



**CITY OF LOS ALTOS
CITY COUNCIL MEETING
July 28, 2015**

PUBLIC HEARING

Agenda Item # 9

SUBJECT: Introduce and waive further reading of Ordinance No. 2015-411, rezoning the property at 366 First Street (Draegers' Market) from Downtown Commercial/Multiple-Family (CD/R3) to Commercial Retail Sales (CRS); and approve Design Review 14-D-03, Variance 14-V-15 and Use Permit 14-UP-04 applications subject to the findings and conditions

BACKGROUND

This is a Design Review, Zoning Map Amendment, Variance and Use Permit application for the renovation and expansion of an existing grocery store (Draeger's Market). The project includes Design Review for an addition of 2,991 square feet, reconfiguration of the parking lot to add 15 spaces and new landscaping, and a new on-site loading area on the south end of the building; a Use Permit to allow an addition to a commercial building over 7,000 square feet; a Variance to allow the existing 21,343-square-foot grocery store to maintain 72 on-site parking spaces, where 107 spaces are required by the Code (the proposed addition will meet the City's onsite parking requirements); and a Rezoning of the property at 366 First Street from CD/R3 to CRS. The project is also seeking an exception to allow for a reduced width landscape buffer along the parking lot street frontage in exchange for implementing key goals and objectives of the Downtown Design Plan.

At its meeting on May 21, 2015, the Planning and Transportation Commission held a public hearing to consider the project. One resident spoke in support of the project, but expressed concerns that the proposed bulb-outs would negatively impact First Street traffic circulation and reduce usability of the on-street parking.

The Commission discussed the project and expressed its general support, but noted that the driveway bulb-outs could create a circulation issue, that more mature trees and landscaping should be added along Foothill Expressway and that the blank walls along First Street should be better addressed. The Commission also noted that while it supported the parking variance in this case – due to the documented evidence that the store's parking demand was being met – they were concerned about having to grant a parking variance and expressed support for re-evaluating the City's parking requirements for grocery stores.

Following the discussion, the Commission voted unanimously to recommend approval of the zoning map amendment, use permit, variance and design review applications with the following additional comments to be addressed prior to City Council consideration:

- Add additional vertical landscaping on the First Street elevation;
- Add additional landscaping and/or trees on Foothill Expressway elevation; and
- Revise the bulb-outs at the driveway entrance to improve vehicle circulation.

The Commission agenda report and meeting minutes are attached for reference.

EXISTING POLICY

None

PREVIOUS COUNCIL CONSIDERATION

None

DISCUSSION

To address the Commission's comments, the landscape plans have been updated to include additional climbing vines on the walls along First Street and Foothill Expressway. The landscape plans and elevations have been updated to reflect the additional vertical landscaping. To ensure that the new trees and vertical landscaping are large mature species, condition No. 4 has been added, which requires all new trees be 36-inch box in size, where feasible, and all vertical landscaping species to be at least 15-gallon in size.

To address the vehicle circulation concerns, the size of the bulb-outs on each side of the driveway have been reduced. Also, the landscaping in all of the bulb-outs along First Street has been updated to include a mixture of species. The landscaping will still be low in height and drought tolerant, but will provide a better aesthetic appearance due to the variety of plant species.

Per the Commission agenda report recommendation, the design of the existing pole sign has been updated (Sheet 13). The pole sign face will remain, but the sign will now include a stucco base and be clad with redwood trim to match the design of the building. To address replacement of the five existing loading zone spaces along First Street, it is recommended that the three new on-street spaces south of Whitney along the project frontage be designated as loading between the hours of 5:00 a.m. and 11:00 a.m. (Condition No. 3). Since the capacity of the loading bay is being expanded and large delivery trucks will no longer need to use the street, it appears that three loading zone spaces will adequately meet the needs of the grocery store.

PUBLIC CONTACT

The project was reviewed by the Bicycle and Pedestrian Advisory Commission at a publicly noticed meeting on March 25, 2015.

A public notice billboard (four feet by six feet) with color renderings of the project was posted on the property, a public hearing notice was published in the *Town Crier*, posted on the billboard and mailed to all property owners and commercial tenants within 500 feet of the property for the May 21, 2015 Planning and Transportation Commission hearing. The mailed notice included 93 property owners and 125 commercial tenants.

A public hearing notice was published in the *Town Crier*, posted on the billboard and mailed to all property owners and commercial tenants within 500 feet of the property for the July 28, 2015 City Council public hearing. The mailed notice included 93 property owners and 125 commercial tenants.

Posting of the meeting agenda serves as notice to the general public.

Introduce and waive further reading of Ordinance No. 2015-411, rezoning the property at 366 First Street (Draegers' Market) from Downtown Commercial/Multiple-Family (CD/R3) to Commercial Retail Sales (CRS); and approve Design Review 14-D-03, Variance 14-V-15 and Use Permit 14-UP-04 applications subject to the findings and conditions

FISCAL/RESOURCE IMPACT

None

ENVIRONMENTAL REVIEW

Categorically Exempt per CEQA Section 15301 (addition to an existing building).

RECOMMENDATION

- A. Introduce and waive further reading of Ordinance No. 2015-411, rezoning the property at 366 First Street from Downtown Commercial/Multiple-Family (CD/R3) to Commercial Retail Sales (CRS)
- B. Approve Design Review 14-D-03, Variance 14-V-15 and Use Permit 14-UP-04 applications subject to the findings and conditions

ALTERNATIVES

- 1. Modify the project and/or conditions and approve the project
- 2. Remand the project to the Planning and Transportation Commission with specific direction
- 3. Make negative findings and deny the project

Prepared by: Zachary Dahl, Senior Planner

ATTACHMENTS:

- 1. Project Plans
- 2. Ordinance No. 2015-411
- 3. Planning and Transportation Commission Agenda Report, May 21, 2015
- 4. Planning and Transportation Commission Meeting Minutes, May 21, 2015
- 5. Applicant Correspondence
- 6. Public Correspondence

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FINDINGS

14-D-03, 14-Z-01, 14-V-15 and 14-UP-04 – 342 and 366 First Street

1. With regard to environmental review, the City Council finds that the project is categorically exempt from environmental review under Class 1 (Existing Facilities), Section 15301 of the California Environmental Quality Act (CEQA) Guidelines.
2. With regard to Design Review 14-D-03, the City Council finds in accordance with Chapter 14.78.050 of the Municipal Code that:
 - a. The proposal meets the goals, policies and objectives of the General Plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area;
 - b. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
 - c. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces;
 - d. Exterior materials and finishes convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements;
 - e. Landscaping is generous and inviting, and landscape and hardscape features are designed to complement the building and parking areas and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage;
 - f. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions;
 - g. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
 - h. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.
3. With regard to an Exception for Public Benefit in the CRS District to allow for a reduced landscape buffer width along the parking lot street frontage in exchange for implementation of Downtown Design Plan objectives, the City Council finds in accordance with Section 14.48.180 of the Municipal Code that:
 - a. The granting of the exception will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the area;
 - b. The benefit to the City derived from granting the exception is an appropriate mitigation when considered against the cost to the developer;

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- c. The project and mitigation will result in a public benefit to the downtown; and
 - d. The resultant project and mitigation are consistent with the General Plan and promote or accomplish objectives of the Downtown Design Plan.
4. With regard to Zoning Map Amendment 14-Z-01 to rezone the parcel at 366 First Street from CD/R3 to CRS, the City Council finds in accordance with Chapter 14.86 of the Municipal Code that:
 - a. The rezoning of the property at 366 First Street from CD/R3 to CRS is in the best interest for the protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare;
 - b. The rezoning is consistent with the adopted General Plan of the City; and
 - c. Oral comments and written information regarding the zoning change have been accepted and considered.
5. With regard to Variance 14-V-15 to recognize the existing nonconforming onsite parking, the City Council finds in accordance with Chapter 14.78 of the Municipal Code that:
 - a. The granting of the variance will be consistent with the objectives of the zoning plan set forth in Article 1 of Chapter 14.02;
 - b. The granting of the variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
 - c. There is a special circumstance applicable to the property in that the existing nonconforming parking lot was previously approved with a variance in 1978 and strict application of the Code would not allow for alterations or rebuilding of the nonconforming structure and would deprive the property of the ability to do appropriate renovations to the building.
6. With regard to Use Permit 14-UP-04 to allow a grocery store over 7,000 square feet, the City Council finds in accordance with Chapter 14.80 of the Municipal Code that:
 - a. The proposed location of the grocery store use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare;
 - b. The proposed location of the grocery store use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02;
 - c. The proposed location of the grocery store use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;
 - d. The proposed grocery store use will comply with the CRS District regulations and the general provisions of Chapter 14.02; and

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- e.
 1. The proposed grocery store building is in scale with the existing development and it enhances the unique village character of the CRS District; and
 2. The proposed grocery store building will not cause degradation in the level of service of the streets and intersections within the CRS District.

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CONDITIONS

14-D-03, 14-Z-01, 14-V-15 and 14-UP-04 – 342 and 366 First Street

GENERAL

1. Project approval is based upon the plans and materials received on July 2, 2015, except as modified by these conditions.
2. As a condition of the use permit, the grocery store operator shall be responsible for retrieving all off-site shopping carts in a timely manner.
3. The three on-street parking spaces south of the Whitney Street intersection shall be designated as a loading zone between the hours of 5:00 a.m. and 11:00 a.m.
4. All new street trees, where feasible, shall be 36-inch box in size and all vertical screening species shall be a minimum 15-gallon in size.
5. Permits shall be obtained from the Engineering Division prior to any work done within the public right-of-way. The permits and the work shall be in accordance with plans to be approved by the City Engineer.
6. The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.
7. All improvements shall comply with Americans with Disabilities Act (ADA).
8. The project shall comply with the San Francisco Bay Region Municipal Regional Stormwater (MRP) National Pollutant Discharge Elimination System (NPDES) Permit No. CA S612008, Order R2-2009-0074, Provision C.3 dated October 14, 2009 and show that all treatment measures are in accordance with the C.3 Provisions for Low Impact Development (LID) and in compliance with the December 1, 2011 requirements. The improvement plans shall include the “Blueprint for a Clean Bay” plan sheet in all plan submittals.
9. The applicant agrees to indemnify, defend, protect, and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project.
10. The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment application.

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PRIOR TO BUILDING PERMIT SUBMITTAL

11. The applicant shall submit a lot-line adjustment application to combine the site into one property. Plats and legal descriptions of the lot merger shall be submitted for review by the City Land Surveyor and the applicant shall provide a sufficient fee retainer to cover the cost of the lot-line adjustment application.
12. The applicant shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a qualified green building professional.
13. The applicant shall prepare a landscape and irrigation plan that meets the requirements of the City's Water Efficient Landscape Regulations (Section 12.36 of the Municipal Code).

PRIOR TO ISSUANCE OF BUILDING PERMIT

14. The applicant shall record the lot merger map to combine the site into one property.
15. The applicant shall pay all applicable fees, including, but not limited to, traffic impact fees, as required by the City of Los Altos Municipal Code.
16. The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) for the work in the public right-of-way. The deposit shall also include an additional six percent of the construction cost estimate to cover the City's administrative costs.
17. The applicant shall submit on-site grading, utility plans and drainage plans for approval by the City Engineer. The grading/drainage plans shall include, but not limited to, drain swales, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Community Development Director. Utility plans shall show the size of proposed sanitary sewer lateral for the new building and the locations of all underground utilities in the public right-of-way. The applicant shall verify that the City sewer and storm drain system are adequately sized to handle the proposed flows.
18. The applicant shall submit a construction management plan for review and approval by the Community Development Director and City Engineer. The construction management plan shall address all construction activities affecting the public right-of-way and adjacent properties, including, but not limited to, excavation, traffic control, truck routing, pedestrian protection and

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detouring, material storage, earth retention, dust control, noise control and construction vehicle parking.

19. A transportation permit is required for every truck that transports materials into or out of the City. The applicant shall pay the applicable fees and receive approval of the construction management plan before any transportation permits can be issued by the City Traffic Engineer.
20. The applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be roofed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure.
21. The applicant shall submit the Storm Water Management Plan (SWMP) in accordance with the requirements provided by the City Engineer. The SWMP will show the entire requirement on how the design is in compliance with the MRP. The SWMP shall be reviewed and approved by a City-approved third party consultant at the applicant's expense. The recommendations from the SWMP shall be shown on the building plans and approved by the third party consultant.
22. The applicant shall submit plans to the County of Santa Clara and obtain a permit for all improvements and landscaping within the Foothill Expressway right-of-way and provide evidence of that permit approval to the City.

PRIOR TO FINAL INSPECTION

23. The developer shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
24. Provide a landscape installation assessment by a certified landscape professional certifying that the landscaping and irrigation system were installed per the approved landscape plan pursuant to the City's Water Efficient Landscape Regulations.
25. A one-year, ten percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
26. The applicant shall remove and replace all sidewalks, curb and gutter adjacent to the site as directed by the City Engineer. All the landscape and hardscape elements (bulb outs) at the parking stalls on street shall be kept within eight (8) feet from the face of curb, including the

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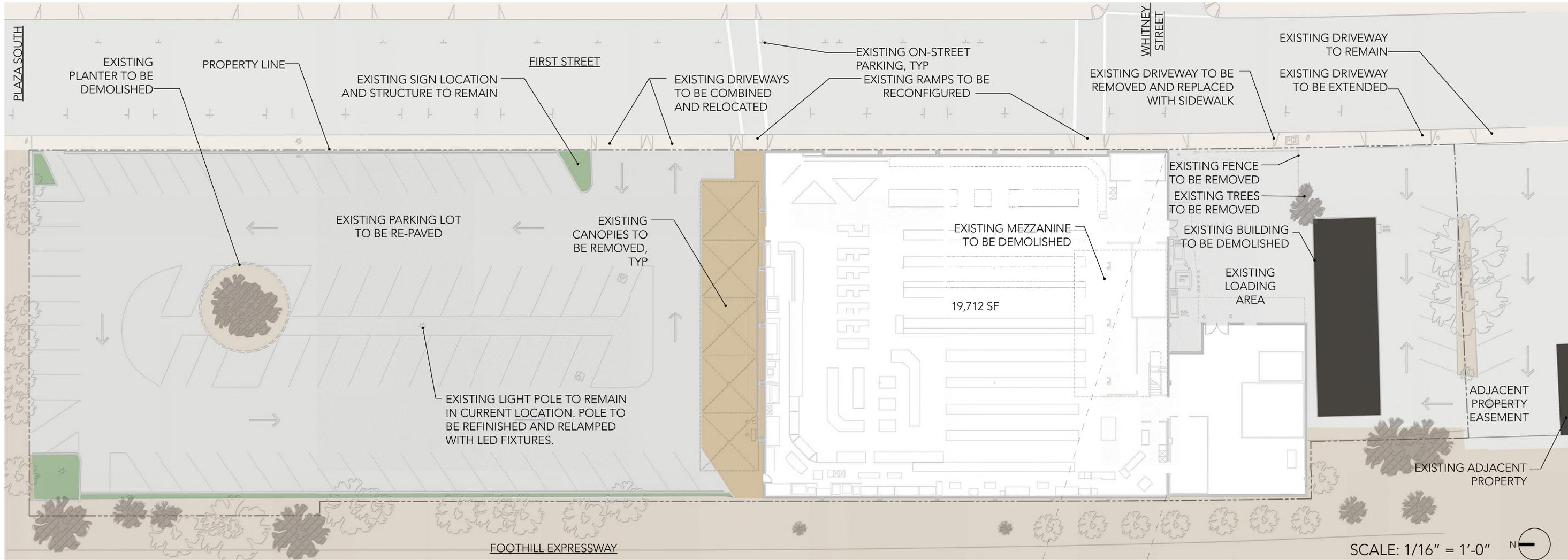
blub out at the mid-block crosswalk. All landscaping in the First Street public right-of-way shall incorporate “Green Street” features to treat storm water runoff.

27. The applicant shall improve the two ADA ramps to current ADA standards at the intersection of First Street and Whitney Street.
28. The applicant shall label all new or existing catch basin inlets which are on and adjacent to the site with the “NO DUMPING - FLOWS TO ADOBE CREEK” logo as required by the City.
29. The applicant shall submit a recorded maintenance agreement for the storm water treatment methods installed in accordance with the Storm Water Management Plan as well as the landscaping in the public right-of-way. An approved third party consultant shall certify that all storm water treatment systems were property installed per the approved SWMP and Plans.

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<u>PAGE NUMBER</u>	<u>SHEET</u>
C	COVER
1	TABLE OF CONTENTS
2	SITE PLAN - EXISTING
3	SITE PLAN - PROPOSED
4	ENLARGED PARKING PLAN
5	ENLARGED FLOOR PLAN
6	ROOF PLAN
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8	3D VIEW – SOUTHEAST
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13	BUILDING MATERIALS AND SIGNAGE DETAILS
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17	SITE FURNISHINGS
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21	PRELIMINARY STORM WATER TREATMENT PLAN – EXISTING
22	PRELIMINARY STORM WATER TREATMENT PLAN – PROPOSED
23	TRUCK ROUTING PLAN AND INFORMATION

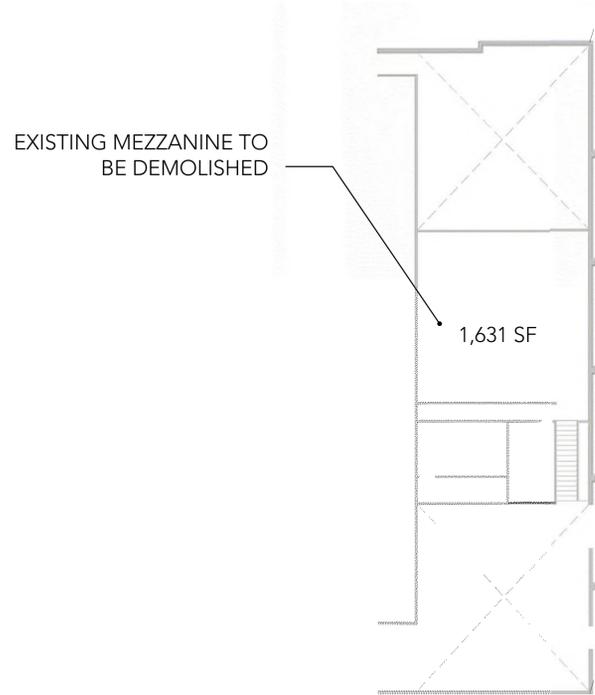


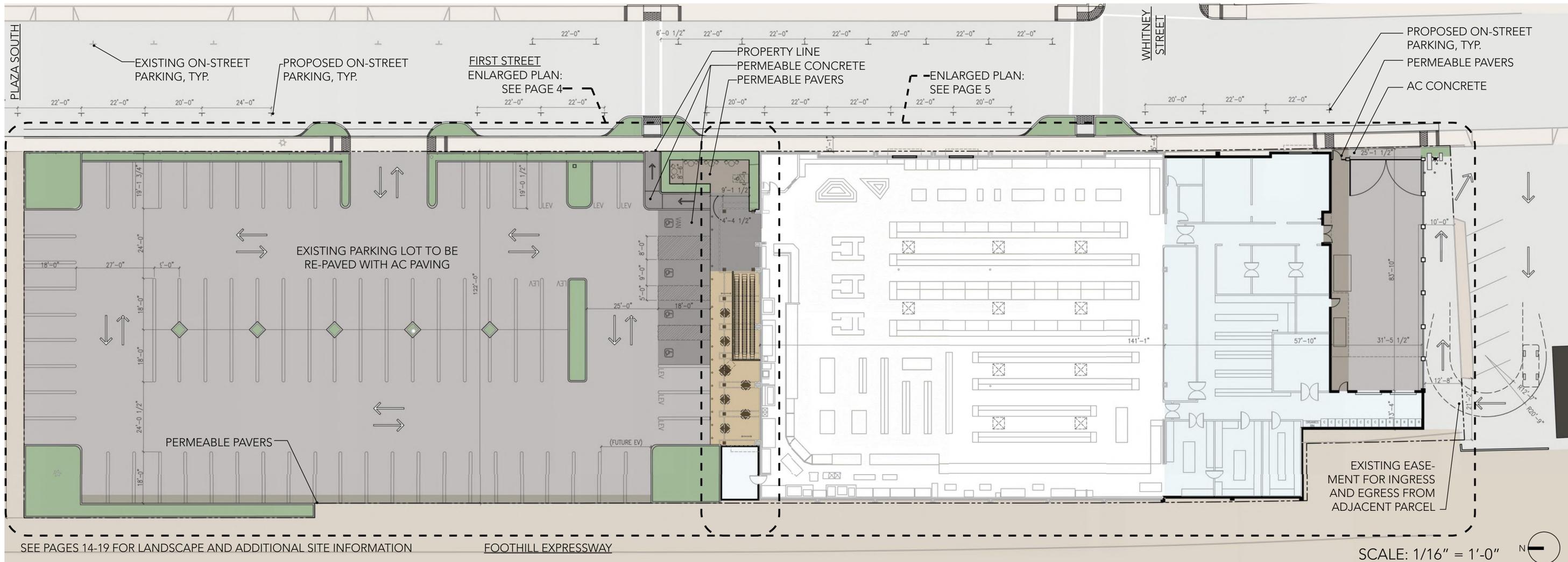
EXISTING SITE DATA	
AREA	
TOTAL SITE AREA:	60,274 SF
EXISTING TOTAL BUILDING FOOTPRINT:	19,712 SF
EXISTING F.A.R.:	0.33

EXISTING BUILDING DATA	
AREA	
EXISTING 1ST FLOOR BUILDING AREA:	19,712 SF
EXISTING MEZZANINE AREA:	1,631 SF
EXISTING TOTAL BUILDING AREA:	21,343 SF
PARKING	
EXISTING ACCESSIBLE SPACES:	2
EXISTING FULL SIZE SPACES:	70
EXISTING TOTAL SPACES:	72

EXISTING ON-STREET PARKING	
EAST SIDE OF FIRST STREET	10
FROM WHITNEY STREET TO PLAZA SOUTH	
WEST SIDE OF FIRST STREET	15
FROM PROPERTY LINE TO PROPERTY LINE	

SALES FLOOR/BACK OF HOUSE (BOH) DATA	
AREA	
EXISTING TOTAL SALES FLOOR AREA:	11,082 SF
EXISTING 1ST FLOOR BOH AREA:	8,630 SF
EXISTING MEZZANINE BOH AREA:	1,631 SF
EXISTING TOTAL BOH AREA:	10,261 SF



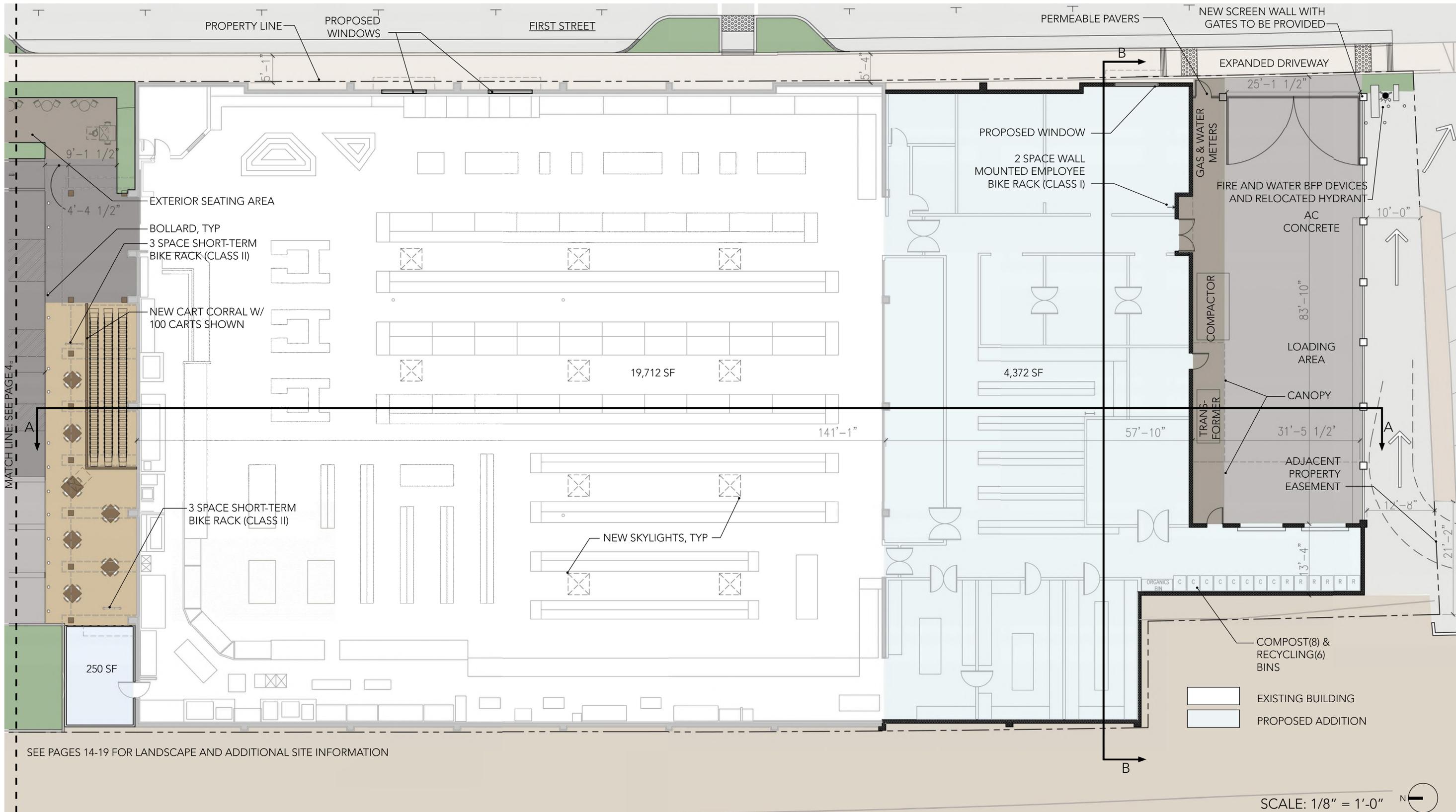


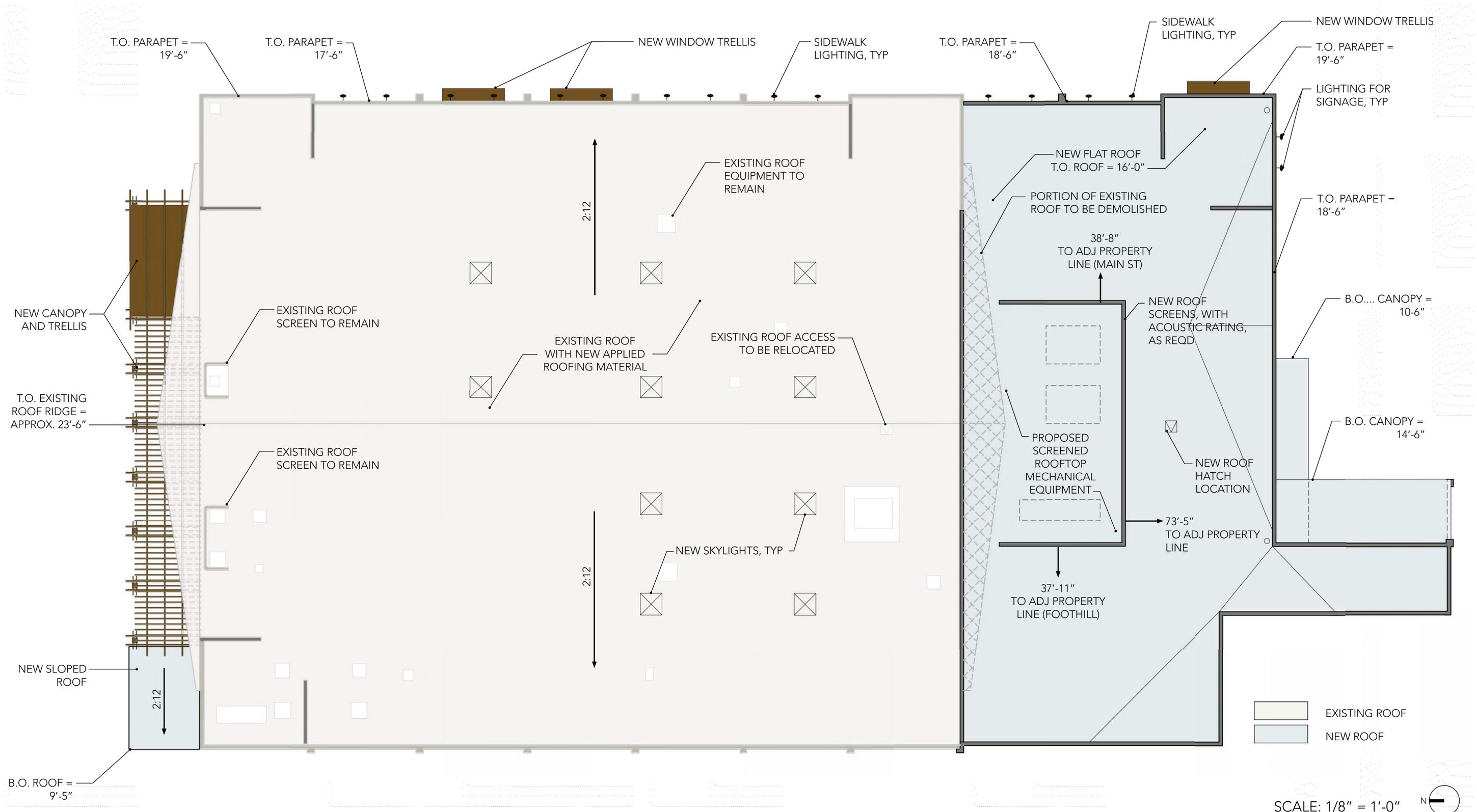
<u>PROPOSED ON-STREET PARKING</u>	
<u>EAST SIDE OF FIRST STREET</u> FROM WHITNEY STREET TO PLAZA SOUTH	10
<u>WEST SIDE OF FIRST STREET</u> FROM PROPERTY LINE TO PROPERTY LINE	15

<u>BUILDING EXPANSION DATA</u>	
<u>AREA</u>	
EXISTING 1ST FLOOR BUILDING AREA:	19,712 SF
ADDITIONAL 1ST FLOOR BUILDING AREA:	4,622 SF
EXISTING MEZZANINE AREA:	0 SF
PROPOSED BUILDING AREA:	24,334 SF
<u>PARKING</u>	
PROPOSED ACCESSIBLE SPACES:	4
PROPOSED FULL SIZE SPACES:	83
PROPOSED TOTAL SPACES:	87

<u>SALES FLOOR/BACK OF HOUSE (BOH) DATA</u>	
<u>AREA</u>	
PROPOSED TOTAL SALES FLOOR AREA:	12,419 SF
PROPOSED TOTAL BOH AREA:	11,915 SF

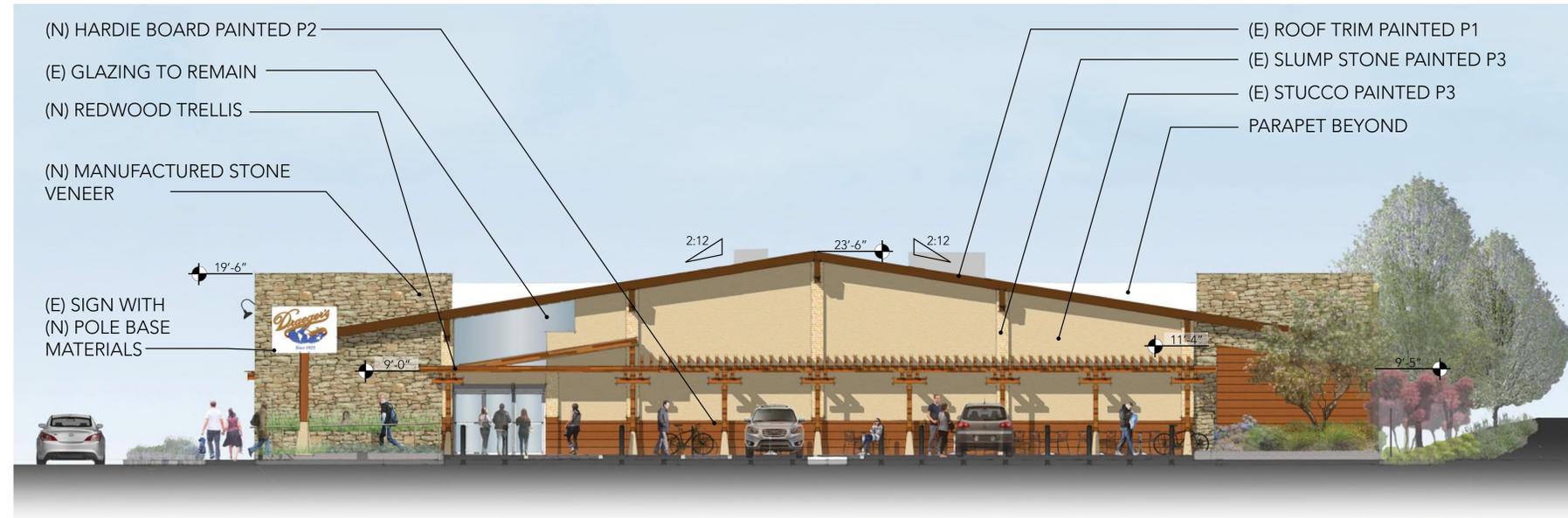
<u>CHANGE IN BUILDING DATA</u>	
<u>AREA</u>	
PROPOSED TOTAL BUILDING AREA:	24,334 SF
EXISTING TOTAL BUILDING AREA:	21,343 SF
ADDITIONAL BUILDING AREA:	2,991 SF
<u>PARKING</u>	
PROPOSED TOTAL SPACES:	87 SPACES
EXISTING TOTAL SPACES:	72 SPACES
ADDITIONAL PARKING:	15 SPACES
PARKING RATIO:	1 SPACE PER 200 SF OF ADDITIONAL BUILDING AREA
<u>EXPANSION ALLOWANCE</u>	
15 SPACES X 200 SF PER SPACE =	3,000 SF MAXIMUM ADDITIONAL AREA





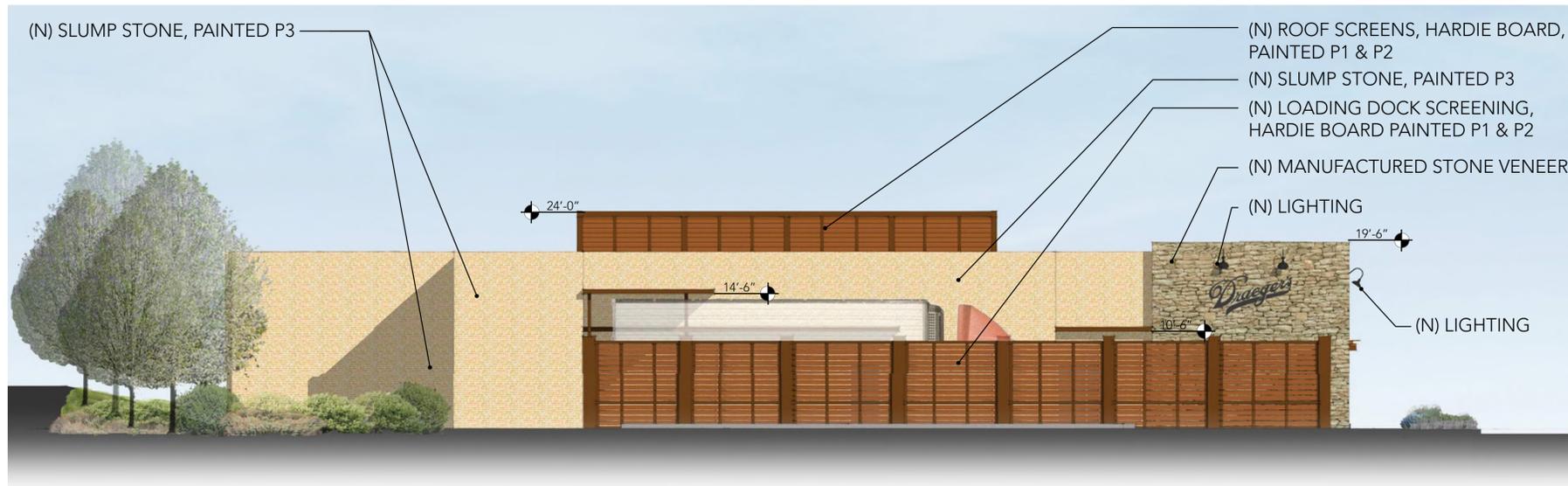






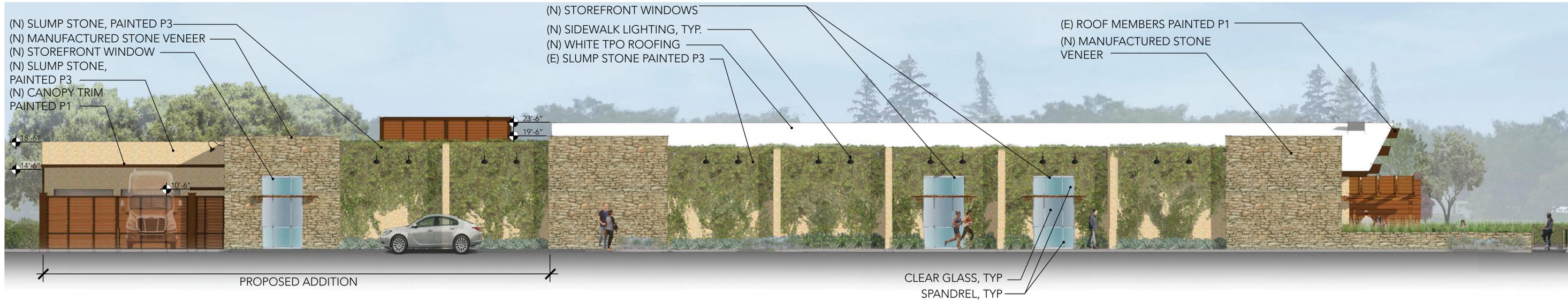
NORTH ELEVATION

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



SOUTH ELEVATION

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



EAST ELEVATION

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



EAST STREETSCAPE

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



WEST ELEVATION

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



WEST STREETSCAPE

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



SECTION A_A

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



SECTION B_B

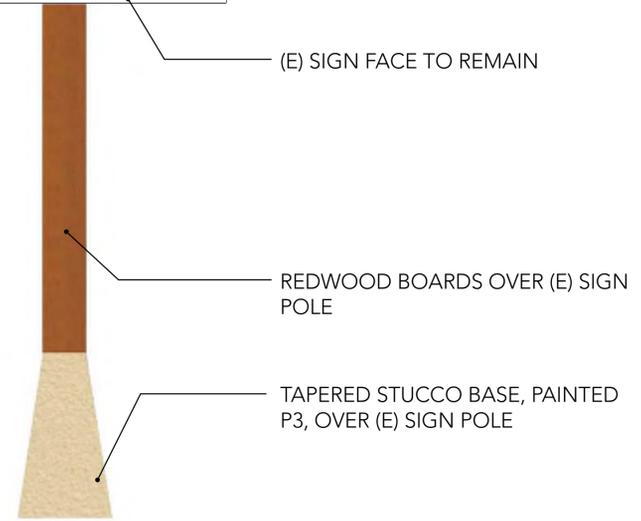
SCALE: 1/8" = 1'-0"

SIGNAGE DETAILS

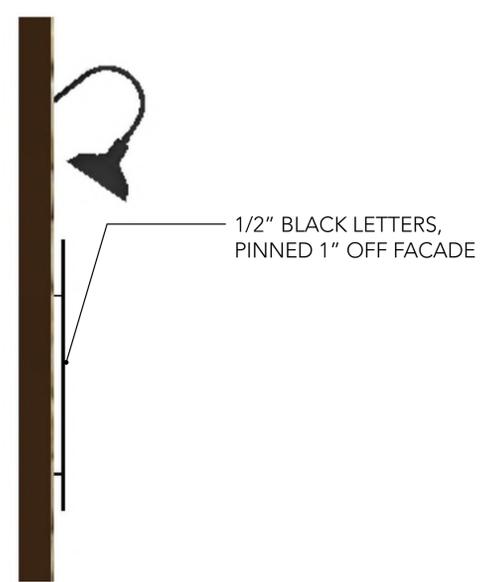
FREESTANDING SIGN - NORTHEAST PORTION OF SITE



SIGN INFORMATION:
THE PROPOSED SIGN WILL REFURBISH AN EXISTING FREESTANDING SIGN BASE ON THE NORTHEAST SIDE OF THE SITE. THE EXISTING SIGN FACE WILL REMAIN. THE EXISTING STRUCTURE OF THE SIGN POLE WILL REMAIN INTACT, WITH NEW MATERIALS APPLIED.



WALL MOUNTED SIGN - SOUTH ELEVATION



SIGN INFORMATION:
THE PROPOSED SIGN TO REPLACE EXISTING SIGN ON SOUTH FACADE OF THE BUILDING. THE PROPOSED SIGN TO BE SAME SIZE AS EXISTING. THE SIGN WILL HAVE 1/2 INCH BLACK LETTERS, PINNED 1INCH OFF THE SOUTH FACADE.

PAINT

- P1  BENJAMIN MOORE #2107-10 CHOCOLATE CANDY BROWN (E) ROOF MEMBERS, (E) ROOF TRIM
- P2  BENJAMIN MOORE #2163-10 LOG CABIN JAMES HARDIE LAP SIDING SELECT CEDARMILL
- P3  BENJAMIN MOORE #AC-8 BUTTE ROCK (E) AND (N) SLUMP STONE AND (E) STUCCO

WOOD PANELING



FIBER CEMENT SIDING



SLUMP STONE



ROOFING



STONE VENEER



PLANT LIST

ABBREVI.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE
TREES					
ACE RUB	ACER RUBRUM 'OCTOBER GLORY'	RED MAPLE	24" BOX	AS SHOWN	MEDIUM
CHI LIN	CHILOPSIS LINEARIS	DESERT WILLOW	24" BOX	AS SHOWN	VERY LOW
QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	AS SHOWN	VERY LOW
SHRUBS					
AGA PAR	AGAVE PARRYI	PARRY'S AGAVE	5 GALLON	3'-0" O.C.	LOW
ARC SUN	ARCTOSTAPHYLOS 'SUNSET'	SUNSET MANZANITA	5 GALLON	5'-0" O.C.	LOW
COT COS	COTINUS COSSYERIA 'PURPLE SUPREME'	PURPLE SMOKE TREE	5 GALLON	8'-0" O.C.	LOW
DIE BIG	DIETES BICOLOR	FORTNIGHT LILY	5 GALLON	2'-6" O.C.	LOW
SAL LEU	SALVIA LEUCOPHYLLA	PURPLE SAGE	5 GALLON	4'-0" O.C.	LOW
WES FRU	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GALLON	5'-0" O.C.	LOW
YUC FIL	YUCCA FILAMENTOSA 'COLOR GUARD'	VARIEGATED ADAM'S NEEDLE	5 GALLON	3'-0" O.C.	LOW
ZAU CAL	ZAUSCHNERIA CALIFORNICA 'GHOSTLY RED'	GHOSTLY RED CALIFORNIA FUCHSIA	1 GALLON	3'-0" O.C.	LOW
GRASSES AND GROUNDCOVERS					
CEA CEN	CEANOTHUS 'CENTENNIAL'	CENTENNIAL CEANOTHUS	1 GALLON	5'-0" O.C.	LOW
CEA GRI	CEANOTHUS GRISEUS 'ANCHOR BAY'	ANCHOR BAY CALIFORNIA LILAC	1 GALLON	4'-0" O.C.	LOW
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	1 GALLON	3'-0" O.C.	LOW
CIS SAL	CISTUS SALVIIFOLIUS	SAGELEAF ROCKROSE	1 GALLON	3'-0" O.C.	LOW
DIA CAE	DIANELLA CAERULEA 'CASSA BLUE'	BLUE FLAX LILY	1 GALLON	1'-6" O.C.	MEDIUM
IRI DOU	IRIS DOUGLASIANA	DOUGLASS IRIS	1 GALLON	1'-6" O.C.	LOW
JUN PAT	JUNCUS PATENS 'CARMEN'S GRAY'	CALIFORNIA GRAY RUSH	1 GALLON	1'-6" O.C.	LOW
MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	1 GALLON	3'-0" O.C.	LOW
STA BYZ	STACHYS BYZANTINA	LAMB'S EAR	1 GALLON	1'-6" O.C.	MEDIUM
VINES					
FIG PUM	FIGUS PUMILA	CREEPING FIG	1 GALLON	AS SHOWN	MEDIUM
JAS POL	JASMINUM POLYANTHUM	PINK JASMINE	1 GALLON	AS SHOWN	MEDIUM

SITE IMPROVEMENT AREA

HARDSCAPE AREA (IMPERVIOUS):	4,915 SF
HARDSCAPE AREA (PERVIOUS):	2,229 SF
TOTAL HARDSCAPE	7,144 SF
LANDSCAPE AREA (ON PROPERTY)	3,249 SF
LANDSCAPE AREA (IN CITY R.O.W.)	398 SF
LANDSCAPE AREA (IN COUNTY R.O.W.)	8,556 SF
TOTAL LANDSCAPE	12,203 SF

EXISTING TREES

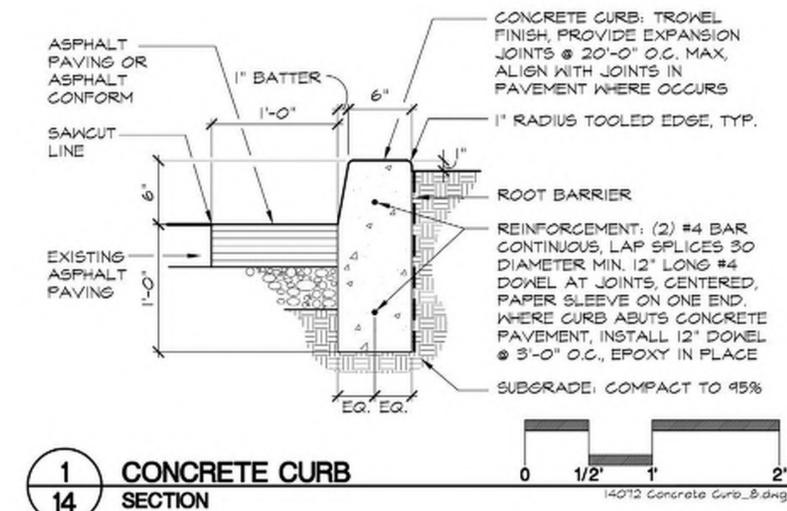
- REFER TO SHEETS 15 AND 16 FOR EXISTING TREES TO REMAIN AND TREES PROPOSED FOR REMOVAL. TREES PROPOSED FOR REMOVAL ARE EITHER INTERFERING WITH PROPOSED FENCE OR DEAD OR DYING.

PLANT AND FURNISHINGS LEGEND

- GREEN WALL/CABLE FENCE, SEE SHEET 17
- ORNAMENTAL METAL FENCE, CITY STANDARD DETAIL
- TABLE, 2 PERSON
- TABLE, 4 PERSON
- ⊕ TRASH RECEPTACLE, CITY STANDARD DETAIL
- ▭ PERMEABLE PAVERS
- ⊗ EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN
- ⊗ SHRUB MASS
- ▲ VINE
- ▭ MULCH
- ▭ RIVER COBBLE, 1-2" BLACK LA PAZ
- ROOT BARRIER: DEEP ROOT CORP. #5B18, INSTALL FLUSH WITH INSIDE FACE OF CURB OR PAVING IN LOCATIONS INDICATED. SHOWN ON OUTSIDE OF CURB FOR GRAPHIC PURPOSES ONLY.

PLANTING NOTES

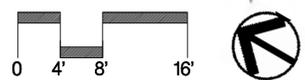
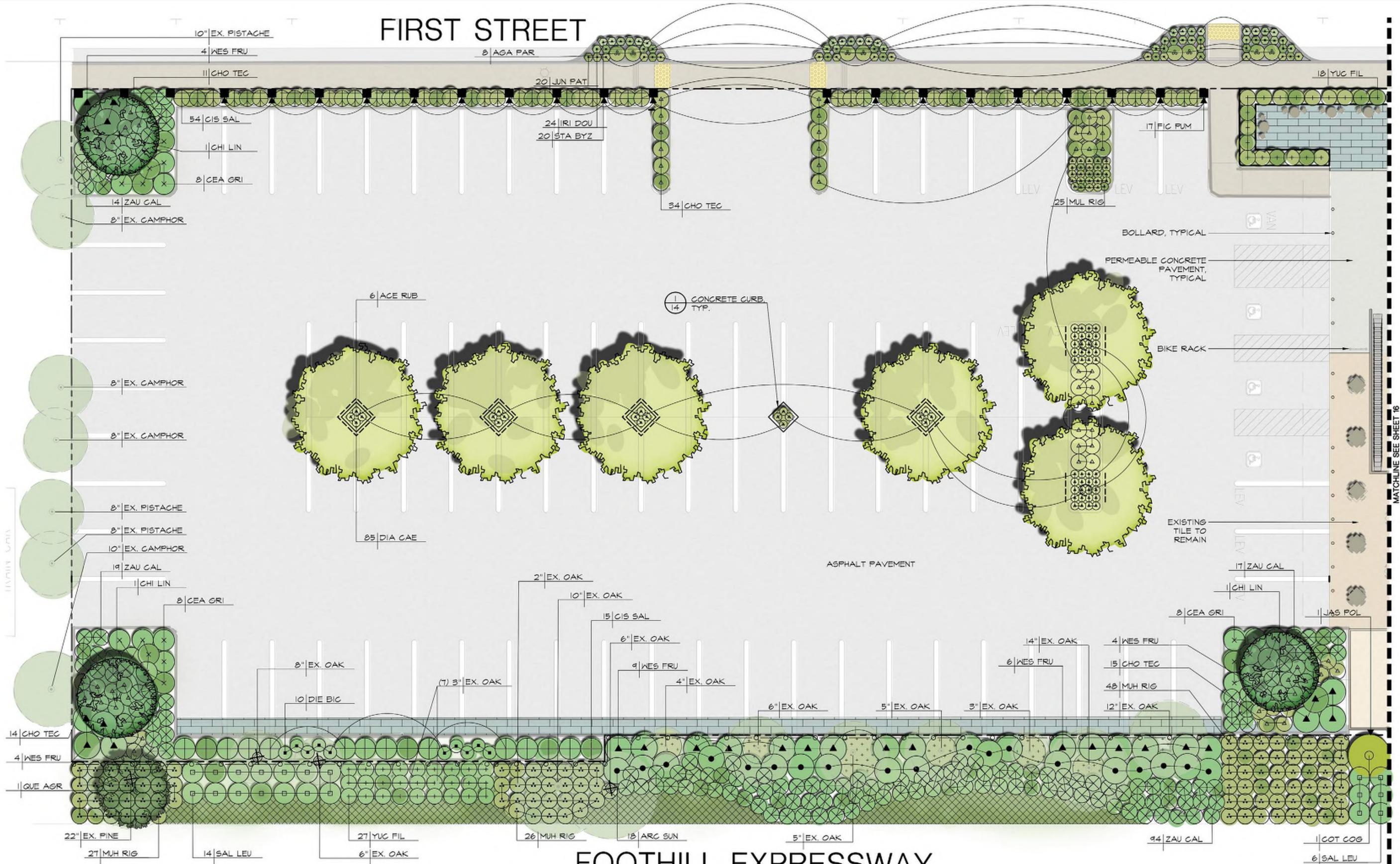
- MULCH:** INSTALL A UNIFORM THREE INCH COVERING OF WALK-ON MULCH, 1-1/2" MAX PARTICLE SIZE, IN ALL AREAS TO BE PLANTED, WITH THE EXCEPTION OF THE FLOW THROUGH PLANTER WHICH HAVE RIVER COBBLE. MATERIAL AVAILABLE FROM REDI-GRO, (800) 654-4338, OR EQUAL.
- EXISTING PLANT MATERIAL:** PROTECT ALL EXISTING PLANT MATERIAL TO REMAIN. REPAIR ANY DAMAGES INCURRED AS A DIRECT RESULT OF THIS CONTRACT TO THE OWNER'S SATISFACTION AT NO ADDITIONAL COST.
- GROUND COVER:** PROVIDE GROUND COVER AT INDICATED ON-CENTER SPACING THROUGHOUT ALL AREAS TO BE PLANTED. GROUND COVER SHALL BE PROVIDED UP TO THE WATERING BASIN OF ALL TREES AND SHRUBS.
- QUANTITIES:** THE QUANTITIES SHOWN ON THE LABELS ARE NOT TO BE CONSTRUED AS THE COMPLETE AND ACCURATE LIMITS OF THE CONTRACT. FURNISH AND INSTALL ALL PLANTS SHOWN SCHEMATICALLY ON THE DRAWINGS.
- TOPSOIL:** ALL PLANTING AREAS TO RECEIVE A SIX INCH LAYER OF IMPORT TOPSOIL PER SPECIFICATIONS.
- SOILS TESTING:** SEE SPECIFICATIONS FOR TESTING OF TOPSOIL AND AMENDMENTS. IN ADDITION, CONTRACTOR SHALL SUBMIT A FIVE GALLON SAMPLE OF NATIVE TOPSOIL FROM ANY AREAS PREVIOUSLY COVERED BY PAVING, TO SOIL AND PLANT LABORATORY, INC. OF SANTA CLARA, (408) 727-0330, FOR CONTAMINATION TESTING. TESTING REQUIRES FOUR TO FIVE WEEKS. CONTRACTOR SHALL ALLOW SUFFICIENT TIME FOR TESTING PRIOR TO CONSTRUCTION.
- TREE GUARDS:** INSTALL TREE GUARDS AT 4 ACER RUBRUM TREES PLANTED AT CORNERS OF PARKING STALLS IN PARKING LOT.
- IRRIGATION:** IRRIGATION WILL BE DESIGNED TO MEET THE REQUIREMENTS OF THE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE, AB 1881.



1
14 CONCRETE CURB SECTION

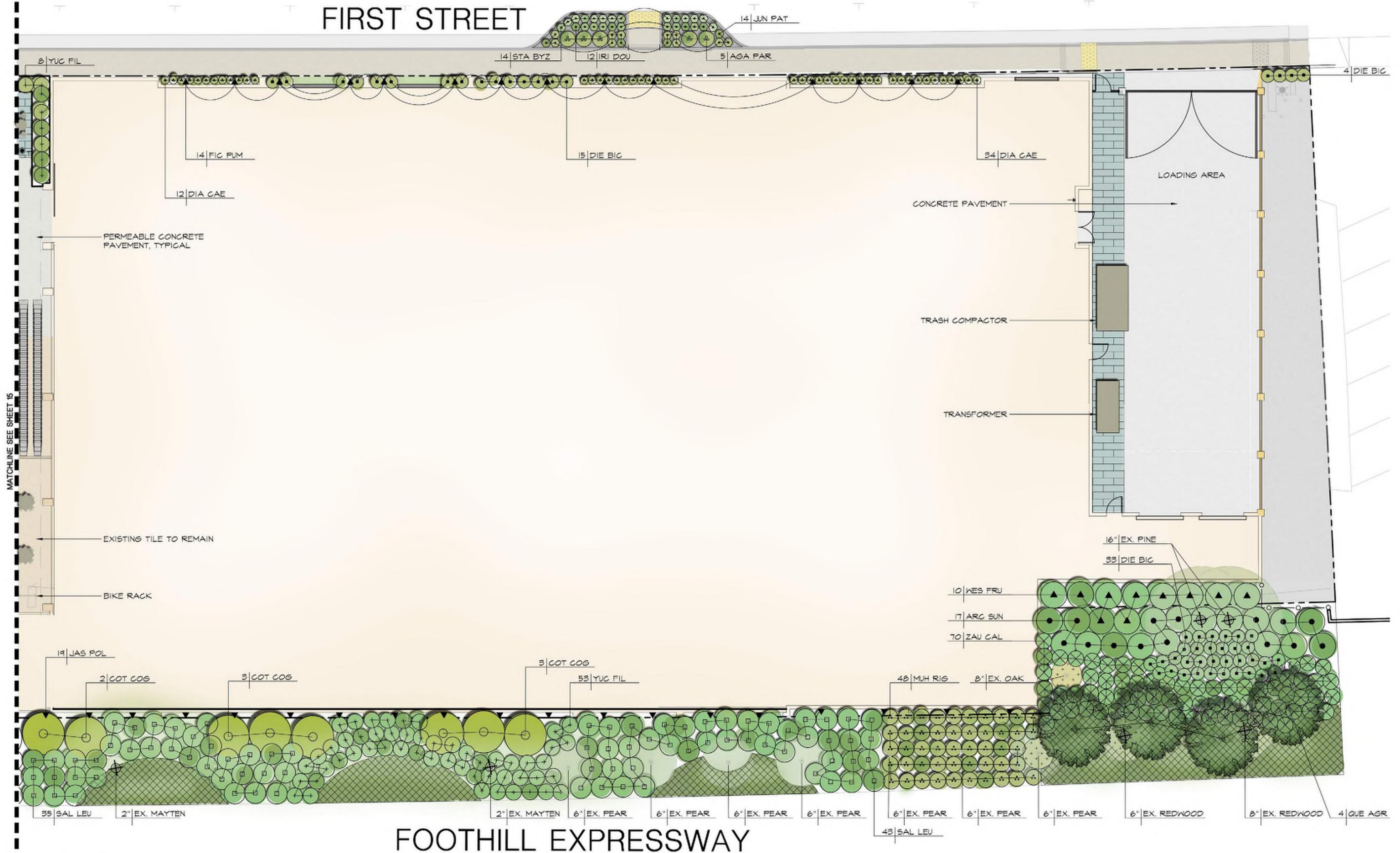
FIRST STREET

FOOTHILL EXPRESSWAY

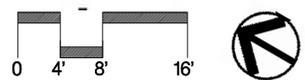


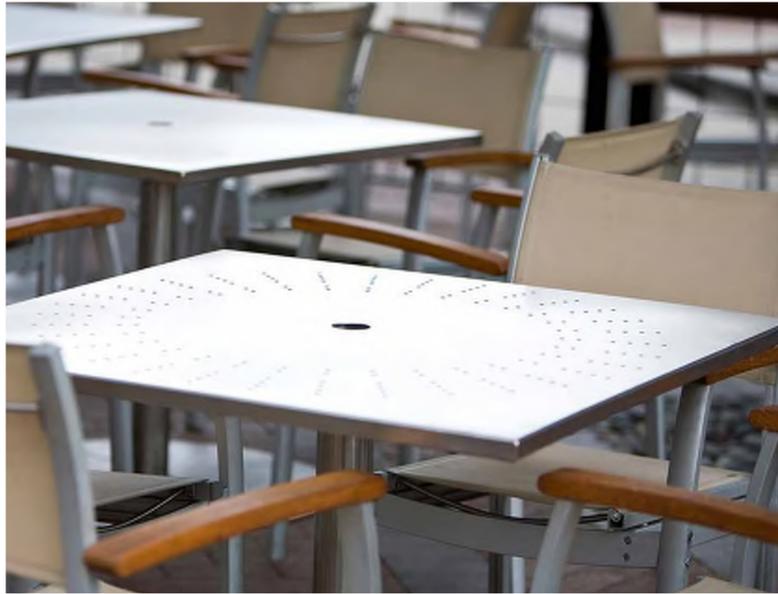
MATCHLINE SEE SHEET 16

FIRST STREET



FOOTHILL EXPRESSWAY

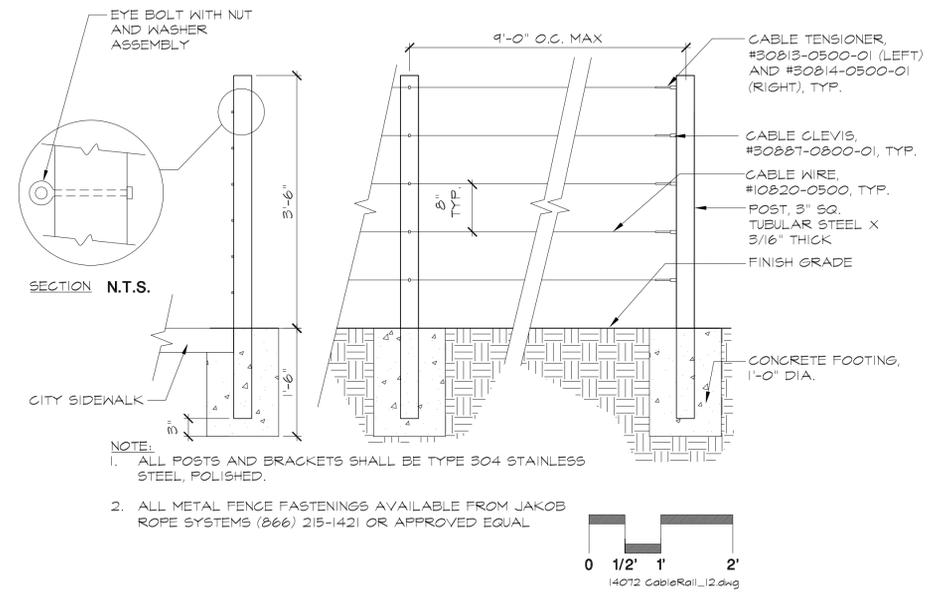




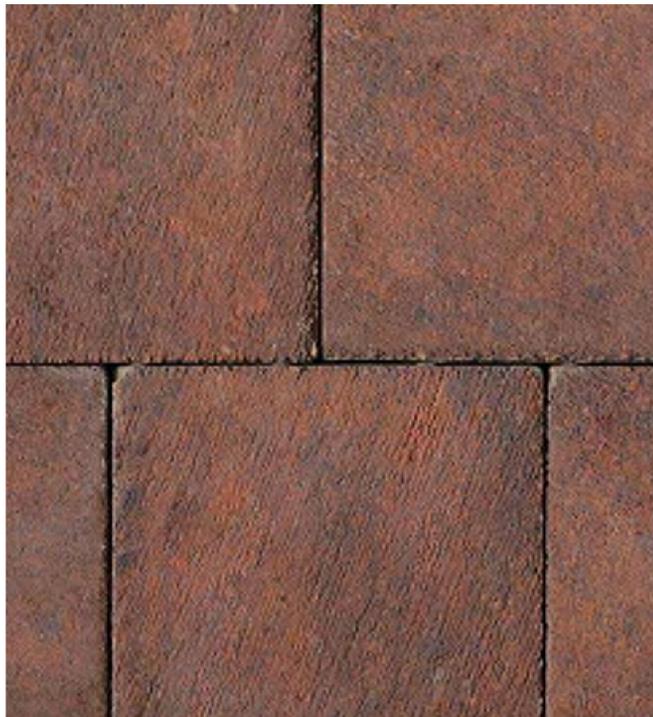
Table, 4 Person



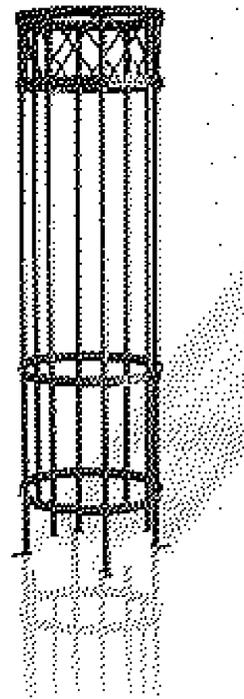
Table, 2 Person



Green Wall/Cable Fence



Permeable Pavers



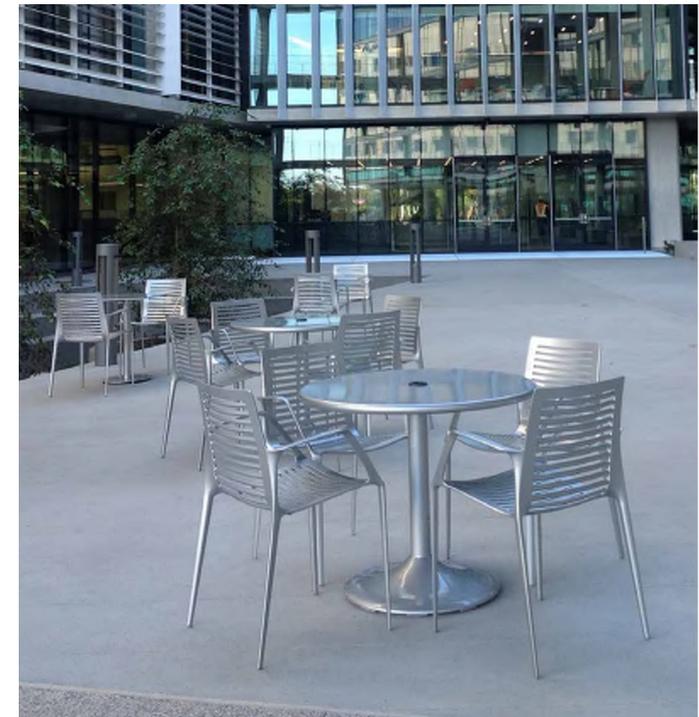
Tree Guard



Bollard



Bike Rack



Dining Chairs



Red Maple



Desert Willow



Coast Live Oak



Parry's Agave



Sunset Manzanita



Purple Smoke Tree



Fortnight Lily



Purple Sage



Coast Rosemary



Variegated Adam's Needle



Ghostly Red California Fuchsia



Centennial Ceanothus



Anchor Bay California Lilac



Cape Rush



Sageleaf Rockrose



Blue Flax Lily



Douglas Iris



California Gray Rush



Deer Grass



Lamb's Ear

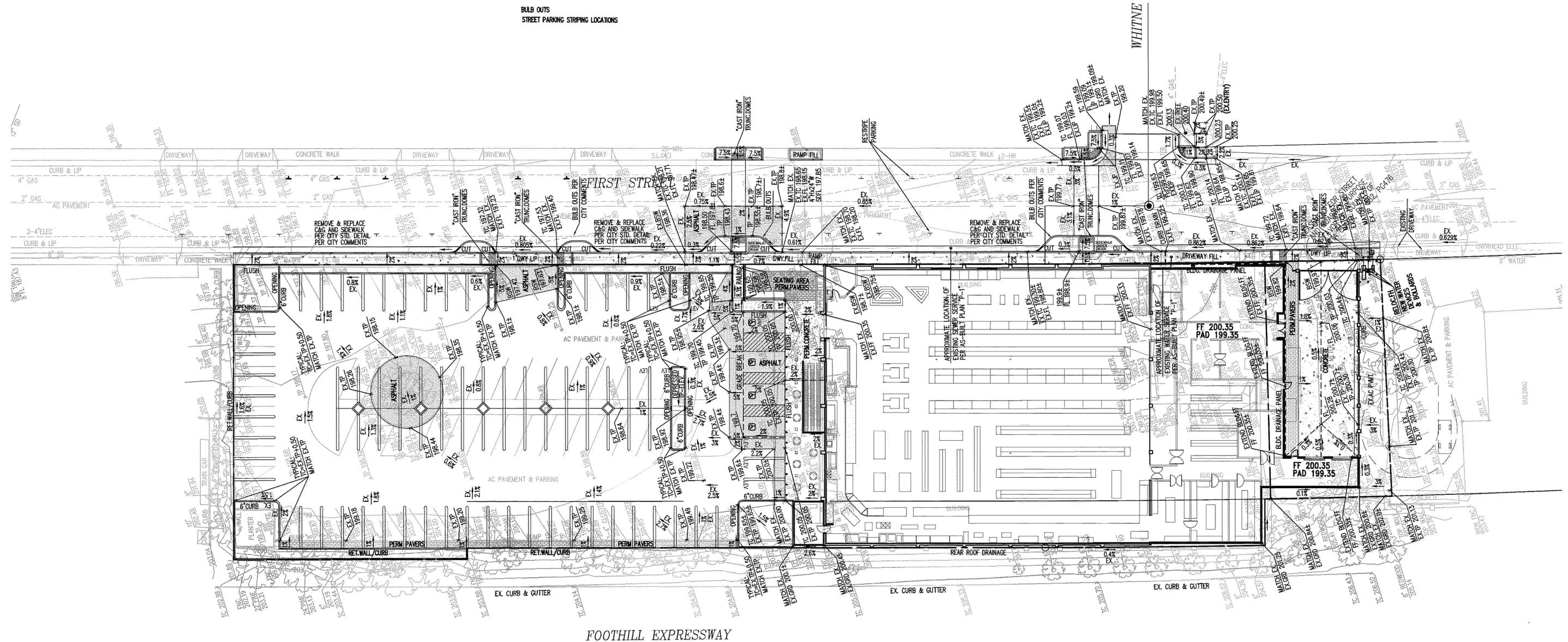


Creeping Fig



Pink Jasmine

BULB OUTS
STREET PARKING STRIPING LOCATIONS

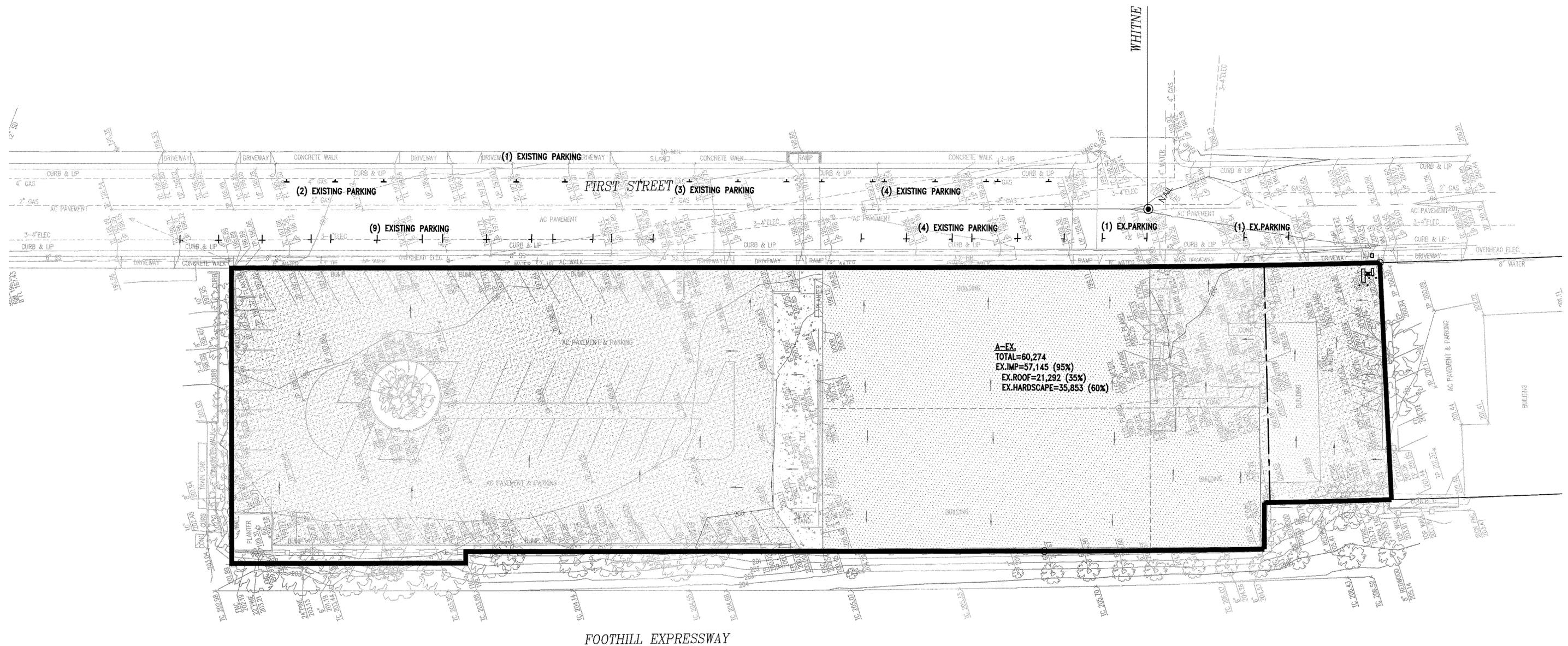


BASIS OF BEARING

FOUND MONUMENT AND NAIL ALONG FIRST STREET
BETWEEN MAIN AND WHITNEY STREETS AS SHOWN ON
THE PARCEL MAP FILED JUNE 27, 1975 IN BOOK 358
OF MAPS AT PAGE 17, SANTA CLARA COUNTY
RECORDS. TAKEN AS N 32°01'04" W

SCALE: 1" = 20'-0" 

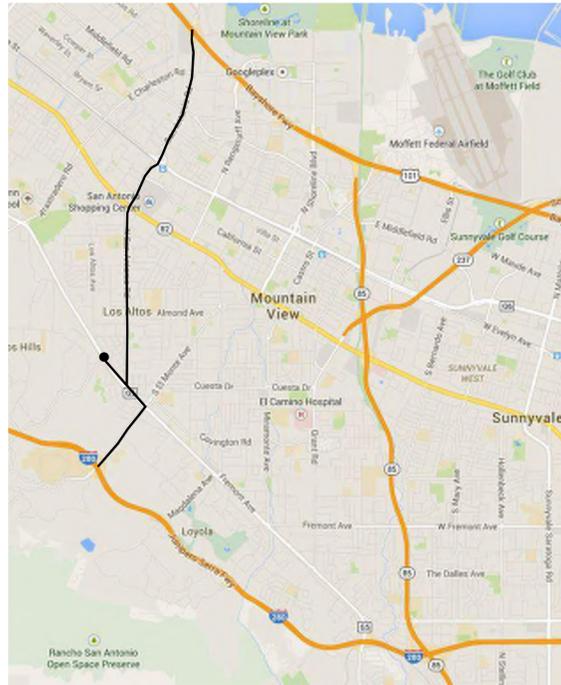




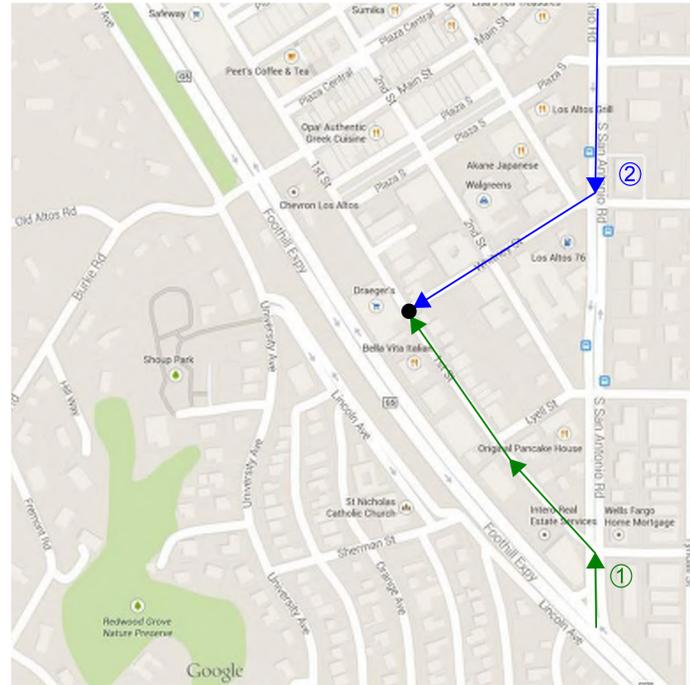
EXISTING SITE

SCALE: 1" = 20'-0" 

TRUCK ROUTING DIAGRAMS

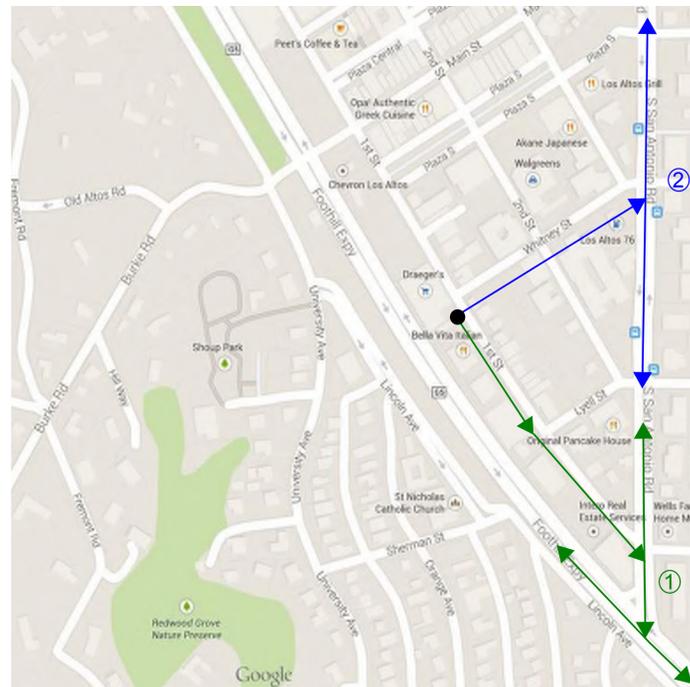


ACCESS FROM US101 AND I-280



ROUTES TO DRAEGER'S

1. SAN ANTONIO ROAD - 1ST STREET - DRAEGER'S (MOST COMMON)
2. SAN ANTONIO ROAD - WHITNEY STREET - DRAEGER'S



ROUTES FROM DRAEGER'S

1. DRAEGER'S - 1ST STREET - SAN ANTONIO ROAD (MOST COMMON)
2. DRAEGER'S - WHITNEY STREET - SAN ANTONIO ROAD

TRUCK SIZES

MONDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
5	48
2	28
5	24
6	20
5	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK

TUESDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
3	48
1	28
5	24
6	20
4	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK
1	TRASH DUMP TRUCK

WEDNESDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
3	48
3	36
1	28

FRIDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
3	48
1	28
5	24
6	20
4	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK
1	TRASH DUMP TRUCK

SATURDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
5	24
6	20
4	14
6	VANS/SMALL TRUCK

SUNDAY	
# OF DELIVERIES	TRUCK TRAILER SIZE (ft)
2	24
2	14
2	VANS/SMALL TRUCK
1	RECYCLE/COMPOST TRUCK

TRUCK DELIVERY ACTIVITY

- DRAEGER'S LOS ALTOS DELIVERY TRUCK ACTIVITY
- SUNDAYS**
- Draeger's delivery truck. 5am and 10:30 am
- MONDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - Unified Grocers. Frozen/deli 5am-6am. Specialty 7am -10am. Groceries 6pm-9pm.
 - Berkeley Farms 5am-7am.
 - 7up 6am- 8am.
 - About 3 or 4 produce deliveries 5am-10am
 - UNFI groceries 5am-7am
 - Recycling/compost pick up 5am -8am.
 - Cardboard bale pick up 10am -11am.
 - Bread deliveries (Oroweat, Alvarado, Mission tortillas, Acme). 5:30am-noon.
 - Odwala 10am-noon
 - UPS/FEDEX 9am-2pm
 - Dale Cox 8am-10am
 - Peet's coffee
- TUESDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - About 3 or 4 produce deliveries 5am-10am
 - Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
 - Clover milk 4am-5am
 - Recycling/compost pick up 5am-8am
 - Trash compactor pick up 7am-8:30am
 - UPS/FEDEX 9am-2pm
 - Berkeley ice cream.
 - Tony's fine foods 6am-9am
 - Ital Foods 7am-9am
 - Marin pasta 8am-10am
- WEDNESDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - About 3 or 4 produce deliveries 5am-10am
 - Recycling/compost pick up 5am -8am.
 - Trash compactor pick up 7am-8:30am
 - UPS/FEDEX 9am-2pm
 - Majestic store supplies 9am-11am
 - Coke 5am-6am
 - Pepsi 6am-9am
 - ME Fox beer 9am-11am
 - UNFI groceries 5am-7am
 - Acme 7am-8am
 - Pepsi
- THURSDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - Unified Grocers. Frozen/deli 5am-6am. Specialty 7am-10am.
 - Berkeley Farms 5am-7am.
 - 7up 6am-8am.
 - About 3 or 4 produce deliveries 5am-10am
 - Recycling/compost pick up 5am -8am.
 - Cardboard bale pick up 10am -11am.
 - Bread deliveries (Oroweat, Alvarado, Mission tortillas, Sara Lee Acme). 5:30am-noon .
 - Odwala 10am-noon
 - UPS/FEDEX 9am-2pm
 - DBI beer 6am-8am
 - Dreyer's ice cream.
 - Peet's coffee
 - Supporito pasta
- FRIDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - About 3 or 4 produce deliveries 5am-10am
 - Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
 - Clover milk 4am-5am
 - Recycling/compost pick up 5am-8am
 - Trash compactor pick up 7am-8:30am
 - UPS/FEDEX 9am-2pm
 - Unified Grocers 7pm-9pm
- SATURDAYS**
- Draeger's delivery truck. 5am and 10:30 am
 - Bread deliveries (Oroweat, Acme, Beckmans)
 - Tony's fine foods 6am-9am
- SUNDAY**
- Draegers trucks and a couple of bread deliveries

NOTE: Some other random deliveries come during the week (Stone wall, Golden Gate, FCW imports, Maissie jane nuts, etc.)



ORDINANCE NO. 2015-411

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
AMENDING CHAPTER 14.88 OF THE LOS ALTOS MUNICIPAL CODE
PERTAINING TO REZONING 366 FIRST STREET FROM CD/R3 TO CRS**

WHEREAS, the owners of the properties at 342 and 366 First Street, Draeger's Supermarkets, Inc., initiated an application (14-Z-01) to amend the Zoning Designation on the property at 366 First Street from the Commercial Downtown/Multiple-Family (CD/R3) District to the Commercial Retail Sales (CRS) District, referred herein as the "Z"; and

WHEREAS, said Z is in the best interest for the protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare, and is consistent with the adopted General Plan of the City; and

WHEREAS, said Z is categorically exempt from environmental review per Section 15301 of the California Environmental Quality Act of 1970 as amended ("CEQA"); and

WHEREAS, required public notices and public hearings were duly given and duly held according to law; and

WHEREAS, the Planning and Transportation Commission held a duly noticed public hearing on the Z on May 21, 2015 and the City Council held a duly noticed public hearing on the Z on July 28, 2015; and

WHEREAS, the Z was processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council's decision is based in the Office of the City Clerk.

NOW THEREFORE, the City Council of the City of Los Altos does hereby ordain as follows:

SECTION 1. AMENDMENT OF CODE: Section 14.88.690 entitled "Zoning map amended" is hereby added to Chapter 14.88 of Title 14 of the Los Altos Municipal Code to read as follows:

Zoning map amended.

The property generally referred to as 366 First Street (APN 167-41-051) as delineated on Rezoning Map No. 14-Z-01, attached hereto and incorporated herein by reference, are hereby included within the Commercial Retail Sales (CRS) zoning district.

SECTION 2. FINDINGS. The City Council finds in accordance with Chapter 14.86 of the Los Altos Municipal Code that the amendment is in the best interest of the City for the protection and/or promotion of the public health, safety, comfort, convenience, prosperity, and welfare; and that the amendment is in conformance with the City of Los Altos General Plan.

SECTION 3. CONSTITUTIONALITY. If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

SECTION 4. PUBLICATION. This ordinance shall be published as provided in Government Code section 36933.

SECTION 5. EFFECTIVE DATE. This ordinance shall be effective upon the commencement of the thirty-first day following the adoption date.

The foregoing ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on July 28, 2015 and was thereafter, at a regular meeting held on _____, 2015 passed and adopted by the following vote:

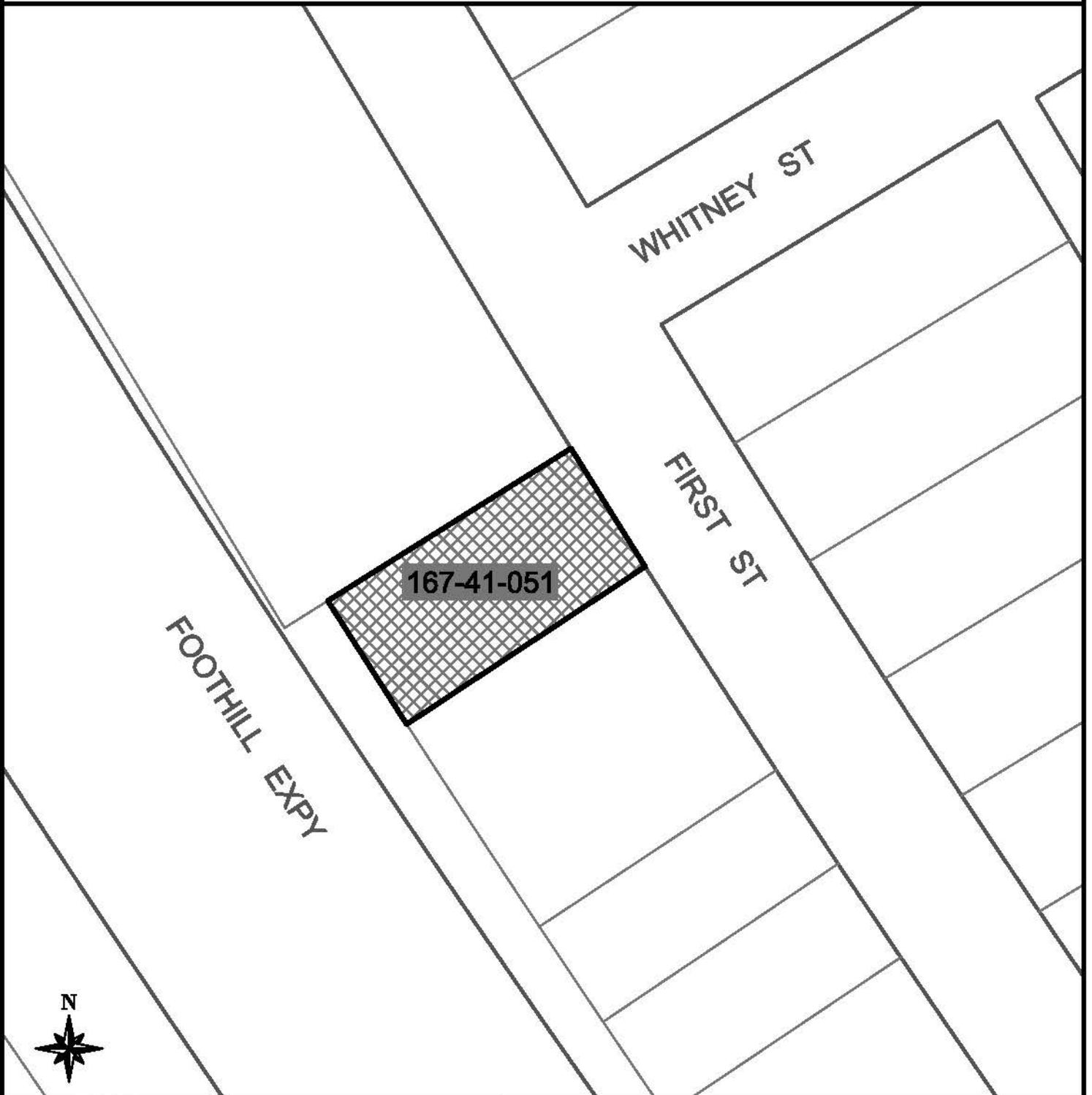
AYES:
NOES:
ABSENT:
ABSTAIN:

Janis C. Pepper, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

Exhibit to Ordinance No. 2015-411



DRAWN	VW
CHECKED	ZD
APPROVED	ZD
DATE	7/7/2015
SCALE	1" = 50'
DWG NO.	14-Z-01

PLANNING DIVISION
CITY OF LOS ALTOS SANTA CLARA COUNTY, CALIFORNIA

Rezoning Map No. 14-Z-01
APN 167-41-051 - CD/R3 to CRS



DATE: May 21, 2015

AGENDA ITEM # 2

TO: Planning and Transportation Commission

FROM: Zachary Dahl, Senior Planner

SUBJECT: 14-D-03, 14-Z-01, 14-V-15 and 14-UP-04 – 342 and 366 First Street

RECOMMENDATION:

Recommend approval of Design Review 14-D-03, Zoning Map Amendment 14-Z-01, Variance 14-V-15 and Use Permit 14-UP-04 applications to the City Council subject to the findings and conditions

PROJECT DESCRIPTION

This is a Commercial Design Review, Zoning Map Amendment, Variance and Use Permit applications for the renovation and expansion of an existing grocery store (Draeger’s Market). The project includes Design Review for an addition of 2,991 square feet, reconfiguration of the parking lot to add 15 spaces and new landscaping, and a new on-site loading area on the south end of the building; a Use Permit to allow an addition to a commercial building over 7,000 square feet; a Variance to allow the existing 21,343-square-foot grocery store to maintain 72 on-site parking spaces, where 107 spaces are required by the Code (the proposed addition will meet the City’s onsite parking requirements); and a Rezoning of the property at 366 First Street from CD/R3 to CRS. The application also includes an exception to allow for a reduced width landscape buffer along the parking lot street frontage. The following table summarizes the project’s technical details:

GENERAL PLAN DESIGNATION: Downtown Commercial
ZONING: Existing: CRS and CD/R3
Proposed: CRS
PARCEL SIZE: 1.38 acres (60,274 square feet)
MATERIALS: Match existing – slump stone siding with new stone veneer, wood paneling and wood trim details

	Existing	Proposed	Required/Allowed
FLOOR AREA:	21,343 square feet	24,334 square feet	N-A
SETBACKS:			
Front (First Street)	0 feet	0 feet	0 feet
Rear (Foothill Expressway)	1-foot	1-foot	0 feet
Left Side	29 feet	13 feet	0 feet
Right Side	260 feet	246 feet	0 feet
HEIGHT:	19 feet, 6 inches	19 feet, 6 inches	30 feet
PARKING:	72 spaces	87 spaces	122 spaces

BACKGROUND

Bicycle and Pedestrian Advisory Commission

On March 25, 2015, the Bicycle and Pedestrian Advisory Commission held a public meeting to consider the project. The applicant outlined the project's bicycle amenities, which includes two wall-hung bicycle racks for employee use inside the building in the break room area (Class I) and six Class II bicycle racks near the front entrance adjacent to First Street for customer use. The applicant also outlined the proposed pedestrian improvements, which include replacement of the sidewalk along First Street, installation of a green wall along the parking lot, bulb-outs at the driveway and crosswalks, and relocation of the main driveway to increase the separation with the midblock crosswalk and building entrance.

The Commission expressed general support for the project, but raised concerns about bicyclist visibility of the proposed bulb-outs and the need to improve bicycle and pedestrian safety on First Street. Following the discussion, the Commission voted unanimously to recommend approval of the project with recommendations to improve pedestrian visibility at the eastern side of the midblock crosswalk, include sharrows on First Street and enhance bulb-out reflectivity. The meeting minutes are included as Attachment C.

To improve pedestrian visibility at the east side of the midblock crosswalk, the buffer between the adjacent on-street parking spaces and the crosswalk has been increased to six feet. With regard to enhancing bulb-out reflectivity, the City Engineer will determine if this is an appropriate requirement during building permit review of the improvements within the public right-of-way. The recommendation to add sharrows on First Street is outside the scope of this project and will be evaluated separately by the City Engineer.

Downtown Design Plan and Downtown Design Guidelines

The Downtown Design Plan was adopted to reinforce the identity of the Downtown Core, Main Street and State Street, as a retail center, to improve the visual quality of the Downtown area and to foster an attractive pedestrian environment. The project site is located on First Street, just north of the intersection with Whitney Street, which is part of the commercial perimeter that supports the Downtown Core. The Downtown Design Plan encourages infill development that fosters a pedestrian friendly environment, maintains and improves the existing landscaping patterns, and relates to the scale and character of the Downtown Core.

The project is also subject to the Downtown Design Guidelines, which were adopted in 2010 to supplement and reinforce the Downtown Design Plan. The Guidelines identify three districts within the Downtown Triangle – a Downtown Core District, a First Street District and a Mixed Commercial District. The project site is located within the First Street District. Guidelines for this District include minimizing the visual impact of parking, improving pedestrian linkages between the street and building, providing pedestrian amenities, designing to a “village” scale and character, designing structures to be compatible with adjacent existing buildings and adding street trees and landscaping in parking lots and along all street frontages.

DISCUSSION

General Plan and Zoning Compliance

The General Plan land use designation for the subject site is Downtown Commercial. General Plan goals for this land use include the preserving and enhancing the identity and unique character of Los Altos, increasing the appeal and attractiveness of Downtown to pedestrians and shoppers, and enhancing the economic vibrancy. This project meets these goals by enhancing the streetscape, maintaining a design that is compatible with the small-town village atmosphere, enhancing the pedestrian environment and by maintaining an anchor store that will attract customers and strengthen overall economic vitality.

The project complies with the intent of the Zoning Ordinance and the regulations for the CRS District. The existing front elevation is articulated with column elements (pilasters) located at the back of sidewalk (the front property line) with walls that have setbacks ranging from six to 18 inches. The project has an existing height of 19 feet, six inches to the midpoint of sloping roof and a height of 18 feet, six inches for the flat roof on the addition. The parapet walls that will screen the rooftop mechanical equipment will have a maximum height of 24 feet.

The trash enclosure and utilities have been appropriately located and designed to meet the Code. The trash area is located within the loading dock, which is fully screened from the street and allows for on-site trash collection. The applicant has met with Mission Trail Waste Systems to ensure the location and design meets refuse collection standards (see Attachment A). All at-grade utilities are screened from the street by the new wood fence that encloses the loading bay and the rooftop mechanical equipment is screened by architecturally integrated parapet walls.

The project is not within the public parking plaza district and therefore required to provide onsite parking. For an intensive retail use, the City's parking ordinance requires one parking space for each 200 square feet of net floor area. The existing building is 21,343 square feet in size and has a total of 72 parking spaces. For a building of this size, a total of 107 parking spaces are required. A variance request, which is discussed further below, is included to address this existing condition. The proposed project includes an addition of 2,991 square feet and 15 new parking spaces, which meets the City's onsite parking requirement for the addition.

For a parking lot of this size, the CRS District requires a minimum of 7.5 percent of the parking lot area to be landscaped and a five-foot wide landscape buffer along the street frontage. The Downtown Design Guidelines also discourage grade level parking along a street frontage. The project complies with the landscaping requirement, but is not able to provide the five-foot wide landscape buffer along First Street. Due to the shallow dimensions of the lot and the fact that the existing surface parking lot will be maintained, the project is requesting an exception to allow for a reduced width landscape buffer along its parking lot frontage. This request is discussed further below.

Design Review Findings

The project is a remodel and expansion of an existing one-story commercial building. The design maintains the existing architectural style and forms while introducing some new siding materials and details. The materials include extending the existing slump stone siding with new El Durado stone veneer on the corner elements, a new redwood trellis on the north elevation (store front) and a new integrated wood fence on the south elevation to screen the loading bay. Overall, the proposed materials are compatible with the existing design and convey a sense of quality and integrity.

Along the First Street elevation, three new windows and trellis overhangs have been added. Due to the interior use of the store, additional windows along this elevation are not feasible. Goose neck lights have also been added to illuminate the sidewalk and improve pedestrian visibility at night. The new windows, trellis elements and light fixtures, along with the stone veneer and pilaster columns, add depth to the facade and reduce the appearance of a large blank wall along the street. These design elements also reinforce the 25-foot building rhythm, which is an important characteristic of the Downtown Core. The store front faces the parking lot, but is visible along First Street. The sloped roof, wood architectural details and trellis' and stone veneer create an inviting entrance that has a human scale and is compatible with the village character.

The project will be installing all new landscaping and hardscape on the site. Landscape improvements include nine new trees and landscaping in and around the parking lot, a green wall along the First Street frontage to screen the parking lot, and raised planters around the outdoor seating area. All existing trees along Foothill Expressway will be maintained, new landscaping and irrigation installed in the expressway shoulder and a new wrought iron fence will be installed along the property line. Overall, the proposed trees and landscaping is generous and inviting, and well integrated with the building and parking areas.

The project signage includes a new building mounted sign on the south facing elevation and re-facing of the existing pole sign. The building mounted sign uses raised black metal letters with overhead lamps to provide external illumination. The pole sign is nonconforming since it exceeds the 10-foot height limit for monument signs, but is allowed to remain under the City's Sign Ordinance since it is being maintained. The pole sign is proposed to be refinished with a new sign face, but specific details are not provided. Therefore, staff recommends that the sign incorporate high quality materials that relate to the design of the building. This could include a stone base that matches the building and sign facing that has depth and uses high quality materials. Condition No. 3 requires an updated pole sign design prior to City Council consideration.

Traffic and Circulation

The project is not anticipated to create any significant traffic or circulation related impacts. A transportation assessment for the project was prepared by Nelson/Nygaard Consulting Associates (Attachment D). Based on the findings in the analysis, the project will generate a total of 306 additional average daily trips, with 10 new trips during the AM Peak Hour and 29 new PM Peak Hour trips. The assessment evaluated all major intersections in the vicinity of the Downtown Triangle and concluded that the additional traffic generated from the project will not significantly

impact the level of service (LOS) at any of the studied intersections, or negatively affect the City's pedestrian, bicycle and transit facilities.

To improve site circulation and pedestrian safety, the project will be moving the parking lot driveway entrance on First Street further to the north to create a larger separation between the store's front entrance and the midblock crosswalk. Bulb-outs will be added on each side of the driveway entrance to improve visibility for vehicles entering and exiting the site. In the parking lot, the parking spaces will be restriped to be perpendicular and the drive aisle will be 24 feet wide and allow for two-way vehicle movement. The goal is to improve vehicle flow in the parking lot and reduce queuing at the driveway. Pedestrian improvements include a new sidewalk along the entire property frontage, new bulb-outs on the west side of First Street the midblock and Whitney Street crosswalks and new accessible ramps on the east side of First Street at the midblock and Whitney Street crosswalks

The transportation analysis also provided a parking analysis to evaluate the store's parking demand. This analysis included an evaluation of customer activity (register transactions per hour) over a 12-month period and a parking lot survey over a one-week period in April. Key findings in this analysis included:

- During the week of the parking lot survey, which included Easter weekend, parking lot occupancy peaked at 73 percent;
- Parking lot occupancy during the weekday lunch hour ranges from 38 percent to 55 percent and during the weekday PM peak hours ranges from 36 percent to 61 percent;
- The parking lot occupancy is generally below 70 percent. The only peak activity periods during the year where the parking lot is around 90 percent occupancy are in the three days immediately before Thanksgiving and Christmas; and
- It also appears that a higher percentage of customers are walk-in (not using the parking lot) during the midday hours than during the PM peak hours.

Overall, the existing parking lot meets the parking demand of the existing grocery store, with only eight peak hours a year where demand meets or exceeds 90 percent of parking lot capacity. The project will be providing 15 additional parking spaces to meet the Code requirement for the 2,991 square feet of additional floor area. Therefore, based on the information presented in the transportation assessment, the proposed parking lot configuration with 87 spaces appears to meet the project's parking demand.

Exception for Public Benefit

Projects that implement key goals and objectives of the Downtown Design Plan are eligible for exemptions from CRS District development standards (Section 14.48.180). As discussed above in Design Review Findings, the project will improve the Downtown edge along Foothill Expressway with new landscaping, irrigation and a wrought iron fence. A redeveloped and expanded anchor store will strengthen the Downtown Core by bringing more customers Downtown, increase retail sales tax and property tax revenues, and the new architecture will help to enhance the village character and Downtown aesthetic. It will also be improving pedestrian amenities and safety along First Street by improving the sidewalks, installing new crosswalks and adding pedestrian amenities

and landscaping. Therefore, the project qualifies for an exception from the CRS District development standards.

The project is requesting one exception to the CRS District requirements to allow for a reduced landscape buffer width along First Street. The CRS District requires a five-foot wide landscape buffer when surface parking is proposed along a street frontage. However, due to the narrow nature of the site, it is not feasible to provide a five-foot landscape buffer and still provide two full rows of parking. As shown on Sheet 15, the proposed landscape areas are approximately two feet wide and use three-foot, six-inch tall vertical green wall to screen the parking lot. Details of the proposed green wall are included on Sheet 17. This will be similar in appearance to the green wall installed along San Antonio Road. While providing a narrower width, the vertical green wall meets the intent of the landscape buffer requirement.

Since this exception will result in an improved parking lot, does not negatively impact the adjacent properties and is not detrimental to public health, safety or welfare, staff supports granting the exception in exchange for the enhanced public benefits that will be provided by the project.

Parking Variance

The existing grocery store building was originally built in 1967 as Whitecliff Market. In 1978, a parking variance (77-V-722) was approved to allow Whitecliff Market to add 2,000 square feet to the building while maintaining 73 parking spaces in the main parking lot. Since the variance approval in 1978, the parking lot has been restriped and re-landscaped several times. The building has also been remodeled several times over the years, with approximately 700 square feet added when the rear service area was enclosed. Currently, the grocery store includes 19,712 square feet on the first floor, 1,631 square feet on the second floor mezzanine level and 72 parking spaces. As noted above, a grocery store use of this size would require 107 parking spaces to comply with the City's parking regulations. Since the project is renovating and expanding a building with non-conforming parking, a variance is required.

In order to approve a variance, the Commission must make three positive findings per Section 14.78.060 of the Zoning Code:

1. The granting of the variance will be consistent with the objectives of the City's zoning plan;
2. The granting of the variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
3. The variance shall be granted only when, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of this chapter deprives such property of privileges enjoyed by other properties in the vicinity and under identical zoning classifications.

As outlined above, the variance would be consistent with the intent of the Zoning Code objectives and the General Plan. The granting of the variance would not be detrimental to the health, safety, or welfare of persons living or working in the vicinity because the project would be subject to all applicable State building, health and safety codes. The existing parking lot serves the needs of the grocery store and there is not any evidence of overflow parking impacting adjacent properties. Also,

the proposed sidewalk, crosswalk and loading bay improvements will improve traffic and pedestrian safety for persons living or working in the vicinity.

There is a special circumstance applicable to the property in that the existing nonconforming parking lot was previously approved with a variance in 1978. Strict application of the Code would not allow for alterations or rebuilding of the nonconforming structure and would deprive the property of the ability to do appropriate and necessary renovations to the building, such as seismically upgrading the structure and improving the function and circulation of the loading bay. Since the current number of parking spaces meets the store's parking demand and has already been approved with a variance, staff recommends re-approval of the variance to recognize the existing building size and number of parking spaces.

Zoning Map Amendment

The adjacent parcel to the south at 366 First Street, which includes a commercial building formerly occupied by a dry cleaners and currently used for storage, is zoned Commercial Downtown/Multiple-Family (CD/R3). In order for the store to expand onto this parcel, it will need to be combined with the Draeger's Market parcel at 342 First Street, which is zoned Commercial Retail Sales (CRS). To avoid creating a parcel with multiple zoning designations, a zoning map amendment is required. A zoning map showing the project site and surrounding properties is included in Attachment E.

The CRS District is more restrictive than the CD/R3 District in that the maximum height limit is 30 feet (45 feet is allowed in CD/R3) and permitted uses are limited to retail and restaurants on the ground floor (personal services, office and residential are allowed on the ground floor in the CD/R3). Overall, rezoning this parcel to CRS is compatible with the surrounding land uses, consistent with the intent of the General Plan and would be in the best interest of the City.

Use Permit

Renovating and expanding the Draeger's Market grocery store will strengthen the Downtown core and the City's tax base. A larger, modernized grocery store would function as an anchor store that improves and strengthens Downtown vitality and creates a stronger customer attraction. As such, the project meets key economic goals and objectives in the General Plan, implements desired goals of the Downtown Design Plan and meets the intent of the Downtown Design Guidelines.

For use permits within the CRS District, there are specific findings related to the scale of a project, how it enhances the unique village character and ensuring that it does not degrade the level of service of the streets and intersections within the CRS District. The project will be maintaining the existing one-story scale of the grocery store, adding new architectural features to the building and adding new landscaping and street trees. All of these improvements will help to enhance the village character of Downtown. As noted in the Traffic and Circulation section, there are not any significant impacts to Downtown intersections or surface streets, and the proposed improvements to the parking lot and loading bay will vehicle and pedestrian circulation along First Street. The

One functional characteristic of a grocery store is the large quantity of shopping carts used on the site. If not well managed, shopping carts can end up off the site on adjacent properties and in public streets and sidewalks. To address this issue, staff added a condition (No. 2) that requires the grocery store operator to be responsible for retrieving all off-site shopping carts in a timely manner.

As noted above, the project is consistent with the goals and objectives of the Zoning Ordinance and the CRS District. The proposed location of the grocery store, which is within the downtown setting, will not be detrimental to the health, safety or welfare of persons who live or work in the vicinity; and the project will not be injurious to property or improvements in the vicinity. Overall, the proposed use meets all required findings necessary to grant a conditional use permit to operate a grocery store over 7,000 square feet in size.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under Section 15301 of the Environmental Quality Act because it involves an addition of less than 10,000 square feet to an existing commercial building that is served by all public services and not within an environmentally sensitive area.

PUBLIC CONTACT

A new public notice billboard (four feet by six feet) with color renderings of the project was posted on the property, a public hearing notice was published in the *Town Crier*, posted on the billboard and mailed to all property owners and commercial tenants within 500 feet of the property for the May 21, 2015 Planning and Transportation Commission hearing. The mailed notice included 93 property owners and 125 commercial tenants.

Cc: Field Paoli Architects, Applicant
Draeger's Supermarket, Inc., Owner

Attachments:

- A. Application and Applicant Cover Letter
- B. Area, Vicinity and Public Notification Maps
- C. Bicycle and Pedestrian Advisory Commission Minutes, March 25, 2015
- D. Transportation Assessment
- E. Zoning Map

FINDINGS

14-D-03, 14-Z-01, 14-V-15 and 14-UP-04 – 342 and 366 First Street

1. With regard to environmental review, the Planning and Transportation Commission find that the project is categorically exempt from environmental review under Class 1 (Existing Facilities), Section 15301 of the California Environmental Quality Act (CEQA) Guidelines.
2. With regard to Design Review 14-D-03, the Planning and Transportation Commission finds in accordance with Chapter 14.78.050 of the Municipal Code that:
 - a. The proposal meets the goals, policies and objectives of the General Plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area;
 - b. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
 - c. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces;
 - d. Exterior materials and finishes convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements;
 - e. Landscaping is generous and inviting and landscape and hardscape features are designed to complement the building and parking areas and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage;
 - f. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions;
 - g. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
 - h. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.
3. With regard to an Exception for Public Benefit in the CRS District to allow for a reduced landscape buffer width along the parking lot street frontage in exchange for implementation of Downtown Design Plan objectives, the Planning and Transportation Commission finds in accordance with Section 14.48.180 of the Municipal Code that:
 - a. The granting of the exception will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the area;
 - b. The benefit to the city derived from granting the exception is an appropriate mitigation when considered against the cost to the developer;
 - c. The project and mitigation will result in a public benefit to the downtown; and
 - d. The resultant project and mitigation are consistent with the General Plan and promote or accomplish objectives of the Downtown Design Plan.

4. With regard to Zoning Map Amendment 14-Z-01 to rezone the parcel at 366 First Street from CD/R3 to CRS, the Planning and Transportation Commission finds in accordance with Chapter 14.86 of the Municipal Code that:
 - a. The rezoning of the property at 366 First Street from CD/R3 to CRS is in the best interest for the protection or promotion of the public health, safety, comfort, convenience, prosperity, and welfare;
 - b. The rezoning is consistent with the adopted General Plan of the City; and
 - c. Oral comments and written information regarding the zoning change have been accepted and considered.

5. With regard to Variance 14-V-15 to recognize the existing nonconforming onsite parking, the Planning and Transportation Commission finds in accordance with Chapter 14.80 of the Municipal Code that:
 - a. The granting of the variance will be consistent with the objectives of the zoning plan set forth in Article 1 of Chapter 14.02;
 - b. The granting of the variance will not be detrimental to the health, safety, or welfare of persons living or working in the vicinity or injurious to property or improvements in the vicinity; and
 - c. There is a special circumstance applicable to the property in that the existing nonconforming parking lot was previously approved with a variance in 1978. Strict application of the Code would not allow for alterations or rebuilding of the nonconforming structure and would deprive the property of the ability to do appropriate renovations to the building.

6. With regard to Use Permit 14-UP-04 to allow a grocery store over 7,000 square feet, the Planning and Transportation Commission finds in accordance with Chapter 14.80 of the Municipal Code that:
 - a. The proposed location of the grocery store use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare;
 - b. The proposed location of the grocery store use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title;
 - c. The proposed location of the grocery store use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;
 - d. The proposed grocery store use will comply with the CRS District regulations and the general provisions of Chapter 14.02; and
 - e.
 1. The proposed grocery store building is in scale with the existing development and it enhances the unique village character of the CRS District; and
 2. The proposed grocery store building will not cause degradation in the level of service of the streets and intersections within the CRS District.

CONDITIONS

14-D-03, 14-Z-01, 14-V-15 and 14-UP-04 – 342 and 366 First Street

GENERAL

1. Project approval is based upon the plans and materials received on April 17, 2015, except as modified by these conditions.
2. As a condition of the use permit, the grocery store operator shall be responsible for retrieving all off-site shopping carts in a timely manner.
3. Prior to City Council consideration, updated the pole sign to include higher quality materials and a design that better relates with the building architecture.
4. Permits shall be obtained from the Engineering Division prior to any work done within the public right-of-way. The permits and the work shall be in accordance with plans to be approved by the City Engineer.
5. The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.
6. All improvements shall comply with Americans with Disabilities Act (ADA).
7. The project shall comply with the San Francisco Bay Region Municipal Regional Stormwater (MRP) National Pollutant Discharge Elimination System (NPDES) Permit No. CA S612008, Order R2-2009-0074, Provision C.3 dated October 14, 2009 and show that all treatment measures are in accordance with the C.3 Provisions for Low Impact Development (LID) and in compliance with the December 1, 2011 requirements. The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.
8. The applicant agrees to indemnify, defend, protect, and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project.
9. The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment application.

PRIOR TO BUILDING PERMIT SUBMITTAL

10. The applicant shall submit a lot-line adjustment application to combine the site into one property. Plats and legal descriptions of the lot merger shall be submitted for review by the City Land Surveyor and the applicant shall provide a sufficient fee retainer to cover the cost of the lot-line adjustment application.

11. The applicant shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a qualified green building professional.
12. The applicant shall prepare a landscape and irrigation plan that meets the requirements of the City's Water Efficient Landscape Regulations (Section 12.36 of the Municipal Code).

PRIOR TO ISSUANCE OF BUILDING PERMIT

13. The applicant shall record the lot merger map to combine the site into one property.
14. The applicant shall pay all applicable fees, including but not limited to traffic impact fees, as required by the City of Los Altos Municipal Code.
15. The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) for the work in the public right-of-way. The deposit shall also include an additional six percent of the construction cost estimate to cover the City's administration costs.
16. The applicant shall submit on-site grading, utility plans and drainage plans for approval by the City Engineer. The grading/drainage plans shall include, but not limited to, drain swales, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Community Development Director. Utility plans shall show the size of proposed sanitary sewer lateral for the new building and the locations of all underground utilities in the public right-of-way. The applicant shall verify that the city sewer and storm drain system are adequately sized to handle the proposed flows.
17. The applicant shall submit a construction management plan for review and approval by the Community Development Director and City Engineer. The construction management plan shall address all construction activities affecting the public right-of-way and adjacent properties, including but not limited to excavation, traffic control, truck routing, pedestrian protection and detouring, material storage, earth retention, dust control, noise control and construction vehicle parking.
18. A transportation permit is required for every truck that transports materials into or out of the City. The applicant shall pay the applicable fees and receive approval of the construction management plan before any transportation permits can be issued by the City Traffic Engineer.
19. The applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be roofed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the city's sanitary sewer

system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure.

20. The applicant shall submit the Storm Water Management Plan (SWMP) in accordance with the requirements provided by the City Engineer. The SWMP will show the entire requirement on how the design is in compliance with the MRP. The SWMP shall be reviewed and approved by a City approved third party consultant at the applicant's expense. The recommendations from the SWMP shall be shown on the building plans and approved by the third party consultant.
21. The applicant shall submit plans to the County of Santa Clara and obtain a permit for all improvements and landscaping within the Foothill Expressway right-of-way and provide evidence of that permit approval to the City.

PRIOR TO FINAL INSPECTION

22. The developer shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
23. Provide a landscape installation assessment by a certified landscape professional certifying that the landscaping and irrigation system were installed per the approved landscape plan pursuant to the City's Water Efficient Landscape Regulations.
24. A one-year, ten percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
25. The applicant shall remove and replace all sidewalks, curb and gutter adjacent to the site as directed by the City Engineer. All the landscape and hardscape elements (bulb outs) at the parking stalls on street shall be kept within eight (8) feet from the face of curb, including the bulb out at the mid-block crosswalk. All landscaping in the First Street public right-of-way shall incorporate "Green Street" features to treat storm water runoff.
26. The applicant shall improve the two ADA ramps to current ADA standards at the intersection of First Street and Whitney Street.
27. The applicant shall label all new or existing catch basin inlets which are on and adjacent to the site with the "NO DUMPING - FLOWS TO ADOBE CREEK" logo as required by the City.
28. The applicant shall submit a recorded maintenance agreement for the storm water treatment methods installed in accordance with the Storm Water Management Plan as well as the landscaping in the public right-of-way. An approved third party consultant shall certify that all storm water treatment systems were properly installed per the approved SWMP and Plans.



ATTACHMENT A

CITY OF LOS ALTOS GENERAL APPLICATION

Type of Review Requested: *(Check all boxes that apply)*

Permit # 1106207

<input type="checkbox"/>	One-Story Design Review	<input type="checkbox"/>	Sign Review	<input type="checkbox"/>	Multiple-Family Review
<input type="checkbox"/>	Two-Story Design Review	<input type="checkbox"/>	Sidewalk Display Permit	<input checked="" type="checkbox"/>	Rezoning
<input checked="" type="checkbox"/>	Variance(s)	<input checked="" type="checkbox"/>	Use Permit	<input type="checkbox"/>	R1-S Overlay
<input type="checkbox"/>	Lot Line Adjustment	<input type="checkbox"/>	Tenant Improvement	<input type="checkbox"/>	General Plan/Code Amendment
<input type="checkbox"/>	Tentative Map/Division of Land	<input type="checkbox"/>	Preliminary Project Review	<input type="checkbox"/>	Appeal
<input type="checkbox"/>	Subdivision Map Review	<input checked="" type="checkbox"/>	Commercial Design Review	<input type="checkbox"/>	Other:

Project Address/Location: 342 FIRST STREET, LOS ALTOS, CA 94022

Project Proposal/Use: ADDITION TO EXISTING GROCERY STORE

Current Use of Property: GROCERY STORE

Assessor Parcel Number(s) 167-41-003, 167-41-065, 167-41-051 Site Area: 60,274 SF

New Sq. Ft.: 4,622 SF Remodeled Sq. Ft.: 19,712 SF Existing Sq. Ft. to Remain: 19,712 SF

Total Existing Sq. Ft.: 21,343 SF Total Proposed Sq. Ft. (including basement): 24,334 SF

Applicant's Name: FIELD PAOLI ARCHITECTS CONTACT: KATHERINE BLANNER

Home Telephone #: N/A Business Telephone #: 415.788.6606

Mailing Address: 150 CALIFORNIA STREET, 7TH FLOOR

City/State/Zip Code: SAN FRANCISCO, CA 94115

Property Owner's Name: DRAEGER'S SUPERMARKETS, INC.

Home Telephone #: N/A Business Telephone #: 650.244.6500

Mailing Address: 291 UTAH AVENUE

City/State/Zip Code: SOUTH SAN FRANCISCO, CA 94080

Architect/Designer's Name: WILLIAM E. BRIGHAM Telephone #: 415.788.6606

*** If your project includes complete or partial demolition of an existing residence or commercial building, a demolition permit must be issued and finalized prior to obtaining your building permit. Please contact the Building Division for a demolition package. ***

(continued on back)

14-D-03, 14-UP-04,
14-V-15 and 14-Z-01

April 17, 2015

Community Development Department
Planning and Transportation Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Request for Parking Variance
Draeger's Market
342 First Street
Los Altos, CA

Dear Planning and Transportation Commission,

The proposed project consists of a remodel and 2,991 square foot addition to the existing Draeger's Market at 342 First Street. A small building adjacent to the existing grocery store (also owned by Draeger's) will be demolished for the proposed addition. The existing total square footage is 21,343 square feet. For additional project information, please find supplemental documents (attachments #1-10) included within this submittal, including the Design Review Drawings, a project description, letter to the Bicycle and Pedestrian Advisory Commission outlining pedestrian and bicycle amenities, and a letter requesting an exception for public benefit.

The purpose of this letter is to request a parking variance to recognize the existing building and parking conditions. The current non-conforming parking lot is under-parked through a variance provided by the City of Los Altos in 1978 (77-V-722) to a previous building owner. The evidence below supports a positive finding for a parking variance.

1. The goals of the project are consistent with the objectives of the zoning plan. The proposed additional parking spaces and square footage comply with the parking ratio of 1 space per 200 square feet per City requirements. As a part of the Transportation Analysis, on-site parking counts have been observed to assess the existing parking demand. As the report indicates, the current parking lot of 72 spaces meets existing parking demands, with the exception of several peak hours around holidays. Please see the revised Transportation Analysis for further details. The proposed project will also merge all three properties into one parcel within the CRS district (currently on parcel is CD/R3) and allow for increased consistent ownership in the downtown.
2. The proposed project would not be detrimental to the health, safety, or welfare of the persons living or working in the vicinity. The project includes several aspects that would *increase* the public safety. The proposed project incorporates voluntary seismic upgrades for the existing portion of the building to increase the safety of the public and longevity of the building. The revised parking lot layout will increase pedestrian safety within the parking lot. Additionally, the project includes replacing the entire City sidewalk along the west side of First Street and upgrading the cross walk ramps to adhere to ADA standards, at both sides of the intersection of First Street and Whitney Street. The project also adds sidewalk lighting along First Street to increase pedestrian safety.
3. The proposed project is a special circumstance due to the existing conditions and site constraints. The existing building is in need of utility, seismic, and aesthetic upgrades. To economically justify the upgrades, the building needs to be expanded and thus increase parking supply. The alternative for the owner is to completely demolish the existing building and rebuild, which is cost prohibitive, or sell the property altogether. The existing building fits within the character of the downtown and the various site and façade improvements will increase and enhance the charm and appeal of downtown Los Altos.

In order to upgrade the existing Draeger's Market, the existing building and parking conditions should be acknowledged with a parking variance. Please feel free to contact me if you have any questions.

FIELD
PAOLI

Architecture
150 California Tel. 415. 788. 6606
7th Floor
San Francisco Fax. 415. 788. 6650
California 94111 www.fieldpaoli.com

Draeger's - Los Altos
Page 2 of 2

Sincerely,

Katherine Blanner

Field Paoli Architects
415-788-6606 ext 117



April 17, 2015

Draeger's - Los Altos Expansion
342 First Street
Design Review Submittal

PROJECT DESCRIPTION

The proposed project consists of a remodel and addition to an existing grocery store situated on two parcels of land. The property owner also owns an adjacent third parcel of land, which contains a smaller existing building and has an access easement for egress from the parcel of land to the south (APN: 167-41-052). The building on the third parcel of land will be demolished for the grocery store addition. On the plans, the property line shown represents all three adjacent parcels (APN: 167-41-065, 167-41-003, 167-41-051) owned. The plans also indicate a net expansion of 2,991 square feet to the south side of the existing store. An existing mezzanine will be removed, and the existing parking lot will be renovated.

As a condition of approval, we understand the proposed project will need to merge all three properties into one parcel. Additionally, the current combined parcels of land straddle between two zoning districts, CD/R3 and CRS. As part of the proposed project, the site will be rezoned to the CRS District. As such, the proposed improvements incorporate and adhere to the zoning regulations of the CRS District.

To allow for the building square footage addition, the existing parking lot will be re-stripped to achieve additional parking spaces. The existing parking lot is under-parked through a variance provided by the City of Los Altos in 1978 (77-V-722).

Parking Easement

The southernmost parcel of land has an easement (1199003) that was granted by the city of Los Altos in 1956. The easement grants the right of way for ingress and egress to the adjacent property (APN: 167-41-052). There is currently one-way circulation between the properties, creating a condition in which vehicles meet head on or must pass one another to move from the adjacent property through the third parcel.

To maintain access from the adjacent property, and improve circulation and safety, a separate drive aisle has been maintained along the edge of third

parcel.

Traffic

A traffic engineer has determined the proposed project will add greater than 50 vehicle trips per day. As such, a comprehensive Transportation Assessment has been provided with this submittal. The summary of findings within the Traffic Analysis has determined that the project will not result in unacceptable LOS at any of the studied intersections.

Loading and Service Area

The project proposes a revised loading area. The new loading area will allow current on-street loading activity to be reduced. An architecturally integrated screening wall and swing gates have been shown to enhance the loading area aesthetics. Additionally, truck loading and AutoTurn assessments have been provided as part of the Transportation Assessment.

Parking Lot Circulation

To improve parking lot circulation, the proposed plan anticipates two-way circulation, and relocating the main driveway. The proposed plan incorporates 24'-0" and 25'-0" drive aisles. This allows for cars to circulate through the lot in two directions. If a car is stopped in one direction, a car behind can go the other direction. It also allows all exiting traffic to bypass the main building entrance, which will reduce vehicular/pedestrian congestion. The existing lot has one-way circulation that currently gets crowded at the entrance when cars are waiting for an occupied space or searching for parking.

To increase parking spaces in the lot, 90 degree parking stalls are proposed. The proposed plan allows for increased spaces (including adequate accessible spaces closer to the entrance), additional landscaped areas, improved vehicular flow, and the ability to maintain the existing sign location (oriented towards downtown).

Exceeding the CALGreen requirements, the project will add a total of 6 bicycle racks. One 3 space bicycle racks has been shown adjacent to the entrance and another 3 space rack at the end of the outdoor seating area.

Public improvements

To improve the pedestrian appeal of the streetscape, a landscaped buffer has been added along First Street, between the sidewalk and parking stalls. The landscaped buffer will allow vehicle overhangs to extend over the landscaped portion, as opposed to protruding into the existing sidewalk, which is the existing scenario. Bulb-outs have been integrated at the crosswalks and

revised driveway entrance/exit. Several planting beds have also been integrated into the parking lot, adhering to the city of Los Altos zoning requirement of 7.5% landscaping for a site of our size. The planting beds include both plants and trees to improve the pedestrian appeal of the streetscape.

Nonconforming Sign

The existing site currently has a nonconforming, pole-mounted sign. As part of the renovation, the signage will be updated. However, the structure of the sign will remain intact and unaltered.

April 17, 2015

Mr. Zachary Dahl
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Request for Exception for Public Benefit
Draeger's Market
342 First Street
Los Altos, CA

Dear Mr. Dahl,

In response to comments #17 and #18 of the 30-Day Comment Letter dated July 31, 2014, we would like to request an Exception for Public Benefit for the proposed project referenced above. The width of the property is 4 feet shy of allowing for both the City standard drive aisle widths of 26 feet and a 5 foot landscape buffer along First Street. An effort was made to acquire the required property width from Santa Clara County. However, the County was unwilling to facilitate this request. Please see the related correspondence from Michael Murdter with Santa Clara County, under the "Attachment #10" tab (tab reference updated 4.17.2015) in the supplemental documentation provided. Instead, the proposed project utilizes 9 foot by 18 foot parking spaces with 24 foot drive aisle widths, an industry standard for on-grade parking lot design for large scale retail and grocery stores. The proposed project also incorporates an approximately 2 and a half foot landscape buffer with vertical screening elements. The vertical screening elements improve the pedestrian appeal of the streetscape along First Street, which would enhance the pedestrian connection with the downtown core.

In addition, the proposed project includes replacing the existing City sidewalk along First Street and incorporating landscaped bulb-outs at the crosswalks and parking lot driveway entrance/exit. To increase the functionality of pedestrian movement, the mid-block pedestrian crosswalk on First Street will be updated to be perpendicular to the street (currently diagonal) and will align with the pedestrian sidewalk entrance. Furthermore, many landscaping improvements are shown along the Santa Clara County right-of-way along Foothill Expressway. The project incorporates landscaping and ornamental fence work to improve the views into downtown while traveling along Foothill Expressway.

The proposed project also aims to improve parking lot circulation, compared to existing conditions. Currently, the one-way circulation creates congestion near the main entrance, as cars wait for open spaces. The proposed plan anticipates two-way circulation and relocating the main driveway to allow for cars to circulate through the lot in two directions. It also allows all exiting traffic to bypass the main building entrance, which will reduce vehicular/pedestrian congestion. The proposed plan allows for increased spaces (including adequate accessible spaces closer to the entrance), additional landscaped areas, improved vehicular flow, and the ability to maintain the existing sign location (oriented towards downtown).

The proposed project incorporates voluntary seismic upgrades for the existing portion of the building to increase the safety of the public and longevity of the building. The project also proposes a revised loading area, which will allow current on-street loading activity to be reduced. Additionally, an architecturally integrated screening wall and swing gates have been proposed to enhance the loading area aesthetics. The proposed project also incorporates a variety of energy efficiency enhancements. To decrease the light fixture demand, skylights have been added to the existing roof and roof space has been set aside for the use of photovoltaic panels. As part of the remodel, existing, less efficient mechanical and refrigeration systems will be replaced by more efficient and quieter systems.

Draeger's - Los Altos Expansion
Page 2 of 2

For these various reasons, we believe a reduced drive aisle width would warrant an exception for public benefit. Please feel free to contact me if you have any questions.

Sincerely,

Katherine Blanner

Field Paoli Architects
415-788-6606 ext 117



March 16, 2015

Community Development Department
Bicycle and Pedestrian Advisory Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Project Amenities for Bicycles and Pedestrians
Draeger's Market
342 First Street
Los Altos, CA

The proposed expansion to the existing Draeger's grocery store in Los Altos includes both a building expansion and renovations to the existing exterior facade. The expansion, renovation, and revised parking lot layout consist of many project amenities to greatly benefit both bicyclists and pedestrians.

Pedestrian

To improve the pedestrian appeal of the streetscape, a landscaped buffer has been added along First Street, between the sidewalk and parking stalls. The landscaped buffer will allow vehicle overhangs to extend over the landscaped portion, as opposed to protruding into the existing sidewalk, which is the existing configuration. Additionally, the landscape buffer includes a vertical wire fence with climbing vines for increased screening of the parking lot from the sidewalk. Several planting beds have also been integrated into the parking lot, adhering to the city of Los Altos zoning requirement of 7.5% landscaping for a site of our size. The planting beds include both plants and trees to improve the pedestrian appeal of the streetscape and parking lot. The proposed plan also anticipates two-way circulation in the parking lot, which allows all exiting traffic to bypass the main building entrance, which will reduce on-site vehicular/pedestrian congestion. The revised parking lot layout also allows for a direct connection between the sidewalk along First Street and the entrance to the store. Bulb-outs have also been integrated at the crosswalks and revised driveway entrance/exit.

Additionally, an architecturally integrated screening wall and swing gates have been shown to enhance the loading area aesthetics. The project also includes site improvements such as replacement of the existing sidewalk along First Street, re-orientation of the mid-block cross walk near the store entrance, and ADA upgrades to the Whitney Street crosswalk. The proposed elevations include added street lighting and façade improvements along First Street for enhanced pedestrian safety and visual appeal. Furthermore, significant landscaping improvements have been shown along the Foothill Expressway right of way to provide intermittent views of downtown while traveling along Foothill Expressway.

Bicycle

Exceeding the VTA Bicycle Technical Guidelines and CALGreen requirements, the proposed project will add a total of 6 short term bicycle spaces and 2 long term spaces. One 3 space bicycle rack has been shown adjacent to the entrance and another 3 space rack at the end of the outdoor seating area. The long term spaces will be wall hung spaces placed in the employee break room for security and adequate protection from the weather. The project also proposes a revised loading area. The new loading area will allow current on-street loading activity to be reduced and therefore increase both bicycle and pedestrian safety.



City of Los Altos

Planning Division

(650) 947-2750

Planning@losaltosca.gov

NEW DEVELOPMENT BEST MANAGEMENT PRACTICES CHECKLIST

As required in the Los Altos Climate Action Plan, which was adopted in December of 2013, new development shall demonstrate compliance with all applicable best management practices outlined in the checklist below. This list should be included in the project plans and, for all applicable best management practices, provide a description for how the project will complying.

Best Management Practice	Applicable to	Project Compliance		
1.1 Improve Non-Motorized Transportation				
<input checked="" type="checkbox"/> Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.	Nonresidential projects over 10,000 square feet	Yes	No	(N/A)
<input checked="" type="checkbox"/> Connect to and include non-motorized (bicycle and pedestrian) infrastructure on-site.	Nonresidential projects over 10,000 square feet	Yes	No	(N/A)
<input checked="" type="checkbox"/> Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.	Nonresidential projects over 10,000 square feet	Yes	No	(N/A)
1.2 Expand Transit and Commute Options				
<input checked="" type="checkbox"/> Develop a program to reduce employee vehicle miles traveled (VMT).	Nonresidential projects over 10,000 square feet (or over 50 employees)	Yes	No	(N/A)
1.3 Provide Alternative-Fuel Vehicle Infrastructure				
<input checked="" type="checkbox"/> Provide electric vehicle (EV) pre-wiring and/or charging stations.	All projects	(Yes)	No	N/A
2.2 Increase Energy Efficiency				
<input checked="" type="checkbox"/> Install higher-efficiency appliances.	All new construction	(Yes)	No	N/A
<input checked="" type="checkbox"/> Install high-efficiency outdoor lights.	All new construction	(Yes)	No	N/A
<input checked="" type="checkbox"/> Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.	All new nonresidential construction	(Yes)	No	N/A

Best Management Practice	Applicable to	Project Compliance		
3.1 Reduce and Divert Waste				
<input checked="" type="checkbox"/> Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	Yes	No	N/A
3.2 Conserve Water				
<input checked="" type="checkbox"/> Reduce turf area and increase native plant landscaping.	All new projects	Yes	No	N/A
3.3 Use Carbon-Efficient Construction Equipment				
<input checked="" type="checkbox"/> Implement applicable Bay Area Air Quality Management District construction equipment best practices. <i>Tables 8-1 and 8-2 in the District's Air Quality Guidelines (separate handout).</i>	All new projects	Yes	No	N/A
4.1 Sustain a Green Infrastructure System and Sequester Carbon				
<input checked="" type="checkbox"/> Create or restore vegetated common space.	Projects over 10,000 sq ft	Yes	No	N/A
<input checked="" type="checkbox"/> Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 sq ft	Yes	No	N/A
<input checked="" type="checkbox"/> Plant at least one well-placed shade tree per dwelling unit.	New residential projects	Yes	No	N/A

April 17, 2015

Mr. Zachary Dahl
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Best Management Practices Descriptions
Draeger's Market
342 First Street
Los Altos, CA

Dear Mr. Dahl,

Below you will find our compliance descriptions for the Best Management Practices Checklist. Our responses are in **bold**, below the Best Management Practice items in *italics*. Those items considered not applicable to this project include items 1.1, 1.2, and 4.1.

1.3. *Provide electric vehicle (EV) pre-wiring and/or charging stations.*

Response: Electric vehicle pre-wiring will be provided. Please see the Enlarged Parking Plan on page 4 of the drawing set for designated Future EV parking spots.

2.2. Install higher-efficiency appliances.

Response: Higher efficiency appliances will be provided for all new or replaced appliances, such as refrigeration and mechanical equipment, light fixtures, and commercial kitchen appliances.

2.2. Install high-efficiency outdoor lights.

Response: The existing light parking lot light pole will be refinished and re-lamped with high efficiency LED lamps. The proposed sidewalk lighting selected will also be high efficiency.

2.2. Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.

Response: Third-party heating, ventilating and air conditioning (HVAC) commissioning will be obtained during the construction document phase of the project.

3.1. Develop and implement a Construction and Demolition (C&D) waste plan.

Response: Please see the Preliminary Construction Management Plan included in the Design Review Resubmittal documents (Attachment #9). A Construction and Demolition (C&D) waste plan will be developed and implemented during the construction document phase of the project.

3.2. Reduce turf area and increase native plant landscaping.

Response: Please see the Preliminary Landscape Plans. The proposed landscaping beds and planters have been shown with native and/or drought resistant plants. Additionally, street bulb outs have been provided with a "greet street" feature to allow for storm water management.

3.3. Implement applicable Bay Area Air Quality Management District construction equipment best practices. Tables 8-1 and 8-2 in the District's Air Quality Guidelines (separate handout).

Response: The Bay Area Air Quality Management District equipment best practices, tables 8-1 and 8-2 will be implemented to reduce emissions such as fugitive dust and exhaust.

FIELD
PAOLI

Architecture
150 California Tel. 415. 788. 6606
7th Floor
San Francisco Fax. 415. 788. 6650
California 94111 www.fieldpaoli.com

March 20, 2015

City of Los Altos
One San Antonio Rd.
Los Altos Ca. 94022

Re: 342 First Street Los Altos, CA 94022

Solid Waste & Recycle Disposal Program

To Whom It May Concern:

This property mentioned above will continue to be serviced as part of our downtown commercial accounts. Based off of the new size of building and accommodations that are going to be put in place, Mission Trail Waste Systems is recommending the following service:

- 1 (3) yard trash compactor serviced 3 x a week
- 1 (1) yard organics bin serviced 5 x a week
- 6 (96) gallon compost carts serviced 5 x a week
- 8 (96) gallon mixed recycle carts serviced 5 x a week.

After close review of the enclosure specs as well as the site location, this new site can be serviced with confidence. The above service estimates may need to be adjusted to accommodate seasonal increases, and location growth.

Please feel free to contact me with any questions or concerns.

Sincerely,



Tim Giacomini
Area Sales & Outreach Manager
Mission Trail Waste Systems
650-473-1400
408-590-5998

H

1199003

PLEASE RETURN TO CITY OF LOS ALTOS, P.O. BOX 1395, Los Altos

3465 PAGE 16

In consideration of the terms accepted by me for Building Permit No. A 1905 from the City of Los Altos for the erection of a store building on my property located at 310 First Street in Los Altos and to be used initially as a cleaning establishment I, John Kraenkel of the City of Los Altos hereby Grant, Convey and Give an easement and right of way for ingress and egress to all lawful users of the parking and traffic area of any part of the property now owned by me on First Street in Los Altos over the parking and traffic area of property owned by me and presently occupied by the Black Forest Inn, 320 First Street, Los Altos.

This grant to be deemed a Covenant and Grant running with the land and to bind my heirs successors and assigns. This instrument is executed at the request of the City of Los Altos and in accordance with the terms of variance No. 122 granted to me by said City.

WITNESS my signature this 18th day of January 1956.

State of California :

s.s.

County of Santa Clara :

John P. Kraenkel
Joseph Boland

On this 18th day of January 1956 before me the undersigned, a Notary Public in and for the County of Santa Clara, State of California, residing therein and duly commissioned and sworn, personally appeared John Kraenkel known to me to be the person whose signature is affixed to the foregoing instrument and he duly acknowledged to me that he executed the same.

Witness my signature and official seal the day and year first above written.

Larkin B. ...
Notary Public in and for said
County and State.

My commission expires 1/18/1956

//

APRIL 17, 2015
DESIGN REVIEW RESUBMITTAL
ATTACHMENT #7

ADMINISTRATIVE OFFICE
291 UTAH AVENUE
SO. SAN FRANCISCO, CA 94080-6802

2/2/15



Celebrating Family & Food Since 1925

CONTACT INFORMATION
TEL 650-244-6500 FAX 650-244-6548
WWW.DRAEGERS.COM

City of Los Altos, Chief Planner
1 North San Antonio Rd.
Los Altos, CA 94022

Dear Sir or Madam,

Draeger's Super Markets, Inc. will continue to have its employees park at the Lincoln Park lot after the remodeling of the store has been completed. As you are aware, this is the current policy of our company and we have no intention of changing it.

If you have any questions, please do not hesitate to contact me.

Respectfully yours,

Richard A. Draeger, Owner
Draeger's Super Markets, Inc.

BLACKHAWK
4100 BLACKHAWK PLAZA C.
DANVILLE, CA 94506
925-648-5800

LOS ALTOS
342 FIRST STREET
LOS ALTOS, CA 94022
650-948-4425

MENLO PARK
1010 UNIVERSITY DRIVE
MENLO PARK, CA 94025
650-324-7700

SAN MATEO
222 E. FOURTH AVENUE
SAN MATEO, CA 94401
650-685-3700



ADMINISTRATIVE OFFICE
 291 UTAH AVENUE
 SO. SAN FRANCISCO, CA 94080-6802

CONTACT INFORMATION
 TEL 650-244-6500 FAX 650-244-6548
 WWW.DRAEGERS.COM

Celebrating Family & Food Since 1925

MONDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
5	48
2	28
5	24
6	20
5	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK

THURSDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
3	48
1	36
1	28
5	24
6	20
5	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK

TUESDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
3	48
1	28
5	24
6	20
4	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK
1	TRASH DUMP TRUCK

FRIDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
3	48
1	28
5	24
6	20
4	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK
1	TRASH DUMP TRUCK

WEDNESDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
3	48
3	36
1	28
5	24
6	20
5	14
6	VANS/SMALL TRUCK
2	RECYCLE/COMPOST TRUCK

SATURDAY

# OF DELIVERIES	TRUCK TRAILER SIZE (FT)
5	24
6	20
4	14
6	VANS/SMALL TRUCK

SUNDAY

2	24
2	14
2	VANS/SMALL TRUCK
1	RECYCLE/COMPOST TRUCK

BLACKHAWK
 4100 BLACKHAWK PLAZA C.
 DANVILLE, CA 94506
 925-648-5800

LOS ALTOS
 342 FIRST STREET
 LOS ALTOS, CA 94022
 650-948-4425

MENLO PARK
 1010 UNIVERSITY DRIVE
 MENLO PARK, CA 94025
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SAN MATEO
 222 E. FOURTH AVENUE
 SAN MATEO, CA 94401
 650-685-3700

ADMINISTRATIVE OFFICE
291 UTAH AVENUE
SO. SAN FRANCISCO, CA 94080-6802



CONTACT INFORMATION
TEL 650-244-6500 FAX 650-244-6548
WWW.DRAEGERS.COM

Celebrating Family & Food Since 1925

DRAEGER'S LOS ALTOS DELIVERY TRUCK ACTIVITY

SUNDAYS

- Draeger's delivery truck. 5am and 10:30 am

MONDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Unified Grocers. Frozen/deli 5am-6am. Specialty 7am -10am. Groceries 6pm-9pm.
- Berkeley Farms 5am-7am.
- 7up 6am- 8am.
- About 3 or 4 produce deliveries 5am-10am
- UNFI groceries 5am-7am
- Recycling/compost pick up 5am -8am.
- Cardboard bale pick up 10am -11am.
- Bread deliveries (Oroweat, Alvarado, Mission tortillas, Acme). 5:30am-noon.
- Odwala 10am-noon
- UPS/FEDEX 9am-2pm
- Dale Cox 8am-10am
- Peet's coffee

TUESDAYS

- Draeger's delivery truck. 5am and 10:30 am
- About 3 or 4 produce deliveries 5am-10am
- Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
- Clover milk 4am-5am
- Recycling/compost pick up 5am-8am
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm
- Berkeley ice cream.
- Tony's fine foods 6am-9am
- Ital Foods 7am-9am
- Marin pasta 8am-10am

WEDNESDAYS

- Draeger's delivery truck. 5am and 10:30 am

BLACKHAWK
4100 BLACKHAWK PLAZA C.
DANVILLE, CA 94506
925-648-5800

LOS ALTOS
342 FIRST STREET
LOS ALTOS, CA 94022
650-948-4425

MENLO PARK
1010 UNIVERSITY DRIVE
MENLO PARK, CA 94025
650-324-7700

SAN MATEO
222 E. FOURTH AVENUE
SAN MATEO, CA 94401
650-685-3700

- About 3 or 4 produce deliveries 5am-10am
- Recycling/compost pick up 5am -8am.
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm
- Majestic store supplies 9am-11am
- Coke 5am-6am
- Pepsi 6am-9am
- ME Fox beer 9am-11am
- UNFI groceries 5am-7am
- Acme 7am-8am
- Pepsi

THURSDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Unified Grocers. Frozen/deli 5am-6am. Specialty 7am-10am.
- Berkeley Farms 5am-7am.
- 7up 6am-8am.
- About 3 or 4 produce deliveries 5am-10am
- Recycling/compost pick up 5am -8am.
- Cardboard bale pick up 10am -11am.
- Bread deliveries (Oroweat, Alvarado, Mission tortillas, Sara Lee Acme). 5:30am-noon .
- Odwala 10am-noon
- UPS/FEDEX 9am-2pm
- DBI beer 6am-8am
- Dreyer's ice cream.
- Peet's coffee
- Sapporito pasta

FRIDAYS

- Draeger's delivery truck. 5am and 10:30 am
- About 3 or 4 produce deliveries 5am-10am
- Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
- Clover milk 4am-5am
- Recycling/compost pick up 5am-8am
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm
- Unified Grocers 7pm-9pm

SATURDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Bread deliveries (Oroweat, Acme, Beckmans)

- Tony's fine foods 6am-9am
- SUNDAY
- Draegers trucks and a couple of bread deliveries

NOTE: Some other random deliveries come during the week (Stone wall, Golden Gate, FCW imports, Maissie jane nuts, etc.)

April 17, 2015

Draeger's Supermarket - Los Altos Expansion
342 First Street
Design Review Submittal

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

Truck Routing and Staging Area

The majority of truck traffic and concrete deliveries will be from US101. A lesser number of deliveries from I-280 and Foothill Expressway. Trucks will use Foothill Expressway, San Antonio Boulevard and First Street.

Construction Site Parking and Staging Area

Construction staging will be located at the dry cleaner property behind the building during the demolition phase. After the rear addition is complete, staging would need to be in a small portion of the front parking lot.

The office trailer is 8' X 30' and will need to be placed in the front parking lot. After the work is completed along the First Street elevation, the office trailer could be relocated into the City street parking aisle.

Sidewalk Closure and Pedestrian Detour Plan

For the exterior facade renovations and seismic upgrades, the sidewalk adjacent to the building, which runs along First Street, will be closed during construction and a temporary protected walkway in the city parking aisle during this time period.

Noise Reduction Plan

Per Los Altos Noise Control Ordinance, at least 24 hours prior to any jack-hammering activities, all occupants of adjacent properties will be notified.

Katherine Blanner

From: Zach Dahl <ZDahl@losaltosca.gov>
Sent: Monday, January 05, 2015 8:40 AM
To: Katherine Blanner
Subject: FW: County Parcel Adjacent to Foothill Expressway Right-of-Way

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Draeger's - Los Altos

Hi Katherine,

Happy New Year. I finally got a follow-up response from the County (see below). Looks like they are not willing to move forward with any discussions about selling that remnant property at this time.

If you have any other questions, please give me a call.

Thanks.

Zachary Dahl, AICP
Senior Planner

Community Development Department
City of Los Altos
(650) 947-2633

From: Murdter, Michael [<mailto:Michael.Murdter@rda.sccgov.org>]
Sent: Friday, December 26, 2014 4:20 PM
To: Zach Dahl
Cc: Arata, Tony; Hastings, Margaret; Schober, Frank
Subject: RE: County Parcel Adjacent to Foothill Expressway Right-of-Way

Zach,

I won't say that it could never happen in the future but it's an undertaking that we're not prepared to embark on right now due to workload issues.

Happy Holidays,

Michael

From: Zach Dahl [<mailto:ZDahl@losaltosca.gov>]
Sent: Wednesday, November 19, 2014 9:42 AM
To: Murdter, Michael
Cc: Collen, Dan; Arata, Tony; Hastings, Margaret; Schober, Frank; Jim Gustafson; David Kornfield; 'radraeger@draegers.com'
Subject: RE: County Parcel Adjacent to Foothill Expressway Right-of-Way

Mr. Murdter,

I am following up on the email that was sent on October 23rd. Have you had a chance to review parcel 167-41-068 (County owned but not operational right-of-way) that is adjacent to Foothill Expressway and the Draeger's grocery store property? Does the County have an anticipated future use of this strip of land that would prohibit it from being designated as an excess/remnant property and potentially sold or auctioned off?

Thank you.

Zachary Dahl, AICP
Senior Planner

Community Development Department
City of Los Altos
(650) 947-2633

From: Zach Dahl
Sent: Thursday, October 23, 2014 4:24 PM
To: 'Murdter, Michael'; 'radraeger@draegers.com'
Cc: Collen, Dan; Arata, Tony; Hastings, Margaret; Schober, Frank; Jim Gustafson; David Kornfield
Subject: RE: Foothill Expressway Right-of-Way

Mr. Murdter,

Thank you for the response. However, I want to clarify that Mr. Draeger is not inquiring about the sale of a portion of active right-of-way. The piece of property in question is a narrow strip of land that appears to be a portion of APN 167-41-068. I have attached an exhibit to clarify. This parcel is owned by the County but does not appear to be part of Foothill Expressway's operational right-of-way. Is there a designation for this piece of property? Or is the map in error and this strip actually part of the operational right-of-way? If it is not considered excess property or part of the operational right-of-way, does the County have an anticipated future use of this strip of land that would prohibit it from being designated as an excess/remnant property and potentially sold or auctioned off?

Thank you again for your time on this matter.

Zachary Dahl, AICP
Senior Planner

Community Development Department
City of Los Altos
(650) 947-2633

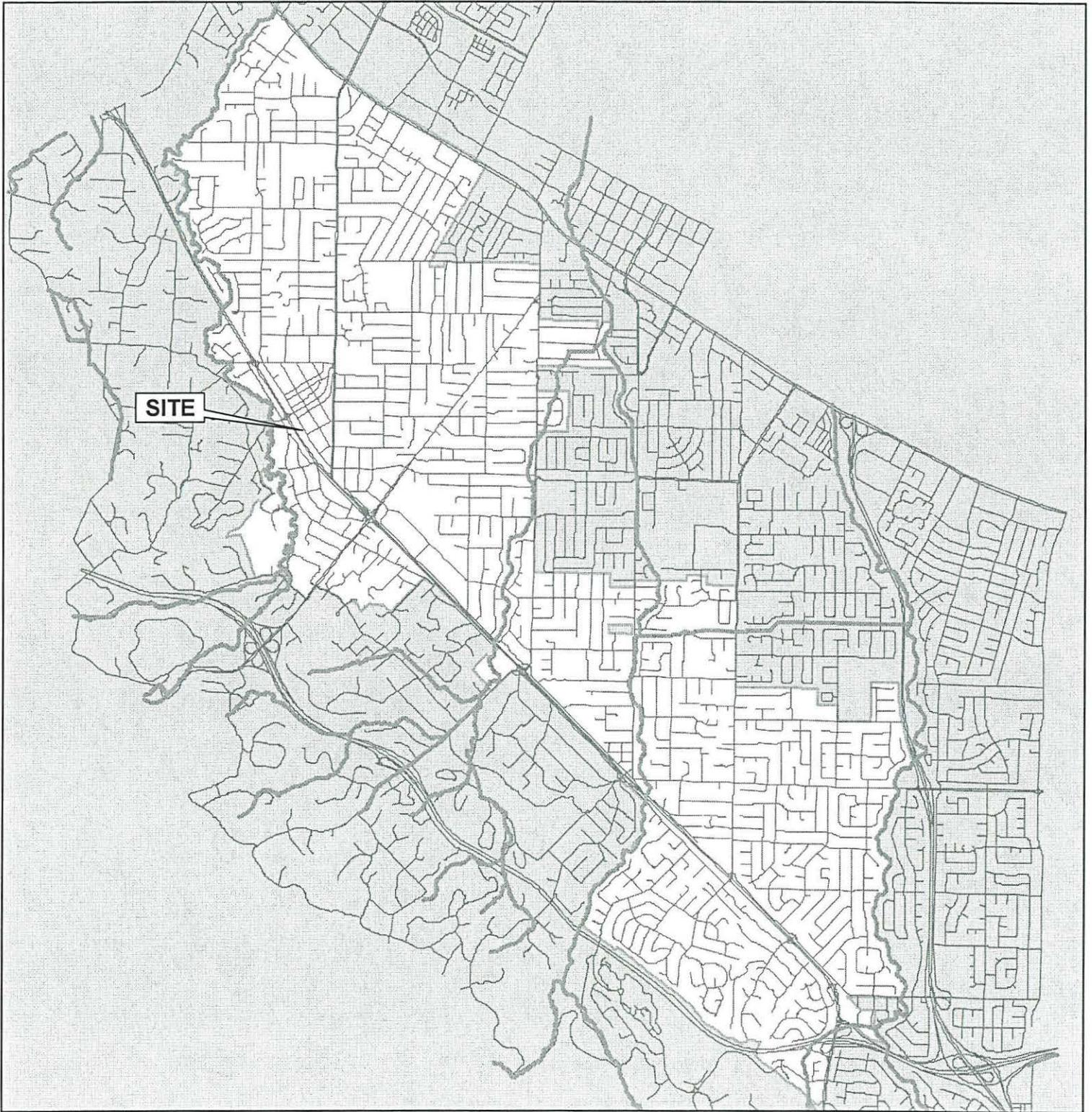
From: Murdter, Michael [<mailto:Michael.Murdter@rda.sccgov.org>]
Sent: Wednesday, October 15, 2014 5:30 PM
To: 'radraeger@draegers.com'
Cc: Collen, Dan; Arata, Tony; Hastings, Margaret; Schober, Frank; Jim Gustafson; David Kornfield; Zach Dahl
Subject: Foothill Expressway Right-of-Way

Mr. Draeger,

Thank you for your inquiry concerning the feasibility of purchasing a portion of Foothill Expressway right-of-way to augment the redevelopment of your property at 342 First St. in Los Altos. Unfortunately, the Roads & Airports Dept. will be unable to accommodate your request. The sale of County property is a long and laborious process governed by the Government Code. The County generally does not sell operating right-of-way and cannot sell any property directly to a private party. In one previous instance, the County sold a small sliver of Foothill Expressway right-of-way to the City of Los Altos at the City's request and the City subsequently sold it to a developer as assemblage to his existing property. The process was very time consuming and the transaction costs (including staff labor) were disproportionate to the sale price of the property. That sale was intended to be a one-time event at the special request of the City and not establish a precedent. In any event, my small property staff is currently overwhelmed with property acquisitions required for several large capital projects and has no bandwidth available for any other transactions. I'm sorry that we will not be able to accommodate your request.

Sincerely,
Michael Murdter
Director, Roads & Airports Dept.
County of Santa Clara

AREA MAP



CITY OF LOS ALTOS

APPLICATION: 14-D-03, 14-UP-04, 14-V-15 and 14-Z-01
APPLICANT: Field Paoli Architects/ Draeger's Supermarkets, Inc.
SITE ADDRESS: 342 and 366 First Street

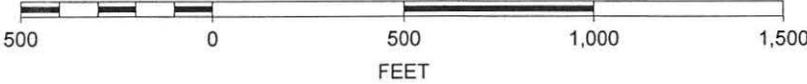


Not to Scale

VICINITY MAP



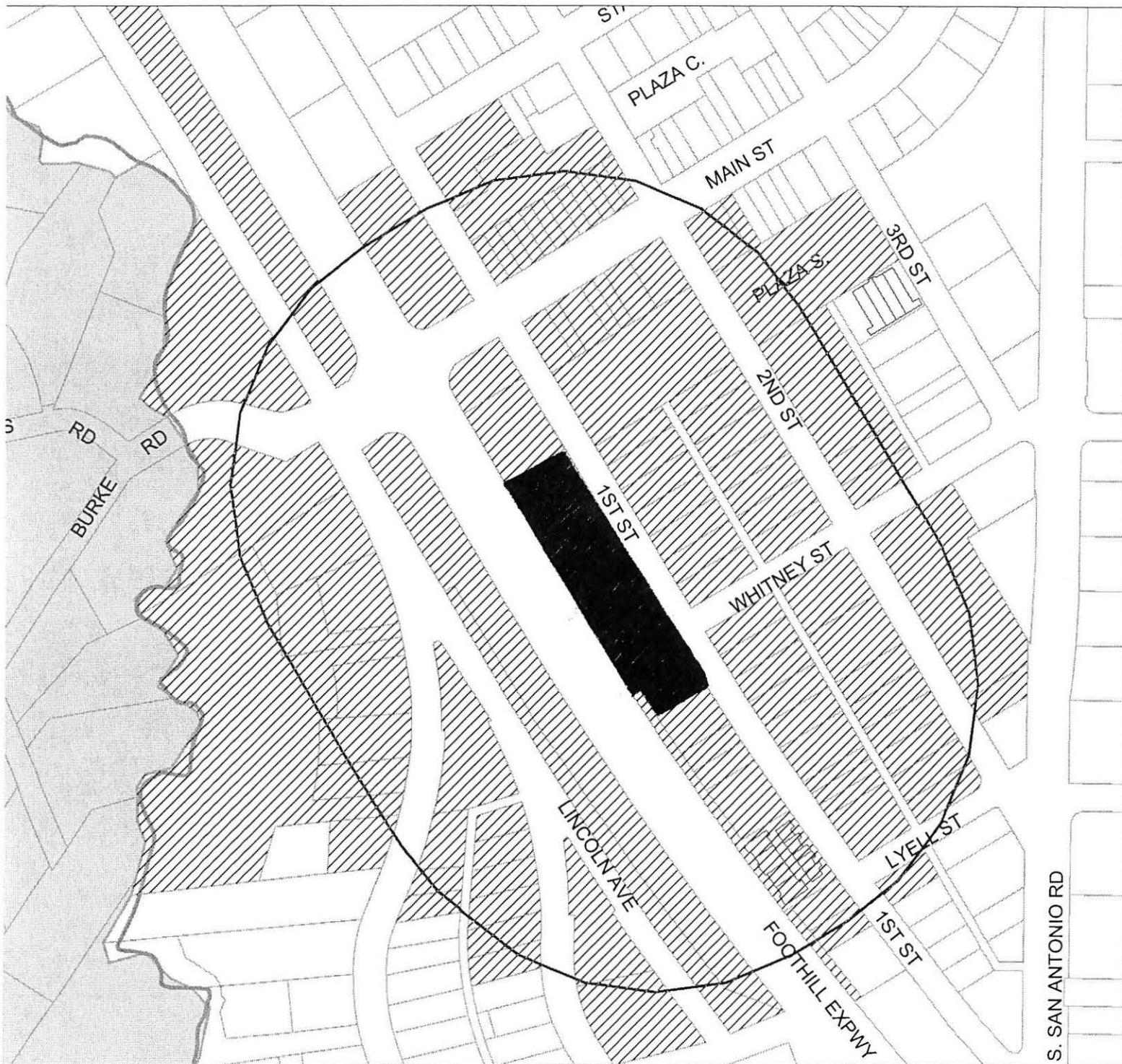
SCALE 1 : 6,000



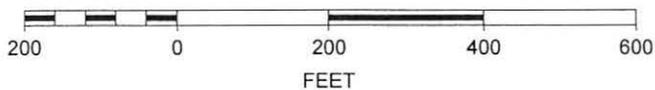
CITY OF LOS ALTOS

APPLICATION: 14-D-03, 14-UP-04, 14-V-15 and 14-Z-01
APPLICANT: Field Paoli Architects/ Draeger's Supermarkets, Inc.
SITE ADDRESS: 342 and 366 First Street

342 and 366 1st Street 500-foot Notification Map



SCALE 1 : 3,000



S. SAN ANTONIO RD



MINUTES OF THE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, MARCH 25, 2015 AT 7:00 P.M. AT THE LOS ALTOS CITY HALL-COMMUNITY CHAMBERS, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Wes Brinsfield (Chair), Jim Fenton (Vice-Chair), Suzanne Ambiel, Chris Hlavka, Rick Baer, Randy Kriegh, Jerome Chester, Cedric Novenario (Staff Liaison)

ABSENT: None

PUBLIC COMMENTS

None

ITEMS FOR CONSIDERATION/ACTION

1. Minutes

On a motion by Commissioner Ambiel, seconded by Commissioner Fenton, the item is approved. Passed 5-0. Commissioner's Kreigh and Chester abstained.

2. 2015 Commission Elections

Commissioner Ambiel nominated Commissioner Fenton for Chair. Commissioner Fenton nominated Commissioner Brinsfield for Chair. Commissioner Brinsfield was elected Chair for 2015. Passed 6-1.

Commissioner Baer nominated Commissioner Fenton and elected Vice-Chair for 2015. Passed 7-0.

3. Draeger's Market Expansion

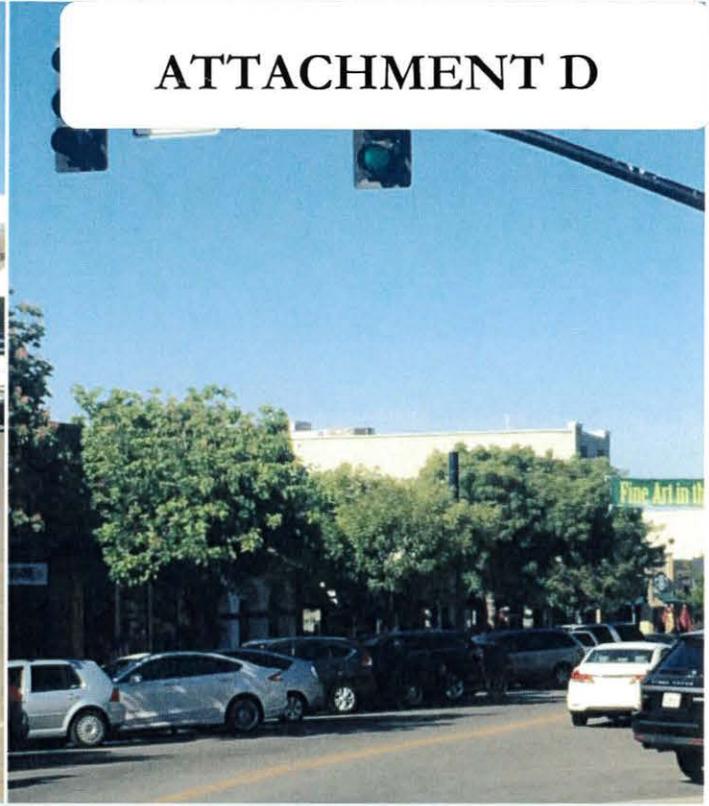
Planning staff and the architect provided an overview of the expansion project and highlighted pedestrian and bicycle improvements as part of this project. Public comment included concern and request for improved pedestrian visibility on the eastern end of the improved crosswalk at Draeger's. BPAC shared the concern from the public and added additional concerns to improve the proposed bulb-outs visibility with reflective paint, landscape lighting and include sharrows on First Street.

On a motion by Commissioner Ambiel, seconded by Commissioner Fenton, the item is approved with recommendations to include improving pedestrian visibility at the eastern end of the Draeger's crosswalk, include sharrows, and enhance bulb-out reflectivity.

4. 2015-19 Capital Improvement Program

Staff requested for capital improvement projects to be considered as part of the City's budgeting process. Staff presented the project priority tables from the Bicycle Transportation Plan and the soon-to-be adopted Pedestrian Master Plan as a starting point for consideration.

Public comment included to consider projects that complement the routes to school that have a high percentage of people walking and biking. Portola Avenue was an example given. Additional comment included a request to consider close a Milverton Avenue sidewalk gap.



DRAEGER'S EXPANSION

Transportation Assessment for City of Los Altos

April 2015

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1 INTRODUCTION & OVERVIEW

PURPOSE

This report presents a transportation assessment evaluating potential transportation impacts that could result from the proposed expansion of the existing 21,343-square foot Draeger's supermarket in Los Altos, California. The Draeger's expansion (proposed project) would provide an additional 2,991 square feet of gross floor area (GFA) – an increase of approximately 14 percent. In addition, the proposed project would reconfigure the existing parking and loading areas, and provide a net increase of 15 off-street parking spaces.

Project Location

The project site is located at 342 First Street in downtown Los Altos. Access to the site is provided directly to and from First Street, between Main Street and San Antonio Road. The project site occupies a parcel with approximately 500 feet of frontage on First Street, located approximately 210 feet south of Main Street and approximately 400 feet north of Lyell Street and 900 feet north of San Antonio Road. The project location is shown on Figure 1-1.

City Requirements for Transportation Assessment (TA)

Preparation of a transportation analysis (TA) is required if the project generates 50 or more net new daily trips, as stated in section c 8(2) of the Circulation Element of the Los Altos General Plan that provides in part that review of proposed developments should:

Require a transportation analysis for all development projects resulting in 50 or more net new daily trips.... Impact significance should be consistent with the criteria maintained by the Santa Clara Valley Transportation Authority.

As described in Chapter 2 of this report, the proposed project would generate more than 50 daily vehicle trips, therefore requiring preparation of a transportation assessment (TA) based on the General Plan requirement summarized above. This TA includes an analysis of off-site traffic impacts at seven study intersections, which are also shown on Figure 1-1.

Countywide Requirements

Santa Clara Valley Transportation Authority (VTA) guidelines¹ specify that a transportation impact analysis (TIA) should be prepared for projects that will generate 100 net new peak hour vehicle trips (AM or PM), and/or projects that increase peak-hour traffic by 10 vehicle trips per lane at intersections during the AM or PM peak hour.

¹ Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis Guidelines* (Updated March 2009), page 6.

PROJECT DESCRIPTION

The proposed project would consist of the following elements relevant to the anticipated level of trip generation:

- The project site at 342 First Street is developed with an existing grocery store that includes 21,343 square feet of gross floor area (GFA). The site includes an off-street parking lot with 72 motor vehicle spaces.
- The proposed project would increase the GFA by 2,991 square feet. City standards require that one additional off-street motor vehicle parking space be provided for each additional 200 square feet of floor area. Therefore, the project will provide an additional 15 motor vehicle parking spaces.
- Motor vehicle access is currently provided by two driveways to/from First Street (one driveway serving customers and the second driveway providing truck access for deliveries). The proposed project would relocate the customer driveway away from the building entrance, and expand the loading driveway.

Figure 1-2 summarizes the proposed net change in gross floor area (GFA) and on-site motor vehicle parking spaces.

Figure 1-2 Project Size

Land Use	Gross Floor Area	On-site motor vehicle parking spaces
Existing Use (Grocery Store)	21,343 square feet	72 parking spaces
Proposed Use (Grocery Store)	24,334 square feet	87 parking spaces
Net Increase	2,991 square feet	15 spaces

The existing site plan is shown in Figure 1-3, and the proposed project site plan is shown in Figure 1-4. The proposed plan calls for parking lot drive aisle widths of primarily 24 feet (with two mall sections at the turns that are 25 and 27 feet wide), and parking spaces that are nine feet wide by 18 feet deep. Although 26 feet is the City of Los Altos standard drive aisle width, the proposed 24-foot drive aisle width is recommended to accommodate space for perpendicular parking spaces and the landscape buffer.

The 122-foot lot depth and the landscape buffer preclude the use of 26-foot drive aisles; if the landscaped buffer were eliminated, larger drive aisles of up to 25 feet could fit in the proposed plans, but it is not possible to accommodate two 26-foot drive aisles with four rows of 18-foot deep perpendicular parking spaces. However, the proposed 24-foot drive aisles are recommended given the benefit of a landscaped buffer at the east edge of the lot, which will enhance the pedestrian experience on the sidewalk along First Street. Additionally, industry standard on-grade parking lot design for large scale retail and grocery stores utilizes 9 by 18 foot parking spaces with 24 foot wide two-way drive aisles. This standard is utilized by many national retail developers and has been proven to accommodate vehicle movements. For example, Whole Foods Market parking lots use 24-foot wide, two-way drive aisles at locations in Berkeley, Folsom,

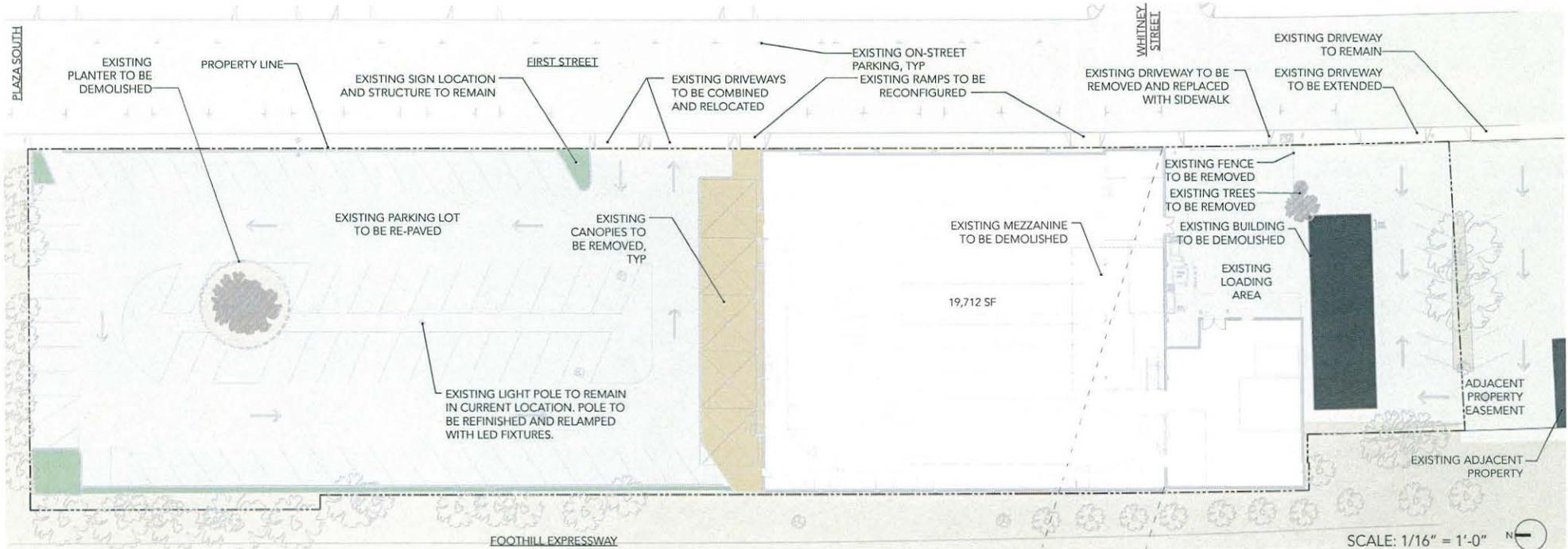
and San Francisco, with narrower parking spaces at the Berkeley and San Francisco locations. The Urban Land Institute and National Parking Association recommend a minimum drive aisle width of 23 feet for two-way drive aisles with perpendicular parking spaces. This minimum width accommodates driver maneuverability. In parking lots with higher expected turnover, the parking stall width—which can range from 8 feet 3 inches to 9 feet—is more important than drive aisle width for driver comfort. The proposed layout uses full-size 9-foot wide stalls to maximize comfort, rather than narrower stalls. According to the ULI guidelines:

Parking and traffic consultants have long recommended that the geometrics of the parking space and drive aisle be based on the rotation of the design vehicle to a desired angle, rather than on rotation of the actual parking space dimensions. Because the design vehicle is smaller than the dimensions of the parking space, the actual resulting width of the drive aisle is greater, since the distance from the back of the parked vehicle to the end of the parking space can be utilized as additional width to the drive aisle. In simple terms, the drive aisle is the space between two vehicles parked directly opposite each other, not the distance between the parking space lines painted on the floor. By taking this approach, the consultant can achieve a more efficient parking layout (i.e., less surface area per vehicle) with slightly narrower drive aisles while not compromising the level of comfort for drivers.²

Given that all parking spaces in the proposed project parking lot layout are nine feet wide, this design does accommodate the vehicle rotation space recommended for safe maneuvering in and out of parking spaces. The proposed design also calls for double striped parking spaces, rather than a single stripe, to help drivers center the cars within each parking space and maintain even spacing between vehicles.

² Urban Land Institute, National Parking Association. Dimensions of Parking (Updated 2010), page 62 and figure 7-3.

SITE PLAN - EXISTING



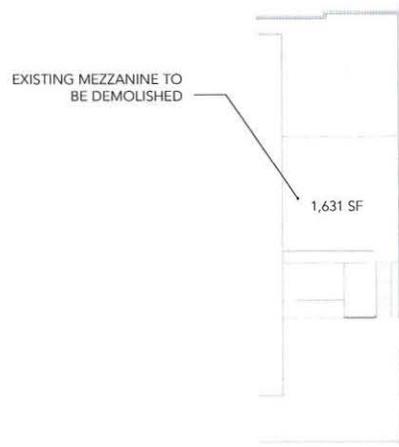
SCALE: 1/16" = 1'-0" N

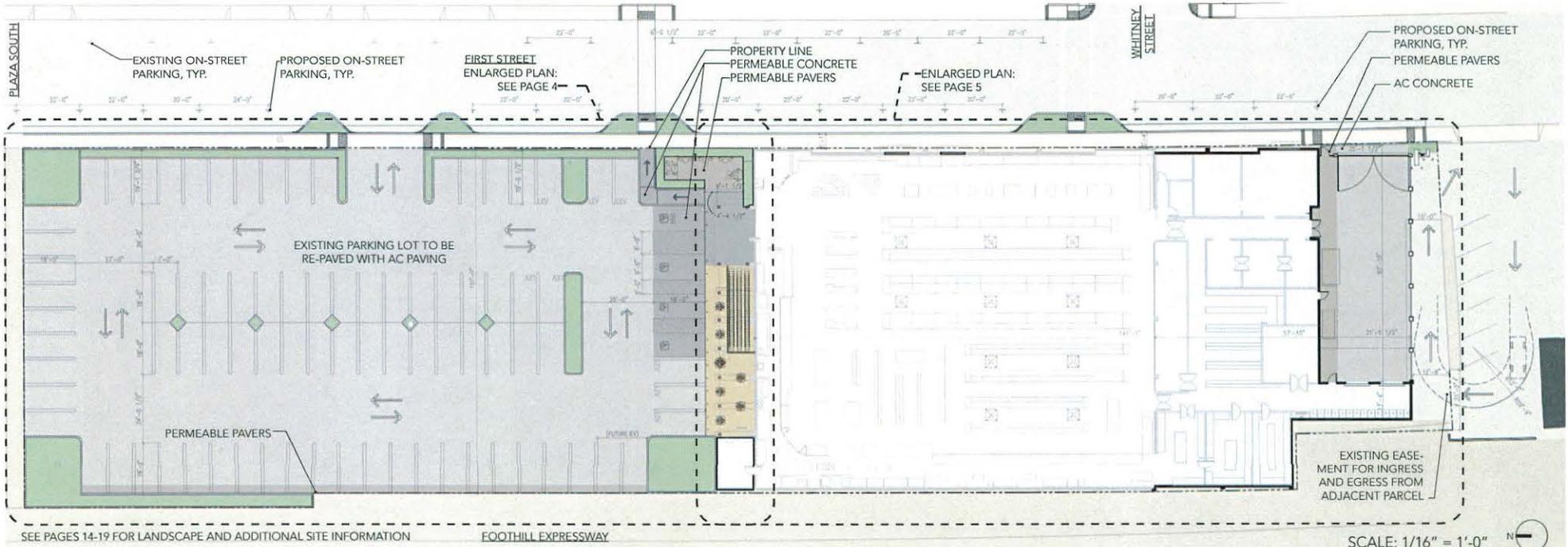
EXISTING SITE DATA	
AREA	
TOTAL SITE AREA:	60,274 SF
EXISTING TOTAL BUILDING FOOTPRINT:	19,712 SF
EXISTING F.A.R.:	0.33

EXISTING BUILDING DATA	
AREA	
EXISTING 1ST FLOOR BUILDING AREA:	19,712 SF
EXISTING MEZZANINE AREA:	1,631 SF
EXISTING TOTAL BUILDING AREA:	21,343 SF
PARKING	
EXISTING ACCESSIBLE SPACES:	2
EXISTING FULL SIZE SPACES:	70
EXISTING TOTAL SPACES:	72

EXISTING ON-STREET PARKING	
EAST SIDE OF FIRST STREET FROM WHITNEY STREET TO PLAZA SOUTH	10
WEST SIDE OF FIRST STREET FROM PROPERTY LINE TO PROPERTY LINE	15

SALES FLOOR/BACK OF HOUSE (BOH) DATA	
AREA	
EXISTING TOTAL SALES FLOOR AREA:	11,082 SF
EXISTING 1ST FLOOR BOH AREA:	8,630 SF
EXISTING MEZZANINE BOH AREA:	1,631 SF
EXISTING TOTAL BOH AREA:	10,261 SF





PROPOSED ON-STREET PARKING

EAST SIDE OF FIRST STREET FROM WHITNEY STREET TO PLAZA SOUTH	10
WEST SIDE OF FIRST STREET FROM PROPERTY LINE TO PROPERTY LINE	15

BUILDING EXPANSION DATA

AREA	
EXISTING 1ST FLOOR BUILDING AREA:	19,712 SF
ADDITIONAL 1ST FLOOR BUILDING AREA:	4,622 SF
EXISTING MEZZANINE AREA:	0 SF
PROPOSED BUILDING AREA:	24,334 SF
PARKING	
PROPOSED ACCESSIBLE SPACES:	4
PROPOSED FULL SIZE SPACES:	83
PROPOSED TOTAL SPACES:	87

SALES FLOOR/BACK OF HOUSE (BOH) DATA

AREA	
PROPOSED TOTAL SALES FLOOR AREA:	12,419 SF
PROPOSED TOTAL BOH AREA:	11,915 SF

CHANGE IN BUILDING DATA

AREA	
PROPOSED TOTAL BUILDING AREA:	24,334 SF
EXISTING TOTAL BUILDING AREA:	21,343 SF
ADDITIONAL BUILDING AREA:	2,991 SF
PARKING	
PROPOSED TOTAL SPACES:	87 SPACES
EXISTING TOTAL SPACES:	72 SPACES
ADDITIONAL PARKING:	15 SPACES
PARKING RATIO:	1 SPACE PER 200 SF OF ADDITIONAL BUILDING AREA
EXPANSION ALLOWANCE	
15 SPACES X 200 SF PER SPACE =	3,000 SF MAXIMUM ADDITIONAL AREA



2 TRAFFIC ANALYSIS

TRIP GENERATION FORECAST

Nelson\Nygaard prepared a forecast of the net increase in trips resulting from the project based on national trip generation rates identified by the Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition (2012)*.

Figure 2-1 shows the applicable trip generation rate for grocery stores for typical peak hour conditions (AM and PM) and for daily trips. Based on those rates, a baseline forecast of trip generation was prepared.

Figure 2-2 provides a detailed trip generation forecast, including inbound and outbound trips during each period, while Figure 2-3 provides a summarized version of the trip generation forecast.

Figure 2-1 Trip Generation Rate

Land Use	Unit	AM Peak Hour	PM Peak Hour	Daily
Grocery Store (ITE Land Use 850)	1,000 square feet of gross floor area (GFA)	3.40 (62% inbound / 38% outbound)	9.48 (51% inbound / 49% outbound)	102.24 (50% inbound / 50% outbound)

Figure 2-2 Detailed Proposed Project Trip Generation Forecast – Grocery Store (ITE Land Use Code 850)

Draeger's - Los Altos	Gross Floor Area (square feet)	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing	21,343	45	28	73	103	99	202	1,091	1,091	2,182
Proposed	24,334	51	32	83	118	113	231	1,244	1,244	2,488
Net Change	2,991	6	4	10	15	14	29	153	153	306

Notes:

1. Unadjusted rates do not incorporate local vehicle trip-reduction factors such as proximity to adjacent downtown land uses.
2. Peak hour trip generation forecast is based on AM & PM peak traffic hours (between 7-9 AM and 4-6 PM).

Figure 2-3 Summary of Trip Generation Forecast – Proposed Project

Land Use	Gross Floor Area	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Existing Use (Grocery Store)	21,343 square feet	73	202	2,182
Proposed Use (Grocery Store)	24,334 square feet	83	231	2,488
Net Increase	2,991 square feet	10	29	306

Trip Reduction Factors (Not Included)

For purposes of assessing transportation impacts -- when preparing a TIA or TA -- the national ITE trip generation rates are typically adjusted to account for local travel modes (i.e., the portion of trips that would occur by walking, bicycling, or transit), and local land use patterns. Such adjustments are especially applicable in a downtown or “Main Street” commercial district, where the local mix of uses would result in a fair share of “internal trips” between destinations within a downtown area. Similarly, commercial and retail uses may generate fewer “net new” trips if conveniently located on a site that serves “pass-by” trips (i.e., customers already traveling on the adjacent road network).

The VIA guidelines stipulate that such trip reduction credits are not to be applied for purposes of determining whether or not a TIA is required. Similarly, for purposes of providing a conservative assessment of potential traffic impacts, this assessment assumes no reduction in peak-hour vehicle trips. Therefore, the traffic operations assessment is based on the “unadjusted” national ITE rates shown in Figure 2-3.

STUDY INTERSECTIONS

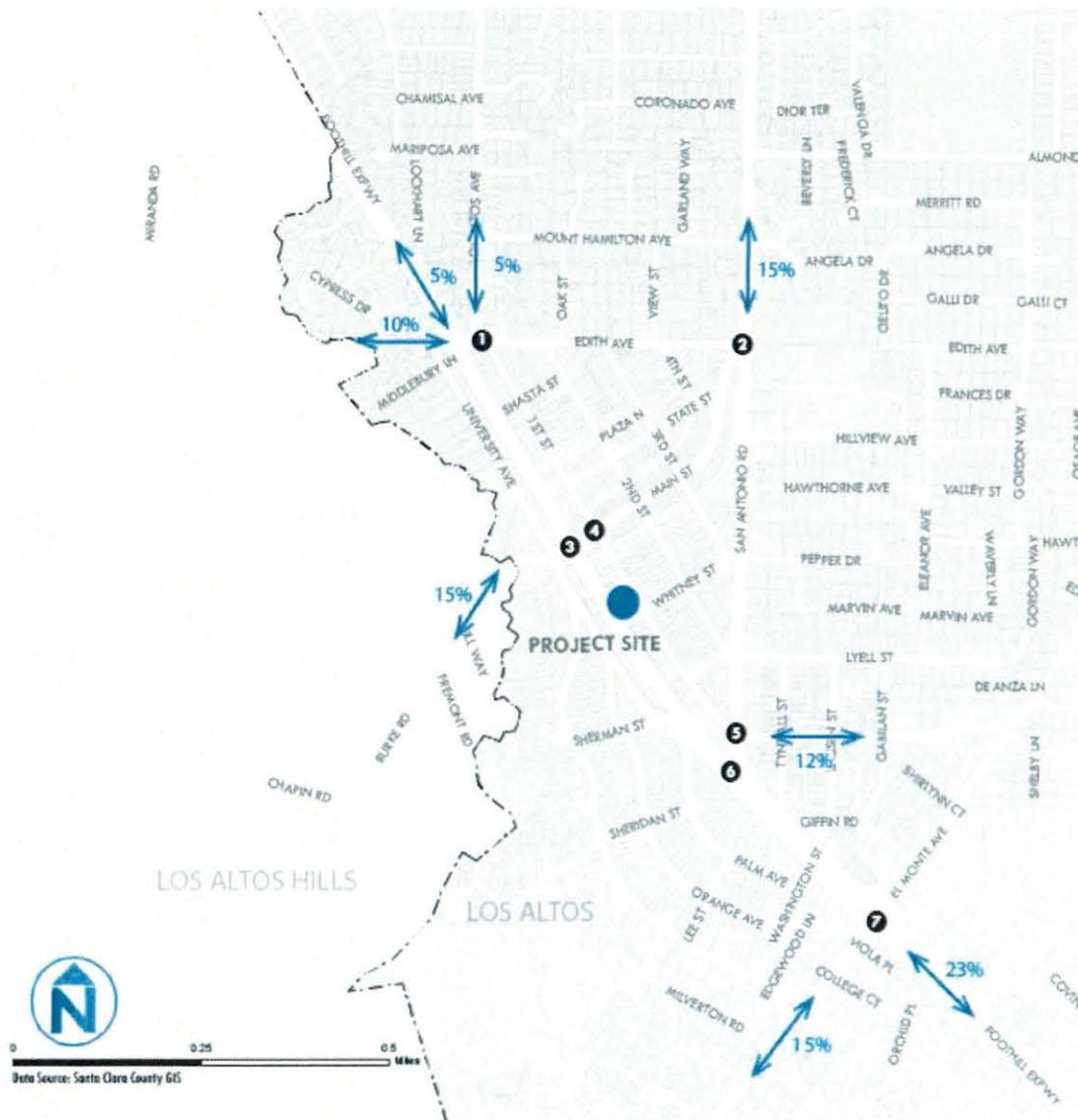
The following study intersections were selected for analysis of potential peak-hour traffic impacts, based on a review of the trip generation forecast by City of Los Altos staff:

1. First Street & Main Street
2. First Street & San Antonio Road
3. Foothill Expressway & Main Street
4. Foothill Expressway & San Antonio Road
5. Main & San Antonio & West Edith Avenue
6. Foothill Expressway & El Monte
7. First Street & West Edith Avenue & Los Altos Avenue

VEHICLE TRIP DISTRIBUTION & ASSIGNMENT

The distribution of project-generated vehicle trips (i.e., the directional pattern of those trips), and the assignment of project-generated vehicle trips to each study intersection is based on similar nearby projects and input from City of Los Altos staff about local traffic patterns. Figure 2-4 below shows the trip assignment pattern for this project.

Figure 2-4 Vehicle Trip Distribution



Based on the trip distribution pattern described above, and the project vehicle trip generation forecast described in Figure 2-3, project-generated vehicle trips were assigned to each study intersection. Since the ITE rates do not provide a trip generation rate for the mid-day hour, the assignment of mid-day trips is based on the PM peak hour trip generation rate. Figure 2-5 shows

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the proportional assignment of project trips to each study intersection on a percentage basis. This assignment pattern was used to evaluate Existing plus Project and Near Term plus Project conditions as described in the following section.

Figure 2-5 Vehicle Trip Assignment

	AM Peak Hour		Mid-day		PM Peak Hour	
Total Peak Hour Trips	10		29		29	
Intersection	%	Trips	%	Trips	%	Trips
1. Main St & First St	59%	6	15%	5	15%	5
2. San Antonio Rd & First St	37%	4	29%	9	29%	9
3. Main St & Foothill Expressway	36%	4	36%	11	36%	11
4. San Antonio Ave & Foothill Expressway	38%	4	38%	12	38%	12
5. West Edith Ave & Main St & San Antonio Rd	15%	2	15%	5	15%	5
6. El Monte & Foothill Expressway	38%	4	38%	12	38%	12
7. West Edith Ave & First Street / Los Altos Ave	16%	2	16%	5	16%	5
	AM Peak Hour		Mid-day		PM Peak Hour	
Inbound Peak Hour Trips	6		15		15	
Intersection	%	Trips	%	Trips	%	Trips
1. Main St & First St	66%	4	66%	10	66%	10
2. San Antonio Rd & First St	29%	2	29%	5	29%	5
3. Main St & Foothill Expressway	36%	3	36%	6	36%	6
4. San Antonio Ave & Foothill Expressway	38%	3	38%	6	38%	6
5. West Edith Ave & Main St & San Antonio Rd	15%	1	15%	3	15%	3
6. El Monte & Foothill Expressway	38%	3	38%	6	38%	6
7. West Edith Ave & First Street / Los Altos Ave	16%	1	16%	3	16%	3
	AM Peak Hour		Mid-day		PM Peak Hour	
Outbound Peak Hour Trips	4		14		14	
Intersection	%	Trips	%	Trips	%	Trips
1. Main St & First St	66%	3	66%	10	66%	10
2. San Antonio Rd & First St	29%	2	29%	5	29%	5
3. Main St & Foothill Expressway	36%	2	36%	6	36%	6
4. San Antonio Ave & Foothill Expressway	38%	2	38%	6	38%	6
5. West Edith Ave & Main St & San Antonio Rd	15%	1	15%	3	15%	3
6. El Monte & Foothill Expressway	38%	2	38%	6	38%	6
7. West Edith Ave & First Street / Los Altos Ave	16%	1	16%	3	16%	3

As shown in Figure 2-5, the proposed project will add between 10 and 29 vehicle trips per hour (total in both directions, inbound and outbound) to each study intersection.

TRAFFIC OPERATIONS – EXISTING CONDITIONS

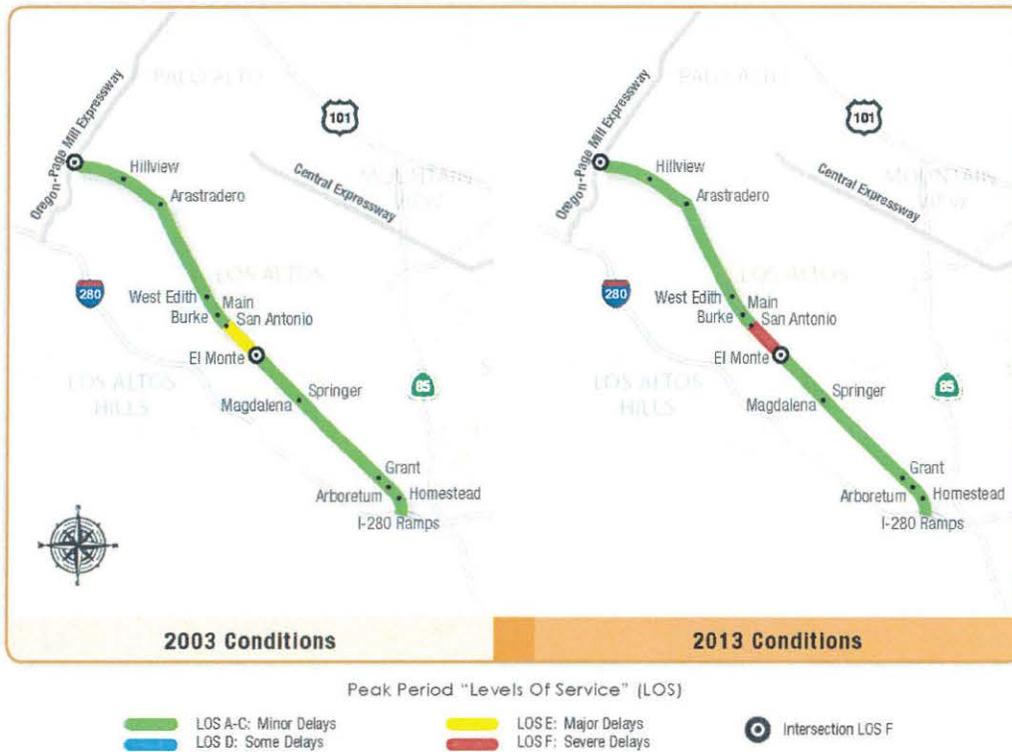
This section describes existing traffic operations.

Exiting Corridor Operations on Foothill Expressway

Foothill Expressway is a 7.3 mile-long arterial that extends from the Oregon Page Mill Expressway in the north to the I-280 in the south. The expressway passes through or by the communities of Palo Alto, Los Altos, and Cupertino as well as unincorporated areas of the County.

As shown in Figure 2-6, motor vehicle level of service (LOS) at peak periods is generally acceptable with the exception of the segment from El Monte to San Antonio, which currently experiences LOS F conditions during weekday peak periods.

Figure 2-6 Foothill Expressway Corridor Conditions



Source: County of Santa Clara Foothill Expressway Fact Sheet (February 21, 2014)

Existing Traffic Volumes

Peak period counts were conducted on March 5-6, 2014 at each study intersection.

- AM peak period counts were conducted from 7:00 to 9:00 am
- Mid-day counts were conducted from 12:00 to 1:00 pm
- PM peak period were conducted from 4:00 to 6:00 pm

Figure 2-7 shows the total intersection volume at each study intersection based on weekday counts outlined above. Key findings in comparing volumes between the three count periods are:

- Volumes are highest during the PM peak hour at most intersections. Total PM peak hour traffic volume across all intersections is approximately 4 percent higher than AM peak hour traffic volumes, and approximately 47 percent higher than mid-day traffic volumes.
- Volumes are lowest during the mid-day hour at most study intersections with the exception of the intersection of Main and First Streets, where mid-day volumes are approximately 41 percent higher than AM peak hour volumes. PM peak hour volumes are 15 percent higher than mid-day volumes at the Main and First Street intersection.
- Volumes at the intersection of Foothill Expressway with El Monte Road are higher than at other study intersections. Over 5,000 vehicles pass through the Foothill & El Monte intersection during the AM and PM peak hours, compared to 3,500 at the Foothill & San Antonio intersection and 2,400 to 2,900 at the Foothill & Main Street intersection.

Figure 2-7 Intersection Volumes – Existing Conditions

Intersection	AM Peak Hour	Mid-day	PM Peak Hour
1. Main St & First St	611	862	991
2. San Antonio Rd & First St	2,091	1,593	2,059
3. Main St & Foothill Expressway	2,462	1,630	2,897
4. San Antonio Ave & Foothill Expressway	3,542	2,316	3,781
5. West Edith Ave & Main St & San Antonio Rd	2,472	2,104	2,505
6. El Monte & Foothill Expressway	5,158	3,022	5,082
7. West Edith Ave & First Street / Los Altos Ave	1,106	884	1,115

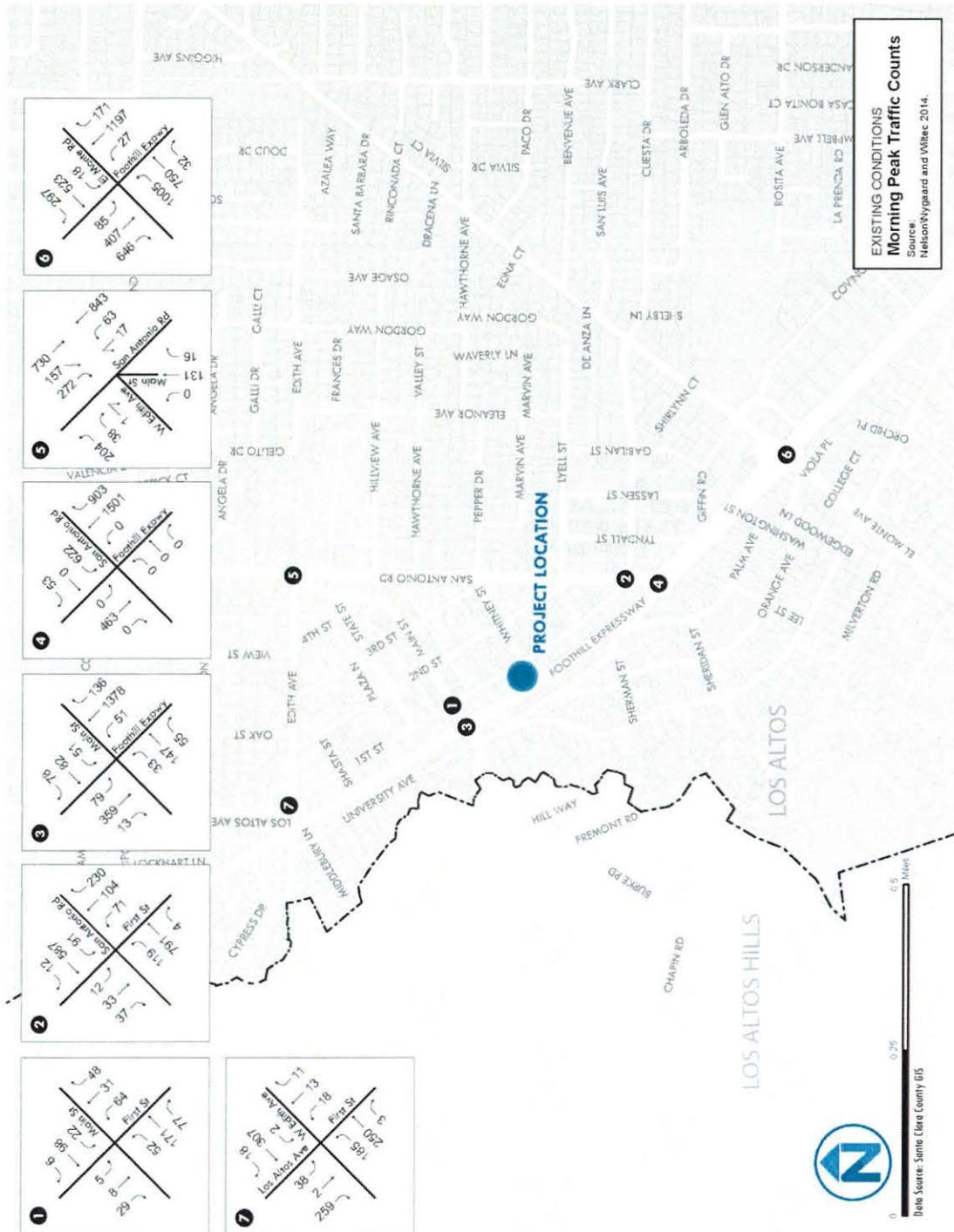
Source: Nelson\Nygaard based on March 2014 intersection turning movement counts.

Figure 2-8 through Figure 2-10 show the existing motor vehicle turning movements for each approach during the AM, mid-day (noon to 1 pm), and PM peak hour at each study intersections.

- During the AM peak hour: the total 2-way volume on Foothill Expressway between West Edith and Main is approximately 1,900 vehicles, and three-fourths of the AM peak-hour traffic volume is traveling in just one direction (northbound during AM).
- During the PM peak hour: the total 2-way volume between West Edith and Main increases to approximately 2,200 PM peak-hour motor vehicles, and approximately 70 percent of the PM peak-hour traffic volume is traveling in just one direction (southbound during PM).

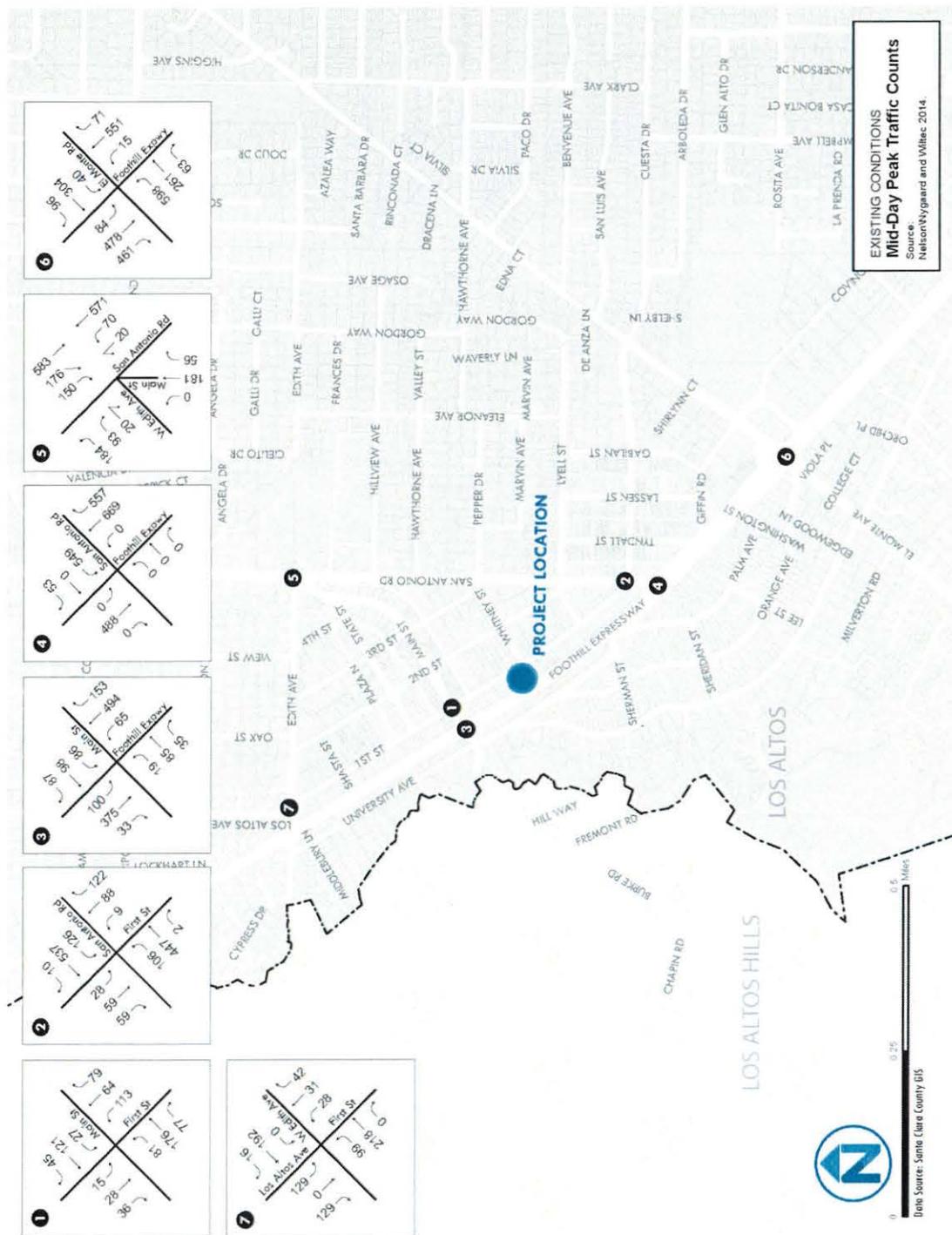
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Figure 2-8 Existing Turning Movements - AM Peak Hour



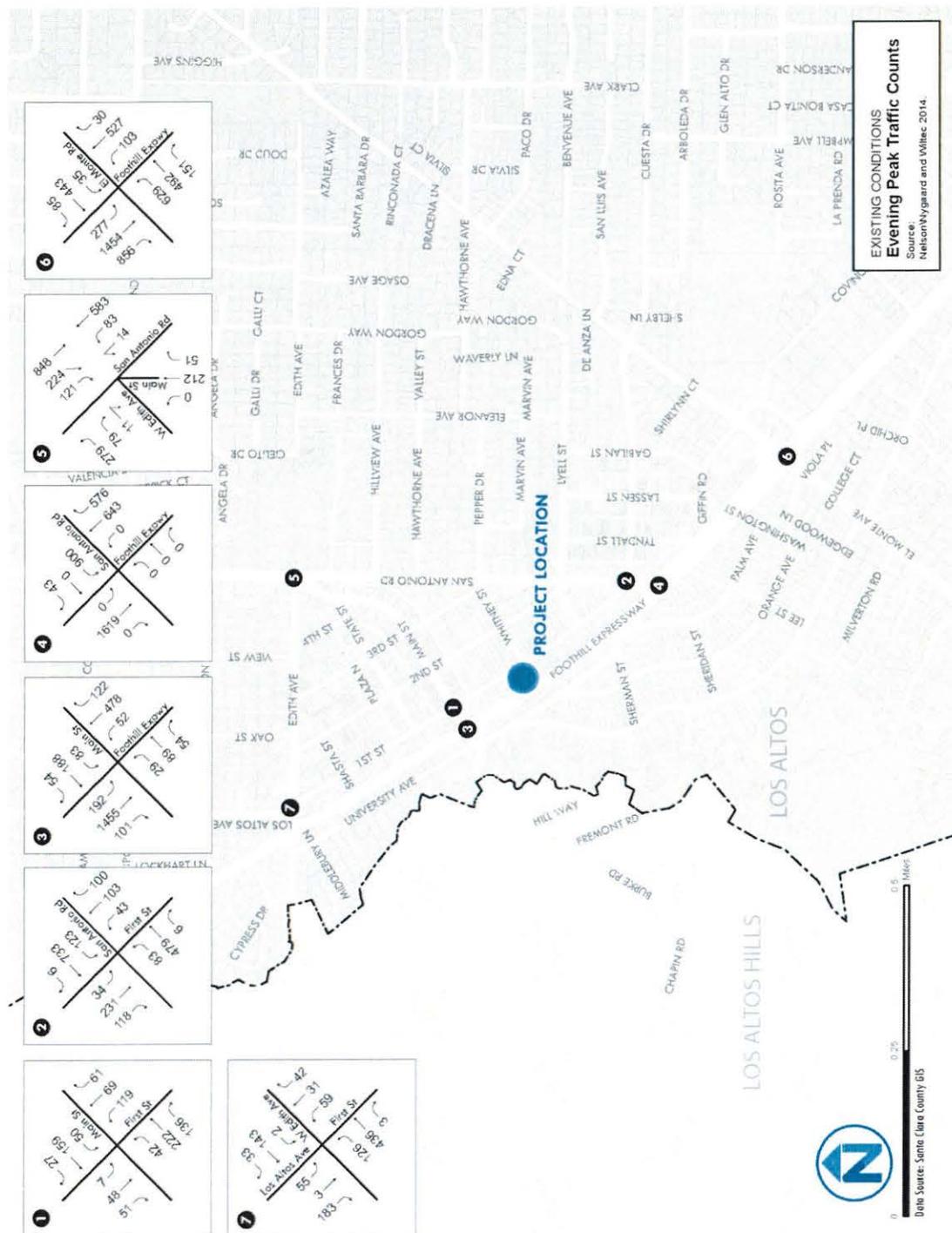
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Figure 2-9 Existing Turning Movements - Mid-day



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Figure 2-10 Existing Turning Movements - PM Peak Hour



Level of Service Definition

Traffic operations are typically evaluated based on intersection level of service (LOS) standards précised by methodology described in the Highway Capacity Manual (HCM). LOS is a quantitative measure based on average delay to vehicles. Figure 2-11 provides a standard definition for intersection level of service, summarizing the relative delay based on HCM methodology.

Figure 2-11 Intersection Level of Service (LOS) Definitions

LOS	Flow Type	Operational Characteristics	Intersection Control Delay (seconds/vehicle)	
			Signal Control	Stop-sign Control
A	Stable Flow	Free-flow conditions with negligible to minimal delays. Excellent progression with most vehicles arriving during the green phase and not having to stop at all. Nearly all drivers find freedom of operation.	< 10	0 – 10
B	Stable Flow	Good progression with slight delays. Short cycle-lengths typical. Relatively more vehicles stop than under LOS A. Vehicle platoons are formed. Drivers begin to feel somewhat restricted within groups of vehicles.	> 10 – 20	> 10 – 15
C	Stable Flow	Relatively higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, although many still pass through without stopping. Most drivers feel somewhat restricted.	> 20 – 35	> 15 – 25
D	Approaching Unstable Flow	Somewhat congested conditions. Longer but tolerable delays may result from unfavorable progression, long cycle lengths, and/or high volume-to-capacity ratios. Many vehicles are stopped. Individual cycle failures may be noticeable. Drivers feel restricted during short periods due to temporary back-ups.	> 35 – 55	> 25 – 35
E	Unstable Flow	Congested conditions. Significant delays result from poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures occur frequently. There are typically long queues of vehicles waiting upstream of the intersection.	> 55 – 80	> 35 – 50
F	Forced Flow	Jammed or grid-lock type operating conditions. Generally considered to be unacceptable for most drivers. Zero or very poor progression, with over-saturation or high volume-to-capacity ratios. Queue spillovers from other locations restrict or prevent movement.	> 80	> 50

Source: Highway Capacity Manual (HCM) 2010

Peak Hour Level of Service – Existing Conditions

Figure 2-12 shows the existing LOS and average delay during the AM and PM peak hours at each study intersection. As shown:

- The intersection of Foothill Expressway with El Monte operates at LOS F during the AM and PM peak hours.
- All other study intersections operate at LOS C or better during the AM and PM peak hours, indicating stable flow and acceptable operations.

Figure 2-12 Traffic Level of Service – Existing Conditions (AM & PM Peak Hour)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Avg Delay (sec)	LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	12.2	B	17.8
2. San Antonio Rd & First St	Signal	C	21.4	C	26.6
3. Main St & Foothill Expressway	Signal	C	23.6	C	24.2
4. San Antonio Ave & Foothill Expressway	Signal	C	24.0	D	39.3
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	21.7	C	26.1
6. El Monte & Foothill Expressway	Signal	F	>80	F	>80
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	13.3	B	16.1

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

Mid-day Level of Service – Existing Conditions

Figure 2-13 shows the existing LOS and average delay during the weekday mid-day hour between noon and 1 pm. As shown, each intersection would operate acceptably.

Figure 2-13 Traffic Level of Service – Existing Conditions (Mid-day)

Intersection	Control	Mid-day (12 pm to 1 pm)	
		LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	11.5
2. San Antonio Rd & First St	Signal	B	17.8
3. Main St & Foothill Expressway	Signal	C	22.1
4. San Antonio Ave & Foothill Expressway	Signal	B	16.0
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	22.3
6. El Monte & Foothill Expressway	Signal	D	49.0
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	15.1

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

TRAFFIC OPERATIONS – EXISTING PLUS PROJECT CONDITIONS

Figure 2-14 shows the existing LOS and average delay during the AM and PM peak hours under Existing plus Project conditions. As shown, the proposed project would not result in unacceptable LOS at any study intersection.

The project contribution to existing LOS F conditions at the El Monte & Foothill intersection is less than 0.21% during both peak hours – just four (4) trips during the AM peak hour, and just 10 trips (total in both directions) during the PM peak hour. Therefore the impact of the proposed project on existing LOS F conditions at El Monte & Foothill would be less than significant.

Based on this assessment, Existing plus Project impacts to study intersections during the AM and PM peak hour would be less than significant.

Figure 2-14 Traffic Level of Service – Existing plus Project Conditions (AM & PM Peak Hour)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Avg Delay (sec)	LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	12.1	B	18.7
2. San Antonio Rd & First St	Signal	C	21.5	C	26.4
3. Main St & Foothill Expressway	Signal	C	23.6	C	24.4
4. San Antonio Ave & Foothill Expressway	Signal	C	24.0	D	39.8
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	21.7	C	26.2
6. El Monte & Foothill Expressway	Signal	F	>80	F	>80
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	13.3	B	16.4

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

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Figure 2-15 shows the Existing plus Project LOS and average delay during the weekday mid-day hour between noon and 1 pm. As shown, the proposed project would not result in unacceptable LOS at any study intersection during the mid-day. Most intersections would continue operating at LOS B or C during the mid-day, while the intersection of El Monte & Foothill would continue operating acceptably at LOS D during the mid-day.

Figure 2-15 Traffic Level of Service – Existing plus Project Conditions (Mid-day)

Intersection	Control	Mid-day (12 pm to 1 pm)	
		LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	11.8
2. San Antonio Rd & First St	Signal	B	17.9
3. Main St & Foothill Expressway	Signal	C	22.1
4. San Antonio Ave & Foothill Expressway	Signal	B	16.1
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	22.3
6. El Monte & Foothill Expressway	Signal	D	49.1
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	15.4

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

Key Findings – Existing plus Project conditions

Project impacts to study intersections would be less than significant under Existing plus Project conditions based on the LOS findings summarized in Figures 2-12 to 2-15.

Figure 2-16 shows the project contribution to total volumes at each study intersection under Existing plus Project conditions, based on the project trip assignment described in Figure 2-5 and existing volumes as shown on Figure 2-7.

- The project would increase total traffic volumes at every study intersection by less than one percent.
- The project contribution to existing LOS F conditions at the El Monte & Foothill intersection is less than 0.24% during both peak hours – just four trips during the AM peak hour, and just 12 trips during the PM peak hour.

Figure 2-16 Project Contribution to Total Volumes at Each Intersection – Existing plus Project Conditions

Intersection	AM Peak Hour	Mid-day (12 pm to 1 pm)	PM Peak Hour
1. Main St & First St	0.98%	0.58%	0.50%
2. San Antonio Rd & First St	0.20%	0.56%	0.44%
3. Main St & Foothill Expressway	0.16%	0.67%	0.38%
4. San Antonio Ave & Foothill Expressway	0.11%	0.51%	0.32%
5. West Edith Ave & Main St & San Antonio Rd	0.08%	0.24%	0.20%
6. El Monte & Foothill Expressway	0.08%	0.40%	0.24%
7. West Edith Ave & First Street / Los Altos Ave	0.18%	0.56%	0.45%

Source: Nelson\Nygaard

TRAFFIC OPERATIONS – YEAR 2020 BASELINE CONDITIONS

The analysis of Future Baseline Conditions in Year 2020 is based on application of a one percent annual growth (non-compounded) to each March 2014 turning movement at every study intersection, thus a six (6) percent growth factor, consistent with methodology prescribed for past studies in Los Altos.

Figure 2-17 shows the Year 2020 Baseline (without the proposed project) LOS and average delay during the AM and PM peak hours at each study intersection. As shown:

- The intersection of Foothill Expressway with El Monte would continue to operate at LOS F during the AM and PM peak hours, as is the case under Existing (Year 2014) Conditions.
- The intersection of Foothill Expressway with San Antonio Street would operate at LOS D during the PM peak hour.
- All other study intersections would operate at LOS C or better during the AM and PM peak hours.

Figure 2-17 Traffic Level of Service – Year 2020 Baseline Conditions (AM & PM Peak Hour)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Avg Delay (sec)	LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	12.2	B	18.7
2. San Antonio Rd & First St	Signal	C	22.0	C	27.3
3. Main St & Foothill Expressway	Signal	C	26.3	C	26.6
4. San Antonio Ave & Foothill Expressway	Signal	C	28.5	D	54.9
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	22.4	C	28.0
6. El Monte & Foothill Expressway	Signal	F	>80	F	>80
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	13.3	B	16.5

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

Figure 2-18 shows the Year 2020 conditions LOS and average delay during the weekday mid-day hour between noon and 1 pm.

Figure 2-18 Traffic Level of Service – Year 2020 Baseline Conditions (Mid-day)

Intersection	Control	Mid-day	
		LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	11.8
2. San Antonio Rd & First St	Signal	B	18.1
3. Main St & Foothill Expressway	Signal	C	22.1
4. San Antonio Ave & Foothill Expressway	Signal	B	16.6
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	22.9
6. El Monte & Foothill Expressway	Signal	D	52.8
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	15.4

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis

TRAFFIC OPERATIONS – YEAR 2020 PLUS PROJECT CONDITIONS

Net trips generated by the proposed project were added to Year 2020 Baseline volumes at each study intersection to determine Year 2020 plus Project volumes.

Figure 2-19 shows the LOS and average delay during the AM and PM peak hours under Year 2020 plus Project conditions. As shown, the proposed project would not result in unacceptable LOS at any study intersection, due to the low volume of net trips generated by the proposed project.

The project contribution to existing LOS F conditions at the El Monte & Foothill intersection would be just four trips during the AM peak hour, and just 12 trips (total in both directions) during the PM peak hour. Therefore the impact of the proposed project on LOS F conditions in Year 2020 at El Monte & Foothill would be less than significant.

Based on these findings, Year 2020 traffic impacts resulting from the proposed project would be less than significant.

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Figure 2-19 Traffic Level of Service – Year 2020 plus Project Conditions (AM & PM Peak Hour)

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Avg Delay (sec)	LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	12.3	B	19.1
2. San Antonio Rd & First St	Signal	C	22.0	C	27.3
3. Main St & Foothill Expressway	Signal	C	26.6	C	26.9
4. San Antonio Ave & Foothill Expressway	Signal	C	28.6	E	55.4
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	22.4	C	28.0
6. El Monte & Foothill Expressway	Signal	F	>80	F	>80
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	13.4	B	16.6

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis based on March 2014 intersection turning movement counts.

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Figure 2-20 shows the Year 2020 plus Project conditions LOS and average delay during the weekday mid-day hour between noon and 1 pm. As shown, the proposed project would not result in unacceptable LOS at any study intersection during the mid-day. Most intersections would continue operating at LOS B or C during the mid-day, while the intersection of El Monte & Foothill would continue operating acceptably at LOS D during the mid-day.

Figure 2-20 Traffic Level of Service – Year 2020 plus Project Conditions (Mid-day)

Intersection	Control	Mid-day	
		LOS	Avg Delay (sec)
1. Main St & First St	Signal	B	12.1
2. San Antonio Rd & First St	Signal	B	18.2
3. Main St & Foothill Expressway	Signal	C	22.1
4. San Antonio Ave & Foothill Expressway	Signal	B	16.8
5. West Edith Ave & Main St & San Antonio Rd	Signal	C	23.0
6. El Monte & Foothill Expressway	Signal	D	53.0
7. West Edith Ave & First Street / Los Altos Ave	Signal	B	15.6

Bold indicates unacceptable LOS based on adopted standards (LOS E or better is acceptable on Foothill Expressway, while LOS D or better is acceptable at City of Los Altos intersections).

Source: Nelson\Nygaard Synchro analysis

3 SITE ACCESS & INTERNAL CIRCULATION

This section provides an assessment of site access and internal circulation for cyclists, motorists, pedestrians and transit users, as well as assessing the proposed truck-loading accommodations.

BICYCLE PARKING & ACCESS

Bicyclists would access the site via the vehicle entrance to the parking lot or the curb cut at the pedestrian walkway, both on First Street. The Valley Transportation Authority (VTA) has adopted Bicycle Technical Guidelines (BTG) that were most recently updated in 2012. The BTG outline optimum standards for best practices, including a chapter on bicycle parking options⁴. According to the BTG, retail destinations with customers or short-term visitors are best served by Class II bicycle racks, to which at least the frame and one wheel can be secured. A variety of design options are included in the BTG, along with placement dimensions and criteria. Bicycle racks should be located close to the main entrance of the store, ideally on the same level as the pedestrian walkway, adjacent to the north edge of the parking lot where they will not adversely impact pedestrian circulation.

Proposed plans call for seven (8) on-site bicycle parking spaces, including five (6) short-term spaces and two (2) long-term spaces, per VTA's BTG. Based on the BTG bicycle parking supply recommendations of one Class II space per 6,000 square feet of retail/supermarket space, and the planned expansion to approximately 24,000 square feet, this meets the minimum requirements. The BTG also recommends one Class I space (contained, secure, long-term parking) per 30 employees. The planned five short-term bicycle parking spaces provide a ratio of one bicycle parking space per 17.4 motor vehicle spaces.

Bicycle volumes within the study area are highest on Foothill Expressway, a popular route for both bicycle commuters and recreational cyclists that carries over 60 bicyclists per hour during peak periods. Significant impacts to bicyclists are not anticipated to result from the volume of traffic generated by the proposed project.

MOTOR VEHICLE PARKING & ACCESS

The existing site provides 72 off-street parking spaces. Based on site observations, the existing off-street supply is more than adequate to accommodate existing demand, while vacant spaces were observed among the on-street parking spaces on Main Street during all periods of observation.

⁴ The VTA's BTG is available online; see Chapter 10 for Bike Parking: <http://www.vta.org/projects-and-programs/planning/bikes-bicycle-technical-guidelines-btg>

Motor Vehicle Parking Supply

The proposed project would include a reconfigured parking lot with perpendicular parking spaces (the existing parking lot has angled front-in parking). Perpendicular parking allows for two-way traffic flow, requires less knowledge of parking lot circulation patterns and can accommodate a higher number of parking stalls. Vehicle access to the on-site parking spaces will be provided by a single driveway on First Street, which will be shifted approximately 90 feet north of the existing location. A stop sign should be provided at the parking lot exit to control vehicle movement between the parking lot and the street; directional arrows may not be necessary, as two-way traffic is allowed.

The new parking lot would provide a total of 87 on-site parking spaces – an increase of over 20 percent compared to the existing supply of 72 on-site parking spaces. This equates to provision of:

- One parking space per 200 square feet of added gross floor area (since the proposed project would add 2,9991 square feet of gross floor area), and
- One parking space per 280 square feet of total gross floor area (based on a total size of 24,334 square feet, including existing gross floor area).

Both existing and proposed parking configurations require motorists to back up to exit or access parking spaces. The perpendicular parking stall layout does not improve or impede overall vehicle and pedestrian visibility in the parking lot, but rather maintains the status quo. However, drivers may choose to back into the perpendicular parking stalls, which allows for forward movement during the exit and clearer views of vehicles and pedestrians in the drive aisle. In addition, the revised location of the driveway and the two-way circulation allows drivers a choice if a vehicle is stopped near the entrance, waiting for another vehicle to leave a space. The revised driveway location also reduces potential for pedestrian and vehicle conflicts near the store entrance.

Figure 3-1 Existing Parking Supply – Photo of Off-Street Parking Lot at Draeger's Site, facing south, with First Street on-street parking visible, left



Figure 3-2 Existing On-Street Parking Supply on First Street, facing north



City of Los Altos Parking Code Requirement

City of Los Altos standards require one parking space per 200 square feet. Based on this requirement, the proposed project would provide one parking space per 200 square of added gross floor area. Therefore, since the proposed project would provide an increase of 2,991 square feet of gross floor area, 15 additional on-site parking spaces will be provided consistent with the requirement.

If the City of Los Altos code requirement were applied to the existing 21,343 square feet of gross floor area as well, then a total of 122 on-site parking spaces would be required. However, the concentration of commercial activity in downtown Los Altos contributes to reducing parking demand on any single site. Because downtown Los Altos is compact and walkable, many destinations can be conveniently reached from one parking space without needing to move the car between errands, and the shared parking environment accommodates access to multiple businesses without expansion of parking facilities. This is consistent with the parking demand rates for urban sites outlined below.

Institute of Transportation Engineers' (ITE) Parking Demand Data

Parking demand data collected by the Institute of Transportation Engineers (ITE) observed a wide variation of parking demand rates for grocery stores:

- 2.3 spaces per 1,000 square feet at rural sites – equivalent to one space per 435 square feet.
- 3.2 parking spaces per 1,000 square feet at urban sites – equivalent to one space per 313 square feet.
- 6.7 parking spaces per 1,000 square feet at suburban sites – equivalent to one space per 149 square feet. However, suburban demand rates are not applicable to downtown environments that provide a mix of land uses within walking distance. Typical suburban sites are located in car-oriented commercial locations, without proximity to a walkable downtown with a mix of commercial and office uses and nearby residential neighborhoods, as is the case in downtown Los Altos.
- Peak parking demand hours are usually midday, between late morning and mid afternoon, with demand extending slightly later on weekdays.
- ITE does not have enough data to determine variations in monthly parking demand, but national sales data suggests December accounts for higher revenue than other months. This is consistent with assumptions about seasonal variations in grocery sales, and suggests that parking demand will likely peak in the days preceding December holidays.

Given the downtown setting and mix of commercial and office uses surrounding the proposed project, the parking demand rate for urban sites – one parking space per 313 square feet - is the most applicable. This ITE parking demand rate would require 68 on-site parking spaces. Therefore total parking supply – one parking space per 280 square feet upon completion of the proposed project, or 87 on-site parking spaces – would exceed this demand rate, and would accommodate additional demand during high traffic hours and days.

Los Altos Draeger's Customer Demand

In order to compare parking demand estimates to typical and peak customer activity at Draeger's, register transaction data was collected over a 12-month period from March 2014 to March 2015. This data provides the number of cash register transactions, or customer counts, per hour. Average peak hour transaction counts range from approximately 106 transactions per hour at 5 p.m. on Thursdays to approximately 140 transactions per hour at noon on Wednesdays. Peak customer activity usually occurs during the lunch and early evening hours on weekdays, and during mid-afternoon and early evening hours on weekend days; customer activity is lower during the morning hours throughout the week. See Appendix C for customer count and parking lot occupancy details.

For the most part, customer activity is consistent over the course of the year, and peak dates correspond with holidays. For example, the dates with more than 200 customer transactions per hour all fall within one or two days of major holidays:

- December 24, 2014 – 260 peak hour transactions
- December 23, 2014 and November 26, 2014 (the day before Thanksgiving) – approximately 220 peak hour transactions
- December 31, 2014 (New Year's Eve), April 29, 2014 (the day before Easter), and May 10, 2014 (the day before Mother's Day) – approximately 200-215 peak hour transactions

For all other dates, peak hour transactions remain well below this 200 customer threshold and are closer to the average peak hour transaction counts noted above.

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The peak hour transaction counts were compared to parking lot occupancy data for a sample period in April 2015 to identify how the current parking lot capacity serves customers at peak demand periods. Throughout the sample period, which focused on midday and evening peak hours and included the day before Easter, the parking lot occupancy ranged from 12 percent occupied on Sunday evening when there were 46 transactions per hour, to 70 percent occupied on Saturday afternoon when hourly customer transactions were highest, with over 170 transactions per hour.

In general, a target utilization rate of 90% is the effective industry-standard for off-street parking facilities. In other words, maintaining a 10% vacancy rate helps to ensure adequate maneuverability and an effective parking supply. Assuming that the peak Draeger's parking lot occupancy data is representative of typical parking turnover for holiday customer trips, the current parking lot with 72 spaces would approach 90 percent occupancy with approximately 217 peak hour transactions, and the proposed parking lot with 87 spaces would approach 90 percent occupancy with approximately 263 peak hour transactions. Draeger's hourly customer counts in this range have only been recorded on three days immediately before Christmas and Thanksgiving, which are atypical peak demand periods and account for only a total of eight hours in the year.

Typical weekly peak customer counts throughout the year, and even before holidays like New Year's Eve and Mother's Day, would be accommodated by the current and proposed parking lot with capacity for significant increase in customer activity at all hours. If necessary during the rare holiday peak demand periods, additional parking demand may be accommodated by arranging for alternative off-site parking at nearby businesses with additional capacity.

Employee parking demand is not expected to change with the expansion. Employees currently use the Lincoln Park parking lot for off-site parking, and will continue to do so.

Truck Loading

Truck loading is currently accommodated within a loading area at the southeast corner of the site, accessed from First Street. Foothill Expressway and San Antonio Road are both designated truck routes through the City of Los Altos. Trucks connecting from Foothill Expressway can access the project site via South San Antonio Road, and travel one block northeast directly to First Street. Trucks connecting from South San Antonio Road can access the project site via Lyell Street or Whitney Street, and travel west to First Street. El Monte Avenue connects Foothill Expressway to I-280 to the west and to State Route 82 (El Camino Real) to the east.

Trucks of various sizes currently arrive at the project site throughout the day on weekdays, and in the early to mid-morning hours on weekend. The majority of delivery activity is scheduled for before noon on weekdays. This delivery schedule is not expected to change with the proposed expansion, and will continue to fit within current delivery acceptance capabilities. See Appendix D for truck delivery activity details and likely route illustration.

Curbside, on-street parking spaces adjacent to the loading area are designated for truck use during designated time periods.

The proposed project would expand the size of the off-street loading area. Off-street truck loading access was evaluated using AutoTurn, a software tool for accessing potential vehicle movements. The truck loading assessment was conducted based on three truck types:

- Small delivery truck. Figure 3-5 shows the potential truck turning movements for a 23-foot delivery truck (DL-23). The new proposed movement is back-in, forward-out for DL-23 trucks. A front-in, front-out movement is also possible, though it is difficult to maneuver within the confined loading dock area and is not recommended.
- Medium-sized semi-truck with trailer.

Figure 3-3 Existing Loading Area – Photo Looking South on First Street



Figure 3-4 Existing Loading Area – Photo Looking north on First Street



Figure 3-6 shows the potential truck turning movements for a 40-foot delivery truck with trailer for back-in, forward-out access.

- Large semi-truck with trailer. Figure 3-7 and Figure 3-8 show the potential truck turning movement for a 62-foot semi-truck with trailer (WB-62), backing into the loading dock from First Street, and exiting front-out onto First Street. This assessment assumes that large semi-trucks will directly access the loading dock rather than unloading in curbside loading spaces during designated hours. Although delivery trucks currently use Whitney Street for backing into the existing loading area, the comparison of Figure 3-7 and Figure 3-8 shows that large trucks will be better able to back-into the loading area directly from First Street with the proposed reconfiguration. This may require parking restrictions across the street from Draeger's on First Street to provide a wide turning radius for the WB-62 truck maneuver, but will be easier and simpler than the Whitney Street access, which is no longer recommended. If the Whitney Street maneuver is eliminated, no additional parking restrictions will be required on that street. No parking restrictions are necessary on the Draeger's side of First Street because other adjacent driveways already prohibit street parking.
- In general, truck access and delivery schedules will not change substantially with the expansion and Draeger's staff will provide the same level of coordination with truck drivers to ensure pedestrian and vehicle safety around moving trucks. No additional flagmen are necessary.

Figure 3-5 Off-Street Delivery Access – AutoTurn Assessment with Small Delivery Truck (23-foot delivery truck), Back-in/ Front-out

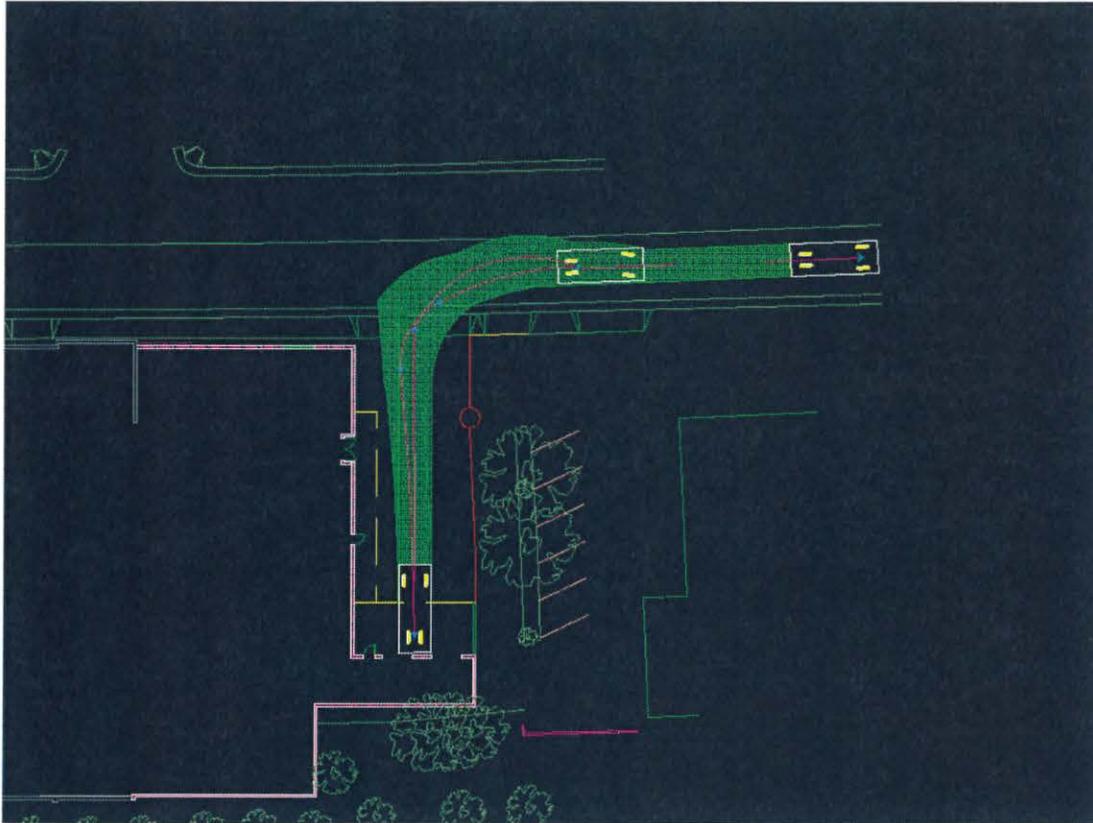
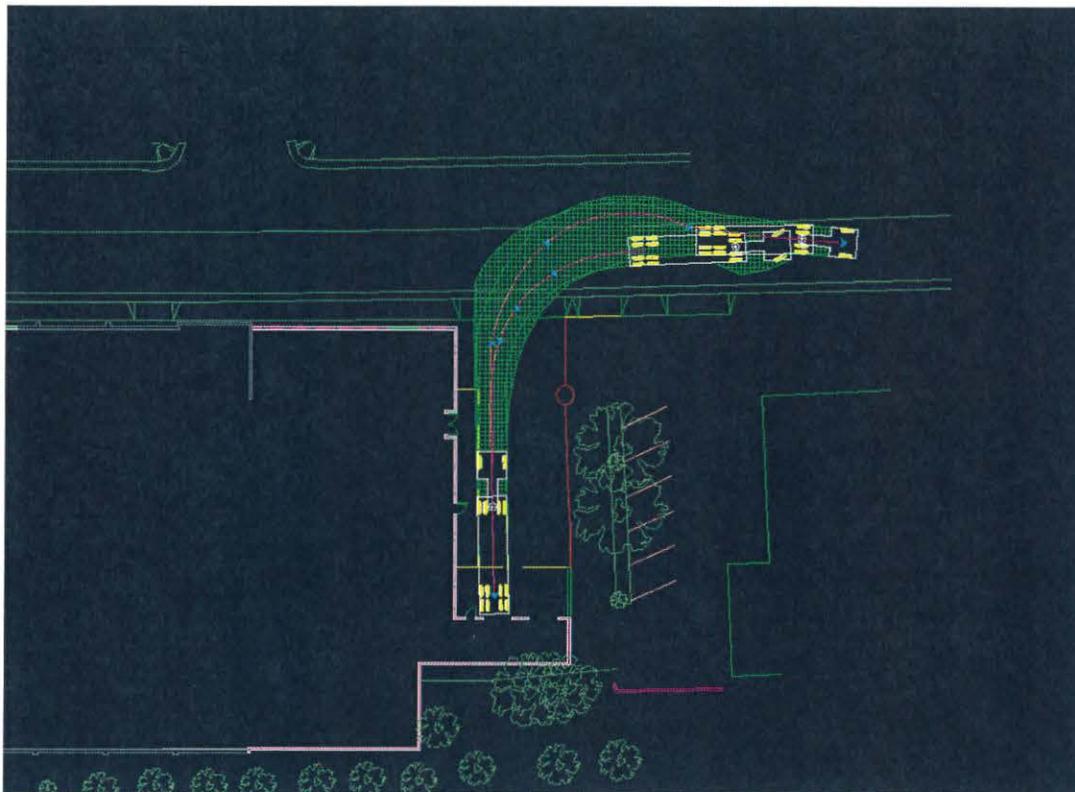


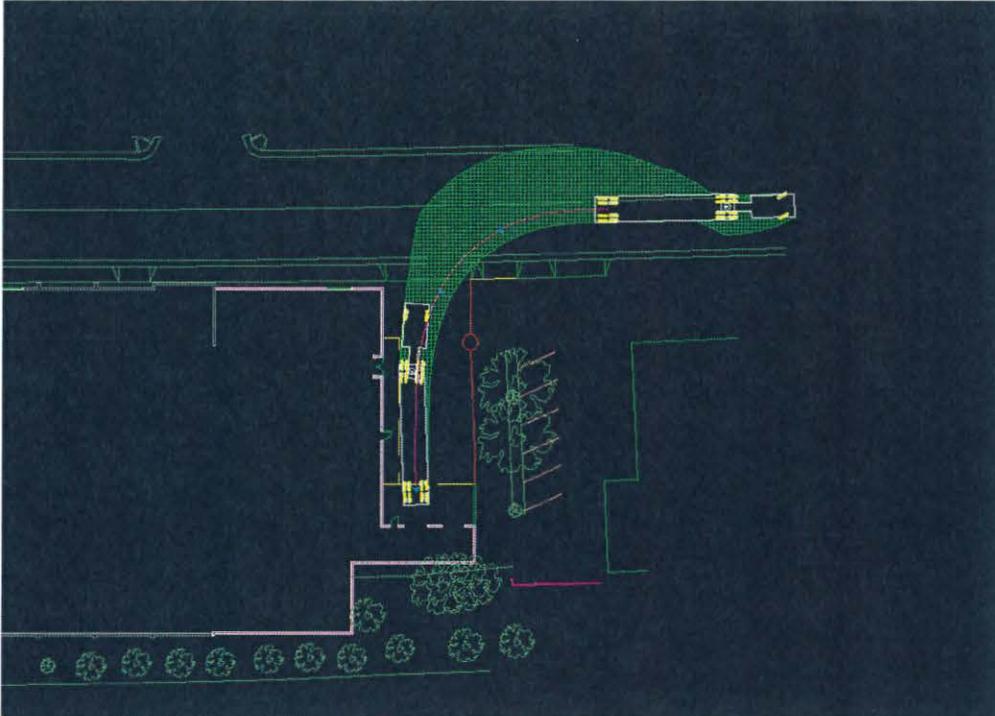
Figure 3-6 Off-Street Delivery Access – AutoTurn Assessment with Medium-sized Delivery Truck (40-foot delivery truck with trailer), Back-in Loading



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Figure 3-7 Off-Street Delivery Access – AutoTurn Assessment with Large Semi-truck (Back-in Loading from First Street, northbound and southbound)

Northbound



Southbound

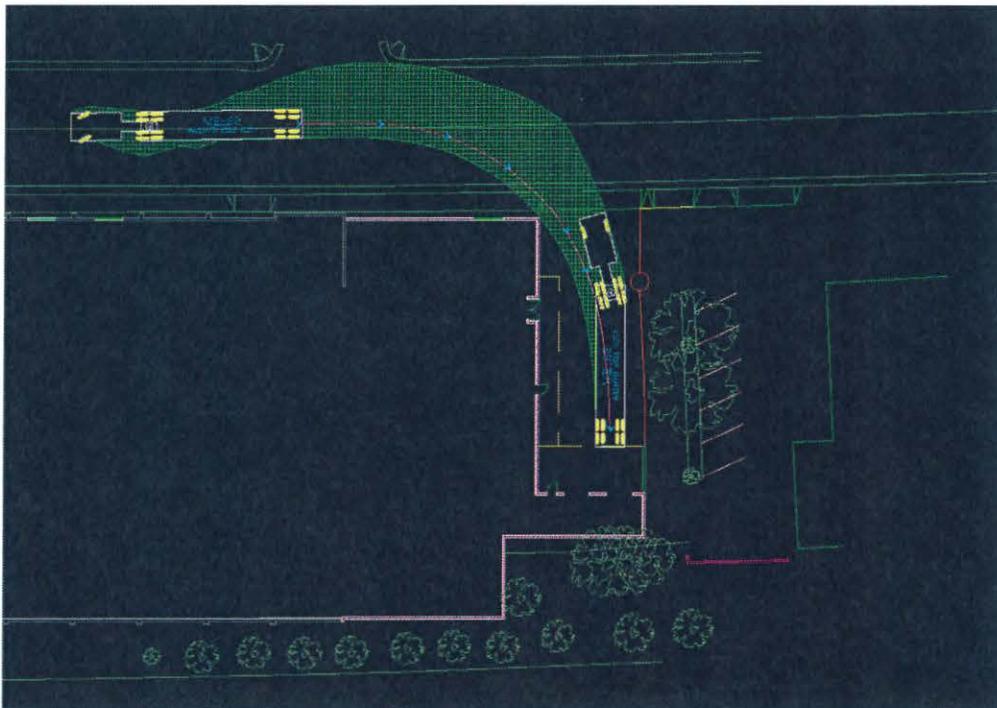
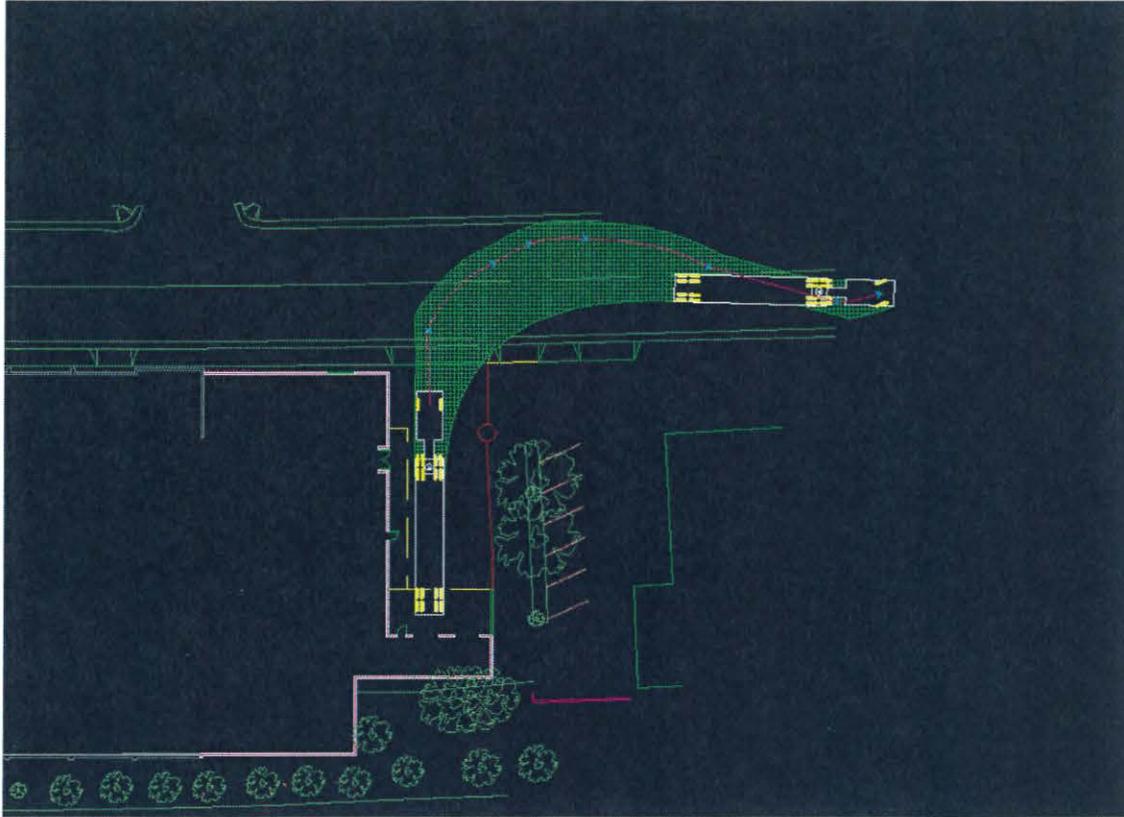


Figure 3-8 Off-Street Delivery Access – AutoTurn Assessment with Large Semi-truck (62-foot semi-truck with trailer), Front-Out Movement onto First Street



PEDESTRIAN ACCESS

Nearly all of the trips to and from the project site will include a pedestrian trip:

- Pedestrian trips to/from parking spaces including both on- and off-site motor vehicle and bicycle parking spaces
- Pedestrian trips to/from the site from other land uses (including residents and downtown workers)
- Pedestrian trips to/from transit stops

Pedestrian access between adjacent land uses and the project site would be provided via the adjacent sidewalk on First Street, connecting to an expanded pathway running east/west between First Street and the customer entrances and exits. The midblock pedestrian crossing on First Street between Whitney Street and Hawthorne Avenue will provide direct access

between the First Street sidewalk and other nearby streets. This crosswalk should be shifted north to align with the pedestrian sidewalk entrance to the store at an angle perpendicular to the street (this may require a shift in location for the adjacent on-street parking space on the east side of the street, but should not affect the total number of parking spaces).

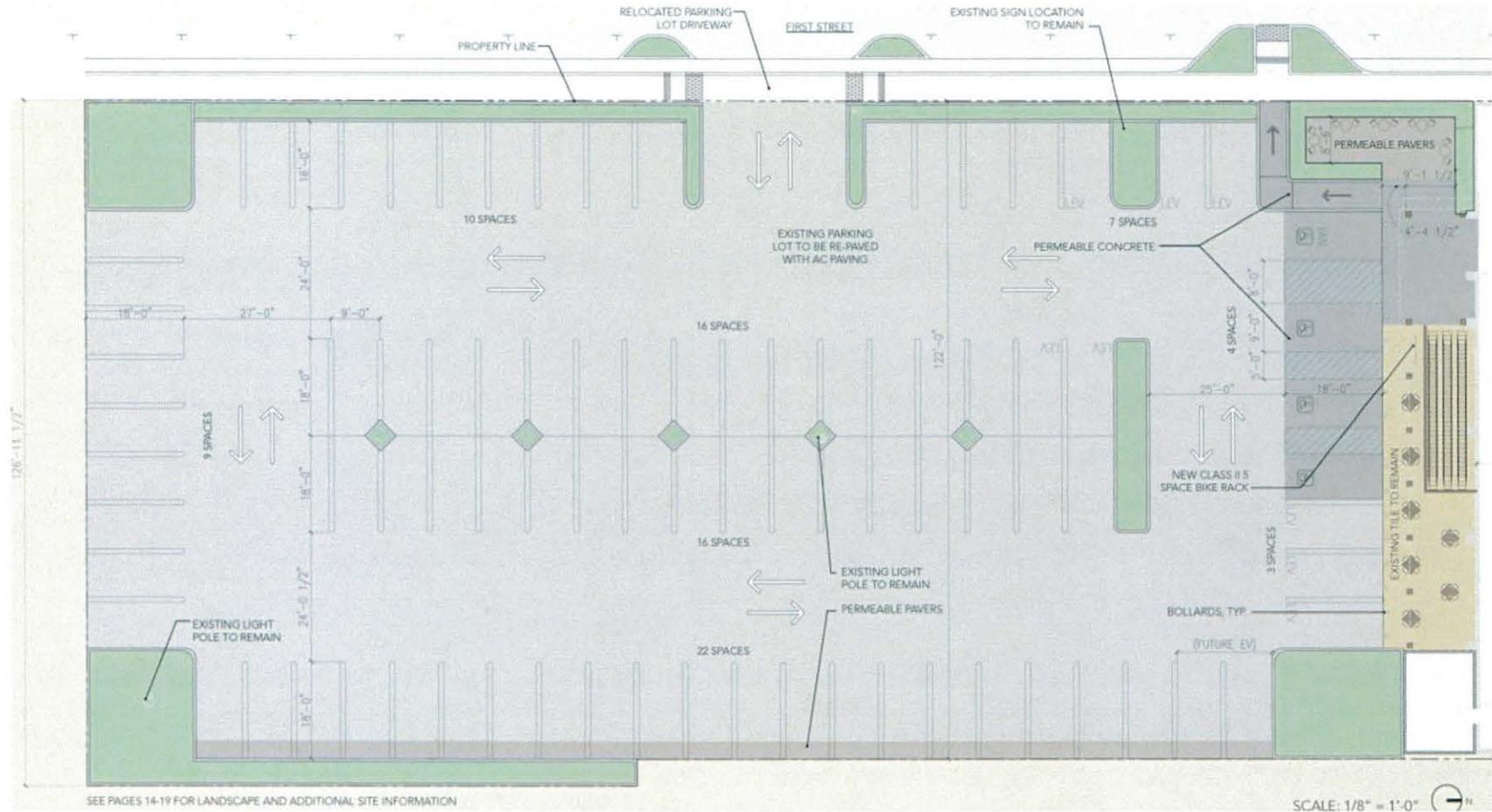
- Existing impediments to pedestrian circulation within the existing sidewalk include vehicle overhangs from the Draeger's lot as well as sign and pole placement within the walkway.
- The proposed project will include a reconfigured parking lot that pulls the edge of the parking lot away from the sidewalk, with a buffer to be provided between the parking lot and sidewalk. The new sidewalk will be free of obstructions and consistent with best practices for accessible design. The sidewalk should be at least 36 inches of unobstructed space, with passing spaces of 60 inches at intervals. Therefore, pedestrian circulation will be improved as a result of the proposed project.
- Potential conflicts between pedestrians and vehicles will be reduced by moving the existing driveway for the parking lot to the north, away from the main pedestrian entry and exit of the building.

Figure 3-9 Existing Sidewalk Impediments – Photo Looking West Adjacent to Site



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Figure 3-10 Proposed Project Site Plan Showing Reconfigured Parking Lot with Buffer from Sidewalk



TRANSIT ACCESS

The project site is located within walking distance of bus stops on San Antonio Road served by the VTA Route 40 bus line. Pedestrian access to San Antonio Road is provided by the existing sidewalk on First Street. The project is not anticipated to generate an increase in transit riders that would exceed current service levels. Nonetheless, improvements to pedestrian access – as described above – will benefit transit riders.

No significant impacts to public transit are anticipated to result from the proposed project.

APPENDIX A

Intersection Counts

Due to the number of pages, this appendix is not included with the report. It is available by request to the project planner or can be viewed on the City's website: <http://www.losaltosca.gov/community/page/city-council-planning-and-transportation-commission-meetings>

APPENDIX B

Level of Service Reports

Due to the number of pages, this appendix is not included with the report. It is available by request to the project planner or can be viewed on the City's website: <http://www.losaltosca.gov/community/page/city-council-planning-and-transportation-commission-meetings>

APPENDIX C

Draeger's Customer Counts and Parking Lot Occupancy

Draeger's Existing Customer Count Data

<u>Top 5 Weekly Peaks</u>	<u>Time Period</u>	<u>Average Peak</u>
1. Wednesday	12:00pm – 1:00pm	139.5
2. Saturday	4:00pm – 5:00pm	130.9
3. Tuesday	12:00pm – 1:00pm	130.5
4. Tuesday	5:00pm – 6:00pm	128.8
5. Wednesday	4:00pm – 5:00pm	125.8

<u>Top Daily Peaks by Day</u>	<u>Time Period</u>	<u>Average Peak</u>
Monday	4:00pm – 5:00pm	125.3
Monday	5:00pm – 6:00pm	124.8
Monday	12:00pm – 1:00pm	124.8
Tuesday	12:00pm – 1:00pm	130.5
Tuesday	4:00pm – 5:00pm	126.3
Tuesday	5:00pm – 6:00pm	128.8
Wednesday	12:00pm – 1:00pm	139.5
Wednesday	4:00pm – 5:00pm	125.8
Thursday	12:00pm – 1:00pm	107.6
Thursday	5:00pm – 6:00pm	105.9
Friday	12:00pm – 1:00pm	123.5
Friday	4:00pm – 5:00pm	119.4
Saturday	4:00pm – 5:00pm	130.9
Saturday	3:00pm – 4:00pm	120.9
Sunday	4:00pm – 5:00pm	120.2
Sunday	5:00pm – 6:00pm	118.8

<u>Top Yearly Peaks by Day</u>	<u>Day of Week</u>	<u>Max</u>	<u>Correlation</u>
December 24	Wednesday	260	*Day before Christmas
November 26	Wednesday	223	*Day before Thanksgiving
December 23	Tuesday	222	*2 days before Christmas
April 19	Saturday	213	*Day before Easter
December 31	Wednesday	213	*New Year's Eve
May 10	Saturday	203	*Day before Mother's Day
July 3	Thursday	192	*Day before 4 th of July

Draeger's - Los Altos
 Parking Lot Occupancy Observations - April

TIME	4/1/2015 WEDNESDAY			4/2/2015 THURSDAY			4/3/2015 FRIDAY			4/4/2015 SATURDAY			4/5/2015 EASTER SUNDAY			4/6/2015 MONDAY			4/7/2015 TUESDAY		
	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL
11:30 AM										29	43	59.7%									
12:00 PM				40	32	44.4%	42	30	41.7%	25	47	65.3%									
12:30 PM				33	39	54.2%	34	38	52.8%	30	42	58.3%	42	30	41.7%						
1:00 PM				41	31	43.1%	41	31	43.1%	35	37	51.4%	44	28	38.9%						
1:30 PM										31	41	56.9%	47	25	34.7%						
2:00 PM										28	44	61.1%	50	22	30.6%						
2:30 PM										20	52	72.2%	52	20	27.8%						
3:00 PM										30	42	58.3%									
3:30 PM										20	52	72.2%									
4:00 PM										21	51	70.8%	55	17	23.6%						
4:30 PM	39	33	45.8%	39	33	45.8%	28	44	61.1%	24	48	66.7%	51	21	29.2%						
5:00 PM	28	44	61.1%	36	36	50.0%	30	42	58.3%	28	44	61.1%	52	20	27.8%						
5:30 PM	30	42	58.3%	41	31	43.1%	31	41	56.9%	42	30	41.7%	57	15	20.8%						
6:00 PM	38	34	47.2%	48	24	33.3%	35	37	51.4%	47	25	34.7%	63	9	12.5%						

TIME	4/8/2015 WEDNESDAY			4/9/2015 THURSDAY			4/10/2015 FRIDAY			4/11/2015 SATURDAY			4/12/2015 SUNDAY			4/13/2015 MONDAY					
	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL			
11:30 AM				32	40	55.6%	46	26	36.1%	50	22	30.6%	50	22	30.6%	40	32	44.4%			
12:00 PM				44	28	38.9%	41	31	43.1%	52	20	27.8%				38	34	47.2%			
12:30 PM				44	28	38.9%	37	35	48.6%	27	45	62.5%	41	31	43.1%	32	40	55.6%			
1:00 PM				43	29	40.3%	46	26	36.1%	48	24	33.3%	42	30	41.7%						
1:30 PM										46	26	36.1%	44	28	38.9%						
2:00 PM										32	40	55.6%	51	21	29.2%						
2:30 PM										44	28	38.9%	52	20	27.8%						
3:00 PM										40	32	44.4%									
3:30 PM										34	38	52.8%									
4:00 PM										46	26	36.1%	43	29	40.3%						
4:30 PM				43	29	40.3%	48	24	33.3%	33	39	54.2%	41	31	43.1%						
5:00 PM				46	26	36.1%	32	40	55.6%	30	42	58.3%	35	37	51.4%						
5:30 PM				40	32	44.4%	42	30	41.7%	37	35	48.6%	43	29	40.3%						
6:00 PM				42	30	41.7%	40	32	44.4%	43	29	40.3%	51	21	29.2%						

Weekly Peaks
 Daily Peaks

Draeger's - Los Altos

Parking Lot Occupancy Observations with Customer Counts - April 2015

TIME	4/1/2015 WEDNESDAY				4/2/2015 THURSDAY				4/3/2015 FRIDAY				4/4/2015 SATURDAY				4/5/2015 EASTER SUNDAY			
	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	Customer Counts	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	Customer Counts	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	Customer Counts	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	Customer Counts	# EMPTY SPACES	# OCCUPIED SPACES	% LOT FULL	Customer Counts
11:30 AM				101				138				117	29	43	59.7%	132				118
12:00 PM				135	40	32	44.4%	141	42	30	41.7%	146	25	47	65.3%	135				107
12:30 PM				135	33	39	54.2%	141	34	38	52.8%	146	30	42	58.3%	135	42	30	41.7%	107
1:00 PM				106	41	31	43.1%	113	41	31	43.1%	147	35	37	51.4%	147	44	28	38.9%	94
1:30 PM				106				113				147	31	41	56.9%	147	47	25	34.7%	94
2:00 PM				107				110				142	28	44	61.1%	157	50	22	30.6%	96
2:30 PM				107				110				142	20	52	72.2%	157	52	20	27.8%	96
3:00 PM				95				108				135	30	42	58.3%	166				78
3:30 PM				95				108				135	20	52	72.2%	166				78
4:00 PM				125				130				138	21	51	70.8%	171	55	17	23.6%	80
4:30 PM	39	33	45.8%	125	39	33	45.8%	130	28	44	61.1%	138	24	48	66.7%	171	51	21	29.2%	80
5:00 PM	28	44	61.1%	132	36	36	50.0%	124	30	42	58.3%	158	28	44	61.1%	168	52	20	27.8%	74
5:30 PM	30	42	58.3%	132	41	31	43.1%	124	31	41	56.9%	158	42	30	41.7%	168	57	15	20.8%	74
6:00 PM	38	34	47.2%	111	48	24	33.3%	103	35	37	51.4%	89	47	25	34.7%	103	63	9	12.5%	46

APPENDIX D

Typical Truck Delivery Schedule

DRAEGER'S LOS ALTOS DELIVERY TRUCK ACTIVITY

SUNDAYS

- Draeger's delivery truck. 5am and 10:30 am

MONDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Unified Grocers. Frozen/deli 5am-6am. Specialty 7am -10am. Groceries 6pm-9pm.
- Berkeley Farms 5am-7am.
- 7up 6am- 8am.
- About 3 or 4 produce deliveries 5am-10am
- UNFI groceries 5am-7am
- Recycling/compost pick up 5am -8am.
- Cardboard bale pick up 10am -11am.
- Bread deliveries (Oroweat, Alvarado, Mission tortillas, Acme). 5:30am-noon.
- Odwala 10am-noon
- UPS/FEDEX 9am-2pm
- Dale Cox 8am-10am
- Peet's coffee

TUESDAYS

- Draeger's delivery truck. 5am and 10:30 am
- About 3 or 4 produce deliveries 5am-10am
- Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
- Clover milk 4am-5am
- Recycling/compost pick up 5am-8am
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm
- Berkeley ice cream.
- Tony's fine foods 6am-9am
- Ital Foods 7am-9am
- Marin pasta 8am-10am

WEDNESDAYS

- Draeger's delivery truck. 5am and 10:30 am
- About 3 or 4 produce deliveries 5am-10am
- Recycling/compost pick up 5am -8am.
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm
- Majestic store supplies 9am-11am
- Coke 5am-6am
- Pepsi 6am-9am
- ME Fox beer 9am-11am

DRAEGER'S LOS ALTOS DELIVERY TRUCK ACTIVITY

- UNFI groceries 5am-7am
- Acme 7am-8am
- Pepsi

THURSDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Unified Grocers. Frozen/deli 5am-6am. Specialty 7am-10am.
- Berkeley Farms 5am-7am.
- 7up 6am-8am.
- About 3 or 4 produce deliveries 5am-10am
- Recycling/compost pick up 5am -8am.
- Cardboard bale pick up 10am -11am.
- Bread deliveries (Oroweat, Alvarado, Mission tortillas, Sara Lee Acme). 5:30am-noon .
- Odwala 10am-noon
- UPS/FEDEX 9am-2pm
- DBI beer 6am-8am
- Dreyer's ice cream.
- Peet's coffee
- Sapporito pasta

FRIDAYS

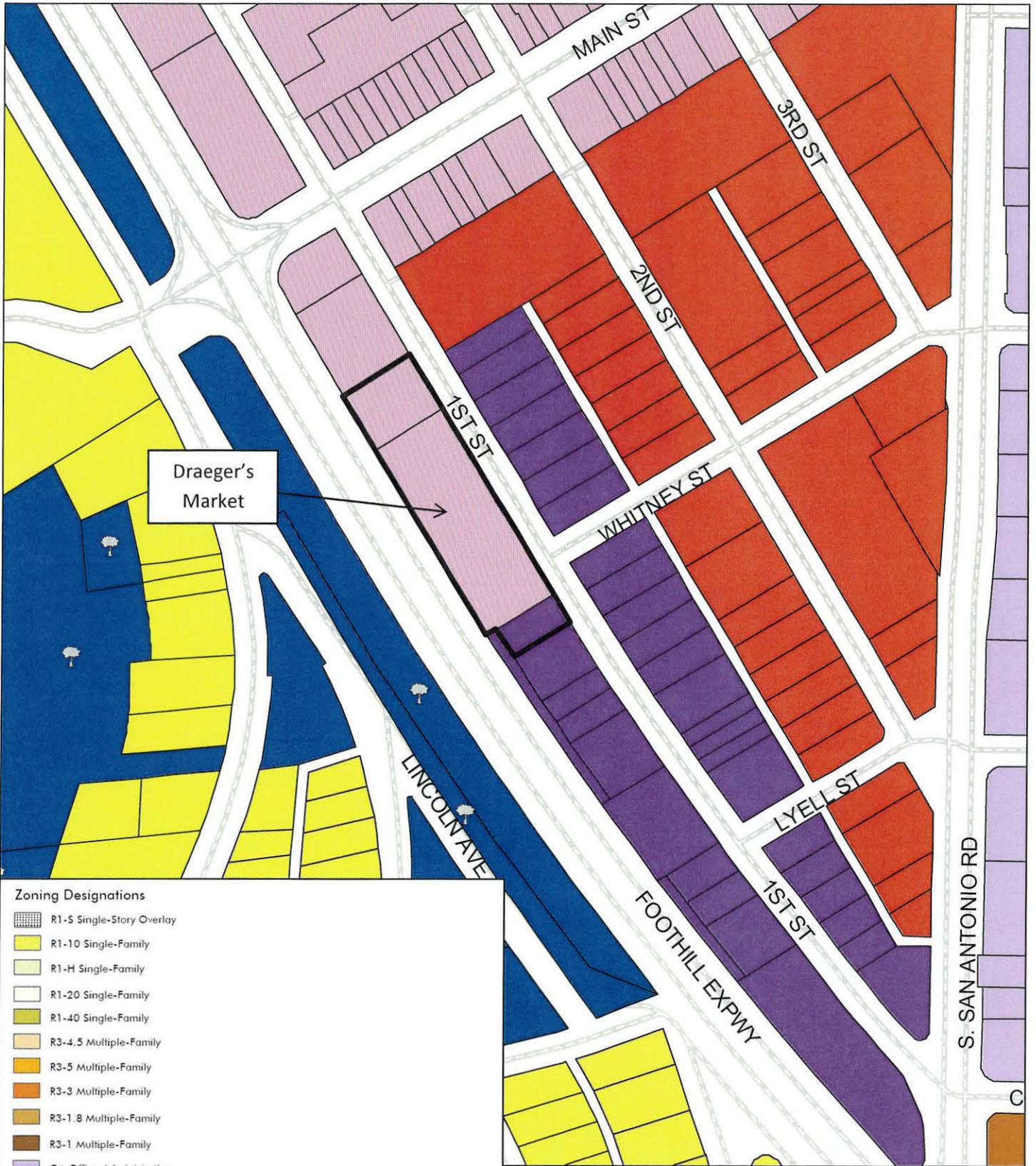
- Draeger's delivery truck. 5am and 10:30 am
- About 3 or 4 produce deliveries 5am-10am
- Bread deliveries (Oroweat, Acme, Beckmans, tortilla factory, Casa Sanchez). 5:30am-noon.
- Clover milk 4am-5am
- Recycling/compost pick up 5am-8am
- Trash compactor pick up 7am-8:30am
- UPS/FEDEX 9am-2pm

SATURDAYS

- Draeger's delivery truck. 5am and 10:30 am
- Bread deliveries (Oroweat, Acme, Beckmans)
- Tony's fine foods 6am-9am

NOTE: Some other random deliveries come during the week (Stone wall, Golden Gate, FCW imports, Maissie jane nuts, etc.)

Zoning Map – 342 and 366 First Street



Zoning Designations

- | | | | |
|--|---|--|---|
| | R1-S Single-Story Overlay | | PCF Public and Community Facilities |
| | R1-10 Single-Family | | PCF/R1-10 Public and Community Facilities/Single Family |
| | R1-H Single-Family | | PC Planned Community |
| | R1-20 Single-Family | | LCSPZ Loyola Corners Specific Plan Overlay |
| | R1-40 Single-Family | | |
| | R3-4.5 Multiple-Family | | |
| | R3-5 Multiple-Family | | |
| | R3-3 Multiple-Family | | |
| | R3-1.8 Multiple-Family | | |
| | R3-1 Multiple-Family | | |
| | CD/R3 Commercial Downtown/Multiple Family | | |
| | CN Commercial Neighborhood | | |
| | CD Commercial Downtown | | |
| | CT Commercial Thoroughfare | | |
| | CRS Commercial Retail Sales | | |



**MINUTES OF A REGULAR MEETING OF THE PLANNING AND
TRANSPORTATION COMMISSION OF THE CITY OF LOS ALTOS, HELD ON
THURSDAY, MAY 21, 2015, BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL,
ONE NORTH SAN ANTONIO ROAD, LOS ALTOS,
CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Chair McTIGHE, Vice-Chair LORELL, Commissioners, BAER, BODNER and JUNAID

ABSENT: Commissioners BRESSACK and MOISON

STAFF: Community Development Director WALGREN and Senior Planner DAHL

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Randy Kriegh presented himself as the Bicycle and Pedestrian Advisory Commission representative.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning and Transportation Commission Minutes**
Approve the minutes of the May 7, 2015 regular meeting.

MOTION by Vice-Chair LORELL, seconded by Commissioner BAER, to approve the minutes of the May 7, 2015 regular meeting as amended by Commissioner BAER to clarify on Item 2, that his reason to oppose was because the screening was not consistent.
THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING

2. **14-D-03, 14-UP-04, 14-V-15 and 14-Z-01 – Field Paoli Architects – 342 and 366 First Street:** Commercial Design Review, Use Permit, Variance and Zoning Map Amendment for the renovation and expansion of an existing grocery store. The project includes Design Review for an addition of 2,991 square feet, reconfiguration of the parking lot to add 15 spaces and new landscaping, and a new on-site loading area on the south end of the building; a Use Permit to allow an addition to a commercial building over 7,000 square feet; a Variance to allow the existing 21,343-square-foot grocery store to maintain 72 on-site parking spaces where 107 spaces are required by the Code (the proposed addition will meet the City's onsite parking requirements); and a Rezoning of the property at 366 First Street from CD/R3 to CRS. The application also includes an exception to allow for a reduced width landscape buffer along the parking lot street frontage. *Project Planner: Dahl*

Senior Planner DAHL presented the staff report recommending approval of Design Review 14-D-03, Zoning Map Amendment 14-Z-01, Variance 14-V-15 and Use Permit 14-UP-04 applications to the City Council subject to the findings and conditions in the staff report, with an additional

condition to designate the three on-street parking spaces south of the Whitney Street intersection as a loading zone.

The project architects presented an overview of the project. Resident Jim Wing spoke in support of the project, but noted that the proposed bulb-outs would negatively impact First Street traffic circulation and reduce the usability of the on-street parking. There was no other public comment.

The Commission discussed the project and expressed their general support. The Commission noted that the driveway bulb-outs could create a circulation issue, that more mature trees and landscaping should be added along Foothill Expressway and that the blank walls along First Street should be better addressed. One commissioner raised concerns about the circulation and usability of the proposed parking lot layout. The Commission also noted that while they supported the parking variance in this case – due to the documented evidence that the store’s parking demand was being met – they were concerned about having to grant a parking variance and expressed support for re-evaluating the City’s parking requirements for grocery stores.

MOTION by Commissioner BAER, seconded by Commissioner BODNER, to approve zoning application 14-Z-01 per the staff report findings and conditions.
THE MOTION CARRIED UNANIMOUSLY.

MOTION by Commissioner JUNAID, seconded by Commissioner BAER, to approve use permit application 14-UP-04 per the staff report findings and conditions.
THE MOTION CARRIED UNANIMOUSLY.

MOTION by Commissioner BAER, seconded by Commissioner BODNER, to approve variance application 14-V-15 per the staff report findings; but with a note that their concerns about granting a parking variance be documented; this was a specific case of an existing condition with evidence that the parking lot met the store’s parking demand.
THE MOTION CARRIED UNANIMOUSLY.

MOTION by Commissioner JUNAID, seconded by Vice-Chair LORELL, to approve design application 14-D-03 per the staff report findings and conditions, and with the following additional comments addressed prior to City Council consideration:

- Add additional vertical landscaping on the First Street elevation;
- Add additional landscaping and/or trees on Foothill Expressway elevation; and
- Revise the bulb-outs at the driveway entrance to improve vehicle circulation.

Commissioner BAER asked for an amendment to evaluate parking lot circulation and space usability. AMENDMENT FAILED DUE TO LACK OF A SECOND.
THE ORIGINAL MOTION CARRIED UNANIMOUSLY.

COMMISSIONERS’ REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

None.

July 1, 2015

City Council
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Draeger's Market
342 First Street
Los Altos, CA

Dear City Council,

To address comments from the May 21, 2015 Planning and Transportation Commission meeting, the Draeger's Design Review Resubmittal package has been updated with several modifications. The purpose of this letter is to highlight particular items of interest.

The shape of the bulb outs located at the parking lot driveway have been modified to increase the ease of vehicular access. The depth of the bulb out was decreased to allow for a wider turning radius for vehicles. Additionally, the plant species within the three sets of bulb outs have been revised to increase the variety of plants within each bulb out, for increased visual interest.

On the East Elevation and East Streetscape, climbing vines have been added to provide additional building screening. The species of climbing vine was specifically selected for the building orientation and ability to climb without assistance. On the West Elevation and West Streetscape, additional trees and climbing vines have been shown to increase building screening. As with the East Elevation, the species of climbing vine was specifically selected for the building orientation and ability to grow directly on the building face.

To enhance the existing sign aesthetic, new materials have been added to the existing sign pole, including redwood panels and a tapered stucco base to match the building design. The structure of the existing sign pole will not be modified. The existing sign face will remain, and will be updated at a later time.

Finally, the Existing Site Plan has been updated to include a hatch pattern to indicate the existing trees to be demolished, per the Preliminary Landscape Plan.

Please feel free to contact me if you have any questions.

Sincerely,

Bill Brigham

Field Paoli Architects
415-788-6606

FIELD
PAOLI

Architecture
150 California Tel. 415. 788. 6606
7th Floor
San Francisco Fax. 415. 788. 6650
California 94111 www.fieldpaoli.com

ATTACHMENT 5

Zach Dahl

From: James Wing
Sent: Saturday, May 16, 2015 9:31 PM
To: Zach Dahl
Cc: David Kornfield; James Walgren; Cedric Novenario; Susanna Chan
Subject: Draeger's PTC Review



PTC Chair McTighe and Distinguished Commission Members,

Subject: PTC 5/21/2015 Meeting Agenda Item 2, Draeger's Remodel

I support this application to improve design of Draeger's existing store and its pedestrian experience. I also support a parking variance since there appears to be no expansion of customer shopping area and there is always open on-site parking spaces. I recommend adding the following conditions to insure street parking remains the same and provide for future Foothill Expressway right lane expansion.

1. Provide a traffic study to measure the impact of First Street through traffic delays due to blocked travel lanes caused by cars during parallel parking process. Data from study will be used to decide parking logic change.
2. Allow no more than 5 restricted hours [truck only] street parking spaces on west side of First Street.
3. Provide a minimum of 2 short term [20 minute] parallel parking spaces in front of 325 First Street [Aqua Cleaners].
4. No east side First Street parking restrictions allowed for large trucks access to Draeger's loading dock.
5. Remove from Foothill Expressway the following trees: 22 inch diseased Pine 11 feet from north property line, 4 inch Oak with 90 degree bend in trunk 26 feet from north property line, 3 inch Oak shrub 103 feet from north property line. All of these are in Foothill Expressway right-away landscaping zone that Draeger's plans to improve with low plants.

Normal design application reviews are limited to within property lines but in this application, Draeger's choice to relocate driveway, midblock crosswalk and Foothill Expressway right-away landscape changes the scope of your review. Current First Street parallel parking uses a design logic [two 22 feet spaces then 8 feet no parking red zone] that allows one turn head on access to parking with minimum of through travel lane blockage. This logic was implemented several years ago and has worked well for traffic circulation with high turnover parking for that is typical for shops on this end of First Street. Draeger's plan uses logic that requires cars to pull past parking space, stop, backup making two turns. Traffic study only looked at impact on intersections, not through traffic on this high volume street. Staff report did not mention any other store owner input on this change. First Street between San Antonio and Main has 80 on street parking spaces and Draeger's is changing 31%, eliminating 2, and 7 revised spaces are below code minimum length. See Traffic Study Figure 3-2 & 3-9 for picture of parking logic and restricted hour truck parking, Page 3-6 for expansion of restricted hour truck parking, and Page 3-7 for large truck east side of First restricted hour parking.

Thankfully Draeger's is improving landscaping along Foothill Expressway and improvement will be enhanced by removal of one diseased Pine and two very small poor structure trees. County has design plans to extend length of northbound Foothill right turn lane to Main because of AM commute and mid-day traffic in right turn lane backs up onto Foothill thorough lanes causing accidents and delays. Right Turn lane extension will improve safety for pedestrians because it will slow down cars approaching slip turn pedestrian crosswalk. Presently many cars traveling on Foothill at 45 MPH, jump out of through lane and are traveling fast and cannot stop for pedestrians in slip turn crosswalk.

Thank you for your consideration.

Jim Wing

Milverton Road

Los Altos, CA