

**Saranap Village Mitigated Alternative Overview
7-30-15 (Abridged)**

Overview

Hall Equities Group proposes a Mitigated Alternative to reduce impacts. The Mitigated Alternative includes 196 multi-family units, and 22,261 square feet¹ of street-level retail and restaurant uses. These numbers represent substantially less development than is proposed for the Project, which includes 235 units and 43,541 square feet of non-residential uses. The reduction of 39 units includes a change to a total of 242,891 residential square feet in the Mitigated Alternative from 317,500 square feet in the Project. This change represents a reduction of square footage and building mass of 74,609 square feet (a 23.5% reduction). See Table 1 for a comparison summary of changes between the Project and the Mitigated Alternative.

Table 1. Comparison of Project and Mitigated Alternative

Measurement	Project	Mitigated Alternative	Reduction
Mass of All Structures, Including Parking (above & below ground)	591,659 SF	461,351 SF	130,308 (22%)
Mass of All Residential and Non-Residential Buildings	361,041 SF	264,849 SF	96,192 SF (27%)
Mass of All Parking Structures	230,618 SF	196,502 SF	34,116 SF (15%)
Gross Leasable Area of Commercial Uses	43,541 SF	22,261 SF	21,280 SF (49%)
Mass of Residential Uses	317,500 SF	242,891 SF	74,609 SF (24%)
Number of Residential Units	235	196	39

Compared to the Project, the Mitigated Alternative’s building footprints on Sites A and B/B1 would be pulled back further from Boulevard Way and Saranap Avenue. Site C would remain generally as proposed for the Project. Required parking would be provided within the project site and would meet standard County Code requirements. Compared to the Project, there would be less subterranean excavation and vehicles would not need to travel as far downward to park.

¹ Square feet are approximate. Except where gross square footage is expressly referenced, square feet are stated as Gross Leasable Area. Outdoor amenities are described in terms of gross square footage. The mass of structures is derived from preliminary architectural designs prepared in Spring 2014 for the Project, and May 2015 for the Mitigated Alternative.

Like the Project, the Mitigated Alternative includes a landscaped roundabout at the intersection of Boulevard Way and Saranap Avenue, which would function as both a central defining design characteristic and a substantial traffic calming element. As is the case with the Project, there would be angled, head-in street parking along both sides of Boulevard Way to enhance the unique village identity and neighborhood feel, create a pedestrian friendly environment, and encourage easy access to the commercial facilities. The Mitigated Alternative introduces angled parking on the east side of Saranap Avenue where the building setbacks have been increased. The large oak tree on Site B would remain in place and be incorporated into the Mitigated Alternative design. The traffic circle near Flora Ave would be landscaped with new tree(s) and/or include a sculpture, rather than a relocated tree. The Mitigated Alternative includes the same additional traffic calming components as the Project, including roadway improvements, utilities, streetscape improvements, crosswalks, street lighting, sidewalks, and landscaping. One additional crosswalk has been proposed between Site A & Site B with the Mitigated Alternative plan.

Mitigated Alternative Project Site

The Mitigated Alternative project site remains the same as for the Project. The Mitigated Alternative areas of onsite and off-site improvements (and ground disturbance) also are the same as for the Project (as shown in Figure 3-2 of the Draft EIR). However, the Mitigated Alternative proposes to retain a large oak tree on Site B within a new courtyard area, which would reduce the amount of excavation and grading in the area immediately surrounding the tree.

Approvals and Land Uses Proposed By the Mitigated Alternative

The Mitigated Alternative, like the Project, is proposed as a planned unit district with comprehensive and integrated development plans for the site as a whole. The same General Plan Amendment is proposed to a Mixed Use designation, which would allow an increase in residential units and decrease in commercial square footage compared to current designations. However, the height of the buildings would be lower for the Mitigated Alternative than is proposed for the Project. To avoid the confusion, this overview describes height according to existing zoning district regulations that refer to height above the highest point of existing grade. However, information is provided to allow a direct comparison of Project height limits to Mitigated Alternative height limits.

The Mitigated Alternative proposes buildings that vary between 3.5 stories and 5 stories, with some 6 story elements as noted below. Site A includes 5 story buildings for the majority of the building footprint and a small portion of the footprint (south-west portion of the site) includes a 6 story element due to grade changes between Boulevard Way and Saranap Avenue. The bottom story at this location would be situated largely underground. Site A also would have a sixth-story garage level that would be open to the sky and located behind residential units facing Boulevard Way. The Project includes a 7 story design on Site A. The Mitigated Alternative would include a reduction of 2 stories for most of the site and 1 story at the street corner. Site B buildings would be 5 stories above the street level; the Project includes 6 story buildings on Site B, a 1 floor reduction with the Mitigated Alternative design. Site B1 includes buildings that would be 4 stories above the street level, same as the Project design. Site C would be 3.5 to 4 stories above street level, same as the Project design.

As is the case with the Project, the Mitigated Alternative requires approvals to allow for a planned development on a site less than 15 acres, and rezoning to a new planned district. Individual development plans are proposed for each of the 4 site areas within the Mitigated Alternative. Like the Project, each area of the Mitigated Alternative would be designed with different yet compatible architecture and design elements. There would be substantial building articulation, stepping, and façade variety. The conceptual architectural renderings depicted in Draft EIR Figures 4.1-12, 4.1-13 and 4.1-14 reflect the type of architecture and aesthetic feel the Mitigated Alternative would display for Sites B, B1 and C. The conceptual design for Site A allows for either a European village-type design with gabled roofs or a more contemporary design that would include generally flat roof elements.

The uses proposed for the Mitigated Alternative are set forth in Table 2. These uses constitute the maximum development anticipated under the Mitigated Alternative. While the actual square footages that would be constructed may vary slightly from what is reflected in this overview, the Mitigated Alternative is proposed to contain the following uses, and identifies general locations for each use, as shown in the Exhibits.

Table 2. Mitigated Alternative Maximum Development

Use	SF Gross Leasable Area	Location
Shopping Areas	7,677	1,750 on Site A 2,475 Site B 3,452 on Site B1
Neighborhood Grocery	7,636	Site A
Restaurant	4,813	Site B
Coffee Shop	2,135	Site B1
Total Non-Residential	22,261	
Residential Units	196 units	111 on Site A 55 on Site B 6 on Site B1 24 on Site C

The Mitigated Alternative does not include a bar or a publically-accessible health club. While a micro bank may eventually be constructed in some of the shopping area space, this use is not currently proposed, and HEG requests that the County study the space as retail space (which

Parking

The Mitigated Alternative would meet standard County Code parking requirements via garage and on-street parking. Detailed parking calculations are included in Tables 3 and 4 below. The Mitigated Alternative would include a total of 471 parking stalls within parking garages. The Project proposes 664 parking stalls within parking garages. The difference between the Mitigated Alternative and the Project garage parking is 194 less parking stalls, which is a commensurate reduction as compared to the project square footage and number of units. The Mitigated Alternative proposes typical parking stalls, compared to the Project, which includes the potential for some mechanical parking lift mechanisms for stacking vehicles.

As noted in Table 1 above, the mass of all parking structures, as depicted in preliminary designs, would be 196,502 gross square feet for the Mitigated Alternative, compared to 230,618 gross square feet for the Project, a reduction of 34,116 gross square feet and 15% of the mass of the structures.

Table 3. Saranap Village Parking Spaces Required By County Code for the Mitigated Alternative

Use	Count or Area	Calculation	Required by CCC Code
Site A Studios	63	1/unit	63
Site A 1-Bed	28	1.5/unit	42
Site A 2-Bed	20	2/unit	40
Site A Guest	For 111 units	0.25/unit	28
Site A Grocery	7,636	1/200 SF	38
Site A Retail	1,750	1/300 SF	6
Site B/B1 1-Bed	29	1.5/unit	44
Site B/B1 2-Bed	22	2/unit	44
Site B/B1 3-Bed	4	2/unit	8
Site B/B1 Townhouse	6	2/unit	12
Site B/B1 Guest	For 61 units	0.25/unit	16
Site B/B1 Coffee Shop	2,135	1/100 SF	21
Site B/B1 Retail	5,927	1/300 SF	20
Site B/B1 Restaurant	4,813	1/100 SF	48
Site C 1-Bed	3	1.5/unit	5
Site C 2-Bed	18	2/unit	36
Site C 3-Bed	3	2/unit	6
Site C Guest	For 24 units	0.25/unit	6
Total Required for Mitigated Alternative			483

Table 4. Saranap Village Parking Spaces Provided By the Mitigated Alternative

Site or Area	Number of Spaces	Total
Site A Garage	315	
Site B Garage	108	
Site C Garage	48	
Street Parking Counted As Guest Parking Pursuant To County Code	22	
Total Spaces That Qualify To Be Counted Towards Meeting Parking Requirements:		493
Additional Street Spaces Not Counted As Guest Parking.	Up to 46	
Parking Spaces For Boulevard Terraces To Replace Parking Spaces Removed By Project	13	
Total Provided by Mitigated Alternative		Up to 552

Site A Garage Parking

Site A would be used to park all Site A uses and the non-residential uses of Sites B and B1. Site A would have 315 parking spaces in six levels of parking, including a level partially excavated into the northeast corner of the site. The entrance would be in the southeast corner of the site, with access from Boulevard Way. There would be no driveways along Saranap Avenue. Parking on Site A would be available to residents and guests of Site A, and employees and customers of the commercial areas of Sites A, B and B1. Accordingly, shared parking agreements would be recorded to ensure such parking will be available. The Site A parking garage proposes 9 additional parking stalls beyond those required by County Code.

The overall mass of the parking structure on Site A would be slightly larger than proposed for the original Project. As depicted in preliminary designs, the mass of the Site A Mitigated Alternative parking structure is 117,287 gross square feet, compared to 114,165 gross square feet for the Project, an increase of 3,122 gross square feet. This small increase is needed to accommodate the commercial parking needs of Sites B and B1.

Sites B and B1 Garage Parking

Sites B and B1 would share a two-level, partially-underground concrete parking structure on the basement and first floors, with at least 108 parking stalls to meet residential parking demand. An entrance would be constructed in the northwest area of the site, with access from the Boulevard Way/Saranap Drive roundabout. The parking structure would occupy most of the ground area on Site B that is not proposed for the retail or restaurant uses, and would extend under Site B1. This parking structure would serve the residents of Sites B and B1. As noted above, parking for the commercial uses on Sites B and B1 would be provided in the garage at Site A. Parking for the guests of residents of Site B will be provided in 16 on-street spaces along the Sites B/B1 frontage along Boulevard Way.

Additional parking, with 13 parking spaces, would be located on the second floor of Site B1, which would be limited to use by off-site residents of the existing Boulevard Terrace Condominiums and their guests. As is the case with the Project, the parking and driveway for the Boulevard Terrace Condominiums would be removed and replaced in the Mitigated Alternative. The Boulevard Terrace Condominiums' driveway would be relocated to Site C. That driveway would connect to both a new garage entry ramp on Site B1, and to the Boulevard Terrace Condominiums. The garage entry ramp would lead to the second story parking on Site B1. The driveway and parking would be available exclusively to the Boulevard Terrace Condominiums.

Site C Garage Parking

On Site C, there would be an on-site parking structure, providing at least 48 parking stalls either at-grade or partially below grade. As explained below in connection with street parking, parking for the guests of residents of Site C will be provided in 6 on-street spaces along Site C frontage on Boulevard Way.

Bicycle Parking

On-site bicycle storage would also be provided on all four sites in an amount at least equal to the amount required by the County Code.

Street Parking

Like the original Project, the Mitigated Alternative proposes street parking. The Mitigated Alternative preliminary design includes up to 68 street parking spaces; the actual number of spaces would be determined upon final streetscape design.

Along the Boulevard Way frontage of Site A, the preliminary plan includes 18 head-in, angled spaces. Along the eastern side of Saranap Avenue, the preliminary plan includes 5 parallel spaces and 9 head-in, angled spaces. The Mitigated Alternative would include a total of 32 on-street spaces adjacent to Site A. The Project proposes 21 head-in parking stalls along Boulevard Way and 8 parallel spaces at Saranap Avenue, for a total of 29 spaces.

Along the frontage of Site B, and for areas to the east along Boulevard Way, a total of 30 parking stalls are included in the Mitigated Alternative preliminary design. Of these 30 parking stalls, 16 spaces would be counted toward guest parking for Sites B and B1, pursuant to standard County parking codes. The Site B1 frontage would be occupied largely by the roundabout and would not provide street parking. The Project proposes a total of 23 diagonal parking stalls along this side and segment of Boulevard Way.

Along the Site C frontage, the preliminary design includes a total of 6 parallel spaces that would be counted as residential guest spaces and would also be available to the public. The Project proposes a total of 5 parallel parking spaces available as residential guest spaces that would also be available to the public.

As is the case with the Project, on-street spaces are proposed to be metered, with revenues used to maintain the Mitigated Alternative's public improvements, with excess amounts benefitting the neighborhood.

Loading Areas

At the southern end of Saranap Avenue, near its intersection with Boulevard Way, there would be an off-street loading area for Site A. The Mitigated Alternative's smaller neighborhood grocer on Site A would not require the same loading area proposed as part of the Project. Additional loading areas would be provided inside the Site B/B1 garage, with sufficient room for trucks to turn inside the garage rather than in the street. No retail uses are proposed at Site C, so no loading areas are required in that garage.

Streetscape Improvements

The streetscape improvements proposed by the Mitigated Alternative are essentially the same as proposed for the Project. The large, landscaped roundabout at Boulevard Way and Saranap Avenue, the street narrowing and the areas of street improvements are the same as for the Project. However, the Mitigated Alternative would retain the large oak tree on Site B, rather than move it to the traffic circle near Flora Avenue. Landscaping and/or artwork would be displayed in the traffic circle instead of a relocated tree. The Mitigated Alternative sites the entrance to Site B/B1 parking off of the roundabout, while the Project locates it further east, along Boulevard Way. The Mitigated Alternative also includes angled head-in parking at Saranap Avenue, where parallel parking is proposed as part of the Project. The Mitigated Alternative includes a proposed new pedestrian cross walk on Boulevard Way situated approximately 250 feet east of Saranap Avenue, connecting Site A and Site B.