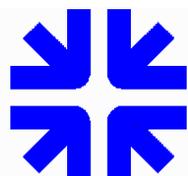


Chair: Laura McCamy
Heather Ashcroft
Ruth Atkin
Betsy Cooley
Scott Donahue
Tom Modic
Racheljoy Rodas
Ryan Stahlman

Jac Asher
Celeste Burrows
Brian Donahue
David Kritzberg
Sean Moss
Svante Rödegård



PLEASE POST

AGENDA

Bicycle and Pedestrian Advisory Subcommittee

Special Meeting of the Advisory Committee
Special Meeting of the Emeryville City Council
Old Town Hall – Garden Level Conference Room
Monday, September 10, 2012 at 5:30pm

All Advisory Committee meetings are noticed as Special City Council Meetings so that any or all of the City Council members may attend and participate in the Advisory Committee's deliberations. However, actions taken by Advisory Committees are not official actions of the City Council but must be ratified at a regular City Council meeting. All writings that are public records and relate to an agenda item below which are distributed to a majority of the Bicycle and Pedestrian Advisory subcommittee (BPAC) (including writings distributed to a majority of the BPAC less than 72 hours prior to the meeting noticed below) will be available at the Information Counter, 1333 Park Avenue, Emeryville, California during normal business hours (9am to 5pm, Monday through Friday, excluding legal holidays).

All documents are available in alternative formats, on request. In compliance with the Americans with Disabilities Act, a person requiring an accommodation, auxiliary aid or service to participate in this program should contact the Public Works department at (510) 596-3728 or the City's ADA Coordinator, Dominique Burton, at (510) 596-4380, TTY Relay: 711, or at dburton@ci.emeryville.ca.us as far in advance as possible, but no later than 72 hours before the scheduled event. The best effort to fulfill the request will be made.

- I. Roll Call
- II. Public Comment for items not on the Agenda
- III. Approval of August 6, 2012 minutes.
- IV. Action Items
 - A. SRTT Grant Update (Evans) (15 min)
 - B. General Plan Amendment: Policies on Walk-ability (Donahue) (15min)
 - C. Discussion of NACTO Urban Bicycling Guide and Ped-Bike Plan (Ledbetter) (60min)
- V. Information Items
 - A. Recap – Items from recent Regional Organization, Transportation Committee, City Council and Planning Commission Meetings (Cassidy)
 - B. Tracking List of BPAC Actions (Schultze-Allen)
- VI. Staff Comments
- VII. Committee Member Comments
- VIII. Adjournment

FURTHER INFORMATION may be obtained by contacting Peter Schultze-Allen, Environmental Programs Analyst at 510-596-3728.

DATED: September 5, 2012
Post on: September 5, 2012
Post until: September 11, 2012

Karen Hemphill, City Clerk

City of Emeryville
Bicycle/Pedestrian Advisory Subcommittee
Of the Transportation Committee

Minutes from the meeting on August 6, 2012 at 5:30 p.m.

In the Garden Level of Old Town Hall at 1333 Park Avenue in Emeryville, California

Attending:

BPAC Members: Heather Ashcroft, Betsy Cooley, Brian Donahue, Scott Donahue, David Kritzberg, Tom Modic, Sean Moss, Racheljoy Rodas, Svante Rodegard and Ryan Stahlman

Council Members: Jac Asher

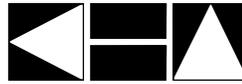
City Staff: Arly Cassidy, Peter Schultze-Allen, Joel Hannon

Excused Members:

Additional Attendees: Robert Prinz

- I. Call to Order and Roll Call: 5:35 p.m.
Vice-Chair Moss called the meeting to order.
Public Comments: Robert Prinz commented that the \$44 million Plan Bay Area grant program is something that the BPAC may want to hear about at a future meeting.
- II. Approval of July 2, 2012 Minutes: approved by acclamation.
- III. Action Items:
 - A. Ped-Bike Plan History: The BPAC discussed what is in Appendix F of the plan and voted to leave it as is.
 - B. General Plan Amendment on Walkability: Tabled to next meeting.
 - C. Alternative Fine Program Update: The Police Department is considering the program.
 - D. Collision statistics: Officer Hannon gave a report and will bring more data next month.
 - E. Fix It Stations: The BPAC discussed the three proposed locations for the stations.
 - F. Sunday Streets: The BPAC discussed the possible options for activities in Emeryville.
 - G. NACTO guidelines: BPAC discussed what will be on September Agenda.
- IV. Information Items:
 - A. Cassidy gave a recap of July TC, PC and CC meetings, and upcoming events.
- V. Staff Comments: none.
- VI. Committee Member Comments: The Committee would like to see a list each month that tracks activity on BPAC items.
- VII. Adjournment: 7:15 p.m.

Memorandum



**Kimley-Horn
and Associates, Inc.**

To: Maurice Kaufman, City of Emeryville
Amber Evans, City of Emeryville
From: Elbert Chang, P.E.
Re: Traffic Signal Operations Analysis for the Safe Routes to Transit (SRTT) improvements on San Pablo Avenue (40th Street and Adeline/MacArthur)
Date: August 24, 2012 – DRAFT FINAL

Background

Kimley-Horn & Associates, Inc. (Kimley-Horn) completed its analysis of the traffic signal operations for proposed Safe Routes to Transit (SRTT) improvements at the intersections of San Pablo Avenue at 40th Street and San Pablo Avenue at Adeline/MacArthur in Emeryville. This memorandum presents the traffic model results, alternative mitigations, and recommendations. Analysis was conducted for the weekday AM and PM peak hours under existing traffic volumes (traffic counts collected May 2012).

Proposed Improvements

As part of the Safe Routes to Transit program, the City of Emeryville will implement various pedestrian enhancements at the intersections of San Pablo Avenue at 40th Street and San Pablo Avenue at Adeline/MacArthur. The proposed improvements include the following:

San Pablo Avenue at 40th Street

- Install bicycle boxes on eastbound and westbound approaches on 40th Street. The bicycle boxes provide a refuge area to bicyclists in front of vehicles at the stop bar. Additionally, the boxes increase the visibility of cyclists at intersections and allow them to position themselves for turning movements when the signal is red. Lastly, the boxes improve safety by prohibiting right turns on red thereby reducing bicycle-vehicle crossing conflicts.

San Pablo Avenue at Adeline/MacArthur

- Replace the existing two-stage, dog-legged crossing on the northern leg of the intersection with a new high-visibility white crosswalk along Adeline alignment (diagonal crosswalk).
- Install a new high-visibility crosswalk, ADA curb ramps, and pedestrian countdown signals at southern leg of the intersection along the Adeline alignment (diagonal crosswalk).
- Install new high-visibility crosswalk, ADA curb ramps, and pedestrian countdown signals at southern leg of the intersection along 38th/MacArthur alignment.
- Widen and extend the landscaped median along San Pablo Avenue. The median will provide refuge areas for pedestrians crossing San Pablo Avenue as well as prohibit left turns from San Pablo Avenue onto MacArthur Boulevard. An emergency vehicle only pass through area is

proposed to allow emergency access onto MacArthur Boulevard.

- Vacate the eastbound lanes of West MacArthur Boulevard, prohibiting all traffic other than emergency vehicles and cyclists between San Pablo Avenue and Linden Street.
- Install bicycle boxes on eastbound and westbound approaches on Adeline Street. The bicycle boxes provide a refuge area to bicyclists in front of vehicles at the stop bar. Additionally, the boxes increase the visibility of cyclists at intersections and allow them to position themselves for turning movements when the signal is red. Lastly, the boxes improve safety by prohibiting right turns on red thereby reducing bicycle-vehicle crossing conflicts.

Existing Conditions

San Pablo Avenue and 40th Street Intersection

This four-legged intersection consists of San Pablo Avenue running in the north-south direction and 40th Street running in the east-west direction. There are left-turn pockets for all approaches, with separate left-turn phasing. The intersection currently operates with a cycle length of 100 seconds in coordination with traffic signals along San Pablo Avenue during the AM peak and PM peak periods. The natural cycle length based on existing traffic signal operations is 90 seconds, with the fully-actuated cycle length being 107 seconds.

San Pablo Avenue and Adeline/ MacArthur Intersection

This intersection consists for San Pablo Avenue running in the north-south direction and Adeline Avenue running in the northeast-southwest direction. MacArthur Avenue is stop-sign controlled with the westbound approach terminating into San Pablo Avenue (right-turn only) and the eastbound approach terminating into Adeline Avenue at the southwest quadrant of the intersection. The traffic signal operates with San Pablo Avenue traffic running during the same phase and split-phase for southwest-bound Adeline Avenue and northeast-bound Adeline Avenue approaches. The intersection currently operates with a cycle length of 100 seconds in coordination with traffic signals along San Pablo Avenue during the AM peak and PM peak periods. The natural cycle length based on existing traffic signal operations is 85 seconds, and the fully-actuated cycle length is 101 seconds.

Traffic Signal Operations Analysis

The peak hour intersection level of service (LOS) analysis was conducted using the *Synchro 7* software package using the associated *Highway Capacity Manual (HCM)* reporting module for the signalized intersections. Traffic signal turning movement counts for AM Peak periods and PM Peak periods were collected in May 2012. Field observations of the AM Peak and PM peak period traffic operations were conducted in May 2012.

The analysis conducted in this study was at the macro level, future traffic volumes at the unsignalized intersections and driveways between study intersections were not available and were not studied. Signal coordination along the San Pablo corridor was not considered in the analysis. Signal coordination with other nearby traffic signals could cause operations to be worse than what were modeled in Synchro and presented in this memorandum. The City of Emeryville is currently working with Caltrans to retime and coordinate the signals along San Pablo Avenue, from 35th Street to 53rd

Street, as a part of the Program for Arterial System Synchronization (PASS). The findings of this operations analysis will be considered by the PASS project.

Synchro output sheets are included in the Appendix.

San Pablo Avenue and 40th Street Intersection

For this analysis, the installation of bike boxes for each approach was modeled by prohibiting “right-turn-on-red” movements in the traffic model. Traffic signal operations were assumed to be unchanged from existing.

Alternatives analyzed

The following alternatives were studied.

1. *Proposed* - All intersection improvements previously described were assumed to be in place for the intersection analysis.
2. *WB Bike Box Only* –Due to high right turn volume counts in the eastbound direction along 40th Street, the City requested that a scenario for no bike box in the eastbound direction be studied. In this scenario, only westbound 40th Street travelers are prohibited from making right-turns-on-red.

The following tables summarize the results.

Table 1: San Pablo Avenue- 40th Street LOS and Delay (seconds)

Scenario	Intersection		Eastbound		Westbound		Northbound		Southbound	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak – Existing	C	35.0	C	33.8	D	40.1	D	36.5	C	30.3
AM Peak - Proposed	D	36.2	D	36.7	D	44.0	D	36.6	C	30.4
AM Peak - WB Bike Box Only	D	35.7	C	33.6	D	44.0	D	36.6	C	30.4
PM Peak – Existing	E	59.3	F	86.6	D	46.7	D	52.2	D	43.4
PM Peak - Proposed	E	66.4	F	109.5	D	49.4	D	52.2	D	43.4
PM Peak - WB Bike Box Only	E	59.7	F	86.6	D	49.4	D	52.2	D	43.4

Table 2: San Pablo Avenue- 40th Street Intersection: 95th percentile queue lengths (feet)

Scenario	Eastbound		Westbound		Northbound		Southbound	
	95 th queue		95 th queue		95 th queue		95 th queue	
	Left	Thru	Left	Thru	Left	Thru	Left	Thru
AM Peak – Existing	138	125	44	197	178*	374	121	268
AM Peak - Proposed	138	144	44	213	178*	374	121	268
AM Peak - WB Bike Box Only	138	128	44	213	178*	374	121	268
PM Peak – Existing	296*	545*	113*	252	237*	387	198*	386
PM Peak - Proposed	296*	618*	113*	237*	237*	387	198*	386

PM Peak - WB Bike Box Only	296*	575*	113*	264	237*	387	198*	386
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*Volume exceeds capacity, queue may be longer.

Queue length is for proposed left turn lane. Assumed 100 ft turn bay. 95th queue exceeds capacity, queue may be longer.

Discussion

As seen in the tables above, overall intersection operations at the San Pablo Avenue and 40th Street intersection do not significantly degrade due to the proposed bike boxes and right-turn-on-red restrictions along 40th Street. However, the eastbound 40th Street approach is severely affected in the PM peak period. The approach delay for the eastbound approach increased 23 seconds and through queue will grow with the right-turn-on-red restriction under the Proposed alternative. Under the WB Bike Box Only alternative (no bike box on eastbound 40th approach), the impact is limited to an increase of 3 seconds of delay to the westbound 40th Street approach and the delay for other approaches being unchanged.

In addition to the delay and queue impacts above, installation of bicycle boxes may increase the number of vehicle-pedestrian conflicts between the right-turning vehicles from 40th Street and pedestrians crossing San Pablo Avenue. Right-turning vehicles that would have cleared the intersection during the 40th Street red phase (when no pedestrians are crossing San Pablo Avenue) now enter the intersection at the same time pedestrians are crossing San Pablo Avenue. There are a significant amount of pedestrian movements at this intersection, and this potential impact should be monitored if bicycle boxes are implemented.

Other alternatives

Kimley-Horn also considered the following other alternatives without modeling.

- *Eastbound approach right-turn overlap*- During a 7/16/12 project meeting, the City also asked for the operational impacts for modeling an eastbound right-turn overlap phase from the through-right-turn lane. This cannot be easily or accurately modeled because Synchro would recognize this as a conflict unless the lane was converted to a right-turn only lane. Our field observations show that the rightmost lane is primarily left open for right-turn movements, and these drivers do make right-turns during the northbound left-turn movements, so the existing signal operation effectively operates this way. As a result, we do not believe there would be significant improvements to signal operations with this change.

San Pablo Avenue and Adeline/ MacArthur Intersection

For this analysis, northbound San Pablo Avenue traffic was assumed to stop at the new south leg crosswalk and the westbound MacArthur stop sign was assumed to remain in place.

Alternatives analyzed

The following alternatives were studied.

1. *Proposed (4 Phase)* - All intersection improvements previously described were assumed to be in place for the intersection analysis. Signal phasing remains as existing with San Pablo Avenue traffic running during the same phase and split-phase for southwest-bound Adeline Avenue and northeast-bound Adeline Avenue approaches. The natural and fully-actuated cycle length for this alternative is 145 seconds.
2. *6 Phase (lead-lag)* – All intersection improvements previously described were assumed to be in place for the intersection analysis. Signal phasing was modified to allow for protect left

turns in both directions from Adeline Street to San Pablo Avenue. The natural and fully-actuated cycle length for this alternative is 105 seconds.

3. *Alternate 6 Phase (lead-lag)* –this alternative includes intersection improvements and signal phasing improvements described in the 6 Phase alternative above except no new diagonal crosswalk at the southern leg of the intersection along the Adeline alignment. Pedestrians crossing the southern leg will utilize the “mid-block” crosswalk along the 38th/MacArthur alignment. The natural and fully-actuated cycle length for this alternative is 105 seconds.

The following tables summarize the results:

Table 3: San Pablo Avenue- Adeline/MacArthur LOS and Delay (seconds)

Scenario	Intersection		NE-bound Adeline		SW-bound Adeline		Northbound San Pablo		Southbound San Pablo	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak – Existing	B	17.6	D	42.4	D	39.3	B	14.1	B	10.1
AM Peak – Proposed (4-phase)	D	44.8	D	48.3	D	38.4	D	52.6	C	32.4
AM Peak - 6 Phase (lead-lag)	C	23.2	D	40.6	D	47.4	C	20.6	B	15.2
AM Peak - Alt. 6 Phase (lead-lag)	C	23.2	D	40.6	D	47.4	C	20.6	B	15.2
PM Peak – Existing	B	19.0	D	44.4	D	36.6	B	14.8	B	13.8
PM Peak – Proposed (4-phase)	D	41.7	D	45.4	D	41.6	D	41.7	D	40.8
PM Peak - 6 Phase (lead-lag)	C	27.9	D	38.9	D	44.0	C	25.6	C	24.7
PM Peak - Alt. 6 Phase)	C	27.9	D	38.9	D	44.0	C	25.6	C	24.7

Table 3: San Pablo Avenue- Adeline/MacArthur 95th percentile queue lengths (feet)

Scenario	NE-bound Adeline		SW-bound Adeline		Northbound San Pablo		Southbound San Pablo	
	95 th queue		95 th queue		95 th queue		95 th queue	
	Left	Thru	Left	Thru	Left	Thru	Left	Thru
AM Peak – Existing	N/A	72	N/A	90	315	144	N/A	72
AM Peak – Proposed (4-phase)	68	102	97	126	865*	355	68	102
AM Peak - 6 Phase (lead-lag)	75	63	124*	76	516*	221	75	63
AM Peak - Alt. 6 Phase (lead-lag)	75	63	124*	76	516*	221	75	63
PM Peak – Existing	N/A	117	N/A	84	293	276	N/A	117
PM Peak – Proposed (4-phase)	94	187	94	113	810*	756*	94	187
PM Peak - 6 Phase (lead-lag)	115#	114	106#	69	487*	426	115#	114
PM Peak - Alt. 6 Phase)	115#	114	106#	69	487*	426	115#	114

*Volume exceeds capacity, queue may be longer.

Queue length is for proposed left turn lane. Assumed 100 ft turn bay. 95th queue exceeds capacity, queue may be longer.

Discussion

Installation of bicycle boxes on Adeline Street was included for all alternatives. Since there are very few right turning vehicles from Adeline Street to San Pablo Avenue, the bicycle boxes have a negligible impact on intersection operations.

Of the proposed alternatives, the Proposed (4 phase) alternative (proposed improvements with no changes to signal phasing) has the largest impact on the intersection operations. Under this alternative, the fully actuated cycle length increases 45 seconds compared to the existing condition, and the intersection LOS increases from B to D in both the AM and PM peak periods. This is the result of 38 seconds of Flash Don't Walk (FDW) needed for the new 130-foot long crosswalks (based on Caltrans' current assumed pedestrian walk speed of 3.5 ft/s.) The current signal operations with split-phasing for southwest-bound Adeline Avenue and northeast-bound Adeline Avenue approaches result in the additional pedestrian phases running separately and increasing the overall intersection cycle length.

The 6 Phase (lead-lag) alternative mitigates the impact of the additional walk times for the diagonal crosswalks by adding protected left turns from Adeline Street to San Pablo Avenue. This provides an opportunity for the new walk times to be shared during the concurrent through phases along Adeline. Due to roadway geometry and potential vehicle collisions, the proposed protected left turns on Adeline are unable to run at the same time. Therefore, this alternative includes lagging the protected left from northeast bound Adeline to northbound San Pablo Avenue. Under this proposed condition, the intersection delay only increases 6 seconds in the AM peak period and 9 seconds in the PM peak period. Additionally, the fully actuated cycle length only slightly increases to 105 seconds. This is a minor increase over the existing coordinated cycle length of 100 seconds.

The Alternative 6 Phase (lead-lag) was requested to be studied at the 7/16/12 project meeting, and analyzed operating the signal with 6 phases (same as the previous alternative above) but with the removal of the southern diagonal crosswalk along the Adeline alignment while keeping the "mid-block" crosswalk along MacArthur. As shown in the tables above, this alternative does not change results from the 6 Phase (lead-lag) alternative since the northern diagonal crosswalk is still the constraining factor for the pedestrian crossing.

Other alternatives

Kimley-Horn also considered the following other alternatives without modeling.

- *Overlap Phase for NB San Pablo Avenue and WB MacArthur movements* - To better serve the westbound MacArthur vehicles, the traffic signal operations could be modified to as shown in the figure below. The overlap phase would service WB MacArthur vehicles and NB San Pablo vehicles north of the new southern leg crosswalk along the MacArthur alignment. After the MacArthur traffic is cleared, the overlap would turn off and the rest of the NB San Pablo traffic would be serviced.

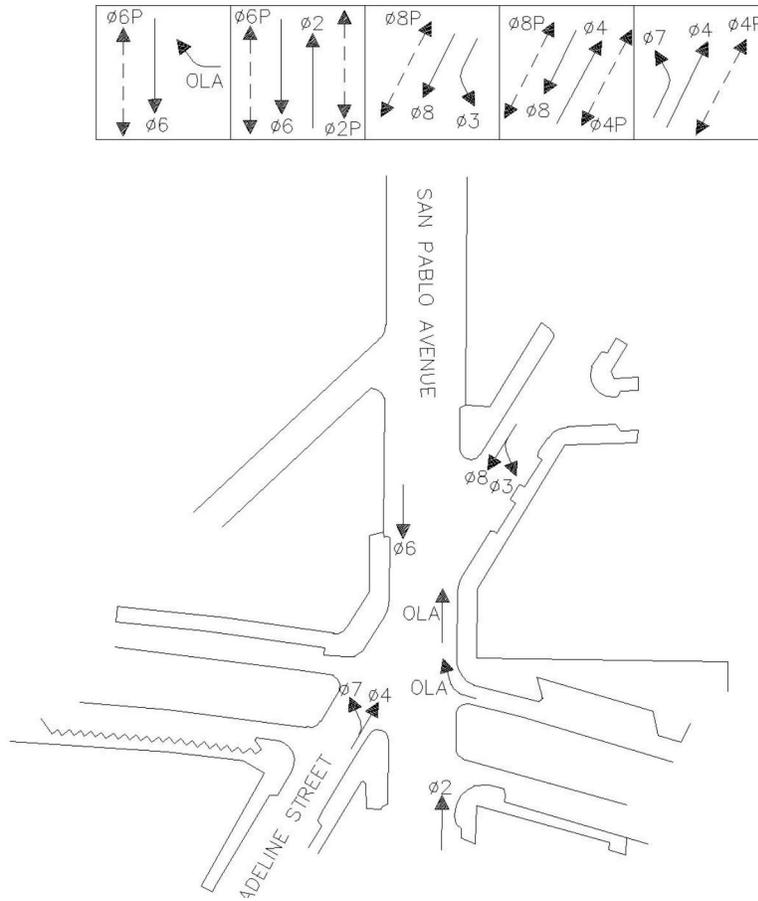


Figure 1: San Pablo Avenue- Adeline/MacArthur Overlap Phase for NB San Pablo Avenue and WB MacArthur Ave

- *Replace both diagonal crosswalks with direct “mid-block” crosswalks* – The replacement of both diagonal crosswalks with more direct crosswalks would result in shorter crossing distances and thus shorter FDW times. The drawback of the shorter “mid-block” crosswalks is that San Pablo traffic may be confused by the crosswalk and may potentially drive through it on red lights. Since the intersection is so large and long in the north-south direction, drivers may be too focused on driving through the large intersection and may not be expecting the mid-block crosswalks.

Recommendations

Based on the considerations discussed above, Kimley-Horn makes the following recommendations for traffic signal operations at the project locations.

San Pablo Avenue and 40th Street Intersection

- Install bicycle box in westbound direction only.
- Keep existing signal timing phasing. Coordinate with Emeryville PASS project to update signal timing parameters and coordination plans.
- Monitor driver compliance to right turn on red prohibition and potential increased vehicle-pedestrian conflict during green phase.

San Pablo Avenue and Adeline/ MacArthur Intersection

- Install all proposed civil improvements. Consider improvements to highlight southern mid-block crosswalk to prevent vehicles from driving through the crosswalk on red phase. Improvements may include signage, far-side programmable visibility signal heads, and additional signal poles.
- Change signal phasing to 6 Phase operation with lead-lag on Adeline Avenue. Coordinate with Emeryville PASS project to update signal timing parameters and coordination plans.

Appendix

**San Pablo/40th - Existing
AM Weekday Synchro Output Sheets**



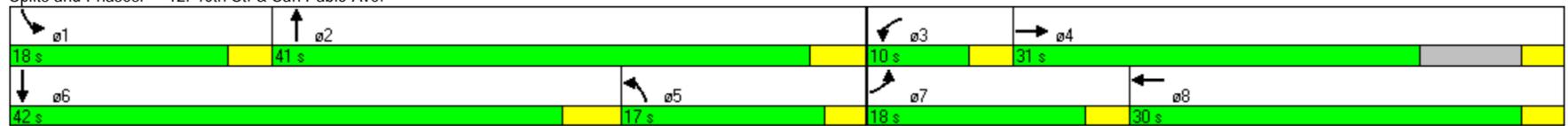
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖↗	↕	↖	↕
Volume (vph)	109	254	27	328	300	846	99	579
Turn Type	Prot		Prot		Prot		Prot	
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	6.0	4.0	6.0	6.0	20.0	8.0	20.0
Minimum Split (s)	13.0	29.0	7.0	30.0	9.0	36.0	11.0	31.0
Total Split (s)	18.0	31.0	10.0	30.0	17.0	41.0	18.0	42.0
Total Split (%)	16.8%	29.0%	9.3%	28.0%	15.9%	38.3%	16.8%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.2	33.7	6.3	24.5	14.0	46.8	11.5	44.3
Actuated g/C Ratio	0.11	0.31	0.06	0.23	0.13	0.44	0.11	0.41
v/c Ratio	0.62	0.44	0.44	0.66	0.80	0.63	0.58	0.56
Control Delay	59.6	26.9	62.6	38.1	60.5	27.7	57.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.9	62.6	38.1	60.5	27.7	57.8	26.5
LOS	E	C	E	D	E	C	E	C
Approach Delay		33.8		40.1		36.5		30.3
Approach LOS		C		D		D		C

Intersection Summary

Cycle Length: 107
 Actuated Cycle Length: 107
 Offset: 5 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 35.0
 Intersection Capacity Utilization 75.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 12: 40th St. & San Pablo Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	120	451	44	497	341	926	104	761
v/c Ratio	0.62	0.44	0.44	0.66	0.80	0.63	0.58	0.56
Control Delay	59.6	26.9	62.6	38.1	60.5	27.7	57.8	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.9	62.6	38.1	60.5	27.7	57.8	26.5
Queue Length 50th (ft)	80	116	29	144	118	264	69	209
Queue Length 95th (ft)	138	128	44	197	#178	374	121	268
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	1099	110	830	425	1462	235	1364
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.41	0.40	0.60	0.80	0.63	0.44	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/40th – Proposed
AM Weekday Synchro Output Sheets**



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	120	451	44	497	341	926	104	761
v/c Ratio	0.62	0.45	0.44	0.68	0.80	0.64	0.58	0.56
Control Delay	59.6	30.7	62.6	42.3	60.5	27.8	57.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	30.7	62.6	42.3	60.5	27.8	57.8	26.6
Queue Length 50th (ft)	80	132	29	159	118	264	69	209
Queue Length 95th (ft)	138	144	44	213	#178	374	121	268
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	1064	110	797	425	1454	235	1357
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.42	0.40	0.62	0.80	0.64	0.44	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/40th – WB Bike Box Only
AM Weekday Synchro Output Sheets**



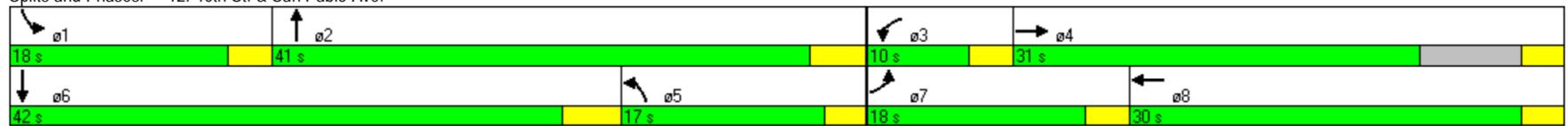
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↖↗	↖	↖↗	↖↗	↖↗	↖	↖↗
Volume (vph)	109	254	27	328	300	846	99	579
Turn Type	Prot		Prot		Prot		Prot	
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	6.0	4.0	6.0	6.0	20.0	8.0	20.0
Minimum Split (s)	13.0	29.0	7.0	30.0	9.0	36.0	11.0	31.0
Total Split (s)	18.0	31.0	10.0	30.0	17.0	41.0	18.0	42.0
Total Split (%)	16.8%	29.0%	9.3%	28.0%	15.9%	38.3%	16.8%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	12.2	33.9	6.3	24.7	14.0	46.6	11.5	44.1
Actuated g/C Ratio	0.11	0.32	0.06	0.23	0.13	0.44	0.11	0.41
v/c Ratio	0.62	0.43	0.44	0.68	0.80	0.64	0.58	0.56
Control Delay	59.6	26.7	62.6	42.3	60.5	27.8	57.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.7	62.6	42.3	60.5	27.8	57.8	26.6
LOS	E	C	E	D	E	C	E	C
Approach Delay		33.6		44.0		36.6		30.4
Approach LOS		C		D		D		C

Intersection Summary

Cycle Length: 107
 Actuated Cycle Length: 107
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 35.7
 Intersection Capacity Utilization 75.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 12: 40th St. & San Pablo Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	120	451	44	497	341	926	104	761
v/c Ratio	0.62	0.43	0.44	0.68	0.80	0.64	0.58	0.56
Control Delay	59.6	26.7	62.6	42.3	60.5	27.8	57.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	26.7	62.6	42.3	60.5	27.8	57.8	26.6
Queue Length 50th (ft)	80	116	29	159	118	264	69	209
Queue Length 95th (ft)	138	128	44	213	#178	374	121	268
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	1099	110	797	425	1454	235	1357
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.41	0.40	0.62	0.80	0.64	0.44	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/40th - Existing
PM Weekday Synchro Output Sheets**

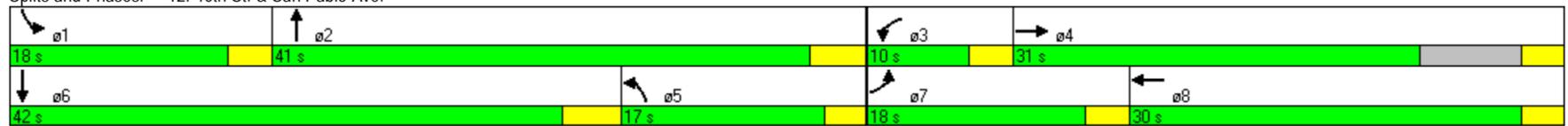


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖↗	↕	↖	↕
Volume (vph)	206	700	65	422	364	829	152	785
Turn Type	Prot		Prot		Prot		Prot	
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	6.0	4.0	6.0	6.0	20.0	8.0	20.0
Minimum Split (s)	13.0	29.0	7.0	30.0	9.0	36.0	11.0	31.0
Total Split (s)	18.0	31.0	10.0	30.0	17.0	41.0	18.0	42.0
Total Split (%)	16.8%	29.0%	9.3%	28.0%	15.9%	38.3%	16.8%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.9	35.2	6.8	27.1	14.0	38.6	14.4	39.0
Actuated g/C Ratio	0.14	0.33	0.06	0.25	0.13	0.36	0.13	0.36
v/c Ratio	0.94	1.08	0.75	0.74	0.97	0.83	0.86	0.80
Control Delay	91.1	85.7	88.1	41.3	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	85.7	88.1	41.3	84.8	38.7	78.9	36.2
LOS	F	F	F	D	F	D	E	D
Approach Delay		86.6		46.7		52.2		43.4
Approach LOS		F		D		D		D

Intersection Summary

Cycle Length: 107
 Actuated Cycle Length: 107
 Offset: 5 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 59.3
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 12: 40th St. & San Pablo Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	219	1137	80	612	414	1000	195	961
v/c Ratio	0.94	1.08	0.75	0.74	0.97	0.83	0.86	0.80
Control Delay	91.1	85.7	88.1	41.3	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	85.7	88.1	41.3	84.8	38.7	78.9	36.2
Queue Length 50th (ft)	150	~440	55	194	147	327	132	303
Queue Length 95th (ft)	#296	#575	#113	252	#237	387	#198	386
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	1050	110	823	425	1200	235	1200
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.08	0.73	0.74	0.97	0.83	0.83	0.80

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/40th - Proposed
PM Weekday Synchro Output Sheets**

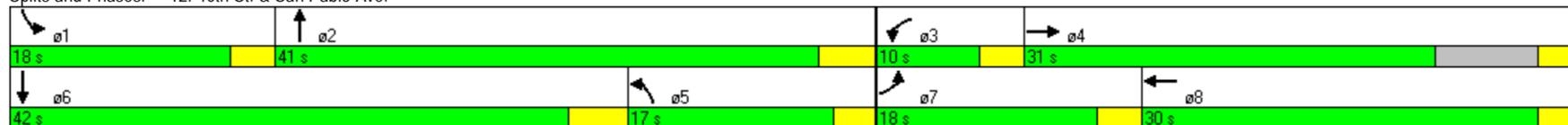


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↵	↕↗	↵	↕↗	↕↖	↕↗	↵	↕↗
Volume (vph)	206	700	65	422	364	829	152	785
Turn Type	Prot		Prot		Prot		Prot	
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	6.0	4.0	6.0	6.0	20.0	8.0	20.0
Minimum Split (s)	13.0	29.0	7.0	30.0	9.0	36.0	11.0	31.0
Total Split (s)	18.0	31.0	10.0	30.0	17.0	41.0	18.0	42.0
Total Split (%)	16.8%	29.0%	9.3%	28.0%	15.9%	38.3%	16.8%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.9	35.2	6.8	27.1	14.0	38.6	14.4	39.0
Actuated g/C Ratio	0.14	0.33	0.06	0.25	0.13	0.36	0.13	0.36
v/c Ratio	0.94	1.15	0.75	0.77	0.97	0.83	0.86	0.80
Control Delay	91.1	113.1	88.1	44.4	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	113.1	88.1	44.4	84.8	38.7	78.9	36.2
LOS	F	F	F	D	F	D	E	D
Approach Delay		109.5		49.4		52.2		43.4
Approach LOS		F		D		D		D

Intersection Summary

Cycle Length: 107
 Actuated Cycle Length: 107
 Offset: 5 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 66.4
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 12: 40th St. & San Pablo Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	219	1137	80	612	414	1000	195	961
v/c Ratio	0.94	1.15	0.75	0.77	0.97	0.83	0.86	0.80
Control Delay	91.1	113.1	88.1	44.4	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	113.1	88.1	44.4	84.8	38.7	78.9	36.2
Queue Length 50th (ft)	150	~485	55	205	147	327	132	303
Queue Length 95th (ft)	#296	#618	#113	264	#237	387	#198	386
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	990	110	800	425	1200	235	1200
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.15	0.73	0.77	0.97	0.83	0.83	0.80

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/40th – WB Bike Box Only
PM Weekday Synchro Output Sheets**

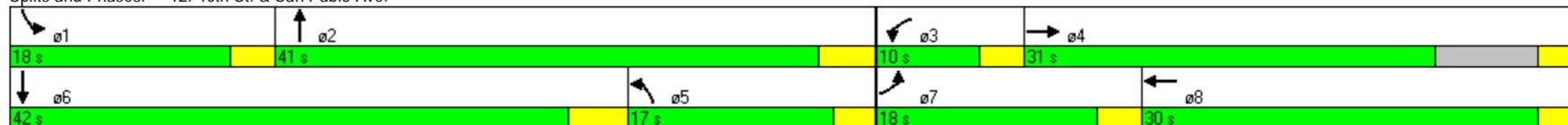


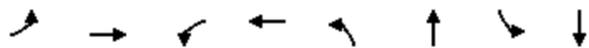
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖↗	↕	↖	↕
Volume (vph)	206	700	65	422	364	829	152	785
Turn Type	Prot		Prot		Prot		Prot	
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases								
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	10.0	6.0	4.0	6.0	6.0	20.0	8.0	20.0
Minimum Split (s)	13.0	29.0	7.0	30.0	9.0	36.0	11.0	31.0
Total Split (s)	18.0	31.0	10.0	30.0	17.0	41.0	18.0	42.0
Total Split (%)	16.8%	29.0%	9.3%	28.0%	15.9%	38.3%	16.8%	39.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	-1.0	0.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)	14.9	35.2	6.8	27.1	14.0	38.6	14.4	39.0
Actuated g/C Ratio	0.14	0.33	0.06	0.25	0.13	0.36	0.13	0.36
v/c Ratio	0.94	1.08	0.75	0.77	0.97	0.83	0.86	0.80
Control Delay	91.1	85.7	88.1	44.4	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	85.7	88.1	44.4	84.8	38.7	78.9	36.2
LOS	F	F	F	D	F	D	E	D
Approach Delay		86.6		49.4		52.2		43.4
Approach LOS		F		D		D		D

Intersection Summary

Cycle Length: 107
 Actuated Cycle Length: 107
 Offset: 5 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 59.7
 Intersection Capacity Utilization 88.7%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

Splits and Phases: 12: 40th St. & San Pablo Ave.





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	219	1137	80	612	414	1000	195	961
v/c Ratio	0.94	1.08	0.75	0.77	0.97	0.83	0.86	0.80
Control Delay	91.1	85.7	88.1	44.4	84.8	38.7	78.9	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.1	85.7	88.1	44.4	84.8	38.7	78.9	36.2
Queue Length 50th (ft)	150	~440	55	205	147	327	132	303
Queue Length 95th (ft)	#296	#575	#113	264	#237	387	#198	386
Internal Link Dist (ft)		262		407		778		436
Turn Bay Length (ft)			100		225		150	
Base Capacity (vph)	235	1050	110	800	425	1200	235	1200
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.08	0.73	0.77	0.97	0.83	0.83	0.80

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/Adeline – Existing
AM Weekday Synchro Output Sheets**



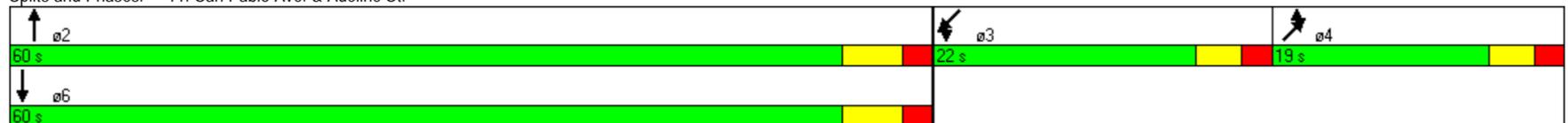
Lane Group	NBT	SBT	NET	SWT
Lane Configurations	↑↑	↑↑	↗↗	↘↘
Volume (vph)	980	526	76	103
Turn Type				
Protected Phases	2	6	4	3
Permitted Phases				
Detector Phase	2	6	4	3
Switch Phase				
Minimum Initial (s)	15.0	10.0	10.0	15.0
Minimum Split (s)	41.0	42.0	19.0	22.0
Total Split (s)	60.0	60.0	19.0	22.0
Total Split (%)	59.4%	59.4%	18.8%	21.8%
Yellow Time (s)	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0
Lead/Lag			Lag	Lead
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effct Green (s)	61.7	61.7	12.9	17.4
Actuated g/C Ratio	0.61	0.61	0.13	0.17
v/c Ratio	0.58	0.33	0.38	0.41
Control Delay	13.4	10.1	42.4	39.3
Queue Delay	0.7	0.0	0.0	0.0
Total Delay	14.1	10.1	42.4	39.3
LOS	B	B	D	D
Approach Delay	14.1	10.1	42.4	39.3
Approach LOS	B	B	D	D

Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 25 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 52.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 11: San Pablo Ave. & Adeline St.



	↑	↓	↗	↘
Lane Group	NBT	SBT	NET	SWT
Lane Group Flow (vph)	1170	662	160	230
v/c Ratio	0.58	0.33	0.38	0.41
Control Delay	13.4	10.1	42.4	39.3
Queue Delay	0.7	0.0	0.0	0.0
Total Delay	14.1	10.1	42.4	39.3
Queue Length 50th (ft)	208	93	50	70
Queue Length 95th (ft)	315	144	72	90
Internal Link Dist (ft)	449	778	642	896
Turn Bay Length (ft)				
Base Capacity (vph)	2017	2019	520	618
Starvation Cap Reductn	482	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.76	0.33	0.31	0.37
Intersection Summary				

**San Pablo/Adeline – Proposed (Four Phase)
AM Weekday Synchro Output Sheets**

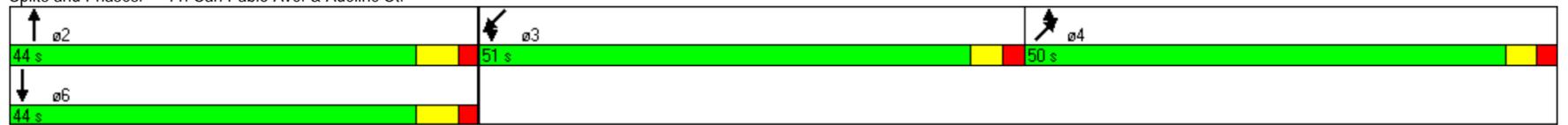
	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Configurations	↑↑	↑↑	↗	↘	↗	↘
Volume (vph)	980	526	49	76	77	103
Turn Type			Split		Split	
Protected Phases	2	6	4	4	3	3
Permitted Phases						
Detector Phase	2	6	4	4	3	3
Switch Phase						
Minimum Initial (s)	15.0	10.0	10.0	10.0	15.0	15.0
Minimum Split (s)	43.0	42.0	50.0	50.0	51.0	51.0
Total Split (s)	44.0	44.0	50.0	50.0	51.0	51.0
Total Split (%)	30.3%	30.3%	34.5%	34.5%	35.2%	35.2%
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	67.7	67.7	26.5	26.5	41.8	41.8
Actuated g/C Ratio	0.47	0.47	0.18	0.18	0.29	0.29
v/c Ratio	0.76	0.43	0.21	0.30	0.20	0.26
Control Delay	39.1	32.4	46.7	49.4	37.5	39.0
Queue Delay	13.5	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	32.4	46.7	49.4	37.5	39.0
LOS	D	C	D	D	D	D
Approach Delay	52.6	32.4		48.3		38.4
Approach LOS	D	C		D		D

Intersection Summary

Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 44.8
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 11: San Pablo Ave. & Adeline St.



	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1170	662	64	96	96	134
v/c Ratio	0.76	0.43	0.21	0.30	0.20	0.26
Control Delay	39.1	32.4	46.7	49.4	37.5	39.0
Queue Delay	13.5	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	32.4	46.7	49.4	37.5	39.0
Queue Length 50th (ft)	431	195	58	88	64	92
Queue Length 95th (ft)	#865	355	68	102	97	126
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	1538	1535	543	569	555	583
Starvation Cap Reductn	369	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.43	0.12	0.17	0.17	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/Adeline –Six Phase (Lead-Lag)
AM Weekday Synchro Output Sheets**

	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1170	662	64	96	96	134
v/c Ratio	0.59	0.34	0.50	0.21	0.68	0.30
Control Delay	19.7	15.2	60.6	27.3	72.2	29.6
Queue Delay	0.9	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	15.2	60.6	27.3	72.2	29.6
Queue Length 50th (ft)	184	83	41	58	64	85
Queue Length 95th (ft)	#516	221	75	63	#124	76
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)					100	
Base Capacity (vph)	1977	1974	130	785	141	805
Starvation Cap Reductn	475	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.34	0.49	0.12	0.68	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

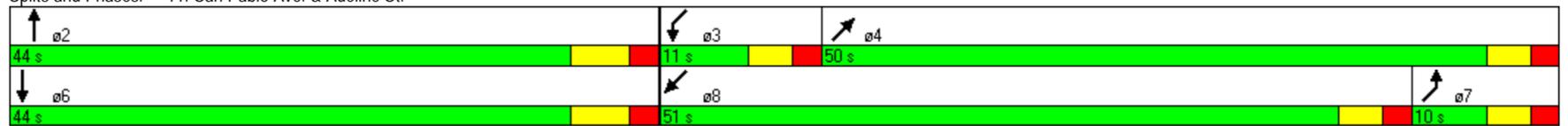
**San Pablo/Adeline –Alternate Six Phase
AM Weekday Synchro Output Sheets**

	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Configurations	↑↑	↑↑	↗	↘	↙	↖
Volume (vph)	980	526	49	76	77	103
Turn Type			Prot		Prot	
Protected Phases	2	6	7	4	3	8
Permitted Phases				4		8
Detector Phase	2	6	7	4	3	8
Switch Phase						
Minimum Initial (s)	15.0	10.0	4.0	10.0	4.0	10.0
Minimum Split (s)	43.0	42.0	9.0	50.0	9.0	51.0
Total Split (s)	44.0	44.0	10.0	50.0	11.0	51.0
Total Split (%)	41.9%	41.9%	9.5%	47.6%	10.5%	48.6%
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	62.9	62.9	8.1	27.3	8.8	26.9
Actuated g/C Ratio	0.60	0.60	0.08	0.26	0.08	0.26
v/c Ratio	0.59	0.34	0.50	0.21	0.68	0.30
Control Delay	19.7	15.2	60.6	27.3	72.2	29.6
Queue Delay	0.9	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	15.2	60.6	27.3	72.2	29.6
LOS	C	B	E	C	E	C
Approach Delay	20.6	15.2		40.6		47.4
Approach LOS	C	B		D		D

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 105
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 11: San Pablo Ave. & Adeline St.



	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1170	662	64	96	96	134
v/c Ratio	0.59	0.34	0.50	0.21	0.68	0.30
Control Delay	19.7	15.2	60.6	27.3	72.2	29.6
Queue Delay	0.9	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	15.2	60.6	27.3	72.2	29.6
Queue Length 50th (ft)	184	83	41	58	64	85
Queue Length 95th (ft)	#516	221	75	63	#124	76
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)					100	
Base Capacity (vph)	1977	1974	130	785	141	805
Starvation Cap Reductn	475	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.34	0.49	0.12	0.68	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/Adeline – Existing
PM Weekday Synchro Output Sheets**



Lane Group	NBT	SBT	NET	SWT
Lane Configurations	↑↑	↑↑	↗↗	↘↘
Volume (vph)	946	944	142	76
Turn Type				
Protected Phases	2	6	4	3
Permitted Phases				
Detector Phase	2	6	4	3
Switch Phase				
Minimum Initial (s)	15.0	10.0	10.0	15.0
Minimum Split (s)	41.0	42.0	19.0	22.0
Total Split (s)	60.0	60.0	19.0	22.0
Total Split (%)	59.4%	59.4%	18.8%	21.8%
Yellow Time (s)	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0
Lead/Lag			Lag	Lead
Lead-Lag Optimize?				
Recall Mode	C-Max	C-Max	None	None
Act Effct Green (s)	60.0	60.0	14.2	17.8
Actuated g/C Ratio	0.59	0.59	0.14	0.18
v/c Ratio	0.57	0.54	0.57	0.34
Control Delay	14.1	13.8	44.4	36.6
Queue Delay	0.7	0.0	0.0	0.0
Total Delay	14.8	13.8	44.4	36.6
LOS	B	B	D	D
Approach Delay	14.8	13.8	44.4	36.6
Approach LOS	B	B	D	D

Intersection Summary

Cycle Length: 101
 Actuated Cycle Length: 101
 Offset: 25 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 19.0
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 11: San Pablo Ave. & Adeline St.



	↑	↓	↗	↘
Lane Group	NBT	SBT	NET	SWT
Lane Group Flow (vph)	1116	1067	264	196
v/c Ratio	0.57	0.54	0.57	0.34
Control Delay	14.1	13.8	44.4	36.6
Queue Delay	0.7	0.0	0.0	0.0
Total Delay	14.8	13.8	44.4	36.6
Queue Length 50th (ft)	207	195	82	56
Queue Length 95th (ft)	293	276	117	84
Internal Link Dist (ft)	449	778	642	896
Turn Bay Length (ft)				
Base Capacity (vph)	1958	1977	522	610
Starvation Cap Reductn	458	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.54	0.51	0.32
Intersection Summary				

**San Pablo/Adeline – Proposed (Four Phase)
PM Weekday Synchro Output Sheets**

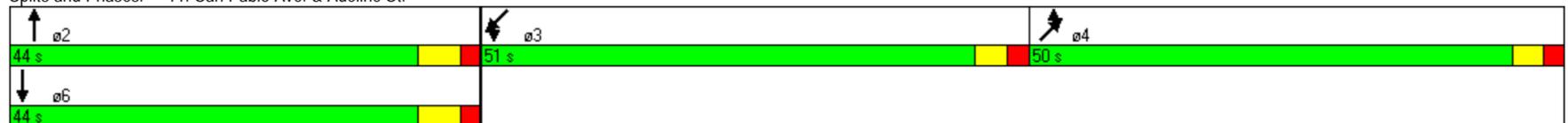
	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Configurations	↑↑	↑↑	↗	↘	↙	↖
Volume (vph)	946	944	71	142	74	76
Turn Type			Split		Split	
Protected Phases	2	6	4	4	3	3
Permitted Phases						
Detector Phase	2	6	4	4	3	3
Switch Phase						
Minimum Initial (s)	15.0	10.0	10.0	10.0	15.0	15.0
Minimum Split (s)	43.0	42.0	50.0	50.0	51.0	51.0
Total Split (s)	44.0	44.0	50.0	50.0	51.0	51.0
Total Split (%)	30.3%	30.3%	34.5%	34.5%	35.2%	35.2%
Yellow Time (s)	4.0	4.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-3.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	65.6	65.6	34.8	34.8	35.6	35.6
Actuated g/C Ratio	0.45	0.45	0.24	0.24	0.25	0.25
v/c Ratio	0.75	0.71	0.21	0.43	0.22	0.25
Control Delay	41.5	40.8	41.4	47.3	41.3	42.0
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	40.8	41.4	47.3	41.3	42.0
LOS	D	D	D	D	D	D
Approach Delay	41.7	40.8		45.4		41.6
Approach LOS	D	D		D		D

Intersection Summary

Cycle Length: 145
 Actuated Cycle Length: 145
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 41.7
 Intersection Capacity Utilization 83.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 11: San Pablo Ave. & Adeline St.



	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1116	1067	85	179	92	104
v/c Ratio	0.75	0.71	0.21	0.43	0.22	0.25
Control Delay	41.5	40.8	41.4	47.3	41.3	42.0
Queue Delay	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	40.8	41.4	47.3	41.3	42.0
Queue Length 50th (ft)	~668	~615	57	127	62	70
Queue Length 95th (ft)	#810	#756	94	187	94	113
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)			100		100	
Base Capacity (vph)	1488	1503	543	564	555	565
Starvation Cap Reductn	52	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.71	0.16	0.32	0.17	0.18

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/Adeline –Six Phase (Lead-Lag)
PM Weekday Synchro Output Sheets**

	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1116	1067	85	179	92	104
v/c Ratio	0.66	0.63	0.61	0.32	0.65	0.18
Control Delay	25.5	24.7	66.3	25.9	68.8	22.1
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	24.7	66.3	25.9	68.8	22.1
Queue Length 50th (ft)	360	337	57	72	61	39
Queue Length 95th (ft)	#487	426	#115	114	#106	69
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)						
Base Capacity (vph)	1684	1699	140	778	144	782
Starvation Cap Reductn	53	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.61	0.23	0.64	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

**San Pablo/Adeline –Alternate Six Phase
PM Weekday Synchro Output Sheets**

	↑	↓	↗	↘	↙	↖
Lane Group	NBT	SBT	NEL	NET	SWL	SWT
Lane Group Flow (vph)	1116	1067	85	179	92	104
v/c Ratio	0.66	0.63	0.61	0.32	0.65	0.18
Control Delay	25.5	24.7	66.3	25.9	68.8	22.1
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	24.7	66.3	25.9	68.8	22.1
Queue Length 50th (ft)	360	337	57	72	61	39
Queue Length 95th (ft)	#487	426	#115	114	#106	69
Internal Link Dist (ft)	449	778		642		896
Turn Bay Length (ft)						
Base Capacity (vph)	1684	1699	140	778	144	782
Starvation Cap Reductn	53	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.63	0.61	0.23	0.64	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

EMERYVILLE PLANNING COMMISSION

STAFF REPORT

Agenda Date: December 9, 2010

Report Date: December 2, 2010

TO: Planning Commission

FROM: Planning and Building Department

SUBJECT: **Panera Bread**
UPDR10-001

LOCATION: 40th and Horton Streets (APN: 7-617-16-5)

APPLICANT: Christopher Wadleigh
Fancher Development, Inc.
1342 Bell Avenue #3
Tustin, CA 92780

OWNERS: Steve Buster
Catellus Operating Limited Partnership
66 Franklin Street #200
Oakland, CA 94607

PROJECT DESCRIPTION: A Conditional Use Permit application to create a new 4,000 square foot pad for a Convenience Eating and Drinking Establishment at the southwest corner of Horton and 40th Streets, and a Design Review application to construct a new 4,000 square foot building for Panera Bread with outdoor seating.

GENERAL PLAN AND ZONING DESIGNATION: Mixed Use with Residential (MUR) with Regional Retail (RR) overlay

ENVIRONMENTAL STATUS: This project is exempt from environmental review under State CEQA Guidelines Section 15303(c) which applies to small new construction projects in urban areas.

APPLICABLE Section 9-4.4.320(a) Use Classification System: Eating and Drinking Establishments: Convenience
Section 9-4.82.13 Conditional Use Permit Requirements and Findings
Section 9-4.84.4 Design Review Guidelines and Standards

V.F.

Section 9-4.55.9	Parking Requirements for Unspecified Uses
Section 9-4.68.3	Bicycle Parking: General Requirements
Section 9-6.203(d)	Base Zones: MUR Mixed Use with Residential
Section 9-6.204(a)	Overlay Zones: RR Regional Retail
Section 9-6.303	Uses Permitted, Conditionally Permitted, and Prohibited
Section 9-6.314(b)	Use Regulations and Standards in All or Several Zones: Standards

- RECOMMENDED COMMISSION ACTION:**
1. Open public hearing and take testimony regarding the project.
 2. Close public hearing and consider Staff Report and Resolution.
 3. Approve Conditional Use Permit and Design Review
(**UPDR10-001**)

PROJECT PROPOSAL:

The project involves the development of the southwest corner of Horton and 40th Streets as a commercial pad, to be leased and operated by Panera Bread, a convenience eating and drinking establishment. The corner is currently a parking lot, used as a staging area as Target finishes its final construction. The proposed development would include a building with stair and ramp access to the corner (due to a slight change in grade), outdoor seating along Horton and 40th Streets, and a re-working of the parking stalls in the Target parking lot surrounding the building. New landscaping would also be installed.

Page 1 of the plans shows the entirety of the Target site, of which the Panera Bread project site is a part, and Page 2 shows the grading plan. Page 3 shows the general site layout, including the traffic flow and the trash enclosure, while Page 4 is a detailed floor plan, showing the back of house and furniture layout, as well as outdoor arrangement. Page 5 shows all four elevations in black and white, including signage, followed by Pages 6-9, showing each elevation in color and the associated signage. Pages 10-12 show additional signage, awning and installation details. Page 13 and 14 show the landscape plan in black and white and color, respectively, and Page 15 shows a building section.

The new pad will be 4,000 square feet in size. The building will have two entrances, one on 40th Street close to the corner for pedestrian access, and one facing west towards Target, for access from the parking lot. Outdoor seating will consist of four larger tables and five smaller tables along 40th Street, and four large tables along Horton Street. Three new bike racks will be installed at the top of the ramp on Horton Street. A mural of a bundle of wheat will be painted on the south wall, facing the parking lot. Landscaping will wrap the east and south sides of the building where there is no seating, and two new trees will be planted along the west side.

Parking lot circulation will be reworked so that the parking aisle closest to 40th Street will be shortened to make room for the building, but cars will continue to be able to drive around the

aisle and to navigate freely around Panera Bread. Access to the trash enclosure will be from the parking lot.

Operating Characteristics: Panera Bread will be open from 6:00 a.m. to 9:00 p.m. Monday – Saturday and from 7:00 a.m. to 8:00 p.m. on Sunday. Baking and food preparation will often take place in the early morning and at night. Panera expects to employ between 30 and 40 people, dispersed across all shifts.

CONFORMITY TO ZONING REGULATIONS:

Use

The project site is with the jurisdiction of the Emeryville/Oakland Joint Planning Authority (JPA), which covers the entire East Bay Bridge Shopping Center, of which Target is a part. Under the Memorandum of Understanding for the Center, Emeryville is responsible for issuing planning permits for the entire JPA area, even if the site is completely within Oakland, as is the case with this project. However, the City of Oakland is responsible for issuing building permits for any projects completely within its boundary, as is the case for this project and Target. Given its responsibility for issuing planning permits for the site, the City of Emeryville has included the entire East Bay Bridge Shopping Center on its general plan and zoning maps. This will allow the City to issue a planning permit according to normal procedures.

The project site is in the Mixed Use with Residential (MUR) base zone, with a Regional Retail (RR) overlay. In the MUR zone, Convenience Eating and Drinking Establishments require a conditional use permit (CUP); as the site is less than one acre, no mix of uses on site is required. The RR overlay does not require anything different from the base zone for Convenience Eating and Drinking Establishments. Therefore a CUP is required for the use.

The site is surrounded on the east, south and west sides by retail. Across 40th Street sits the Rug Depot Outlet, a retail store, and Agesong, a new elder living facility. The Park Avenue District begins on the other side of 40th Street, and Park Avenue itself is one block to the north. A convenience eating and drinking establishment is highly compatible with the retail uses, and will complement Agesong well by providing a nearby and healthy food option for its residents; it is also compatible with the adjacent Park Avenue District.

Parking

The parking requirement for Convenience Eating and Drinking Establishments is 8 spaces per 1,000 square feet, based on 80% of the gross floor area, or 26 parking spaces (Section 9-4.55.5(g)). The proposal is for Panera and Target to share parking in the existing reconfigured lot, which will contain 447 spaces. The parking requirements for the 139,332 square foot Target store is 446 spaces, based on a requirement of 4 spaces per 1,000 gross square feet times 80% (Section 9-4.55.5(c)). Thus, the total parking requirement for Target and Panera is 472 spaces,

and there would be a shortfall of 25 spaces. However peak demand for Panera and Target do not directly overlap, with Panera's peak being from 12:00 p.m. to 1:00 p.m. and Target's peak being later in the day. In addition, staff believes that Panera Bread will be heavily used by the surrounding community, including Agesong, Pixar and Park Avenue District employees, and that most of these people will walk or bike there. This will reduce the number of parking spaces needed during the peak period. Therefore, staff believes that the 447 spaces in the Target lot will be sufficient to meet the parking requirement for Target and Panera under a shared parking arrangement, with no parking shortfall.

Bike parking is also required (See Zoning Code Sections 9-4.68.6 and 9-4.68.7) at a rate of 1 space/20 car spaces for both short and long term bike parking. Although this would result in a requirement of only one short term bike parking space, Panera plans to install three racks, or six bike parking spaces, located adjacent to Horton Street. The current plans do not show any long term or employee bike parking. Staff has included a condition of approval requiring six long term spaces in order to provide for the high number of employees at the restaurant. If there is not space inside the building for sheltered parking, outside lockers may be used at the rear (south side) of the building.

Design Review

The proposed building is completely new. Overall, it measures approximately 64' along Horton Street by 70' along 40th Street. It will sit at grade with the surrounding parking lot, which is a few feet above the grade of the adjacent sidewalk. The west and north (40th Street) elevations have large banks of windows looking out from the dining area, and the east (Horton Street) elevation has windows from both the dining and the employee work areas. The south wall has no windows, but will include a service door, awning, sign, and large mural.

The main material used on the exterior is brick, with some stucco along the north and south walls. The color palette includes yellow, brick red, green and purple. All windows have awnings, and each side of the building has a large sign reading "Panera Bread", with one additional smaller sign over the door on 40th Street, facing Horton Street. The signs to the north, east and west are all the same, measuring about 3'8" by 12'9", or 47.44 square feet, and the sign to the south is about 2'3" by 20'4", or 47.12 square feet. The small square sign over the door is 10.0 square feet, for a total of 199.44 square feet. As this application is going through major design review, there is no limit on the size or total square footage allowed for signs.

Landscaping currently acts as a buffer between the sidewalk and the parking lot. This will remain, including the trees, and four new landscape areas will be added. Two are thin strips along the south and east sides of the building, one area will be added along 40th Street near the front door and outdoor seating, and a large area will be added along Horton Street, between the trash enclosure and bike parking. The landscaping adjacent to the sidewalk will be refurbished.

STAFF COMMENTS:

The project was reviewed at the October 27, 2010 Development Coordinating Committee meeting. Staff had a number of comments, the majority of which were addressed in following design iterations. One outstanding request is a construction staging plan, which the applicant has agreed to supply in the building permit submittal. This has been included as a condition of approval. (Note that the project Grading Plan indicates a staging area to the south of the proposed building.) Emeryville staff will be able to review said plan during meetings with Oakland's building staff.

Planning staff does have a few outstanding recommendations for the overall site design that have not been addressed. First, staff feels that the large sign facing 40th Street should be located on the left side of the building face, not the right, so that the sign is closer to the door on that side and is better visible to cars and pedestrians traveling south on Horton Street. The sign would also be better aligned with the corner stairs and ramp at that location.

Second, staff has requested more landscaping along the east and south sides of the building. There are currently thin strips of landscaping proposed at these locations, but staff feels that a more robust buffer between the walkway and the building would enliven the area. Staff has also requested that Panera provide more detail about what plants are included in the new landscape material to match or compliment Target Center's that is described in the landscape plan legend. Conditions of approval requiring the landscaping and sign changes have been added.

CONCLUSION:

Staff recommends approval of the proposal subject to the attached conditions of approval.

Attachment:
Proposed Plans

RESOLUTION CPC NO. UPDR10-001

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EMERYVILLE APPROVING A CONDITIONAL USE PERMIT FOR A 4,000 SQUARE FOOT CONVENIENCE EATING AND DRINKING ESTABLISHMENT AND DESIGN REVIEW FOR A NEW 4,000 SQUARE FOOT BUILDING FOR PANERA BREAD (APN:7-617-16-5)

WHEREAS, on October 18, 2010 Fancher Development Inc. submitted an application on behalf of Catellus for a Conditional Use Permit and on behalf of Panera Bread for Design Review to create a new convenience eating and drinking establishment which will operate as Panera Bread at the southwest corner of Horton and 40th Streets; and

WHEREAS, the Emeryville Planning Commission held a duly and properly noticed public hearing on the project on December 9, 2010 to solicit public comments and review and consider the application; and

WHEREAS, the Emeryville Planning Commission has reviewed and considered the staff report and attachments thereto, the plans, all public comments, and the proposed Panera Bread at the southwest corner of Horton and 40th Streets subject to the conditions and requirements set forth in Exhibit A attached to this Resolution and the applicable standards of the Emeryville Zoning Ordinance (“the Record”); now, therefore, be it

RESOLVED, that the Planning Commission of the City of Emeryville hereby finds that the project is exempt from the California Environmental Quality Act (CEQA) under State CEQA Guidelines Section 15303(c) which applies to small new construction projects in urban areas; and be it further

RESOLVED, that in approving **UPDR10-001**, the Planning Commission makes the following findings required by Emeryville Municipal Code Sections 9-4.82.13 and Section 9-4.84.4(b):

Section 1. Conditional Use Permit Findings Pursuant to Section 9-4.82.13:

- (a) That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect or be materially detrimental to: neighborhood character with consideration being given to harmony in scale, bulk, coverage, and density of nearby uses, buildings and structures; the availability of civic facilities and utilities; the capacity and physical character of surrounding streets; the physical safety of the immediate area; and the amount of light falling on adjacent buildings and open spaces;

The proposed project involves the construction of a building at a street corner previously used as parking. The proposed use is a Convenience Eating and Drinking Establishment occupied by Panera Bread. This use complements the area and will provide an additional amenity to the neighborhood’s residents and shoppers.

Panera Bakery Building Violates New General Plan



\$2 Million New General Plan Falls Flat: Big Fix Needed

Opinion

The Emeryville Planning Commission recently approved the Panera Bakery building on the corner of 40th and Horton streets. The City Council reviewed their decision and followed suit with an approval after checking the proposed building against Emeryville's new General Plan. Below are the findings of fact determined by the Planning Commission and the City Council (please suspend your natural sense of propriety as you read).

The new Panera Bakery building is required to and will:

1. Be a compliment to the area
2. Be a vibrant and walkable destination for Emeryville residents
3. Be developed with due regard for aesthetic quality
4. Provide a service or amenity necessary to support a vibrant community
5. Contribute to the well-being of the surrounding neighborhood and community
6. Employ and serve Emeryville residents
7. Add to the local retail opportunities for the community
8. Create a sense of place, [a memorable place](#)

These findings were not made as compared to the former use of the site as a parking lot, rather they were made against the General Plan's instructions for how to build our city.

The eight points above are not suggestions for new development, rather they are requirements enumerated by our new \$2 million General Plan. The General Plan has a force of law; development projects are required to follow it. If the decision makers had found any of the above points to be false, the project could not have been approved without special provisions.

Readers of the Tattler will likely consider the findings made by the Planning Commission and City Council in this case to be without merit and bizarre. Any reasonable person would agree the Panera Bakery building and its tenant, a fast food purveyor, does not do the things required of it in the eight points above.

Facts?

How could the Planning Commission and the City Council call the eight findings fact?

The Mayor of Emeryville, Jennifer West has reconsidered her decision to approve the Panera Bakery building (too late to change it) and she now has proclaimed the project does not create a memorable place; calling into question the idea that the eight points are facts. Ms West's reversal suggests the eight points are nothing more than unqualified opinion.

Public policy is not supposed to work that way however. Policy is supposed to be based on measurability insofar as it's possible and that's what the General Plan is for.

So what has happened in the case of the Parera Bakery building approval? One of the following two points (or a combination of both) must have gone awry:

1. The General Plan is not up to the task of properly informing the decision makers
2. The Planning Commission lied about their findings of fact

Clearly, Emeryville's new General Plan was not intended to be a document formulated to bring more fast food restaurants. So if the Plan is not up to the task of providing proper guidance, then the people of Emeryville need to rework it. We will need to add clearer mandates that quantify the goals better.

If the problem is more one with the elected officials, then the voters will have to make sure we only elect those who will support our General Plan.

We Call On Mayor West

The most prudent path is to do both fixes, starting with the General Plan. After spending \$2 million and countless tens of thousands of hours of City Hall staff time and Emeryville resident volunteer labor on the Plan, it is too valuable to simply let it die like this. We say it's time to turn our attention back to our General Plan and make sure it is crafted in such a way that pro-developer ideologues on the Planning Commission and the City Council are not able to so easily subvert it. We do not intend to sit back idly and permit the Plan to be ignored like this. Our General Plan represents the will of the people and is not there simply for show.

We call on Mayor West: you have properly noted that the General Plan and the process has been found to be lacking in the case of the Panera Bakery building...will you now help us fix it?

APPROVED	
CITY OF EMERYVILLE PLANNING DEPARTMENT	
<i>Charles S. Bryan</i>	<i>10/27/11</i>
(Signature)	(Date)
<i>Director of Planning & Building</i>	
(Title)	
<i>UPDR 10-001</i>	
File # (if any)	

CONDITIONS OF APPROVAL

**Panera Bread
Southwest corner of Horton and 40th Streets
UPDR10-001: Exhibit A. Conditions of Approval
December 9, 2010**

Amended by Planning Commission on October 27, 2011

Modifications are show in ~~cross-out type~~ for deletions and underlined type for additions.

I. COMPLIANCE WITH APPROVALS

A. PROJECT APPROVALS. The project shall be constructed and operated in accordance with the following actions by the Planning Commission:

1. A Conditional Use Permit to allow a new 4,000 square foot building for Convenience Eating and Drinking Establishment use. The project shall be constructed and operated in accordance with the staff report dated December 9, 2010, and amended October 27, 2011, as modified by these Conditions of Approval.
2. Design review approval for a new 4,000 square foot restaurant building for Panera Bread, landscaped areas, outdoor seating areas, and exterior signs and illumination, in accordance with the approved plans described below, as modified by these Conditions of Approval.

Any additional uses or design modifications, including signs, will require a separate application and approval.

- B. APPROVED PLANS. Final plans submitted for a building permit shall be reviewed by the Planning Director to confirm that the plans substantially conform to the following except as modified by these Conditions of Approval: **[Planning]**
- ~~1. The architectural drawings entitled, Panera Bread, submitted by Catellus and Panera Bread, Pages 1-15, submitted on November 23, 2010.~~
1. The architectural drawings entitled, Panera Bread, submitted by Catellus and Panera Bread, Page 1 (letter), and Sheets PC-1 – PC-6 and U289a – U289f, on October 19, 2011.
- C. APPROVAL EFFECTIVENESS AND DURATION. Pursuant to Section 9-4.82.10 of the Emeryville Municipal Code, this permit shall automatically expire if an application for a building permit has not been filed and fees have not been paid within one year from the date of this approval, and a good faith effort to commence work upon the use has not been made, as determined by the Planning Director in his/her sole discretion. Time extensions not exceeding one year may be requested by applying to the Planning Commission for such extension period prior to the expiration date of the permit. In no case shall the expiration period extend more than three years from the date of this approval. After that time, a new application shall be required. In the event Applicant undertakes no construction pursuant to this approval, then Applicant shall have no obligation under these conditions of approval.
- D. INSTALLATION AND MAINTENANCE OF IMPROVEMENTS. All improvements shall be installed in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved. Minor changes may be approved by the Planning Director.
- E. COMPLIANCE WITH THE MUNICIPAL CODE AND GENERAL PLAN. No part of this approval shall be construed to be a violation of the Emeryville Municipal Code or the General Plan. Operations on this site shall be conducted in a manner that does not create a public or private nuisance or otherwise violate the Emeryville Municipal Code.
- F. FAILURE TO COMPLY WITH CONDITIONS OF APPROVAL. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the conditions of approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of Emeryville (“City”), then such failure shall be cause for non-issuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

- G. APPLICATION TO SUCCESSORS IN INTEREST. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this zoning approval.

II. GENERAL CONDITIONS

- A. INDEMNIFICATION. Applicant, its assignees, and successors-in-interest shall defend, hold harmless, and indemnify the City of Emeryville, the City of Emeryville Redevelopment Agency, the Bay Cities Joint Powers Insurance Authority and their respective officials, officers, agents and employees (the Indemnified Parties) against all claims, demands, and judgments or other forms of legal and or equitable relief, which may or shall result from: 1) any legal challenge or referendum filed and prosecuted to overturn, set-aside, stay or otherwise rescind any or all final project or zoning approvals, analysis under the California Environmental Quality Act or granting of any permit issued in accordance with the Project; or 2) Applicant's design, construction and/or maintenance of the public improvements set forth in the final building plans. Applicant shall pay for all direct and indirect costs associated with any action herein. Direct and indirect costs as used herein shall mean but not be limited to attorney's fees, expert witness fees, and court costs including, without limitation, City Attorney time and overhead costs and other City Staff overhead costs and normal day-to-day business expenses incurred by the City including, but not limited to, any and all costs which may be incurred by the City in conducting an election as a result of a referendum filed to challenge the project approvals. The Indemnified Parties shall promptly notify the Applicant, its assignees, and successors-in-interest of any claim, demand, or legal actions that may create a claim for indemnification under this section and shall fully cooperate with Applicant, its assignees and successors-in-interest. **[City Attorney]**
- B. PRIOR TO ISSUANCE OF A BUILDING PERMIT
1. Cost Recovery Planning Fees. Prior to the issuance of a building permit, the Planning Director shall confirm that all cost recovery planning fees have been paid to date. **[Planning]**

C. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Cost Recovery Planning Fees. Prior to the issuance of a certificate of occupancy, the Planning Director shall confirm that all cost recovery planning fees have been paid in full. **[Planning]**

III. BUILDING AND CONSTRUCTION REQUIREMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Utility Service. All new and existing on-site electrical and communication lines shall be placed underground. All transformers shall be placed underground unless prior permission is granted by the City to place them above ground, in which case they shall be screened from public view by fencing, dense landscaping, or other acceptable means. **[Planning]**
2. Traffic and Parking Management Plan during Construction. Prior to issuance of a building permit for any portion of the project, Applicant shall submit a traffic and parking management plan for review and approval by the Public Works Director. The plan shall include any City restrictions and limitations on using certain local streets for construction traffic, proposed truck delivery and haul routes, parking arrangements for construction personnel, ingress and egress, noise, efforts to address street debris and dust control and proposed on-site staging and equipment/material storage areas. **[Public Works]**
3. Approval of Hazardous Material Regulatory Agencies. Prior to issuance of a building or grading permit, Applicant shall submit to the Planning Director confirmation that the proposed use of the site is acceptable to the appropriate regulatory agency (e.g. Regional Water Quality Control Board, Alameda County Department of Health or Department of Toxic Substances Control) and that any conditions prior to such use have been met. If a Risk Management Plan, Health and Safety Plan or similar document is required, then Applicant shall have such plan approved by the regulatory agency; shall submit copies to the Planning Director and Public Works Director; and shall comply with all provisions of such plan. **[Planning and Public Works]**

- B. DURING CONSTRUCTION. Violations of the following conditions and any other applicable conditions may result in a stop work notice being issued or any other measures that the City deems necessary.
1. Traffic Measures. Applicant, through its contractor, shall implement comprehensive traffic control measures as set forth in the approved Traffic and Parking Management Plan, including scheduling of major truck trips and deliveries to avoid peak hours (normally 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.).
 2. Street Debris. All mud, dirt and construction debris carried off the construction site onto adjacent streets shall be removed and cleaned daily. Failure to adequately sweep the streets may result in the City undertaking the effort at Applicant's cost.
 3. Dust Control Measures. Dust control measures to minimize air quality impacts shall be implemented including:
 - a. Cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
 - b. Cover all trucks hauling soil, sand, and other loose materials.
 - c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at site.
 - d. Limit traffic speeds on unpaved roads to 5 mph.
 - e. Install, maintain and replace sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - f. Minimize removal and replant vegetation in disturbed areas as quickly as possible.
 - g. No grading between October 1st and April 15th unless the Public Works Director has approved an erosion and sedimentation control plan.
 4. Archeological Resources. If archeological resources are encountered during construction, then Applicant shall: cease all construction activity in the vicinity; notify the Planning Director; have the significance of the items determined by a qualified archeologist or cultural consultant; and

take any further appropriate measures under the California Environmental Quality Act and other applicable laws with the Planning Director's approval. If human remains are encountered, state law requires that the County Coroner be called immediately. All work must be halted in the vicinity of the discovery until the Coroner's approval to continue has been received.

IV. PUBLIC IMPROVEMENTS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Street Improvements. Prior to the issuance of a building permit, the Public Works Director shall confirm that the building permit plans, specifications and information include detailed improvements for all street frontages of the project (i.e. Horton and 40th Streets), including, but not limited to, construction or reconstruction of the curbs, gutters, sidewalks, driveways, curb cuts and street trees in conformance with the City of Emeryville standards and the Americans with Disabilities Act and implementing regulations and California accessibility regulations, unless the Public Works Director determines that the curb, gutter and sidewalk are already in conformance and in good condition. There shall be an effective width of at least 4 feet between obstacles (light poles, street signs, pedestrian seating, building frontages, landscaping, curb, etc.).
[Public Works]
2. Sanitary Sewer. The project is subject to the Private Sewer Lateral program by EBMUD. Prior to the issuance of a building permit, the Public Works Director shall confirm that the building permit plans, specifications and information include detailed plans and design calculations for providing sewer service to the site. If an existing sanitary sewer lateral is to be reused, it shall comply with the City Sanitary Sewer Infiltration/Inflow Reduction Standards. As requested by the Public Works Director, Applicant shall be required to review the existing public sanitary sewer main to determine if there is sufficient capacity to serve the proposed project and shall be responsible to perform any off-site improvements that may be necessary to serve the proposed project.
[Public Works]
3. Underground Utility Lines. All new and existing on-site electrical and communication lines shall be placed underground

B. PRIOR TO BEGINNING CONSTRUCTION IN THE PUBLIC RIGHT OF WAY

1. Encroachment Permit. Prior to beginning construction in the public right of way, Applicant shall apply for and receive an encroachment permit for all work and improvements within the City's right of way or City easements. As required by the Public Works Director, Applicant shall post the required security and provide evidence of liability insurance as part of the encroachment permit process. Applicant shall pay for all inspection fees associated with work within the City's right of way.
[Public Works]

C. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Completion of Public Improvements. Prior to issuance of a certificate of occupancy, the Public Works Director shall confirm that all off-site and on-site public improvements are completed in accordance with the final building permit and improvement plans or that other arrangements acceptable to the Public Works Director have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit.
[Public Works]

D. ONGOING

1. Damage to Public Facilities. Applicant shall be deemed responsible for any damage to public improvements that occurs during construction and shall repair such damage at its expense and to the satisfaction of the Public Works Director, including but not limited to sidewalk repair, street slurry seal or street reconstruction.

V. PARKING AND TRANSPORTATION

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Parking. Prior to the issuance of a building permit, the Planning Director shall confirm that the final building plans for the project incorporate:
[Planning]
 - a. A minimum of 26 vehicular parking spaces in the parking lot shared with Target. Parking spaces shall be clearly numbered consecutively on plans, and a summary table provided.

- b. A minimum of twelve (12) bicycle parking spaces as set forth below:
 - ~~i. Six (6) guest parking spaces in visible locations near entrances in the form of inverted U bike racks with verticals at least 18 inches apart enabling cyclists to lock frame and wheel to rack or post with a U lock, and with adequate clearances.~~
 - ~~ii. Six (6) employee bicycle parking spaces in an enclosed, limited access area or outdoor lockers with roofs.~~
 - i. Twelve (12) guest parking spaces in visible locations near entrances in the form of inverted U bike racks with verticals at least 18 inches apart enabling cyclists to lock frame and wheel to rack or post with a U-lock, and with adequate clearances.
 - ii. Six (6) employee bicycle parking outdoor lockers with roofs, to be installed within three years if financially feasible, per the letter from Kevin P. McMahan dated October 13, 2011, attached to these plans.

VI. DESIGN CONDITIONS AND SITE STANDARDS

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT

- 1. Elevations/Colors/Materials/Site Plan. Prior to the issuance of a building permit, Applicant shall submit a color scheme, samples and details of all exterior elevations and building materials of sufficient size to the Planning Director for review and approval. Materials to be submitted shall include, but not be limited to, all perimeter gates and fences, window treatments, storefront windows and doors, awnings, outdoor furniture, paving and lighting fixtures. **[Planning]**
- 2. Recycled Water. Prior to the issuance of a building permit, Applicant shall submit plans for the approval of the Planning Director showing the design of a plumbing system to serve nonpotable uses in common areas including, but not limited to, landscaped areas and planters, if recycled water is available at the project site at a reasonable cost, is of adequate quality, will not be detrimental to public health, and will not adversely affect downstream water rights, degrade water quality or injure plants, fish and wildlife. In addition, Applicant shall submit a letter from the recycled

water provider (East Bay Municipal Utility District) stating requirements for recycled water plumbing, prior to issuance of building permit. If Applicant is not complying with the requirements of the recycled water provider, Applicant shall provide a written explanation of its actions.
[Planning]

3. Trash Facilities. Prior to the issuance of a building permit, the Planning Director and Public Works Director shall review and approve the design and siting of any new trash facilities. Trash and recycling enclosures shall be covered. The trash and solid waste facilities shall incorporate design features for the project that are conducive to collecting and storing recyclables and shall incorporate recycling collection at a designated facility within the site area at appropriate locations. The trash enclosure shall be screened with vines. **[Planning and Public Works]**
4. Development Sign. The project is allowed one development sign indicating developer, architect, contractor, etc. during construction that shall not exceed twelve square feet. Other development/marketing signs may be approved administratively by the Planning Director provided that they are removed prior to issuance of a final certificate of occupancy.
[Planning]
5. Exterior Lighting. Prior to issuance of a building permit, Applicant shall provide sufficient information for the Planning Director to confirm that exterior lighting for the project complies with the following standards and criteria: **[Planning]**
 - a. Parking area illumination shall conform to the requirements of Article 55 of Chapter 4 of Title 9 of the Emeryville Municipal Code.
 - b. Light fixtures attached to buildings shall be designed as an integral part of the building facades to highlight building forms and architectural details.
6. ~~Landscaping. Prior to the issuance of a building permit, Applicant shall provide an updating landscape plan showing increased landscaping adjacent to the building's east and south walls, vines to screen the transformer and trash enclosure at the rear of the property, a green screen system to provide articulation on the east and west elevations, and a larger, bay friendly tree species for the two trees proposed along the western wall. The updated landscape plan will also include detailed plant identification information. **[Planning]**~~

~~6. Landscaping. Prior to the issuance of a building permit, Applicant shall provide an updating landscape plan showing five new *Eucalyptus ficifolia* (red-flowering gum) trees between the building and Horton Street, vines to screen the transformer and trash enclosure at the rear of the property, and on the east and west elevations. The updated landscape plan will also include detailed plant identification information. [Planning]~~

~~7. Mural. Prior to the issuance of a building permit, Applicant shall provide an updated south elevation of the building, showing a mural covering the majority of the southern wall. The mural shall have a theme relating to Emeryville's local flavor, history and/or support of the arts and the design shall be approved by the Planning Director prior to installation. [Planning]~~

7. Mural. Prior to the issuance of a building permit, Applicant shall provide an plans with a south elevation of the building showing a mural covering the majority of the southern wall, as shown in the attached plans. The mural shall have a theme relating to Emeryville's local flavor, history and/or support of the arts and the design shall be approved by the Planning Director prior to installation. [Planning]

B. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

1. Sign Permit. Applicant shall apply for a sign permit for any proposed signs not included in this approval, in accordance with the Sign Regulations at Article 61 of Chapter 4 of Title 9 of the Emeryville Municipal Code. **[Planning]**

2. Completion of Landscaping.

a. Prior to issuance of a certificate of occupancy, the project landscape architect shall confirm to the Planning Director that all on-site landscaping is completed and in accordance with the final building permit and improvement plans, including off-site and public improvements, or that other acceptable arrangements acceptable have been made for ensuring that the work is completed, such as an irrevocable standby letter of credit to cover all costs of the unfinished work plus 25 percent. **[Planning]**

3. Maintenance and Graffiti Removal. The site and improvements shall be well maintained and kept free of litter, debris, weeds and graffiti. Any graffiti shall be removed within 72 hours of discovery in a manner which retains the existing color and texture of the original wall or fence as most practically feasible.
4. Exterior Lighting. Exterior lighting shall provide adequate illumination for on-site security and display purposes for the building, parking lots and pedestrian access ways while limiting off-site spillover of light through shielding, particularly along Horton and 40th Streets. No light shall create a hazard for auto drivers.
5. Public Entrance. The exterior door on the north side of the building, closest to the Horton and 40th Streets corner, shall remain open to the public as an entrance and exit during all times that the restaurant is open for business.
6. Sign. If any complaints regarding the brightness or hours of the signs are made, Applicant will take immediate steps to address the issue.
[Planning]

- (b) That the proposed use is consistent with the capability of the circulation, water supply, wastewater disposal, fire, police and school systems to operate adequately and cost effectively.

The existing site is adequately served by all required public service systems.

- (c) That the proposed use with its impacts and at its proposed location is consistent with the General Plan;

The General Plan Land Use Classification for the property is Mixed Use with Residential. The proposed use of a restaurant is consistent with the General Plan Land Use classification as well as consistent with the following General Plan goals and policies:

Land Use Goal LU-G-1: An overall balance of uses—Employment, residential, cultural, destination and local retail—as well as a full range of amenities and services necessary to support a vibrant community.

Land Use Goal LU-G-6: Vibrant new mixed-use centers—Intensification of existing underutilized commercial centers with surface parking (such as Powell street Plaza and East Bay Bridge Center) as vibrant, multi-story, walkable mixed-use destinations with structured parking and open space.

Land Use Goal LU-G-13: Local employment opportunities—encourage establishment of businesses that will employ and serve Emeryville residents.

Land Use Policy LU-P-22: In the short term, landscaping and facades in the East Bay Bridge Shopping Center should be upgraded.

- (d) That the proposed use at its proposed location will provide a facility which will contribute to the general well-being of the surrounding neighborhood or community.

The proposed use will provide an additional amenity to both residents and shoppers.

- (e) That the proposed use complies with all applicable standards and requirements of the Zoning Ordinance.

The site is located in the Mixed Use with Residential (MUR) zoning district and Regional Retail (RR) overlay. The project complies with the applicable standards outlined in Section 9-6.314(b) (Use Regulations and Standards in All or Several Zones: Standards).

- (f) That, an environmental determination has been prepared in accordance with CEQA.

This project is exempt from environmental review under State CEQA Guidelines Section 15303(c) which applies to small new construction projects in urban areas.

Section 2. Major Design Review Findings Pursuant to Section 9-4.84.4(b)

- (1) The site subject to design review shall be graded and developed with due regard for the natural terrain, aesthetic quality, and landscaping, so as not to impair the environmental quality, value, or stability of the site or the environmental quality or value of improved or unimproved property in the area;

The site is currently used as a parking lot. The asphalt will be removed, the site graded, and a concrete pad with landscaping created at the same level. The environmental quality of the site will be improved due to the increased amount of pervious landscaped area.

- (2) A building, structure, or sign shall: (a) Relate congruously to its site and property in the immediate and adjacent areas; and (b) Not be of such poor quality of design as to adversely affect the environmental quality or desirability of the immediate areas or neighboring areas; (c) Not impede the benefits or occupancy of existing property or environmental quality thereof in such areas or the stability and value of improved or unimproved real property in such areas with attendant deterioration of conditions affecting the health, safety, and general welfare of the community;

The project site is located in an area of large format building types, and a mix of uses and architectural styles. The surrounding buildings include retail buildings and a residential facility. The proposed project fills in an otherwise vacant corner and will construct a building whose design, intensity and scale are appropriate to the site as well as compatible with the surrounding development.

- (3) A site shall be developed to achieve a harmonious relationship with the area in which it is located and adjacent areas, allowing originality which does not impair the environmental quality or value of improved or unimproved property or prevent appropriate development and use of such areas or produce degeneration of properties in such areas with attendant deterioration of conditions affecting the health, safety, and general welfare of the City;

The proposed structure will be harmonious with the surrounding retail area and will improve the surrounding property values.

- (4) Open space, parking areas, pedestrian walks, signs, illumination, and landscaping (including irrigation) shall be designed and developed to enhance the environmental quality of the site, achieve a safe, efficient, and harmonious development, and accomplish the objectives set forth in the precise plan of design and design criteria;

The proposed landscaping, outdoor eating areas, and pedestrian paths will enhance the building street frontage and will add greenery where none existed before. The landscaping will act as a visual buffer between the sidewalk and the outdoor eating area.

- (5) Electrical and mechanical equipment or works or fixtures and trash storage areas shall be designed and constructed so as not to detract from the environmental quality of the site. Electrical and mechanical equipment or works and fixtures and trash storage areas shall be concealed by an appropriate architectural structure which uses colors and materials harmonious with the principal structure, undergrounded if appropriate, or some other reasonable alternative;

A condition of approval requires that the transformer pad and the trash enclosure located at the rear of the property be screened and covered with vines.

- (6) For the purpose of determining a reasonable implementation of said design and the effect on the environmental quality of the area, the components considered in design review shall include but not be limited to exterior design, materials, textures, colors, means of illumination, landscaping, irrigation, height, shadow patterns, parking, access, security, safety, and other usual on-site development elements. Recommendations as to site coverage and the intensity of proposed developments may also be made.

The project brings a much-needed building presence to its corner location. The variety of materials and textures creates interest, and the landscaping, illumination, height and other design elements are appropriate to the site and the surrounding area.

