REGULAR MEETING OF THE CITY OF CONCORD PLANNING COMMISSION

Thursday, September 17, 2015
6:30 p.m. – Council Chamber
1950 Parkside Drive, Concord

****Please note date change for this meeting****

Planning Commission Members:
Robert Hoag, Chair
Ernesto A. Avila, Vice Chair
Jason Laub, Commissioner
Carlyn Obringer, Commissioner

REGULAR MEETING
6:30 p.m. – Council Chamber

I. ROLL CALL

II. PLEDGE TO THE FLAG

III. PUBLIC COMMENT PERIOD

IV. ADDITIONS / CONTINUANCES / WITHDRAWALS

V. CONSENT CALENDAR

1. 9/2/15 Meeting Minutes

VI. PUBLIC HEARINGS – None

VII. STUDY SESSION

1. Chalomar Crossings Subdivision (PL15027 – DR) – Joan Ryan, Senior Planner @ (925) 671-3370

VIII. COMMISSION CONSIDERATIONS

IX. STAFF REPORTS / ANNOUNCEMENTS

X. COMMISSION REPORTS / ANNOUNCEMENTS

XI. FUTURE PUBLIC HEARING ITEMS

XII. ADJOURNMENT

NOTICE TO PUBLIC

ADA ACCOMMODATION

In accordance with the Americans With Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3031, at least five (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

APPEALS

Decisions of the Planning Commission on use permits, variances, major subdivisions, appeals taken from decisions of the Zoning Administrator or staff interpretations of the Zoning Code may be appealed to the City Council. Appeals and the required filing fee must be filed with the City Clerk within ten (10) days of the decision.

If you challenge any of the foregoing described actions in court, an appeal first of said actions to the Zoning Administrator, Planning Commission, and/or City Council (as applicable) in the manner and within the time period established in Development Code Chapter 18.510 (Appeals and Calls for Review) is required, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Zoning Administrator and/or Planning Commission (as applicable) at, or prior to, said public hearing.

APPLICANT'S SUBMITTAL OF INFORMATION

Submittal of information by a project applicant subsequent to the distribution of the agenda packet but prior to the public hearing may result in a continuance of the subject agenda item to the next regularly scheduled Planning Commission meeting, if the Commission determines that such late submittal compromises its ability to fully consider and evaluate the project at the time of the public hearing.

CONSENT CALENDAR

All matters listed under CONSENT CALENDAR are considered by the Commission to be routing and will be enacted by one motion. There will be no separate discussion of these items unless requested by a Commissioner prior to the time Commission votes on the motion to adopt.

CORRESPONDENCE

Correspondence and writings received within 72 hours of the scheduled Planning Commission meeting that constitute a public record under the Public Records Act concerning any matter on the agenda is available for inspection during normal business hours at the Permit Center located at 1950 Parkside Drive, Concord. For additional information contact the Planning Division at (925) 671-3152.

HEARINGS

Persons who wish to speak on hearings listed on the agenda will be heard when the hearing is opened, except on hearing items previously heard and closed to public comment. Each public speaker should limit their comments to three (3) minutes or less. The Chair may grant additional time. The project applicant normally shall be the first person to make a presentation when a hearing is opened for public comment. The project applicant's presentation should not exceed ten (10) minutes unless the Chair grants permission for a longer presentation. After the public has commented, the item is closed to further public comment and brought to the Planning Commission level for discussion and action. Further comment from the audience will not be received unless requested by the Commission. No public hearing or hearing shall commence after 11:00 p.m. unless this rule is waived by majority vote of the Commission.

MEETING RECORDS

Planning Commission meetings are available for viewing on the City's website, www.cityofconcord.org and at the Concord Public Library. Copies of DVDs of the Planning Commission Meeting are available for purchase. Contact the Planning Division at (925) 671-3152 for further information.

NOTICE TO THE HEARING IMPAIRED

The Council Chamber is equipped with Easy Listener Sound Amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the Easy Listener Phonic Ear Personal Sound Amplifier from the staff for personal use during Commission meetings.

ROUTINE AGENDA ITEMS AND CONTINUED ITEMS

All routine and continued items will be considered by the Planning Commission at the beginning of the meeting. There will not be separate discussions of these items unless a request is made prior to the time the Planning Commission considers the motions.

SPEAKER'S CARD

Members of the audience who wish to address the Planning Commission should complete a speaker's card available in the lobby or at the front bench. Submit the completed card to staff before the item is called, preferably before the meeting begins.

TELEVISED MEETINGS

All Planning Commission meetings are broadcast live on Astound Broadband channel 29 and Comcast channel 28. The meeting is replayed on the Thursday following the meeting at 8:00 a.m., 2:00 p.m. and 8:00 p.m. Replays are also broadcast on Fridays and Saturdays. Please check the City website, http://www.cityofconcord.org/about/citynews/tvlistings.pdf or check the channels for broadcast times.

NEXT PLANNING COMMISSION MEETINGS:

October 7, 2015: 6:30 pm – Council Chambers
October 21, 2015: 6:30 pm – Council Chambers

Concord REPORT TO PLANNING COMMISSION

DATE: September 17, 2015

SUBJECT: STUDY SESSION REGARDING CHALOMAR CROSSINGS

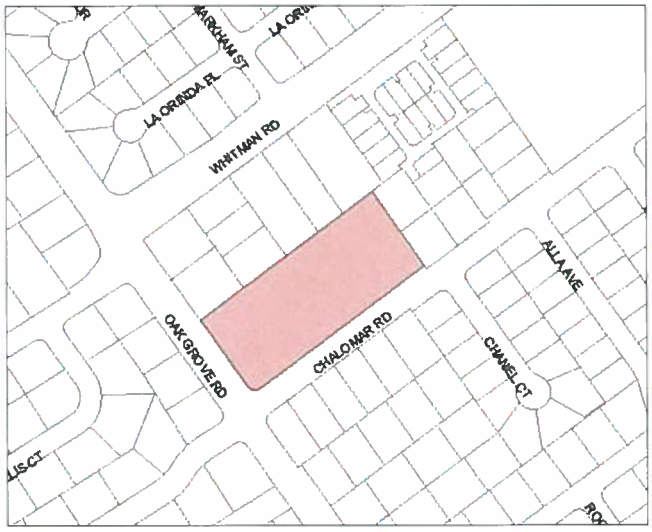
Recommendation: Staff recommends that the Planning Commission hear an update and provide direction. No formal action by the Planning Commission is required.

I. Introduction

This study session is intended to provide the Planning Commission an opportunity to discuss the proposed Chalomar Crossings rezoning and subdivision and to provide direction to staff and the applicant regarding the applicant's proposal, degree of consistency with the Development Code requirements, and compatibility with the existing neighborhood, prior to a Final meeting at the Design Review Board. Any recommendations by the Planning Commission are intended for incorporation into plans by the applicant, prior to Final Design Review.

II. Location

The project site is located at 988 Oak Grove Road; APN 129-210-015.



III. Applicant

ACRE Residential
Attn: Tom Schulz
7901 Stoneridge Drive
Pleasanton, CA 94588
(925) 621-4348

Owner

Oak Grove 988, LP
7901 Stoneridge Drive
Pleasanton, CA 94588
(925) 621-4348

IV. Background

On September 2, 2014, Acre Residential Development, LLC submitted a Preliminary Application and for a 23-unit subdivision at the Lutheran Church property, at the northeast corner of Oak Grove Road and Chalomar Road at 988 Oak Grove Road. The Development Code requires Preliminary Application review for all infill residential projects. The purpose of the review is to provide feedback on project requirements and potential issues and to guide applicants prior to preparing a formal application.

On September 25, 2014, staff provided a letter indicating that the proposed subdivision exceeded the current development standards for the existing RS-7 zoning and that such a development would require a rezoning. Staff noted the density range for the RL (Residential Low Density) zoning district is limited to a maximum of 10 units per net acre. Net acre is defined within the City's Development Code as "a measure of land area of a lot or site remaining after dedication of all areas for public rights-of-way, streets, public or private access to adjacent parcels or properties, creeks, easements, or dedications." Staff's letter noted that the T-driveways, private roadway and bio-retention area would be excluded from the net lot area and that it was difficult to determine how many units would be feasible without knowing the net lot area of the site and the results of the applicant addressing design issues highlighted in the letter.

On January 23, 2015, Acre Residential Development, LLC submitted a formal application for a Rezoning, Tentative Map, Use Permit, Design Review and Tree Removal (PL150027-RZ, TM, DR, TR) for the construction of 20 single family homes at the 2.54 (gross) acre site. The application was reviewed by the Development Advisory Committee (DAC) on February 17, 2015 and deemed incomplete. On February 19, 2015, staff provided the first incompleteness letter to the applicant.

On February 23, 2015, a neighborhood meeting was held at the Lutheran Church on the subject site. The applicant, his engineer and architect were present, Council member Brisan and approximately 50 residents of the neighborhood attended. Residents were very concerned with the project and in particular the rezoning with the primary concerns of residents focussed on density, circulation, interface to the neighborhood, the number of two story units, drainage and improvements within the eastern easement area. Summary comments are attached as Exhibit A. Due to the requests of property owners and residents, notifications have been provided to property owners and residents within the mailing radius of Design Review Board meetings. In addition, staff has maintained an e-mail list providing meeting information to interested parties.

On March 12, 2015, the Design Review Board held a study session for the project and reviewed the site plan, architectural plans and landscaping. The summary comments from the neighborhood meeting were included as an attachment to the staff report for the Board. At the conclusion of the meeting, the Board requested the applicant return with revised plans addressing their comments which included the need to build a unique project with better massing and style with more distinguishing elements, where the subdivision is not so monolithic. They requested a one and a half story plan and recommended improvements to the side and rear elevations, since they would be very visible. During the meeting, a petition with over 350 names was submitted by resident Willie Stadie, voicing the neighborhood's opposition to the proposed rezoning of the subject site Exhibit B.

On April 9, 2015, the applicant submitted revised plans for the project to address the issues raised by the DAC and the Board. The revised plans (Exhibit C) reflected 20 lots but removed the 3,923 sq. ft. private open space or pocket park. To respond to Transportation Division comments, a wider 28 foot private (one-way) roadway allowing for 20 on-street guest parking spaces was included and sidewalks (4 feet in width) on one side of the street were also incorporated into the plan. A second DAC meeting was held on April 28, 2014. The project was deemed incomplete in a letter dated May 7, 2015, with updates and clarifications requested on the site plan, landscape plan and utility plan along with submittal of the deposit for the environmental analysis to be prepared by a consultant retained by the City.

On May 14, 2015, the applicant returned for Preliminary Design Review with the Board. The Board emphasized there was a fundamental problem with the design, including the one-way circulation and that the product type was not lending itself well to the density, noting the applicant had not responded in terms of designing the project to have unique character. The Board stated the applicant had a challenging task ahead, and that the Board would have a difficult time supporting the project in its current form. The Board recommended the applicant return with additional site design options for further discussion.

On June 25, 2015, the applicant returned for a third meeting with the Board to discuss Alternatives 1 and 2, both now reduced to 18 units. Alternative 1 utilized a loop road design for a portion of the project with the private easement providing access to serve four of the homes. Alternative 2 utilized the eastern private easement for access to the subdivision. The Board questioned whether it would be possible to have a site plan with just one connection to Chalomar Road, further from the intersection of Chalomar Road and Oak Grove Road and encouraged the applicant to revisit this issue. The Board also encouraged the applicant to work with neighbors regarding the interface along the easement area.

On July 9, 2015, the Board held a fourth meeting to review four site plan concepts submitted by the applicant, numbered as #19-22, with alternative #21 having three options (Exhibit D). The Board suggested it may be possible to have a site plan with just one connection to Chalomar Road that does not utilize the easement area for primary access, and encouraged the applicant to revisit this issue. Staff suggested the applicant discuss site plan alternatives with the Fire District. The Board encouraged the applicant to return with modifications looking at #20/#21 (top option), showing a new access point to Chalomar Road, further from Oak Grove Rd. corner, but with an EVA egress point.

On August 13, 2015, the applicant returned for a fifth meeting with the Board presenting Alternatives 24 and 25 (Exhibit E). The two site plan layouts differed primarily in that Alternative 24 provided primary access from Chalomar Road and Alternative 25 provided primary access from the eastern easement. Alternative 24 placed entries to (single story) units along Chalomar Road allowing for more on-street parking (25 spaces), while Alternative 25 was oriented such that rear fences of units faced Chalomar Road and provided only 15 parking spaces. The Board concluded that Alternative 24 had more benefits, but that additional variations should be explored. During the meeting, Planning staff indicated to the Board that the project is planned for a Planning Commission study session on September 17, 2015 for discussion of issues including density, traffic and circulation, interface to the neighborhood and other related issues, so that the Commission could provide staff, the DRB and the applicant further direction on the project.

All DRB meetings have been attended by approximately 20-30 residents. Primary concerns of neighbors have been density, additional traffic, circulation, parking, the interface with the neighborhood, and compatibility of the design of the homes with the surrounding homes. Bringing the access point back (further east) from the corner of Oak Grove Road was viewed as positive by most, though routing all traffic through the easement area was met with concern by those existing adjacent neighbors. Most neighbors voiced support for the one-story units along Chalomar Road. Neighbors to the north have concerns regarding being walled off from the neighborhood and looking at the backs of units.

V. Project Description

The 2.54-gross acre site is comprised of a single parcel with frontage along Oak Grove Road and Chalomar Road. In addition, a 40-foot wide access and utility easement on the eastern side of the parcel provides access for three adjacent property owners to their homes. The site is generally flat and slopes gently downward toward to the northeast corner of the property. A church and adjacent multi-purpose room currently exists at the site with a parking area and an undeveloped field area. As noted within the Tree Survey (Exhibit F), there are 75 trees that exist on site, including two protected trees (Coast Redwood and Arizona Cypress), based on the City's Ordinance. There is a row of tall Italian Cypress trees, along the northern edge of the site, some are now dead or in deteriorating health.

The April 9, 2015 plans (Exhibit C) reflected 20 single family lots ranging in size from approximately 3,500 to 4,000 square feet. Five additional parcels were included as follows:

- Parcel A: Open Space for passive use at corner of Oak Grove Road and Chalomar Road;
- Parcel B: Water Quality/Flow Control Basin on northeast edge of site;
- Parcel C: Landscape buffer along Oak Grove Rd.;
- Parcel D: Private Street through center of site; and
- Parcel E: Private Street at eastern edge of site within existing easement.

The proposed private road, landscape buffer and flow control basin within the subdivision would be maintained by a homeowner's association. Subsequent plans have been conceptual in nature. The most recent plan (Alternative 24) reviewed on Aug. 13th, would have 18 lots with similar commonly owned parcels, maintained by a homeowner's association.

VI. Discussion

The purpose of the study session is to solicit the Planning Commission's direction on a preferred path forward for Chalomar Crossings. The project has had a difficult process to date winding its way through DAC and DRB meetings, while examining various circulation plans and parcel layouts. The number of meetings is symptomatic of the density requested, a difficult infill site, existing circulation issues along Chalomar Road due to school traffic and architecture that has underwhelmed the Board to date. Staff has identified the following Development Code requirements *italicized* below followed by a brief description of how the project complies with the standard and staff's recommendation for discussion.

1) *Density and Rezoning*

The applicant is requesting a rezoning from RS-7 to RL (Low Density Residential) which allows a minimum lot size of 1,920 sq. ft., a 24 foot minimum lot width and 80 foot minimum lot depth, with maximum lot coverage (structural) of 50%. Both zoning designations align with the General Plan designation of Low Density Residential 2.5-10 dwelling units/net acre. RS-7 aligns with the lower to mid-point of that range while the RL zoning aligns with the higher end of that range.

The current R-7 zoning would result in a project of approximately 10-12 units at the site, at a density of approximately 5.5-6.5 du/net acre. The RL zoning is a new zoning district introduced with the Development Code Update adopted in 2012. The Development Code description indicates RL zoning is "appropriate for low density residential uses in a neighborhood with predominantly detached single-family dwellings, but allows a diversity of compatible housing types and lot sizes from larger lot single family dwellings to cottages, cluster, courtyard, and patio homes and duplexes, at densities of 2.5 to 10 units per net acre". The surrounding zoning and density to the subject site is summarized below and on the attached maps (Exhibits G-1 and G-2).

Surrounding Zoning and Density

	Zoning	Approx. Density du/net acre
North	RS-7	2.5-5
East	RS-7	4
South	RS-7	5
West	RS-10	4.2

There are some pockets of increased density in the proximity of the subject site, for example, Tract 6049, northeast of the site, recorded in 1981 at approximately 12 – 14 units/net acre is zoned RM (Medium Density Residential) and Tract 7674 further east, built at approximately 5.5-6 units/net acre, is zoned RS-7. Further southwest at Junction Drive is Oak Grove Station subdivision (Tract 6445) with 59 units at approximately 10-12 units/net acre which is zoned RM (Medium Density Residential). Scally Court further south of the site is approximately 6.5 units/net acre. The proposed project, assuming similar type improvements/common area to that shown in the April 9 submittal, is anticipated to have a density of 8.5 to 10 units/net acre.

- Discuss whether the rezoning is appropriate, given the densities of the adjacent developments, the surrounding area and the existing circulation patterns.

2) *Site Plan*

The project site plan has evolved through a number of meetings with the Design Review Board and Alternative 24 is the latest site plan with the most support of the Board (Exhibit E), reflecting two access points at Chalomar Road. The plan includes 28-foot wide private streets accommodating parking on one side of the road consistent with Section 17.35.190 (g)1c of the City's Subdivision Ordinance and a 4-foot sidewalk on one side of the road. The sidewalk would tie into the existing sidewalk along Chalomar Road. The plan proposes 25 on-street parking spaces within the project site. Eleven additional on-street parking spaces are shown on Chalomar

Road. The units proposed along Chalomar Road and the easement area, are proposed with a front elevation facing neighbors. The northern units (3-10) have side and rear elevations to the northern boundary.

During the conclusion of the applicant's last meeting, the Board voiced a desire to explore this plan further to examine extending the roadway east to connect to the easement area for a second access point or alternatively to remove the western access point between Lots 13 and 17.

- Discuss the current layout of the project and the potential to extend an eastern connection point between the two access driveways, while also considering items 4 and 5 below regarding traffic, circulation and parking.

3) *Rezoning vs. PUD*

The applicant has requested a rezoning. The project will need to meet the development standards for the RL district. He is not requesting a Planned (Unit) Development Use Permit. This was a question of the Board and thus staff wants to clarify the differences here.

In addition to the typical design review findings, the required Rezoning findings are as follows:

1. The proposed amendment is consistent with the general plan;

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and

3. Zoning map amendments shall also find that the affected site is physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities, for the requested zoning designation and proposed or anticipated uses and/or development.

A Planned Unit Development requires a Use Permit and provides opportunities for high quality development that does not meet the required development standards in residential districts. Variations from development standards are considered in accordance with additional higher quality site, building design or materials, landscape design, or other amenities for projects that are compatible with existing, adjacent development. Findings are more numerous and require achieving a more enhanced environment and architectural excellence in exchange for greater flexibility in development standards.

Initially, the applicant applied for a Small Lot Subdivision in addition to the Rezoning. It was determined by the City Attorney's office, that it is not necessary to apply for the Small Lot Subdivision and that the applicant could if he desired apply solely for the Rezoning, and this is the path the applicant has chosen to proceed with. The attached memo, dated April 6, 2015, explains this decision in further detail (Exhibit H).

4) Traffic, Parking and Site Circulation

Alternative 24 reflects two entry points along Chalomar Road, one serving 16 units and one serving two units in addition to three existing units. An Emergency Vehicle Access (EVA) from the subdivision to Chalomar Road has been located further west on the site toward the intersection of Oak Grove Road. As discussed earlier, 28-foot private roadways would provide access to the site along with a 4-foot sidewalk that would connect to the sidewalk along Chalomar Road. The City's benchmark of Level of Service (LOS) D is required for intersection operations outside of the downtown area.

The City's Parking Ordinance requires two enclosed garage spaces for units with 4bedrooms or less and two enclosed garage spaces plus one additional space for units with 5 bedrooms or greater. Section 18.160.040(A)4 of the Parking Ordinance requires that in terms of parking ratios "any rooms having the potential of being a bedroom and meeting the standard of the Uniform Building Code

In May 2015, the City commissioned a traffic impact analysis, prepared by traffic consultant Omni-Means based on a site plan that consisted of 20 residential units, a one-way internal road and additional access to the site via the eastern easement providing access to 4 of the 20 units. The findings were documented in a draft report, attached as Exhibit I. The project plan has since been modified through a number of iterations presented by the applicant, culminating in Alternative #24, which had the support of the Design Review Board on August 13th, but with a request to further explore a connection to the eastern easement. An addendum report to the draft traffic impact analysis was then prepared, dated September 10, 2015, to provide a traffic analysis reflecting the revised project. The addendum report is attached as Exhibit J and provides an evaluation of potential traffic impacts to the adjacent signalized intersection of Oak Grove Road and Chalomar Road, parking conditions, and improvements to the proposed site plan (Alternative #24) for improved on-site traffic circulation and safety.

With the revised project under consideration, it was concluded that operating conditions at the Oak Grove Road/Chalomar Road intersection would remain acceptable, with delays and vehicle queues increasing slightly compared to existing conditions and no significant project impacts based on examination of AM and PM Peak traffic. The analysis found that during the AM Peak the main intersection of Oak Grove and Chalomar Roads would remain at LOS B and the two access points to the site would be reduced from LOS A to LOS B. During the PM Peak, it was found the main intersection (Oak Grove Road and Chalomar) and the two access points to the site would remain at LOS A with the project.

The project satisfies the City's Development Code requirements for parking, although a full range of possible parking scenarios was discussed in the addendum report for City consideration. The Addendum (page 9 of Exhibit J) compares supply and demand for the project. Each home currently is provided with a 2 car garage, and a driveway that accommodates two vehicles for a total of 72 spaces. Parking on one side of the roadway was reviewed within the traffic analysis and determined 15 on-street parking spaces were viable within the project site. An additional 4 to 5 spaces may be achieved in front of existing residences within the easement area (further discussed in item 5). The Design Review Board has encouraged the applicant to work with

neighbors regarding the interface. In addition, at least six additional public street spaces could be accommodated along Chalomar Road (although 11 proposed, traffic analysis recommends limiting parking west of the project entrance).

The City's Transportation Manager has reviewed Omni-Means' evaluation of a scenario to extend the internal road further east to connect to the existing eastern driveway. The Transportation Manager supports this scenario in that it would improve on-site traffic circulation and safety, even with the reduced onsite parallel parking supply (net reduction of two spaces compared to the proposed plan) and the possible need to reconfigure or relocate the water quality basin."

- Discuss the potential to connect the internal roadway to the easement. The eastern connection would result in a net loss of two on-street parking spaces.

- Although the project meets the City's Parking Ordinance, discuss whether the amount of parking proposed is adequate, given the unit mix and bedroom count. There is concern that parking overflow to the neighborhood may result, based on three issues: 1) the potential number of bedrooms within the project; 2) the tendency for homeowners to utilize garages for storage; and 3) the limited amount of on-street parking. As noted in the traffic analysis, it may be possible to consider timed (signed) parking on Chalomar Road, west of the access driveway for those periods of time outside of peak traffic hours.

5) *Access Easement on Eastern Edge*

The 40-foot wide access and utility easement, located on the eastern side of the property, currently includes a roadway that is approximately 20 feet wide. The roadway provides access to three existing homeowners. The applicant is currently proposing parking on both sides of the 20-foot private road, within the access easement to accommodate two new residences and existing property owners, consistent with Section 17.35.190(g)(1)(c) of the City's Subdivision Ordinance.

Existing homeowners have had the use of a portion of the easement as yard area. Some of the adjacent homeowners are not in favor of the additional parking adjacent to their homes since the new parking would place paved areas and vehicles approximately 7-10 feet closer to their homes. The Board has encouraged the applicant to work with the neighbors regarding the easement. Some residents have questioned whether the access easement language allows for parking.

The City Attorney's office reviewed the easement language provided within the title report submitted by the applicant. It is a non-exclusive easement for roadway and utility purposes for ingress and egress. The language does not mention parking, but it also does not prohibit parking. Because it is non-exclusive, the applicant could provide parking along the easement as long as the parking does not prevent ingress and egress; at present, the area is occasionally used for parking. However, neighbors may argue that parking on both sides of the road does interfere with ingress and egress. Any disagreement between the applicant and the neighbors regarding use of or parking on the easement would need to be resolved between them, and not by the City. Alternatively, the applicant could work with neighbors to provide a combination of landscaping and parking to the degree desired by the two adjacent homeowners.

- Staff believes parking on one side of the easement is adequate. Discuss pros and cons of providing parking on one or both sides of the easement. Without a specific parking agreement between existing adjacent owners and the subject property owner, there is no guarantee that existing neighbors would be parking in the spaces in front of their home, similar to a public road.

6) *Unit Mix and Architecture*

The initial submittal provided four floor plans ranging from 2,262 to 2,324 sq. ft. in size with all 2-story units. Based on comments during the Design Review process, the applicant has introduced a single story plan. The applicant has reduced the number of plans to three that currently include: 1) Plan 1, a 1,760 sq. ft. single story 3bedroom home with den/bedroom 4 option; 2) Plan 2, a 2,323 sq. ft. two story, 4 bedroom home with den/bedroom 5 option; and 3) Plan 3: a 2,467 sq. ft. two story, 4 bedroom home with den/bedroom 5 option. All homes have a 2-car garage..

The Board has noted in previous meetings, the architecture for the site has lacked any unique character. The architecture has evolved since the initial submittal. Each plan is proposed with both a traditional and a farmhouse architectural style. The Board has continued to encourage high quality architecture that addresses all four elevations, given the visibility of the site from all vantage points. The most recent plans are attached as Exhibit K.

- Discuss any comments you may have regarding the unit mix and architecture.

7) *Interface to Neighborhood, Oak Grove Road and Chalomar Road*

One of the findings for a Rezoning includes compatibility to adjacent land uses and part of that includes the interface to the neighborhood.

The Oak Grove Road interface is proposed with a 13-foot wide open space parcel to provide for landscape screening and the preservation of some existing trees on the site. Rear yard areas along this stretch are approximately 12 to 20 feet deep (April 9 submittal). Three units are currently shown along Oak Grove Road (all two story units). The Design Review Board has emphasized the need for four-sided architecture because of the visibility of the site Oak Grove Road and a flattering streetscape treatment along Oak Grove Road.

The northern project boundary backs to a 20-foot private easement that provides access to the homes to the north. The project interface proposes eight (8) two story homes (lots 3-10) along the northern edge as well as the water quality basin. The applicant has indicated he is interested in retaining the Italian Cypress along the northern edge of the property. Rear yards appear to range from approximately 13 to 22 feet deep.

The eastern edge of the property was discussed earlier. Three homes and the water control basin would face those existing neighbors. A sidewalk would link this area to the remainder of the proposed project.

The southern edge of the property along Chalomar Road has been planned with four (4) single story homes that have dual-frontage with front doors/porch toward Chalomar Road and garage entries along the private road. Entry walks to the homes and sidewalks for the project would connect to the sidewalk along Chalomar Road.

- Discuss the interface of the project to the neighborhood.

8) Open Space

Section 17.30.060 of the City's Subdivision Ordinance requires the subdivider to dedicate or make an irrevocable offer of dedication of land, to pay a fee in lieu thereof, or a combination of both, for open space, and park and recreational purposes. The applicant intends to pay the parkland fee to comply with this requirement.

Initial plans included a private open space parcel. However, the applicant removed the small park when plans were revised to increase street widths and incorporate the sidewalk, noting proximity to the school play yard (approximately ¼ mile east) and Ygnacio Valley Park (approximately ¼ mile southeast) as shown on Exhibit L. Given the visibility from Chalomar Road, the applicant had some concern as to how to ensure the park would remain private (since HOA-maintained). Instead the applicant plans to pay parkland fees.

- Discuss the lack of open space or amenity given the size of the subdivision.

VII. CEQA

Planning staff has not provided the consultant a notice to proceed with the environmental due to the evolving site plan issues. The environmental analysis will be initiated upon final design review approval and is anticipated to take approximately three to four months.

VIII. Fiscal Impact

The proposed project would have a negligible fiscal impact on the City.

IX. Public Contact

Notification was mailed to all owners and occupants of property within five-hundred (500) feet of the subject parcel at least 10 days prior to the study session, and has been published in the Contra Costa Times, as required by the Concord Municipal Code. This item has also been posted at the Civic Center and at the subject site at least 10 days prior to the study session.

X. Summary and Recommendations

Staff recommends the Planning Commission review the plans, consider the preliminary issues identified by staff, and provide direction regarding the appropriateness of the rezoning and the Development Code requirements. Any recommendations by the Planning Commission regarding the

above issues will be examined by the applicant and brought forward as part of the applicant's final design review meeting and for re-submittal to address completeness issues on the project.

Prepared by: _____
Joan Ryan
Senior Planner
joan.ryan@cityofconcord.org

Reviewed by: _____
Laura Simpson
Planning Manager
laura.simpson@cityofconcord.org

Exhibits:

A – Neighborhood meeting summary minutes, dated February 23, 2015
B – Petition submitted by residents, dated March 12, 2015
C – Project site plan, dated April 2015
D – Conceptual site layouts presented to Design Review Board on July 9, 2015
E – Alternatives 24/25 presented to Design Review Board on August 13, 2015
F – Tree Inventory and Construction Guidelines, dated December 1, 2014
G – 1) Zoning Map and 2) Map showing approximate densities around subject site
H – Memo from Planning Manager, dated February 18, 2015
I – Draft Traffic Impact Analysis, prepared May 28, 2015
J – Addendum Report to the Draft Traffic Impact Analysis, prepared September 10, 2015
K – Architecture plans, dated July 30, 2015
L - Aerial of Neighborhood

15srpc.045

EXHIBIT A

NEIGHBORHOOD MEETING
LUTHERAN CHURCH CONFERENCE ROOM
988 OAK GROVE ROAD
CONCORD, CALIFORNIA
February 23, 2015 at 6 p.m.

Draft Summary Minutes

** *The following minutes are not intended to be a verbatim record of the neighborhood meeting rather a summary of the comments and concerns presented by neighbors.* **

Ms. Ryan called the neighborhood meeting to order at 6:05 p.m., Monday, February 23, 2015.

STAFF PRESENT:	Joan Ryan, Senior Planner
APPLICANT PRESENT:	Tom Schulz, ACRE Development, Karrie Mosca, Wood Rogers, Inc., and Ralph Strauss, SDG Architects
PUBLIC PRESENT:	Approximately 56 neighbors, sign-in sheet attached to summary minutes.

Ms. Ryan, Senior Planner, summarized the purpose of the neighborhood meeting, the development review process, opportunities for public input, and staff and the applicant's role at the meeting. Ms. Ryan then introduced Councilmember Edi Brisan, Mr. Brisan briefly spoke indicating he has been notified by the City that he would need to recuse himself from decision-making at future public hearings, due to his proximity to the project. He noted as a resident that he believes the R-7 zoning should be retained. He then left the meeting. The applicant, Tom Schulz made introductory remarks and gave some background on the proposed project. Mr. Schulz described the site design and proposed subdivision. Mr. Strauss discussed the proposed architectural design of the units. Staff and the applicant responded to general information questions.

The following questions, concerns, and statements are a summary of the public comment; the applicant and/or staff's responses are typed in *italic* where applicable.

Summary comments from attendees

1) Neighborhood attendees indicated they are interested in having the R-7 zoning remain the same at the property.
2) Mailing list should be expanded given the fact that other residents outside of the 500-foot mailing radius, utilize Chalomar Road on a daily basis and there is no other access to the neighborhood.
3) The neighborhood would like the Chalomar Crossings item later on the March 12 Design Review Board meeting so that those who work will have time to attend the meeting. *Staff indicated they could arrange the agenda to accommodate this request.*

4) What did you pay for the property? *The applicant responded that the purchase was upward of $2 million dollars.*

5) Has a traffic study been prepared? *The applicant indicated that a traffic study has not been prepared. Planning staff indicated that an Initial Study to examine environmental issues such as traffic would be prepared during the review process.*

6) The notice of the Rezoning should specify the minimum lot size of the RL District to which the applicant is proposing to rezone. The minimum lot size is 1,920 sq. ft. *Staff agreed that future notices can include this information.*

7) Access should be provided to Oak Grove Road rather than out to Chalomar Road.

8) Driveways alone, as shown, are not adequate to provide for guest parking without additional parking being provided. Many people do not use their garages to park in and therefore there will be overflow of parking. Additional guest parking is needed.

9) There is a lot of traffic and circulation in particular with children walking around to and from school and within the neighborhood. Additional traffic feeding out onto Chalomar Road will conflict with the existing traffic particularly during school hours at 8 a.m. and 3 p.m.

10) Why not include the park you are proposing at the front of the project near Chalomar Rd? *Applicant indicated that he considered this however, the park will be maintained by an HOA and he foresaw conflicts if the park was located along Chalomar Rd.*

11) Visitor on-street parking is not provided anywhere within the project. This will be an issue when there are guests of residents.

12) The developer at Risdon Road proposed a similar zoning change from RS-7 (Single Family Residential) to RL (Low density Residential). The Risdon Road developer proposed 8 houses in a 2.02 acre, while the developer at Chalomar proposes 20 houses on a 2.5 acre. It doesn't make sense. The new Chalomar project doesn't reflect the same density of the existing neighbor nor a comparable project that is just (0.5 miles apart).

13) The project does not benefit the neighborhood. It only impacts the neighborhood.

14) The project is not consistent with General Plan policies regarding new residential development needing to: 1) complement the existing neighborhood; and 2) compatibility with the scale and appearance of the existing neighborhood.

15) Concerned with adding more homes to the area when the area at the northeast corner of property already floods. The project will add additional run-off.

16) Moving dirt for construction will result in an increase in termites.

17) The private roadway on the northeast side of property is a concern. The 20 foot width will be difficult for existing residents to back out of driveways and to park with enough room. *Applicant indicated he will be increasing the width of roadways to 28 feet.*

18) Dust and earth movement is a concern with potentially causing valley fever and the creation of spores and resulting health issues.

19) Parking overflow into the community is a substantial concern. There is limited parking currently and not everyone parks within their garage.

20) The project is not compatible with the surrounding land uses.

21) The neighbors encouraged the applicant to drop the request for the rezoning from R-7 to RL (small lot subdivision, which allows a minimum 1,920 sq. ft. lot) and to keep the zoning as it is presently.

22) How many houses could you fit with the current R-7 zoning? *The applicant indicated that he could fit approximately 12 homes.*
23) Residents indicated that they could support a project that met the R-7 zoning standards with half the number of units currently shown.
24) The roadways present a tight turning radius for garbage trucks.
25) There is additional traffic associated with evening school activities and baseball in the afternoon and evening.
26) There are a large amount of schools in the area and therefore Chalomar Road experiences a lot of traffic during school hours around 8 a.m. and 3 p.m. Chalomar provides access to a large number of homes.
27) Did anyone from the development company drive the neighborhood before they purchased the property? *The applicant indicated that yes they did.*
28) What are the anticipated sales prices? *The applicant indicated they anticipate pricing in the low $700,000.*
29) Is the private road (on the east) on the project property? *The applicant indicated that the adjacent homeowners have an easement across the project property that allows access via the private roadway.*
30) What are the sizes of the homes? *The applicant responded the size is 2,268 to 2,368 sq. ft. and two stories.*
31) The neighbors asked what the best way is to voice their opinion on the project? *Planning staff indicated that attending the neighborhood meeting this evening and providing input, as well as attendance at future meetings is the best way to stay involved as well as providing public input at public hearings with the Planning Commission and City Council. Planning staff indicated she will be updating the Planning Manager with the comments regarding the meeting. Should the applicant revise the plans another neighborhood meeting can be held.*
32) The neighbors indicated that they do not want the opposite end of Chalomar Rd. opened up, because that will serve as a cut-through from the industrial area.
33) Neighbors inquired as to what the results of their comments would be from the evening. *Planning staff indicated that a summary of the neighborhood comments would be typed up, summarized and included as an attachment to future staff reports.*

The meeting adjourned at 7:45 P.M.

EXHIBIT B

From: Willy Stadie [mailto:stadies@comcast.net]
Sent: Thursday, March 12, 2015 12:38 AM
To: Concord City Council
Cc: Barone, Valerie; Walker, Victoria
Subject: For ALL Council Members and Planning Commissioners: Chalomar Zoning project

To All members of the City Council and Members of Concord Planning Commission

On February 23 2015, there was a neighborhood meeting regarding the "Chalomar Zoning Project". This was the first notice to the neighborhood that the Developer "ACRE Residential" wanted to drastically change our community.
By building 20 none conforming homes on 2.5 acres. To do this they need your assistance in changing the zoning from R7 to RL for this project.
The attached letter of transmittal to the Concord Review Board members, explains our position on this rezoning issue.
Attached is a Scanned copy of the petition requesting that the zoning not be changed. This petition was signed by
over 350 residents of the neighborhood in less than one week.

A large group of residents from the neighborhood will be attending the meeting on March 12, 2015 held by the "Design review committee",
We plan on voicing our concerns about this project.
We would like this petition and letter become Pubic record regarding this project.

Thanks You
Willy Stadie
My contact information is.
Cell# 925-768-6623
2244 Chalomar Rd. Concord CA. 94518

March 12, 2015

TO: City of Concord Design Review Board members J. Moore, R. Wells, E. Avila, P. Harmon, K. Shelby

1950 Parkside Drive,
Concord CA 94519

Re: Proposed Chalomar Crossings Project

The attached signed petition in opposition of the re-zoning being requested for the Chalomar Crossings project was drafted and circulated after the informal neighborhood meeting held on February 23, 2015, in which the developer described the proposed housing project. At that meeting, approximately 70 residents indicated they are very much against the high density of homes being proposed for the site located at 988 Oak Grove Road.

In the short time since that meeting, over 350 residents in the surrounding neighborhood have signed this petition to indicate they oppose the proposed rezoning and higher density development. The petition details several reasons for our objections. Not all residents of the adjacent neighborhood were available while this petition was being circulated so it is likely the number of signatures will increase in the upcoming months. We respectfully ask that you consider the neighborhood wishes to not rezone this parcel as you proceed with the design review process.

Thank you for your time and consideration of the concerns of these Concord residents as you conduct a thorough design review of the Chalomar Crossings proposed project.

Please contact Willy Stadie at (925) 768-6623 if you have any questions.

Cc: Members of the City of Concord Planning Commission

Concord City Council Members

Petition Opposing the Re-Zoning of Parcel 129-210-015, the Proposed Chalomar Crossings Development

We, the undersigned neighbors of the proposed Chalomar Crossings development at 988 Oak Grove Road (APN 129-210-015) are **strongly opposed** to the requested re-zoning of this parcel from its existing R-7 (7,000 square foot minimum lot size) to RL (1,920 square foot minimum lot size and 30 foot height limit). If granted, this change in zoning would negatively impact the quality of life in our neighborhood and the surrounding community, and therefore **it should be denied**.

The proposed re-zoning would:

1. Violate existing positive neighborhood characteristics, causing land use which is incompatible in scale and character with the existing, well-established neighborhood;
2. Add to the traffic hazard on Chalomar and adjacent roads during peak travel times by residents, families of school children and employees of Ygnacio Valley Elementary School; and
3. Create additional (undesirable) parking congestion and exacerbate illegal parking on neighborhood streets, causing safety issues, making for difficult access by emergency vehicles.

	Name (printed)	Street Address	Signature	Date
	CARY AMO	952 NOTRE DAME		3/6/15
	Gina Harkness	956 Notre Dame Ave		3/6/15
	Jesed Baker	956 Notre Dame Ave		3/6/15

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	Name (printed)	Street Address	Signature	Date
	RACHNA SHARMA	956 Alla Avenue	RachnaSharma	3/8/15
	Alexander Wentz	952 Alla Avenue	Alex Wentz	3/8/15
	Edi BIRSAN	950 ALLA AVE.	Edi Birsan	3/8/15

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	Name (printed)	Street Address	Signature	Date
	JUAN DAVILA	2208 CHARLOTTE AVE		3-8
	BRIAN ROBBINS	948 NOTRE DAME AVE		3-8
	CEL RUTLEDGE	925 NOTRE DAME AV		3-9

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	Name (printed)	Street Address	Signature	Date
	Geri Ehmke	954 Chanel Ct	Geri Ehmke	3/8/15
	Valerie Wright-Smith	957 Chanel ct	V Wright-Smith	3/8/15
	Victoria Franke	960 Chanel Ct.	Victoria Franke	3-8-15

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	Name (printed)	Street Address	Signature	Date
	Lucy FRANKE	960 CHANEL CT- CONCORD	Lucy Franke	3-8-2015
	Jeffrey Ferguson	956 Chanel Ct concord		3-8-15
	Marilyn Pier	956 Chanel Ct Concord		3-8-15
	Garrett Pier	956 Chanel Ct Concord		3-8-15

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	Name (printed)	Street Address	Signature	Date
	ERNESTO REA	2054 SCALLY CT. CONCO		03/04/15
	Tim Smith	964 CHANEL CT		3/4/15
	Eileen Smith	964 chanel ct		3/4/15
	ALFONSO LUNA	1385 COVENTRY ROAD		3/5/15

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	Name (printed)	Street Address	Signature	Date
1	Josueli Palombo	958 Chalet Dr		3/3/15
2	Linda Gomes	958 Chalet DR	Linda Gomes	3/3/15
3	Jennifer Gokhman	959 Chalet Dr	Jennifer Gokhman	3/3/15
4	Ranetta Ericks	2290 La Mar Ct	Ranetta Ericks	3/3/15
5	Scott Roos	2290 La Mar Ct.	Scott Roos	3-3-15

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	Name (printed)	Street Address	Signature	Date
	Debra Taraskewich	2219 Rockne Drive		3/2/15
	KARL SCHINDHELM	2200 ROCKNE DR.		3/3/15
	Kristin Dorado	2236 Rockne Dr.		3/4/15
	David Dorado	2236 Rockne Dr		3/4/15
	Diana Colson	2311 Rockne Dr		3/4/15
	Danelle deCastro	2273 Rockne Dr.		3/4/15
	Anthony deCastro	2273 Rockne dr		3/4/15
	Earl Koller	2296 Rockne Dr.	Earl S. Koller	03-04-15
	Judith m-Koller	2296 Rockne dr	Judith m-Koller	3/4/15
	Holly Price	925 Flint Ave.	Holly Price	3/4/15

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	Name (printed)	Street Address	Signature	Date
	Jeremy Cotton	929 Flint Ave		3-4-15
	WILLIAM WARKENTIN	2237 ROCKNE DR		3-4-15
	Kimberley Warkentin	2237 Rockne Dr.		3-5-15
	Dean Enciroli	2255 Rockne Dr	Dean Enciroli	3-5-15
	DONALD ENCIROLI SR	2255 ROCKNE DR	Donald Enciroli Sr.	3-5-15
	MARY DURNA	2018 ROCKNE DR.	Mary Durna	3-5-15
	VENUS SOROOSHIAN	2019 ROCKNE DR		3/5/15
	Pouya Soroushian	2019 rockne Dr		3/5/15
	Lisa Cahn	2037 Rockne Dr.		3/5/15
	Donna LeCroy	2072 Rockne DR	Donna LeCroy	3/5/15

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	Name (printed)	Street Address	Signature	Date
	JOAN E. LEWIS	2091 ROCKNE DR	Joan E Lewis	3-5-15
	John E. Lewis	" " "	John E. Lewis	3-15-15
	Lauren José	2218 Rockne Dr.	Lauren José	3-7-15
	Ricardo Jose	2218 Rockne Dr.	Ricardo Jose	3-07-15
	Valarie Delbridge	2109 Rockne Dr.	V. Delbridge	3-7-15
	DAVE DANA	2136 ROCKNE DR	Dave	3/7/15
	SHEILA SCHULTZ	935 ROCKNE CT		3/7/15
	Don Nielsen	954 Rocke Ct	D Nielsen	3/7/15
	Karen O'Rourke	2119 ROCKNE DR	Karen K O'Rourke	3-7-15
	Edward N. O'Rourke	2117 Rockne Dr	Edward N. O'Rourke	3-7-15

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	Carole Tuholski	933 Notre Dame Ave	Carole Tuholski	3/7/15
	NEIL V Tuholski	933 Notre Dame Ave	Neil V Tuholski	3/7/15
	Pradeep Patel	919 Flint Ave	Pradeep Patel	3/7/15
	Esther Patel	919 Flint Ave	Esther Patel	3/7/15
	Brian Momaday	935 Notre Dame Ave	Brian Momaday	3/8/2015
	Sheri Ann Tenefrancia	935 Notre Dame ave.	Sheri Ann Tenefrancia	3/8/15
	Roslyn Jorgenson	924 Notre Dame Rd	Roslyn M. Jorgenson	3/8/15
	Scott Winkler	926 Notre Dame Rd		3/8/15
	Rich Bierdorff	925 Notre Dame Ave		3/8/15
	Peter Waschkowsky	2331 Rockne Drive		3/8/15

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	GURBAX BANGA	990 OAK GROVE RD	G.K. Banga	3-4-15
	SUSANA JIMENEZ	994 C OAK GROVE RD	Susana Jimenez.	3-4-15
	Mike Jones	963 Chanel Ct	Mike Jones	3/4/15
	Jhon J Piñeros	998 Oak Grove Rd	[illegible]	3/6/15
	Hitoshi Katayama	992 Oak Grove Rd	[illegible]	3/6/15
	Mino Owens	992 Oak Grove Rd	[illegible]	3/6/15
	Erik Owens	992 Oak Grove Rd	[illegible]	3/6/15
	Aiko Katayama	992 Oak Grove Rd	Aiko Katayama	3/6/15
	Carol Earls	994 Oak Grove Road	Carol Earls	3/7/15
	Elizabeth Earls	994 Oak Grove Rd	[illegible]	3/7/15

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	Mary Waschkowsky	2331 Rockne Drive	Mary Waschkowsky	3-8-2015
	Pedro V. Corona	2330 Rockne Dr.	Pedro V. Corona	3/8/15
	Rachel D. Corona	2330 Rockne Drive	Rachel D. Corona	3/8/15
	Octavio Lagunas	2350 Rockne Dr	Octavio Lagunas.	3/8/15
	Yolanda Cabrera	2350 Rockne Dr	Yolanda Cabrera	3/8-15
	Yohei Takami	2370 Rockne Dr.		3/8/15
	Dr. Jean Jezierny	2371 Rockne Dr.		3-8-15
	Mark Jezierny	2371 Rockne Drive		3/8/15
	David Kleesattel	2361 Rockne Drive		3/8/15
	Halim Aksoy	984 Oak Grove Rd		3/9/15

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	Wayne Michaud	2055 Oak Grove Ct	Wayne Michaud	3/3/15
	Sandra Browne	2019 Oak Grove Ct	Sandra M Browne	3/3/15
	Scott Mondloch	928 OAKGROVE RD		3/3/15
	LARRY MARTINI	924 OAKGROVE RD	Larry Martini	3/3/15
	Lucy Galchik	980 Oak Grove Rd	Lucy Galchik	3/3/15
	Eugene Zeklik	980 Oak Grove rd.	Eugene Zeklik	3/3/15
	JEFF NEWMILLER	2072 CHALOMAR RD		3/3/2015
	Jeanette Newmiller	2072 Chalomar RD		3/3/2015
	KAREN PAYNE-DRAKE	2036 CHALOMAR Rd	Karen Payne-Drake	3/4/15
	FRANK RUSSIAN	2151 CHALOMAR		3/4/15

Petition Opposing the Re-Zoning of Parcel 129-210-015, the Proposed Chalomar Crossings Development

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	Name (printed)	Street Address	Signature	Date
	Dawnell Blaylock	965 Chanel Ct.	Dawnell Blaylock	3/4/15
	NONNI MAKK	959 CHANEL CT		3/4/15
	ISH MAKK	959 CHANEL COURT		3/4/15
	ZIAD ALJAMAL	955 CHANEL ct		3-4-15
	MARAM ALJAMAL	955 CHANEL ct		3-4-15
	Garrett Pier	956 chanel ct		3-4-15
	AUDREY GRIFFIN	962 CHANEL CT.		3-4-15
	DAN CARDINAL	2018 Scally Ct.		3-4-15
	ROBERT CHEUNG	2030 SCALLY CT		3-4-15
	GILBERT TIA	2054 SCALLY CT		3-4-15

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	Name (printed)	Street Address	Signature	Date
	DEBBIE WYATT	2163 CHALOMAR RD		3/3/15
	Connie Wyatt	2163 Chalomar Rd	Connie Wyatt	3/3/15
	Lloyd ROARK JR	2018 Chalomar Rd		3/3/15
	Alex A Tristain	2054 Chalomar Rd		III-03-15
	NICK SOTOUDEH	2054 CHALOMAR RD		3/3/15
	Eric Koyama	2195 Chalomar Rd		3/3/15
	Natalie Koyama	2195 Chalomar Rd		3/3/15
	Jordan Koyama	2195 Chalomar Rd		03/03/15
	IRMELDA SIGUA	2193 CHALOMAR RD		3/3/15
	Jesus Uribe	2193 Chalomar RD		3.3.2015

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	Name (printed)	Street Address	Signature	Date
	Alan Franck	976 Oak Grove Rd		3/3/15
	Andrew Warren	978 Oak Grove Rd		3/3/15
	Alan Warren	978 Oak Grove Rd		3/3/15
	Jennifer Warren	978 Oak Grove Rd		3/3/15
	Diane Warren	978 Oak Grove Rd		3/3/15
	James Nielsen	2000 Oak Grove Ct		3-3-15
	Tara Nielsen	2000 Oak Grove Ct.		3-3-15
	BONNIE KOERNER	2036 OAK GROVE CT		3-3-15
	Rosary Levy	2037 Oak Grove Ct		3/3/15
	Michele Benzler	2055 Oak Grove Ct		3/3/15

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	Name (printed)	Street Address	Signature	Date
	Stephanie Parrish	2197 Chalomar		3/3/15
	Stephen Parrish	"		3/3/15
	Cynthia Prevetz	2187 Chalomar Rd.		3/3/15
	Michael Prevetz	"		3/3/15
	Roberto DeSanti	2000 Chalomar Rd		3/3/15
	Joseph DeSanti	2000 Chalomar Rd		3/3/15
	Katey DeSanti	2000 Chalomar Rd		3/3/15
	Cheryl DeSanti	2000 Chalomar Rd		3/3/15
	JACK SANTIAGO	991 OAK GROVE RD		3/3/15
	Mary Ann Robles	993 oak grove Rd		3/3/15

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	Name (printed)	Street Address	Signature	Date
1	SHAYANA GOIS	962 Chalet		3/2/15
2	BIANCA GOIS	962 Chalet Dr.		3/2/15
3	Susan Everettson	964 Chalet Dr		3/3/15
4	Herbert Fordyce	2266 La Mar CT		3/3/15
5	Jeannett De Guzman	963 Chalet Drive		3/3/15
6	Roman Gorkhman	959 Chalet Drive		3/3/15
7	Catherine Heet	2284 La Mar Drive		3/3/2015
8	Eric E. Everettson	964 Chalet Dr.		3/3/15
9	Jeanette Benitez	2260 La Mar Ct		3/3/15
10	Jianna Russ	2260 La Mar Court		3/3/15

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	Name (printed)	Street Address	Signature	Date
1	Jonathan Betancur	2273 La Mar Court, Concord Ca		3/02/15
2	Alejandra Ramirez	2273 La Mar court, concord	Alejandra Ramirez	3/2/15
3	Stephen T Shang	2273 La Mar		3/2/15
4	Joanne Kronewood	2278 LA MAR CT Concord	Joanne Kronewood	3-2-15
5	Tony Smith	2278 LA MAR CT CONCORD		3-2-15
6	Greg Ericks	2280 La Mar Ct Concord		3.2.15
7	Meredith Reddoch	956 Chalet Drive, Concord		3/2/15
8	Jeanette L Nicklaus	960 Chalet	Jeanette L Nicklaus	3/2/2015
9	Vanessa Gois	962 Chalet		3/2/15
10	Darryl Gois	962 Chalet		3/2/15

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	Name (printed)	Street Address	Signature	Date
1.	Christina M. Vega	965 Chalet Dr., Concord	Christina M. Vega	3/2/2015
2	ANDREW GANDOLFO	961 CHALET DR, CONCORD	Andrew Gandolfo	3-2-15
3	LOIS L. GANDOLFO	961 CHALET DR CONCORD	Lois Gandolfo	3-2-15
4	NICK OLSON	957 CHALET DR. CONCORD	NOlson	3/2/15
5	Carrie Olson	957 Chalet Dr. Concord		3/2/15
6	RICHARD Allen	2273 La Mar Ct CONCORD	R. Allen	3/2/15
7	Nick Allen	2273 La Mar Ct Concord	Nick Allen	3/2/15
8	Theresa Walker	2267 LaMar Ct Concord	Theresa Walker	3/2/15
9	John & Roberta Kravitz	2254 LaMar Ct. CONCORD		3/2/15
10	MARK FORAKER	2266 LAMAR CT CONCORD		3/2/15

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	Name (printed)	Street Address	Signature	Date
	Jennifer Cossart	955 Notre Dame Ave		3/5/15
	Jessica Funes Lawson	951 Notre Dame Ave		3/5/15
	Brian Lawson	951 Notre Dame		3/5/15
	Frederick Garcia	965 Chanel Ct		3/5/15
	Gladys Mondragon	943 Notre Dame Ave		3/5/15
	Julie Manchester	946 Notre Dame		2/5/15
	Samantha Sheldon	948 Notre Dame Ave		3/5/15
	Frank (FRANK) Zichichi	954 Notre Dame Ave		3/5/15
	Thomas Stone	954 Notre Dame Ave		3/5/15
	James Cossart	955 Notre Dame Ave		3/6/15

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	Name (printed)	Street Address	Signature	Date
	Amanda M. Madrigal-Tapia	2360 Charlotte Ave		3-8-15
	Joel Tapia	2360 Charlotte Ave		3-8-15
	MICHELE VILLEGAS	2268 Charlotte Ave		3-8-15
	~~Cindy Xi~~ Cindyann Jennings	2379 Charlotte Ave		3-8-15
	GEORGE SHERMAN	2324 Charlotte Ave		3-8-15
	Kelly Kahawaiolaa	2272 charlotte Ave		3/8/15
	Melaney Kahawaiolaa	2272 charlotte Ave		3/8/15
	Tom Lum	2235 Charlotte Ave		
	AL Senanayake	2232 ~~charlotte~~ charlotte		03/08
	Jaimee Nguyen	2216 Charlotte Ave		3/8/15

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	Name (printed)	Street Address	Signature	Date
	ELIZABETH SCHWABAUER	1916 KESWICK LN CONCORD		3/7/15
	BRIAN SCHWABAUER	1916 KESWICK LN		3/7/15
	MARY MEERSCHAT	1924 KESWICK LN		3/7/2015
	Karen Draper	2291 ROCKNE DR.		3/7/15
	Scott Denny	944 NOTRE DAME AVE		3/8/15
	Mariam Denny	944 Notre Dame Ave		3.8.15
	Terri King	917 Flint Ave		3/8/15
		917 FLINT AVE		3/9/15
		2342 CHARLOTTE AVE	BILL RONAN	3/8/15
	CRAIG STEWART	2350 CHARLOTTE AVE		3/8/15

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	Willy Stadie	2244 Chalomar Rd	Willy Stadie	3-2-15
	Annette Stadie	" " "	A Stadie	3-2-15
	ZIAD ALJAMAL	955 Harvey Ct		3-4-15
	Melanie Cambier	930 Sassel Ave	MC	3-4-15
	Tim Ihloff	930 Sassel Ave		3-4-15
	Mary Cardin	931 Sassel Ave	Mary Cardin	3-4-15
	CAROLYN SWICK	929 SASSEL AVE	Carolyn Swick	3-4-15
	LINDA DAMEREL	927 Sassel Ave		3/4/15
	Cate Hopkins	925 Sassel Ave		3/4/15
	STEVE DAMEREL	927 SASSEL AVE		3/4/15

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	Marie A. Perri	921 Sassel Ave	Marie A. Perri	3-4-15
	John T Lee	922 Sassel Ave	John T Lee	3/4/15
	Aimee Filipas	933 Sassel Ave		3/4/15
	TONY MORAGA	924 SASSEL AVE		3/4/15
	TONY TELLEZ	919 Sassel ave	Tony Tellez	3/4/15
	Yvette Maruri	1957 Keswick Lane	Yvette Maruri	3/5/15
	Ashley Marquardt	2381 Eugene Ct		3/6/15
	Maria Wamplen	2458 Charlotte Ave	Maria J Wamplen	3/5/15
	ARLINDO dACosta Jr	2468 CHARLOTTE AVE.		3/5/15
	Rachael Villane	2450 Charlotte Ave	Rachael Villane	3/5/15

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	John J. Stone	2433 Charlotte Ave	John J. Stone	3-5-15
	June E Stone	2433 Charlotte Ave	June E. Stone	3-5-15
	Michelle Greenland	2387 Charlotte Ave	Michelle Greenland	3-5-15
	Kate Harrington	2380 Eugene Ct	Kate Harrington	3-5-15
	TAO VAN VU	2434 Eugene CT		3-5-15
	Sylvianne L. Moisoff	2416 Eugene CT	Sylvianne Moisoff	3/5/15
	David Lambert	2351 Charlotte Ave.		3/5/15
	JOHN GRENNRICH	2343 CHARLOTTE AV		3/5/15
	Scott Crocker	2333 Charlotte Ave		3/5/15
	Debra Crocker	2333 Charlotte	Debra Crocker	

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	Monica Madden	933 Alla Ct	Monica Madden	3/4/15
	CLARE WILLIAMS	954 Alla Av	Clare Williams	3/4/15
	LECAND WILLIAMS	"	[illegible]	3/4/15
	DR K. KESWAN	"	M. Keswan	3/4/15
	ROBERT FORRESTER	963 ALLA AVE	[illegible]	3/4/15
	David Forrester	963 Alla Ave	[illegible]	3/4/15
	CONSTANCE JURGENS	965 ALLA AVE	Constance Jurgens	3/4/15
	Christina Davis	958 Alla Ave	C. Davis	3/4/15
	SEAN MANNING	953 ALLA AVE	[illegible]	3.4.15
	TATIANA MANNING	953 ALLA AVE.	Tatiana Manning	

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	CAROL BIRSAN	950 Alla Ave.	Carol J. Birsan	3/4/15
	RAYNE MERRYWOOD	952 ALLA AVE	Rayne Merrywood	3/4/15
	KRIS SHARMA	956 Alla Ave	[signature]	3/4/15
	[illegible]	958 Alla Ave.	[signature]	3/4/15
	Richard St. Cil[illegible]	962 Alla Ave, Con	[signature]	3/4/15
	INGEBORG ALBERT	962 Alla Ave, Con	[signature]	3/4/15
	Meghan Andrzejewski	964 Alla Ave, Concord	[signature]	3/4/15
	David N Andrzejewski	964 Alla Ave Concord	[signature]	3/4/15
	Steven Chin	961 Alla Ave Concord	[signature]	3/4/15
	Florence Espiritu	961 Alla Ave Concord	[signature]	3/4/15

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	Pam Balash	959 Alla Ave	Pam Balash	3/4/15
	Cynthia MAZUR	957 ALLA Ave	Cynthia Mazur	3/4/15
	John MAZUR	957 ALLA ave	John Mazur	3/4/15
	Bob Barlow	951 ALLA Ave	Bob Barlow	3/4/15
	Terri Barlow	951 alla Ave	Terri Barlow	3/4/15
	DAVID FRYMAN	933 ALLA CT	David Fryman	03-04-15
	JOHN CATON	932 Alla Ct.	John Caton	3-4-15
	Dale Caton	932 ALLA ct	Dale Caton	3/4/15
	Maureen Petersen	934 Alla Ct	Maureen Petersen	3/4/15
	Robert Petersen	934 ALLA CT	Robert Petersen	3/4/15

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	Name (printed)	Street Address	Signature	Date
	Dawn Whitehead	1983 Junction Dr		3/2/2015
	Gary Neuman	1983 Junction Dr		3/2/2015
	Chad Sturgis	1991 Junction Dr		3/2/2015
	John Alexiev	1979 Junction Dr		3/2/2015
	Diana Alexiev	1979 Junction dr.		3.2.2015
	William Alexiev	1979 Junction dr.		3/2/15
	Maya Manolcheva	1979 Junction Dr.		3/2/15
	LANCE GOREE	1971 JUNCTION DR		3-2-15
	Camilo CUNHA	1967 Junction Dr		3-2-15
	FATIMA CUNHA	1967 Junction Dr		3-2-15

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	Name (printed)	Street Address	Signature	Date
	Susan Edwards	1959 Junction		03/02
	TYLER STCOMBERG	1959 JUNCTION DR		3/2/15
	Yangfan Huang	1931 Junction Dr		3/3/15
	KAREN JOSEPHSON	1923 JUNCTION DR.	Karen Josephson	3/3/15
	Kapadia	954 Junction Ct		3/4/15
	[illegible]	954 Junction Ct		✓
	MILLA ALIEFI	951 Express Ct.	MILLA ALIEFI	—
	MINA KAMADIA	1963 JUNCTION DR		3/3/15
	KEN MOORE	958 Pullman Ct.		3/4/15
	Lois Rider Kubota	1927 Junction D.		3/4/15

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	Name (printed)	Street Address	Signature	Date
	HANNA M. MARUCI	1957 KESWICK	Hanna Marucci	3/4/15
	Joan Burrie-Sully	1956 Keswick Ln	Joan Burrie-Sully	3/4/15
	George L. Sully	1956 - Keswick Ln	George L. Sully	3.4.15
	ANNA M-RATLIFF	1941 KESWICK LANE	Anna M. Ratliff	✓
	Melissa Ford	1863 Lambeth Lane	Melissa Ford	✓
	Eldem Rank	1923 Keswick Lane	E Rank	3/4/15
	Steve Rank	1925 Keswick Ln.		3/14/15
	Hadonia Alcorn	987 Honister lane	Hadonia Alcorn	3/4/15
	Jim Salladerry	994 Honister Ln.	J. Salladerry	3/4/15
	Marie Radliff	1908 Keswick Ln	Marie Radliff	3/4/15

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	Name (printed)	Street Address	Signature	Date
	Nikolas Milanov	1908 Keswick Ln Concord, Ca		03-04-15
	MAYA ABELS	1932 KESWICK LN, CONCORD		3-04-15
	Jocelyn White	1940 Keswick Ln Concord		3-4-15
	GEORGE J. MASTORAKIS	" "		3-4-15
	LARRY J SEGGER	1933 Keswick Ln		3-4-15
	Joyce L Segger	" " "		3-4-15
	Wes Cooley	1909 Keswick Lane		3-4-15
	Ann Cooley	1909 Keswick Ln.		3-4-15
	Betty Hagen	1901 Keswick Ln		3-4-15
		1901 KESWICK LN		

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	Name (printed)	Street Address	Signature	Date
	Wendy Abele	1932 Keswick Lane		3/4/15
	CASEY NIPPER	1967 KESWICK LANE		3/4/15
	Lana Marcelino	950 Pullman ct		3/5/15
	KYLE BOURNE	959 PULLMAN CT		3.5.15
	WARREN WHITING	950 PULLMAN CT		3-5-15
	TOM CROSS	931 OAK GROVE RD		3/5/15
	Sandy Cross	931 Oak Grove Rd.		3/5/15
		2018 Riviera Rd		3/5/15
	Kathleen H. Tallman	2055 Riviera Rd		3/5/15
		1994 Riviera Rd.		3/5/15

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	Name (printed)	Street Address	Signature	Date
	Shawn Davis	1925 Risdon Rd Concord		3/5/15.
	Zari Khavari	1947 Risdon Rd C.C		3/5/15
	ADRIANA ROBLO	1932 RISDON Rd.		3/5/15
	CASEY [illegible]	1895 risdon road		3-5-15
	Bill Wickman	94518 949 Faned way		3/5/15
	April Caldwell	949 Faned Way		3/5/15
	Elliot Tiras	1797 Risdon Rd		3/5/15
	Perry Borelli	1799 Risdon rd		3/5/15
	Lauren deHaan	1906 Risdon Rd.		3/5/15
	Brian Wang	1765 Risdon Rd.		3/5/15

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	Name (printed)	Street Address	Signature	Date
	SAFi	1804 Risdon Rod		3-5-15
	Ashraf	1191 Honeytrail		3-5-15
	Ted Osterhout	945 Fronen		3/5/15
	JoAn Tomasini	959 Junction Ct. Con		3/7/15
	DONA RAY	955 Express Ct		3/7/15
	Brianna Martinez	955 Express Ct		3-7-15
	JAMES E DAVIS	1975 WHITMAN RD		3/7/15
	VIRGINIA DAVIS	1975 WHITMAN RD		3/8/15
	Elizabeth Hays	1971 whitman Rd		3/8/15
	SEHIDA KREASIC	1921 Whitman Rd		3.8.15

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	Name (printed)	Street Address	Signature	Date
	Linda LaFarge	1111 James Donlon Blvd Art.	[illegible]	3-8-15
	Mary Jankowski	1895 Whitman Rd.	Mary [illegible] Jankowski	3/8/15
	Tony Jankowski	1895 Whitman Rd	[illegible]	3/8/15
	Sandra Huber	1911- Whitman Rd	Concord, CA	✓
	Teri Cunningham	1910 Whitman Rd	Concord, Ca	3/8/15
	Lynn Wade	997 Whitman	Lynn Wade	3/8/15
	[illegible] Tranz	1821 Whitman	[illegible] Tranz	3/8/15
	[illegible]	1821 Whitman	[illegible]	
	E.W. Fraga	1801 Whitman	E.W. Fraga	3/8/15
	C.M. Fraga	1801 Whitman	Clarence M. Fraga	3-8-15

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	Name (printed)	Street Address	Signature	Date
	Loyce Nazzal	1781 Whitman Rd Concord CA 94519		3-8-15
	Karen C. Cordill	1751 Whitman Rd Concord CA		3.8.15
	GEORGE SMITH	1751 WHITMAN Concord CA		03-08-15
	Antonio Arroyo	1741 Whitman Rd		03/8/15
	Michele Gonzalez Arroyo	1741 Whitman Rd		03/08/15
	Beverly Farrantino	1731 Whitman Rd		3/08/15
	Dustin Brown	1731 whitman Rd.		03.28.15
	Jesse Kyle	1732 Whitman Rd.		03/08/15
	Katie O'Connell	1736 Whitman Rd Concord CA		3/8/15
	MARY JANE LOEWENSTEIN	1840 Whitman Rd Concord CA		3-8-15

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	Name (printed)	Street Address	Signature	Date
	DAVE MCCABE	1660 WHITMAN RD		3-8-2015
	Deborah McCabe	1860 Whitman Rd		3-8-2015
	Gregory Mallozzi	946 Pullman Ct		3-8-2015
	Lesley Tiffany Brown	955 Pullman Ct.		3-8-15
	MATT Lehmann	955 Pullman Ct		3/8/15
	Wendy Dyer	915 Notre Dame		3/9/15
	Felipe Oliveira	909 Notre Dame		3/9/15
	Makayla Harp	954 Pullman ct.		3/7/15
	Nicholas Alosta	954 Pullman Ct		3/9/15
	KATHLEEN MOORE	958 PULLMAN CT.		3/9/15

SUBDIVISION 9400

CONTEXTUAL PLAN

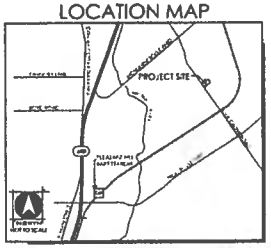
988 OAK GROVE ROAD

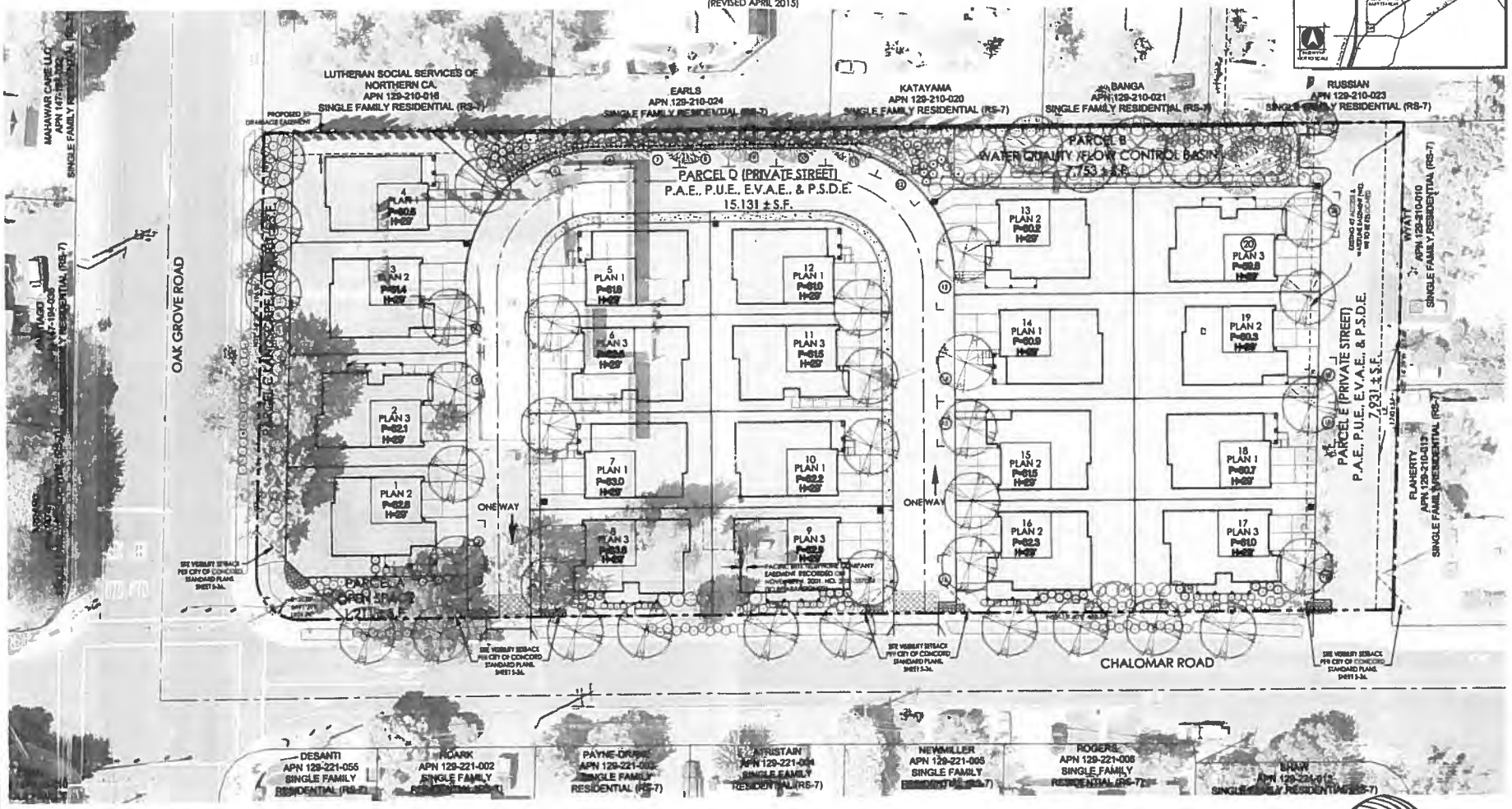
CONCORD, CA

JANUARY 2015

(REVISED APRIL 2015)

LOCATION MAP





NOTE:
BUILDING HEIGHTS NOTED AS H=29' BUILDING HEIGHTS VARY BY BUILDING TYPE AND ELEVATION 25' MIN TO 29' MAX. SEE ARCHITECTURAL PLANS FOR DETAILS.

NORTH

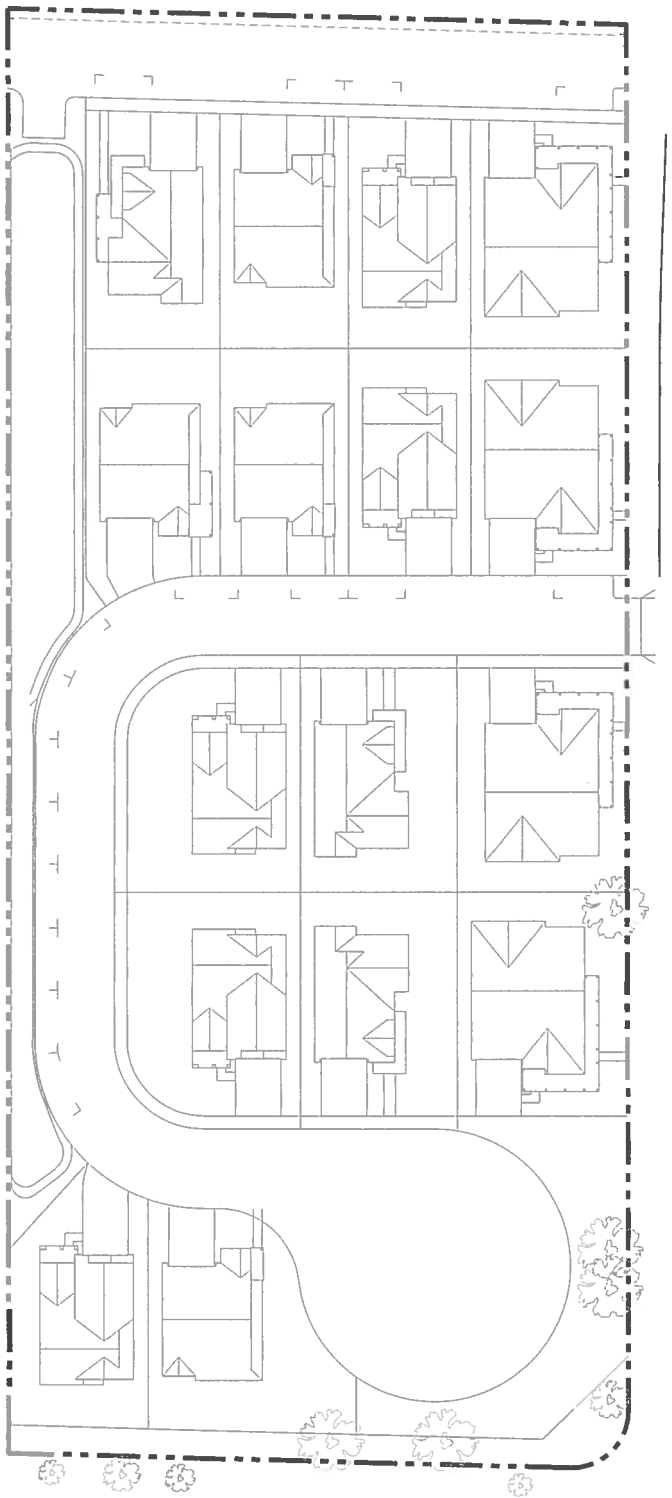
SCALE: 1" = 20'

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS
4301 Hacienda Drive, Suite 100 Tel 925.847.1888
Pleasanton, CA. 94588 Fax 925.847.1887

EXHIBIT C

EXHIBIT D

CONCEPT #19



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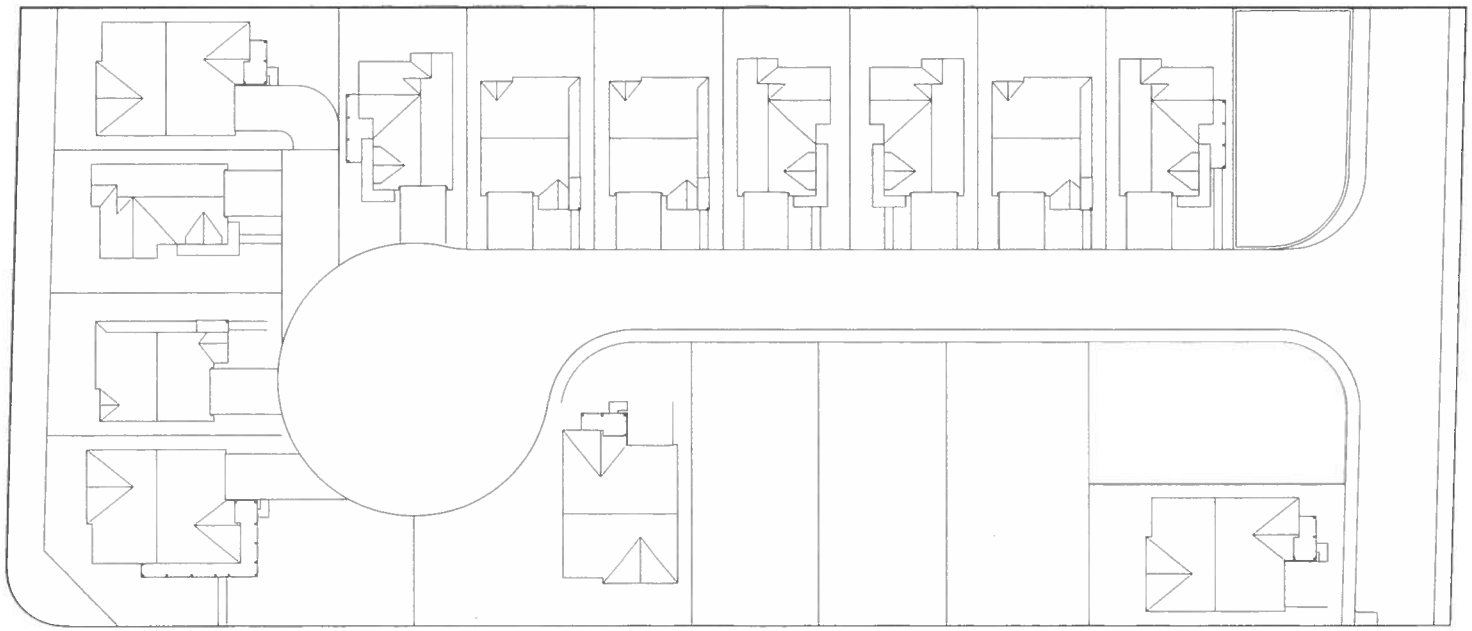

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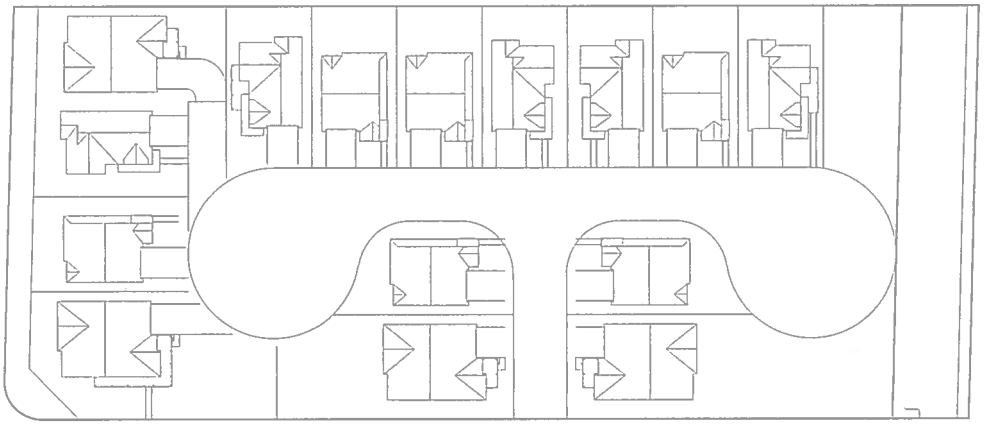

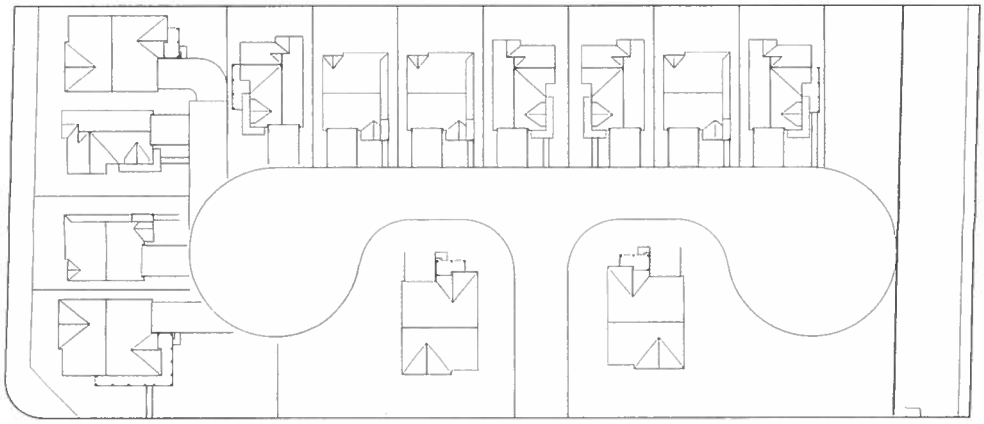

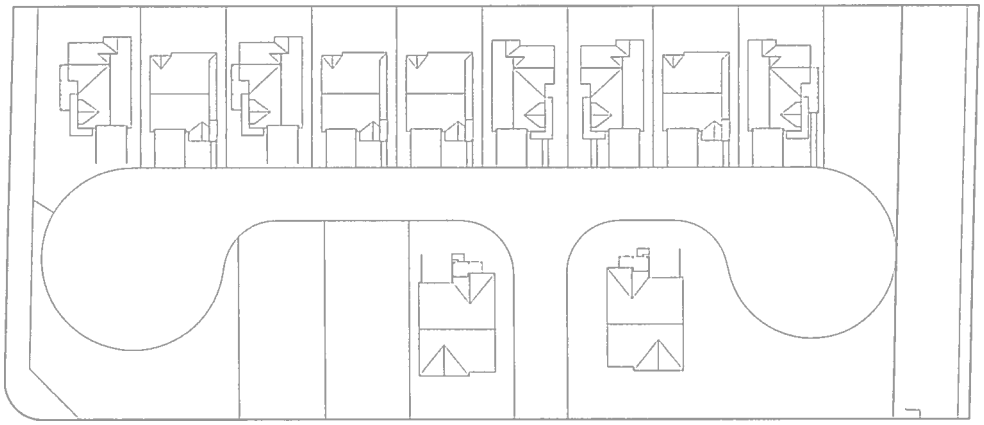

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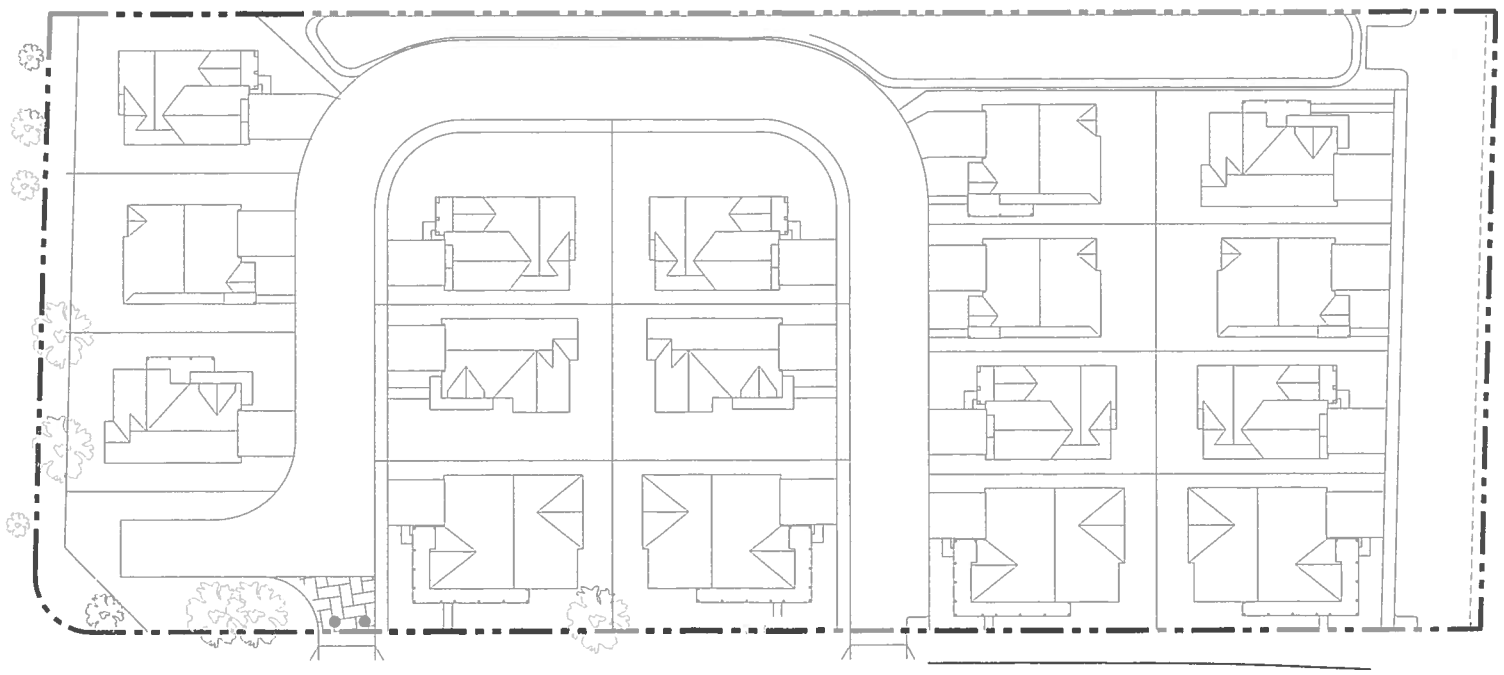
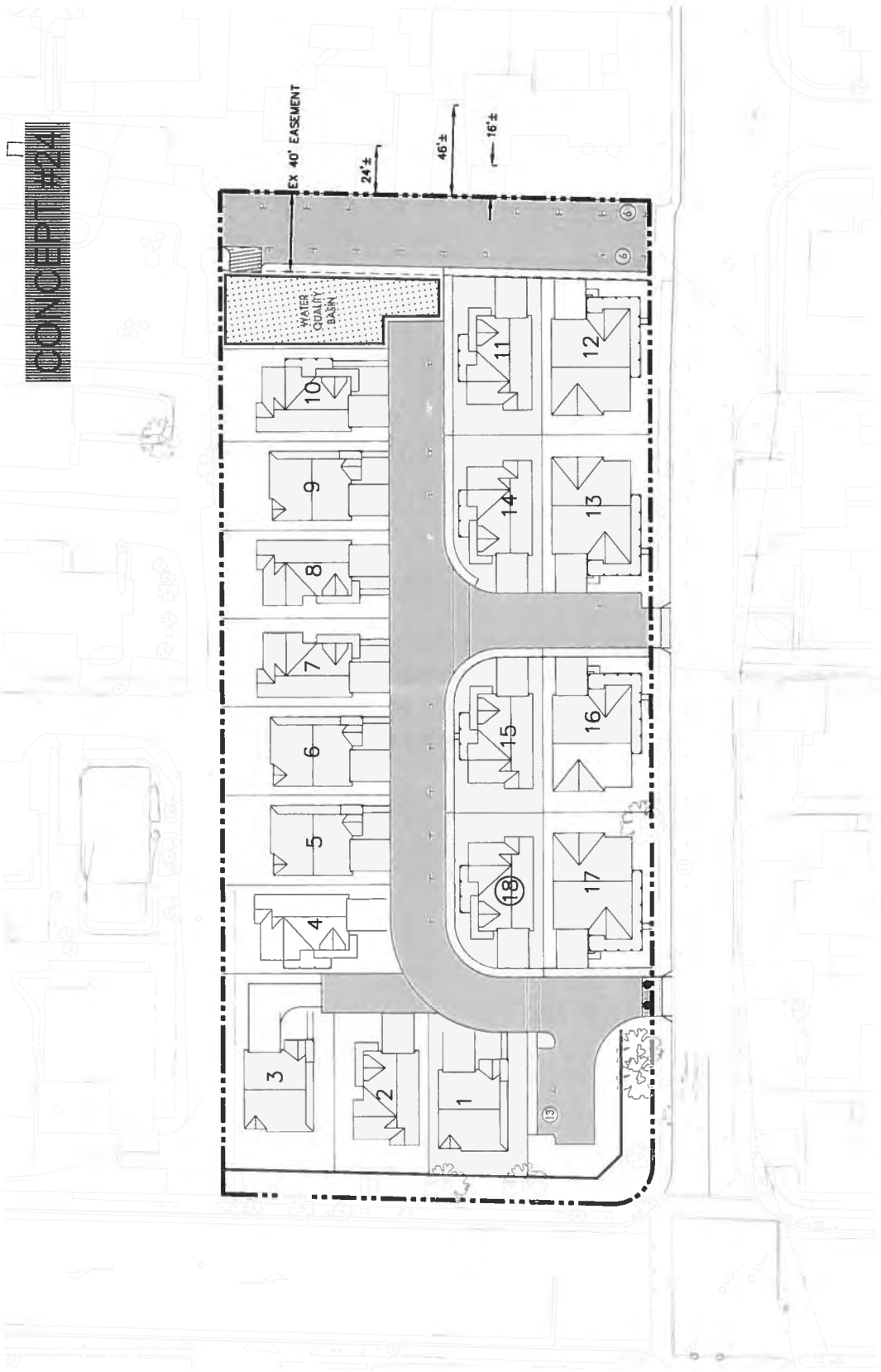


EXHIBIT E


CONCEPT #24
EX 40' EASEMENT
24'±
46'±
16'±
WATER QUALITY BASIN
1
2
3
4
5
6
7
8
9
10
11
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14
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17
18

CONCEPT #25

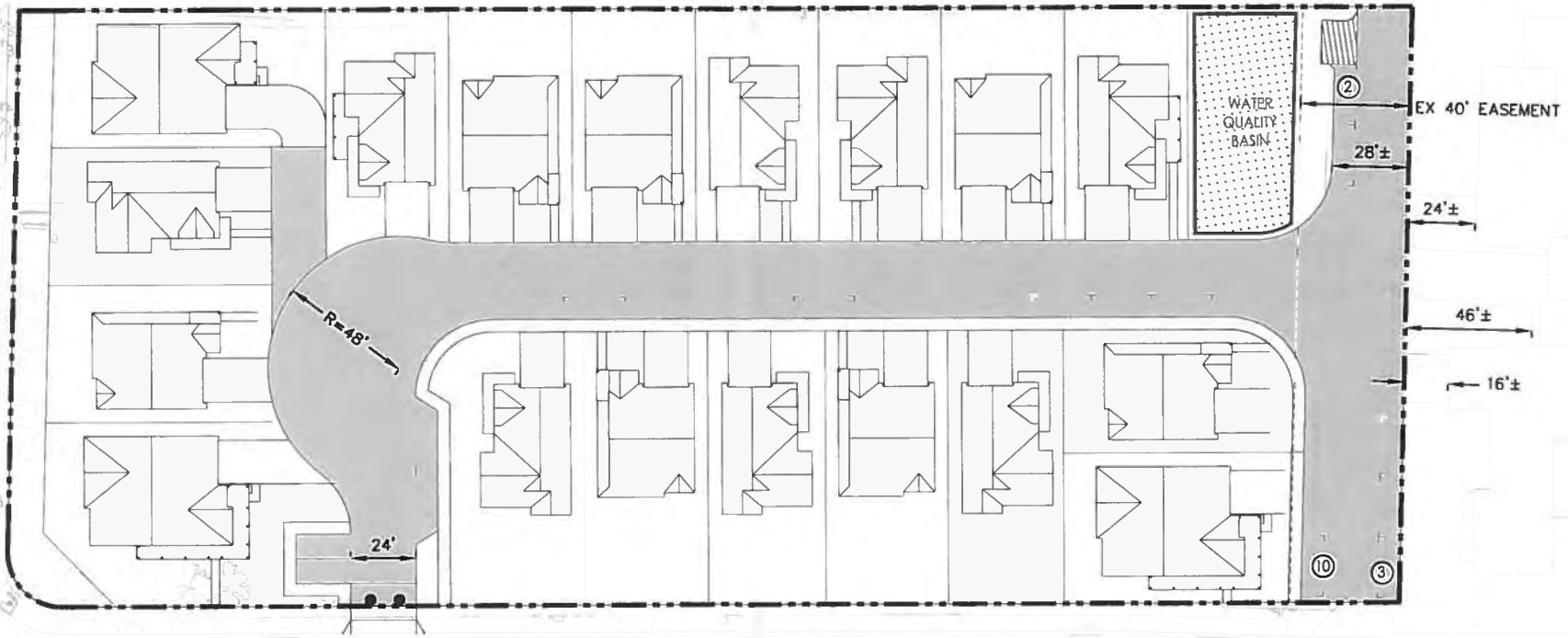


EXHIBIT F

Arborwell
professional tree management

December 1, 2014

Tree Inventory and Construction Guidelines
988 Oak Grove Road
Concord, CA

Submitted to:
ACRE Residential
c/o: Tom Schulz
7901 Stone Ridge Drive, Suite 120
Pleasanton, CA 94588

Prepared by:
Samuel Oakley
ISA Certified Arborist WE-9474A
ASCA Registered Consulting Arborist #556

Arborwell
professional tree management

Table of Contents

Summary

The following report can be summarized as follows: The 988 Oak Grove Road inventory consisted of seventy-five (75) trees of five (5) inches or greater in diameter at fifty-four (54) inches above grade (DBH). There were two (2) Protected Trees surveyed.

Assignment

Arborwell was retained to inventory and evaluate all trees on the property of 988 Oak Grove Road in Concord, CA (see Figure 1 of Exhibit 1). Arborwell was also retained to provide an arborist report for entitlements and land planning.

An inventory of all trees on the property was performed. The site was inspected on November 25, 2014. At the time of inspection, an ALTA Land Title Survey was performed. A land plan submitted for the property indicated the parcel will be converted to between twenty (20) to twenty-three (23) residential lots. There will likely be several tree removals as a result of the proposed redevelopment.

Method

Data collected per individual tree for the inventory are as follows: tag number and corresponding property location, scientific name, common name, diameter at fifty-four (54) inches above grade, height, canopy, condition, and any observational notes (see Exhibit 2). Each of the identified trees was then mapped using Geographic Information Systems (see Exhibit 3). In addition to the inventory, construction guidelines are provided in this report for any tree that will be preserved.

The specific tasks performed are as follows:

- identify any tree on the property and physically tag tree (#52 though #126);
- measure the diameter of the individual at fifty-six (56) inches above grade (DBH), rounded to the nearest inch;
- estimate the height and canopy spread;
- determine the individual's health and structural integrity and assign a condition rating;
- note any significant defects, health issues, or other observational notes;
- map the tree's location;
- acquire an image of the tree (see Exhibit 1);
- prepare a written report that presents findings and submit the report via email as a PDF document

Note that the recommendations in this report are based on visual inspection on the above-ground parts of the tree at the time of the site visit. No soil was removed for below-grade

inspection and no aerial inspection was performed. Information in this letter may warrant further investigation as site conditions change over time.

Tree Count & Composition

During the site visits, a total of seventy-five (75) trees were quantified on-site; of the 75 individuals observed on the property, there were eleven (11) species.

Two (2) individuals are protected trees due to being equal to or greater than twenty-four (24) inches DBH or a multi-stemmed tree where the sum of all stems is twenty-four (24) inches DBH, and being a suitable species for protection according to the City of Concord's Tree Ordinance. These trees are likely to be removed due to conflicts with the design plan. A total of sixty-four (64) trees will require removal based on conflicts with the design plan. Seven (7) trees are recommended for removal based on poor condition.

Suitability for Preservation

Each of the Protected Trees has been assigned a condition percentage from 0% to 100% (100% to 60% = "good;" 59% to 40% = "moderate;" 39% to 10% = "poor;" 9% to 0% = "very poor") and is used to determine suitability. This measurement is a way to cumulatively measure the health, structure, location, size, species, and anticipated life span of the individual.

Good: The potential for the individual to contribute long-term to the site, having good heath, structure, and the most suitable for preservation and retention. There were forty-two (42) individuals with a good suitability for preservation based on condition.

- Trees 56, 58, 59, 61, 63, 67, 81 through 108, 111 through 114, and 117 though 120

Moderate: These individuals contribute to the site to a lesser degree than the previous category, and will require frequent care throughout their life span. Retention and preservation may not be suitable depending on the needs of the project. There were twenty-six (26) individuals with a moderate suitability for preservation based on condition.

- Trees 57, 60, 62, 64 through 66, 68 through 80, 109, 110, 115, 122 through 125

Poor & Very Poor: Preservation and retention are not likely based on the individual's declining health and/or structure. Any tree care measure employed with not likely have a significant effect. There were seven (7) individuals with a poor to very poor suitability for preservation based on condition.

- Trees 52 through 55, 116, 121, and 126

Specific Construction Impacts

Four (4) non-protected trees have been identified as having the potential for preservation due to having good condition and the potential lack of design impacts. These trees are:

Trees 64 through 67

Trees can be damaged or killed by a wide variety of construction activities. Some injuries, such as broken branches or torn bark, can be easily avoided. However, the worst damage often remains unseen. Roots are one of the most vital parts of a tree. They are responsible for nutrient and water uptake, energy storage, and anchoring of the plant. Because they are so important, it is critical that you protect roots that lie in the path of construction.

Trees are never the same shape below ground as they are above, so it is difficult to predict the length or location of their roots. An easy rule to follow is that approximately ninety to ninety-five (90-95) percent of a tree's root system is in the top three feet of soil, and more than half is in the top one (1) foot, which extends radially from the trunk to the dripline of the tree. The part of this root system in which construction damage should be avoided is called the Critical Root Zone (CRZ).

In the event that construction will impact any other individuals located on this site, the contractor shall abide by the general construction recommendations listed in the following section of this report. The tree protection measures for establishing a Tree Protection Zone (TPZ) are as follows:

- **Type I Tree Protection:** The fence shall enclose the entire area under the canopy dripline or TPZ (whichever is greater) of the tree(s) to be protected throughout the life of the construction project. In some parking areas, if fencing is located on paving or concrete that will not be demolished, then the posts may be supported by an appropriate grade level concrete base, if approved.

The following guidelines must also be followed:

- Tree Protective Fencing during the construction period is recommended around the driplines of any tree to be preserved. The trunks of the trees to be preserved are to be wrapped with brightly colored snow fencing, which will provide a visual reminder to workers that the trees are protected.

- To help compensate for the root loss, it will be essential to irrigate all trees during the dry months (any month receiving less than 1 inch of rainfall) for a minimum of one (1) year. Irrigate a minimum of ten (10) gallons for each inch of trunk diameter every two (2) weeks. A soaker hose or a drip line is preferred for this purpose. This

irrigation must be applied during the trees' recovery period, which may be longer than the construction process.

- If any large roots (2 inches in diameter or larger) are severed during excavation outside of the driplines of trees to be preserved, the stub end(s) of the root(s) must be cleanly cut using a sharp saw and sealed using a plastic bag tied on the end. Plastic bags must be removed at the time of backfill.

- Materials must not be stored, stockpiled, dumped, or buried inside the dripline of trees.

- Excavated soil must not be piled or dumped, even temporarily, inside the driplines of protected trees.

- Any pruning must be done by an arborist certified by the ISA (International Society of Arboriculture) and according to ISA, Western Chapter Standards, 1998.

- The irrigation must not be designed to strike the trunks of trees, because of potential high risk of disease infection.

Construction Guidelines

Preconstruction Contractor Meeting

Prior to ground break a preconstruction meeting shall be held with the Project Arborist, Project Superintendent and other parties associated with the project that may encounter a subject tree during the course of the construction to discuss the guidelines included in this report.

Soil Cut or Fill within Root Zones

One of the most important guidelines to be followed when construction occurs near trees is: Do not disturb the ground surface within the CRZ of any tree proposed to be retained. Disturbing the ground includes heavy equipment, over-watering, trenching, excavating, or any other activity, including foot traffic, within the specified area. When adding new fill to any root zone, care should be taken to assure that it is no deeper than six (6) inches. This fill should not be compacted or placed within three (3) feet of any trunk. If compaction is necessary, sixty to seventy (60-70) percent should be the maximum pore space allowed in the soil. In addition, any change in the natural grade should provide drainage *away from* rather than *towards* the tree. It is important to remember that the removal of any soil within the drip line could do serious damage. If soil must be removed, no more than four (4) inches should be allowed. This soil removal work must be done by hand or "AirSpade"

(see below). If roots larger than three (3) inches in diameter are encountered, root severance guidelines must be followed.

Root Excavation Guidelines

Ninety (90) percent of all roots are located in the top eighteen (18) inches of soil. Proper excavation of roots in this area is critical to a tree's successful recovery. The top twenty-four (24) inches of soil should be removed with the assistance of an AirSpade and assisting hand tool, trenching at a pressure of four- to six-hundred (400 to 600) pounds per square inch.

AirSpade

The AirSpade is a handheld soil excavation tool connected to a large air-compressor. The high pressure stream of air is funneled through a small nozzle breaking dense soils apart into small particles. By using air to excavate soil, delicate roots, and hard surfaces are not damaged. An AirSpade will blow soil away from root systems with minimal to no damage.

Expectations of the AirSpade and Root Crown Excavation

Exploratory AirSpading should be conducted prior to the commencement of construction activities to explore the extent of the tree roots. This is done in order to mitigate the impacts of construction. The exploratory AirSpading and exposition of the root system is performed to evaluate the size, structure, and potential health of the root system. Next, it is important to keep the exposed roots wet. This keeps the roots from drying out and dying, which dessication of the roots will damage the entire health of the tree. The roots should be cleanly cut with a handsaw, and only cut root that are three (3) inches in diameter or less. When possible, the root should be cut back to a lateral (side) root. As soon as severance occurs, cover or wrap the root end with a plastic bag secured with tape or rubber band; backfill as soon as possible. If unsure of the procedures mentioned above, have a professional arborist onsite.

1. Preparing the Proper Soil Moisture – irrigate the soil area where exploration is to occur one to two (1-2) days prior to the AirSpade work being done. This will soften the soil and expedite the process.

2. Clearing the Work Area - The work area around the tree will need to be prepared. Prior to the movement of soil, remove any grass, ivy, shrubs, or flowers from around the base of the tree. This work area is typically one to two (1-2) feet from

the base of the tree. Salvage any plant material intended to keep as vegetation will not be replaced once removed.

3. Mitigating Noise - Due to the high pressure air being used and the compressor needed, the process can be quite noisy. However, care can be taken to keep the noise down.

4. Backfilling the Excavated Area - When excavating a root flare or root crown the void created can sometimes be quite deep. If the area cannot be left open then the site should be engineered to accommodate the situation. At times medium to large stones can be used to backfill the area insuring greater air circulation around the base.

Root Severance Guidelines

Any tree under stress before root severance may not survive this procedure. Consult the onsite Certified Arborist before damaging roots. The purpose of this procedure is to minimize the health impact caused by root severance. By following this procedure, recovery time and the impact on tree health can be reduced. This procedure is to be followed whenever damage to any root over three (3) inches in diameter occurs:

1. The root must be covered immediately with a board or burlap and kept moist.

2. Before backfilling, the damaged roots should be clean cut with a handsaw or chainsaw. When possible, the root should be cut back to a lateral (side) root. Only cut root that are three (3) inches in diameter or less. As soon as severance occurs, cover or wrap the root end with a moist plastic bag secured with tape or rubber band. Backfill as soon as possible.

Root Zone Irrigation Before and After Root Damage

Any tree subjected to the impacts of construction should be irrigated prior to construction activities, during construction, and after construction has ended. In addition, any tree which will have or has had damage to its roots should be irrigated. Three (3) weeks prior to excavation or grading place an adequate irrigation hose at the drip line. Water the CRZ one (1) time per week for six to eight (6-8) hours or as necessary to wet the soil to a depth of two (2) feet. If damage has already occurred, place the irrigation hose in an area where roots have not been disturbed and also place a hose over the area that was damaged. Continue this irrigation practice for one (1) month and up to eight (8) months, depending on the severity of the damage and the recommendation of the Project Arborist.

Mulch

Any tree subjected to the impacts of construction should be mulched prior to construction activities, during construction, and after construction has ended. Apply a layer of wood chips at least six (6) inches thick over areas that will be used for traffic or materials storage during construction. If these areas become part of the new landscape, the wood chips will prevent the soil from becoming too compacted and provides a layer of organic material. At no time does mulching constitute adequate protect of the roots for large equipment to enter the CRZ.

Tree Protection Fences

Trees are often killed, injured or stressed is a direct result of the construction process. A TPZ is to be installed with the parameter of either ten (10) times the diameter of the trunk at four and half (4.5) feet above natural grade or ten (10) feet, whichever is greater. To protect trees, install a six (6) foot high chain-link fence with post driven into the ground every ten to twelve (10-12) feet. The fencing should be located at the TPZ perimeter and not disturbed for any reason. Warning Signage indicating, "Tree Protection Zone: Keep Out," or similar wording at the direction of the Project Arborist, shall be placed in two (2) visible locations on opposite sides of the tree (see Figure 2 of Exhibit 1). All fencing and protection should be in place before any construction begins and left until all landscape grading and trenching is complete. Avoid placing of underground utilities within the drip line of any tree. When utilities are run through the root zone of a tree, horizontal coring should be used instead of trenching. If it is not possible to use horizontal coring, the onsite certified arborist should be contacted before trenching begins.

Recommended Services

Any tree subjected to the impacts of construction activities should be pruned prior to the commencement of construction. Pruning can be done during the tenure of construction so long as it is deemed necessary by the Project Arborist. All services recommended in this report should be done by a Certified Arborist or Certified Tree Worker in accordance with the ANSI-A300 standards. All pruning necessary to provide clearance during construction should be performed by a Certified Arborist or Tree Worker and not undertaken by construction personnel. Accidental damage to trees should receive immediate corrective attention. Pruning shall cease after construction has stopped and is to occur only as needed for proper maintenance.

Any tree subjected to the impacts of construction activities should be fertilized prior to the commencement of construction. Where deep root fertilization has been recommended, a solution of four (4) pounds of Doggett's 32-7-7 per one hundred (100) gallons of water should be used. This should be injected at the rate of ten (10) gallons per inch of trunk diameter at one- to two-hundred (200-300) pounds of pressure. Unless otherwise stated,

fertilization should take place between May and September. Mycorrhizal inoculum: Trees are to have roots inoculated with endo/ectomycorrhizal fungal inoculum. Fertilization shall occur prior to, during, and after construction under the direction of the Project Arborist.

Design Guidelines

- Avoid placement of fence anchors in close proximity to tree trunks.
- Do not install paving or build structures in close proximity to trees with invasive or surface oriented root systems (unless existing paving or building structures were present prior to construction).
- Where structure height will require removal of large branches, do not plan construction within tree drip line.
- Do not place chimney ventilation within the tree's canopy area.
- Assure that roof drainage is directed away from trees.
- For trees to be installed, anticipate the tree's height and spread at maturity. Do not place structures so as to limit the normal form of the tree as it matures.
- Contact the Project Arborist to review the landscape design before it is implemented.
- Do not install impervious materials such as roads and walkways within the CRZ.
- When designing walkways within the drip line, use pervious materials such as interlocking paving and Geogrid matrix wherever possible.
- Make sure that the tree requirements are fully recognized during design, construction installation and maintenance of landscape.

Construction Guidelines

- Do not use tree trunks as a winch support in demolition or for moving and lifting large loads.
- Do not dump concrete residue, chemicals, solvents, etc., on site.

- Do not attempt the demolition of trees with grading equipment when trees that are to be preserved are in the vicinity. Trees uprooted by pushing or pulling may damage branches or root systems of adjacent trees. All trees and stumps should be removed by a qualified company.

- Grade and trench lines radial to trees rather than tangential. If roots are encountered while trenching, follow root severance guidelines.

- If soil compaction has occurred near or within the CRZ by operating of heavy equipment or other operations, aerate (fracture) soil as quickly as practical.

- If demolition of existing roads, structures, etc. is near any tree to be preserved, a small soft-rubber tire loader should be used. Any work within six (6) feet of any trunk should be performed by hand.

Maintenance Guidelines

- All recommended services should be performed before construction ends. Pruning shall cease after construction and only be performed as directed by a Certified Arborist for maintenance purposes.

- Continuance of irrigation for one to eight (1-8) months, or as directed by a Certified Arborist. Gradually reduce irrigation to avoid overwatering.

- Provide the new property owners with information they will require for proper maintenance of trees on the property.

Schedule and Coordination

Trees should be monitored by the Project Arborist during construction at the following intervals:

- Before construction begins, the Project Arborist is to use this preservation plan to implement tree protections with the assigned contractors for all work onsite.

- During the Pre-construction meeting.

- During the Rough Grading or Trenching.

- For each Monthly Tree Activity Report Inspection or the interval deemed necessary by the local authorities.

- Any Special Activity within any TPZ or CRZ.
- Any other time deemed necessary by the Project Arborist.

Concluding Remarks

This report is a guideline for the proper maintenance of tree during construction activities. The following activities need to occur, as noted above:

- Preconstruction: root exploration; root pruning; foliar pruning; mulch; irrigation; fertilization; tree protection measures.
- During construction: tree protection measures; mulch; irrigation; fertilization; and pruning as needed.
- Post-construction: mulch; irrigation; and yearly maintenance pruning as needed.

While trees vary in their tolerance to changed conditions, disruption in any form of the environment to which the trees have grown accustomed, may result in adverse reaction. No assurance can be offered that if all of the recommendations and precautionary measures are accepted and followed, the desired results will be achieved. Demolition and construction activity among and near trees is inherently contrary to tree welfare. The objective of these guidelines is to provide information useful in mitigating undesirable consequences resulting from uninformed or careless acts. If strict adherence to all recommendations is performed, we believe this project will be successful.

Assumptions and Limiting Conditions

While trees vary in their tolerance to changed conditions, disruption in any form of the environment to which the trees have grown accustomed may result in adverse reaction. Human activity among and near trees is inherently contrary to tree welfare and there are inherent risks associated. The objective of this report is to provide information useful in mitigating undesirable consequences resulting from failure of any part of a tree.

The following are limitations to this report:

- All information presented herein covers only the trees examined at the area of inspection, and reflects the condition observed of said tree at the time of inspection.
- Observations were performed visually without probing, dissecting, coring, or excavation, unless noted above, and in no way shall the observer be held responsible for any defects that could have only been discovered by performing said services in specific area(s) where a defect was located.
- No guarantee or warranty is made, expressed or implied, that defects of the trees inspected may not arise in the future.
- No assurance can be offered that if the recommendation and precautionary measure are accepted and followed, that the desired result may be attained.
- No responsibility is assumed for the methods used by any person or company executing the recommendations provided in this report.
- The information provided herein represents an opinion, and in no way is the reporting of a specified finding, conclusion, or value based on the retainer.
- This report is proprietary to Arborwell, and may not be reproduced in whole or part without written consent. This report has been prepared exclusively for use of the parties to which it has been submitted.
- Should any part of this report be altered, damaged, corrupted, or lost the entire evaluation shall be invalid.

Exhibit 1 – Figures and Tables

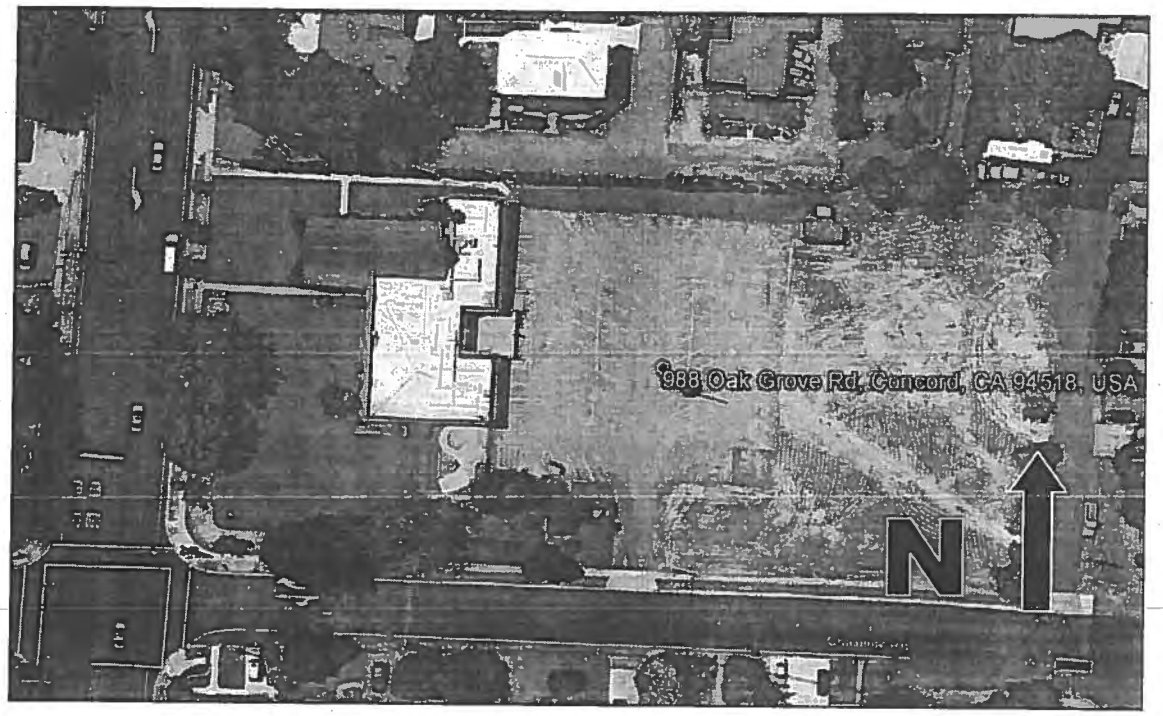


Figure 1: an aerial image depicting the area of the 988 Oak Grove Road property.

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

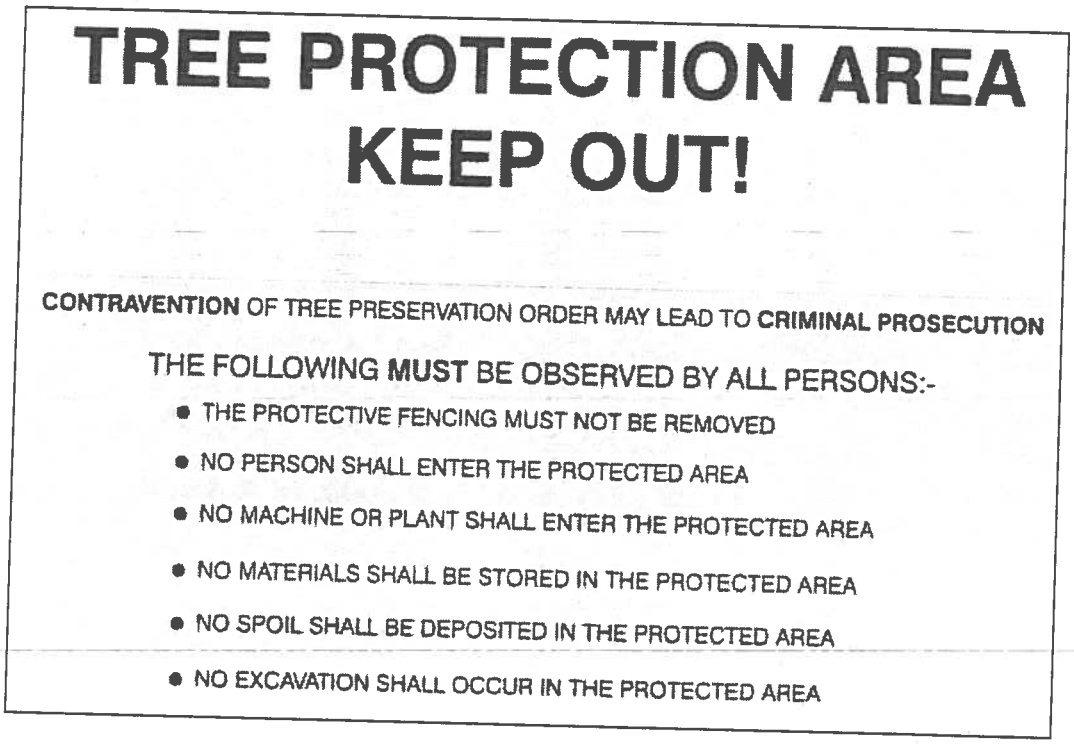
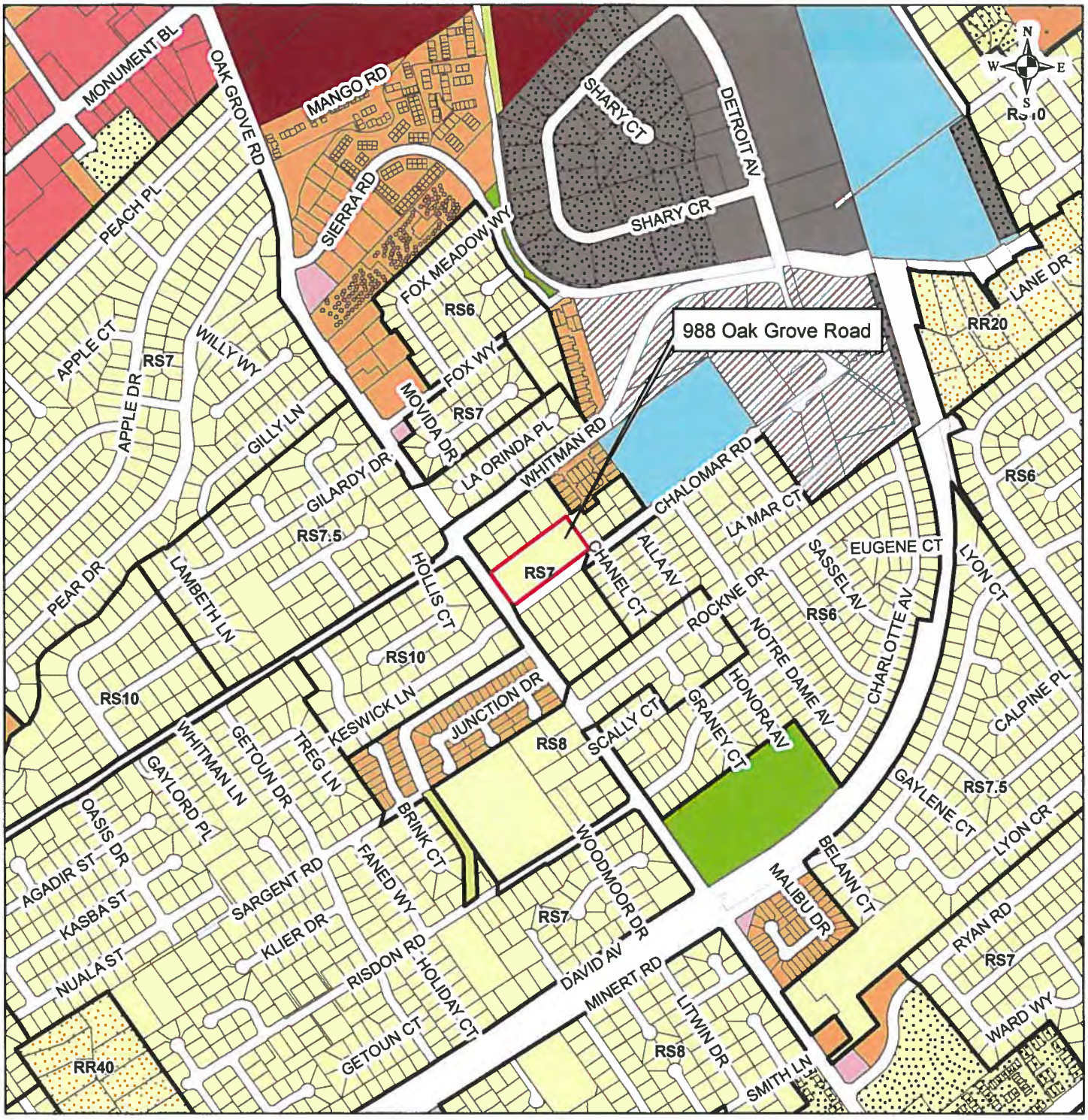


Figure 2: an example of the appropriate signage to use in conjunction with Tree Protection Fencing

EXHIBIT G

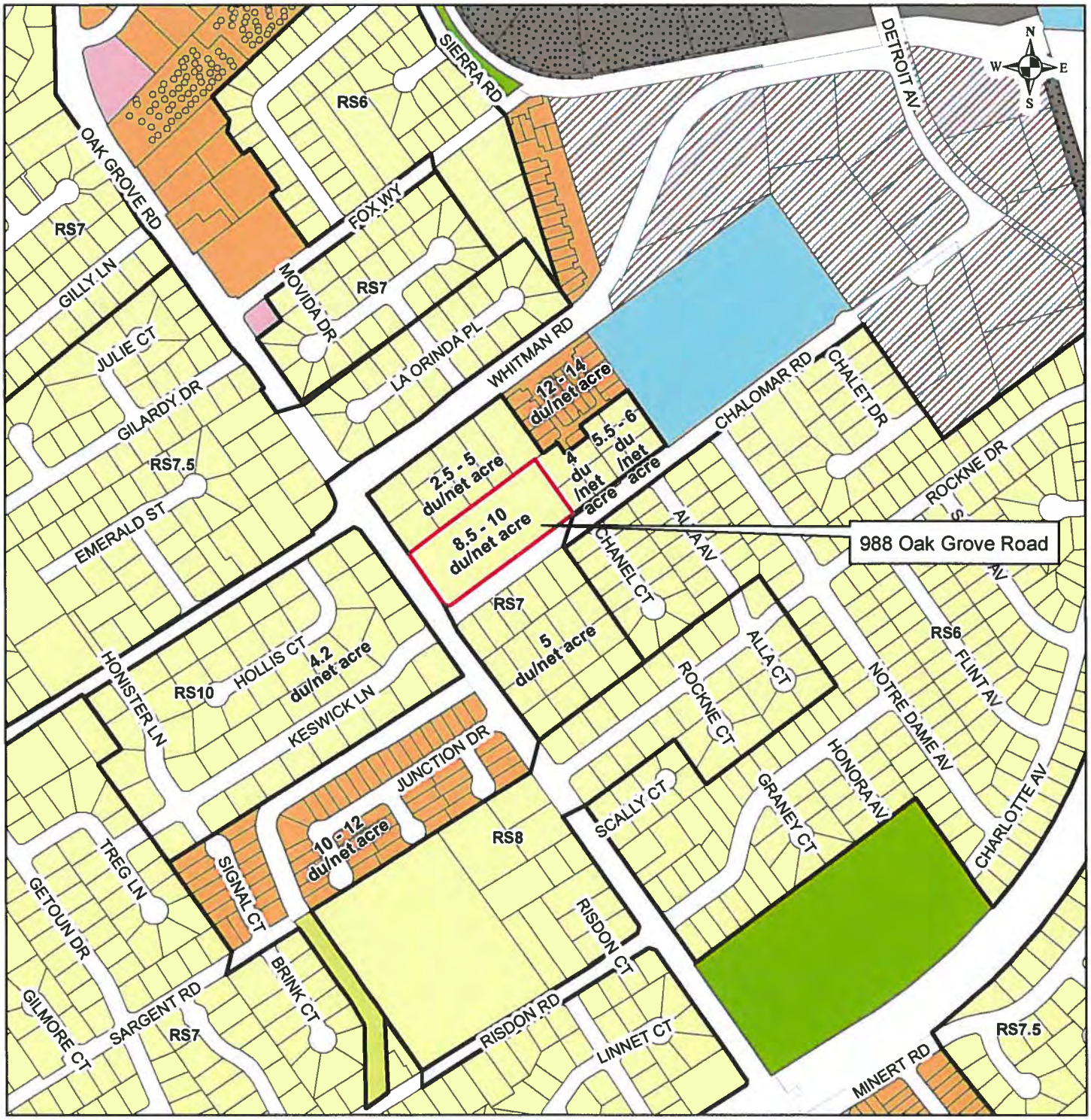


Legend

988 Oak Grove Road

Planning Land Use Zones

- PD
- Rural Residential (RR20)
- Rural Residential (RR40)
- Single Family Residential (RS6)
- Single Family Residential (RS7)
- Single Family Residential (RS7.5)
- Single Family Residential (RS8)
- Single Family Residential (RS10)
- Residential, Medium Density (RM)
- Community Office (CO)
- Commercial Mixed Use (CMX)
- Neighborhood Commerical (NC)
- Regional Commercial (RC)
- Service Commerical (SC)
- Office Business Park (OBP)
- Industrial Business Park (IBP)
- Industrial Mixed Use (IMX)
- Public/Quasi-Public (PQP)
- Open Space (OS)
- Parks and Recreation (PR)
- Unzoned (U)



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988 Oak Grove Road

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- Parks and Recreation (PR)
- Unzoned (U)

EXHIBIT H

MEMORANDUM

To: City Council and Planning Commission

Cc: Valerie Barone, City Manager; Victoria Walker, CED Director; Mark Coon, City Attorney

From: Laura Simpson, Planning Manager (after review by the City Attorney's office)

Date: April 6, 2015

Subject: Findings for Planned Development Use Permit and Rezoning related to Small Lot Subdivisions

Introduction

Recently, the City has received two applications for small lot subdivisions, the 8-unit Autumn Brook Subdivision and the 20-unit Chalomar Subdivision. CED staff is now reviewing these applications and there are several new sections of the Development Code that may apply. **I wanted to bring these new regulations to your attention, as this is the first time since the new Development Code was adopted in July 2012 that these sections might be utilized.**

When the Development Code was approved, it included Chapter 18.155- Standards for Small lot and Medium Density Development. The purpose of this zoning section was to provide development standards for single family detached and attached housing units on small lots of less than 6,000 square feet. The provisions are intended for use in Residential Single Family (RS), Residential Low Density (RL), Residential Medium Density (RM), Commercial Mixed-Use (CMX), and Community Office (CO) zoning districts. The overall goal of the new language in the development code was to incentivize high quality developments by establishing an optional approval process that was more developer friendly when a project was proposed that provided unique and clear benefits that might not otherwise be achieved.

Consequently, under the City's Development Code, there are two avenues available to applicants interested in pursuing a small lot subdivision at a density higher than the zoning would normally allow but within the densities proscribed by the underlying General Plan designation. The applicant may request application of the small lot standards via approval of a Planned Development Use Permit (PDUP) granted by the Planning Commission pursuant to Chapter 18.440, or, alternatively, the applicant may go the more conventional route of applying for a rezoning to the density desired.

Planning staff is presenting these alternatives to both the Chalomar Crossings and Autumn Brook developers, and we do not, as yet, know which application route they will choose.

Discussion

This choice between processes is coming into play with the Chalomar Crossings residential proposal. The applicant for this project, Acre Residential, has applied for a small lot subdivision to be constructed in an existing RS-7 zoning district, where the minimum lot size is 7,000 square feet and the residential density based on that minimum size would normally result in a density of 5-7 units per net acre.

However, the applicant has proposed a 20 unit subdivision with minimum lot sizes of 3,400 to 4,900 square feet, with five additional parcels designated for private roadways, landscaping and stormwater provisions, resulting in a density of 9.1 dwelling units per net acre.

There are two ways the applicant can choose to request the application be processed—through the PDUP process or through a rezoning. In either approach the applicant will also have to obtain Design Review approval and Tentative Map approvals by the Planning Commission, and Final Map approval by the City Council.

If the PDUP Process is Used: Under the Findings for the Planned Development Use Permit (18.440.070, Subsection A Findings), the Planning Commission shall consider the proposed development's positive benefits or special characteristics against any potential impact on the surrounding area as well as certain design criteria as set forth in Section 18.440.060 related to site design, open space, landscaping, and design features. The Planning Commission may approve a PDUP only if it can make the following findings (the Council would not review the PDUP unless it were appealed to them). The Planning Commission would review and decide on the Tentative Map at the same hearing (the City Council is responsible for approving the Final Map at a later date; that is a ministerial act).

Required PDUP findings:

1. The development is in conformance with the General Plan and any applicable specific plan.

2. The development is in conformance with applicable provisions of the Development Code and the Concord Municipal Code, relating to both on- and off-site improvements necessary to accommodate flexibility in site planning and property development and to carry out the purpose and intent of the zoning district.

3. The development is a comprehensive development that provides a more enhanced environment and architectural excellence (e.g., varied structure placement and orientation, mix of building sizes and types of dwellings, high quality architectural design and materials, increased landscaping and open space, improved solutions to the design and placement of parking facilities, etc.) than would normally be possible under conventional zoning requirements [emphasis added by staff].

4. The development is compatible and well integrated with existing, adjacent neighborhoods.

5. The various elements of the development, including buildings, infrastructure, landscaping, private and common open space, work together to form a comprehensive plan of sufficient unity to justify exceptions to the development standards identified in the applicable zoning district [emphasis added by staff].

6. The design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle access and public services and utilities (e.g., drainage, fire protection, sewers, water) will ensure that the development would not endanger, jeopardize, or otherwise constitute a hazard to the public health, safety, or general welfare, or be injurious to property or improvements in the vicinity.

7. The site is:

a. Physically suitable for the type and density/intensity of the development;

b. Adequate in shape and size to accommodate the development; and

c. Served by streets of adequate capacity for the traffic generated by the development.

d. The public need for, and the positive benefits to be derived from, the project clearly outweigh any potential negative effects it may cause.

The standards set forth in the PDUP Section of the Development Code require the proposed project to provide a clear or exceptional benefit to justify allowing the increased density and use of the small lot standards. The development must provide "an enhanced environment or architectural excellence." If the Planning Commission finds that the development proposal meets these enhanced requirements, then it may approve the PDUP for a small lot subdivision. In this process, the Planning Commission is the approving body and the project would not require City Council approval, unless it was appealed to the City Council.

Alternatively, an applicant for the subdivision may choose to apply for a conventional re-zoning of the site from the existing RS district to the higher density RL District (where minimum lot sizes of 1,920 sq. ft. are allowed). In this case, the applicant would only adhere to the RL standards found in Table 18.30.040 of the Development Code, not the Standards for Small Lot and Medium Density Development found in Section 18.155.

Under Section 18.455.070. B. Development Code and Zoning Map Amendments, the rezoning may only be approved if all of the following applicable findings are made:

1. The proposed amendment is consistent with the general plan;

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and

3. Zoning map amendments shall also find that the affected site is physically suitable, including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities, for the requested zoning designation and proposed or anticipated uses and/or development.

If a Rezoning Process is Used: Under a conventional rezoning application, the development proposal would be reviewed by the Planning Commission for recommendation to the City Council at a public hearing. The City Council would then be the approving body. As can be seen, the conventional re-zoning process requires a greater number of public hearings, and theoretically more processing time. However, the benefit to the applicant is that the required findings for a conventional rezoning arguably do not require an enhanced project proposal.

Potential CEQA Implications

It is possible, but not certain, that the use of the PDUP process and approval at the Planning Commission level could potentially allow a less complicated CEQA review for a development proposal, another added benefit for those projects that choose this approach.

Under a conventional re-zoning, CEQA requires that the City prepare either a Negative Declaration, Mitigated Negative Declaration, or a full Environmental Impact Report. Rezoning actions do not qualify for the use of a Categorical or other CEQA Exemption.

However, with the use of a PDUP process (basically a Use Permit), it is possible that a development project could qualify for the use of a CEQA exemption process -- particularly where the incremental number of additional units to be gained by the higher density allowed by the Small Lot regulations is small. Both options would require preparation of a complete Initial Study before a determination could be made on the level of CEQA review that would be appropriate, based on the potential level of environmental impacts that can be reasonably anticipated.

EXHIBIT I

DRAFT REPORT

TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED

988 OAK GROVE ROAD RESIDENTIAL PROJECT CONCORD, CA

May 28, 2015

Prepared by:
Omni-Means, Ltd.
Engineers & Planners
1901 Olympic Blvd., Suite 120
Walnut Creek, CA 94596

R2010TIA001 / 35-2272-39

omni · means
ENGINEERING SOLUTIONS

988 OAK GROVE ROAD RESIDENTIAL PROJECT
TRAFFIC IMPACT ANALYSIS

DRAFT REPORT

PREPARED FOR:

THE CITY OF CONCORD

May 28, 2015

PREPARED BY:

OMNI-MEANS, LTD.
ENGINEERS & PLANNERS
1901 OLYMPIC BOULEVARD, SUITE 120
WALNUT CREEK, CALIFORNIA 94596
(925) 935-2230
www.omnimeans.com

35-2272-39
(R2010TIA001.DOC)

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1. INTRODUCTION / SUMMARY

This report presents the findings of a traffic impact analysis conducted by Omni-Means for the proposed residential project at 988 Oak Grove Road (and Chalomar Road) in the City of Concord, CA. The proposed project would consist of 20 single-family residential units located at the northeast corner of Oak Grove Road and Chalomar Road (with project access via Chalomar Road) and would replace an existing church facility. Figure 1 illustrates the project vicinity map.

Based on discussions with City Transportation Engineering staff, the traffic issues for this development relate to the project's net vehicle trip generation and subsequent operating conditions as follows:

- Project vehicle trip generation and net change in trips from existing site use.
- Peak hour traffic operations and vehicle queuing at the Oak Grove Rd./Chalomar Rd. intersection.
- Project access to/from Chalomar Road.
- Project parking demand and supply conditions.

The following scenarios have been analyzed as part of the transportation and circulation analysis:

- Existing Traffic Conditions: Represents existing traffic flow conditions collected through new field counts for the study intersections;
- Existing Plus Project Conditions: Proposed project trips added to existing traffic volumes.

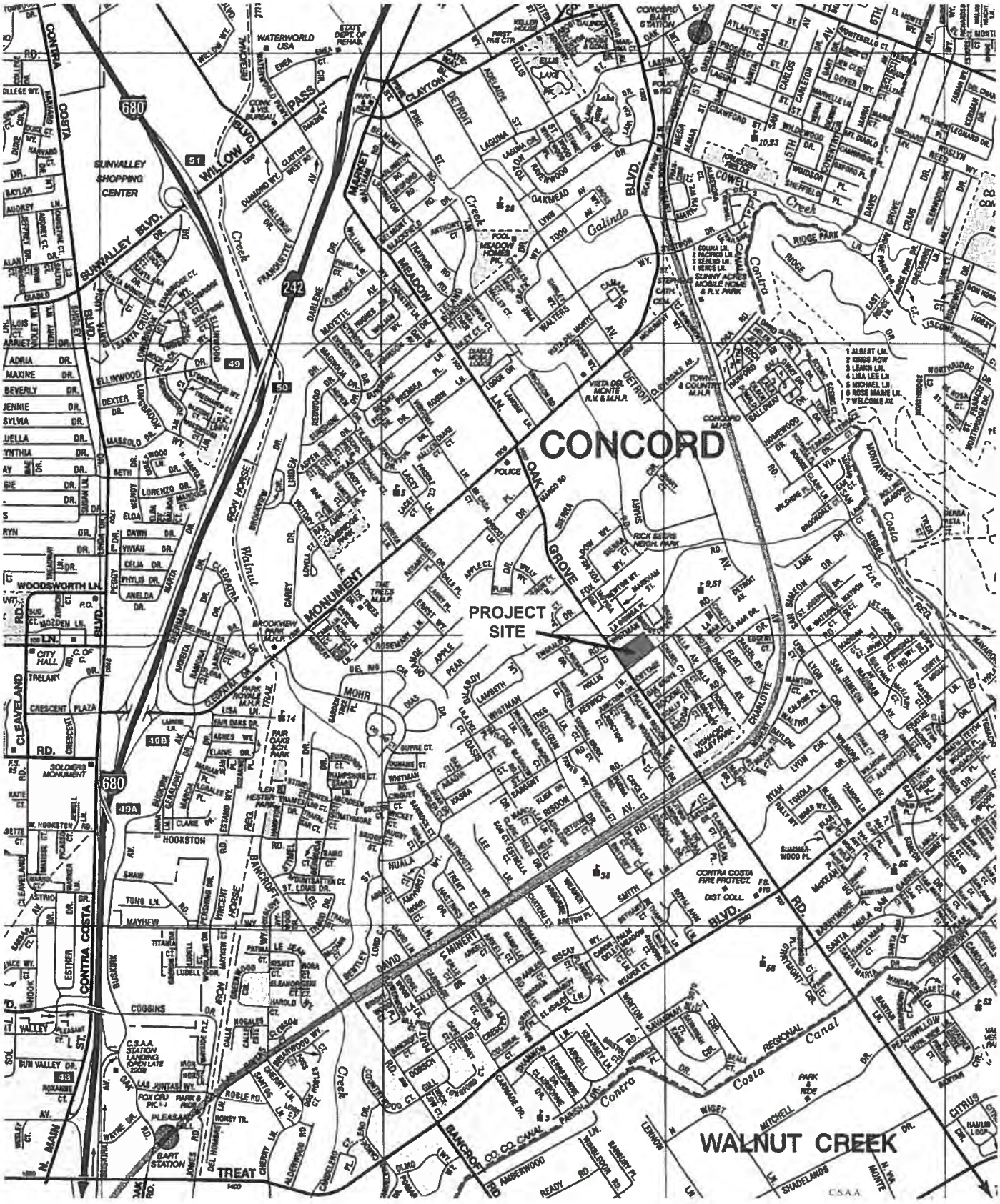
The proposed project was calculated to generate 24-25 weekday peak hour trips and approximately 239 daily trips. The existing church does not generate trips during weekday a.m. and p.m. peak hours of adjacent street traffic, therefore the project would result in 24-25 net new peak hour trips added to the street network.

The study intersections currently operate at LOS A or B levels-of-service, indicative of efficient operation overall. Conditions would remain similar with the project. The intersections would continue to operate at levels of service A-B, with small increases in vehicle delays for the intersection approaches.

It is noted that the existing church at times generates higher vehicle trips outside of the adjacent street peak hours, particularly Sundays and some weekday evenings. At these times, vehicle trips would be lower with the proposed project than existing conditions. Also, trips generated by the project would be distributed throughout the day, whereas most of the existing church trips occur within a shorter time-frame before and after events.

Other potential vehicle related issues were evaluated. A vehicle queuing analysis shows the intersections would continue to function similarly to existing conditions, with approximately 1 additional vehicle queued during the peak hours.

The project design and access roads would meet the City standards for vehicle circulation, parking, and pedestrian access. Recommendations have been made pertaining to street parking on Chalomar Road fronting the project site.



Project Vicinity Map

North

omni-means

figure 1

2. EXISTING CONDITIONS

Existing conditions describe the existing transportation facilities serving the project site.

EXISTING ROADWAYS

Roadways that provide primary circulation in the vicinity of the project site are as follows:

Chalomar Road: Chalomar Road extends in a primarily east-west direction from Oak Grove Road for approximately 3/10 of a mile (1,600 feet) where it terminates at Detroit Avenue (a guardrail prevents vehicle access to/from Detroit Avenue.). Chalomar Road consists of two travel lanes and provides direct access to single-family residential units on both sides of the street and to the existing church facility (project site) located on the north side of the street. On-street parking is allowed in various locations. Chalomar Road is classified as a "neighborhood" street in the City of Concord General Plan which serves to connect "residential areas with destinations such as homes, schools, parks, and neighborhood retail".[1] In addition to serving the project site, Chalomar Road carries school trips associated with a school (Ygnacio Valley Elementary) located east of the project site.

Oak Grove Road: Oak Grove Road is oriented in a primarily north-south direction and is located just west of the project site. Oak Grove Road extends through the Cities of Concord and Walnut Creek beginning from Walnut Avenue north to Monument Boulevard (where it continues as Meadow Lane). Oak Grove Road is classified as a "community" street in the City of Concord General Plan which serves to connect "work, regional shopping, downtown, office and civic destinations". In the project vicinity it is a two lane road that provides direct residential access to single-family units in addition to through trips. Street parking is not allowed on Oak Grove Road in the vicinity of the project.

Regional access is provided by **Interstate 680 (I-680)**, which is oriented in a north-south direction and is located approximately two miles west of the project site. I-680 is a multi-lane facility extending from San Jose to north of Martinez. Access interchanges are located north and south of the project site on Monument Boulevard and Treat Boulevard, respectively.

PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian sidewalks are located on both sides of Oak Grove Road. A pedestrian sidewalk is located on the north side of Chalomar Road extending from Oak Grove Road, fronting the project site, and continues east as a sidewalk or path to the elementary school and connects to a sidewalk on Detroit Avenue. A sidewalk is located along most of the south side of Chalomar Road, extending from the end of the road at Detroit Avenue west to Chanel Court (approximately 400 feet east of Oak Grove Road). There is no sidewalk on the south side between Chanel Court and Oak Grove Road. Crosswalks are striped at the signalized Oak Grove Road/Chalomar Road intersection with pushbutton activated "walk/don't walk" signs across three approaches. Oak Grove Road has Class 3B (signed route with striped edge lines) bicycle lanes on both sides of the road. Chalomar Road has "sharrow" pavement markings to alert motorists that Chalomar Road is a Class 3A bicycle route where bicycles share the road with motor vehicles.

[1] *City of Concord, 2030 General Plan, Chapter 5: Transportation, Adopted October 2, 2007, Amendments to 2012.*

TRANSIT FACILITIES

Bus transit in the project study area is provided by County Connection Public Transit District.[2] Transit service near the project site consists of the following route on Oak Grove Road:

Route 11 / 311: Route 11 provides weekday service between the Concord BART station and the Pleasant Hill BART station via downtown Concord then along Oak Grove Road and Treat Boulevard. Bus service is provided weekdays between 6:00 a.m. and 8:00 p.m. with headways of 45-90 minutes. Route 311 provides weekend service and operates between the Concord BART station and the Pleasant Hill BART station and continues to the Walnut Creek BART station. Bus service is provided Saturday and Sunday between 7:19 a.m. and 7:08 p.m. with headways of 90 minutes. A northbound bus stop is located on Oak Grove Road adjacent to the project site, while northbound and southbound bus stops are located one block to the south near the Junction Drive intersection.

EXISTING INTERSECTION CONDITIONS

The following intersections were chosen by City staff for analysis during the AM and PM peak periods of weekday adjacent street traffic flows:

Chalomar Road / Oak Grove Road	Signalized
Chalomar Road / Existing Church Access (Proposed Project Access)	Minor-Street Stop
Chalomar Road / Existing Residential Driveway (Proposed Project Access)	Minor-Street Stop

Vehicle counts were conducted at the study intersections during weekday AM and PM peak periods.[3] From those counts, the highest peak hour volumes were utilized for the traffic analysis. The existing peak hour traffic volumes are shown in Figure 2.

The Oak Grove Road/Chalomar Road intersection is a signalized intersection with separate left turn lanes on Oak Grove Road and a shared left/through lane with separate right turn lane for the Chalomar Road approach. The existing church parking lot is accessed via a driveway located approximately 230 feet east of Oak Grove Road. Another driveway is located on the east side of the church property approximately 470 feet east of Oak Grove Road which serves several residential units. The project would replace the existing church parking lot driveway with a new one-way loop road through the property accessing sixteen units and use the eastern driveway for access to four units.

Intersection Level-of-Service (LOS) Concept

Intersection LOS provides a measure of operational performance ranging from LOS A-F. These ratings correspond to a volume/capacity (v/c) ratio and vehicle delay in seconds. LOS A represents free-flow conditions with little delay at intersections. LOS E represents unstable or unbalanced flow conditions with volumes at or near design capacity. LOS F represents a significantly congested condition where traffic flows can exceed design capacities resulting in long vehicle queues and delays from the minor-street approach. At unsignalized intersections, stated intersection LOS usually refers to the stop-sign controlled approach and yields a vehicle delay in seconds (LOS criteria and definitions are provided in Table A-1 in the Appendix). The peak hour intersection LOS calculations have been calculated based on the *HCM 2010 methodology* using Synchro/Simtraffic modeling software.[4] (Level-of-service calculation worksheets are provided in the Appendix.)

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[2] *County Connection Transit Agency, 2477 Arnold Industrial Way, Concord, website (countyconnection.com),May 2015.*
[3] *Omni-Means, Weekday AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) peak period intersection counts, May 5&7, 2015.*
[4] *Transportation Research Board (TRB), 2010 Highway Capacity Manual, Intersection Operations, Chapters 16 & 17.*

Existing Operating Conditions

As shown in Table 1, the study intersections are operating at LOS A or B conditions, which represent very efficient traffic flows and minimal overall vehicle delays.

TABLE 1
EXISTING CONDITIONS: INTERSECTION LEVELS-OF-SERVICE

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay
1	Chalomar Road / Oak Grove Rd.	Signal	B	14.0"	A	9.0"
2	Chalomar Road / Church Driveway	MSSC	sb: A	0.0"	sb: A	0.0"
3	Chalomar Rd. / Residential Driveway	MSSC	sb: A	0.0"	sb: A	9.1"

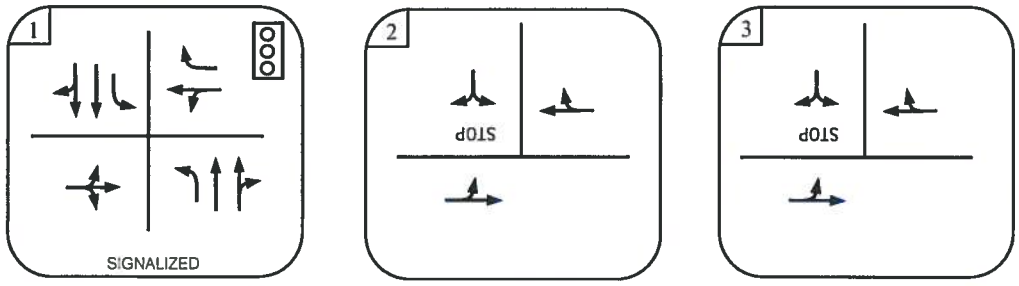
Legend: MSSC = Minor Street Stop Control.
Listed LOS represents vehicle delay expressed in seconds.

On weekday mornings the elementary school on Chalomar Road attracts school-related trips. During our surveys, we observed approximately 200 trips appeared to be school trips out of 400 total two-way a.m. peak hour trips on Chalomar Road. The school trips are concentrated within a short period of time just before school begins, then decrease substantially. During the peak school period, volumes rise and delays temporarily increase, but the overall peak hour conditions function efficiently.

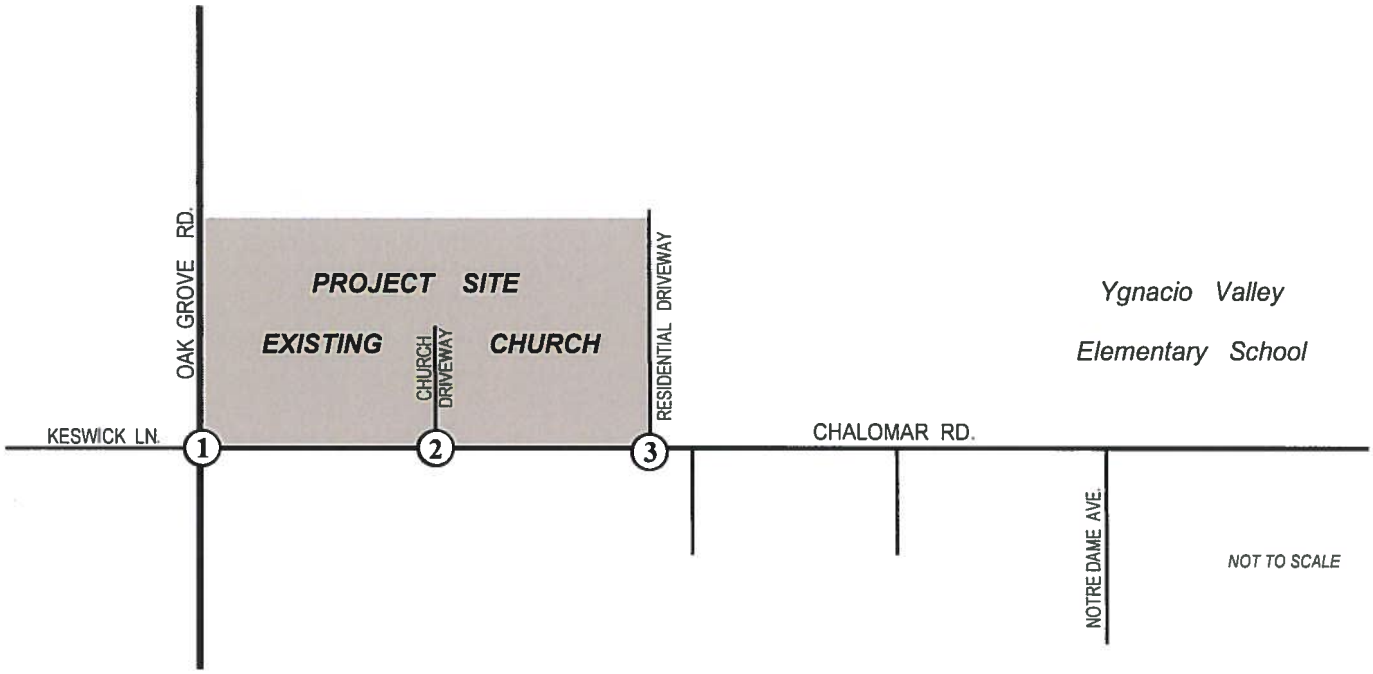
Observed vehicle queues at the Chalomar Road/Oak Grove Road intersection during the a.m. peak hour, outside of the peak school period, averaged 3-5 cars in both westbound approach lanes. During the school peak, the westbound right turn queue on Chalomar Road and the southbound left turn queue on Oak Grove Road temporarily increase to 10-12 vehicles for several signal cycle lengths. Northbound traffic flows on Oak Grove Road can also temporarily experience congestion during the school 15-minute peak period around 8:00 a.m.. However, conditions normalize soon after school begins.

A vehicle queuing analysis conducted for existing conditions has calculated 95th percentile queue lengths during the a.m. peak hour of 75-86 feet in the two westbound turn lanes, which is indicative of the observed queues of 3-5 cars (assuming 20-25 feet per vehicle) for the overall peak hour. (Queuing calculation worksheets are provided in the Appendix.)

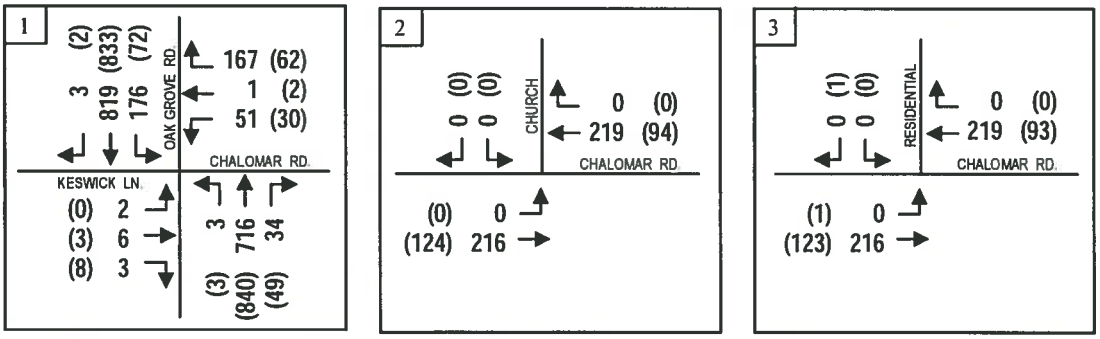
GEOMETRIES / CONTROLS:



Existing Geometries Assumed For All Future Scenarios



PEAK HOUR VOLUMES:



Existing Weekday A.M. and (P.M.) Peak Hour Volumes

Reference North

omni-means

figure 2

3. PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed project would consist of 20 single-family residential units. The project would replace an existing church facility (The Church at Concord) consisting of a sanctuary, offices, and off-street parking lot. The project site is located on the north side of Chalomar Road. The residential units would be aligned in five rows of four units each. Sixteen of the units would be accessed via a new one way loop road and four units would be accessed via the existing eastern driveway. (A project site plan is illustrated in Figure 4 on page 14.)

PROJECT TRIP GENERATION

Vehicle trip generation for the proposed project has been based on established rates published in the Institute of Transportation Engineers (ITE) trip research manual for residential uses.[5] Trip generation rates for single-family detached housing units (Land Use #210) have been used to develop the proposed project trip generation. ITE provides average trip rates and rates based on a fitted curve equation corresponding to the number of units. The equation rates were slightly higher than the average rates and were therefore used for the analysis to remain conservative.

The residential project's trip generation is shown in Table 2. Since the existing church has no vehicle trips during weekday peak hours, the project trips during these times would represent all new trips. The proposed project was calculated to generate 239 daily trips, 24 a.m. peak hour trips (6 in, 18 out), and 25 p.m. peak hour trips (16 in, 9 out).

The existing church generates higher vehicle trips outside of the adjacent street peak hours (Sundays and on some weekday nights). Vehicle trips at these times would decrease as a result of the proposed project. Also, the project's trips would be distributed throughout the day, whereas most of the existing church trips occur within shorter time intervals before and after events.

PROJECT TRIP ASSIGNMENT

The project trips were distributed onto the street network based on the turning movement counts conducted for this study, the project's location relative to commercial areas, and access to regional transportation facilities such as Interstate 680. Based on these factors, the proposed project trips were assigned with 60% to/from the north and 40% to/from the south on Oak Grove Road. The project trips and existing-plus-project volumes are provided in Figure 3.

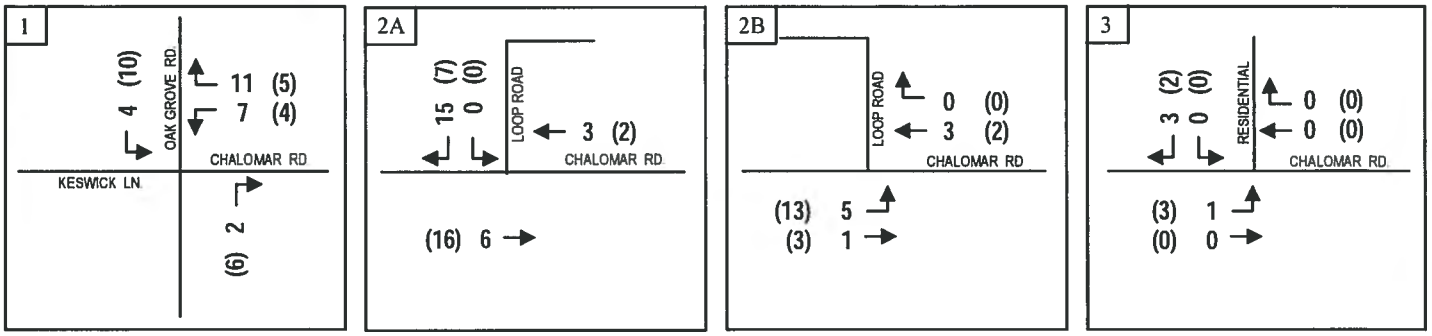
[5] *Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, Single-Family Detached Housing (Land Use 210), 2012.*

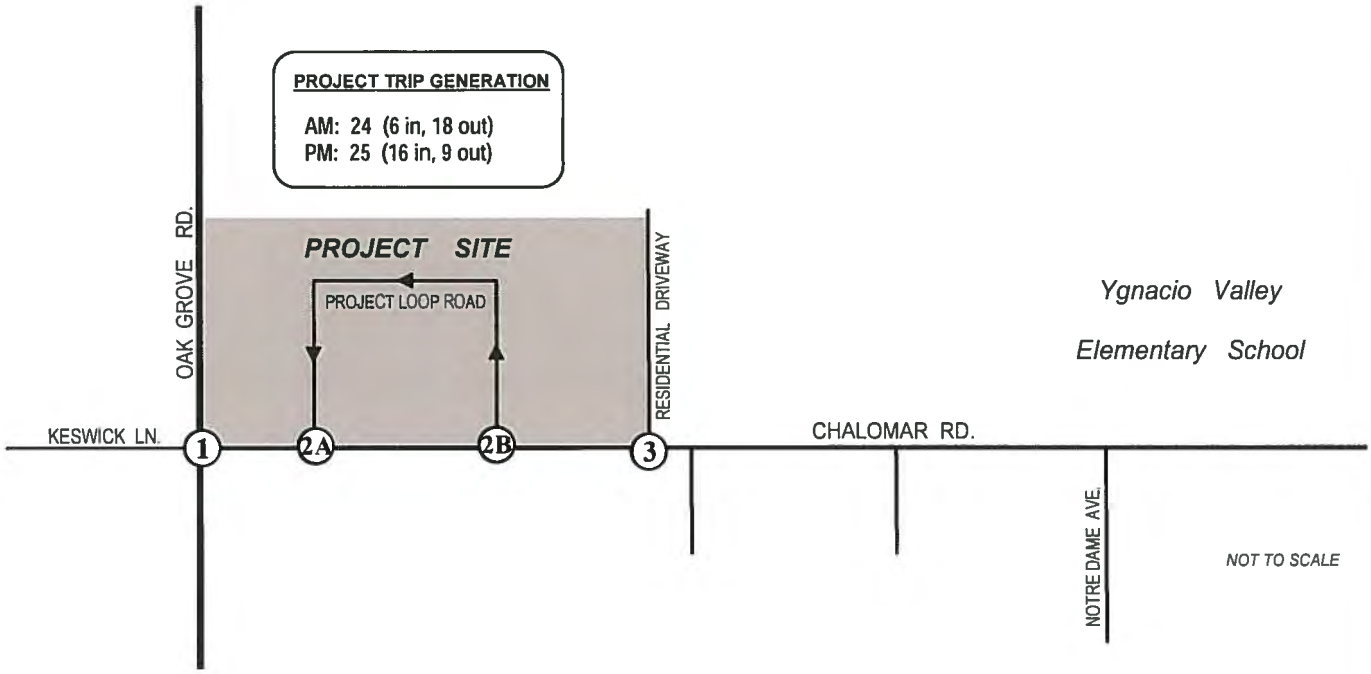
TABLE 2
PROJECT VEHICLE TRIP GENERATION
20 UNITS SINGLE-FAMILY DETACHED HOUSING

20 Units	Time Period	Trip Rate	Vehicle Trips
Weekday	Daily: AM Pk. Hr. of Adjacent Street: PM Pk. Hr. of Adjacent Street:	11.95 trips/unit 1.20 trips/unit (25% in, 75% out) 1.25 trips/unit (63% in, 37% out)	**239** **24 (6 in, 18 out)** **25 (16 in, 9 out)**
Saturday	Daily: Pk. Hr. of Generator:	11.4 trips/unit 1.35 trips/unit (54% in, 46% out)	**228** **27 (15 in, 12 out)**
Sunday	Daily: Pk. Hr. of Generator:	8.60 trips/unit 1.05 trips/unit (53% in, 47% out)	**172** **21 (11 in, 10 out)**

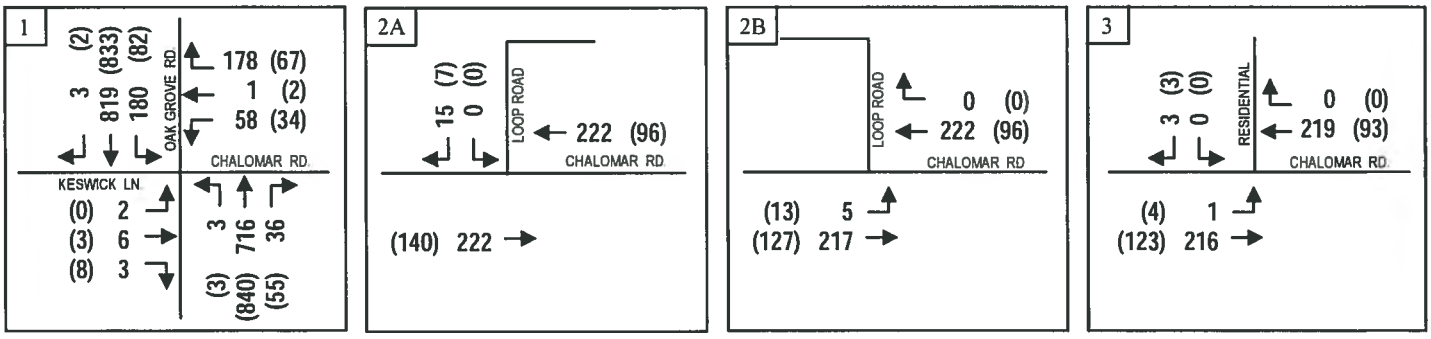
Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.
Fitted curve equation rates for Single-Family Detached Housing, Land Use #210.

PEAK HOUR PROJECT TRIPS:





PEAK HOUR VOLUMES:



Existing + Project Weekday A.M. and (P.M.) Peak Hour Volumes

Reference North

omni-means

figure 3

4. EXISTING PLUS PROJECT CONDITIONS

SIGNIFICANCE CRITERIA

The following standards of significance criteria have been used in this transportation analysis based on the City of Concord's standards for LOS which state: "Unless otherwise specified, the benchmark for the evaluation of intersections and roadway segments is LOS D." This applies to areas outside of the downtown area, BART station vicinities, and primary transit routes. Therefore, the project is considered to have a significant impact if:

- The project causes an intersection which is currently operating at acceptable levels (LOS D or better) to degrade to an unacceptable level (LOS E).
- The project causes an intersection operating at unacceptable levels to experience an increase in the v/c ratio of 0.03;
- The project causes an impact resulting in an increase of one percent (1%) or more of the sum of the projected critical traffic volumes on one or more legs of an intersection.

Additional significance criteria based on general guidelines identify a project having a significant impact if it would:

> Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

EXISTING (AND NEAR-TERM) PLUS PROJECT INTERSECTION CONDITIONS

In addition to evaluating conditions based on existing volumes, the City of Concord planning department provided information regarding potential near-term development conditions. Near-term conditions reflect existing volumes plus any additional volumes expected to be generated by approved developments within the project study area and/or any roadway improvements. There are no approved developments or planned roadway improvements in the vicinity that would alter existing traffic conditions in the near-term. Therefore, the existing plus project scenario also reflects near-term operating conditions.

With the project trips added to existing traffic volumes, LOS were calculated at the study intersections and are shown in Table 3. The Chalomar Road/Oak Grove Road intersection LOS with the project would remain unchanged from current conditions, continuing to operate at LOS A-B conditions and delays would increase slightly (less than one second).

The new one-way project access loop road would have an inbound access location 320 feet east of Oak Grove Road and an outbound location 150 feet east of Oak Grove Road. The outbound (southbound) driveway approach to Chalomar Road would operate at LOS A-B (9-10 seconds of delay). The inbound left turn movement from Chalomar Road would operate at LOS A (less than 1 second delay). The eastern driveway would also operate at LOS A-B for the southbound approach (9-10 seconds delay) and LOS A for the inbound left turn movement.

TABLE 3
EXISTING AND EXISTING PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE

Intersection	Control	AM Peak Hour LOS & Delay		PM Peak Hour LOS & Delay	
		Existing	Existing +Project	Existing	Existing + Project
Oak Grove Rd. / Chalomar Rd.	Signal	B 14.0"	B 14.5"	A 9.0"	A 9.1"
Chalomar Rd. /Loop Road Access	MSSC	sb: A 0.0" eb lt: A 0.0"	sb: B 10.1" eb lt: A 0.2"	sb : A 0.0" eb lt: A 0.0"	sb: A 9.2" eb lt: A 0.8"
Chalomar Rd. / Eastern Driveway	MSSC	sb: A 0.0" eb lt: A 0.0"	sb: B 10.1" eb lt: A 0.0"	sb: A 9.1" eb lt: A 0.1"	sb: A 9.2" eb lt: A 0.3"

Legend: MSSC = Minor Street Stop Control Listed LOS represents vehicle delay expressed in seconds.

Vehicle Queuing

A vehicle queuing analysis was conducted to calculate vehicle queue lengths, including the loop access road and the eastern driveway intersections on Chalomar Road, which are shown in Table 4. (Queuing calculation worksheets are provided in the Appendix.)

During the a.m. peak hour with the project, the westbound Chalomar Road approach to Oak Grove Road has a calculated 95th percentile queue length of approximately 104 feet (5-6 cars), representing a one car increase compared to the existing calculated length of approximately 86 feet (4-5 cars). Temporary school peak queues would also be expected to increase by one vehicle, from approximately 12 vehicles without the project to 13 vehicles with the project. The southbound Oak Grove Road left turn lane queues would not increase during the a.m. peak hour. There are no calculated increases to vehicle queue lengths at the Chalomar Road/Oak Grove Road intersection during the p.m. peak hour.

The project's southbound loop road approach to Chalomar Road has a calculated queue length of one vehicle (approximately 25 feet) during the a.m. and p.m. peak hours. Similarly, the eastern driveway has calculated vehicle queues of one vehicle or less (20 feet) during both peak hours. Eastbound left turn queues into the project driveways are also calculated at one vehicle or less (15 feet).

TABLE 4
PEAK HOUR VEHICLE QUEUES

Intersection	Approach	Storage Length (ft.)	Existing AM Peak Hour	Ex. + Proj. AM Peak Hour	Existing PM Peak Hour	Ex. Proj. PM Peak Hour
			95th % Queue Length (ft.)	95th % Queue Length (ft.)	95th % Queue Length (ft.)	95th % Queue Length (ft.)
Chalomar Rd. / Oak Grove Rd.	WBLT	230	75	76	51	52
	WBR	230	86	104	57	54
	SBL	225	155	151	67	69
Chalomar Rd. / Project Loop Rd.	SB	105	0	27	0	24
	EBL	160	0	9	0	15
Chalomar Rd. / East Driveway	SB	200	0	18	6	20
	EBL	160	0	0	0	8

Queuing projections based on Synchro/SimTraffic software.

PROJECT ACCESS

Vehicle Access

The existing church parking lot driveway, located on Chalomar Road approximately 230 feet east of Oak Grove Road, would be replaced by a one-way project access loop road that would serve 16 of the 20 units. The loop road inbound access would be located 320 east of Oak Grove Road and the outbound intersection 150 feet east of Oak Grove Road. Parallel parking would be allowed on one side (outer perimeter) of the road with 16 marked spaces. An existing driveway serving existing residential units on the east end of the project site, located approximately 470 feet east of Oak Grove Road, would serve four of the new units and provide four parallel parking spaces fronting the new units. The project site plan is shown in Figure 4.

As noted, LOS operating conditions would be acceptable (LOS B or better) at the driveway approaches. Vehicle queues would be short (1-2 vehicles) and would not substantially impact operations. It is noted, however, that traffic flows on Chalomar Road at school peak times in the morning and afternoon could result in temporary queuing in front of the project's loop road driveway locations. These queues are relatively short in duration and would not be expected to significantly hinder access to the project site.

Sight Distances

Existing sight distances were measured from the proposed access road location on Chalomar Road. Sight distances were compared to recommended guidelines as defined in the California Department of Transportation (Caltrans) Highway Design Manual.[6] For private driveway intersections Caltrans recommends maintaining "stopping" sight distance. The sight distance guidelines are based on the speeds of approaching vehicles on the major street (higher speeds require longer stopping distance).

Chalomar Road has a posted speed limit of 25 mph (speed limit sign east of Oak Grove Road). Radar speed measurements were conducted in order to determine the prevailing speeds.[7] The 85th-percentile speed (the speed at which 85% of the surveyed vehicles are traveling at or below) is the standard threshold used for speed-related calculations. The surveyed 85th-percentile speeds were 30 mph for both directions.

The recommended sight distance based on the surveyed speeds is 200 feet. The sight distances measured from the proposed loop road locations exceed the recommended distance. Similarly, sight distances from the existing eastern driveway also exceed the recommended distance. There are currently no significant visual obstructions from a standard setback at the existing and proposed driveway locations. The project site plan indicates sight distances would be preserved per the City of Concord Standard Plans Sheet S-36.

On-street parking on Chalomar Road fronting the project site is currently prohibited (red curb) from Oak Grove Road to just east of the existing church driveway (approximately 270 feet). The remaining curb frontage continuing east to the existing driveway at the eastern edge of the property (approximately 190 feet) allows street parking. For existing conditions, our field observations identified low on-street parking demand in front of the project site. However, if on-street parking were allowed on Chalomar Road near the project access driveways, sight distance could be reduced if vehicles are parked near the project access intersections.

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[6] *California Department of Transportation, Highway Design Manual, Chapter 400, Topic 405, Intersection Design Standards, July 1, 2008.*

[7] *Omni-Means Engineers & Planners, Radar speed surveys on Chalomar Road approaches to the project site, May 5, 2015.*

Furthermore, the existing red curbed segment effectively preserves two westbound approach lanes on Chalomar Road to Oak Grove Road. This facilitates traffic flows out of Chalomar Road during the school peak periods in the morning and afternoon. For this reason the following is recommended:

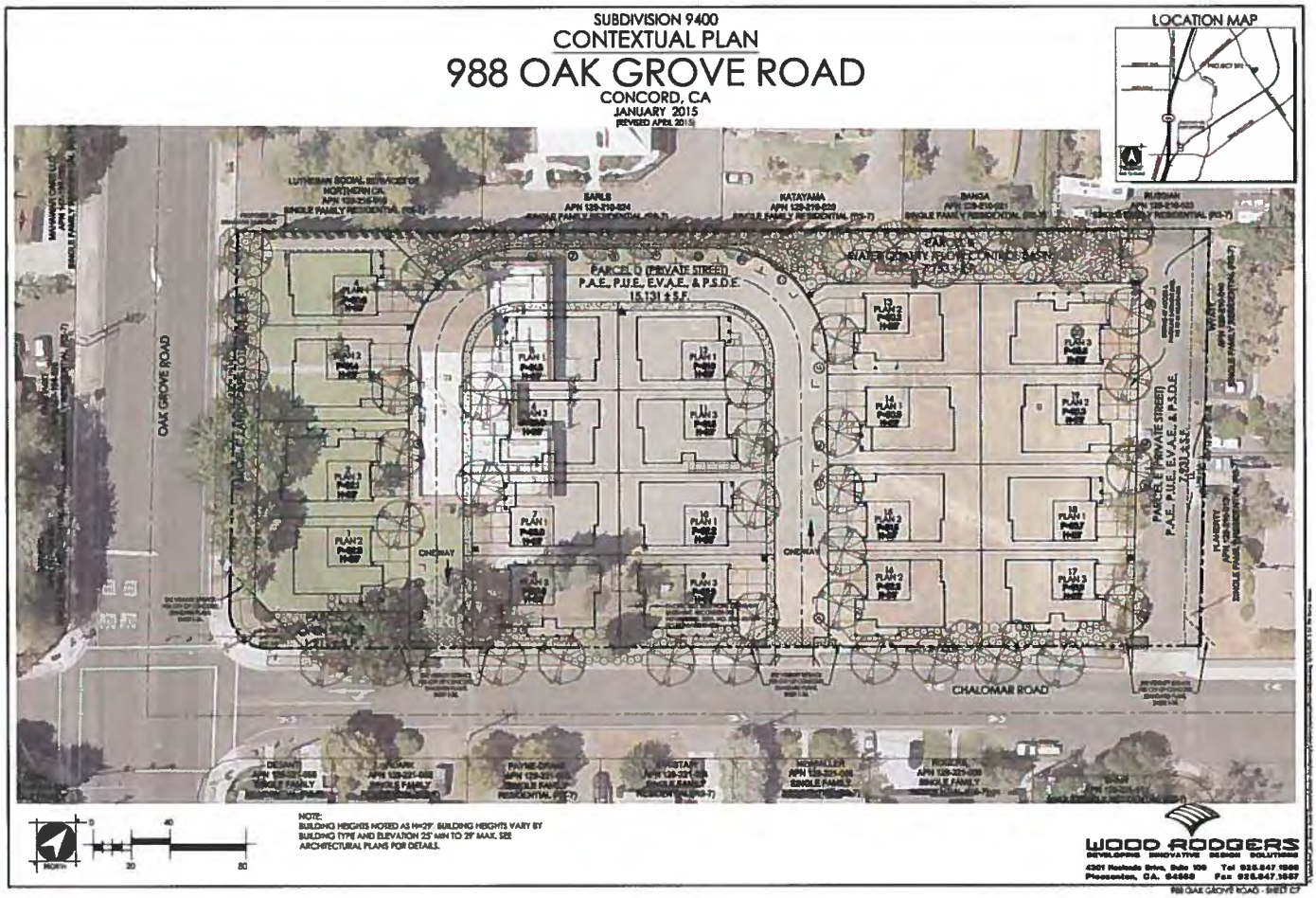
- Due to the vehicle queuing that occurs on westbound Chalomar Road during the school's a.m. and afternoon peak periods, it is recommended that parking prohibitions be kept in place on Chalomar Road fronting the project site from Oak Grove Road to the project's inbound loop-road driveway (a distance of approximately 280 feet).

- Also, red-curbing a short section (10 feet) on the east and west side of the existing eastern residential driveway would ensure sight distance is preserved at the eastern driveway.

  With the parking prohibitions described above, approximately 150 feet of curb frontage (6-7 spaces) would remain on Chalomar Road fronting the project site between the inbound loop-road and eastern driveway. (Existing and recommended parking restrictions are illustrated in Figure 5.)

Pedestrian and Bicycle Access

With the proposed project development, pedestrian sidewalks would be maintained on Oak Grove Road and Chalomar Road fronting the project site and connect with the existing sidewalk north and east of the project site. This would provide unobstructed pedestrian access to the project site. An internal sidewalk would be provided on the inner side of the loop road. With minor street stop control for the project driveway approaches, right-of-way would be provided for pedestrians and bicyclists on Chalomar Road crossing the driveway access road approaches.



Project Site Plan

Reference North

omni-means

figure 4

Project Site Plan And Recommended Parking Restrictions

Reference North

omni-means

figure 5

5. PARKING

Parking demand for the proposed project was evaluated based on the City of Concord Municipal Code as well as a review of surveyed parking demand of similar land uses.

City Code Requirements

The project would be categorized as 20 single family dwelling units. Each residential unit would have a 2-car garage and a driveway able to accommodate 2 cars. An additional 20 parallel parking spaces would also be striped on the project site. Sixteen of the spaces would be located along the outer perimeter of the loop road. Of these spaces, 8 would be located in front of residential units and 8 would be located on the north side of the loop which does not front any residential units. The remaining 4 spaces would be located on the eastern driveway in front of the four residential units.

Based on the Concord City Municipal Code for "new single family residential uses" the following requirements apply:[8]

4 bedrooms or less:	at least 2 enclosed garage spaces;
5-6 bedrooms:	3 spaces, with at least 2 enclosed garage spaces.

With each unit providing an enclosed 2-car garage and a driveway capable of accommodating 2 cars, the project would satisfy the parking code requirement.

Published Parking Data

Parking rates based on published data provided by ITE were also evaluated for the project.[9] The ITE rates are based on the number of dwelling units. Parking rates for single family detached housing and for multi-unit housing (apartments, condominiums, and townhomes) were compared. The ITE peak parking demand rate for single family housing is highest, with an average of 1.83 vehicles per dwelling unit and a surveyed range of 1.33-2.17 vehicles per dwelling unit. The rates for multi-unit housing ranged from 1.04-1.96 vehicles per dwelling unit.

The average single family rate of 1.83 spaces per unit would be accommodated by each project unit. The highest surveyed rate of 2.17 vehicles would be also be accommodated by each unit, provided enough spaces are kept usable by the residents. If, for example, both garage spaces are not available for parking (due to storage of items, etc.), there could be a low number of spillover vehicles under this parking rate assumption. However, it is likely any spillover demand would be accommodated by the onsite parallel spaces.

Surveyed Parking Demand

Potential parking demand based on previous surveys in the City of Concord was also reviewed.[10] The surveys were conducted at apartments and condominiums which had private internal streets and parking spaces with units in close proximity to each other, similar to the proposed project. The surveys identified demand based on the number of units and the number of bedrooms. The surveys identified an average demand of 1.40 spaces per unit, but the developments had several studio and one-bedroom units. On a per bedroom basis, the surveys identified an average demand of 0.77 spaces per bedroom.

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[8] *City of Concord, Municipal Code, Article VII: Off-street parking facilities, Section 122-845, Code 1965, Ord. No. 713; Ord. No. 1169.*
[9] *Institute of Transportation Engineers, Parking Generation Manual, 4th Edition, Single-Family and Multi-Unit Residential, 2010.*
[10] *Omni-Means Engineers & Planners, "Focused Parking Study for the Proposed Palm Terrace Condominium Project", July 2006.*

The proposed project would consist of seven 4-bedroom units and up to thirteen 5-bedroom units, for a potential total of 93 bedrooms. Applying the surveyed bedroom rate, the 4-bedroom units have a calculated demand of 3.08 vehicles and the 5-bedroom units have a demand of 3.85 vehicles. The project's 93 bedrooms would have a total calculated demand of 72 vehicles.

The proposed project's supply of 4 spaces per unit (2 garage + 2 driveway) would accommodate the demand within each unit, provided enough spaces are kept usable by the residents. If some homeowners do not use their garages for vehicle parking, the "per bedroom" rate of 3.08-3.85 vehicles per unit could mean spillover demand of 1-2 vehicles per unit elsewhere. However, with 20 parallel spaces located on the project site, the spillover demand under this assumption would be accommodated in the parallel spaces onsite.

Using an extreme example, if no garage spaces were utilized for parking, the seven 4-bedroom units would have a spillover demand of 1 car and the thirteen 5-bedroom units would have a spillover demand of 2 cars, for a total spillover of 33 vehicles. If 20 of these are accommodated onsite in parallel spaces, there would be a spillover of 13 vehicles onto public street parking. However, based on more likely parking rates and expected available spaces per unit, adequate spaces would be available onsite.

Public Street Parking

Street parking is prohibited on Oak Grove Road and, as stated above, parking is prohibited on Chalomar Road fronting the project site from Oak Grove Road to just east of the existing church driveway, which is approximately 270 feet. The remaining curb frontage east to the driveway at the eastern edge of the property (approximately 190 feet) allows street parking. For existing conditions, our field observations identified low on-street parking demand fronting of the project site (no vehicles parked). Street parking demand was also observed to be low elsewhere on Chalomar Road near the project site. On-street demand between Oak Grove Road and Notre Dame Avenue was surveyed to be a total of 6-7 vehicles.

- With implementation of the recommended parking restrictions described above to preserve the westbound lanes on Chalomar Road approaching Oak Grove Road, approximately 150 feet of curb frontage (6-7 spaces) would remain on Chalomar Road fronting the project site between the inbound loop-road and eastern driveway.

6. FINDINGS

The proposed 20 unit residential project would replace an existing church facility. The project was calculated to generate 24 a.m. peak hour trips and 25 p.m. peak hour trips on weekdays. Existing conditions at the study intersections are LOS A-B, which is indicative of efficient traffic flows and minimal vehicle delays overall. However, vehicle queues and delays temporarily increase in the morning and afternoon due to a school located east of the project site.

With the proposed project traffic, LOS would continue to operate at A-B conditions, with delays increasing slightly compared to existing conditions. The new project access loop road southbound approach was calculated to operate at LOS B conditions. Calculated vehicle queue lengths on Chalomar Road outside of the temporary school peak period equate to approximately 5 vehicles and could increase by 1 vehicle with the added project trips. School peak period queues could increase by one vehicle, increasing from 12 vehicles to 13 vehicles.

The project's onsite parking supply of four spaces per unit would meet the City Municipal Code requirements of two or three spaces per unit and would also provide adequate parking based on published data averaging two vehicles per unit. Using rates from parking surveys of other residential developments in Concord, parking demand could be three to four vehicles per unit. This would also be accommodated at each unit, unless enough of the spaces are unavailable for parking (garage spaces used for storage, etc.). In this case there could be some spillover demand, but it would likely be accommodated within the additional twenty onsite parallel spaces. Only under an extreme example where no garage spaces are available would the parking demand substantially exceed the total onsite supply of spaces.

Sight distances are adequate based on our existing field observations and the site plan indicates sight distances would be preserved per City standards. Overall, vehicle circulation and pedestrian access would be adequate based on the City of Concord guidelines for traffic. However, to preserve the westbound Chalomar Road approach lanes to Oak Grove Road and ensure adequate sight distances at the project driveways, it is recommended that parking on the north side of Chalomar Road continue to be prohibited from Oak Grove Road to the inbound loop road driveway and red curb marking be added for short sections (10 feet) on the east and west sides of the eastern driveway. Approximately 6-7 parallel on-street spaces would remain on Chalomar Road fronting the project site between the inbound loop road and the eastern driveway (in addition to the 20 onsite parallel parking spaces).

APPENDIX

Level of Service Definitions

Level of Service Worksheets

Vehicle Queuing Worksheets

LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS

Level of Service	Type of Flow	Delay	Maneuverability	Control Delay (seconds/vehicle)		
				Signalized	Unsignalized	All-Way Stop
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10.0 secs. ≤ 0.60 v/c	≤ 10.0	≤ 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10 and ≤ 20.0 secs. 0.61 – 0.70 v/c	>10 and ≤ 15.0	>10 and ≤ 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20 and ≤ 35.0 secs. 0.71 – 0.80 v/c	>15 and ≤ 25.0	>15 and ≤ 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles of stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35 and ≤ 55.0 secs. 0.81 – 0.90 v/c	>25 and ≤ 35.0	>25 and ≤ 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55 and ≤ 80.0 secs. 0.91 – 1.00 v/c	>35 and ≤ 50.0	>35 and ≤ 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0 secs. > 1.00 v/c	> 50.0	> 50.0

References: Transportation Research Board, Highway Capacity Manual 2010; Contra Costa Transportation Authority (CCTA), Technical Procedures Update, Final, July 9, 2006.

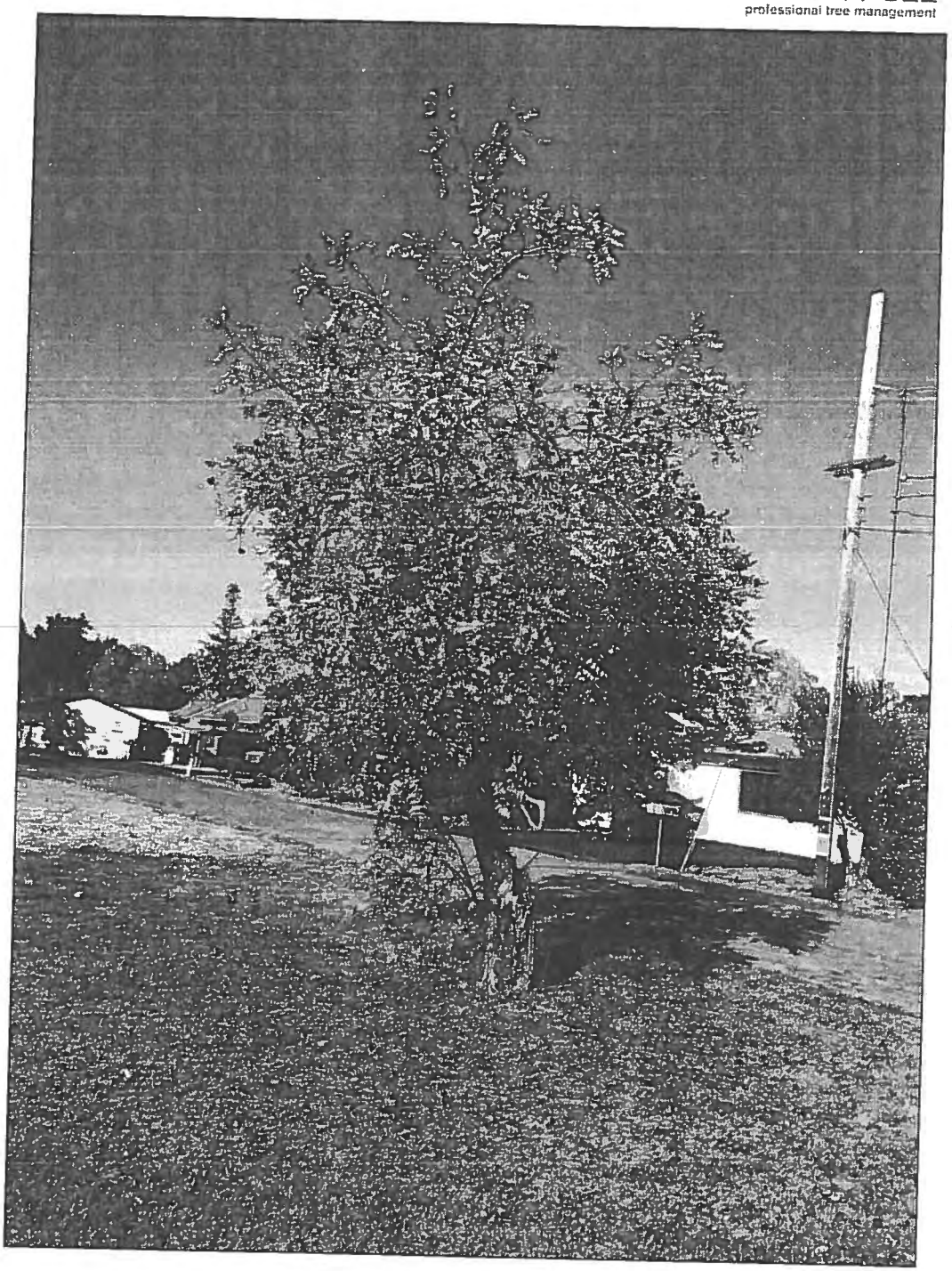

Figure 3: Tree #52

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

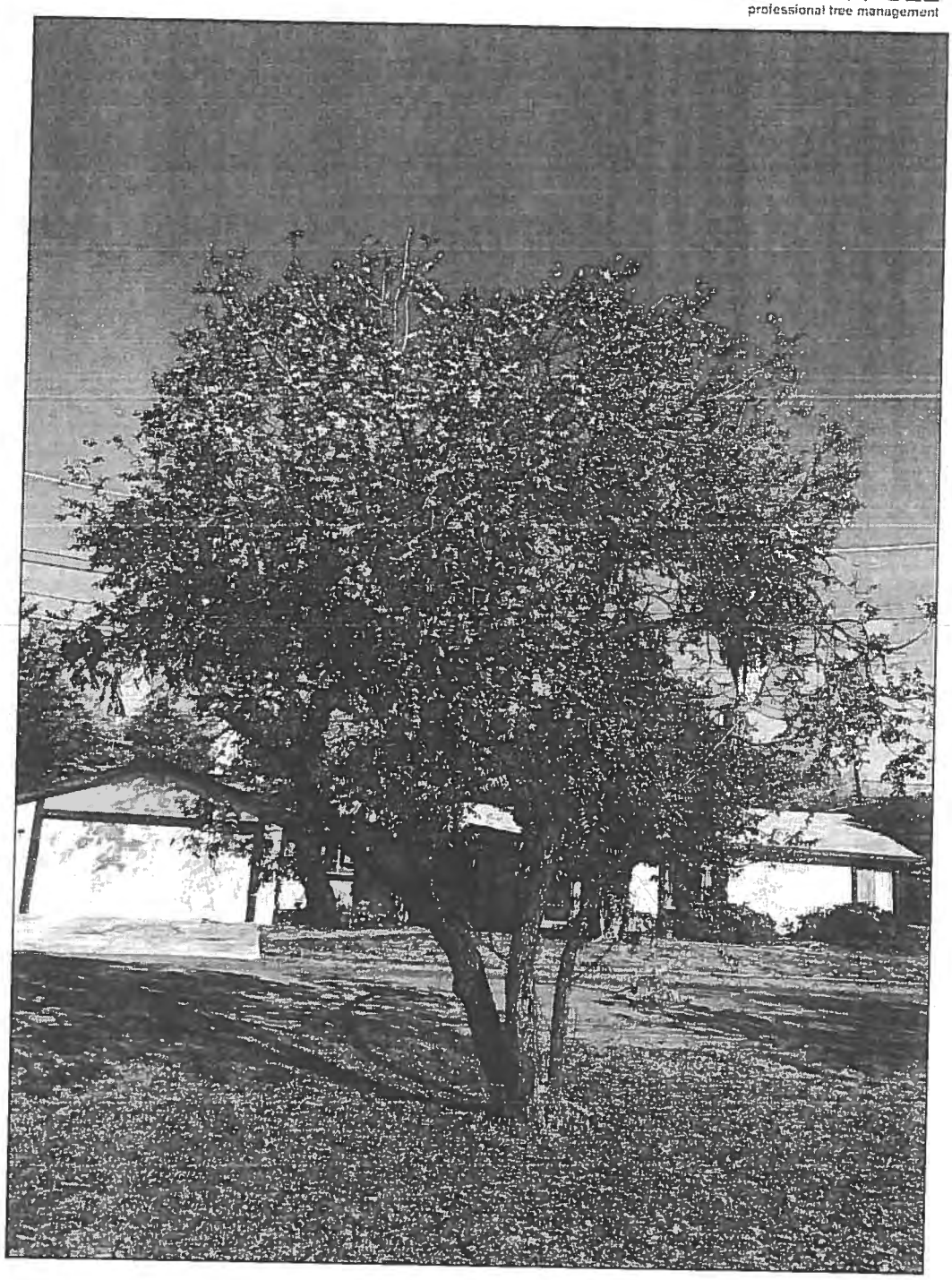

Figure 4: Tree #53

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

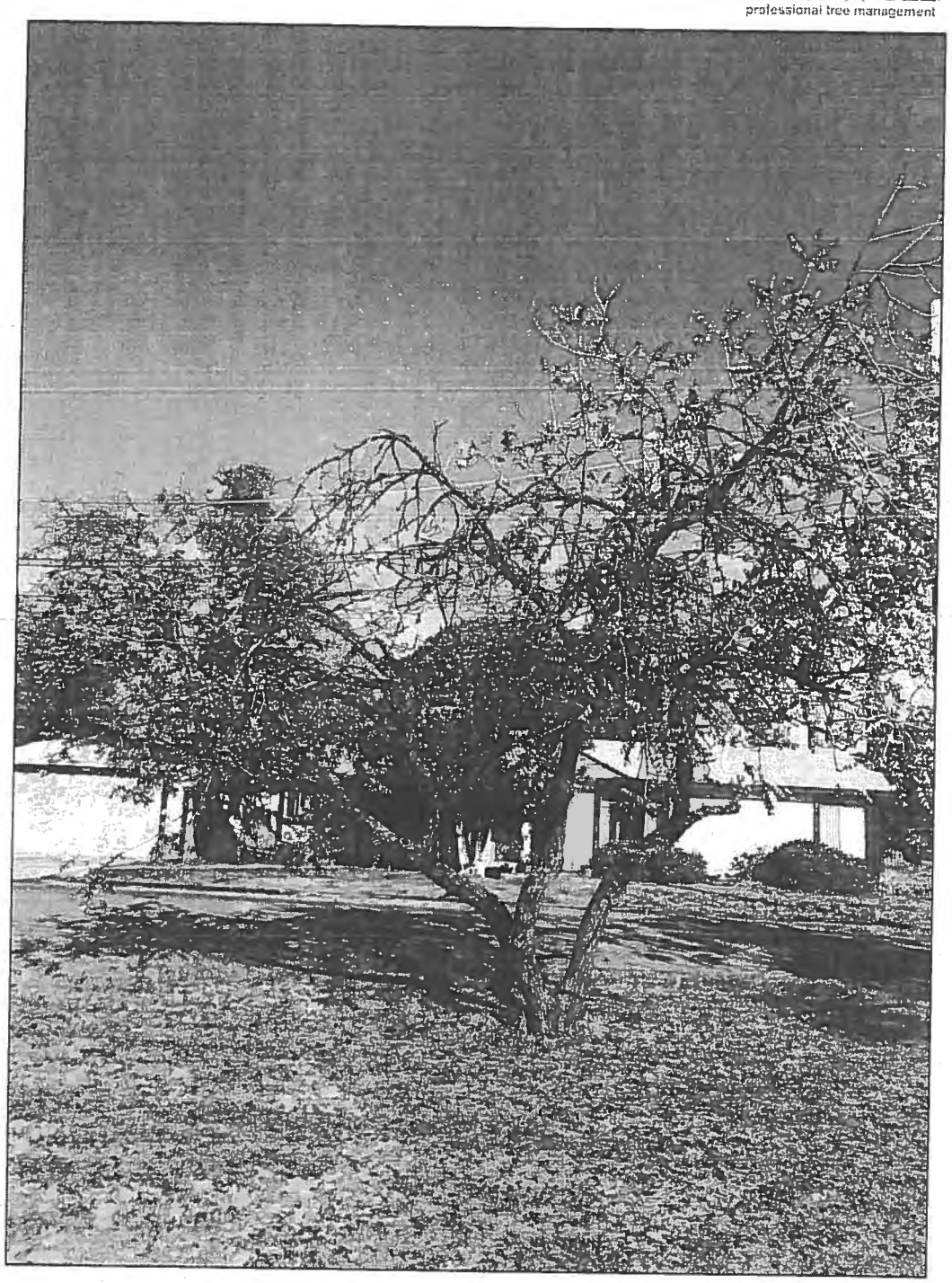

Figure 5: Tree #54

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

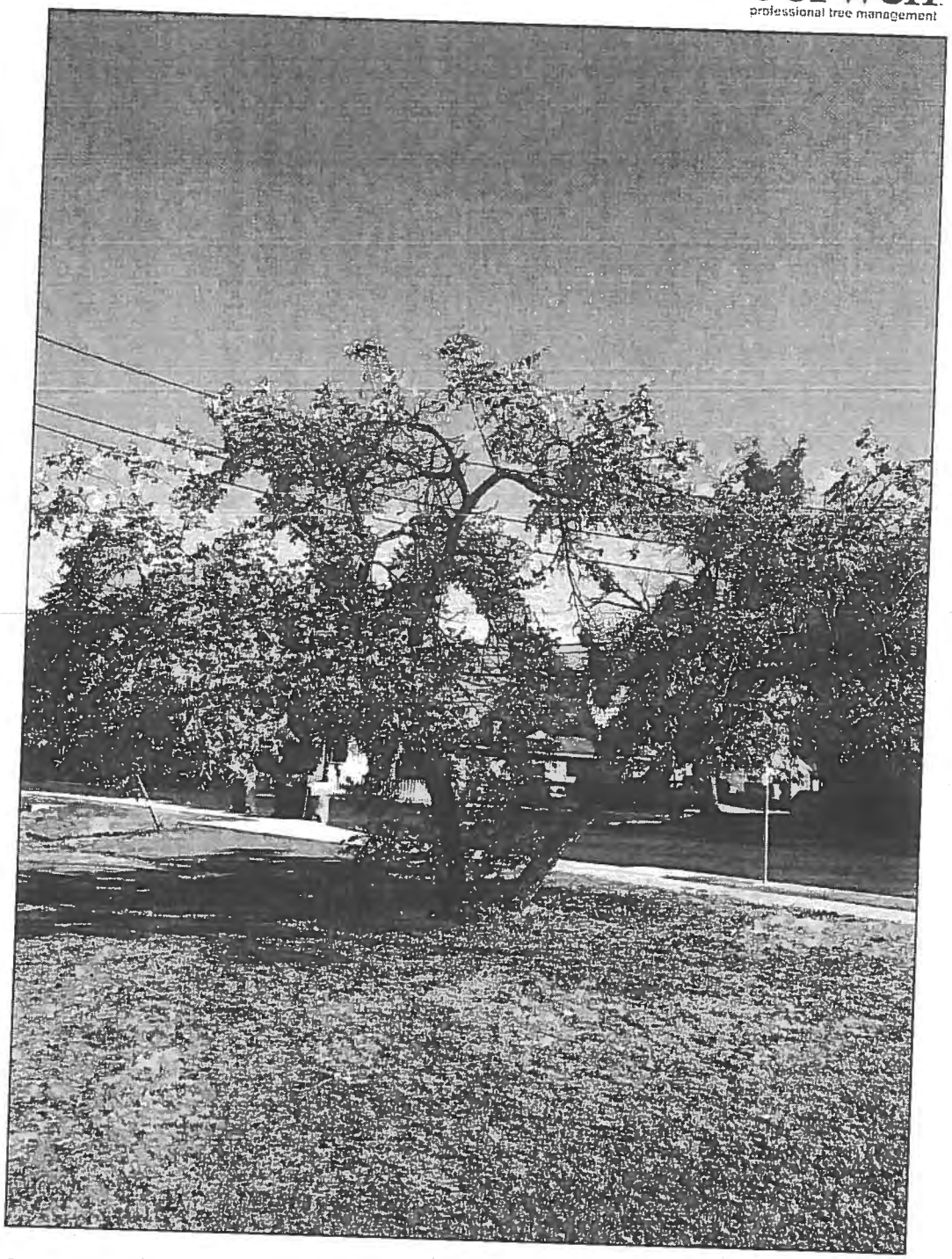

Figure 6: Tree #55

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arbopwell.com

Figure 7: Tree #56

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

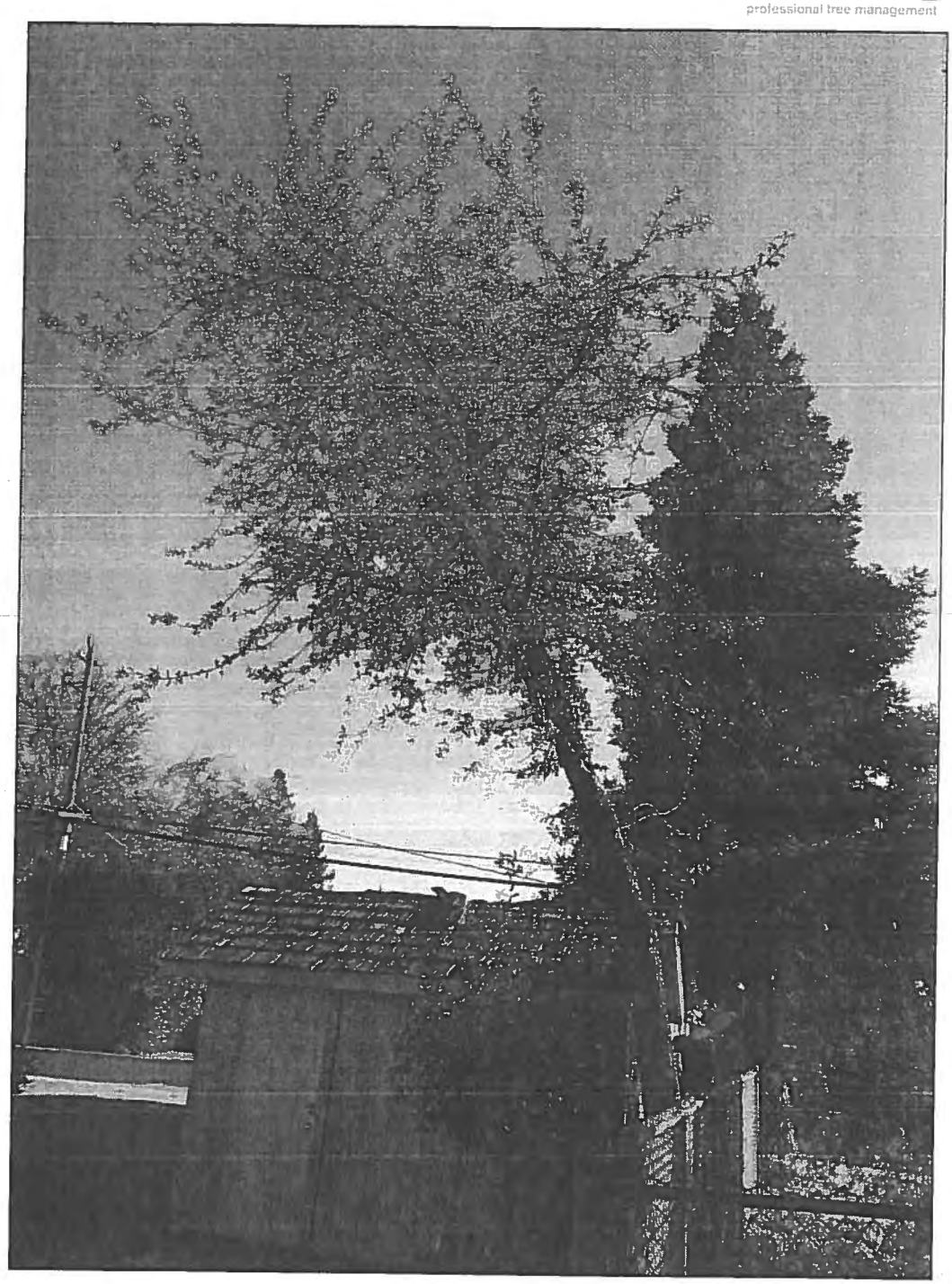

Figure 8: Tree #57

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: scakley@arborwell.com

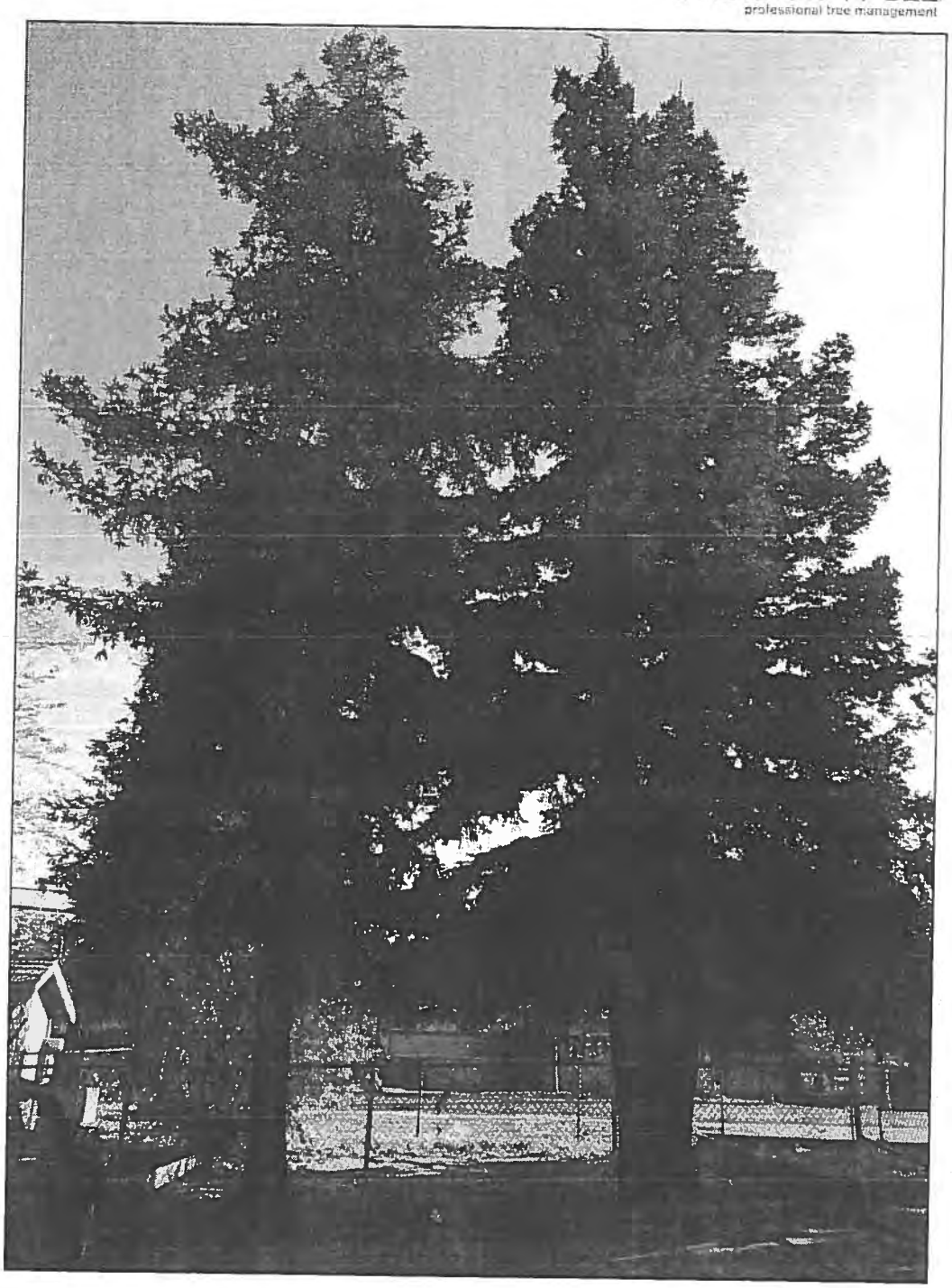

Figure 9: Trees #58 and #59

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

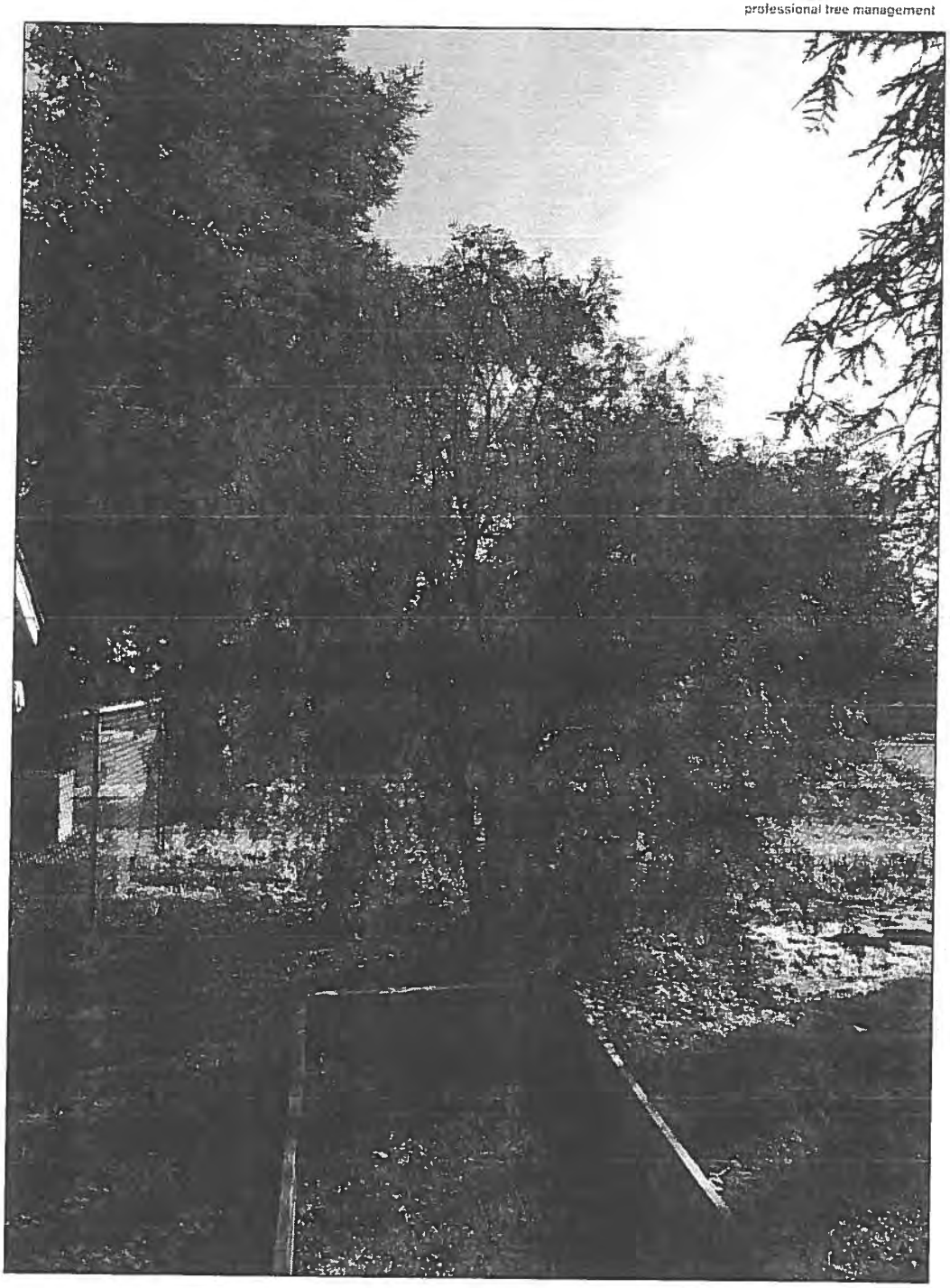

Figure 10: Tree #60

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

Figure 11: Tree #61

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

Figure 12: Tree #62

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

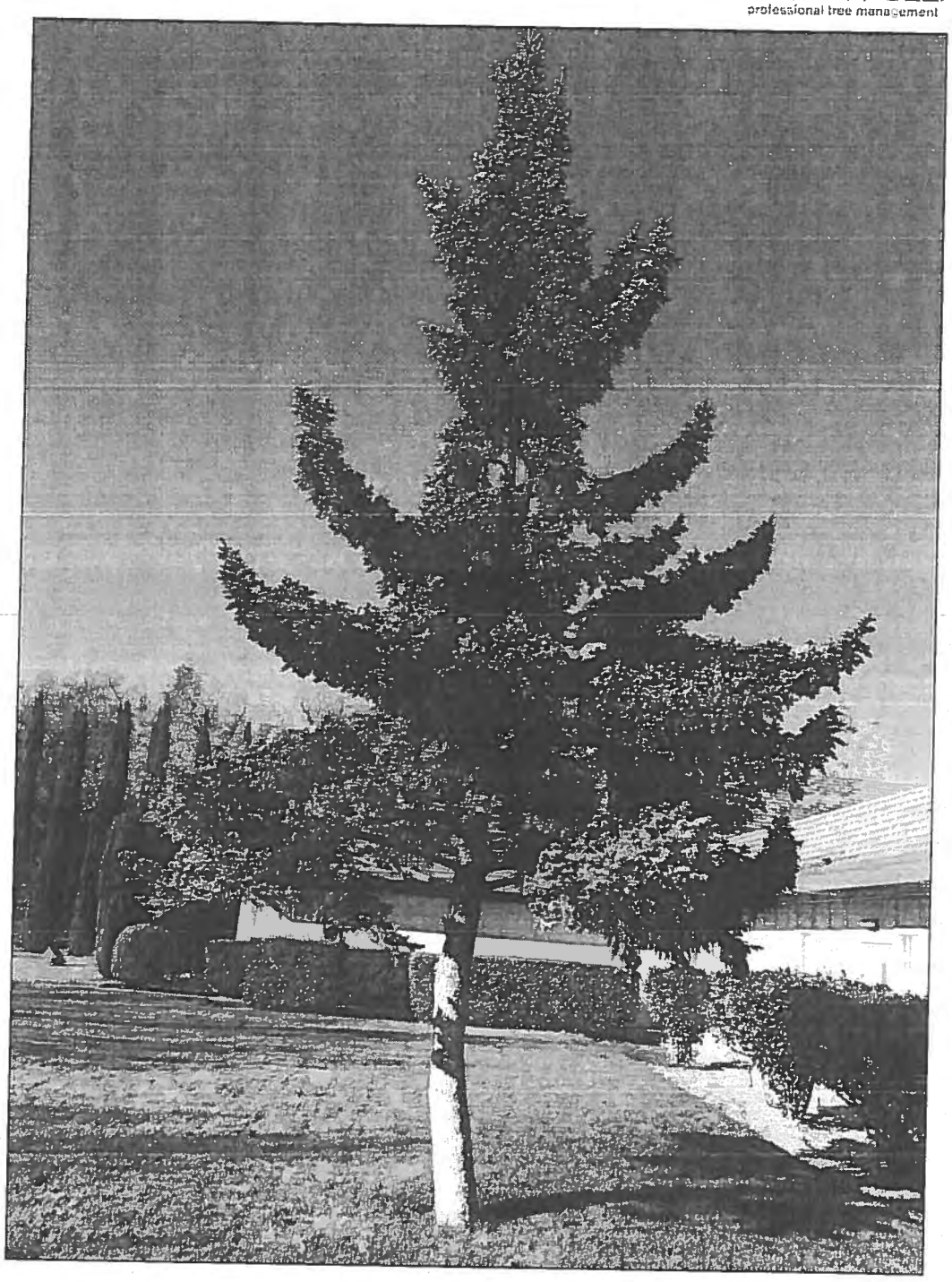

Figure 13: Tree #63

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

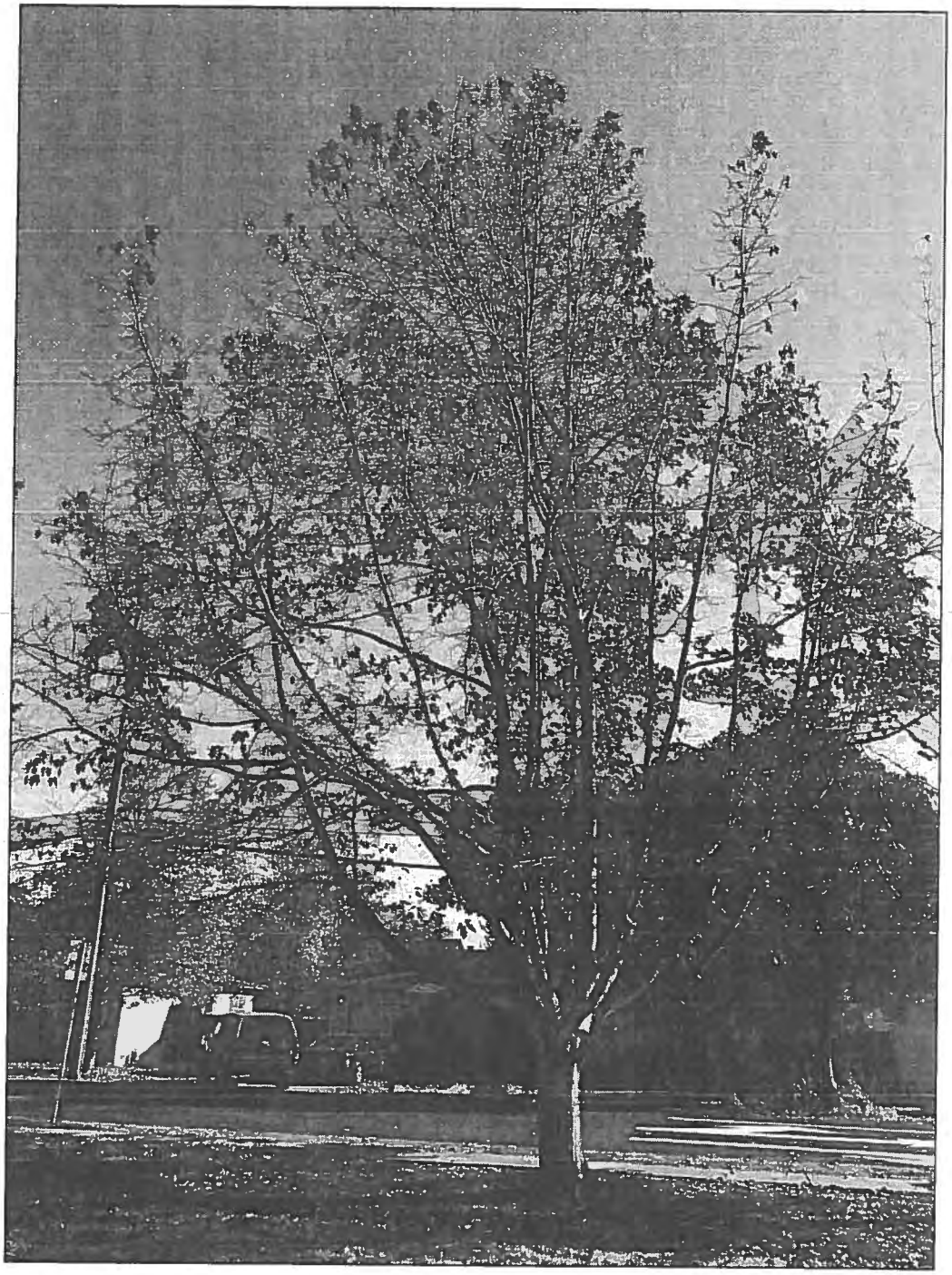

Figure 14: Tree #64

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

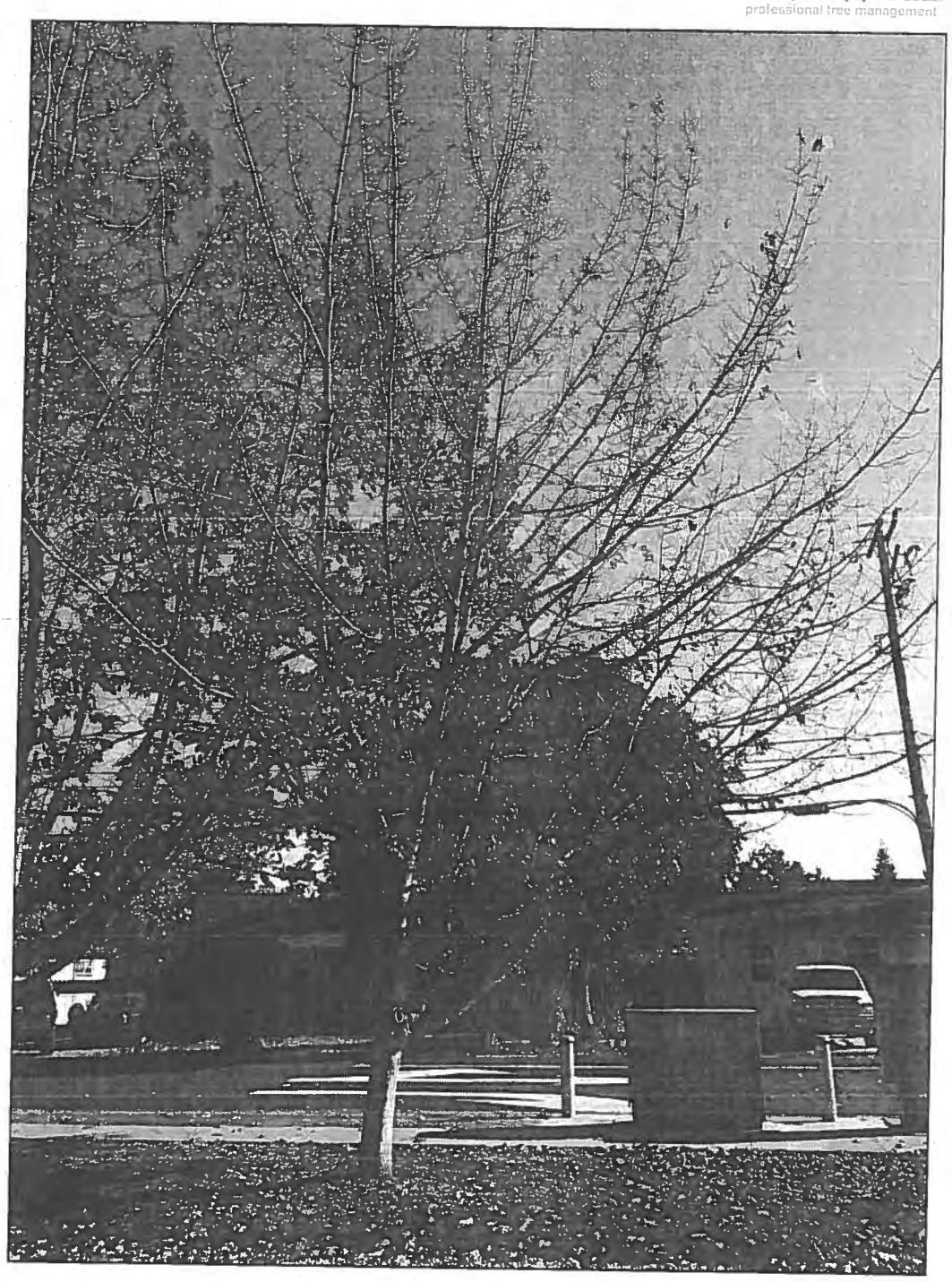

Figure 15: Tree #65

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

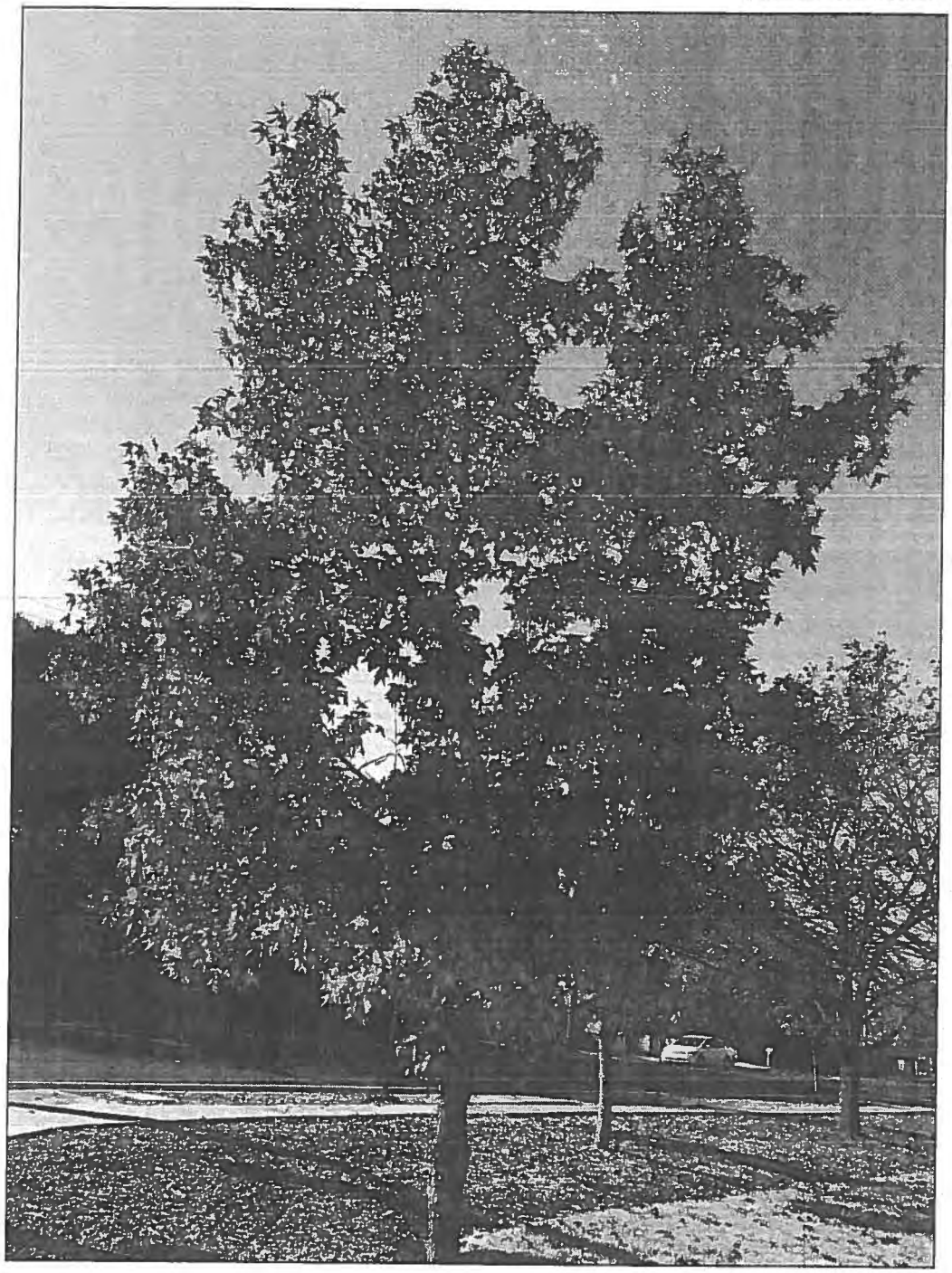

Figure 16: Tree #66

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

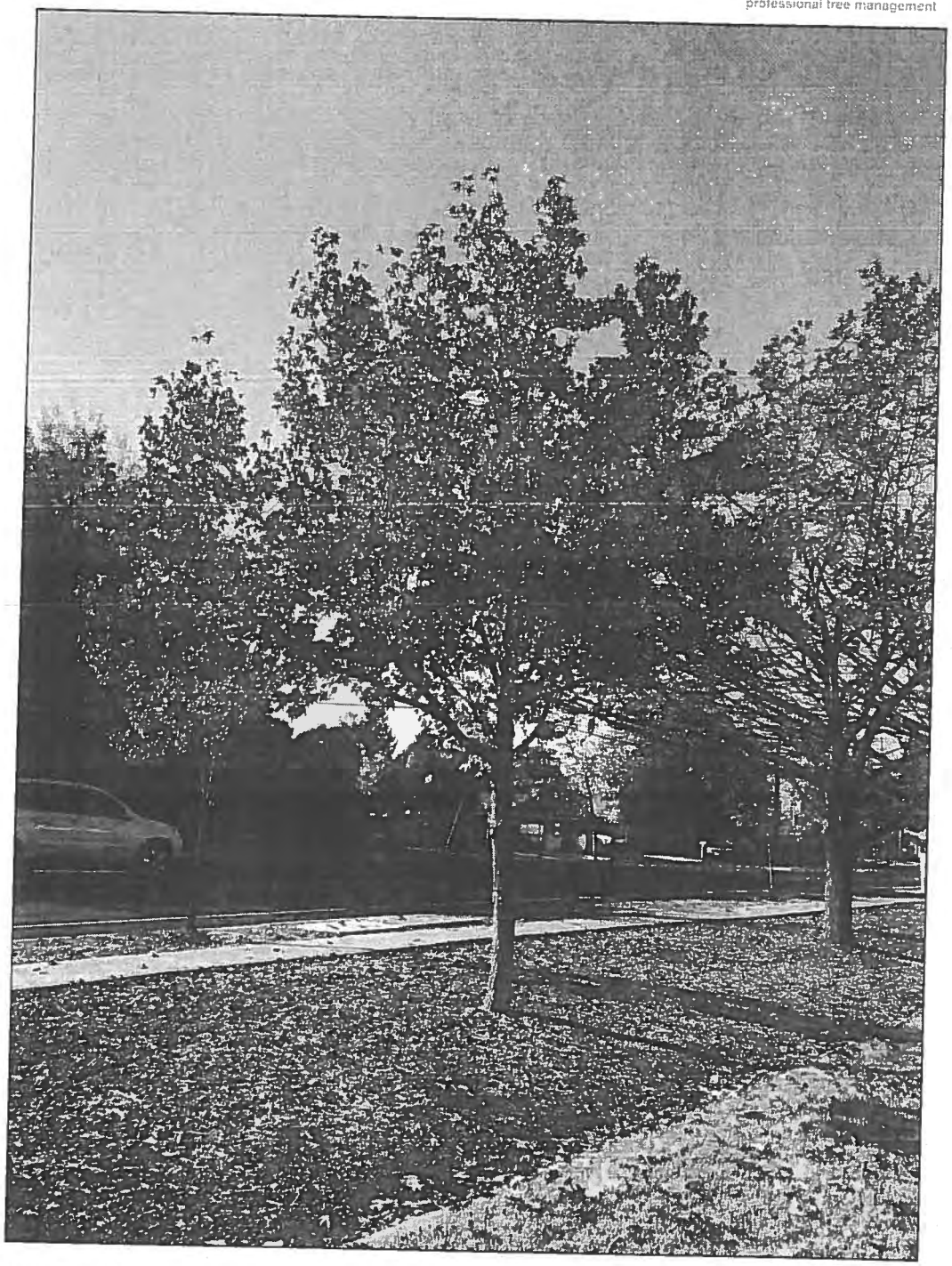

Figure 17: Tree #67

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

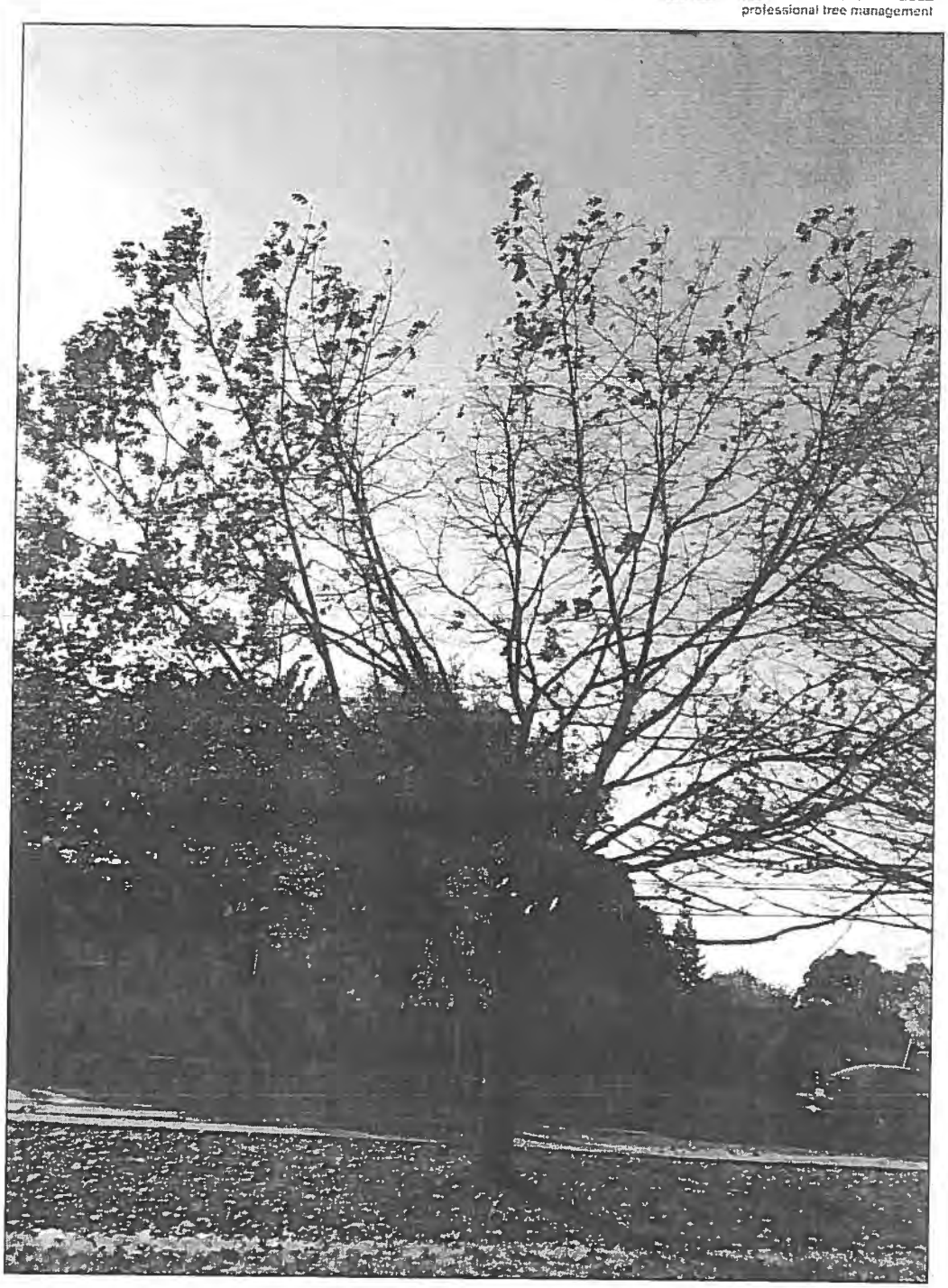

Figure 18: Tree #68

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

Figure 19: Tree #69

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

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Email: soakley@arborwell.com

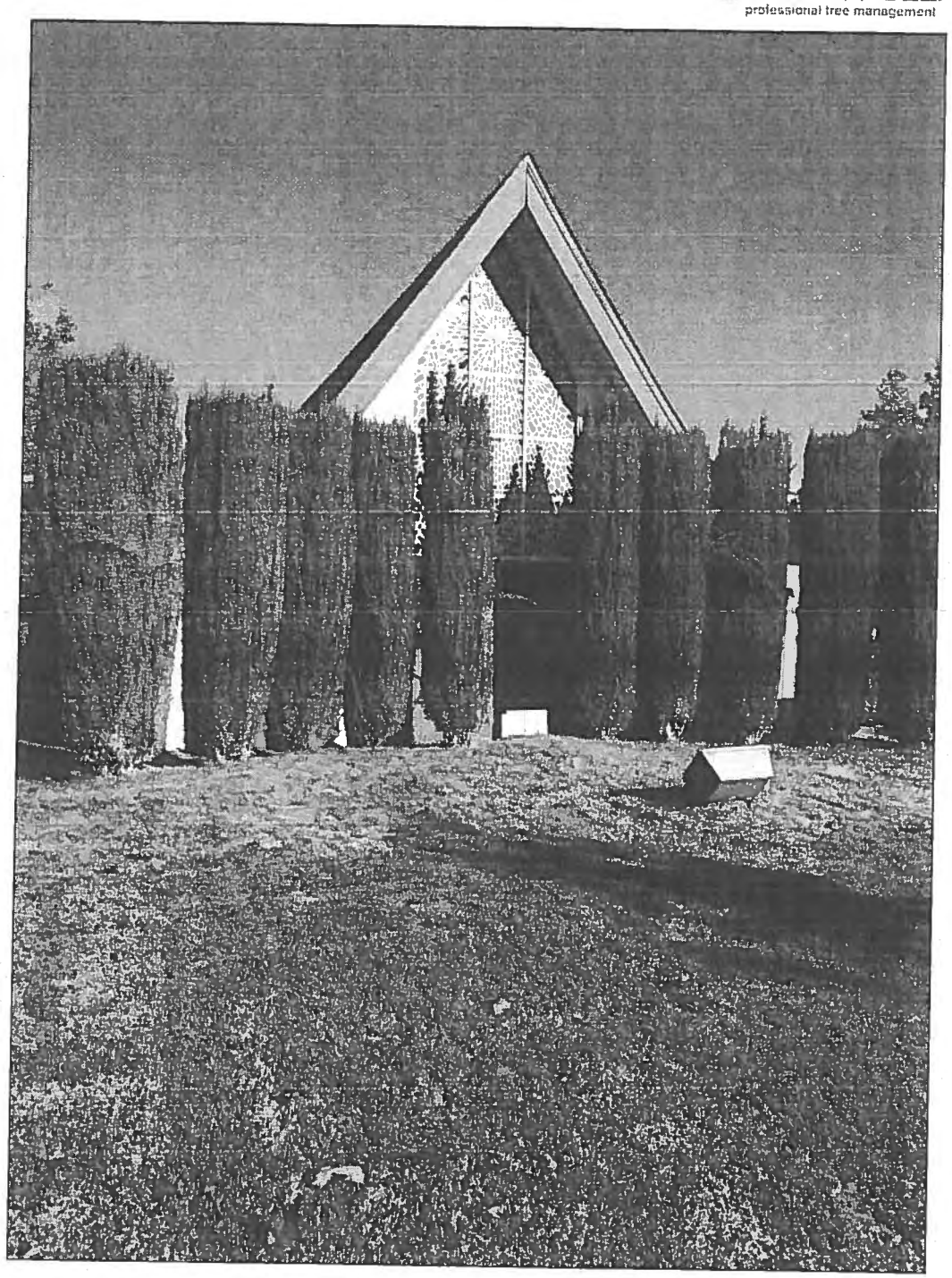


Figure 20: Trees #70 through #79

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

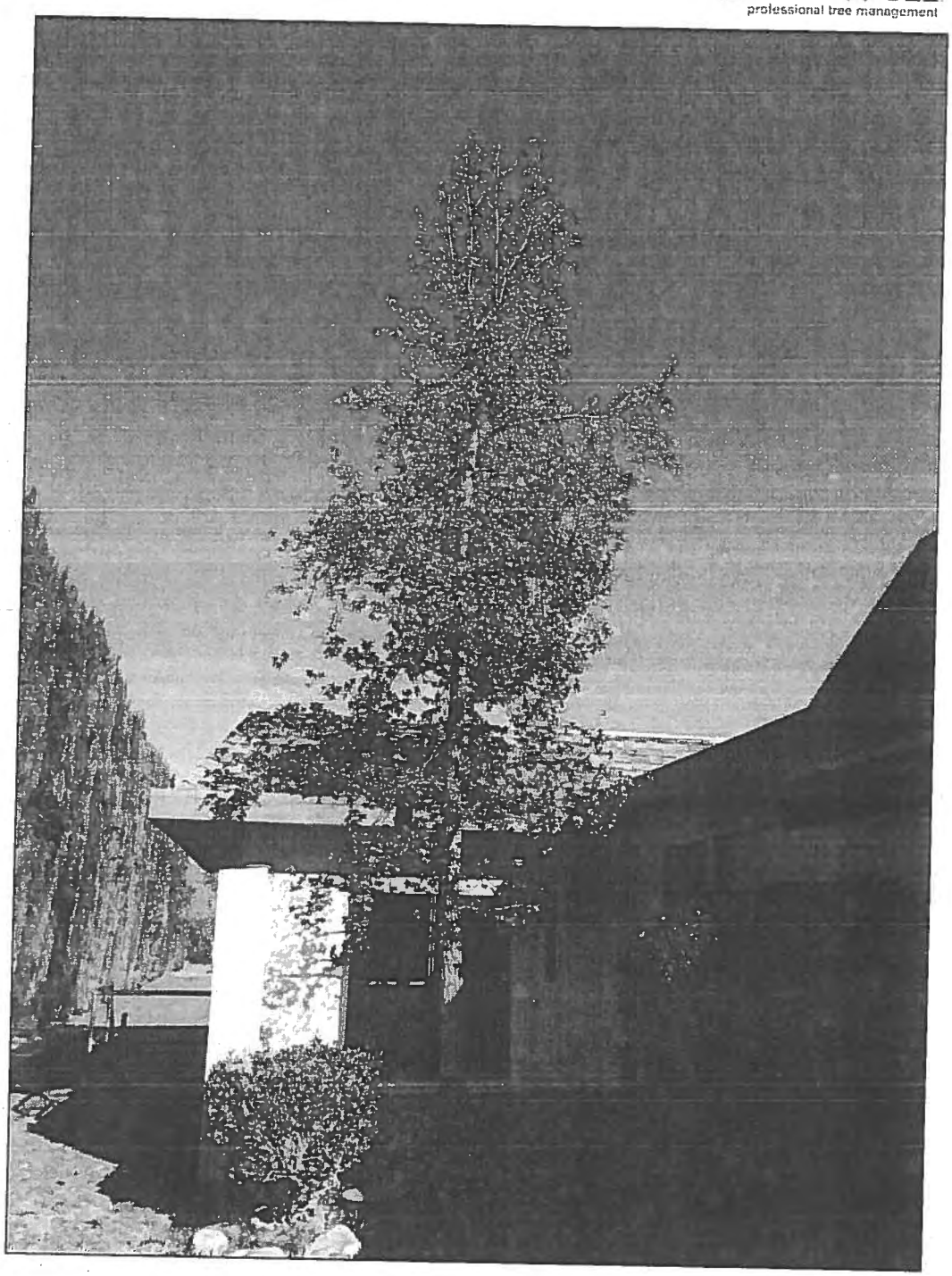


Figure 21: Tree #80

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

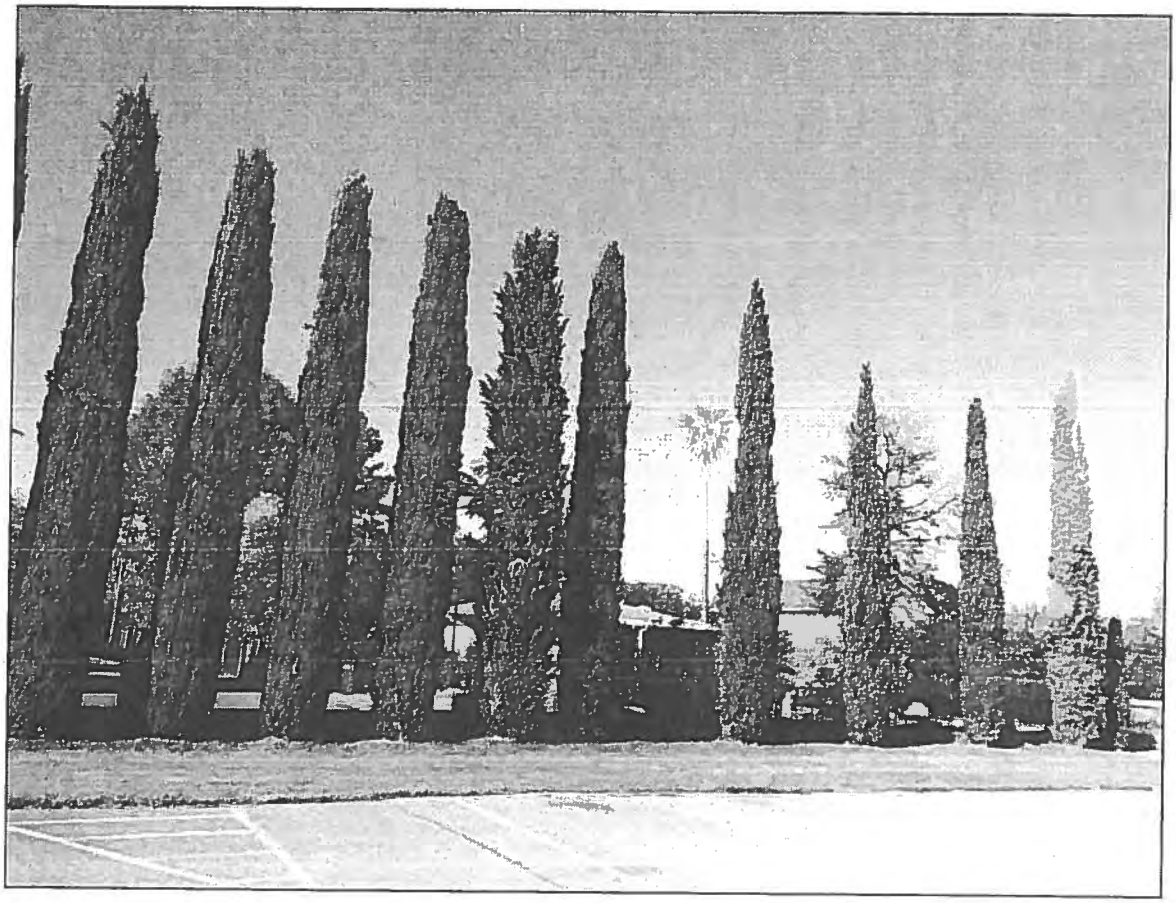


Figure 22: The row of Trees #81 through #125

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

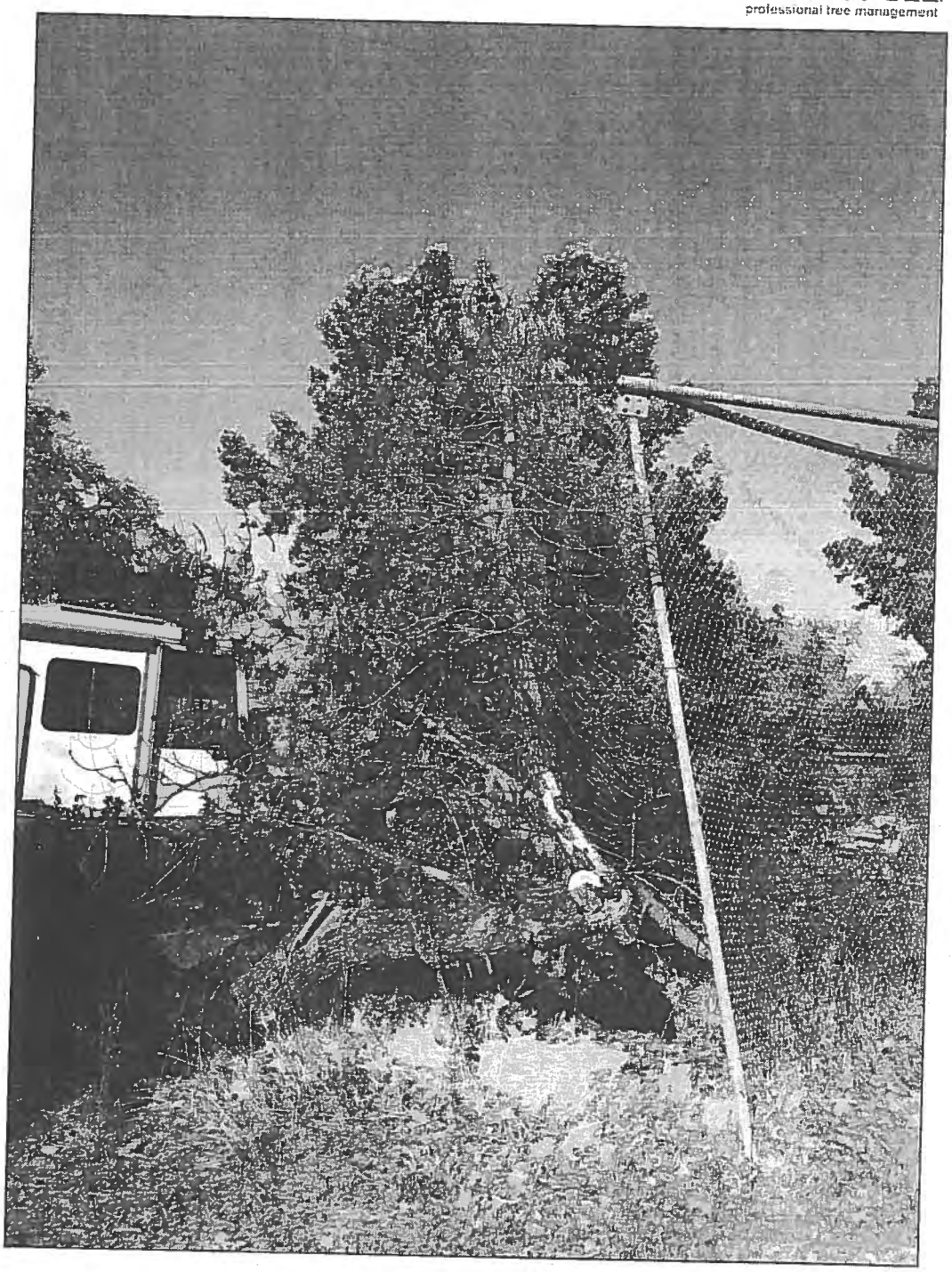


Figure 23: Tree #126

2337 American Ave, Hayward, CA 94545
1993 East Bayshore Road, Redwood City, CA 94063

Office: (888) 969-8733
Cell: (925) 518-2028
Email: soakley@arborwell.com

Exhibit 2 - Tree Inventory Matrix

988 Oak Grove Road

Concord, CA

* diameter approximated

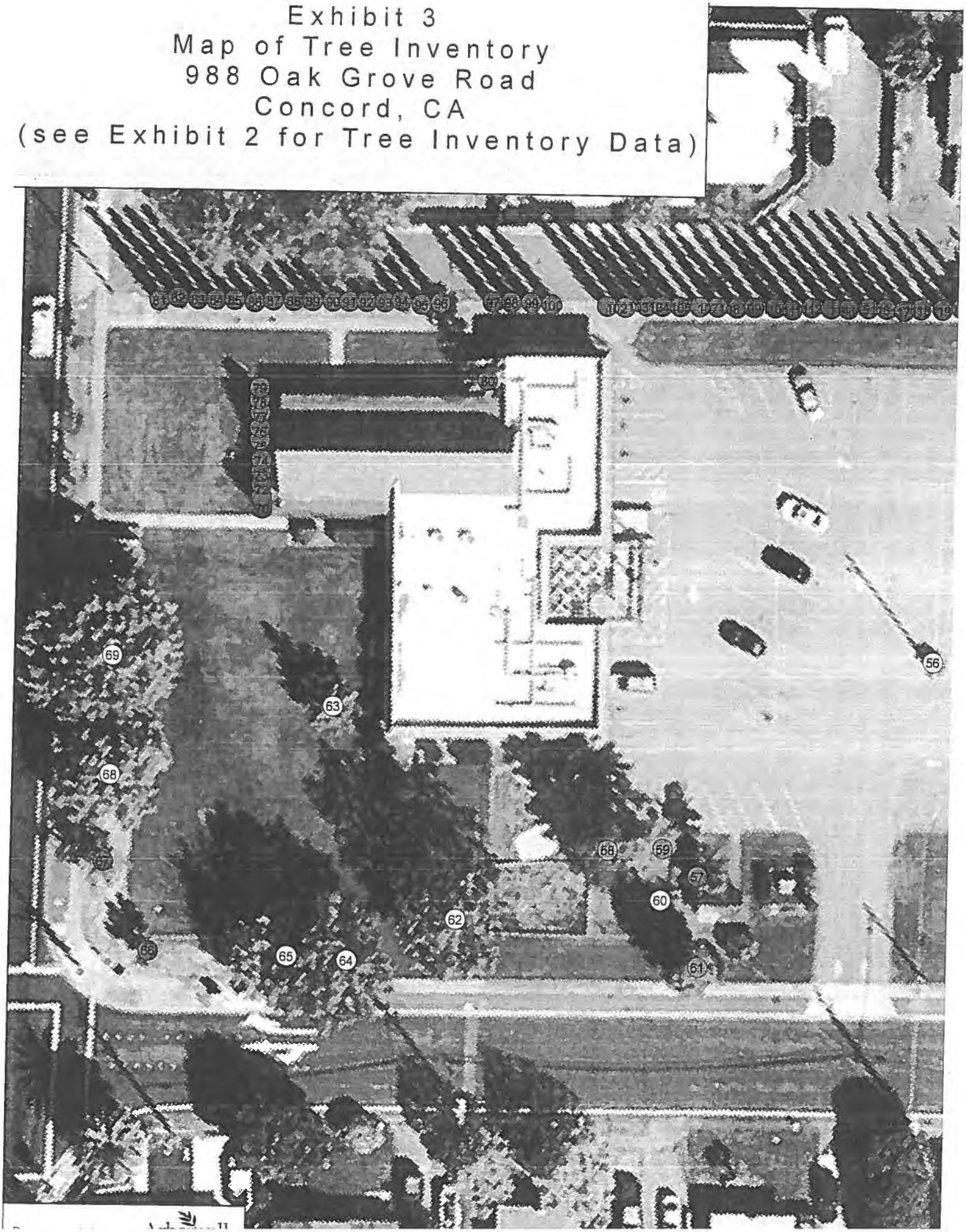
Tag	Common Name	Species	Diameter (inches)	Height (feet)	Canopy (feet)	Overall Condition	
52	Black Walnut	*Juglans nigra*	10	25	15	Poor	Sig
53	Black Walnut	*Juglans nigra*	9, 7, 4	25	20	Poor	Sig
54	Black Walnut	*Juglans nigra*	7, 7, 6	15	25	Poor	Sig
55	Black Walnut	*Juglans nigra*	11, 10	25	35	Poor	Sig
56	Mexican Fan Palm	*Washingtonia robusta*	24	10	10	Good	
57	Valley Oak	*Quercus lobata*	9	30	15	Moderate	
58	Coast Redwood	*Sequoia sempervirens*	24, 20	60	30	Good	
59	Coast Redwood	*Sequoia sempervirens*	17	60	25	Good	
60	Peruvian Pepper Tree	*Schinus molle*	4, 3, 3, 1	15	20	Moderate	
61	Coast Redwood	*Sequoia sempervirens*	17	40	25	Good	
62	Arizona Cypress	*Cupressus arizonica*	37	60	45	Moderate	
63	Noble Fir	*Abies procera*	9	25	15	Good	
64	Red Oak	*Quercus rubra*	18	60	60	Moderate	
65	Red Oak	*Quercus rubra*	11	40	40	Moderate	M
66	American Sweetgum	*Liquidambar styraciflua*	5	20	10	Moderate	
67	American Sweetgum	*Liquidambar styraciflua*	6	20	10	Good	
68	Red Oak	*Quercus rubra*	14	40	50	Moderate	
69	Red Oak	*Quercus rubra*	18	50	50	Moderate	
70	Italian Cypress						

Tag	Common Name	Species	Diameter (inches)	Height (feet)	Canopy (feet)	Overall Condition	
71	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
72	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
73	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
74	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
75	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
76	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
77	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
78	Italian Cypress	*Cupressus sempervirens*	12*	10	5	Moderate	
79	Italian Cypress	*Cupressus sempervirens*	16*	10	5	Moderate	
80	American Sweetgum	*Liquidambar styraciflua*	9	25	15	Moderate	
81	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
82	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
83	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
84	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
85	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
86	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
87	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
88	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
89	Italian Cypress	*Cupressus sempervirens*	16*	30	5	Good	
90	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
91	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
92	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	

Tag	Common Name	Species	Diameter (inches)	Height (feet)	Canopy (feet)	Overall Condition	
94	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
95	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
96	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
97	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
98	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
99	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
100	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
101	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
102	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
103	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
104	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
105	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
106	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
107	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
108	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
109	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Moderate	
110	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Moderate	
111	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
112	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
113	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
114	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
115	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Moderate	

Tag	Common Name	Species	Diameter (inches)	Height (feet)	Canopy (feet)	Overall Condition	
117	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
118	Italian Cypress	*Cupressus sempervirens*	16*	35	5	Good	
119	Italian Cypress	*Cupressus sempervirens*	16*	30	5	Good	
120	Italian Cypress	*Cupressus sempervirens*	16*	30	5	Good	
121	Italian Cypress	*Cupressus sempervirens*	16*	30	5	Very Poor	
122	Italian Cypress	*Cupressus sempervirens*	16*	5	5	Moderate	
123	Italian Cypress	*Cupressus sempervirens*	16*	5	5	Moderate	
124	Italian Cypress	*Cupressus sempervirens*	16*	5	5	Moderate	
125	Italian Cypress	*Cupressus sempervirens*	16*	5	5	Moderate	
126	Monterey Pine	*Pinus radiata*	26	15	10	Very Poor	

Exhibit 3
Map of Tree Inventory
988 Oak Grove Road
Concord, CA
(see Exhibit 2 for Tree Inventory Data)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1774			1775	1527	1770	3511		1770	3536	
Flt Permitted		0.95			0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1697			1331	1527	1770	3511		1770	3536	
Volume (vph)	2	6	3	51	1	167	3	716	34	176	819	3
Peak-hour factor, PHF	0.55	0.55	0.55	0.71	0.71	0.71	0.74	0.74	0.74	0.81	0.81	0.81
Adj. Flow (vph)	4	11	5	72	1	235	4	968	46	217	1011	4
RTOR Reduction (vph)	0	4	0	0	0	207	0	3	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	73	28	4	1011	0	217	1015	0
Confl. Peds. (#/hr)	16					16			1			10
Confl. Bikes (#/hr)									3			2
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		9.4			9.4	9.4	1.1	43.7		14.3	56.9	
Effective Green, g (s)		9.4			9.4	9.4	1.1	43.7		14.3	56.9	
Actuated g/C Ratio		0.12			0.12	0.12	0.01	0.55		0.18	0.72	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		201			158	181	25	1932		319	2534	
v/s Ratio Prot							0.00	c0.29		c0.12	0.29	
v/s Ratio Perm		0.01			c0.05	0.02						
v/c Ratio		0.08			0.46	0.15	0.16	0.52		0.68	0.40	
Uniform Delay, d1		31.1			32.6	31.4	38.7	11.3		30.4	4.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			2.1	0.4	3.0	1.0		5.9	0.5	
Delay (s)		31.3			34.8	31.8	41.7	12.3		36.3	4.9	
Level of Service		C			C	C	D	B		D	A	
Approach Delay (s)		31.3			32.5			12.4			10.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	79.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	216	219	0	0	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	304	308	0	0	0
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		300				
pX, platoon unblocked						
vC, conflicting volume	324				629	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324				629	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1219				440	707

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	304	308	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1219	1700	1700
Volume to Capacity	0.00	0.18	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		15.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	216	219	0	0	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	304	308	0	0	0
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		555				
pX, platoon unblocked						
vC, conflicting volume	324				629	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324				629	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1219				440	707

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	304	308	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1219	1700	1700
Volume to Capacity	0.00	0.18	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		15.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1674			1780	1550	1770	3505		1770	3538	
Flt Permitted		1.00			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1674			1352	1550	1770	3505		1770	3538	
Volume (vph)	0	3	8	30	2	62	3	840	49	72	833	2
Peak-hour factor, PHF	0.55	0.55	0.55	0.55	0.55	0.55	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	0	5	15	55	4	113	3	933	54	78	905	2
RTOR Reduction (vph)	0	13	0	0	0	99	0	4	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	59	14	3	983	0	78	907	0
Confl. Peds. (#/hr)	6					6			3			7
Confl. Bikes (#/hr)						1			2			1
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		8.4			8.4	8.4	1.2	40.1		6.4	45.3	
Effective Green, g (s)		8.4			8.4	8.4	1.2	40.1		6.4	45.3	
Actuated g/C Ratio		0.13			0.13	0.13	0.02	0.60		0.10	0.68	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210			170	195	32	2101		169	2396	
v/s Ratio Prot		0.00					0.00	c0.28		c0.04	0.26	
v/s Ratio Perm					c0.04	0.01						
v/c Ratio		0.03			0.35	0.07	0.09	0.47		0.46	0.38	
Uniform Delay, d1		25.7			26.7	25.8	32.3	7.5		28.6	4.7	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.2	0.2	1.3	0.2		2.0	0.1	
Delay (s)		25.7			28.0	26.0	33.6	7.6		30.6	4.8	
Level of Service		C			C	C	C	A		C	A	
Approach Delay (s)		25.7			26.7			7.7			6.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	124	94	0	0	0
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	0	225	171	0	0	0
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		300				
pX, platoon unblocked						
vC, conflicting volume	187				412	187
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187				412	187
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1369				588	844

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	225	171	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1369	1700	1700
Volume to Capacity	0.00	0.10	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		11.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	123	93	0	0	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	173	131	0	0	1
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		555				
pX, platoon unblocked						
vC, conflicting volume	147				323	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	147				323	147
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1416				661	888

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	175	131	1
Volume Left	1	0	0
Volume Right	0	0	1
cSH	1416	1700	888
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.1	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	0.1	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		18.4%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1774			1775	1527	1770	3509		1770	3536	
Flt Permitted		0.95			0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1698			1330	1527	1770	3509		1770	3536	
Volume (vph)	2	6	3	58	1	178	3	716	36	180	819	3
Peak-hour factor, PHF	0.55	0.55	0.55	0.71	0.71	0.71	0.74	0.74	0.74	0.81	0.81	0.81
Adj. Flow (vph)	4	11	5	82	1	251	4	968	49	222	1011	4
RTOR Reduction (vph)	0	4	0	0	0	220	0	3	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	83	31	4	1014	0	222	1015	0
Confl. Peds. (#/hr)	16					16			1			10
Confl. Bikes (#/hr)									3			2
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		9.9			9.9	9.9	1.1	43.6		14.6	57.1	
Effective Green, g (s)		9.9			9.9	9.9	1.1	43.6		14.6	57.1	
Actuated g/C Ratio		0.12			0.12	0.12	0.01	0.54		0.18	0.71	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		210			164	189	24	1910		323	2521	
v/s Ratio Prot							0.00	c0.29		c0.13	0.29	
v/s Ratio Perm		0.01			c0.06	0.02						
v/c Ratio		0.07			0.51	0.16	0.17	0.53		0.69	0.40	
Uniform Delay, d1		31.0			32.8	31.4	39.0	11.7		30.6	4.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			2.4	0.4	3.3	1.1		6.0	0.5	
Delay (s)		31.2			35.3	31.8	42.3	12.8		36.6	5.1	
Level of Service		C			D	C	D	B		D	A	
Approach Delay (s)		31.2			32.7			12.9			10.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	222	222	0	0	15
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	0	313	313	0	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		164				
pX, platoon unblocked						
vC, conflicting volume	313				625	313
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313				625	313
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	1248				448	728

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	313	313	21
Volume Left	0	0	0
Volume Right	0	0	21
cSH	1700	1700	728
Volume to Capacity	0.18	0.18	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	10.1
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		21.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	217	222	0	0	0
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	7	306	313	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		362				
pX, platoon unblocked						
vC, conflicting volume	313				632	313
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	313				632	313
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	1248				442	728

Direction, Lane #	EB 1	WB 1
Volume Total	313	313
Volume Left	7	0
Volume Right	0	0
cSH	1248	1700
Volume to Capacity	0.01	0.18
Queue Length 95th (ft)	0	0
Control Delay (s)	0.2	0.0
Lane LOS	A	
Approach Delay (s)	0.2	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	216	219	0	0	3
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	304	308	0	0	4
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		572				
pX, platoon unblocked						
vC, conflicting volume	324				631	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324				631	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1219				438	707

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	306	308	4
Volume Left	1	0	0
Volume Right	0	0	4
cSH	1219	1700	707
Volume to Capacity	0.00	0.18	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay		0.1	
Intersection Capacity Utilization		22.3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.98	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1674			1779	1551	1770	3501		1770	3538	
Flt Permitted		1.00			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1674			1349	1551	1770	3501		1770	3538	
Volume (vph)	0	3	8	34	2	67	3	840	55	82	833	2
Peak-hour factor, PHF	0.55	0.55	0.55	0.55	0.55	0.55	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	0	5	15	62	4	122	3	933	61	89	905	2
RTOR Reduction (vph)	0	13	0	0	0	106	0	5	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	66	16	3	989	0	89	907	0
Confl. Peds. (#/hr)	6					6			3			7
Confl. Bikes (#/hr)						1			2			1
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		7.9			7.9	7.9	1.1	35.7		6.0	40.6	
Effective Green, g (s)		7.9			7.9	7.9	1.1	35.7		6.0	40.6	
Actuated g/C Ratio		0.13			0.13	0.13	0.02	0.58		0.10	0.66	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		215			173	199	32	2029		172	2332	
v/s Ratio Prot		0.00					0.00	c0.28		c0.05	0.26	
v/s Ratio Perm					c0.05	0.01						
v/c Ratio		0.03			0.38	0.08	0.09	0.49		0.52	0.39	
Uniform Delay, d1		23.5			24.6	23.6	29.8	7.6		26.4	4.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.4	0.2	1.3	0.2		2.6	0.1	
Delay (s)		23.6			26.0	23.8	31.0	7.8		29.0	4.9	
Level of Service		C			C	C	C	A		C	A	
Approach Delay (s)		23.6			24.6			7.8			7.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	61.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	140	96	0	0	7
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	0	255	175	0	0	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		164				
pX, platoon unblocked						
vC, conflicting volume	175				429	175
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175				429	175
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1402				583	869

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	255	175	13
Volume Left	0	0	0
Volume Right	0	0	13
cSH	1700	1700	869
Volume to Capacity	0.15	0.10	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		17.4%	ICU Level of Service
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	13	127	96	0	0	0
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	24	231	175	0	0	0
Pedestrians					6	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		362				
pX, platoon unblocked						
vC, conflicting volume	181				459	181
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	181				459	181
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	100
cM capacity (veh/h)	1395				551	862

Direction, Lane #	EB 1	WB 1
Volume Total	255	175
Volume Left	24	0
Volume Right	0	0
cSH	1395	1700
Volume to Capacity	0.02	0.10
Queue Length 95th (ft)	1	0
Control Delay (s)	0.8	0.0
Lane LOS	A	
Approach Delay (s)	0.8	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	4	123	93	0	0	3
Peak Hour Factor	0.55	0.55	0.55	0.55	0.55	0.55
Hourly flow rate (vph)	7	224	169	0	0	5
Pedestrians					6	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		572				
pX, platoon unblocked						
vC, conflicting volume	175				413	175
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175				413	175
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1394				589	864

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	231	169	5
Volume Left	7	0	0
Volume Right	0	0	5
cSH	1394	1700	864
Volume to Capacity	0.01	0.10	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.3	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.3	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	19.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	49	91	109	59	197	177	191	164	161
Average Queue (ft)	9	35	51	4	105	86	92	50	36
95th Queue (ft)	34	75	86	30	174	155	155	115	103
Link Distance (ft)	901	230	230		2062	2062		1598	1598
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					2		0		
Queuing Penalty (veh)					0		0		

Intersection: 2: Chalomar Rd. & Existing Church Driveway

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Chalomar Rd. & Existing Residential Driveway

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Nework Summary

Network wide Queuing Penalty: 1

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	36	59	62	31	143	150	78	115	96
Average Queue (ft)	7	24	31	3	79	62	35	36	25
95th Queue (ft)	29	51	57	17	134	125	67	89	68
Link Distance (ft)	901	230	230		2062	2062		1598	1598
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					0				
Queuing Penalty (veh)					0				

Intersection: 2: Chalomar Rd. & Existing Church Driveway

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: Chalomar Rd. & Existing Residential Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	13
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	198
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Network wide Queuing Penalty: 0

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	48	91	100	19	214	200	173	116	124
Average Queue (ft)	11	40	52	2	107	94	94	45	38
95th Queue (ft)	37	76	88	13	180	173	151	99	91
Link Distance (ft)	901	95	95		2062	2062		1596	1596
Upstream Blk Time (%)		1	1						
Queuing Penalty (veh)		1	1						
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					3				
Queuing Penalty (veh)					0				

Intersection: 2: Chalomar Rd. & Project Driveway Out

Movement	WB	SB
Directions Served	T	LR
Maximum Queue (ft)	32	26
Average Queue (ft)	1	8
95th Queue (ft)	16	27
Link Distance (ft)	160	105
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Chalomar Rd. & Project Driveway In

Movement	EB
Directions Served	LT
Maximum Queue (ft)	11
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chalomar Rd. & Existing Residential Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	197
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Network wide Queuing Penalty: 2

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	40	54	55	25	160	158	80	111	82
Average Queue (ft)	8	22	28	2	81	64	37	34	21
95th Queue (ft)	32	52	54	15	143	131	69	86	59
Link Distance (ft)	901	95	95		2062	2062		1596	1596
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					0				
Queuing Penalty (veh)					0				

Intersection: 2: Chalomar Rd. & Project Driveway Out

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	105
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Chalomar Rd. & Project Driveway In

Movement	EB
Directions Served	LT
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	160
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Chalomar Rd. & Existing Residential Driveway

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	11	32
Average Queue (ft)	0	4
95th Queue (ft)	8	20
Link Distance (ft)	160	197
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Nework Summary

Network wide Queuing Penalty: 0

EXHIBIT J

ADDENDUM REPORT
To The

DRAFT TRAFFIC IMPACT ANALYSIS FOR THE PROPOSED

988 OAK GROVE ROAD RESIDENTIAL PROJECT CONCORD, CA

September 10, 2015

Prepared by:
Omni-Means, Ltd.
Engineers & Planners
1901 Olympic Blvd., Suite 120
Walnut Creek, CA 94596

R2010TIA003 / 35-2272-39

omni · means
ENGINEERING SOLUTIONS

INTRODUCTION

A previous traffic impact study was conducted for a proposed 20 unit residential project at 988 Oak Grove Road (and Chalomar Road) in the City of Concord, CA by Omni-Means. The findings were presented in a traffic report titled "Traffic Impact Analysis For The Proposed 988 Oak Grove Road Residential Project", May 28, 2015. In the interim, the proposed project plan has been modified to comprise a slightly lower number of units (18) and a revised onsite street network. At the City's request, the following addendum report has been prepared to provide a traffic analysis reflecting the revised project. This report has evaluated the project trip generation, intersection operation, parking conditions, and vehicle circulation in comparison to the original project findings. The revised project site plan is provided in Figure 1.

With the revised project, operating conditions would remain efficient, with delays and vehicle queues increasing slightly compared to existing conditions and no significant impacts based on the City's standards. The parking supply of four spaces per residential unit would meet the City Municipal Code requirements and also provide adequate supply based on average parking rates assuming the residential spaces are used to park vehicles. If a high number of residential spaces are unavailable for parking (due to storage of items, etc.) there could be some spillover demand.

Due to vehicle access issues with the site plan, the total supply of 36 parallel spaces (25 onsite and 11 on Chalomar Road) could be reduced to 21 spaces (15 onsite and 6 on Chalomar Road). Under this scenario, the ratio of total parking spaces to units of 1.17 spaces per unit would be lower than the ratio of 1.3 spaces per unit (26 spaces / 20 units) provided with the previous site plan.

The internal road design has some vehicle parking and circulation constraints. As an alternative, traffic conditions were evaluated assuming the internal road is connected to the eastern driveway. Under this scenario, an additional 2-3 peak hour trips could be added to the eastern driveway, but the volumes (5-6 peak hour trips) would be similar to those calculated for the previous site plan which had four units located on the eastern driveway instead of two units with the revised site plan.

TRIP GENERATION

The originally proposed 20 unit project was calculated to generate 24-25 weekday peak hour trips and 239 daily trips based on Institute of Transportation Engineers (ITE) trip generation rates. Using the same methodology for 18 units, the revised project would generate 22-23 weekday peak hour trips and 215 daily trips. Thus the revised project would generate 2 fewer peak hour trips and 24 fewer daily trips than the original project. The project trip calculations are shown in Table 1.

There is an existing church facility on the site that would be removed with the project. However, as noted in the previous traffic report, the existing church does not generate trips during weekday a.m. and p.m. peak hours of adjacent street traffic, therefore all of the project trips would reflect new trips added to the street network during the peak hours.

INTERSECTION OPERATION

The traffic study evaluated the following intersections:

Chalomar Road / Oak Grove Road (Signalized)
Chalomar Road / Proposed Project Access Intersection (Minor-Street Stop)
Chalomar Road / Existing Residential Driveway (Proposed Project Access) (Minor-Street Stop)

The existing and existing-plus-project level of service (LOS) conditions are listed in Table 2. The existing intersections currently operate at LOS A or B levels-of-service without the project, indicative of efficient operating conditions. The Chalomar Road / Oak Grove Road intersection operates at LOS B (14.0 seconds of delay) during the a.m. peak hour and LOS A (9.0 seconds of delay) during the p.m. peak hour.

The previous site plan included a one-way loop road with inbound only trips at one driveway and outbound only trips at the other driveway. The revised site plan would combine the inbound and outbound trips to a single access intersection. The revised project trips are shown in Figure 2.

With the original project trips added to the existing volumes, the levels of service remained unchanged and delays increased by less than one second. With the revised site plan, LOS conditions at the main access driveway would continue to operate at LOS B during the a.m. peak hour and LOS A during the p.m. peak hour, with delays also increasing by less than one second.

The eastern driveway intersection would also operate at LOS B or better during the peak hours. LOS conditions with the revised site plan would remain the same as conditions with the previous site plan. The conditions would be reflective of efficient overall traffic operation, with no significant impacts based on the City's Standards of Significance thresholds. As noted in the previous report, traffic volumes and delays temporarily increase during the nearby school peak periods, but the overall peak hour conditions function efficiently.

Existing vehicle queues at the Chalomar Road/Oak Grove Road intersection during the a.m. peak hour, outside of the peak school period, average 3-5 cars in both westbound approach lanes. During the school peak, the westbound right turn queue on Chalomar Road and the southbound left turn queue on Oak Grove Road temporarily increase to 10-12 vehicles for several signal cycle lengths. However, conditions normalize soon after school begins.

A vehicle queuing analysis of the new site plan shows the vehicle queues would be very similar to the original project, with approximately 1 vehicle added to the queue lengths compared to existing conditions. The revised project's southbound driveway approaches to Chalomar Road have a calculated queue length of one vehicle during the a.m. and p.m. peak hours. Eastbound left turn queues into the project driveways are also calculated at one vehicle or less. This is the same as calculated for the previous site plan and indicative of efficient conditions with no significant impacts based on the City of Concord's Standards of Significance criteria.

Vehicle Access

The originally evaluated site plan with 20 residential units provided a one-way project access loop road serving 16 of the units. The loop road inbound access intersection would be located 320 feet east of Oak Grove Road and the outbound intersection located 150 feet east of Oak Grove Road.

The revised site plan, shown in Figure 1, has a single inbound/outbound access intersection serving 16 units. The internal road is a two-way street (travel in both directions) with parallel parking on one side of the street in some locations. A western driveway to/from Chalomar Road remains, but is limited to only emergency vehicle access. The eastern segment of the internal road dead-ends at the border of a water quality basin area just west of the eastern driveway. The eastern driveway now serves two residential units instead of four units in the previously evaluated site plan.

As noted, LOS operating conditions would be acceptable (LOS B or better) at the driveway approaches. Vehicle queues would be short (1-2 vehicles) and would not substantially impact operations. Vehicle queues on Chalomar Road at school peak times could result in temporary queuing in front of the project's internal road driveway, but these queues are temporary and would not be expected to significantly hinder access to the project site.

TABLE 1
PROJECT VEHICLE TRIP GENERATION
18 UNITS SINGLE-FAMILY DETACHED HOUSING

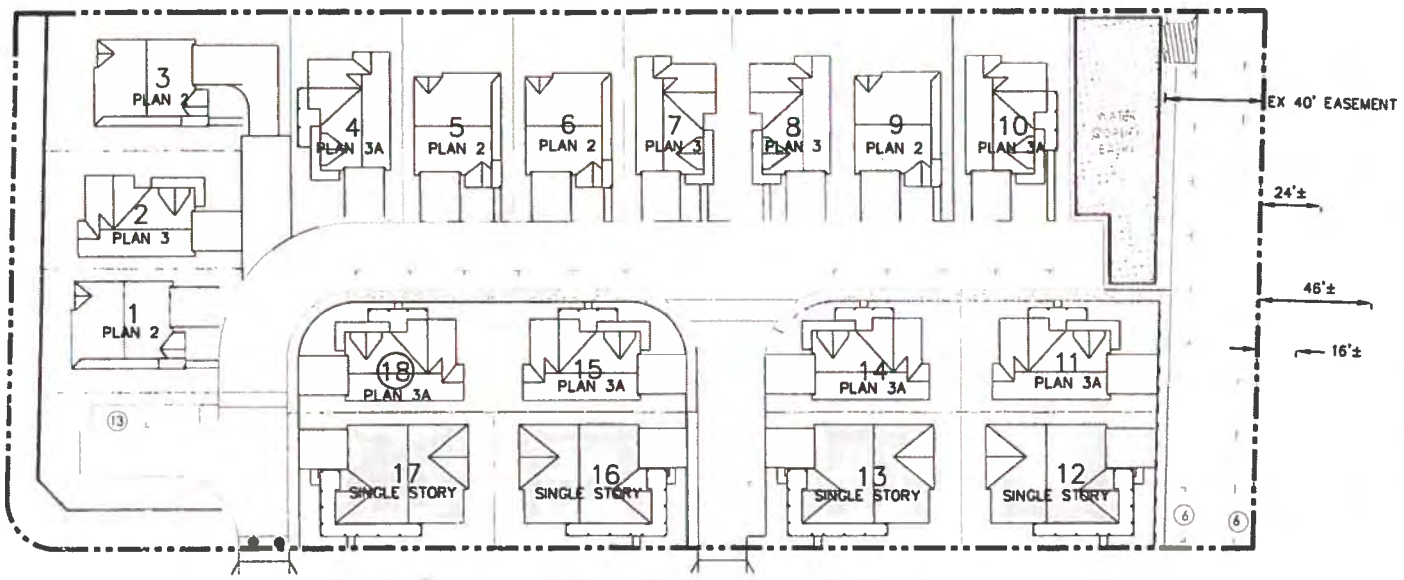
18 Units	Time Period	Trip Rate	Vehicle Trips
Weekday	Daily: AM Pk. Hr. of Adjacent Street: PM Pk. Hr. of Adjacent Street:	11.95 trips/unit 1.20 trips/unit (25% in, 75% out) 1.25 trips/unit (63% in, 37% out)	**215** **22 (6 in, 16 out)** **23 (15 in, 8 out)**
Saturday	Daily: Pk. Hr. of Generator:	11.4 trips/unit 1.35 trips/unit (54% in, 46% out)	**205** **24 (13 in, 11 out)**
Sunday	Daily: Pk. Hr. of Generator:	8.60 trips/unit 1.05 trips/unit (53% in, 47% out)	**155** **19 (10 in, 9 out)**

Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.
Fitted curve equation rates for Single-Family Detached Housing, Land Use #210.

TABLE 2
EXISTING AND EXISTING PLUS PROJECT CONDITIONS: INTERSECTION LEVELS-OF-SERVICE FOR 18 UNIT SITE PLAN (CONCEPT #24)

Intersection	Control	AM Peak Hour LOS & Delay		PM Peak Hour LOS & Delay	
		Existing	Existing +Project	Existing	Existing + Project
Oak Grove Rd. / Chalomar Rd.	Signal	B 14.0"	B 14.5"	A 9.0"	A 9.8"
Chalomar Rd. /Internal Road Access	MSSC	sb: A 0.0" eb lt: A 0.0"	sb: B 10.1" eb lt: A 0.2"	sb : A 0.0" eb lt: A 0.0"	sb: A 9.0" eb lt: A 0.8"
Chalomar Rd. / Eastern Driveway	MSSC	sb: A 0.0" eb lt: A 0.0"	sb: B 10.1" eb lt: A 0.0"	sb: A 9.1" eb lt: A 0.1"	sb: A 9.1" eb lt: A 0.2"

Legend: MSSC = Minor Street Stop Control Listed LOS represents vehicle delay expressed in seconds.



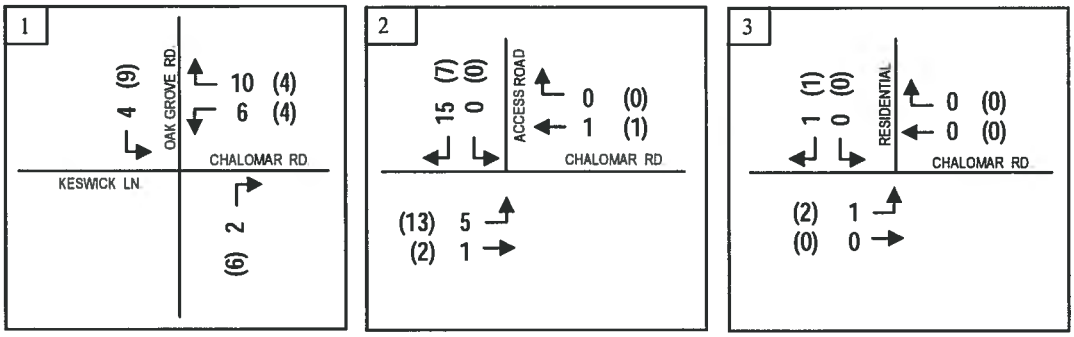
Project Site Plan (Concept #24)

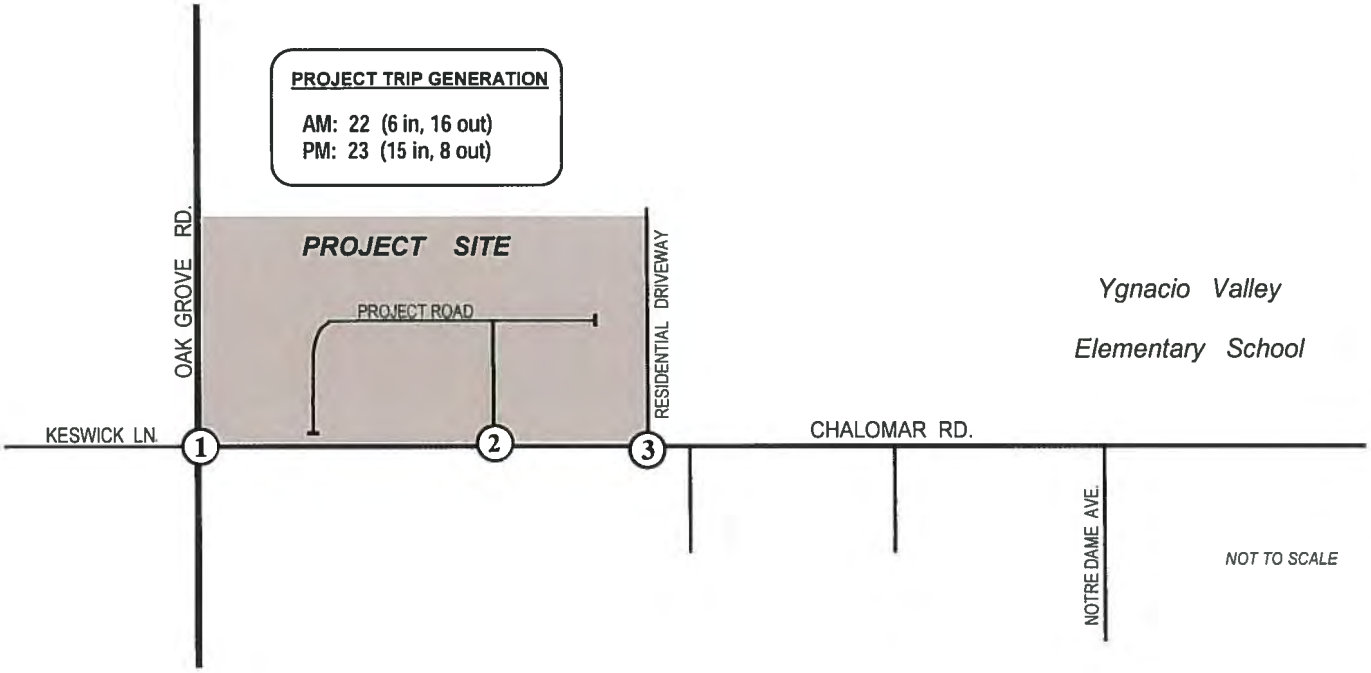
Reference North

omni-means

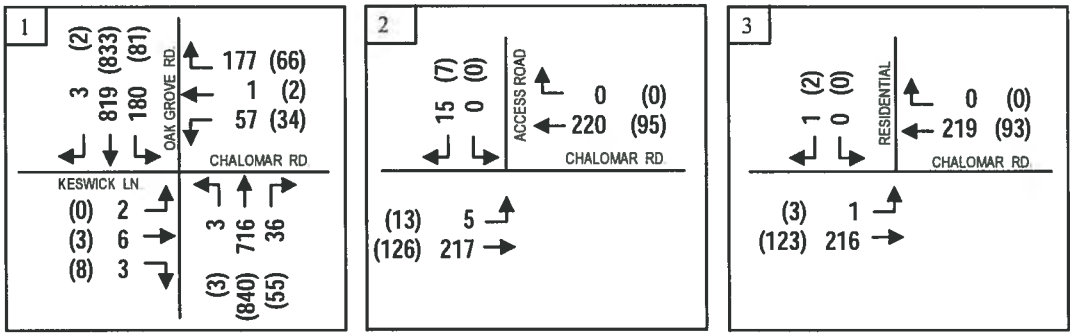
figure 1

PEAK HOUR PROJECT TRIPS:





PEAK HOUR VOLUMES:



Existing + Project Weekday A.M. and (P.M.) Peak Hour Volumes

Reference North

omni-means

figure 2

Parking

Parking demand for the proposed project was evaluated based on the City of Concord Municipal Code as well as a review of surveyed parking demand of similar land uses. A summary of the parking supply and demand calculations is provided in Table 3.

City Code Requirements

The previous site plan with 20 residential units provided 20 onsite parallel parking spaces. The revised 18-unit site plan shows a total of 25 onsite parallel spaces, comprised of 13 spaces on the internal road and 12 spaces on the eastern driveway.

All of the residential units would have a 2-car garage plus a driveway able to accommodate 2 cars, for a total residential supply of 72 spaces. The residences would contain either four or five bedrooms. Based on the Concord City Municipal Code for "new single family residential uses" the following requirements apply:[1]

4 bedrooms or less:	at least 2 enclosed garage spaces;
5-6 bedrooms:	3 spaces, with at least 2 enclosed garage spaces.

With each unit providing an enclosed 2-car garage and a driveway capable of accommodating 2 cars, the revised project would satisfy the parking code requirement.

Published Parking Rates

In addition to the City Municipal Code requirements, published parking demand rates provided by ITE were also evaluated.[2] The ITE average parking demand rate for single family housing is 1.83 vehicles per dwelling unit (with a surveyed range of 1.33-2.17 vehicles per dwelling unit). The average rate results in a demand of 33 vehicles, while the highest rate of 2.17 vehicles results in a demand of 39 vehicles.

As with the previous site plan, the average single family rate of 1.83 spaces per unit would be accommodated by each project unit. The highest surveyed rate of 2.17 vehicles would also be accommodated by each unit, provided enough spaces are kept usable by the residents. If, for example, both garage spaces are not available for parking (due to storage of items, etc.), there could be a low number of spillover vehicles under this parking rate assumption. However, the spillover demand would be accommodated by the onsite parallel spaces.

Surveyed Parking Rates

Potential parking demand based on previous surveys conducted in the City of Concord was also reviewed for the revised site plan.[3] The surveys were conducted at three multi-tenant (condominium & apartment) residential developments in conjunction with a condominium project. The surveyed locations had private internal streets and parking spaces with units in close proximity to each other, similar to the proposed project. The surveys identified demand based on the number of units and the number of bedrooms. The surveys identified an average demand of 1.40 spaces per unit, but the surveyed developments had several studio and one-bedroom units. The surveys identified an average demand of 0.77 spaces per bedroom.

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[1] *City of Concord, Municipal Code, Article VII: Off-street parking facilities, Section 122-845, Code 1965, Ord. No. 713; Ord. No.1169.*
[2] *Institute of Transportation Engineers, Parking Generation Manual, 4th Edition, Single-Family and Multi-Unit Residential, 2010.*
[3] *Omni-Means Engineers & Planners, "Focused Parking Study for the Proposed Palm Terrace Condominium Project", July 2006.*

The revised project would consist of 4 four-bedroom units and up to 14 five-bedroom units, for a potential total of 86 bedrooms. (This is 7 fewer bedrooms than the previously evaluated 20 unit site plan which had 93 bedrooms.) Based on the surveyed bedroom rate, the revised project's 86 bedrooms would have a total calculated demand of 66 vehicles. (This is 7 fewer vehicles than the previous site plan). It is noted that the "per bedroom" demand of 66 vehicles is double the average ITE rate of 33 vehicles, and likely represents a very conservative (high) parking demand estimate.

With a supply of 4 spaces per unit (2 garage + 2 driveway) for a total of 72 residential unit spaces, demand based even on the highest survey rate (66 vehicles) would be accommodated within each unit, assuming enough spaces are kept usable by the residents. If some homeowners do not use their garages for vehicle parking, there could be spillover demand of 1-2 vehicles from those units to the parallel spaces under this parking demand scenario.

Based on an extreme example using the highest (bedroom) rate and no garage spaces utilized for parking, the 4 four-bedroom units would have a spillover demand of 1 car and the 14 five-bedroom units would have a spillover demand of 2 cars, for a total spillover of 32 vehicles. With 25 onsite spaces, there would be a spillover of 7 vehicles onto public street parking. However, it is likely adequate parking supply will exist at most residences based on typical parking rates, therefore the provided onsite parallel spaces should accommodate potential spillover demand. It is noted, however, that the number of usable parallel spaces may be less than the 25 spaces shown on the revised site plan as explained in the following section.

Parking Constraints Associated With Revised Site Plan

A review of the revised site plan indicates several of the onsite parallel parking spaces would likely require removal or be unusable due to access constraints. A description of the spaces is listed as follows and is illustrated in Figure 3:

- The revised middle access driveway is a two lane road that is 28 feet wide, consisting of two 10-feet wide travel lanes and a single 8-feet wide parallel parking space on the east side just north of the driveway entrance. The presence of the parallel space limits the driveway entrance to 20 feet wide. This is less than the City's desired driveway width of 25-30 feet. Therefore, this space would have to be removed to meet the City standards.

- The eastern driveway shows two parallel parking spaces near the entrance (one on each side of the driveway). The travel-way width appears to be 36 feet, with two 8-foot wide parking lanes and two 10-foot travel lanes. The two parallel spaces limit the driveway entrance to 20 feet wide, which is less than the City's desired entrance width of 25-30 feet. Therefore, one space (most likely on the west side) would have to be removed.

- Two parallel spaces are shown in the western corner of the property. Vehicle access to the westernmost space would be difficult for drivers without extending the paved area further west of the space. Therefore, this space would not be functional.

- Similarly, the easternmost space on the internal road (north of Unit 11) would be inaccessible if a vehicle were parked in the space to the west. Without a turn-around area or extension on the east side of the space it would not be functional.

With four spaces removed, the onsite parking supply would decrease from 25 spaces to 21 spaces. Under this scenario, the ratio of parallel spaces to residential units would be 1.17 spaces per unit. This would still be a higher ratio than the previous site plan, which had one parallel space per residential unit.

- There are six parallel spaces shown striped along the east side of the eastern driveway. According the City officials, it is possible formal parking along this side may not be developed. The absence of these spaces would remove another 6 parallel spaces from the onsite supply.

If all of the above mentioned spaces are eliminated or unusable, the supply of onsite parallel spaces is reduced from 25 spaces to 15 spaces. Under this scenario, the ratio of onsite parallel parking spaces to the number of residential units would be 0.83 spaces per unit (15 spaces / 18 units). This would be lower than the previous site plan ratio of 1 parallel space per unit. However, even with the potentially reduced supply of parallel spaces, it appears adequate supply would still be provided based on the number of spaces at each residential unit and likely parking demand based on typical (average) demand rates.

Public Street Parking

Existing street parking is prohibited on Chalomar Road (red curb) fronting the project site from Oak Grove Road to just east of the existing church driveway (approximately 270 feet). The remaining curb frontage to the eastern residential driveway (approximately 190 feet) allows street parking. Existing street parking demand fronting the project site is very low (0-1 vehicles).

The existing red curbed segment effectively preserves two westbound approach lanes on Chalomar Road to Oak Grove Road, which facilitates traffic flows out of Chalomar Road during the school peak periods in the morning and afternoon.

For the previous site plan, it was recommended that parking prohibitions be kept in place on Chalomar Road fronting the project site from Oak Grove Road to the project's middle driveway (a distance of approximately 280 feet).

- The same parking prohibition is recommended for the revised site plan in order to preserve two westbound approach lanes to Oak Grove Road. This would remove 5 street spaces west of the middle driveway out of the eleven total street spaces on Chalomar Road fronting the project site shown in the revised site plan.

  Red-curbing a short section (10 feet) on the east and west side of the proposed middle driveway and the existing eastern residential driveway is also recommended in order to ensure sight distance is preserved at these locations.

The remaining 6 street spaces shown on the site plan east of the middle driveway would remain on Chalomar Road fronting the project site.

If it is determined that preserving the 5 street spaces west of the middle driveway is desired for the residents, consideration could be given to allowing parking in this area, but with parking restrictions during the periods of school activity.

If all of the spaces as discussed are removed, the total proposed supply of 36 spaces (25 onsite and 11 on Chalomar Road) would be reduced to 21 spaces (15 onsite and 6 on Chalomar Road). Under this scenario, the ratio of total parking spaces to units is 1.17 spaces per unit (21 spaces / 18 units). This is lower than the ratio of 1.3 spaces per unit (26 spaces / 20 units) that was provided with the previous site plan.

It is also noted that the revised site plan locates 12 of the onsite parallel spaces to the eastern driveway, outside of the internal road area where most of the units are located, which may limit their use by some homeowners.

TABLE 3
PARKING SUPPLY AND CALCULATED DEMAND RATES (Concept #24 Site Plan)

SUPPLY	Residential Unit Spaces	Onsite Parallel Spaces: Internal Road	Onsite Parallel Spaces: Eastern Driveway	Onsite Parallel Spaces: Total	Street Spaces Fronting Site	Total Potential Supply
With No Decrease: 18 units x 4 spaces per unit	**= 72**	13	12	**= 25**	**11**	**108**
With Potential Decrease Due To Access Constraints:	= 72	-3	-1	= -4 = 21	-5 = 6	-9 **99**
With Potential Decrease Due To Undeveloped Spaces on Eastern Driveway:	= 72		-6	= -6 = 15	= 6	-6 **93**
With Internal Road Connection To Eastern Driveway:	= 72	12	8	= 20	= 6	**98**
If Undeveloped Spaces on Eastern Driveway:	= 72	12	2	= 14	= 6	**92**

DEMAND CALCULATIONS		Total Calculated Demand
Municipal Code Requirement	4 (four-bedrooms) x 2 required* = 14 (five-bedrooms) x 3 required* =	8 42 **50**
*4 spaces per unit are provided; therefore code requirement is met.		
Published ITE Rates		
	Average Rate 1.83 vehicles per unit =	**33**
	Highest ITE Rate 2.17 vehicles per unit =	**39**
Surveyed Rates of Condominiums/Apartments in City of Concord		
	1.40 vehicles per unit =	**25**
	0.77 vehicles per bedroom x 86 rooms =	**66**

Traffic Circulation Constraints / Internal Road Connection

As noted above in the parking discussion, the revised site plan shows the internal access road dead-ends at the Water Quality Basin boundary without a turn-around area. Although traffic volumes would be low on this segment of the internal road (vehicles accessing only 2 or 3 units), the lack of a turnaround area and a potentially inaccessible parking space at the end of the road is less than ideal for traffic circulation purposes.

Also, the parallel space in the northwest corner of the eastern driveway appears to have a paved extension behind (north) of it. However, this area will also have to serve as a turn-around area for vehicles. In order to facilitate vehicles turning around, the paved area would have to be expanded to the west into the Water Quality Basin area.

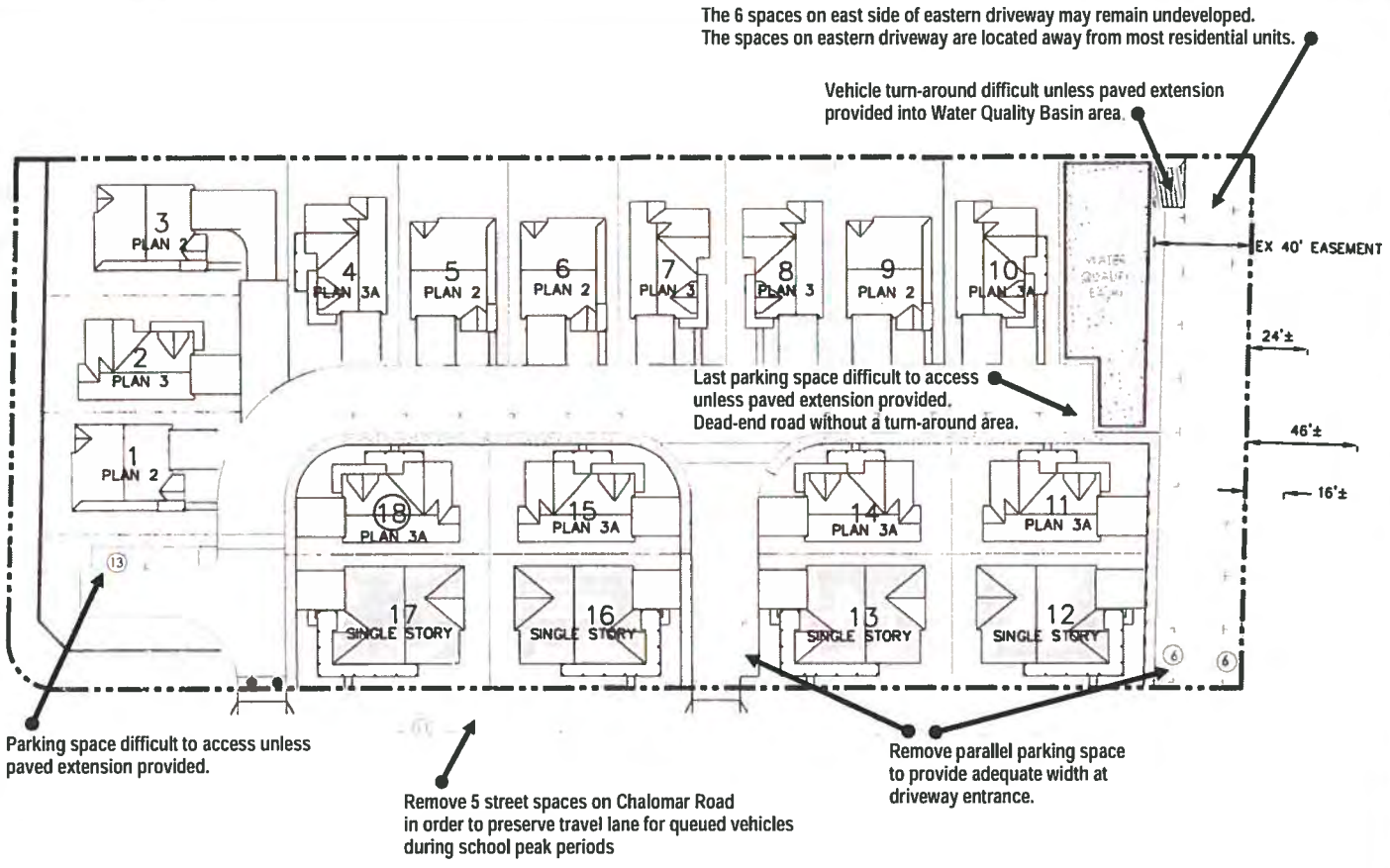
Due to the potential traffic circulation constraints, traffic conditions were evaluated at the City's request assuming the internal road is extended and connected to the eastern driveway.

Vehicle trip distribution associated with the project site is almost entirely to/from Oak Grove Road west of the site. The turning movement counts we conducted for the traffic study identified zero existing trips to/from the east out of the existing driveways. With nearly all project trips to/from west of the project site, traffic volumes would be expected to remain low on the eastern driveway. Even if it is conservatively assumed 10% of the project trips would be to/from the east, this equates to 2 peak hour trips that might utilize the eastern driveway to turn east.

Based on the location of the residential units within the project site and the proximity of the middle access driveway to serve them, the number of westbound vehicles added to the eastern driveway would be expected to be low. If it is assumed that one additional westbound peak hour trip would be added to the eastern driveway via the internal road connection, the total eastern driveway volumes would be 5-6 peak hour trips. This represents three trips above the peak hour project trips without the internal road connected.

However, it is noted that the revised site plan consists of two residential units located on the eastern driveway. The original site plan had four units located on the eastern driveway, with a calculated peak hour trip generation of 4-5 trips on the eastern driveway. Therefore, the number of project trips on the eastern driveway with the revised site plan and the internal road connected would be expected to be very similar to the previous site plan.

Connecting the internal road would eliminate three parallel parking spaces on the eastern driveway at the intersection location. However, the inaccessible space on the internal road without the connection would become accessible and a new space could be added on the extended internal road segment. Therefore, 12 parallel spaces would be available/accessible on the internal road and 8 spaces would be available/accessible on the eastern driveway (or 2 spaces if the eastern side parking area is not developed). Under this scenario, a minimum of 92 total spaces would be provided, as shown in Table 3. The supply of spaces would continue to exceed any of the calculated demand levels.



Site Plan Constraints and Recommendations

Reference North

omni-means

figure 3

Findings

The 18 unit residential project was calculated to generate 22-23 peak hour trips and 215 daily trips, which is 2 peak hour trips and 24 daily trips less than calculated for the original site plan. Existing conditions at the study intersections are LOS A-B, which is indicative of efficient traffic flows and minimal vehicle delays overall.

With the revised project traffic, the intersections would continue to operate at LOS A-B conditions, and delays would increase only slightly compared to existing conditions. Vehicle queue lengths on Chalomar Road could increase by 1 vehicle with the added project trips. Operating conditions would remain efficient overall, with no significant impacts based on the City's threshold standards.

The parking supply of four spaces per residential unit (two garage spaces plus two driveway spaces) would meet the City Municipal Code requirements of two or three spaces per unit. Each residential unit would also provide adequate parking based on published data which averages two vehicles per unit. Based on higher parking rates derived from parking surveys of other residential developments in Concord, parking demand could be three to four vehicles per unit. This would also be accommodated at each unit, unless spaces are unavailable for parking (due to garage spaces used for storage, etc.). In this case there could be some spillover demand.

The revised site plan indicates 25 parallel spaces would be provided onsite and 11 parallel spaces would be available on Chalomar Road fronting the project site. With 72 total residential unit spaces (4 spaces per unit), the total potential supply is 108 spaces. However, due to vehicle access issues, two onsite spaces would have to be removed and another two would be effectively unusable. It is also possible that six proposed spaces along the eastern driveway would not be constructed. Parking prohibitions have been recommended on Chalomar Road where 5 of the 11 street spaces are located. Therefore, the total number of usable spaces with the revised project could be reduced to 93 spaces (72 unit spaces, 15 onsite parallel spaces, and 6 parallel spaces on Chalomar Road). This reduced parking supply would still be expected to accommodate the average calculated demand of 33 vehicles, as well as a very conservative maximum estimate of 66 vehicles. However, the ratio of parallel spaces per residential unit (1.17) would be lower than the original site plan (1.30 spaces per unit).

In addition to its effect on parking space access, the internal road design dead-ends at the east end without a turn-around area. Although volumes would be low in this area, vehicles turning around in this location could be constricted. As an alternative, traffic conditions were evaluated assuming the internal road is connected to the eastern driveway. Under this scenario, an additional 2-3 peak hour trips could be added to the eastern driveway compared to volumes without the connection. However, the volumes (5-6 peak hour trips) would be similar to those calculated for the previous site plan which had four residential units located on the eastern driveway compared to two units with the revised site plan. Connecting the internal road would result in a loss of 3 spaces on the eastern driveway, but would improve the access to one space plus allow for a new space on the internal road, resulting in a net loss of 1 space compared to the parking supply without the connection. A minimum total supply of 92 spaces would remain, which would be expected to accommodate any of the calculated parking demand levels.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.97			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1774			1775	1527	1770	3509		1770	3536	
Flt Permitted		0.95			0.71	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1698			1331	1527	1770	3509		1770	3536	
Volume (vph)	2	6	3	57	1	177	3	716	36	180	819	3
Peak-hour factor, PHF	0.55	0.55	0.55	0.71	0.71	0.71	0.74	0.74	0.74	0.81	0.81	0.81
Adj. Flow (vph)	4	11	5	80	1	249	4	968	49	222	1011	4
RTOR Reduction (vph)	0	4	0	0	0	218	0	3	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	81	31	4	1014	0	222	1015	0
Confl. Peds. (#/hr)	16					16			1			10
Confl. Bikes (#/hr)									3			2
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		9.8			9.8	9.8	1.1	43.6		14.5	57.0	
Effective Green, g (s)		9.8			9.8	9.8	1.1	43.6		14.5	57.0	
Actuated g/C Ratio		0.12			0.12	0.12	0.01	0.55		0.18	0.71	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		208			163	187	24	1915		321	2523	
v/s Ratio Prot							0.00	c0.29		c0.13	0.29	
v/s Ratio Perm		0.01			c0.06	0.02						
v/c Ratio		0.08			0.50	0.16	0.17	0.53		0.69	0.40	
Uniform Delay, d1		31.0			32.7	31.4	38.9	11.6		30.6	4.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			2.4	0.4	3.3	1.1		6.3	0.5	
Delay (s)		31.2			35.1	31.8	42.2	12.7		36.9	5.1	
Level of Service		C			D	C	D	B		D	A	
Approach Delay (s)		31.2			32.6			12.8			10.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	217	220	0	0	15
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	7	306	310	0	0	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		301				
pX, platoon unblocked						
vC, conflicting volume	310				630	310
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	310				630	310
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	1251				443	730

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	313	310	21
Volume Left	7	0	0
Volume Right	0	0	21
cSH	1251	1700	730
Volume to Capacity	0.01	0.18	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.2	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	25.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	216	219	0	0	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	1	304	308	0	0	1
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		471				
pX, platoon unblocked						
vC, conflicting volume	324				631	324
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324				631	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1219				438	707

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	306	308	1
Volume Left	1	0	0
Volume Right	0	0	1
cSH	1219	1700	707
Volume to Capacity	0.00	0.18	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	0.0	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		22.3%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00			1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		1.00			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1674			1779	1524	1770	3502		1770	3538	
Flt Permitted		1.00			0.72	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1674			1349	1524	1770	3502		1770	3538	
Volume (vph)	0	3	8	34	2	66	3	840	55	81	833	2
Peak-hour factor, PHF	0.55	0.55	0.55	0.71	0.71	0.71	0.74	0.74	0.74	0.81	0.81	0.81
Adj. Flow (vph)	0	5	15	48	3	93	4	1135	74	100	1028	2
RTOR Reduction (vph)	0	14	0	0	0	85	0	3	0	0	0	0
Lane Group Flow (vph)	0	6	0	0	51	8	4	1206	0	100	1030	0
Confl. Peds. (#/hr)	16					16			1			10
Confl. Bikes (#/hr)									3			2
Turn Type	Perm			Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		7.9			7.9	7.9	1.2	57.5		9.3	65.6	
Effective Green, g (s)		7.9			7.9	7.9	1.2	57.5		9.3	65.6	
Actuated g/C Ratio		0.09			0.09	0.09	0.01	0.66		0.11	0.76	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		153			123	139	24	2323		190	2677	
v/s Ratio Prot		0.00					0.00	c0.34		c0.06	0.29	
v/s Ratio Perm					c0.04	0.01						
v/c Ratio		0.04			0.41	0.06	0.17	0.52		0.53	0.38	
Uniform Delay, d1		35.9			37.2	36.0	42.3	7.5		36.6	3.6	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			2.3	0.2	3.3	0.8		2.6	0.4	
Delay (s)		36.1			39.5	36.2	45.5	8.3		39.2	4.0	
Level of Service		D			D	D	D	A		D	A	
Approach Delay (s)		36.1			37.4			8.5			7.2	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	86.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	13	126	95	0	0	7
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	18	177	134	0	0	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		301				
pX, platoon unblocked						
vC, conflicting volume	134				348	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134				348	134
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1451				641	915

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	196	134	10
Volume Left	18	0	0
Volume Right	0	0	10
cSH	1451	1700	915
Volume to Capacity	0.01	0.08	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	0.8	0.0	9.0
Lane LOS	A		A
Approach Delay (s)	0.8	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		24.0%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	3	123	93	0	0	2
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	4	173	131	0	0	3
Pedestrians					16	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					1	
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)		471				
pX, platoon unblocked						
vC, conflicting volume	147				329	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	147				329	147
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1416				655	888

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	177	131	3
Volume Left	4	0	0
Volume Right	0	0	3
cSH	1416	1700	888
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.2	0.0	9.1
Lane LOS	A		A
Approach Delay (s)	0.2	0.0	9.1
Approach LOS			A

Intersection Summary			
Average Delay		0.2	
Intersection Capacity Utilization		18.9%	ICU Level of Service A
Analysis Period (min)		15	

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	40	96	120	25	196	180	196	126	96
Average Queue (ft)	9	42	52	4	103	90	94	49	37
95th Queue (ft)	32	82	89	20	167	155	161	104	84
Link Distance (ft)	901	232	232		2062	2062		1598	1598
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					2		0		
Queuing Penalty (veh)					0		0		

Intersection: 3: Chalomar Rd. & Project Driveway

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	13	34
Average Queue (ft)	0	12
95th Queue (ft)	6	35
Link Distance (ft)	232	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Chalomar Rd. & Existing Residential Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	9
Link Distance (ft)	198
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Network wide Queuing Penalty: 0

Intersection: 1: Chalomar Rd. & Oak Grove Rd.

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	32	66	60	36	205	196	128	102	87
Average Queue (ft)	6	25	32	4	94	78	47	36	25
95th Queue (ft)	26	61	56	22	172	160	92	85	70
Link Distance (ft)	901	232	232		2062	2062		1596	1596
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				140			225		
Storage Blk Time (%)					2				
Queuing Penalty (veh)					0				

Intersection: 3: Chalomar Rd. & Project Driveway

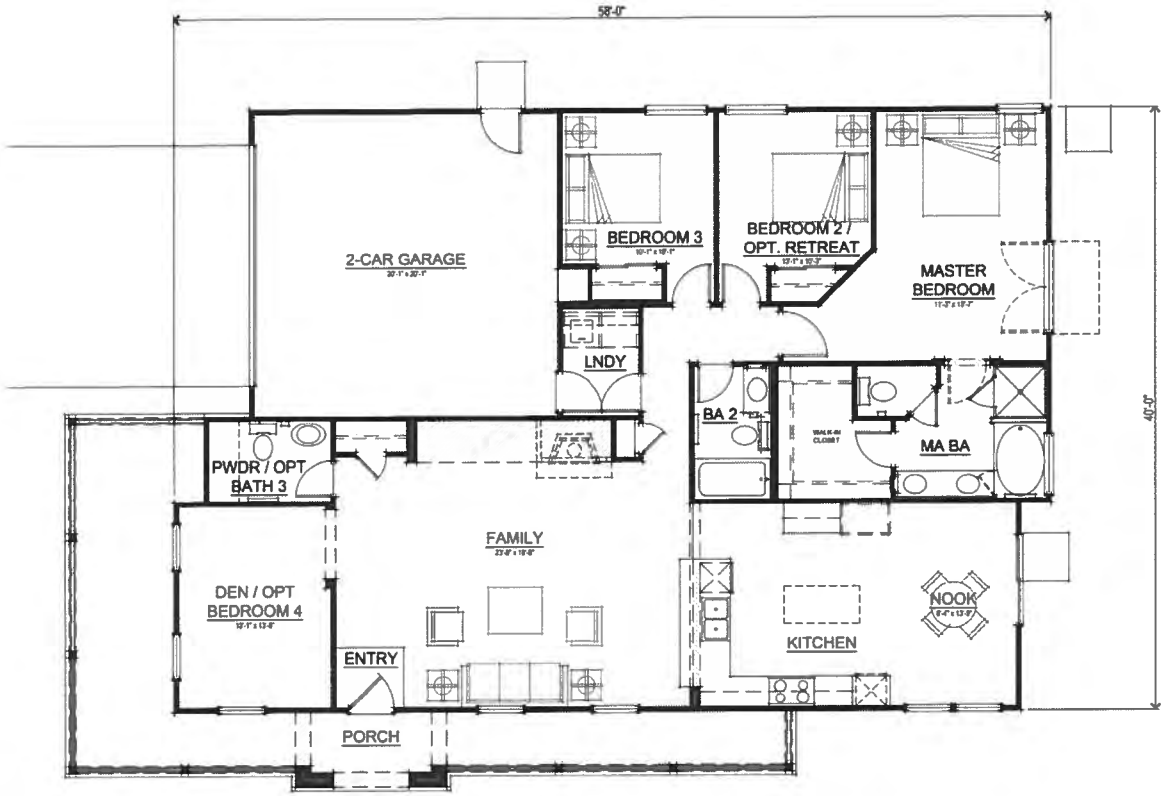
Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	29
Average Queue (ft)	1	6
95th Queue (ft)	11	24
Link Distance (ft)	232	126
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Chalomar Rd. & Existing Residential Driveway

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	198
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Nework Summary

Network wide Queuing Penalty: 0



PLAN 1 SQUARE FOOTAGES	
FIRST FLOOR	1760 SQ. FT
2-CAR GARAGE	419 SQ. FT
PORCH	350 SQ. FT

FIRST FLOOR PLAN

0' 2' 4' 8'

PLAN 1 FLOOR PLAN

Chalomar Crossings
Concord, CA
July 30, 2015

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925.520.0091

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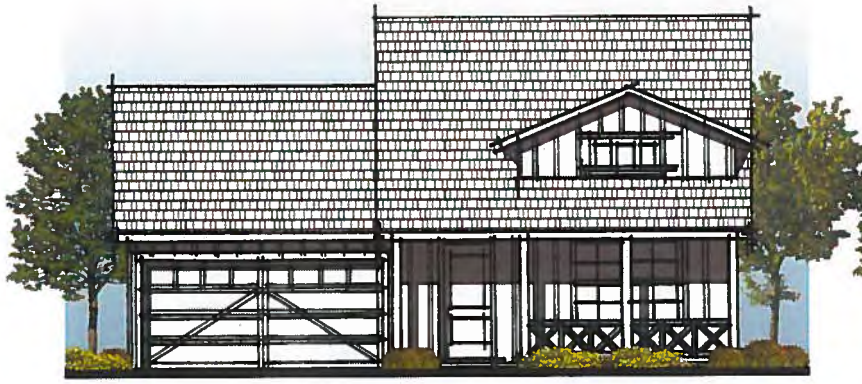
EXHIBIT K

TRADITIONAL FRONT ELEVATION



FARMHOUSE FRONT ELEVATION

FARMHOUSE FRONT ELEVATION

PLAN 1 FRONT ELEVATIONS

Chalomar Crossings
Concord, CA
July 30, 2015

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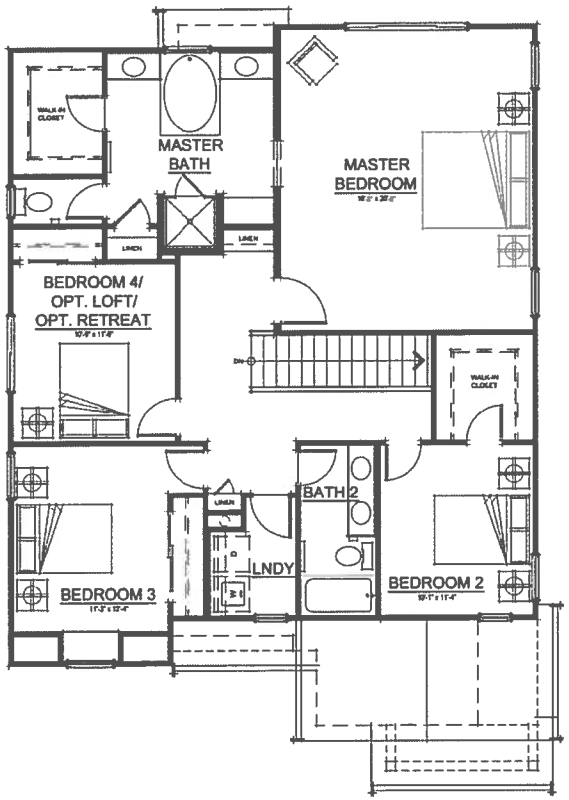
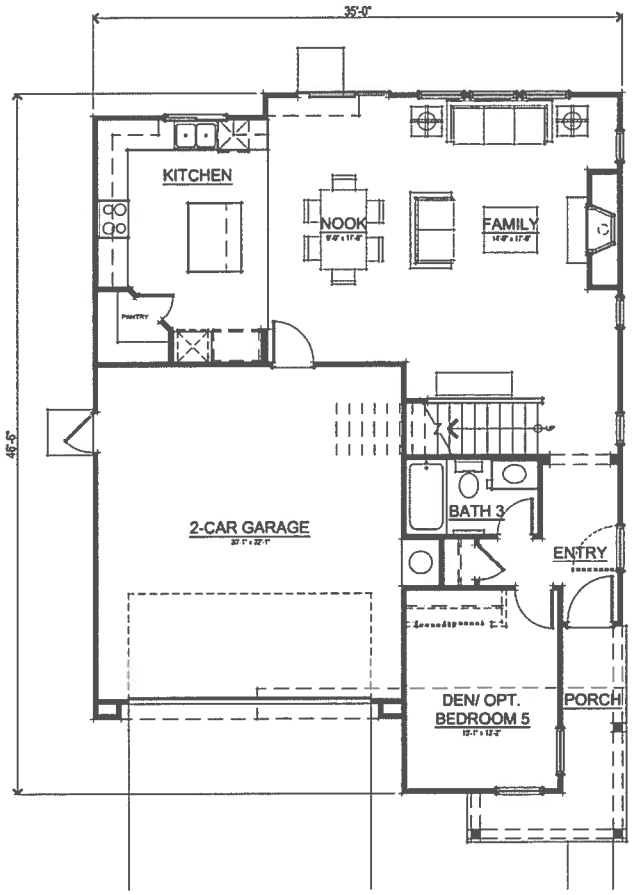


SECOND FLOOR PLAN

PLAN 2 SQUARE FOOTAGES	
FIRST FLOOR	981 SQ. FT.
SECOND FLOOR	1342 SQ. FT.
TOTAL LIVING	2323 SQ. FT.
2-CAR GARAGE	464 SQ. FT.



FIRST FLOOR PLAN

PLAN 2 FLOOR PLANS

Chalomar Crossings
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FARMHOUSE FRONT ELEVATION

TRADITIONAL FRONT ELEVATION

0' 1' 2' 3' 4' 8'

PLAN 2 FRONT ELEVATIONS

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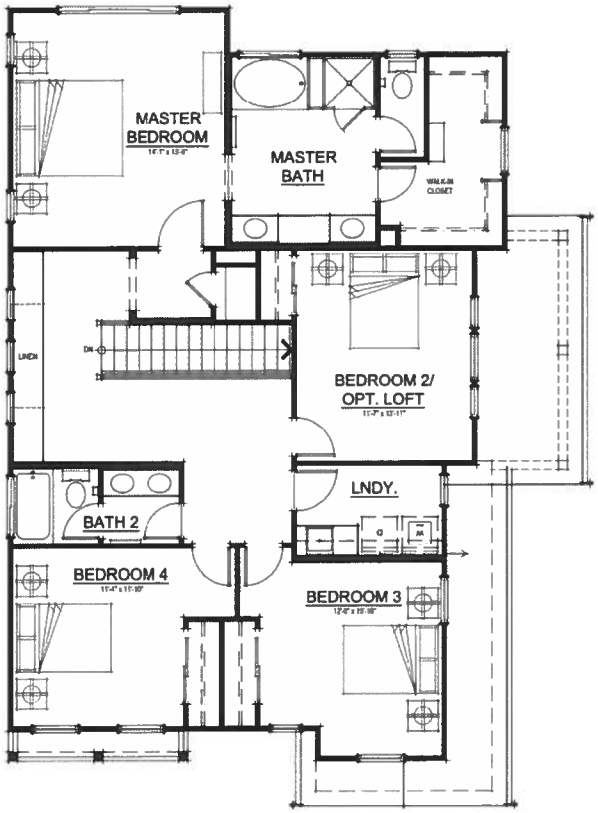
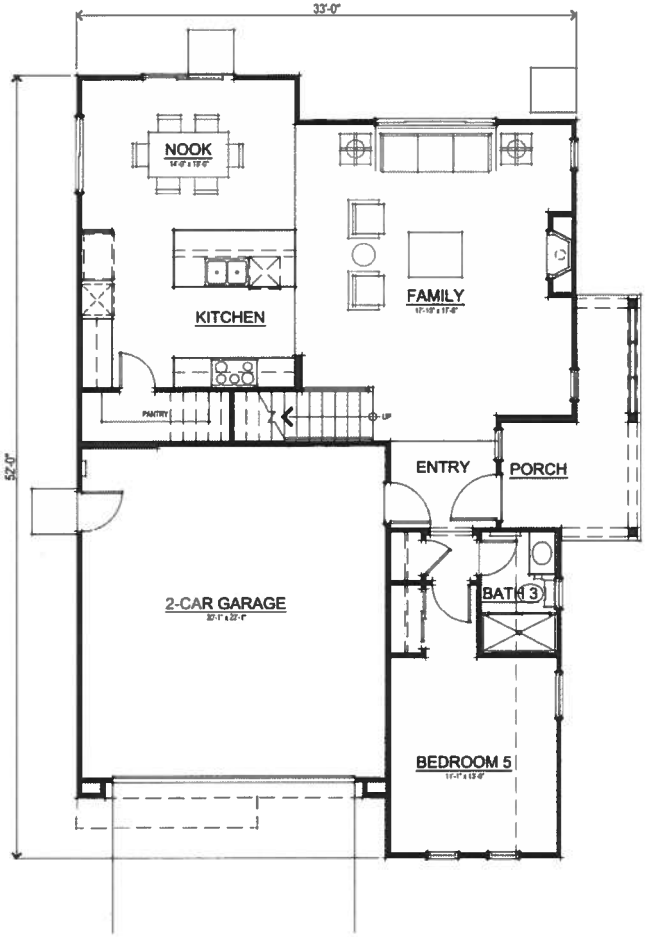


SECOND FLOOR PLAN

PLAN 3 SQUARE FOOTAGES	
FIRST FLOOR	1047 SQ. FT.
SECOND FLOOR	1420 SQ. FT.
TOTAL LIVING	2467 SQ. FT.
2-CAR GARAGE	455 SQ. FT.



FIRST FLOOR PLAN

0' 2' 4' 8'

PLAN 3 FLOOR PLANS

Chalomar Crossings
Concord, CA
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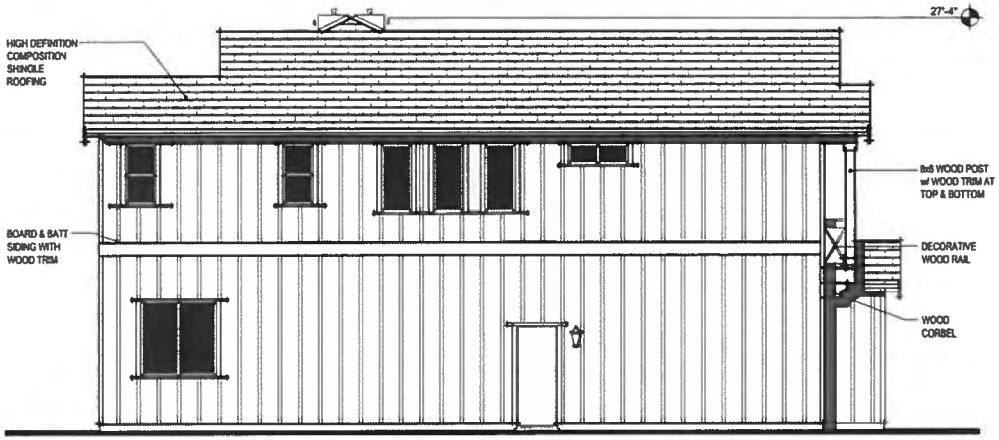
FARMHOUSE FRONT ELEVATION

TRADITIONAL FRONT ELEVATION

0' 1' 2' 3' 4' 8'

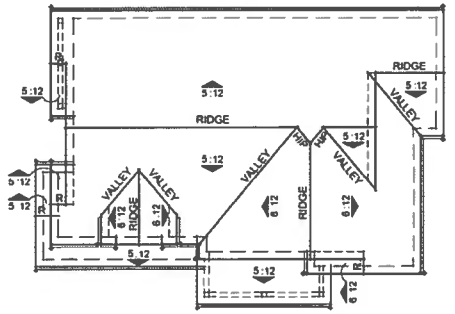
PLAN 3 FRONT ELEVATIONS

FARMHOUSE RIGHT ELEVATION



FARMHOUSE REAR ELEVATION

FARMHOUSE LEFT ELEVATION



FARMHOUSE ROOF PLAN

Chalomar Crossings
Concord, CA
July 30, 2015

PLAN 3 FARMHOUSE ELEVATIONS AND ROOF PI AN

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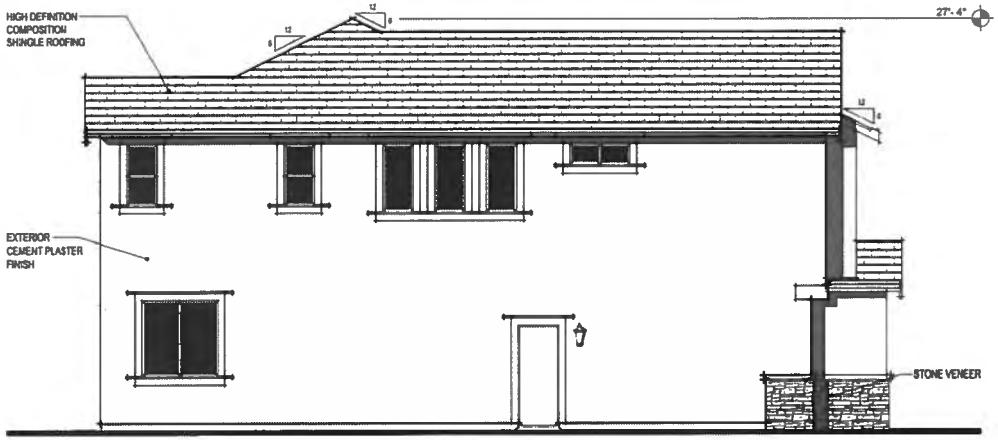
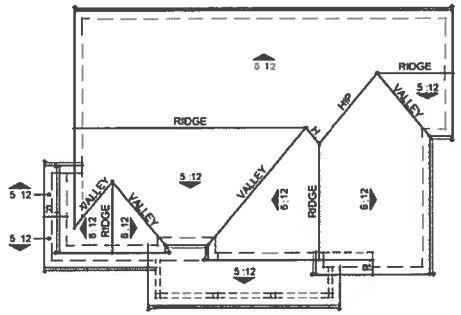
TRADITIONAL RIGHT ELEVATION



TRADITIONAL REAR ELEVATION

TRADITIONAL LEFT ELEVATION



TRADITIONAL ROOF PLAN

Chalomar Crossings
Concord, CA
July 30, 2015

PLAN 3 TRADITIONAL ELEVATIONS AND ROOF PLAN

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Chalomar Aerial

Scale 1:5,000
Contra Costa Internet GIS Map
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EXHIBIT L