 EIR Addendum cited mitigation measures as identified in the prior San Lorenzo Village Center Specific Plan EIR that would reduce the effects of ambient noise on the approved project. These measures, which would also apply to the current Project as General Plan consistency requirements, include incorporating noise control treatments into the design of all new residential units to achieve an interior noise level that is below the County's applicable General Plan noise thresholds of 45 dBA Ldn indoors.

Conclusion

Implementation of the current Project would not substantially increase the severity of any noise impacts as identified in the 2019 EIR Addendum, and would not result in new noise impacts not previously identified in the prior 2019 EIR Addendum. The current Project will continue to be required to comply

with applicable construction-period mitigation requirements, but construction noise will remain significant and unavoidable as disclosed in the San Lorenzo Village Specific Plan EIR and the 2019 EIR Addendum. Operation noise impacts of the Project will remain less than significant.

Population, Employment and Housing

Using the same average population per housing unit as assumed in the 2019 EIR Addendum (at 3.2 persons per unit), the current Project's 138 units is expected to house approximately 442 persons, or 80 fewer people than the approved project. The 138 dwelling units currently proposed, when added to the 79 housing units already built at the Manor Housing project, is well within the maximum development capacity of 450 dwelling units as analyzed in the San Lorenzo Village Specific Plan EIR for subareas 2, 4, and 5A-5D, and the population growth represented by these households would not exceed anticipated growth in the area. Employment growth represented by the current Project would be similar to employment assumptions contained in the 2019 EIR Addendum, as the retail component of the Project has not substantially changed. Like an approved project, the current Project would not displace any existing housing or existing businesses.

Implementation of the current Project would not substantially increase the severity of any population, employment or housing impacts as identified in the 2019 EIR Addendum, and would not result in new population, housing or employment impacts not previously identified in the prior 2019 EIR Addendum, and these impacts would remain less than significant.

Public Services

Like the approved project, the current Project will be required to comply with all applicable ACFD codes and regulations, and to meet ACFD standards related to fire hydrants, design of driveway turnaround and access points, and other fire code requirements. The current Project includes an updated Fire Access Plan that delineates Fire Access paths of at least 26-feet in width across the southerly portion of Buildings 2 and 3, and along Via Mercado and Via Arriba, each with adequate turning radius for emergency vehicles. Final building plans will be reviewed by the Fire Department to ensure compliance.

Similar to the approved project, the current Project would not result in the need to construct any new facilities or altered government facilities to maintain acceptable service ratios, response times or other performance objectives for any of public services (i.e., fire, police, schools, parks or other). The current Project will be required to pay all applicable public service impact fees, including School Impact Fees and County Park Dedication Fees in accordance with the County Municipal Code.

Implementation of the current Project would not substantially increase the severity of any public service impacts as identified in the 2019 EIR Addendum, and would not result in new public service impacts not previously identified in the prior 2019 EIR Addendum, and these impacts would remain less than significant.

Transportation

The majority of transportation impacts analyzed in the original San Lorenzo Specific Plan EIR and the 2019 EIR Addendum focused on issues related to levels of service (LOS) for roadways and intersections. That prior analysis concluded that the approved project would not result in significant LOS impacts at any of the studied intersections or roadways under existing plus project, or cumulative conditions. For

informational purposes, the current Project would generate fewer vehicle trips than the approved project, and would have less effects on vehicle delay and LOS metrics than the original project.

Vehicle Miles Traveled

Since 2019, the County has begun to follow California Office of Planning and Research (OPR) guidance and changes in CEQA Guidelines, and the County no longer uses LOS-based thresholds for CEQA traffic impact analysis, instead relying on vehicle miles traveled (VMT) metrics as the CEQA assessment. The Alameda County Planning Department is anticipating detailed guidance from the Alameda County Transportation Commission to be finalized sometime during 2021 for establishing VMT thresholds, but in the meantime is deferring to the State OPR guidance on VMT analysis, including use of potential screening thresholds. Based on this OPR guidance, screening criteria can be used to determine if projects would result in significant impacts related to VMT. If a project meets any of three identified screening criteria (i.e., small projects generating less than 100 daily vehicle trips, projects located in a low-VMT area based on mapping tools, or projects meeting high transit access criteria), its VMT impacts are presumed to be less than significant.

Based on an analysis prepared by Fehr & Peers Transportation consultants, the current Project is screened out from a more detailed VMT analysis, and is presumed to have a less than significant VMT impact as it meets the high transit access screening criteria:⁵

- The Project site is within one-half mile of a transit stop along a high-quality transit corridor. AC Transit Route 97 meets the definition of a high-quality transit corridor as having peak hour service headways at intervals of 15 minutes or less, with connections to the Bay Fair BART Station to the north and the Union City BART Station to the south. An AC Transit stop is located adjacent to the Project site at Hesperian and Paseo Grande.
- The Project has an average FAR of 0.8, which is greater than the minimum criteria of FAR of 0.75.
- The Project's proposed exclusive residential parking supply is 1.4 parking space per unit, which is less than the threshold basis of average auto ownership per household in the applicable US Census tract (which is 2.2 parking spaces per unit in Tract 4372).
- The Project's retail component is less than 50,000 square feet in size, and therefore considered local-serving retail.
- The Project is consistent with the Sustainable Community Strategy, as is contained within the San Lorenzo Priority Development Area (PDA).
- The Project does not replace affordable housing with a smaller number of moderate or high-income residential units

Based on these screening criteria, the current Project would have a less than significant impact related to VMT.

⁵ Personal correspondence with Andy Kosinski, PE; Oakland Operations Manager, Fehr & Peers, March 12, 2021.

Parking and Transportation Demand Management

Irrespective of its CEQA conclusions related to VMT, the current Project is still obligated to implement Parking and Transportation Demand Management (TDM) strategies to lower its overall trip generation and parking demands. TDM strategies as identified in the 2019 EIR Addendum include the following:

- Unbundle parking costs from housing costs for the off-street parking spaces designated for residential uses only. This would result in residents paying one price for the residential unit and a separate price for parking, should they opt for a space. The price of a parking space can be adjusted so that resident parking demand matches the building's parking supply.
- Enforce time limits for the shared commercial/residential parking lot and on-street parking spaces on Via Arriba and Via Mercado during business hours to encourage turnover of parking spaces, to provide short-term parking for visitors, and to encourage residents to park within the assigned residential parking lots and garages. In addition, require retail/commercial employees to park at on-street spaces to maximize the parking supply available to customers within the shared commercial/ residential parking lot.
- Limit private garage use for vehicle only, to ensure that residents always have space in their garage to park their vehicle.
- Site management should provide residents and employees information about alternative transportation options, including promoting the use of transit by providing user-focused maps; providing information about local discounted fare options offered by BART and AC Transit; listing phone numbers and contact information for ride sharing options; listing phone numbers and contact information for carpool matching services; registering for the Alameda County Guaranteed Ride Home (GRH) program operated by Alameda CTC; and providing information about local biking and walking events.

In addition, the Project applicants have renewed their commitment to participate in AC Transit's EasyPass program, by which on-site employees and residents can purchase annual bus passes in bulk and at a discount. The Project applicants have committed to provide written documentation that the EasyPass program shall be offered to residents and employees during the lifetime of the project, or for 30 years from the date of approval, whichever comes first.

Utilities and Services

Water Supply

As was indicated in the 2019 EIR Addendum, a request for a Water Supply Assessment was submitted to EBMUD at the time of the original San Lorenzo Village Center Specific Plan EIR. EBMUD's response indicated that, *"The water demands for redevelopment of the San Lorenzo Village Center Specific Plan Area are accounted for in the District's water demand projections as published in the District's 2000 Urban Water Management Plan. The District's water demand projections account for anticipated future water demands within District service boundaries and for variations in demand-attributed changes in development patterns. Alameda County's estimated demand of 212,500 gallons per day is consistent with the District's demand projections for the area."* Therefore, neither the original Specific Plan nor the approved project was found to result in a significant impact on water resources. The current Project

would have a reduced water demand as compared to the approved project, and would also not have a significant impact on overall water demands.

The 2019 EIR Addendum indicated that the following mitigation measure pertaining to water distribution pipelines which would apply to the approved project:

- **Mitigation Measure Utilities-1: Pipeline Replacements or Upgrades.** Determinations regarding the need for upgraded or replacement of existing underground water transmission facilities would be made by EBMUD at the time subdivision maps or building permit applications for new development within the planning area are circulated for public or agency review, or at such other time as requests for water service are filed with EBMUD. Implementation of pipeline replacement or upgrading shall be done in accordance with EBMUD's current engineering standards and requirements.

Wastewater Collection, Treatment and Disposal

The 2019 EIR Addendum concluded that implementation of the approved project would not require the expansion of existing water treatment facilities or the construction of new facilities, and that the approved project would have a less than significant impact with regard to water treatment facilities. The current Project would have a reduced demand on wastewater as compared to the approved project, and would not have a significant impact on overall wastewater service demands.

Solid Waste

The 2019 EIR Addendum concluded that implementation of the approved project would generate a very small fraction of the permitted throughput of landfill capacity, that solid waste disposal facilities would have sufficient capacity to serve the approved project, and that the approved project's impacts related to solid waste disposal facilities would be less than significant. The current Project would have a reduced demand on solid waste disposal as compared to the approved project, and would not have a significant impact on overall solid waste disposal demands.

Conclusions

Implementation of the current Project would not substantially increase the severity of any utility-related impacts as identified in the 2019 EIR Addendum, and would not result in new impacts to utilities not previously identified in the prior 2019 EIR Addendum, and these impacts would remain less than significant.

Memorandum

Date: March 24, 2021

To: Arthur Valderrama, PE, Alameda County Public Works Agency

From: Andy Kosinski, PE

Subject: Traffic Analysis Supporting January 2021 Village Green Mixed-Use Project Application

OK20-0389.00

The recent submittal ("01-2021 Proposal") contains some changes to the Village Green Mixed-Use Project roadway configuration studied in the January 2019 Project Transportation Impact Analysis ("01-2019 TIA"). The project sponsor proposes to include a third project driveway at the location of the current intersection of Via Mercado and Hesperian Boulevard. Additionally, the project sponsor proposes one fewer exit lane on Via Arriba, and converting the southernmost driveway to exit only, as described in **Table 1** below:

Table 1: Lane Configurations

Driveway	01-2019 TIA	01-2021 Proposal
Via Arriba/Paseo Grande	One s/b lane in; one n/b left-turn lane out, one n/b right-turn lane out	One s/b lane in; one shared n/b left/right turn lane out
Existing location of Via Mercado/Hesperian Boulevard¹	No driveway	One w/b lane in; one shared e/b left/thru/right lane out
Driveway south of existing location of Via Mercado/Hesperian Boulevard²	One w/b lane in; one e/b left-turn lane out, one e/b right-turn lane out	No w/b entry; one e/b right-turn lane out

Notes:

1. Referred to in 01-2019 TIA as "#4 Hesperian Blvd/Shopping Center Driveway"
2. Referred to in 01-2019 TIA as "#5 Hesperian Blvd/Ducey Way/Via Mercado"



The availability of a new option to turn left out of the site from Via Mercado onto Hesperian Boulevard will present a second option for drivers to exit the site in traveling to the north. This would result in fewer drivers making the right turn from Via Arriba onto Paseo Grande, instead making the left turn from Via Mercado onto Hesperian Boulevard. See **Attachment A** for trip reassignment table.

Below we provide a justification for why a single outbound lane is adequate and desired for both the Via Arriba and Via Mercado driveways:

1) Why a single lane is adequate and desired for eastbound Via Mercado approaching Hesperian Boulevard

During the AM and PM peak hours, left and right turn volumes are each estimated at fewer than 100 vehicles. At signalized intersections, right turn lanes are typically considered when volumes exceed 150 vehicles per hour and left turn lanes are provided when left turning traffic could block through traffic flows. Furthermore, the left-turn movement features no opposing vehicle conflicts nor pedestrian conflicts, further reducing delay. Additionally, the eastbound volume is likely low enough that the pedestrian crossing (south leg) will govern the green time needed, such that a single eastbound lane will not detract from green time needed for north-south movements on Hesperian Boulevard.

Minimizing the number of turn lanes exiting Via Mercado onto Hesperian Boulevard would shorten the pedestrian crossing distance along Hesperian Boulevard, improving pedestrian accessibility and comfort, and improving visibility between vehicles turning right out of the project site and bicycles traveling south along Hesperian Boulevard. Safety is further aided by sightlines which are generally unobstructed.

2) Why a single lane is adequate and desired for northbound Via Arriba approaching Paseo Grande

A side-street stop with single northbound lane will adequately serve the expected volumes (fewer than 75 left and 75 right). Nearby signalized intersections will provide gaps in traffic for vehicles turning left, further aided by sightlines which are generally unobstructed.

Minimizing the number of turn lanes exiting Via Arriba onto Paseo Grande would shorten the pedestrian crossing distance, improving pedestrian accessibility and comfort.

We also undertook a traffic operations analysis, which shows adequate operations in the Existing Plus Project scenario for the 01-2021 Proposal, and minimal deterioration in automobile operations in the Existing Plus Project scenario for the 01-2021 Proposal compared with the 01-2019 TIA configuration and compared with Existing Conditions.



The results for the following three scenarios are presented in **Table 2**:

1. Existing conditions (identical to 01-2019 TIA analysis)
2. Existing Plus Proposed Project conditions, featuring 01-2019 TIA configurations
3. Existing Plus Proposed Project conditions, featuring 01-2021 Proposal configurations

Table 2: Project Intersection Peak Hour Levels of Service¹

Intersection	Control ²	Peak Hour	Existing Conditions		Existing with Project Conditions (01-2019 TIA)		Existing with Project Conditions (01-2021 Proposal)	
			Delay	LOS	Delay	LOS	Delay	LOS
Hesperian Blvd/Via Mercado	Signal	AM	8	A	2	A	4	A
		PM	1	A	2	A	6	A
Paseo Grande/Via Arriba	SSSC	AM	3 (17)	A (C)	5 (26)	A (D)	4 (22)	A (C)
		PM	2 (12)	A (B)	3 (19)	A (C)	3 (14)	A (B)

Notes:

1. Analysis results present delay (seconds per vehicle) and LOS based on delay thresholds published in the HCM (Transportation Research Board, 2010). For side-street stop-controlled intersections, average delay is listed first, followed by the delay for the worst movement in parentheses. Average delay is listed for signalized intersections.
2. Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

Source: Fehr & Peers, 2021

See **Attachment B** for operations analysis output files.



APPENDIX A – TRIP REASSIGNMENT TABLES

Table 1: Trip Reassignment at Hesperian Blvd/Via Mercado

Scenario	Peak Hour	EBL	EBT	EBR
Existing Conditions	AM	53	1	32
	PM	2	3	8
Project Trips with 2019 Project Design	AM	0	0	13
	PM	0	0	10
Reassigned Project Trips with 2021 Project Design	AM	+31	0	0
	PM	+23	0	0
Existing Plus Project with 2021 Project Design	AM	84	1	45
	PM	25	3	18

Table 2: Trip Reassignment at Paseo Grande/Via Arriba

Scenario	Peak Hour	EBL	EBT	EBR
Existing Conditions	AM	47	0	57
	PM	18	0	51
Project Trips with 2019 Project Design	AM	15	0	39
	PM	13	0	29
Reassigned Project Trips with 2021 Project Design	AM	0	0	-31
	PM	0	0	-23
Existing Plus Project with 2021 Project Design	AM	62	0	65
	PM	31	0	57

Source: Fehr & Peers, 2021












APPENDIX B – LEVEL OF SERVICE AND DELAY TIME CALCULATIONS (SYNCHRO)

HCM 2010 Signalized Intersection Summary





4: Hesperian Blvd & Via Mercado

Village Green Apartments
Existing Conditions AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	1	32	0	0	0	48	1522	29	7	967	7
Future Volume (veh/h)	53	1	32	0	0	0	48	1522	29	7	967	7
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1827	1827				1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	58	1	1				52	1654	31	8	1051	0
Adj No. of Lanes	0	1	1				1	3	0	1	3	1
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4				4	4	4	4	4	4
Cap, veh/h	84	1	76				67	4159	78	14	3964	1234
Arrive On Green	0.05	0.05	0.05				0.03	0.55	0.55	0.02	1.00	0.00
Sat Flow, veh/h	1712	30	1543				1740	5041	94	1740	4988	1553
Grp Volume(v), veh/h	59	0	1				52	1091	594	8	1051	0
Grp Sat Flow(s),veh/h/ln	1741	0	1543				1740	1663	1810	1740	1663	1553
Q Serve(g_s), s	3.3	0.0	0.1				3.0	18.8	18.8	0.5	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.1				3.0	18.8	18.8	0.5	0.0	0.0
Prop In Lane	0.98		1.00				1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	85	0	76				67	2743	1494	14	3964	1234
V/C Ratio(X)	0.69	0.00	0.01				0.78	0.40	0.40	0.58	0.27	0.00
Avail Cap(c_a), veh/h	522	0	463				458	2743	1494	458	3964	1234
HCM Platoon Ratio	1.00	1.00	1.00				0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00				1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	46.8	0.0	45.3				48.3	8.1	8.1	49.0	0.0	0.0
Incr Delay (d2), s/veh	9.6	0.0	0.1				7.1	0.4	0.8	11.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.1				1.6	8.8	9.8	0.3	0.1	0.0
LnGrp Delay(d),s/veh	56.4	0.0	45.3				55.4	8.5	8.9	61.0	0.1	0.0
LnGrp LOS	E		D				E	A	A	E	A	
Approach Vol, veh/h	60						1737			1059		
Approach Delay, s/veh	56.2						10.1			0.6		
Approach LOS	E						B			A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.5	83.6		8.9	4.5	86.6						
Change Period (Y+Rc), s	3.7	4.1		4.0	3.7	4.1						
Max Green Setting (Gmax), s	26.3	31.9		30.0	26.3	31.9						
Max Q Clear Time (g_c+I), s	15.0	2.0		5.3	2.5	20.8						
Green Ext Time (p_c), s	0.0	28.5		0.3	0.0	10.9						
Intersection Summary												
HCM 2010 Ctrl Delay			7.5									
HCM 2010 LOS			A									
Notes												

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	357	32	67	280	47	57
Future Vol, veh/h	357	32	67	280	47	57
Conflicting Peds, #/hr	0	5	5	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	388	35	73	304	51	62

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	428
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1126
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1126
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	1126	-
HCM Lane V/C Ratio	0.267	-	-	0.065	-
HCM Control Delay (s)	16.5	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-



















HCM 2010 Signalized Intersection Summary

4: Hesperian Blvd & Old Via Mercado






Village Green Apartments

Existing Plus Project AM

01-2019 TIA

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	72	1482	55	7	955	0
Future Volume (veh/h)	0	0	0	0	0	0	72	1482	55	7	955	0
Number							1	6	16	5	2	12
Initial Q (Qb), veh							0	0	0	0	0	0
Ped-Bike Adj(A_pbT)							1.00		1.00	1.00		1.00
Parking Bus, Adj							1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln							1863	1863	1900	1863	1863	0
Adj Flow Rate, veh/h							78	1611	60	8	1038	0
Adj No. of Lanes							1	3	0	1	3	0
Peak Hour Factor							0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %							2	2	2	2	2	0
Cap, veh/h							101	4529	169	18	4339	0
Arrive On Green							0.11	1.00	1.00	0.02	1.00	0.00
Sat Flow, veh/h							1774	5032	187	1774	5253	0
Grp Volume(v), veh/h							78	1085	586	8	1038	0
Grp Sat Flow(s),veh/h/ln							1774	1695	1830	1774	1695	0
Q Serve(g_s), s							4.3	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s							4.3	0.0	0.0	0.4	0.0	0.0
Prop In Lane							1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h							101	3051	1647	18	4339	0
V/C Ratio(X)							0.77	0.36	0.36	0.45	0.24	0.00
Avail Cap(c_a), veh/h							399	3051	1647	186	4339	0
HCM Platoon Ratio							2.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh							43.7	0.0	0.0	48.7	0.0	0.0
Incr Delay (d2), s/veh							11.9	0.3	0.6	15.0	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							2.4	0.1	0.3	0.3	0.0	0.0
LnGrp Delay(d),s/veh							55.6	0.3	0.6	63.8	0.1	0.0
LnGrp LOS							E	A	A	E	A	
Approach Vol, veh/h								1749			1046	
Approach Delay, s/veh								2.9			0.6	
Approach LOS								A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	10.2	89.8			5.5	94.5						
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5						
Max Green Setting (Gmax), s	22.5	68.5			10.5	80.5						
Max Q Clear Time (g_c+I), s	10.3	2.0			2.4	2.0						
Green Ext Time (p_c), s	0.1	40.7			0.0	44.7						
Intersection Summary												
HCM 2010 Ctrl Delay				2.0								
HCM 2010 LOS				A								

01-2019 TIA




















Intersection								
Int Delay, s/veh	4.9							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	358	54	118	278	67	177		
Future Vol, veh/h	358	54	118	278	67	177		
Conflicting Peds, #/hr	0	5	5	0	1	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	70	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	3	3	3	3	3	3		
Mvmt Flow	389	59	128	302	73	192		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	453	0	983	423		
Stage 1	-	-	-	-	423	-		
Stage 2	-	-	-	-	560	-		
Critical Hdwy	-	-	4.13	-	6.43	6.23		
Critical Hdwy Stg 1	-	-	-	-	5.43	-		
Critical Hdwy Stg 2	-	-	-	-	5.43	-		
Follow-up Hdwy	-	-	2.227	-	3.527	3.327		
Pot Cap-1 Maneuver	-	-	1102	-	275	629		
Stage 1	-	-	-	-	659	-		
Stage 2	-	-	-	-	570	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1102	-	242	626		
Mov Cap-2 Maneuver	-	-	-	-	242	-		
Stage 1	-	-	-	-	656	-		
Stage 2	-	-	-	-	503	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		2.6		16.8			
HCM LOS	C							
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	242		626		-	-	1102	-
HCM Lane V/C Ratio	0.301		0.307		-	-	0.116	-
HCM Control Delay (s)	26.2		13.3		-	-	8.7	-
HCM Lane LOS	D		B		-	-	A	-
HCM 95th %tile Q(veh)	1.2		1.3		-	-	0.4	-

HCM 2010 Signalized Intersection Summary





4: Hesperian Blvd & Via Mercado

Village Green Apartments
Existing Plus Project AM

01-2021 Proposed

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	84	1	45	0	0	0	72	1482	55	7	955	81
Future Volume (veh/h)	84	1	45	0	0	0	72	1482	55	7	955	81
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	91	1	49				78	1611	60	8	1038	88
Adj No. of Lanes	0	1	0				1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				2	2	2	2	2	2
Cap, veh/h	124	1	67				100	3724	139	18	3314	281
Arrive On Green	0.11	0.11	0.11				0.11	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	1079	12	581				1774	5032	187	1774	4777	404
Grp Volume(v), veh/h	141	0	0				78	1085	586	8	736	390
Grp Sat Flow(s),veh/h/ln	1673	0	0				1774	1695	1830	1774	1695	1791
Q Serve(g_s), s	8.1	0.0	0.0				4.3	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	8.1	0.0	0.0				4.3	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.65		0.35				1.00		0.10	1.00		0.23
Lane Grp Cap(c), veh/h	192	0	0				100	2509	1354	18	2352	1243
V/C Ratio(X)	0.73	0.00	0.00				0.78	0.43	0.43	0.45	0.31	0.31
Avail Cap(c_a), veh/h	393	0	0				239	2509	1354	115	2352	1243
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	42.8	0.0	0.0				43.8	0.0	0.0	48.7	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0				12.4	0.5	1.0	15.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0				2.4	0.2	0.4	0.3	0.1	0.2
LnGrp Delay(d),s/veh	48.1	0.0	0.0				56.1	0.5	1.0	63.8	0.3	0.6
LnGrp LOS	D						E	A	A	E	A	A
Approach Vol, veh/h		141						1749			1134	
Approach Delay, s/veh		48.1						3.2			0.8	
Approach LOS		D						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	10.1	73.9		16.0	5.5	78.5						
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s	13.5	49.5		23.5	6.5	56.5						
Max Q Clear Time (g_c+I1), s	6.3	2.0		10.1	2.4	2.0						
Green Ext Time (p_c), s	0.1	9.5		0.6	0.0	18.2						
Intersection Summary												
HCM 2010 Ctrl Delay			4.4									
HCM 2010 LOS			A									





















01-2021 Proposed






Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	54	118	278	62	65
Future Vol, veh/h	358	54	118	278	62	65
Conflicting Peds, #/hr	0	5	5	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	389	59	128	302	67	71
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	453	0	983	424
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1102	-	275	628
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1097	-	241	625
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	503	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.6		21.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	352	-	-	1097	-	
HCM Lane V/C Ratio	0.392	-	-	0.117	-	
HCM Control Delay (s)	21.7	-	-	8.7	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	1.8	-	-	0.4	-	

HCM 2010 Signalized Intersection Summary

4: Hesperian Blvd & Via Mercado

Village Green Apartments
Existing Conditions PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	8	0	0	0	17	1545	39	16	1116	8
Future Volume (veh/h)	2	3	8	0	0	0	17	1545	39	16	1116	8
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	3	0				18	1593	39	16	1151	0
Adj No. of Lanes	0	1	1				1	3	0	1	3	1
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	3	4	6				28	4437	109	25	4415	1375
Arrive On Green	0.00	0.00	0.00				0.03	1.00	1.00	0.03	1.00	0.00
Sat Flow, veh/h	730	1096	1583				1774	5103	125	1774	5085	1583
Grp Volume(v), veh/h	5	0	0				18	1058	574	16	1151	0
Grp Sat Flow(s),veh/h/ln	1826	0	1583				1774	1695	1837	1774	1695	1583
Q Serve(g_s), s	0.3	0.0	0.0				1.1	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0				1.1	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.40		1.00				1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	7	0	6				28	2948	1598	25	4415	1375
V/C Ratio(X)	0.71	0.00	0.00				0.65	0.36	0.36	0.63	0.26	0.00
Avail Cap(c_a), veh/h	626	0	543				157	2948	1598	157	4415	1375
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	52.2	0.0	0.0				50.6	0.0	0.0	50.7	0.0	0.0
Incr Delay (d2), s/veh	81.6	0.0	0.0				9.3	0.3	0.6	8.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0				0.6	0.1	0.3	0.5	0.1	0.0
LnGrp Delay(d),s/veh	133.9	0.0	0.0				59.8	0.3	0.6	59.3	0.1	0.0
LnGrp LOS	F						E	A	A	E	A	
Approach Vol, veh/h		5						1650			1167	
Approach Delay, s/veh		133.9						1.1			0.9	
Approach LOS		F						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.3	95.3		4.4	5.2	95.4						
Change Period (Y+Rc), s	3.7	4.1		4.0	3.7	4.1						
Max Green Setting (Gmax), s	47.9	47.9		36.0	9.3	47.9						
Max Q Clear Time (g_c+I), s	2.0	2.0		2.3	2.9	2.0						
Green Ext Time (p_c), s	0.0	43.1		0.0	0.0	43.1						
Intersection Summary												
HCM 2010 Ctrl Delay			1.3									
HCM 2010 LOS			A									

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	13	58	342	18	51
Future Vol, veh/h	218	13	58	342	18	51
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	240	14	64	376	20	56
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	259	0	755	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1306	-	376	787
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1306	-	356	783
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	577	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.1		11.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	596	-	-	1306	-	
HCM Lane V/C Ratio	0.127	-	-	0.049	-	
HCM Control Delay (s)	11.9	-	-	7.9	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

HCM 2010 Signalized Intersection Summary






4: Hesperian Blvd & Old Via Mercado

Village Green Apartments
Existing Plus Project PM

01-2019 TIA

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							↰ ↱ ↲ ↳			↰ ↱ ↲ ↳		
Traffic Volume (veh/h)	0	0	0	0	0	0	33	1511	69	16	1116	0
Future Volume (veh/h)	0	0	0	0	0	0	33	1511	69	16	1116	0
Number							1	6	16	5	2	12
Initial Q (Qb), veh							0	0	0	0	0	0
Ped-Bike Adj(A_pbT)							1.00		1.00	1.00		1.00
Parking Bus, Adj							1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln							1863	1863	1900	1863	1863	0
Adj Flow Rate, veh/h							36	1642	75	17	1213	0
Adj No. of Lanes							1	3	0	1	3	0
Peak Hour Factor							0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %							2	2	2	2	2	0
Cap, veh/h							56	4443	203	33	4467	0
Arrive On Green							0.03	0.89	0.89	0.02	0.88	0.00
Sat Flow, veh/h							1774	4985	228	1774	5253	0
Grp Volume(v), veh/h							36	1116	601	17	1213	0
Grp Sat Flow(s),veh/h/ln							1774	1695	1823	1774	1695	0
Q Serve(g_s), s							2.0	5.3	5.3	0.9	3.8	0.0
Cycle Q Clear(g_c), s							2.0	5.3	5.3	0.9	3.8	0.0
Prop In Lane							1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h							56	3021	1624	33	4467	0
V/C Ratio(X)							0.64	0.37	0.37	0.51	0.27	0.00
Avail Cap(c_a), veh/h							399	3021	1624	186	4467	0
HCM Platoon Ratio							1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)							1.00	1.00	1.00	0.89	0.89	0.00
Uniform Delay (d), s/veh							47.9	0.9	0.9	48.6	1.0	0.0
Incr Delay (d2), s/veh							11.6	0.3	0.6	10.3	0.1	0.0
Initial Q Delay(d3),s/veh							0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln							1.2	2.5	2.8	0.6	1.7	0.0
LnGrp Delay(d),s/veh							59.5	1.2	1.5	58.9	1.1	0.0
LnGrp LOS							E	A	A	E	A	
Approach Vol, veh/h								1753			1230	
Approach Delay, s/veh								2.5			1.9	
Approach LOS								A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			5	6						
Phs Duration (G+Y+Rc), s	7.7	92.3			6.4	93.6						
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5						
Max Green Setting (Gmax), s	22.5	68.5			10.5	80.5						
Max Q Clear Time (g_c+I+0.35), s	14.0	5.8			2.9	7.3						
Green Ext Time (p_c), s	0.0	43.7			0.0	48.4						
Intersection Summary												
HCM 2010 Ctrl Delay					2.3							
HCM 2010 LOS					A							

01-2019 TIA

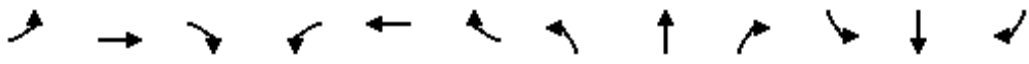
Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	223	26	96	348	32	88
Future Vol, veh/h	223	26	96	348	32	88
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	29	105	382	35	97
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	279	0	857	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	593	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1284	-	328	775
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	552	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1284	-	300	771
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	507	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.7		12.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	300	771	-	-	1284	-
HCM Lane V/C Ratio	0.117	0.125	-	-	0.082	-
HCM Control Delay (s)	18.6	10.3	-	-	8.1	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0.3	-

HCM 2010 Signalized Intersection Summary





4: Hesperian Blvd & Via Mercado

Village Green Apartments
Existing Plus Project PM

01-2021 Proposed

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔					↔	↑↑↑		↔	↑↑↑	
Traffic Volume (veh/h)	25	3	18	0	0	0	33	1511	69	16	1116	46
Future Volume (veh/h)	25	3	18	0	0	0	33	1511	69	16	1116	46
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900				1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	3	20				36	1642	75	17	1213	50
Adj No. of Lanes	0	1	0				1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				2	2	2	2	2	2
Cap, veh/h	50	6	37				56	3933	180	33	3889	160
Arrive On Green	0.06	0.06	0.06				0.03	0.79	0.79	0.02	0.78	0.78
Sat Flow, veh/h	883	98	654				1774	4985	228	1774	5010	206
Grp Volume(v), veh/h	50	0	0				36	1116	601	17	821	442
Grp Sat Flow(s),veh/h/ln	1635	0	0				1774	1695	1823	1774	1695	1826
Q Serve(g_s), s	3.0	0.0	0.0				2.0	10.4	10.4	0.9	7.1	7.2
Cycle Q Clear(g_c), s	3.0	0.0	0.0				2.0	10.4	10.4	0.9	7.1	7.2
Prop In Lane	0.54		0.40				1.00		0.12	1.00		0.11
Lane Grp Cap(c), veh/h	93	0	0				56	2675	1438	33	2632	1418
V/C Ratio(X)	0.53	0.00	0.00				0.64	0.42	0.42	0.51	0.31	0.31
Avail Cap(c_a), veh/h	335	0	0				169	2675	1438	133	2632	1418
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	45.8	0.0	0.0				47.9	3.3	3.3	48.6	3.3	3.3
Incr Delay (d2), s/veh	4.7	0.0	0.0				11.6	0.5	0.9	10.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0				1.2	4.8	5.4	0.6	3.4	3.8
LnGrp Delay(d),s/veh	50.5	0.0	0.0				59.5	3.8	4.2	58.9	3.6	3.8
LnGrp LOS	D						E	A	A	E	A	A
Approach Vol, veh/h		50						1753			1280	
Approach Delay, s/veh		50.5						5.1			4.4	
Approach LOS		D						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	7.7	82.1		10.2	6.4	83.4						
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s	9.5	56.5		20.5	7.5	58.5						
Max Q Clear Time (g_c+I1), s	4.0	9.2		5.0	2.9	12.4						
Green Ext Time (p_c), s	0.0	11.2		0.2	0.0	18.2						
Intersection Summary												
HCM 2010 Ctrl Delay			5.5									
HCM 2010 LOS			A									

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Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	223	26	96	348	31	57
Future Vol, veh/h	223	26	96	348	31	57
Conflicting Peds, #/hr	0	5	5	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	245	29	105	382	34	63
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	279	0	857	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	592	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1284	-	328	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	299	770
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	508	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.7		14	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	495	-	-	1278	-	
HCM Lane V/C Ratio	0.195	-	-	0.083	-	
HCM Control Delay (s)	14	-	-	8.1	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-	

Village Green Apartments		
PLN# 2021-00044, TR-8488 Subdivision and SDR		
PLANNING DIVISION:		
	Comments	Responses
	Specific Comments	
1	For preliminary comments to be provided, the following plan drawing sheets need to be included in the initial plans submittal package: a. Grading Plans b. Drainage Plans c. Utility Plans d. Construction BMP Plans e. Landscape Plans f. Street Light Plans g. Wall and Fence Plans	noted
2	All the required frontage roadway, landscape and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Project Applicant and must conform with the Alameda County Public Works Agency's "Hesperian Boulevard Corridor Improvement Project from Embers Way to West A Street" final plans and specifications. The developer's new design of the intersection of Via Mercado and Hesperian Blvd do not match the County's final improvement plans for its Hesperian Blvd project. The developer's plans must be revised to conform with the County's final plans.	Detailed coordination with the Hesperian Improvement Project expect during Design Documents and Construction Drawings. The roadway configuration is unable to match or meet County plans. Suggest a single subject meeting to cover this one comment and why the project cannot provide a second outbound lane from Mercado to Hesperian.
3	For proposed parking on Via Mercado public roadway, install perpendicular parking on one side of the street and parallel parking on the other side of the street. This is the parking configuration previously approved in the first tentative vesting tract map and site development review.	The configuration of the proposed parking on Via Mercado is shown perpendicular on one side of the street and parallel on the other side of the street based on the previously approved tentative vesting tract map and site development review.
4	As of this writing, the requested Level of Service analyses of Via Arriba at Paseo Padre and Via Mercado at Hesperian have not yet been received from the developer. Therefore, more detailed and specific comments for these intersections will be sent at a later date.	The traffic analyses of Via Arriba at Paseo Padre and Via Mercado at Hesperian is not required for entitlement and will be provided during the preparation of the permit documents
5	The proposed development is deemed a regulated project. Therefore, it must comply with 100%LID treatment requirements and Clean Water C.3 numeric sizing design guidelines.	The proposed development will have stormwater treatment measures as shown on the stormwater control plan. The design and implementation of stormwater treatment measures will be in accordance with the LID treatment requirements and the Clean Water C.3 numeric sizing design guidelines.
6	For the submitted lot subdivision plan, show the limits and boundaries of each of the six existing parcels in relation to the three proposed parcels that will be part of the new tract subdivision map.	The proposed parcelization map shows the limits and boundaries for each of the six existing parcels in relation to the three proposed parcels that will be part of the new tract subdivision map.
7	Obtain County Fire Department approval of this application. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.	A truck turning analysis exhibit will be provided to ensure that all roads are designed to allow a single unit truck to make each turning movement without encroaching on curbs, sidewalks, opposing lanes, or same-direction lanes at the entrance leg. The Alameda County fire apparatus design vehicle will be used to determine turning curb radius for each leg of intersections
8	Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.	The proposed utility will show the new underground routing of the existing overhead utilities. The design and alignment of the underground routing will be provided by the joint trench consultant.
9	All on-site and on-street parking stalls shall have sufficient access and maneuvering area. Developer shall prepare and submit turn and tire sweep diagrams.	Vehicular turning exhibits will be provided to ensure that all on-site and on-street parking stalls have sufficient access and maneuvering area.
10	Ensure that curb ramps are provided for all disabled parking spaces.	All accessible parking stalls have curb ramps.
11	Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.	All parking stall adjacent to sidewalks will have wheel stops to prevent overhang

12	No compact parking stalls will be allowed within public right-of-way.	Only standard parking stalls are within the public right-of-way
13	On-street parking will not be allowed within the first 25 feet from limit lines or crosswalks.	All on-street parking is at least 25 feet from limit lines and/or crosswalks
14	Maintain a minimum of 20 feet clearance behind the sidewalk to the first parking space at all public and private driveway entrances.	A minimum clearance of 20 feet is provided between the sidewalk and the first parking space at all public and private driveway entrances.
15	Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.	Pedestrian curb ramps are provided at all crosswalks and roadway type driveway entrances.
16	Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.	The existing curb ramps at the intersection of Paseo Grande and Paseo Largavista are called out to be remove and replaced with directional curb ramps
17	Provide a minimum width of 5 feet on sidewalks, including at tree wells, landscape planters, fire hydrants, above ground utilities, etc.	All sidewalks have a minimum width of 5 feet.
18	Public pedestrian pathways (sidewalks) must be located within the public right-of-way. Right-of-way dedication may be necessary.	All public pedestrian pathways (sidewalks) are located within the public right-of-way. Right-of-way dedication is shown on the proposed parcelization map
19	Provide a minimum width of 14 feet for curb lanes, not including the gutter pan area.	The proposed site plan shows 14 foot wide curb lanes not including the gutter pan area.
20	Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.	We acknowledge that all road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
21	No private improvements should be located within public rights-of-way.	We acknowledge that no private improvements should be located within public right-of-ways.
22	Street lights shall be provided at the following locations: a. Along Via Mercado, between Via Arriba and Hesperian Boulevard b. Along Via Arriba, between Via Mercado and Paseo Grande c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista d. At the intersection of Via Mercado and Via Arriba e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista	Street lights will be provided along each street as noted, during the preparation of the permit documents. The location of street lights is not a requirement for entitlements.
General Comments		
23	All roadway and storm drain facilities shall conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements as applicable.	All roadway and storm drain facilities are designed in accordance with the Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work is in compliance with Alameda County ordinances, guidelines and permit requirement
24	On-site driveway and parking area structural pavement sections shall be designed by licensed civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.	All pavement sections for on-site driveways and parking areas are designed by a licensed civil engineer. The structural section for emergency vehicle access roads will have 6 inches of asphalt concrete or a pavement section that is approved equivalent according to the geotechnical recommendations.
25	Ensure continuous unobstructed flow of all surface runoff towards curb cuts and cleanwater bio-swales.	We acknowledge that all surface runoff draining towards curbs cuts and cleanwater bio-swales shall be unobstructed.
26	The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.	The drainage area map clearly indicates all areas tributary to the project site. The size of each stormwater treatment measure is also indicated on the drainage area map.
27	No grading shall be permitted on site until grading, erosion and sedimentation control plans have been reviewed by the County, and until a grading permit has been issued in accordance with the Alameda County Grading Ordinance.	A grading permit is not required for entitlements however, we acknowledge that no grading shall be permitted on site until grading, erosion and sedimentation control plans have been reviewed by the County, and until a grading permit has been issued in accordance with the Alameda County Grading Ordinance.

28	All roadway and storm drain facilities shall conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements as applicable.	Duplicate comment. See comment response 23.
29	On-site driveway and parking area structural pavement sections shall be designed by licensed civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.	Duplicate comment. See comment response 24.
30	Ensure continuous unobstructed flow of all surface runoff towards curb cuts and cleanwater bio-swales.	Duplicate comment. See comment response 25.
31	The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.	Duplicate comment. See comment response 26.
32	No grading shall be permitted on site until grading, erosion and sedimentation control plans have been reviewed by the County, and until a grading permit has been issued in accordance with the Alameda County Grading Ordinance.	Duplicate comment. See comment response 27.
33	Prior to the issuance of any building permits on this site, this office should be afforded the opportunity to review a detailed grading, drainage, and road improvement plan with supporting calculation by a Registered Civil Engineer. The proposed curb elevations are not to be less than 1.25 feet above the hydraulic grade line and at no point should the curb grade be below the energy grade line.	We acknowledge that prior to the issuance of any building permits on this site, the Development Planning Division should be afforded the opportunity to review a detailed gradings, drainage and road improvement plan with supporting calculation provided by a Registered Civil Engineer. The proposed curb elevations shown on the grading plan will not be less than 1.25 feet above the hydraulic grade line and at no point will the curb grade be below the energy grade line.
34	Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. A copy of the NOI must be submitted to the District prior to issuance of a grading permit for the site or any land disturbance on the site.	A Notice of Intent isn't required for entitlements. We acknowledge that projects disturbing more than one acre will require a storm water pollution prevention plan. A notice of intent (NOI) will be filed with the State Water resource Control Board for coverage under the State General NPDES permit for Construction Activities prior to breaking ground.
35	Prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.	We acknowledge that prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.
36	The project plans shall include storm water quality control measures for the operation and maintenance of the project once construction is complete. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively control entry of pollutants into storm water runoff.	A storm water quality control plan will be provided as part of the project plan set. The storm water control plan will identify the control measures for the operation and maintenance of the project once construction is complete. An erosion and sedimentation control plan will be incorporated with the project plans. The erosion and sedimentation control plan will identify the best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively control pollutants from contaminating storm water runoff.
37	Site planning practices such as limiting disturbed areas, limiting impervious areas, avoiding areas with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.	The project will incorporate site planning practices limiting the disturbed areas, limiting impervious areas, avoiding area with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.

PUBLIC WORKS AGENCY:		
	Comments	Responses
1	<p>According to the Seismic Hazard Zones map of Hayward Quadrangle published by the California Geologic Survey, the project site is located in an area of the designated zone of required investigation for liquefaction. The proposed project will be subject to the provisions of the Seismic Hazards Mapping Act (SHMA) and a geotechnical report prepared by a qualified engineer assessing such potential hazardous condition must be submitted to the County and reviewed and approved by the County prior to approval of the tentative map per the provisions of the SHMA and the SP 11 7 A.</p>	
2	<p>Due to the flat topography at the subject site, no major grading work is expected. Nonetheless, if grading work is required, no grading shall be permitted until a grading plan and erosion and sedimentation control plans, prepared in compliance with the requirements of Chapter 15.36.240, have been reviewed and a grading permit or exemption is obtained from this office in accordance with the provisions of the Alameda County Grading Ordinance.</p>	<p>We acknowledge that prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.</p>
3	<p>Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. Copy of the NOI and Storm Water Pollution Prevention Plan (SWPPP) must be submitted to the County prior to issuance of a grading permit for the site or any land disturbance on the site.</p>	<p>A Notice of Intent isn't required for entitlements. We acknowledge that projects disturbing more than one acre will require a storm water pollution prevention plan. A notice of intent (NOI) will be filed with the State Water resource Control Board for coverage under the State General NPDES permit for Construction Activities prior to breaking ground.</p>

FIRE DEPARTMENT:		
	Comments	Responses
1	Sheet A0.0 and Sheet A6.1 shows both street signs as being Hesperian. This cannot be correct as they are different directions. Please clarify if one of the streets in Paseo Grande, Via Mercado or something else.	Street signs have been corrected in perspective view, see sheet A0.0 and A6.0.
2	The fire access plan provided on sheet A1.1 does not appear to meet the requirements set forth in Appendix D as adopted by the County of Alameda. Please check the aerial access. It appears to be outside the 30' maximum distance at points. Also look at the turnarounds provided. They must meet the "Y", hammerhead, or cul-de-sac requirements outlined in the fire code.	An aerial access roadway is provided on a min. of 1 side per building and meets min. requirements. No turnaround are necessary for fire access.
3	Since the construction type provide is V-A please show how ladder access to egress windows is being provided.	Ladder access locations to be coordinated in Cycle 2 Submittal.
4	Some FDCs shown on sheet A1.1 are in locations not located along a fire access roadway. Please revise.	FDC locations to be coordinated in Cycle 2 Submittal.
5	The plans do not show the location of current hydrants or proposed hydrant locations. Please show the location of all hydrants and indicate if new or existing.	Hydrant locations to be coordinated in Cycle 2 Submittal.
6	Sheet G0.0 under deferred submittals. There is a reference to fire pump and fire pump rooms if necessary. The need for fire pump rooms should be determined at this time given the amount of space, large doors, fdc location, hydrant proximity and required direct access to fire access roads.	Per the Hydraulic Demand Assessment completed by Commercial Fire Protection, fire pump rooms are not required for this site.

EBMUD, WATER:		
	Comments	Responses
1	Separate dwelling units on the same property require separate water meters. In addition, sweperate structures on the same property require separare water meters.	It is our understanding that this work is not required for entitlements, however acknowledge that each dwelling unit that is on the same property will require a separate water meter and separate structues on the same proeprty require separate water meters.
2	EBMUD owns and operates a 6-inch water distribution pipeline in Via Mercado, located within the boundary of this property. Any Proposed construction activity within Via Mercado would need to be coordinated with EBMUD and may require relocation of the pipeline, at the project sponsor's expense. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and requist a water service estimate to determind the costs and conditions of providing water service to the development.	It is our understanding that this work is not required for entitlements. However, the existing EBMUD 6-inch water distribution pipeline in Via Mercado will be relocated to avoid the proposed storm water treatment measures. The new alignment will be coordinate with EBMUD.
3	Engineering and installation of water mains and meters requires substantial lead time, which should be provided for in the project sponsor's developemtn schedule.	
4	No water meters are allowed to be located in driveways.	New water meters will not be located within driveways
5	The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations require that water service shall not be furnshed for new or expanded service unless all the applicable water-efficiency measures described in te reulation area installed at the project sponsor's expense.	
6	Due to EBMUD's limiteed water supply, all customers should plan for shortages in time of drought.	



Alameda County Fire Department

Fire Prevention Bureau

Plan Review Comments

6363 Clark Ave , Dublin, California 94568 (925)833- Fax (510) 887-5836

April 28, 2021

To	Rodrigo Orduna	PLN #	2021-00044
Address	Hesperian and Paseo Grande/ Village Green		
Job Description	New Mixed Use Project with Retail and R2 Housing		
Reviewed By	Bonnie S. Terra, Division Chief	Review #2	

Review of Planning referrals are usually based on information and plans that lack sufficient information and details for specific comments. The primary focus of our review is to assure fire access to the site. Specific fire and building code issues will be addressed during the regular building permit submittal and review process.

Conditions of Approval

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.


1. Aerial fire apparatus access roads are being provided. The associated buildings shall be positioned so that they fall within the 15-30 setback.
2. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.
3. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
4. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
5. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
6. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).
7. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2019 CFC.
8. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire fighting and fire sprinkler water needs.
9. If a fire pump room is required. The fire pump rooms shall be directly accessible from the fire access roads.

10. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
11. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
12. The applicant will modify the pool area to provide adequate spacing for ground ladder access to the egress windows.
13. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by in the Alameda County Fire Code.
14. This project shall comply with all building and fire code requirements in effect at time of building permit submittal.
15. If ground ladder access is required because of the construction type. Access to the egress window shall be provided and approved by ACFD. Modification to proposed site conditions may be required to conform with this requirement.
16. Additional fire hydrants are required. They shall be located to meet fire code requirements including along a fire access road that is 26 feet wide at the fire hydrant.

MEMORANDUM

DATE: March 19, 2021

To: Rodrigo Orduna, Development Planning Division

FROM:  Fernando Gonzales, Development Services

SUBJECT: PLN2021-00044, TR-8488 Subdivision and SDR, Village Green Project

We received and reviewed your plans exhibit and transmittal letter dated February 24, 2021, regarding PLN2021-00044, a project application that supersedes previously approved mixed-use multi-family housing project located on the west side of Hesperian Boulevard between Paseo Grande and Via Mercado, unincorporated area of San Lorenzo, bearing County Assessor's designation: APN's: 412-0039-001-03; -002-00; -003-00; -004-02; 412-0042-112-00 and -113-00.

Should this application receive favorable consideration by the Planning Department, the following initial preliminary comments and recommendations are hereby provided to assist in establishing the conditions of approval:

SPECIFIC COMMENTS

1. For preliminary comments to be provided, the following plan drawing sheets need to be included in the initial plans submittal package:
 - a. Grading Plans
 - b. Drainage Plans
 - c. Utility Plans
 - d. Construction BMP Plans
 - e. Landscape Plans
 - f. Street Lights Plans
 - g. Wall and Fence Plans
2. All the required frontage roadway, landscape and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Project Applicant and must conform with the Alameda County Public Works Agency's "*Hesperian Boulevard Corridor Improvement Project from Embers Way to West A Street*" final plans and specifications. The developer's new design of the intersection of Via Mercado and Hesperian Blvd do not match the County's final improvement plans for its Hesperian Blvd project. The developer's plans must be revised to conform with the County's final plans.
3. For proposed parking on Via Mercado public roadway, install perpendicular parking on one side of the street and parallel parking on the other side of the street. This is the parking configuration previously approved in the first tentative vesting tract map and site development review.

4. As of this writing, the requested Level of Service analyses of Via Arriba at Paseo Padre and Via Mercado at Hesperian have not yet been received from the developer. Therefore, more detailed and specific comments for these intersections will be sent at a later date.
5. The proposed development is deemed a regulated project. Therefore, it must comply with 100% LID treatment requirements and Clean Water C.3 numeric sizing design guidelines.
6. For the submitted lot subdivision plan, show the limits and boundaries of each of the six existing parcels in relation to the three proposed parcels that will be part of the new tract subdivision map.
7. Obtain County Fire Department approval of this application. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-direction lanes at the entrance leg.
8. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
9. All on-site and on-street parking stalls shall have sufficient access and maneuvering area. Developer shall prepare and submit turn and tire sweep diagrams.
10. Ensure that curb ramps are provided for all disabled parking spaces.
11. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
12. No compact parking stalls will be allowed within public right-of-way.
13. On-street parking will not be allowed within the first 25 feet from limit lines or crosswalks.
14. Maintain a minimum of 20 feet clearance behind the sidewalk to the first parking space at all public and private driveway entrances.
15. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
16. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
17. Provide a minimum width of 5 feet on sidewalks, including at tree wells, landscape planters, fire hydrants, above ground utilities, etc.
18. Public pedestrian pathways (sidewalks) must be located within the public right-of-way. Right-of-way dedication may be necessary.
19. Provide a minimum width of 14 feet for curb lanes, not including the gutter pan area.

20. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
21. No private improvements should be located within public rights-of-way.
22. Street lights shall be provided at the following locations:
 - a. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - b. Along Via Arriba, between Via Mercado and Paseo Grande
 - c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - d. At the intersection of Via Mercado and Via Arriba
 - e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

GENERAL COMMENTS


23. All roadway and storm drain facilities shall conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements as applicable.
24. On-site driveway and parking area structural pavement sections shall be designed by licensed civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.
25. Ensure continuous unobstructed flow of all surface runoff towards curb cuts and cleanwater bio-swales.
26. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.
27. No grading shall be permitted on site until grading, erosion and sedimentation control plans have been reviewed by the County, and until a grading permit has been issued in accordance with the Alameda County Grading Ordinance.
28. All roadway and storm drain facilities shall conform to Alameda County's Subdivision Design Guidelines and Hydrology and Hydraulics Criteria Summary. All work must be in compliance with Alameda County ordinances, guidelines, and permit requirements as applicable.
29. On-site driveway and parking area structural pavement sections shall be designed by licensed civil engineer. The minimum structural section for emergency vehicle access roads is 6 inches of asphalt concrete over filter fabric, if required.
30. Ensure continuous unobstructed flow of all surface runoff towards curb cuts and cleanwater bio-swales.

31. The drainage area map created for the project drainage design calculations shall clearly indicate all areas tributary to the project site.
32. No grading shall be permitted on site until grading, erosion and sedimentation control plans have been reviewed by the County, and until a grading permit has been issued in accordance with the Alameda County Grading Ordinance.
33. Prior to the issuance of any building permits on this site, this office should be afforded the opportunity to review a detailed grading, drainage, and road improvement plan with supporting calculation by a Registered Civil Engineer. The proposed curb elevations are not to be less than 1.25 feet above the hydraulic grade line and at no point should the curb grade be below the energy grade line.
34. Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. A copy of the NOI must be submitted to the District prior to issuance of a grading permit for the site or any land disturbance on the site.
35. Prior to issuance of a grading permit, a Storm Water Quality Control Plan, including erosion and sedimentation control, that addresses both construction and post-construction storm water quality shall be prepared and included in the project improvement plans.
36. The project plans shall include storm water quality control measures for the operation and maintenance of the project once construction is complete. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively control entry of pollutants into storm water runoff.
37. Site planning practices such as limiting disturbed areas, limiting impervious areas, avoiding areas with water quality benefits and susceptibility to erosion, protection of existing vegetation and topography, and clustering to structures should be employed.

When LOS computations and traffic analyses are received from the developer, Public Works will review and provide specific comments accordingly. Primary focus will be on proposed lane configurations and on the overall post-development efficiency of the subject intersections.

Thank you.

COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
INTER-OFFICE COMMUNICATION

DATE : March 16, 2021
TO : Rodrigo Orduna, Development Planning Division
FROM : Andy Cho, Grading Division 
SUBJECT: **PLN2021-00044, Site Development Review and Tract Map Subdivision**

Reference to the above-captioned planning application that was referred to this department on February 24, 2021 for review and comment, we have the following comments and recommendations at this time:

1. According to the Seismic Hazard Zones map of Hayward Quadrangle published by the California Geologic Survey, the project site is located in an area of the designated zone of required investigation for **liquefaction**. The proposed project will be subject to the provisions of the Seismic Hazards Mapping Act (SHMA) and a geotechnical report prepared by a qualified engineer assessing such potential hazardous condition must be submitted to the County and reviewed and approved by the County prior to approval of the tentative map per the provisions of the SHMA and the SP 117A.
2. Due to the flat topography at the subject site, no major grading work is expected. Nonetheless, if grading work is required, no grading shall be permitted until a grading plan and erosion and sedimentation control plans, prepared in compliance with the requirements of Chapter 15.36.240, have been reviewed and a grading permit or exemption is obtained from this office in accordance with the provisions of the Alameda County Grading Ordinance.
3. Sites with land disturbances greater than one acre must file a Notice of Intent (NOI) with the State Water Resources Control Board for coverage under the State General NPDES permit for Construction Activities. Copy of the NOI and Storm Water Pollution Prevention Plan (SWPPP) must be submitted to the County prior to issuance of a grading permit for the site or any land disturbance on the site.

Feel free to contact me at andyhjc@acpwa.org or 510-670-6451 if you have any questions.

Cc: applicant: Michelle McKinzie, via e-mail: mitchell@demmonpartners.com

Alameda County Sheriff's Office

Eden Township Substation
15001 Foothill Boulevard, San Leandro, CA 94578-1008



Gregory J. Ahern, Sheriff

Director of Emergency Services
Coroner - Marshal

February 26, 2021

Alameda County Community Development Agency
224 West Winton Avenue #111
Hayward, CA 94544

Attention: Rodrigo Orduna

RE: PLN2021-00044

My staff reviewed the attached application. With the intention this project will promote growth to the community and supporting businesses in these long undeveloped parcels, we do not object to these improvements. This current scope of development planning does not appear to have any negative impact on the surrounding areas as long as it complies with current building and planning codes and does not dramatically impact parking or traffic for the surrounding homes and businesses. The proposed scope of work cannot impede the ability for law enforcement, medical or fire personnel to access the property, residence or its inhabitants.

If further assistance is needed, please contact Deputy Luther Thompson at (510) 667-3620.

Gregory J. Ahern,
Sheriff-Coroner

A handwritten signature in blue ink, appearing to read "D. Blanchard".

David A. Blanchard, Captain
Eden Township Division

GJA:DAB:lst

Orduna, Rodrigo, CDA

From: Jeremy Lochirco <Jeremy.Lochirco@hayward-ca.gov>
Sent: Thursday, February 25, 2021 12:33 PM
To: Orduna, Rodrigo, CDA
Subject: FW: Referral of preliminary submittal for PLN2021-00044, proposal for the Village Green, an updated multi-family mixed use development in downtown San Lorenzo
Attachments: PLN2021-00044 referral letter.pdf; Village Green_1st Submittal_received 02-08-21.pdf; Alameda County Letter 022221.pdf; VG project-comparison matrix 022221.pdf

Good afternoon Rodrigo,
The City of Hayward has no comments on the above referenced project. Thank you for routing and allowing us an opportunity to comment.

Regards,

Jeremy W. Lochirco
Principal Planner
City of Hayward, CA
777 B Street
Hayward, CA 94541
☎ Direct: 510.583.4239
✉ Email: jeremy.lochirco@hayward-ca.gov



HOLIDAY OFFICE CLOSURE:

Non-emergency services and Hayward City Hall will be closed on Monday, January 18, 2021 in observance of Dr Martin Luther King Day. Any phone calls or emails received will be returned with 48 hours.

NOTICE UPDATE (COVID-19):

To prevent the spread of coronavirus (COVID-19), the Permit Center and City Hall will be closed to the public until further notice. However, the Planning Division staff is available to assist you and will continue to accept new planning applications and resubmittals. For more information, please review the submittal requirements on the City's website at: <https://www.hayward-ca.gov/your-government/departments/planning-division>

For general questions, please call the appropriate division below:

- Building Division: (510) 583-4005
- Fire Department: (510) 583-4900
- Planning Division: (510) 583-4216; or email: planning.division@hayward-ca.gov
- Code Enforcement: Please contact your Code Enforcement Inspector directly or the phone number indicated on the letter you received.

For more information and updates on COVID-19, please visit: www.hayward-ca.gov/covid-19

From: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Sent: Wednesday, February 24, 2021 2:12 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>

Subject: Referral of preliminary submittal for PLN2021-00044, proposal for the Village Green, an updated multi-family mixed use development in downtown San Lorenzo

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Greetings.

Attached please find a referral for the preliminary submittal for PLN2021-00044, proposal for the Village Green, a multi-family mixed use development in downtown San Lorenzo. This proposal supersedes previously approved proposal PLN2018-00086, for a larger multi-family mixed-use development.

Please note that the project submittal is preliminary at this point, as explained in the attached letter from Demmon Partners, dated February 22, 2021, which explains the submittal so far. Please note that upon receipt of preliminary comments on this proposal, the applicant will submit further, more detailed application information.

Receipt of your comments regarding this project by Wednesday, March 17, 2021, will enable me to consider your comments in the preliminary analysis of the proposal, and inclusion of relevant information in the preparation of a written staff report. If you have no comments on this proposal, please Initial and date the attached Referral Letter that your organization, department, or agency has no comment and return the Referral notice by the indicated due date.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

224 West Winton Avenue, Suite 111
Hayward, CA 94544
<http://www.acgov.org/cda>

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ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT

PROJECT REFFERAL

Chris Bazar
Agency Director

Date: February 24, 2021

Albert Lopez
Planning Director

RE: Case No.: PLN2021-00044
Site Development Review and Tract Map Subdivision

224
West Winton Ave
Room 111

Due Date: 03/17/2021

Hayward
California
94544

phone
510.670.5400
fax
510.785.8793

www.acgov.org/cda

- | | |
|--|--|
| * ACPWA BUILDING DEPARTMENT | * ACPWA LAND DEVELOPMENT |
| * ALAMEDA COUNTY FIRE DEPT. | * ACPWA LAND SURVEYOR IAN WILSON |
| * ACPWA TRANSPORTATION | * ACPWA CLEAN WATER DIVISION |
| * ACPWA GRADING DIV. | * CDA HOUSING AND COMMUNITY DEV. |
| * A.C.T.C. (ALAMEDA COUNTY
TRANSPORTATION COMMISSION) | * CDA ECONOMIC AND CIVIC DEV. |
| * COUNTY SHERIFF, PERMITS | * EDEN AREA / CASTRO VALLEY
CHAMBER OF COMMERCE |
| * CITY OF SAN LEANDRO PLANNING | * CITY OF HAYWARD PLANNING DEPT. |
| * CA. STATE NATIVE AMERICAN
HERITAGE COMMISSION | * SAN LORENZO UNIFIED SCHOOL
DISTRICT |
| * H.A.R.D. | * SAN LORENZO VILLAGE HOMES ASSOC. |
| * A.L.U.C. | * A.C. TRANSIT |
| * SAN LORENZO LIBRARY | |

*** CDA ZONING ENFORCEMENT.**
No comments. 3/3/2021

The following application is referred to you for your information and recommendation:

The below project supersedes the previously approved mixed-use multi-family housing project, PLN2018-00086, as described below:

Petition to allow a new mixed-use multi-family project with 138 (previously 163) rental housing units, 11,049 (previously 11,524) sq. ft. of indoor retail, 983 (previously 660) sq. ft. of outdoor retail seating area, and no proposed realignment of Via Mercado, for property located in the Zoning District of C-1 (as modified by the *San Lorenzo Village Center Specific Plan*) and General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County.

APN: 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00

This project is: proposed for adoption of a **modification** to an Addendum to the *San Lorenzo Village Center Specific Plan* Environmental Impact Report.

Please note that the project submittal is preliminary at this point, as explained in the attached letter from Demmon Partners, dated February 22, 2021, which explains the submittal so far. Please note that upon receipt of preliminary comments on this proposal, the applicant will submit further, more detailed application information.



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: 03/01/2021	EBMUD MAP(S): 1527B432	EBMUD FILE:S-11026								
AGENCY: Alameda County Planning Department Attn: Rodrigo Orduna 224 West Winton Avenue, Room 111 HAYWARD, CA 94544	AGENCY FILE: PLN2021-00044	FILE TYPE: Development Plan								
APPLICANT: Mitchell McKinzie 601 University Avenue, Suite 110 Sacramento, CA 95825		OWNER: David D. Bohannon Organization 60 31st Avenue San Mateo, CA 94403-3404								
DEVELOPMENT DATA										
ADDRESS/LOCATION: Hesperian Boulevard & Paseo Grande City:SAN LORENZO Zip Code: 94580										
ZONING:C-1 PREVIOUS LAND USE: Retail										
DESCRIPTION: Proposed mixed-use multi-family project with 138 units within 3 & 4 story buildings and over 12,000 square feet of retail space.		TOTAL ACREAGE:5.15 ac.								
TYPE OF DEVELOPMENT: Multi Family Residential:138 Units										
WATER SERVICES DATA										
PROPERTY: in EBMUD	ELEVATION RANGES OF STREETS: 29-31	ELEVATION RANGE OF PROPERTY TO BE DEVELOPED: 29-31								
All of development may be served from existing main(s) Location of Main(s):Paseo Largavista, Paseo Grande, Via Arriba, Via Mercado, Hesperian Boulevard		None from main extension(s) Location of Existing Main(s):								
<table border="1"><thead><tr><th>PRESSURE ZONE</th><th>SERVICE ELEVATION RANGE</th></tr></thead><tbody><tr><td>G0A7</td><td>0-100</td></tr></tbody></table>	PRESSURE ZONE	SERVICE ELEVATION RANGE	G0A7	0-100	<table border="1"><thead><tr><th>PRESSURE ZONE</th><th>SERVICE ELEVATION RANGE</th></tr></thead><tbody><tr><td>G0A7</td><td>0-100</td></tr></tbody></table>	PRESSURE ZONE	SERVICE ELEVATION RANGE	G0A7	0-100	
PRESSURE ZONE	SERVICE ELEVATION RANGE									
G0A7	0-100									
PRESSURE ZONE	SERVICE ELEVATION RANGE									
G0A7	0-100									
COMMENTS										
<p>Separate dwelling units on the same property require separate water meters. In addition, separate structures on the same property require separate water meters. EBMUD owns and operates a 6-inch water distribution pipeline in Via Mercado, located within the boundary of this property. Any proposed construction activity within Via Mercado would need to be coordinated with EBMUD and may require relocation of the pipeline, at the project sponsor's expense. 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.</p> <p>JWA</p>										
CHARGES & OTHER REQUIREMENTS FOR SERVICE: Contact the EBMUD New Business Office at (510)287-1008.										
<div>Jennifer L McGregor, Senior Civil Engineer; DATE</div> <div>WATER SERVICE PLANNING SECTION</div>										

Orduna, Rodrigo, CDA

From: Bill Halsted <halsted@oroloma.org>
Sent: Friday, April 9, 2021 10:27 AM
To: mitchell@demmonpartners.com; Adrian Calderon-Flores; kwong@bkf.com
Cc: Orduna, Rodrigo, CDA
Subject: RE: Referral of preliminary submittal for PLN2021-00044, proposal for the Village Green, an updated multi-family mixed use development in downtown San Lorenzo

William Halsted, PE
Oro Loma Sanitary District
2655 Grant Ave, San Lorenzo, CA 94580
510-481-6963

From: Bill Halsted
Sent: Thursday, March 4, 2021 6:33 PM
To: 'mitchell@demmonpartners.com' <mitchell@demmonpartners.com>
Cc: 'Orduna, Rodrigo, CDA' <rodrigo.orduna@acgov.org>
Subject: RE: Referral of preliminary submittal for PLN2021-00044, proposal for the Village Green, an updated multi-family mixed use development in downtown San Lorenzo

Mitchell,

I am happy to see this project coming back.

Please see the attached information.

- Will Serve Letter; the letter refers to the old project but the intent remains
- Fee Estimate; this has been updated to reflect the information in your letter
- Sewer Study Criteria; a sewer study will need to be performed

At a minimum I will need a deposit of \$5,000 for the plan review before the District begins reviewing any plan sets.

I look forward to working with you,

William Halsted, PE
Oro Loma Sanitary District
2655 Grant Ave, San Lorenzo, CA 94580
510-481-6963

From: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Sent: Wednesday, February 24, 2021 2:13 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: Referral of preliminary submittal for PLN2021-00044, proposal for the Village Green, an updated multi-family mixed use development in downtown San Lorenzo

Greetings.

Attached please find a referral for the preliminary submittal for PLN2021-00044, proposal for the Village Green, a multi-family mixed use development in downtown San Lorenzo. This proposal supersedes previously approved proposal PLN2018-00086, for a larger multi-family mixed-use development.

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Receipt of your comments regarding this project by Wednesday, March 17, 2021, will enable me to consider your comments in the preliminary analysis of the proposal, and inclusion of relevant information in the preparation of a written staff report. If you have no comments on this proposal, please initial and date the attached Referral Letter that your organization, department, or agency has no comment and return the Referral notice by the indicated due date.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
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MARCH 25, 2021

Re: Application PLN 2021-00044

MR. RODRIGO ORDUNA,

I hope you're doing well.

I am happy that Demmon Partners are interested in developing the old Mervyns area in San Lorenzo, but I'm not in favor of the layout. With big amount of money funneled into beautiful Hesperian Streetscape, I regret that this kind of development will take place when there could be much better.

And I am not if favor of developing this just for the sake of having it developed because it's been sitting empty for a long time. I really love it developed during my time, but it's ok with me if it's not as long as it will be the best for future generations.

With this kind of layout, business will not flourish resulting to empty commercial spaces which eventually be converted to residential units. Only Demmon Partners will benefit from this project but not for people of San Lorenzo and beyond.

This is our last chance to have a bustling downtown... with wide open space (parking lot) where we can have food trucks, flea/farmer's market, Christmas night market with Ferris wheel, giant Christmas tree lighting, dog show/parade, Oktoberfest, etc.

I suggest a 4 storey building around parking lot with ground level retail, underground or 2nd level parking for residents, 2-4 or 3-4 level residential, and rooftop garden with swimming pool.

With this scenario, developers will be interested on vacant lot on northern side. I envision 3 standalone restaurants (Italian, Greek and Asian {Thai or Korean}) with elevated outdoor terrace/patio for fine dining around each establishment. Or maybe the same kind of development around old Mervyns parking lot (4 storey building with ground level retail, underground or 2nd level parking for residents, 2-4 or 3-4 level residential and rooftop garden with swimming pool too.

I am submitting a sketch which you will be able to suggest and present on all meetings.

Thank you so much.

Sincerely,

Long time San Lorenzo resident

LANDSCAPED
IN PARK-
LIKE SETTING

KOREAN
OR
THAI
RESTO

GREEK
RESTO

ITALIAN
RESTO

PASSED GRANDE

3 OR 4 STORY
BUILDING WITH
UNDERGROUND OR
2ND LEVEL PARKING

VIA ARRIBA (MOVED FOR BIGGER
REAR SPACE)

PARKING LOT

VIA MERCADO

HESPERIAN BLVD

ROAD

VIA
ARRIBA

ROAD

Orduna, Rodrigo, CDA

From: Orduna, Rodrigo, CDA
Sent: Wednesday, March 10, 2021 02:19 PM
To: 'Rosi Ramirez-Martinez'
Subject: RE: Planning Application PLN2021-00044
Attachments: Village Green_1st Submittal_received 02-08-21.pdf

Greetings, Ms. Ramirez-Martinez.

Thank you for contacting me.

Yes, we will have at least two public meetings to discuss this project. I do not yet have the dates for these meetings, but I will let you know when they are scheduled.

Traffic is a concern for the project, so I invite you to participate at these meetings when they do get scheduled.

In the meantime, attached please find the drawings for this project.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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From: Rosi Ramirez-Martinez <rosiramar@gmail.com>
Sent: Wednesday, March 10, 2021 02:07 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: Planning Application PLN2021-00044

Hello,

I just got a neighborhood courtesy notice about the multi-family housing project. Is there a place where residents can discuss this project ? We already are getting so much traffic, and having these units built will only make it worse! I'm so against this and I'm pretty sure many neighbors are too!

Thank you in advance.
Rosi Martinez

"Yesterday is History, Tomorrow a Mystery, Today is a Gift, That's why it's called the Present"

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From: Orduna, Rodrigo, CDA
Sent: Monday, March 22, 2021 05:02 PM
To: Cecilia
Subject: RE: Planning application: PLN2021-00044
Attachments: Village Green_1st Submittal_01-13-21.pdf

Greetings, Cecilia.

Attached please find the project drawings. The proposed project is smaller than the project that was approved three years ago. The project now is:

DEMMON PARTNERS, MITCH McKINZIE, TRACT MAP SUBDIVISION AND SITE DEVELOPMENT REVIEW, PLN2021-00044

~ Petition to allow a new mixed-use multi-family project with 138 (previously 163) rental housing units, 11,049 (previously 11,524) sq. ft. of indoor retail, 983 (previously 660) sq. ft. of outdoor retail seating area, no proposed realignment of Via Mercado, and Adoption of modification to an Addendum to the Village Center Specific Plan EIR, for property located in the Zoning District of C-1 (as modified by the San Lorenzo Village Center Specific Plan) and General Plan land use designation of San Lorenzo Village Center Specific Plan Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00. The project is being reviewed for CEQA impacts through an Addendum to the Addendum to the San Lorenzo Village Center Specific Plan Environmental Impact Report that was conducted for the original project proposal, PLN2018-00086.

Should this new project be approved, the following are some of the conditions of approval are among those that will be imposed for construction activity.

Site Alterations / Improvements

- Grading on this site shall conform to the applicable portions of the Alameda County Grading Ordinance. A Grading Permit shall be secured from the Director of Public Works, as needed, in accordance with requirements of the Alameda County Grading Ordinance and design and quantities generally shown on Exhibit A with the intent, but not the requirement to balance the cut and fill soil quantities.
- Design and improvement of the land division shall comply with recommendations and requirements of the Public Works Agency at their discretion.
- No grading shall be permitted on this site until grading, drainage, erosion and sedimentation control plans have been approved by the Director of Public Works. Grading plans shall also be approved by the Planning Director prior to filing the Final Tract Map or grading of the site.
- Grading shall not augment rate of flow or concentrate runoff to adjacent properties or block runoff from adjoining properties.
- Grading operations and construction activities shall be limited to weekdays (Monday through Friday) and the hours of 7:00 A.M. to 6:00 P.M. and on Saturdays 9:00 A.M. to 6:00 P.M., unless otherwise authorized by the Director of Public Works. Hours of operation shall be posted prominently at the front of the property in a location visible to the public.
- Dust shall be controlled and adjoining public streets and private properties shall be kept clean of project dirt, mud, materials, and debris, to the satisfaction of the Director of Public Works.
- The project proponent shall work, during the Building Permit phase of the project, with the Sheriff's Office on security measures to the satisfaction of the Sheriff's Office. A letter from the Sheriff's Office verifying that the

project proponent has worked in good faith with the Sheriff's Office shall be necessary for the Planning Department to release Building Permits for the first proposed building.

- During construction, the applicant, owner, or successor shall keep the subject site secure against illegal trespassing with fencing to the satisfaction of the Planning Director.

Regards,

Rodrigo

Rodrigo Orduña, AICP
Assistant Planning Director
Alameda County Planning Department
Community Development Agency

rodrigo.orduna@acgov.org
telephone 510-670-6503
facsimile 510-785-8793

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-----Original Message-----

From: Cecilia <cecy.jzsmith@gmail.com>
Sent: Monday, March 22, 2021 04:16 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: Planning application: PLN2021-00044

Hello Rodrigo,

I received a letter in regards to the new development for the multi family project, PLN 2018-00086 located in San Lorenzo, CA.

I am one of the affected residents from this project. My property lies right next to the empty lot (my back yard is pretty much attached to the empty lot facing Via Arriba.)

As you can see this rises tremendous concerns for various reasons. Can you please provide me with the electronic review and sketches on how you guys are planning on building this project.

I work from home on the phone so noise level is a major factor for me. I also have 3 dogs who stay in the backyard and are scared of loud noises, so the construction behind my property will be of an extreme disruption for me and my family. In addition I have a big tree whose branches are huge and go onto the empty lot, I don't have money or the need to cut my tree.

How are you guys addressing noise level, dust and other issues that might cause security and disruption problems.

Can you please provide the blueprints or plans for the project, as I am highly concerned about what I will be having right in my backyard.

Thank You,

Cecilia Smith

 ~Sent from my iPhone~  

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Orduna, Rodrigo, CDA

From: Orduna, Rodrigo, CDA
Sent: Thursday, March 11, 2021 09:19 AM
To: Via Arriba SLZ
Subject: Re: San Lorenzo Village Center (Planning Application PLN2021-00044)

Greetings, Jenny.

Please see my responses below:

1. It will be a private parking lot for the residents of the apartments.
2. I will look into having it relocated.
3. Yes, there will be security provisions as recommended by the Sheriff's office.
4. Yes, there will be landscaping and we can request a masonry wall for security on the apartment's side of the property line.

Regards,

Rodrigo

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From: Via Arriba SLZ <via_arriba@yahoo.com>
Sent: Wednesday, March 10, 2021 3:32:12 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: Re: San Lorenzo Village Center (Planning Application PLN2021-00044)

Thanks Rodrigo for your prompt response. The information is very helpful. And below are my follow up questions.

1. The parking next to my property, is that for public or residence for the apartments?
2. I saw there is a trash enclosure next to my fence. I really don't like that due to health and safety concerns. Can that be relocated or any other alternatives?
3. Since the parking area is between my property and building 2 (which is a tall building), I've concerns about safety and security as that area may become a blind spot. Are there any plans on this? Installing Security cameras?
4. Per your email, it will be head-in parking against my fence. I've concerns if cars will crash into my yard when accidents happen. Will there be something built between the parking and my fence? Any plants?

I'd love to participate the meeting. Please send me the info once available.

Thanks again!

Jenny

On Wednesday, March 10, 2021, 02:55:50 PM PST, Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org> wrote:

Greetings, Jenny.

Thank you for contacting me.

I have attached project drawings for your review. The buildings will be three-story buildings. The building closest to your property at 16102 Via Arriba will be located at around 60 to 65 feet away from your property (fence) line, as shown in the diagrams below. The proposal so far is for there to be a planting strip about 7 feet wide, then a 26-foot wide driveway for cars to drive through, with head-in parking on either side, located to the north of your fence line. There would be parking provided as per the table below:

Parking required and parking provided for the project:

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	138	276
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			276

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY

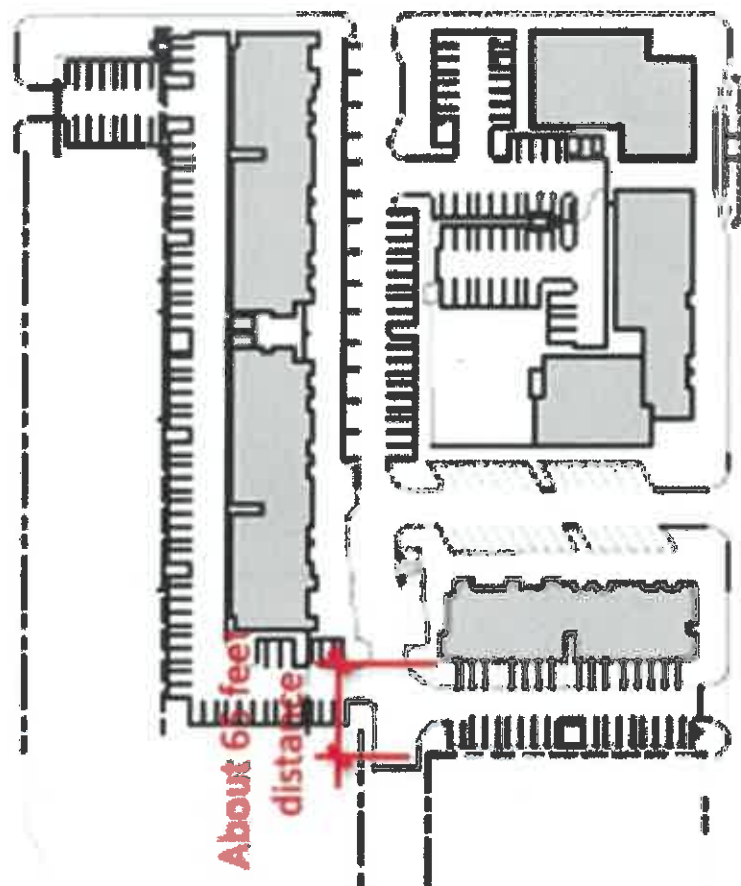
PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)			
PARKING TYPE			TOTAL
OFF-SITE: STREET PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³			
	STANDARD STALLS		53
	PARALLEL STALLS		19
	STD. ACCESSIBLE STALLS		1
	VAN ACCESSIBLE STALLS		1
	SUBTOTAL		73
ON-SITE: PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴			
	STANDARD STALLS		28
	STD. ACCESSIBLE STALLS		3
	VAN ACCESSIBLE STALLS		1
	SUBTOTAL		32
ON-SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)			
	PRIVATE GARAGE STALLS		55
	VAN ACCESSIBLE STALLS		1
	SUBTOTAL		56
ON-SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)			
	STANDARD UNCOVERED		118
	TANDEM STALLS		15
	STANDARD ACCESSIBLE STALLS		3
	SUBTOTAL		134
TOTAL PARKING PROVIDED			295

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 74 COMPACT STALLS ARE PROPOSED WHICH IS 23% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

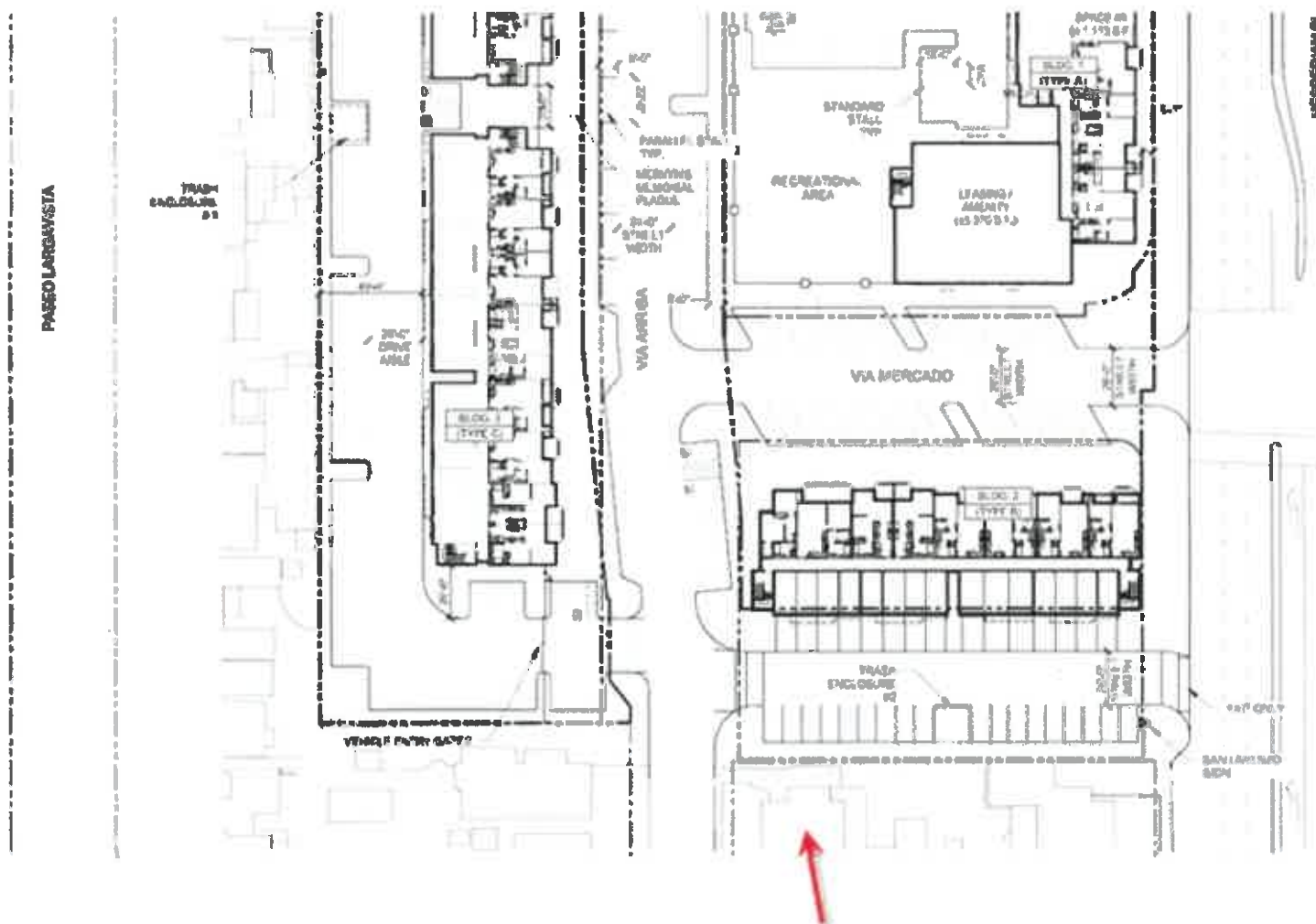
³ STREET PARKING IS NON-EXCLUSIVE AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

Overall view of buildings, streets, and parking lot layout for the project:



Larger view of project relative to 16102 Via Arriba property:



16102 Via Arriba

There will be at least two public meetings to discuss this project. I do not yet have the dates for these meetings, but I will let you know when they are scheduled.

Traffic is a concern for the project, so I invite you to participate at these meetings when they do get scheduled.

Regards,

Rodrigo

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org

telephone 510-670-6503

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From: Via Arriba SLZ <via_arriba@yahoo.com>
Sent: Wednesday, March 10, 2021 02:00 PM
To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>
Subject: San Lorenzo Village Center (Planning Application PLN2021-00044)

Hi Rodrigo,

This is Jenny, a property owner on 16102 Via Arriba. My property is right next to the upcoming housing project. I've concerns about the privacy and the security of my property as, if I understand correctly, this housing project will have buildings with at least 2-3 levels. And below are my questions.

1. How close the buildings are? Next to my fence? I've concerns about the privacy from the tall buildings.
2. What is the plan for this private parking lot (the one next to 16102 Via Arriba) based on the current plan? Will that be a parking area, an open road for cars to pass thru? Depending on what the plan is, I've concerns about safety and security.

3. Parking spaces concerns - this project has some indoor/outdoor retail spaces, how may parking spots are reserved for this? Currently the traffic on Via Arriba is fairly low and it's very easy to find parking. How can the local residents secure their own parking spaces?

I'd appreciate if you can share some more info about this project. If it's easy, I am happy to discuss over the phone at 415-218-6860. Thanks in advance.

Regards,

Jenny

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Orduna, Rodrigo, CDA

From: Randy Waage <retorandy@sbcglobal.net>
Sent: Wednesday, March 10, 2021 10:59 AM
To: Orduna, Rodrigo, CDA
Subject: Re: Courtesy Notice for New Mixed-Use multi-family housing in downtown San Lorenzo -- PLN2021-00044

THANK YOU so much! :)

On 3/10/2021 10:33 AM, Orduna, Rodrigo, CDA wrote:

Greetings, Randy.

½

Happy Wednesday.

½

Here you go (attached); the file is 11 MB big.

½

Have a great week!

½

Regards,

½

Rodrigo

½

Rodrigo Orduna, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

½

rodrigo.orduna@acgov.org

telephone 510-670-6503

facsimile 510-785-8793

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<http://www.acgov.org/cda>

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½

The Planning Dept is working normal business hours and remotely in compliance with the Shelter In Place Order issued by the County Public Health Officer

½

From: Randy Waage <retorandy@sbcglobal.net>

Sent: Wednesday, March 10, 2021 10:29 AM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>

Subject: Re: Courtesy Notice for New Mixed-Use multi-family housing in downtown San Lorenzo -- PLN2021-00044

12/4

Hi Rodrigo,

Thanks for the email/courtesy notice.

Can I request through you to see the complete new plans electronically?

Thanks for all that you do. EDEN Mac meeting was interesting. The owner really does a nice job with that gas station in a super busy and crazy area of town.

Hope you and your family are hanging in there during these crazy times.

Randy

On 3/9/2021 7:42 PM, Orduna, Rodrigo, CDA wrote:

NEIGHBORHOOD COURTESY NOTICE

Dear Neighbor:

This notice is to inform you that the Alameda County Planning Department has received an application from **Demmon Partners** for the project below:

Subject: Planning Application PLN2021-00044

Project: The below project supersedes the previously approved mixed-use multi-family housing project, PLN2018-00086, as described below:

Petition to allow a new mixed-use multi-family project with **138 (previously 163) rental housing units**, **11,049 (previously 11,524) sq. ft. of Indoor retail**, **983 (previously 660) sq. ft. of outdoor retail seating area**, and **no proposed realignment of Via Mercado**, for property located in the Zoning District of C-1 (as modified by the *San Lorenzo Village Center Specific Plan*) and General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres.

Location: Located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County; the existing parcels have the Assessor's Parcel Numbers: 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00.

Environmental Impact: The County proposes adoption of a **modification** to the Addendum to the *San Lorenzo Village Center Specific Plan* Environmental Impact Report that was conducted for the previous version of this project.

Public

Comments: This Courtesy Notice is mailed out to provide public notification so that you have an opportunity to review the proposed project,

express any concerns, and make inquiries on the review and development process.

Deadline for Comments: Wednesday, March 31 2021, at 5:00 p.m. Comments received by this date and time may be considered by the Planning Department in the preparation of a staff report to the Eden Area Municipal Advisory Council (Eden MAC), for the purpose of a public hearing on the matter.

Public

Hearing: No date is yet scheduled for the Public Hearing at the Eden MAC. We will mail you another notice with the date of the hearing at the Eden MAC once we have a date scheduled.

Access

to the Project: Copies of the plans and other materials are available for public *electronic* review, by e-mail request to the County Planning Department.

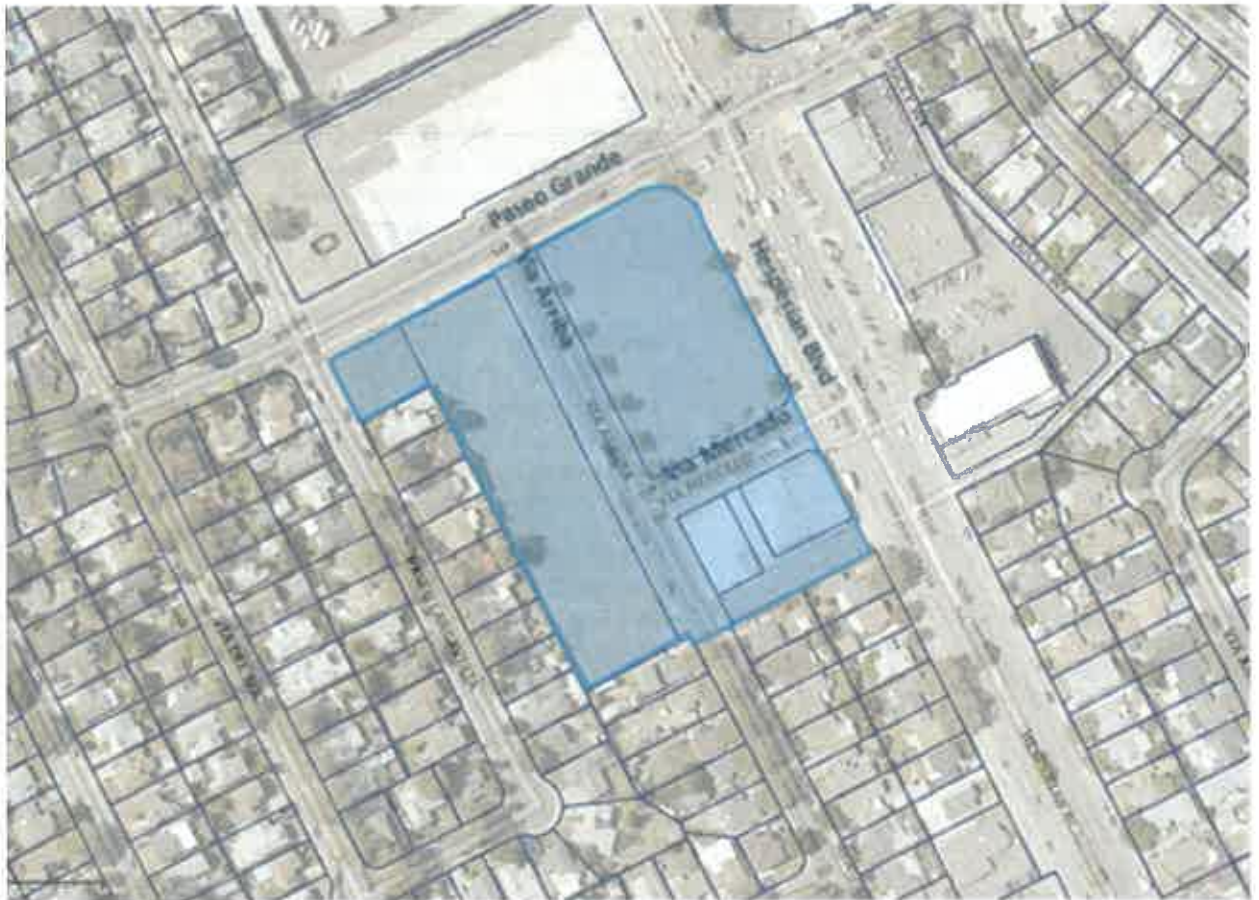
Contact: Rodrigo Orduña, Deputy Planning Director, at rodrigo.orduna@acgov.org, or at 510-670-5400, is available for general information, questions or comments about this project.

For other information, visit the Alameda County Planning Department website at <http://www.acgov.org/cda/planning>.

½

Project

Location: West side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo



Regards,

📧

Rodrigo

📧

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

📧

rodrigo.orduna@acgov.org

telephone 510-670-6503

facsimile 510-785-8793

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📧

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📧

Orduna, Rodrigo, CDA

From: Michelle Clowser <blueboxauntie@gmail.com>
Sent: Wednesday, March 10, 2021 11:47 AM
To: Orduna, Rodrigo, CDA
Subject: Re: Courtesy Notice for New Mixed-Use multi-family housing in downtown San Lorenzo
-- PLN2021-00044

I'd like to comment on the new village green plans. The notice didn't say how to comment so I hope this email is ok.

I am pleased with the Demmons Partners and their plans and encourage them to build this thing. That's all. Two thumbs up.

-Michelle Clowser.

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DEMMON PARTNERS

September 1, 2020

Emanuel Robinson, President
San Lorenzo Valley Homeowners Association
San Lorenzo, Ca

Re: Village Green Apartments-San Lorenzo, Ca
Project Update

Dear Mr. President,

Hope all of you and your families are safe and healthy during these very chaotic times.

I look forward to our Thursday zoom call regarding the status of the of our Village Green project. In preparation of our call, I am writing this update on Village Green. After we received our approvals, we spent considerable time and additional costs to thoroughly bid out the construction costs. The result of the cost estimate process was the project as designed was no longer economically feasible. WE then decided to work with the architect to redesign project to make it economically feasible. WE instructed the architect to decrease or eliminate costly items, while maintaining a quality project.

The architect came up with a very good design with the following changes:

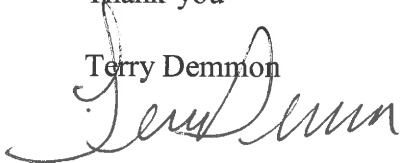
- 1) Eliminated podium parking. This caused project to be reduced to 138 units
- 2) Do not move roads. This taking and giving of land was very costly. Costs related to moving the utilities kept escalating.
- 3) Apartment Unit Size reduced
- 4) Buildings will be built more like the back lot buildings.
- 5) Eliminate four story structures.

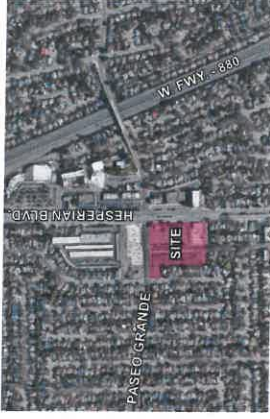
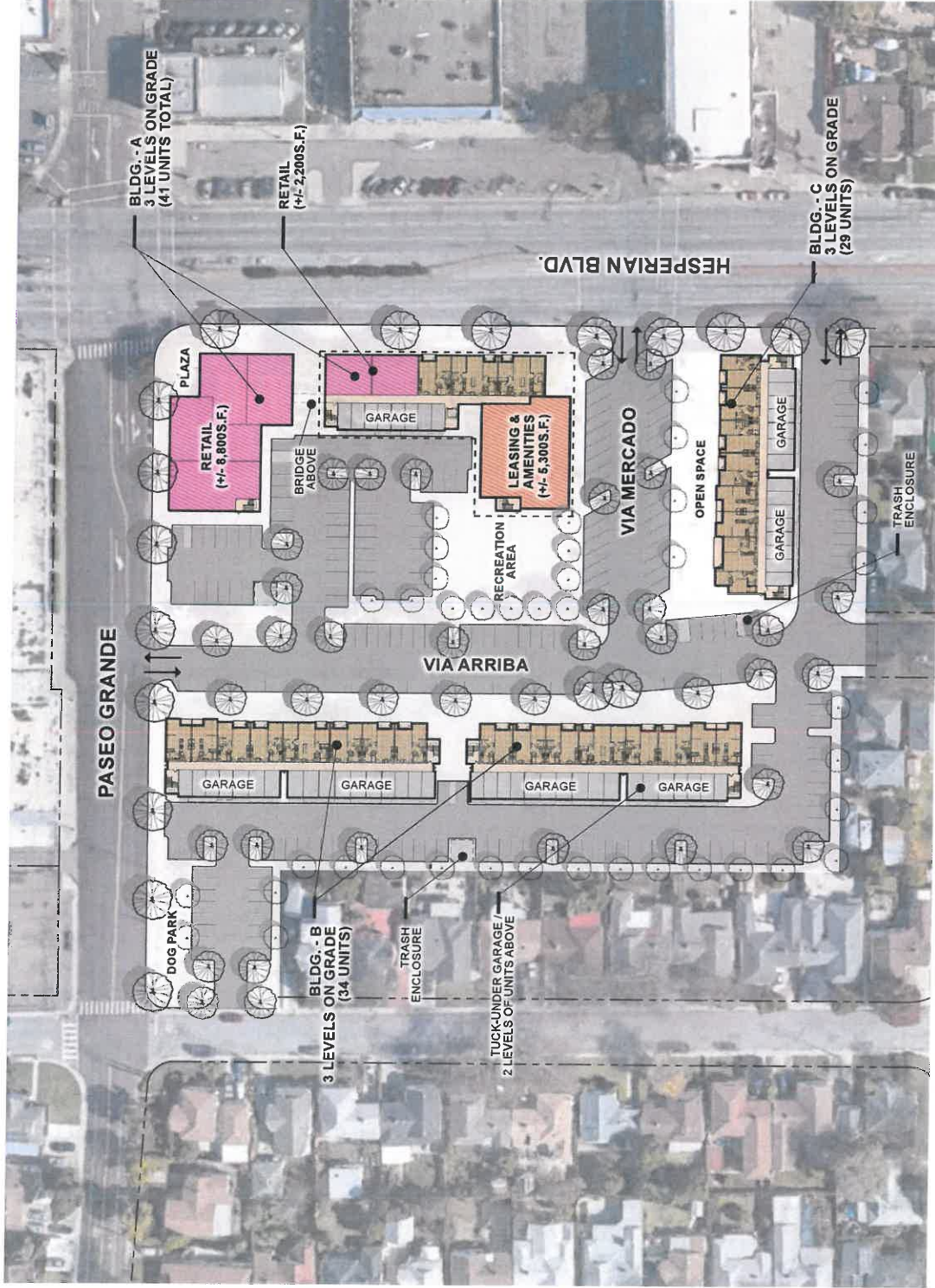
Please see redesigned project. WE kept the retail the same and kept the parking ratios the same including using street parking in our counts. WE will honor our commitments to; use union labor on named subcontracts, keep the rental discounts to the teachers, military and civil workers, build neighborhood dog park, donate to theatre fund, reinstall "San Lorenzo Village" sign.

WE are really trying to get project reapproved in 2020 and commence building the project in 2021. WE look forward to talking with you.

Thank-you

Terry Demmon





VICINITY MAP

PROJECT SUMMARY

AREA:	4+- 5.12 AC
UNITS :	138 DU
DENSITY:	26.9 DU/AC
BUILDING TYPE:	3 STORY ON GRADE W / TUCK-UNDER GARAGE
RETAIL (ENCLOSED):	4+- 11,000 S.F.
TOTAL NET RENTABLE:	4+- 11,542 S.F.
AVE. UNIT SIZE:	808 S.F.

UNIT SUMMARY

STUDIO (+/-)	594 S.F.	20 UNITS (15 %)
1BR + 1BA (+/-)	712 - 938 S.F.	71 UNITS (51 %)
2BR + 2BA (+/-)	906 - 1059 S.F.	44 UNITS (32 %)
3BR + 2BA (+/-)	1223 S.F.	3 UNITS (2 %)
TOTAL:		138 UNITS (100 %)

PARKING SUMMARY

PARKING PROVIDED:	228 SPACES
OPEN:	57 SPACES
GARAGE:	283 SPACES
TOTAL:	2.0
RATIO:	





VILLAGE GREEN



CONCEPTUAL PERSPECTIVE VIEW

SAN LORENZO, CA

07-01-20

ADC #: 160025

02



VILLAGE GREEN



CONCEPTUAL PERSPECTIVE VIEW

SAN LORENZO, CA

07-01-20

ADC #: 160025

03



VILLAGE GREEN



CONCEPTUAL PERSPECTIVE VIEW

SAN LORENZO, CA

07-01-20

ADC #: 160025

03

Orduna, Rodrigo, CDA

From: Daniel Jones <daniel@slvha.com>
Sent: Friday, April 2, 2021 09:46 AM
To: Orduna, Rodrigo, CDA
Subject: Re: Courtesy Notice for New Mixed-Use multi-family housing in downtown San Lorenzo
-- PLN2021-00044

Rodrigo,

Thank you for the update.

On Fri, Apr 2, 2021 at 9:32 AM Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org> wrote:

There was no meeting last night. Per the notice below, no hearing has yet been scheduled. I wanted comments sent by last night so that I could include them in staff reports for upcoming hearings, whenever those may be scheduled.

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org

telephone 510-670-6503

facsimile 510-785-8793

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Hayward, CA 94544

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From: Daniel Jones <daniel@slvha.com>

Sent: Thursday, April 1, 2021 01:05 PM

To: Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org>

Subject: Re: Courtesy Notice for New Mixed-Use multi-family housing in downtown San Lorenzo -- PLN2021-00044

Rodrigo,

Were there any new updates from last night's meeting I can share with the SLVHA board?

On Tue, Mar 9, 2021 at 7:42 PM Orduna, Rodrigo, CDA <rodrigo.orduna@acgov.org> wrote:

NEIGHBORHOOD COURTESY NOTICE

Dear Neighbor:

This notice is to inform you that the Alameda County Planning Department has received an application from Demmon Partners for the project below:

Subject: Planning Application PLN2021-00044

Project: The below project supersedes the previously approved mixed-use multi-family housing project, PLN2018-00086, as described below:

Petition to allow a new mixed-use multi-family project with 138 (previously 163) rental housing units, 11,049 (previously 11,524) sq. ft. of indoor retail, 983 (previously 660) sq. ft. of outdoor retail seating area, and no proposed realignment of Via Mercado, for property located in the Zoning District of C-1 (as modified by the San Lorenzo Village Center Specific Plan) and General Plan land use designation of San Lorenzo Village Center Specific Plan Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development), on six parcels totaling 5.12 acres.

Location: Located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County; the existing parcels have the Assessor's Parcel Numbers: 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00.

Environmental Impact: The County proposes adoption of a modification to the Addendum to the San Lorenzo Village Center Specific Plan Environmental Impact Report that was conducted for the previous version of this project.

Public Comments: This Courtesy Notice is mailed out to provide public notification so that you have an opportunity to review the proposed project, express any concerns, and make inquiries on the review and development process.

Deadline for Comments: **Wednesday, March 31 2021, at 5:00 p.m.** Comments received by this date and time may be considered by the Planning Department in the preparation of a staff report to the Eden Area Municipal Advisory Council (Eden MAC), for the purpose of a public hearing on the matter.

Public Hearing: No date is yet scheduled for the Public Hearing at the Eden MAC. We will mail you another notice with the date of the hearing at the Eden MAC once we have a date scheduled.

Access to the Project: Copies of the plans and other materials are available for public electronic review, by e-mail request to the County Planning Department.

Contact: Rodrigo Orduña, Deputy Planning Director, at rodrigo.orduna@acgov.org, or at 510-670-5400, is available for general information, questions or comments about this project.

For other information, visit the Alameda County Planning Department website at <http://www.acgov.org/cda/planning>.

Project Location: *West side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo*



Regards,

Rodrigo

Rodrigo Orduña, AICP

Assistant Planning Director

Alameda County Planning Department

Community Development Agency

rodrigo.orduna@acgov.org

telephone 510-670-6503

facsimile 510-785-8793

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--

Daniel Jones

Administrator

San Lorenzo Village Homes Association

377 Paseo Grande

San Lorenzo, Ca 94580

Office: [\(510\) 276-4554](tel:(510)276-4554) x 106

Fax: [\(510\) 397-2091](tel:(510)397-2091)

email: Daniel@slvha.com

www.slvha.com

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Daniel Jones

Administrator

San Lorenzo Village Homes Association

377 Paseo Grande

San Lorenzo, Ca 94580

Office: [\(510\) 276-4554](tel:(510)276-4554) x 106

Fax: [\(510\) 397-2091](tel:(510)397-2091)

email: Daniel@slvha.com

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**ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
PLANNING DEPARTMENT**



STAFF REPORT

TO: Alameda County Planning Commission

HEARING DATE: February 19, 2019

APPLICATION: PLN2018-00086

PROPONENT: Demmon Partners, Mitch McKinzie

PROPOSAL: **TRACT MAP SUBDIVISION (TR-8488) AND SITE DEVELOPMENT REVIEW**, New mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area

AFFECTED PROPERTIES: six parcels totaling 5.12 acres located on the west side of Hesperian Blvd, between Paseo Grande and Via Mercado, San Lorenzo area of unincorporated Alameda County, with County Assessor's Parcel Numbers 412-0039-001-03, 412-0039-002-00, 412-0039-003-00, 412-0039-004-02, 412-0042-112-00, and 412-0042-113-00

ZONING: C-1 (as modified by the *San Lorenzo Village Center Specific Plan*)

GENERAL PLAN DESIGNATION: General Plan land use designation of *San Lorenzo Village Center Specific Plan* Subareas 5B, 5C, and 5D (Residential Mixed-Use: residential permitted where part of the project includes commercial development)

ENVIRONMENTAL REVIEW: The proposed application has been reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) and an Addendum to the *San Lorenzo Village Center Specific Plan* EIR Final Environmental Impact Report (EIR) has been conducted in accordance with CEQA Section 15164, because the project will not have significant new impacts or substantially increase previously identified significant impacts studied in the EIR.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission take testimony for the proposed residential and commercial mixed-use project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area; consider the information on commercial and retail viability, parking availability, urban design, and project development; adopt the Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR), and approve the Tentative Tract Map subdivision.

Subsequent to the Planning Commission approval of the Tentative Tract Map subdivision and adoption of the Addendum to the EIR, the Planning Director may approve the Site Development Review component of this project.

SITE AND CONTEXT DESCRIPTION

Physical Features: The site made up of six, mostly vacant, parcels, totaling 5.12 acres in size. It is flat and mostly shaped in rectangular form, except for a rectangular vacant “nub” protruding to the northwest. The southeastern-most parcel is occupied by a vacated building. Via Mercado runs east-west through the bottom third of the project site. Via Arriba runs north-south just west of the middle of the site.

Adjacent Area: The area to the north and east consists of commercial development, within the heart of the San Lorenzo community. Directly to the east, across from Hesperian Boulevard, is located the Lorenzo Theater, a State-designated Historic Landmark. Via Mercado is intended to be relocated to the southern edge of the project, to separate the project from existing single-family neighborhood located to the south of the project. Via Arriba terminates at Paseo Grande at the northern edge of the site, and continues running south through a residential neighborhood located due south of the site. There is a single-family residential neighborhood located due west and south of the project site. A vacant commercial parcel is located due north of the project site, with commercial uses also located further north and due west of the project site. The San Lorenzo Village Homes Association building, the San Lorenzo Library, and the new Eden Senior Housing (“Arbor at Hesperian”) are located further east beyond the commercial uses.

PROJECT DESCRIPTION

The project proposal is to allow the construction of mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, on six parcels totaling 5.12 acres (at a gross density of 31.8 dwelling units per acre). The proposal would include three-story and four-story buildings located along the northeast corner of the property, with five buildings total. The three buildings located along Hesperian Blvd would be four stories total (53 feet tall at the parapet). The two buildings along the west side of Via Arriba would be three stories total (36 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the west by a 54-foot wide driveway.

The project would include surface parking, and mechanical stacked parking inside a podium garage, as described in the Parking section of the staff report below.

- 233 off-street parking spaces for Village Green Apartment residents, including 124 surface parking spaces and 109 garage spaces
- 33 off-street surface parking spaces for the retail portion of the site
- 60 parallel and perpendicular on-street spaces along Via Arriba and Via Mercado.

Project Approvals:

Vesting Tentative Tract Map Subdivision, TR-8488: The project includes subdivision of the site for purposes of relocation Via Mercado further south to the current location of an alleyway at the south edge of the project, and creating up to 163 residential condominium units and up to 3 commercial condominium units.

Site Development Review: The proposal is for development of a mixed-use project mixed-use multi-family project with 163 rental housing units, 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area, on six parcels totaling 5.12 acres (at a gross density of 31.8 dwelling units per acre).

STAFF ANALYSIS

Conformance with the General Plan:

The site is located within the *Eden Area General Plan*, adopted by the Alameda County Board of Supervisors on March 30, 2010. The Plan designates the parcels as “San Lorenzo Specific Plan Area”, which states:

Eden Area General Plan, page 3-28:

San Lorenzo Village Specific Plan Area (SLZVSPA)

This designation is designed to implement the vision, uses and intensities in the San Lorenzo Village Center Specific Plan, which was adopted by Alameda County in 2004. The Specific Plan provides a long-term vision for the historic San Lorenzo Village area on Hesperian Boulevard from the Interstate 880 overcrossing on the north to around Via Mercado on the south. The designation covers approximately 30 acres and envisions the area as an active center with stores, public facilities, cultural uses, outdoor spaces and attractive streetscape environment with new multi-family, mixed use development. New development should create a visually rich, architecturally distinct area with an identity unique to San Lorenzo. The area should have a comfortable, human-scaled environment while at the same time encourage buildings with a significant architectural presence.

The maximum amount of cumulative development allowed in the San Lorenzo Village area is 580 housing units with an average density of 19.5 dwelling units per acre and a maximum of 230,000 square feet of commercial and public uses. Specific land use, urban design, dimensional standards and other policies and standards are identified in the Specific Plan. The Specific Plan must be followed as the controlling document for the San Lorenzo Village area as defined in that document.

The proposed 11,524 sq. ft. of indoor retail and 660 sq. ft. of outdoor retail seating area, would provide opportunities for commercial and outdoor space for the San Lorenzo Village Center area. There are 77 existing dwelling units within the *San Lorenzo Village Center Specific Plan* area, within Area 2 (the Eden senior housing facility). The proposed rental residential project, with 163 proposed units, would result in 240 residential units, less than half the total amount allowed within the Plan area. The Plan area size is 29.5 acres. At 240 units for the total area, the density with the proposed project would be 8.14 dwelling units per acre.

Conformance with the *San Lorenzo Village Center Specific Plan*:

The *San Lorenzo Village Center Specific Plan* includes regulations for Residential Mixed-Use standards. Residential uses are permitted where part of the project includes commercial development (no minimum amount of commercial development is given in the Plan). The overall density allowed is 19.66 units per acre throughout the Plan area. Again, compared to the Plan area, the density for this project, combined with the existing Eden senior housing facility, creates a density of 8.14 dwelling units per acre for the Plan area. The number of units allowed for areas 2, 4, and 5A through 5D is 450. At 240 dwelling units so far (including this project plus Eden senior housing), the proposal meets this unit maximum for these areas. The size of areas 2 and 5A through 5D is 16.99 acres. Within these areas the density of the 240 dwelling units from the Eden senior housing plus the proposed project is 14 dwelling units per acre, well below the 19.66 allowed on average throughout the Plan area. Residential open space is permitted in lieu of private at not less than 150 sq. ft. per unit and is encouraged on roof tops and courtyard gardens. The proposal complies by providing community residential open space in a central courtyard plus roof-top

open space, plus individual balconies for each unit, combining for an open space amount of well over the 150 sq. ft. per unit minimum.

COMMENTS FROM REGULATORY AGENCIES

Staff has received comment letters from the PG&E, Hayward Area Recreation and park District, Alameda County Sheriff's Office, from the Alameda County Fire Department, and from the Building Inspection Department (see attached).

Pacific Gas & Electric: In a letter dated January 2, 2019, PG&E staff stated that the project, in the San Lorenzo Village Center Specific Plan Sub-Areas 5B, 5C, and 5D, is within the same vicinity of PG&E's existing facilities that impact this property. There are underground gas distribution lines that run parallel on the west side of Hesperian Blvd and north side of Via Mercado, adjacent to the proposed development. Attached to the distribution lines are underground service lines servicing the building located on the south side of Via Mercado. Any modification or relocation requests should be coordinated with PG&E.

Public Works Agency, Land Development Division: In a letter dated December 12, 2018, the Public Works Agency, Land Development Division stated as follows:

1. The Developer's proposal for the "replacement" of Via Mercado, a County owned and maintained road will have to be accordingly handled through the Subdivision Map process. Further, there would need to be Developer's notification to all of the affected public agencies and utility companies and a requirement for these agencies and utility companies to provide reviews and approval of utility relocation plans.
2. Any proposed improvements along Hesperian Boulevard must conform to the County Hesperian Boulevard Streetscape Project and the Master Plan.
3. All frontage roadway and traffic improvements along both Hesperian Boulevard and Paseo Grande will be the responsibility of the Developer.
4. Modify the existing traffic signal system at the intersection of the current Via Mercado alignment and Hesperian Boulevard.
5. Underground the existing overhead utilities along the southerly property line, between Hesperian Boulevard and Via Arriba.
6. On-street parking will not be allowed at the following locations:
 - a. Adjacent to the designated right turn lane, northbound, on Via Arriba, between the driveway entrance and Paseo Grande.
 - b. Within the first 25 feet from limit lines or crosswalks.
7. The Clean Water/C.3 design requirement for the project should be based on 100% LID treatment.
8. Maintain a minimum of 20 feet clear behind the sidewalk to the first parking space at all driveway entrances.
9. Provide pedestrian curb ramps at all crosswalks and roadway type driveway entrances.
10. Remove and replace the existing curb ramp with directional curb ramps (two curb ramps) at the intersection of Paseo Grande and Paseo Largavista.
11. Provide a minimum of 5 feet wide sidewalk, including at tree wells, landscape planter, fire hydrant, above ground utilities, etc.
12. Public pedestrian pathway (sidewalk) must be located within public right-of-way. Right-of-way dedication may be necessary.
13. Use Alameda County fire apparatus as a minimum design vehicle to determine turning curb radius for each leg of intersections. Justifications, including a traffic analysis, will be required if a smaller vehicle is used. Turning curb radius at intersection will be designed to allow single unit trucks to make each turning movement without encroaching on curbs, sidewalk, opposing lanes, or same-

direction lanes at the entrance leg.

14. Provide a minimum of 14 feet wide curb lane, not including gutter pan area.
15. All on-site and on-street parking stalls shall have sufficient access and maneuvering area.
16. Ensure that curb ramps are provided for all disabled parking spaces.
17. Parking is not allowed to overhang sidewalk. However, it can overhang into a landscape planter.
18. No compact parking stalls will be allowed within public right-of-way.
19. Any road improvements and any necessary relocation of utility facilities shall be at no cost to the County.
20. Obtain County Fire Department approval of this application
21. No private improvements should be located within the public right-of-way area.
22. Street lights will have to be provided at the following locations:
 - a. Along Via Mercado, between Via Arriba and Hesperian Boulevard
 - b. Along Via Arriba, between Via Mercado and Paseo Grande
 - c. Along the south side of Paseo Grande, between Hesperian Boulevard and Paseo Largavista
 - d. At the intersection of Via Mercado and Via Arriba
 - e. At the southwest corner of the intersection of Paseo Grande and Paseo Largavista

The applicant has agreed to work with the Public Works Agency during the Final Tract Map and Building Permit phases of the project to resolve these technical issues.

Hayward Area Recreation and Park District: In a letter dated December 12, 2018, HARD staff stated that at a HARD Board hearing on December 10, 2018, the HARD Board by motion directed HARD Staff to take two actions:

1. Formally notify Alameda County of the Board's approval to allow the developer to pay Park Dedication in-lieu fees rather than dedicate land for the proposed development; and
2. Request the County to create a condition of approval for the project entitlements mandating the developer pay the in-lieu fees that are in effect at the time of issuance of a building permit, and not provide for any reduction or relief from any fee increase that may occur between the time the vesting tentative map is approved and the issuance of the building permit.

Planning Department staff will include this request as a Condition of Approval of the project, should it be approved.

Alameda County Fire Department: In a letter dated December 17, 2018, the County Fire Department stated as follows:

The following conditions shall be met prior the issuance of a building permit and fire clearance for occupancy.

1. Aerial fire apparatus access roads are being provided along Via Mercado, Paseo Grande and Hesperian. The associated buildings shall be positioned so that they fall within the 15-30 setback.
2. Fire sprinkler systems are required and shall be installed in all structures. Each system will need to comply with the applicable NFPA 13 standard.
3. Fire Department connections shall face a fire access road and be readily accessible by fire personnel.
4. Parking is not allowed in front of fire service connections, test outlets, and hydrants.
5. Fire sprinkler systems shall not be run underneath the foundation of a building unless it is designed and meets the requirements set forth in the NFPA 13 standard.
6. Hose connections shall be located at an intermediate landing between stories as outlined in CFC Section 905.4(1).

7. Standpipe systems shall extend to the roof level on which the rooftop garden is located per Section 905.3.8 of the 2016 CFC.
8. The applicant shall replace or modify the existing EBMUD water lines to the extent necessary to meet the required fire-fighting and fire sprinkler water needs.
9. The applicant shall provide fire pump rooms that are directly accessible from the fire access roads.
10. Each building shall be provided with a separate fire pump if adequate flow and pressure are not available without a pump.
11. Fire pump rooms shall have one or two doors that are of a width that is adequate for the replacement and repairs to the pump.
12. The applicant will modify the pool area to provide adequate spacing for ground ladder access to the egress windows.
13. Street intersections and turning maneuvers shall comply with the Alameda County Public Works standards for Hesperian and the requirements set forth in Appendix D of the CFC as adopted by Alameda County Fire.
14. This project shall comply with all building and fire code requirements in effect at time of building permit submittal.

The applicant has agreed to work with the Alameda County Fire Department during the Final Tract Map and Building Permit phases of the project to resolve these technical issues.

Alameda County Sheriff's Office: In a letter dated September 14, 2018, the Sheriff's Office stated that while it would seem each new development project does not create a significant law enforcement problem, the total number of new projects ultimately impacts the Sheriff's Office ability to respond to calls for service, including additional impact on support staff in records, warrants, and dispatch. Also, if the project is approved, the scope and location of the project will add to the potential for theft and vandalism, especially during the construction phase. The Sheriff's Office would like to see additional security features added during the construction phase, including restricting access, and providing additional lighting and physical security. The project final construction should include adequate exterior lighting, security cameras, complete perimeter fencing, and heavy security doors and locks.

Planning Department staff will condition the project to work, during the Building Permit phase of the project, with the Sheriff's Office on security measures to the satisfaction of the Sheriff's Office.

Building Inspection Department: In a letter dated December 26, 2018, the Building Inspection Department stated that all new buildings need to comply with California Building Codes in effect at the time of submittal of Building Permits, including requirements for disabled access.

The applicant is willing to work with the Building Inspection Department on these standard issues as standard protocol for obtaining Building Permits.

Public Works Agency, Permitting: In an email dated May 18, 2018, the Permitting Division stated as follows:

1. On-site Car Wash Area(s). PWA will consider a possible "operational" control in lieu of having to provide on-site car wash facilities per our guidelines.
2. Off-site Accessible Parking. Caltrans has a guideline requiring 1 accessible slot for every 25 regular parking spaces for an off-street parking facility, but not for the number of on-street accessible slots. The CalTrans design standards for on-street are only for parallel parking; they do have a diagonal accessible parking standard, but only for off-street. The CalTrans parallel accessible on-street stall would have to be at least 20' long x 8' wide – and would have to be located adjacent to a no-parking

5' min. wide unloading zone. The required accessible parking should all be on-site – as close to the building entrances as possible.

The applicant has modified the project to include parking dimensions per regulation, have handicapped parking near the development entrances, and no diagonal on-street parking.

COMMUNITY COMMENTS

The County Planning Department received several letters of concern (see attached) regarding the project. Reasons for the concern include:

1. the high density (31.8 dwelling units per acre for the project-specific net area);
2. lack of parking (327 parking spots provided for the project, including on-site and on-street parking along Via Arriba and Via Mercado);
3. rental housing units (these would be market-rate rental housing units, not ownership units and not affordable housing units);
4. amount of retail (the project proposes 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area); and
5. size of the buildings (proposal would include three-story and four-story buildings located along the northeast corner of the property, with five buildings total. The three buildings located along Hesperian Blvd would be four stories total (53 feet tall at the parapet). The two buildings along the west side of Via Arriba would be three stories total (36 feet tall at the parapet), and would be separated from the existing single-family neighborhood to the west by a 54-foot wide driveway).

Responses to the comments are discussed in the analysis below.

The County Planning Department also received several letters of support for the project (see attached). Reasons for the support include the need for more housing, the need to revitalize “downtown San Lorenzo”, the need to fill in the vacant subject parcels, and the fact that Hesperian is well suited for the additional traffic.

DISCUSSION

Commercial Retail Analysis:

At the previous Planning Commission hearing in September of 2018, the Planning Commission requested staff to obtain analysis of the implications of the amount of retail proposed (11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area). The commissioners wanted expert information on whether the San Lorenzo area could sustain the amount of commercial proposed, or more or less commercial square footage. The project applicant had retained the services of the ALH Urban and Regional Economics commercial consulting firm when proposing the amount of commercial retail for the development. The consultant had produced a report in November 2017, and has produced an updated report dated November 30, 2018, with the following findings:

1. Examination of current retail market conditions in San Lorenzo indicate the retail market is stagnant, with no identifiable improvement over the past year.
2. An update to the November 2017 study would not change the overall findings and recommendations, which are that the original planned 8,600 square feet of retail space would be more than sufficient to serve the Project and local retail demand.
3. The approximately 12,000 square feet of retail planned in response to County and community

requests exceeds the Project's market-based recommendations.

4. The 2004 *San Lorenzo Village Center Specific Plan* included area recommendations for retail development potential, which were primarily prepared based on site capacity considerations, versus consideration of market demand, limiting the relevancy of the recommendations.
5. The retail market study underpinning the Specific Plan was prepared almost two decades ago, and thus could not anticipate retail trends affecting the market today, especially pertaining to the growing impact of online retailing on storefront retail.
6. The Project's market-appropriate amount of retail is closer to the originally planned 8,600 square feet, versus the 12,000 square feet now planned. The demonstrated success of this retail can function as a Specific Plan Area catalyst to spur future area retail and other development.

Therefore, considering the expertise of the commercial retail consultant, Planning Staff considers that the proposed 11,524 sq. ft. of indoor retail, 660 sq. ft. of outdoor retail seating area are adequate for this project.

Urban Design:

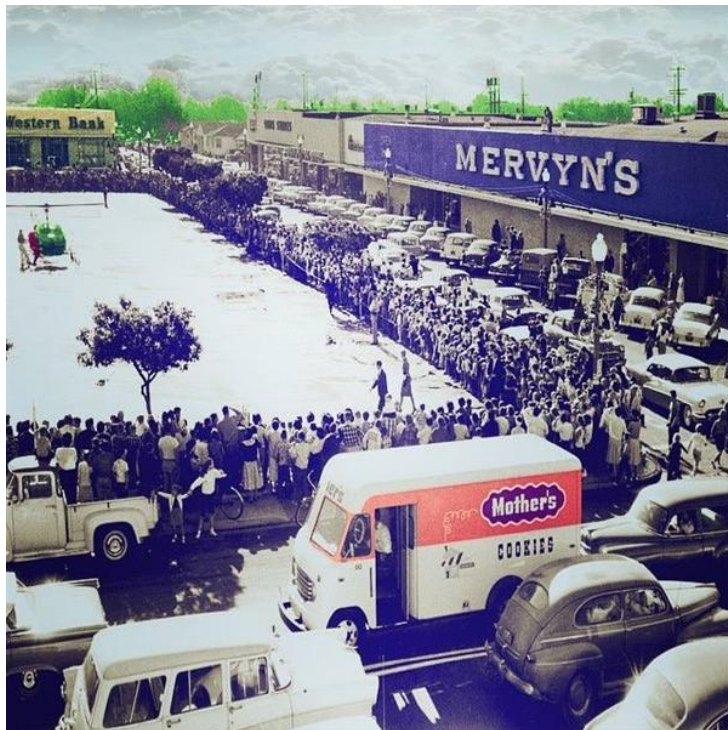
The project is designed in the "art deco" and "modern" style of the 1920s through the 1940s, to complement the "modern" architectural style of the 1947 Lorenzo Theater located across Hesperian Boulevard to the east. Because of its architecture and local importance, the Lorenzo Theater is considered historically significant and is now listed in the State Registry of Historic Places. The project architecture will also reflect the general period of construction of the San Lorenzo Village Plaza and the San Lorenzo Village Square shopping center properties, as well as the greater San Lorenzo Village residential master planned community, built in the 1940s and the 1950s by the developer David Bohannon. The project will include a prominent new San Lorenzo "fin sign" at the street corner of Paseo Grande and Hesperian Blvd.

The buildings would be located up close to the Hesperian Boulevard and Paseo Grande frontages, providing an "urban edge" as requested by the General Design Guidelines of the *San Lorenzo Village Center Specific Plan*. There would also be pass-through pedestrian access to the interior entries to commercial spaces off of the on-site commercial / guest parking lot. The General Design Guidelines can be found on page 18 through 25 of the Plan.

Some members of the community have expressed a preference for the buildings fronting Hesperian Boulevard to look like a village center, with Buildings 3 and 4, located toward the west edge of the project site (west of Via Arriba), to be changed style to be "cottagey" 1940s looking plaza). However, this "cottagey" look is, from County staff's opinion, not a desired look for larger three-story buildings. There is a nod in the "art deco" and "modern" style of architecture that existed for the downtown commercial buildings in the late 1940s and early 1950s.



Pictures of several San Lorenzo Village downtown buildings from the late 1940s and early 1950s



Design Objectives of the Specific Plan include (pg 17):

The goal of design of the design objectives is to create a visually rich, architecturally distinct commercial and community center with an identity unique to San Lorenzo. These would create a comfortable, human-scaled environment while at the same time encouraging buildings having significant architectural presence.

- Maintain a coherent overall image in the Plan Area with carefully selected architectural style and materials.
- Apply architectural styles that suit the needs of individual buildings and land uses but also fit into the overall image of the Plan Area.
- Use a distinct but flexible architectural style during the initial development phase which successive development can adapt or relate to.
- Articulate individual stores or store groups by varying design elements such as the roof line, facade, color, or other features.
- Create visual interest through a careful balance of regularity (such as consistent bay widths, cornice lines, etc.) and variety of architectural elements (such as special doors, materials, window frames, etc.)
- Orient buildings to provide sufficient solar access for outdoor spaces.
- Recognize that special places such as corners, plazas and locations facing public spaces are opportunities for special architecture that can deviate somewhat from established patterns.
- Minimize blank walls facing public areas through the use of windows, other architectural elements, landscaping, murals or other artwork.
- Reduce the appearance of mass through such features as articulated bays, height variation, placement of windows and other architectural elements.
- Consider an architectural style reflective of San Lorenzo's historical legacy.
- Notwithstanding the 50-foot height limit, the height of new buildings should vary, with two and three-story buildings encouraged where appropriate throughout the plan area.

Building Standards for all uses within the Plan area include (pgs 26 and 27):

Category	Control
Height & Bulk	50' height limit; exceptions: (1) Hand rails, parapets, elevator or stair towers, mechanical equipment, flag poles, chimneys, and pavilions for roof top gardens (pavilions not to exceed 10% of roof area.) (2) Height limit along Paseo Largavista and residential portions of Via Arriba not to exceed 30 feet. (3) height profile of new buildings shall be contained within a 45 degree angle, (or 1:1 ratio of setback to height) starting at grade from the common property line with parcels having single-family houses. 4. Future expansion and/or replacement of existing library may occur within the profile of the existing library building.
Landscape Buffer	Install trees within 10 feet of boundary adjacent to properties with existing single-family houses where new development exceeds 15 feet in height. Tree planting shall be designed to effectively screen new development from existing residences. Tree species and landscape plan shall be considered through the SDR process for new projects.
Front Setback	None; exception: along Paseo Largavista and residential portions of Via Arriba, setback to match residential standard
Side Setbacks	None; exception: at boundary adjacent to an R zone, setback to match residential standard
Rear Setback	None, except as determined by Height and Bulk provisions noted above.

Use size	Site Development Review (SDR) by Planning Commission required for all new construction or additions exceeding 1,000 square feet.
Parking structures	All openings to be screened to protect privacy of nearby residential uses.
Lighting	All direct illumination to be contained within property boundaries and shielded to illuminate only areas of concern.

Commercial Use Standards

Retail and Office	Permitted on all floors of designated commercial and/or mixed-use buildings.
Off street parking	As determined by parking demand study with SDR
Compact parking	Up to 25% of total permitted.
Off street loading spaces	None; exception: single uses exceeding 10,000 gross sf shall have not less than one loading space
Drive-thru uses	Not permitted
Signs	As established by master sign program with SDR, or same standards as for C-1 zoning district until where no sign program exists.

Residential Mixed Use Standards (pg 30)

Residential Use	Permitted where part of a project that includes commercial development
Unit Density	Overall density: 19.66 units per acre
Number of Units	450 for Subareas 2, 4 and 5A through 5D, 130 for Subarea 6, total not to exceed 580 for entire Plan Area
Residential Open Space	Open space is permitted (in-lieu of private) at not less than 150 sf per unit and is encouraged on roof tops, and courtyard gardens.
Parking	Standard housing: 2 spaces per unit; or as determined by parking demand study, whichever is greater Senior housing: as determined by parking demand study
Guest parking	As determined by parking demand study
Other residential uses	C (Conditionally Permitted)

The project proposes a drop from four stories to three stories away from the frontage of Hesperian Boulevard. The proposed height of 53 feet (52'-11" at the corner of Hesperian Blvd and Paseo Grande), is allowable per the Plan for parapets. The height of Buildings 3 and 4, closes to the single-family houses to the west, is 36'-3" to the top-most parapet, and these buildings are located 53 feet away from the single-family residences, so that there is more than a one-to-one horizontal to vertical distance separation (there is, in effect, a public street-width distance) between these buildings and the single-family property lines to

the west. The proposal would also include more than a 45 degree angle (or one-to-one ratio of setback to height) between the Building 2 at the southern end of the project (adjacent north of the relocated Via Mercado) and the existing single-family properties to the south. The height of Building 2 is 51'-2" to the top-most parapet, and its distance to the existing single-family properties to the south is over 78 feet (a wide residential street width). Landscaping trees are proposed along the building street frontages, property boundaries to residential neighborhoods, and interior parking lots.

The proposal, for mixed-use residential and commercial development, meets the mixed-use standards above, regarding density, as analyzed in the previous section. The proposal does not need a Conditional Use Permit because the proposed residential uses are part of the commercial mixed-use development project. The project's conformance to parking standards is described below.

Open Space:

The *San Lorenzo Village Center Specific Plan* requires 150 sq. ft. per unit of open space. For 163 dwelling units, that is 24,450 sq. ft. of open space. The project proposes 17,760 sq. ft. of common open space (common open space means open space shared only by the residents of the project), plus 6,863 sq. ft. of private open space (private open space means balcony space available to one dwelling unit only), for a total of 24,623 sq. ft. of open space, which exceeds the requirement.

The project will pay, per residential dwelling unit, park dedication fees to the Hayward Area Recreation and Park District (H.A.R.D.).

Landscaping:

The project applicant for the Village Green Apartments, Demmon Partners, has committed to installing fast growing evergreen trees with a full canopy (*not* cypress trees) along the western and southern edges of the project, along the property and fence line located adjacent to the existing single-family residences, west of the proposed parking lot next to Buildings 3 and 4, and south of the relocated street Via Mercado. The amount of trees shall obscure, but not fully screen, the view of the proposed project from the existing single-family residences. The minimum number of trees planted on the project side shall coincide with: at least one tree per adjacent property on the single-family side of the property line along the western edge of the project, and at least two trees per adjacent property on the single-family side of the property line along the southern edge of the project (south of the relocated Via Mercado). This commitment will be included as a Condition of Approval, should this Tentative Tract Map subdivision and Site Development Review be approved.

There is a preference by at least one member of the San Lorenzo Village Home Owners' Association for London Plane / Sycamore trees to be located along Hesperian Boulevard and Via Mercado. On Hesperian Boulevard, small, fast-growing trees would be acceptable if no London Plane trees are possible due only to the conflicts with existing street conduits.

The project applicant has committed to preserving the existing street lights that are original to the Mervyn's shopping center from the late 1940s. These street lights will be used, as possible, throughout the private property parking lots and landscaped areas. These street lights cannot be used in the public rights-of-way because the County Public Works Agency has stated that they cannot maintain these street lights. This commitment will be included as a Condition of Approval.

Project Amenities:

Housing Affordability:

At the September 17, 2018, Planning Commission hearing, the project proponent announced that he would be providing a certain number of residential units as affordable to teachers, first responders, and other public servants. The applicant, Demmon Partners, has since confirmed that they will institute the following special rent program:

- Current Teachers-25% Rent reduction and 50% of Deposit - Total of 8 units (5% of all units)
- Military, Policemen, Firemen - \$100 Rent reduction and 50% deposit - Total of 16 Units (10% of all units)

This commitment will be added to the Conditions of Approval, should this Tentative Tract Map subdivision and Site Development Review be approved.

Multi-Modal Transportation Options:

The project is located along the Hesperian Blvd corridor, which has been identified by the Alameda County Transportation Commission as a Planned Development Area. AC transit lines 93, and 97, and Transbay Line S provide service along Paseo Grande and Hesperian Boulevard, connecting San Lorenzo to Hayward, San Leandro, and San Francisco. Two of the three lines provide service to BART. The nearest BART station is Bay Fair, which is approximately 1-1/2 miles north of the site. Regional access is provided by Interstate 880 (I-880) and Interstate 580 (I-580). Also, the applicant is proposing to provide free shuttle bus service three times per morning commute and three times per afternoon during the weekday commute hours to the Bay Fair BART station.

Specifically, the applicant has proposed the following:

The proposed shuttle service would deliver and return from the Village Green to the Bay Fair BART Station.

- Program Detail – Shuttle Service from Village Green to the Bay Fair Bart Station and Return
- Eligible – All Residents of Village Green Apartments only
- Resident Cost-No Charge – Complimentary
- Days of Service – Monday through Friday
- Times to BART Station – 6:30 am, 7:30 am and 8:30am
- Times of Return – 4:30 pm, 5:30 pm and 6:30 pm
- Pick Up Place – at a designated place inside the Village Green Apartments

Currently, the applicant, Demmon Partners, proposes to locate the passenger shuttle loading area on the public street of Via Arriba, on the north-bound east side, just south of the intersection with Paseo Grande. The applicant proposes to use the area as a pedestrian loading area during commute hours, and a cargo loading area during non-commute hours. The Public Works Agency has stated that because the proposed loading area is in the public right-of-way, the area cannot be reserved for exclusive use of the project, and would be subject to potential use by other passenger commute services such as para-transit shuttle services, UPS and Fed Ex deliveries, etc.

Therefore, per the Alameda County Public Works Department and AC Transit bus service, in lieu of implementing private shuttle service, the Project Applicant should consider participating in AC Transit's EasyPass program, by which the Project applicant and on-site employers can purchase annual bus passes for residents and employees in bulk at a discount. If the Project applicant prefers to implement the private shuttle service, the Project applicant must coordinate with Alameda County and AC Transit staff to ensure that shuttle operations do not impact AC Transit bus stop operations adjacent to the Project site and at the Bay Fair BART Station.

This aspect of the project can be finalized with the Public Works Agency during the Final Tract Map process, subject to approval by the Public Works Agency.

Required short-term bicycle parking for residential uses is one bike space per 25 units (7 spaces for 163 dwelling units), and two percent of the required auto parking for retail uses (2 spaces). Long-term bicycle parking requirement for multi-family residential uses is one space for every four units (41 spaces). Long-term bicycle parking is not required for the proposed retail space. The Project will provide 41 long-term bike parking spaces and 9 short-term spaces, meeting the County requirement.

Theater Marquee:

The applicant, Demmon Partners, has expressed commitment to repairing the Lorenzo Theater marquee. This would include the physical repairs, electrical, and painting as needed, and finalized per the attached rendering. Demmon Partners will commit to (not to exceed) \$300K in total expense, to be paid to the County Economic and Civic Development Department, or to contract the work directly, based on County preference. This commitment will be made part of the Conditions of Approval.

Memorial Plaque for the old Mervyn's Site:

The applicant has expressed commitment to installing and maintaining a memorial/remembrance to the Mervyn's Store site in the form of a plaque or bench, or other small amenity to be located in close proximity to the old Mervyn's location on Via Arriba. The location is shown on Site Plan Sheet A1.0. The design may mimic the "San Lorenzo Village" sign currently at the corner of Grant Avenue and Via Alamos, although the design and location can be changed to the preference of the San Lorenzo Village Homes Association. This commitment will be made part of the Conditions of Approval.



Dog Park:

The project includes a small dog park, located at the northwest corner of the project, to be 18 feet wide by 90 feet deep (1,620 sq. ft. in size), to be maintained by the project, but available to the public. The dog park would include synthetic turf, bench seating, and four-foot tall perimeter fencing.

Parking Proposal:

The *San Lorenzo Village Center Specific Plan* establishes a parking requirement for residents of two parking spaces per dwelling unit, or as determined by a parking demand study, whichever is greater. The *Specific Plan* also specifies that the parking supply for residential guests and commercial uses should be determined based on a parking demand study. One-third of the proposed project parking supply would be designated as shared-use among residential and commercial uses; thus, the parking demand analysis considers the demand for residential and commercial uses combined. Therefore, the *Specific Plan* minimum parking requirement is based on the greater of the two parking spaces per dwelling unit or the shared parking demand results for residential and commercial uses combined. The parking requirement is greater using the basic ratio compared to the peak hour shared parking demand estimate, therefore the minimum parking requirement for the Project is 326 spaces.

There seems to be support for the proposed parking plan within the *Specific Plan* document itself. Specifically, Objective 5C of the plan states:

Provide shared-use (non-exclusive) parking areas that can serve a variety of users during different times of the day

Also, Parking Policy 2.1 states:

Encourage common parking areas as opposed to exclusive use parking, especially during evening and other non-peak hours.

Also, the *Specific Plan* also allows for abandonment or reconfiguration of two adjacent local streets, Via Mercado and Via Arriba, in order to attract desirable development. The Transportation and Circulation Streets policy states:

Via Mercado and a one-block portion of Via Arriba are two-lane interior streets serving the Village Square Subarea. Starting at Paseo Grande, Via Arriba proceeds south paralleling Hesperian Boulevard. It passes through the shopping area and continues on through a residential area of single-family houses and apartment units. Via Mercado, located between Via Arriba and Hesperian Boulevard, is one block long and serves only the commercial area. The abandonment or reconfiguration of one or more of these streets within the Plan Area is an option that may be considered in order to attract desired development.

One of the challenges to meeting the *Specific Plan* parking requirements for this project is that the *Specific Plan* has both a high residential requirement (2 spaces per unit), and at the same time encourages shared parking between differing land uses. Determining separate parking demand for each land use type (residential, commercial and guest) leads to a much higher total parking requirement of 378 spaces. Taking a cumulative approach to parking is not encouraged by the *Specific Plan*, and it would result in nearly 50 additional spaces being required, or approximately 12,000 to 15,000 square feet of additional site area. This is not an insignificant number and could impact the viability of the project if the County were to use this approach to meeting parking requirements. Using best practices for a shared parking program and a robust transportation impact analysis, the applicant has demonstrated adherence to the strict requirements of the *Specific Plan*, while also providing shared parking throughout the project as encouraged by the specific plan.

The transportation analysis also provides a series of recommended parking demand management strategies that can be implemented by the project applicant in effort to reduce parking demand and better manage the proposed parking supply. These strategies include unbundling parking from residential rental units, enforcing time limits for shared spaces during business hours to encourage turnover of parking spaces, limiting garage space to vehicles only (i.e. no personal storage in the garages), and providing alternatives to vehicle ownership through ride share, transit options as well as other demand management strategies.

Taken all together, the project relies heavily on the premise that single vehicle use by residents and visitors can be managed by a combination of reducing demand and limiting available parking spaces through shared parking. While the project does meet the basic residential requirement of 2 spaces per unit (326), it utilizes the concepts above to meet both the letter and spirit of the specific plan language related to overall parking strategies.

It should be noted that the reconfiguration of Via Arriba and Via Mercado is beneficial to providing parking for the project, but requirements to keep the street public as well as meeting various Fire Department requirements has actually limited the amount of parking along these two streets. So while the streets are being reconfigured to attract desired development as allowed in the *Specific Plan*, the parking contribution is not as high as previously hoped. Additional mechanical lifts are being provided in the covered garage area to make up any lost spaces, so that the project maintains the mandated 326 spaces (2 per unit) minimum.

The applicant proposes to provide and maintain an automated mechanical parking elevator layout. The top and bottom stall of each automated stacker would be dedicated to one residential unit. The applicant proposes to use Klaus Multi-Park company to design, engineer, and install the vehicle stacked parking units inside the building's garage structure. The Klaus Multi-Park company would maintain the equipment per normal monthly inspection and maintenance schedules.

In response to the *Specific Plan* goals, the Project would provide a total of 93 shared parking spaces (60 on-street and 33 off-street parking spaces) to be used by residents, guests, commercial patrons, and employees of the Project. About 29 percent of the Project parking supply would be designated as shared-use, the remaining 71 percent of the parking supply (233 off-street parking spaces) is designated for residential use only.

The project would provide 326 vehicle parking spaces, as follows:

- Private garage parking—50 spaces
- Residential parking (uncovered)—124 spaces
- Parallel on-street parking on Via Arriba and Via Mercado—16 spaces
- Perpendicular on-street parking on Via Arriba and Via Mercado—44 spaces
- Covered garage parking (first floor Building 2)—5 spaces
- Mechanically stacked parking (first floor Building 2)—27 spaces each, 2 levels—54 spaces total
- Retail parking (shared with residential)—33 spaces.

PARKING SUMMARY

PARKING REQUIRED			
	REQUIRED RATIO ¹	NO OF UNITS	STALLS REQUIRED
RESIDENT	2 STALL PER DWELLING UNIT	163	326
COMMERCIAL	REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY		
TOTAL PARKING REQUIRED			326

¹ AS STATED IN THE SPECIFIC PLAN, THE PARKING REQUIREMENT IS 2 STALLS PER DWELLING UNIT OR AS DETERMINED BY A PARKING DEMAND STUDY, WHICH EVER IS GREATER. REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED METHODOLOGY.

PARKING PROVIDED (REFER TO PARKING DEMAND STUDY FOR REQUIRED PARKING ANALYSIS AND SHARED PARKING METHODOLOGY)		
PARKING TYPE		TOTAL
OFF-SITE: STREET PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ³		
	STANDARD STALLS	41
	PARALLEL STALLS	16
	STD. ACCESSIBLE STALLS	2
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	60
ON-SITE: PARKING (NON-EXCLUSIVE RESIDENTIAL AND COMMERCIAL) ⁴		
	STANDARD STALLS	29
	STD. ACCESSIBLE STALLS	3
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	33
ON SITE: GARAGE PARKING (EXCLUSIVELY RESIDENTIAL)		
	PRIVATE GARAGE STALLS	50
	STANDARD BLDG. B GARAGE STALLS	4
	AUTOMATED BLDG. B GARAGE STALLS	54
	VAN ACCESSIBLE STALLS	1
	<i>SUBTOTAL</i>	109
ON SITE: RESIDENTIAL PARKING (EXCLUSIVELY RESIDENTIAL)		
	STANDARD UNCOVERED	47
	COMPACT STALLS ²	74
	STD. ACCESSIBLE STALLS	3
	<i>SUBTOTAL</i>	124
TOTAL PARKING PROVIDED		326

² COMPACT STALLS ARE ALLOWED UP TO 25% OF TOTAL PARKING PROVIDED. 77 COMPACT STALLS ARE PROPOSED WHICH IS 24% OF THE TOTAL PARKING AND WITHIN THE REQUIRED LIMITS.

³ STREET PARKING IS NON-EXCLUSIVE AND SERVES BOTH COMMERCIAL AND RESIDENTIAL USES.

⁴ SOME ON-SITE PARKING IS NON-EXCLUSIVE AND SERVES BOTH RESIDENTIAL AND COMMERCIAL USES.

CEQA ANALYSIS

Along with adoption of the *San Lorenzo Village Center Specific Plan*, an Environmental Impact Report (EIR) was certified for the *Specific Plan* in 2004. While the proposed project is consistent overall with development proposed in the *Specific Plan*, some of the specific parameters of development differ from those analyzed in the *Specific Plan* EIR. In such circumstances, where the project details and environmental conditions are not the same as those analyzed in the program EIR, additional analysis of environmental impacts of the proposed project may be warranted.

The CEQA document was prepared as an Addendum to the *Specific Plan* EIR, because some changes or additions are necessary to the *Specific Plan* EIR but none of the following conditions calling for preparation of a subsequent EIR (detailed in CEQA Guidelines Section 15162) apply to the project. The conditions require that a subsequent EIR be prepared if:

1. Substantial changes are proposed in the project which will require major revisions of the EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR or Negative Declaration due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects; or
3. New information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the Negative Declaration was adopted, shows the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.
 - B. Significant effects previously examined will be substantially more severe than previously shown in the previous EIR.
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent decline to adopt the mitigation measure or alternative.

The Addendum demonstrates that no substantial changes have occurred with respect to the circumstances under which the prior EIR were certified, and there is no significant new relevant information which was not known and could not have been known at the time that the prior EIR was certified as complete. Further, the project would not have any new significant effects not discussed in the previous EIR, and would not result in any significant effects that would be substantially more severe than previously shown in the previous EIR. Therefore, the County believes the Addendum is fully consistent with the requirements of Guidelines Sections 15162, 15163, and 15164. The County Planning Commission would adopt the Addendum to the *Specific Plan* EIR if you agree with its conclusions.

APPROVAL PROCESS

County staff has agreed with the developer on using the Final Tract Map mechanism to sequence the relocation of the Via Mercado right-of-way, modifications to the Via Arriba right-of-way, improvements to the Hesperian Blvd streetscape to consider the Hesperian Boulevard improvement project currently being designed by the County Public Works Agency, and anticipated to start construction in the last quarter of 2019, and the installation by the developer of the project amenities described above.

Per the Alameda County Subdivision Ordinance and the Zoning Ordinance the Planning Commission is responsible for approval of Tentative Tract Map subdivisions such as this project, and the Planning Director is responsible for approval of Site Development Reviews such as the second component of this project. The Planning Commission would also adopt the Addendum if you agree with its conclusions.

CONCLUSION

The project appears to be a positive addition to the San Lorenzo Village Center area. Staff is comfortable with the project and recommends that the Planning Commission adopt the Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR), and approve the Tentative Tract Map subdivision.

Subsequent to the Planning Commission approval of the Tentative Tract Map subdivision and adoption of the Addendum to the EIR, the Planning Director may approve the Site Development Review component of this project.

PROJECT DOCUMENTS AVAILABLE FOR PUBLIC VIEWING

All documents for this staff report and its attachments are available for public review at: <http://acgov.org/cda/planning/landuseprojects/currentprojects.htm>

ATTACHMENTS

- Draft Planning Commission Resolution
- Project drawings
- Applicant Responses to County Requests for Updates, including “Updated Implications of Village Green Apartments Retail Analysis” and Lorenzo Theater Marquee Restoration graphic.
- Referral responses
- Communications received by the public
- Addendum to the *San Lorenzo Village Center Specific Plan EIR Final Environmental Impact Report* (EIR) also available at <http://acgov.org/cda/planning/landuseprojects/currentprojects.htm>

PREPARED BY

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