



CITY OF SUNNYVALE REPORT ADMINISTRATIVE HEARING

March 24, 2010

File Number: 2008-1173

Permit Type: Special Development Permit

Location: 829 Borregas Avenue (near W. Ahwanee Ave.) (APN: 204-03-045)

Applicant/Owner: Reyad Katwan/Abdallah Saah

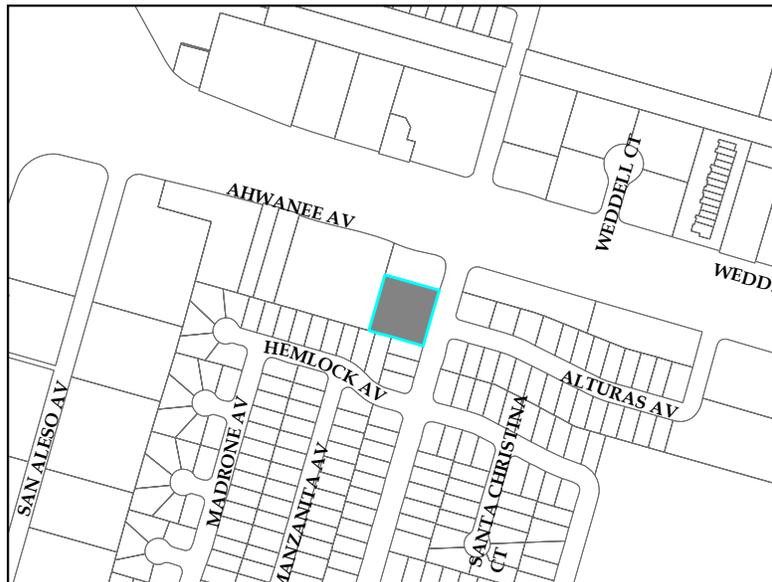
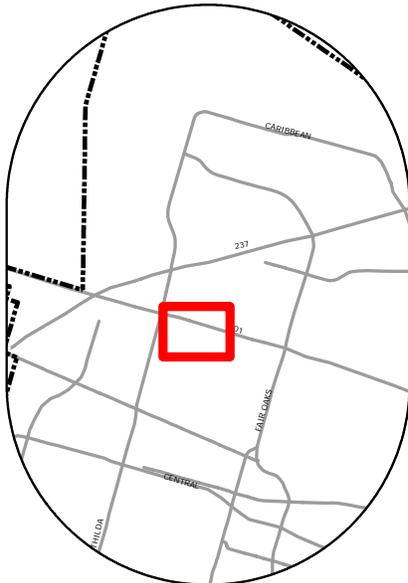
Staff Contact: Steve Lynch, Senior Planner, (408) 730-2723

Project Description: Special Development Permit to allow a 1,413 square foot addition to an existing 7,140 square foot commercial building for a total of 8,553 square feet. (near W. Ahwanee Ave.) in a C-1/PD (Neighborhood Business/Planned Development) Zoning District

Reason for Permit: A Special Development Permit is required for an additions to commercial buildings in Planned Development Combining Districts.

Issues: Parking, circulation, and neighborhood compatibility.

Recommendation: Approve the conditions.



500

Feet

PROJECT DESCRIPTION

	Existing	Proposed
General Plan:	Commercial Neighborhood Shopping Center	Same
Zoning District:	C-1/PD	Same
Lot s.f.	29,070	Same
Total Bldg. s.f.:	7,140	8,553
FAR:	25%	29%
Parking:	35	43
Setbacks – Front:	71’7”	71’7”
Right Side:	52’2”	20’2”
Rear:	22’	22’

Previous Planning Projects related to Subject Application	No
Neighborhood Preservation Complaints	No
Deviations from Standard Zoning Requirements: Deviation from the minimum parking requirements for the site. Discussed in detail below.	Yes

Project Description: The applicant is proposing the following modifications to the site:

- A first floor addition of 1,413 s.f. to the Guadalajara Market tenant space in order to provide additional retail floor area as well as storage.
- A second story (mezzanine level) addition intended to be an architectural enhancement to the building. This space will not be habitable space under the current building code (International Building Code) but may be used as incidental storage area.
- A front façade modification intended to enhance the existing covered walkway. Currently the façade has is a simple roof eve overhang (seven feet wide) and is proposed to be modified into an arched colonnade (seven feet wide).
- A parking lot reconfiguration intended to add parking spaces (35 spaces up to 43 spaces), enhance circulation (two driveways down to one), and relocated the solid waste enclosure. Currently the enclosure is in the rear of the property (near residential property line) and will be located in the side yard area (closer to the Borregas) for better solid waste service.
- A parking deviation is being requested based on a trip generation study submitted by Fehr & Peers Transportation Consultants.
- Addition of 700 s.f. of landscaping to the front of the site.
- Upgrades to the building, including fire sprinklers.

Use Description: The site is currently comprised of an existing neighborhood retail center with three tenants: Guadalajara Market, Mary G's Beauty Salon, and Ruby's Taqueria. The proposed addition to Guadalajara Market is intended to expand the operations of the tenant.

Floor Plan: The Guadalajara Market addition will provide additional retail floor area on the first floor as well as storage on the new second story.

Parking: The site currently has 35 parking spaces. Using the Sunnyvale Municipal Code (SMC) rate of 1/180 (shopping Centers under 20,000 s.f.) the site is currently required to provide 40 on-site spaces. The proposed 8,553 building would be required to provide 48 spaces, five less than SMC requirements. Under the proposed reconfiguration of the parking lot, the applicant is proposing to add eight spaces for a total of 43.

During site visits by staff and conversations with the applicant, it was noted that this center appeared to have a high number of customers arriving on foot and by bicycle. This is likely due to several factors including the new pedestrian bridge leading over Highway 101, the shopping centers neighborhood serving tenants, as well as the location of a school and community center (Columbia Center) in the immediate vicinity. Based on these observations, Fehr & Peers Transportation Consultants were retained to quantify the percentage of non-vehicle trips to the site.

The Fehr & Peers Trip Generation report (Attachment B) found that between 14% and 36% of customers arrived on foot and that between 4% and 8% arrive by bicycle. The City's Transportation and Traffic staff has reviewed the report and concurs with the results. The report concludes that the proposed project will have a maximum peak parking demand of 41 spaces, within the 43 proposed.

Signs: The site currently does not have a master sign program. A condition of approval has been added for one to be filed and approved as part of the building permit process.

Landscaping: Currently the site has no landscaping. The applicant proposed to add approximately 700 s.f. (2.5%) of landscaping to the front of the site. There are currently three street trees and two planters with missing street trees. Under the proposed driveway reconfiguration, one of the three existing street trees would be removed and four new trees planed, for a total of six. The City Arborist has reviewed the plans and concurs with their direction.

Public Contact: 67 notices were sent to surrounding property owners and residents adjacent to subject site in addition to standard noticing practice.

A public meeting was held on April 22, 2009 for residents and tenants within 300 feet of the site. Nine members of the public attended the meeting and raised issue of concern/support including:

- Parking lot circulation needs to be fixed,
- Parking on-site is sometimes full,
- Large truck deliveries to the site need to be better coordinated,
- One driveway, rather than two, is a good fix,
- Trash enclosure should be moved from the rear of the property due to noise issues for the residents,
- The market is a good neighborhood serving use,
- New façade modifications look very nice, and
- Pedestrian circulation is big issue in the neighborhood and crosswalks should be added at certain key intersections in the area.

Environmental Determination: A Categorical Exemption Class 1 (minor alterations to existing buildings) relieves this project from CEQA provisions.

FINDINGS

In order to approve the Special Development Permit the following findings must be made:

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale.

Land Use and Transportation Element

Action Statement: C3.5.4 - Maximize the provision of bicycle and pedestrian facilities.

GOAL C4 Sustain a strong local economy that contributes fiscal support for desired city services and provides a mix of jobs and commercial opportunities.

Policy C4.1 - Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.

Action Statement: C4.1.3 - Promote commercial uses that respond to the current and future retail service needs of the community.

GOAL N1 Preserve and enhance the quality character of Sunnyvale's industrial, commercial, and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

Policy N1.1 - Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.

Action Statement: N1.1.1 - Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods.

Policy N1.2 - Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system.

Policy N1.10 - Provide appropriate site access to commercial and office uses while preserving available road capacity.

Action Statement N1.10.1 - Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g., lunch time and commute times).

Staff was able to make this finding as described above.

2. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair the orderly development of, or the existing uses being made of, adjacent properties.

The project will not impair the orderly development of, or the existing uses being made of, adjacent properties. The project is consistent with the existing C-1 zoning and is compatible with the adjacent neighborhood commercial tenants. Additional retail square footage will provide added services to the neighborhood and the City. The existing site is legal non-conforming to a number of SMC requirements, including parking, solid waste, and landscaping, as previously described. This project will bring the site further into compliance and therefore, help the use to be complementary to the surrounding uses.

Staff was able to make this finding as described above.

ALTERNATIVES:

1. Approve the Special Development Permit with recommended Conditions in Attachment A.
2. Approve the Special Development Permit with modifications.
3. Deny the Special Development Permit.

RECOMMENDATION

Alternative 1. Approve the Special Development Permit with recommended Conditions in Attachment A.

Reviewed by:

Shaunn Mendrin

Senior Planner

Prepared By: *Steve Lynch, Senior Planner*

Attachments:

- A. Standard Requirements and Recommended Conditions of Approval
- B. Fehr & Peers Trip Generation Report
- C. Site and Architectural Plans
- D. Letter from the Applicant

Standard Requirements

The following is a list of standard requirements. This list is intended to assist the applicant and public in understanding basic related requirements, and is not intended as an exhaustive list. These requirements cannot be waived or modified.

- A. **Permit Expiration:** The Special Development Permit for the use shall expire if the use is discontinued for a period of one year or more.
- B. **Permit Lapse if not Exercised:** The Special Development Permit shall be valid for three (3) years from the date of approval by the final review authority (as adopted by City Council on April 21, 2009, RTC 09-094). Extensions of time may be considered, for a maximum of two one year extensions, if applied for and approved prior to the expiration of the permit approval. If the approval is not exercised within this time frame, the permit is null and void.
- C. **Building Permits:** Obtain Building Permits for interior improvements as required by the Building Safety Division.
- D. **Signs:** A Master Sign Program shall be executed for this site under a separate MPP prior to the issuance of any building permits.
- E. **Clean Site:** All exterior recycling and solid waste shall be confined to approved receptacles and enclosures.
- F. **Traffic Impact Fee:** Pay Traffic Impact fee estimated at \$ \$5,360.96, prior to issuance of a Building Permit. (SMC 3.50)

Recommended Conditions of Approval

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following conditions of approval of this Permit:

- 1. **Execute Permit Document:** Execute a Special Development Permit document prior to issuance of the building permit.
- 2. **Project Conformance:** Project shall be in conformance with the plans approved at the public hearing(s). Minor changes may be approved by the Director of Community Development; major changes may be approved at a public hearing.
- 3. **Conditions of Approval on Plans:** The Conditions of Approval shall be reproduced on a page of the plans submitted for a Building permit for this project.
- 4. **Mezzanine Floor:** The second floor of this building in non-habitable space and shall only be used as storage for the tenants on-site.
- 5. **Parking Lot:** A parking lot striping plan shall be submitted for review and approval of the Director of Community Development at the time Building Permit are submitted. The plan shall include delineation of

- accessible (ADA-compatible) path of travel between the sidewalk and the building entry or colonnade.
6. **Parking Lot Maintenance:** The parking lot shall be maintained as follows:
 - a. Clearly mark all compact spaces. Employee spaces shall be marked and shall be located in the spaces to the rear of the site. This shall be specified on the Building Permit plans and completed prior to occupancy.
 - b. Maintain all parking lot striping and marking.
 - c. Assure that adequate lighting is available in parking lots to keep them safe and desirable for the use.
 - d. Require signs to direct vehicles to additional parking spaces on-site, as needed.
 7. **Bicycle Parking:** Bicycle parking (two Class II inverted U-shaped racks) shall be provided at two locations on the site, at a point that is convenient to the building entry and in a well lit area for security.
 8. **Landscaping:** The applicant shall be responsible for planting five new City street trees, to the review and approval of the City Arborist.
 9. **Construction Notification:** The applicant shall notice all adjacent residents of the key construction dates prior to the first phase of construction on-site or off-site. Notice shall be sent two weeks prior to construction commencement.
 10. **New Solid Waste/Recycling Enclosure:** The required solid waste and recycling enclosure shall:
 - a. Match the design, materials and color of the main building.
 - b. Be of masonry construction
 - c. All recycling and solid waste containers shall be metal or State Fire Marshall listed non-metallic.
 11. **Transportation and Traffic:**
 - a. Remove and replace any damaged, cracked, or lifted curb, gutter and sidewalk along project frontage.
 - b. Remove and replace driveway with City Standard Driveway 6C-1.
 - c. Provide Temporary Traffic Control Plans for any work impacting the Public Right of Way.
 - d. Install two new ADA curb ramps at the intersection of Alturas/Borregas (near new driveway into the site) to meet existing on east side of Borregas Avenue.
 12. **Public Works:**
 - a. The developer shall pay all applicable Public Works development fees associated with the project, including but not limited to, utility frontage and/or connection fees and off-site improvement plan check and inspection fees, prior to permit issuance.
 - b. The developer is required to install/upgrade all public improvements, including but not limited to, curb & gutter, sidewalks, driveway approaches, curb ramps, street pavements,

utility extensions and connections, meters/vaults, trees and landscaping, traffic signal/signs, striping, street lights, etc. prior to occupancy as required by the Director of Public Works.

- c. All public improvement plans shall be submitted to and be approved by the Department of Public Works.
- d. Replace curb, gutter, and sidewalk along entire frontage per latest City standard details.
- e. Obtain an encroachment permit with insurance requirements for all public improvements.
- f. Unused driveway approaches shall be replaced with City standard curb, gutter and sidewalk.
- g. Install sewer cleanout(s) at the property line.
- h. Upgrade/installation of new radio-read meters will be required.
- i. Fire service and domestic service shall be separate.

MEMORANDUM

Date: January 18, 2010
To: Reyad Katwan and Abdallah Saah
From: Nikki Hervol, EIT, and Jason Nesdahl, PE
Subject: **Final 829 Borregas Avenue Parking and Trip Generation Study**

SJ09-1124

The purpose of this memorandum is to summarize the methods for analysis and results of the parking and trip generation study performed for the proposed expansion of the neighborhood shopping center located at 829 Borregas Avenue in Sunnyvale, California. **Figure 1** presents the project location.

The existing site includes 7,140 square feet (sf) of building area, including 875 sf of enclosed storage located at the rear of the site. The proposed project includes a 1,413 sf expansion for a total proposed building area of 8,553 sf. Based on the site plan provided (see Figure 1), the project will provide on-site parking spaces. The proposed site does not meet the parking requirements for neighborhood commercial defined by the City of Sunnyvale's Municipal Code¹ for retail land uses, which requires 1 parking space for every 180 gross square feet (gsf) of building area. Based on the City's Code, on-site parking spaces would need to be provided for proposed site.

This parking and trip generation study was completed in order to assess the existing site's parking demand and trip generation characteristics, including total number of person trips and mode split. This memorandum summarizes our findings.

DATA COLLECTION EFFORTS

Fehr & Peers completed data collection efforts on Thursday, August 6th; Friday, August 7th; and Saturday, August 8th, 2009. Data collection efforts included traffic counts and field observations.

Traffic Counts

The total number of vehicles, bicyclists, and pedestrians accessing the site were counted every five (5) minutes during the morning (7-9 am), noon (11:30-1:30 pm), and evening (4-6 pm) peak periods for the three survey dates. Pedestrians were observed to come to the site from the neighborhood and from the adjacent laundromat located just north of the project site. Attachment A includes the raw traffic counts.

It should be noted that during the morning survey period on Thursday, August 6th, light rain occurred. The weather cleared by 10am later that day and did not appear to affect the other time periods. Based on the collected data, the Thursday morning period was consistent with the other days and the results appear to represent a typical operating condition at the site.

¹ City of Sunnyvale Municipal Code (Section 19.46)

Field Observations

Fehr & Peers also completed field observations during the survey periods. During these observations, the average length of stay (dwell time) of vehicles was observed. Generally, high turnover of vehicles were observed and vehicles entered and exited the site within five to ten minutes. This conclusion is verified by the trip generation surveys, which show a high number of entering and exiting vehicles during each five minute period. Employees generally were observed to park near the northwest corner of the site, as these vehicles were not observed to turn over as frequently.

ANALYSIS

Based on the data collection efforts described above, trip generation, mode split and parking demand were calculated for the existing and proposed site. The following sections summarize the analysis and results.

Trip Generation

The total number of vehicle, bicycle, and pedestrian trips to and from the site were counted during each peak period surveyed. The peak hour for each time period was calculated to represent the one-hour period with the highest person trip generation. **Table 1** presents the total number of trips observed at the existing project site (total in and out). The trip generation rate was calculated based on the total existing square footage of the building (7,140 s.f.).

Trip generation (total vehicle, bicycle, and pedestrian trips) was projected for the site with the proposed expansion; the proposed building area was multiplied by the trip rates calculated based on the existing building area. The estimated number of project trips with the expansion is shown in **Table 1**.

TABLE 1 TRIP GENERATION									
Day of Week	Existing Project Trips ¹			Trip Rate ²			Proposed Project Trips ³		
	AM ⁴	NOON ⁴	PM ⁴	AM ⁴	NOON ⁴	PM ⁴	AM ⁴	NOON ⁴	PM ⁴
Thursday	75	157	217	10.50	21.99	30.39	90	188	260
Friday	76	179	245	10.64	25.07	34.31	91	214	294
Saturday	87	193	226	12.18	27.03	31.65	104	231	271

Note:
 1 Total number of vehicle, bicycle, and pedestrian trips
 2 Total number of vehicle, bicycle, and pedestrian trips per thousand square feet
 3 Projected number of total (vehicle, bicycle, and pedestrian) trips to 829 Borregas site with proposed expansion
 4 Peak hour defined as maximum one-hour period occurring between each 7-9am, 11:30am-1:30pm, and 4-6pm

Mode Split

Mode split represents the percentage of patrons that arrive at the project site from various modes of transportation, including auto, bicycle, or on foot. **Table 2** presents the mode split for each survey period.

TABLE 2 MODE SPLIT				
Day of Week	Peak Period	Mode Split ¹		
		Vehicles	Pedestrians	Bicycles
Thursday	AM	84%	14%	2%
	Noon	60%	36%	4%
	PM	59%	36%	5%
Friday	AM	80%	20%	0%
	Noon	74%	24%	2%
	PM	66%	30%	4%
Saturday	AM	74%	26%	0%
	Noon	72%	26%	2%
	PM	66%	27%	8%

Note:
 1 Mode split is the percentage of patrons arriving by a certain mode. Results are presented based on peak hour (maximum one-hour period occurring between each 7-9am, 11:30am-1:30pm, and 4-6pm)

As shown in the table, the proportion of trips that arrive on site using non-auto modes ranges between 16 and 41 percent, depending on the day of the week and time of day. As discussed above, light rain during the Thursday morning survey period may have discouraged patrons from biking or walking to the site, either causing them to delay their trip to later in the morning or afternoon or by instead driving to the site.

The higher proportion of trips associated with walking and bicycling could be caused by a combination of several factors. The site is generally neighborhood serving, with residential land uses, especially multi-family apartments, located nearby. The presence of improved bicycle facilities on Borregas Avenue, including the new bicycle/pedestrian overcrossings of US 101 and SR 237, also may contribute to the bicycling mode share.

Parking Demand

The number of vehicles parked on site was surveyed at the start of each peak period each day of the week. Resulting parking demand for each five (5) minute period was then calculated using the number of vehicles arriving and departing the site.

Table 3 presents the existing maximum parking demand during each survey period. These observed demands represent the maximum number of occupied on-site spaces during the surveys. During the surveys, patrons that parked their vehicles on the street were also included, and represent only two additional vehicles during the Saturday morning observation period.

Day of Week	Existing Maximum Demand ¹			Demand Rate ²			Proposed Maximum Demand ¹		
	AM ³	NOON ³	PM ³	AM ³	NOON ³	PM ³	AM ³	NOON ³	PM ³
Thursday	15	26	27	2.10	3.64	3.78	18	31	33
Friday	14	34	26	1.96	4.76	3.64	17	41	32
Saturday	14 ⁴	22	29	1.96	3.08	4.06	17	27	

Notes:

- 1 Maximum parking demand in number of spaces
- 2 Number of spaces (demand) per thousand square feet
- 3 Time periods defined as AM (7-9am), NOON (11:30am-1:30pm), and PM (4-6pm). Parking demand is calculated as the maximum demand based on five-minute intervals during each time period.
- 4 Two additional vehicles were observed to park on the street and walk into the store

The parking demand rate was calculated by dividing the observed maximum demand at the existing site by the total existing building square footage. The calculated parking demand rate was then applied to the proposed building area with expansion (8,553 sf) to estimate the projected parking demand. As shown in **Table 3**, the estimated maximum parking demand is 41 spaces. Parking demand is typically increased by 5 to 15 percent to account for vehicle circulation and turnover. Due to the high turnover rate of 5 to 10 minutes per vehicle and the availability of overflow parking on-street, a circulation factor on the lower end of this range may be appropriate.

The current site plan (dated October 23, 2008) includes 43 on-site parking spaces. Based on the City of Sunnyvale's Municipal Code¹ for retail land uses, parking supply is required to be provided at a rate of one space per 180 gross square footage of building area, or 5.56 spaces per thousand square feet (ksf). For the proposed building area, this equals 48 parking spaces. The estimated parking demand equals 41 spaces, or 7 spaces less than City requirements.

ON-SITE CIRCULATION

The proposed site plan, shown on **Figure 2**, was reviewed to ensure adequate on-site circulation and parking configuration. The general on-site circulation patterns are adequate, with the proposed project consolidating the existing two driveways into a single, centrally located access driveway. The parallel parking provided on the rear of the site (stalls 37 through 43 shown on the site plan) will likely not be preferred by customers; it is recommended that employees of the site be directed to park in these spaces. Figure 2 also presents the recommended changes to the site plan to enhance vehicle, bicycle, and pedestrian circulation.

Bicycle and pedestrian circulation on the site is not addressed by the current plan. It is recommended to consider providing bicycle parking on site – especially given the larger proportion of bicycle mode share. If bicycle racks are installed, it is recommended that the parking be provided in a location convenient to the building entry, be well lit at night for security, and inverted u-shaped racks be used, as shown in the photo.

Marked travelways for pedestrians should be provided to delineate an accessible (ADA-compliant) path of travel between the sidewalk and the building entry. Another path connecting to the adjacent northern site may also be considered. A possible access point may be to connect through the proposed "No Parking Zone" to the east of the trash enclosure.



Inverted u-style racks are recommended for bicycle parking

CONCLUSIONS

The purpose of this parking and trip generation study was to assess the existing site's parking demand and trip generation characteristics and project the estimated future parking demand and trip generation. Fehr & Peers completed trip generation surveys at the site for three days in early August 2009, including Thursday, Friday, and Saturday, for the morning, noon, and evening peak periods. As a result of these surveys, trip generation rates, mode split, and parking demand rates were determined. These rates were applied to the proposed building area to estimate the future trip generation and parking demand.

The estimated maximum parking demand is 41 spaces. The current site plan (dated October 23, 2008) includes 43 on-site parking spaces. Based on the City of Sunnyvale's Zoning Ordinance¹ for retail land uses, parking supply is required to be provided at a rate of one space per 180 gross square footage of building area. For the proposed building area, this equals 48 parking spaces. The estimated parking demand equals 41 spaces, or 7 spaces less than City requirements.

The general circulation patterns on site are considered adequate; parking stalls are generally accessible. The parallel parking spaces located on the rear of the site are recommended to be used for employees of the site. We recommend that bicycle parking be provided on site – especially given the proportion of bicycle mode share. Marked travelways for pedestrians also should be provided to delineate an accessible (ADA-compliant) path of travel between the sidewalk and the building entry and the adjacent northern site and the building entry. A possible access point may be to connect through the proposed "No Parking Zone" to the east of the trash enclosure.



Borregas Ave Retail Parking Study



Time Period Started with 4 Vehicles in Parking Lot

7:00 - 9:00 AM August 6th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pedestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
7:00	1	0	0	0	0	1	0	0
7:05	2	0	0	0	0	0	1	0
7:10	1	1	0	0	0	0	0	0
7:15	0	1	0	0	0	1	0	1
7:20	6	1	0	0	0	0	0	0
7:25	1	2	0	0	0	0	0	0
7:30	1	4	0	0	0	0	0	0
7:35	1	0	0	0	0	0	0	0
7:40	2	0	1	0	0	0	0	0
7:45	1	3	1	1	0	0	0	0
7:50	7	3	0	1	0	0	0	0
7:55	1	1	3	3	0	0	0	0
8:00	5	2	0	0	0	0	0	0
8:05	3	2	0	0	0	0	0	0
8:10	1	6	0	0	0	0	0	0
8:15	3	3	0	0	0	0	0	0
8:20	1	0	0	0	0	0	0	0
8:25	5	3	0	0	0	0	0	0
8:30	1	5	0	0	0	0	0	0
8:35	2	1	0	0	0	0	0	0
8:40	4	3	0	0	0	0	0	0
8:45	4	4	1	0	0	1	0	0
8:50	4	4	0	0	0	0	0	0
8:55	3	0	2	1	1	0	0	0
Totals	60	49	8	6	1	3	1	1

Special Notes: A woman was selling coffe and treats outside of her van on the street next to the market for the entire time. She only had a few costumers who parked in the market parking lot and purchased items from her only.

Time Period Started with 16 Vehicles in Parking Lot

11:30 - 1:30 PM August 6th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
11:30	3	1	0	0	1	2	1	2
11:35	3	3	4	2	0	0	0	0
11:40	1	2	0	1	0	1	0	0
11:45	5	3	0	1	5	0	0	0
11:50	6	7	7	4	0	1	1	0
11:55	4	3	3	6	0	0	0	1
12:00	5	7	1	1	0	0	1	0
12:05	2	0	1	2	0	0	0	1
12:10	5	5	0	0	0	0	0	0
12:15	6	4	1	1	0	1	0	0
12:20	5	4	3	1	1	3	0	0
12:25	3	6	1	0	0	0	1	0
12:30	4	2	0	3	0	0	1	1
12:35	2	4	0	2	0	1	0	0
12:40	7	2	2	1	1	0	0	0
12:45	6	6	4	0	0	0	0	0
12:50	2	6	1	1	1	0	0	0
12:55	8	2	3	1	0	0	0	0
1:00	3	4	2	5	0	1	0	0
1:05	2	3	0	3	0	0	1	1
1:10	3	1	1	1	0	0	0	0
1:15	4	5	0	2	0	0	0	0
1:20	2	5	4	0	1	0	0	0
1:25	5	2	8	4	0	0	0	0
Totals	96	87	46	42	10	10	6	6
Special Notes:								

Time Period Started with 28 Vehicles in Parking Lot

4:00 - 6:00 PM August 6th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
4:00	2	10	0	2	1	4	0	1
4:05	4	2	2	1	0	0	0	0
4:10	6	3	0	2	0	0	0	0
4:15	2	6	7	2	1	0	2	0
4:20	8	2	2	5	2	2	0	0
4:25	3	7	0	0	0	4	2	0
4:30	4	4	0	0	0	0	1	2
4:35	5	5	2	2	4	0	0	1
4:40	4	3	1	1	0	3	0	0
4:45	9	9	0	1	0	0	0	1
4:50	3	4	4	4	1	0	0	0
4:55	3	7	0	0	1	1	0	0
5:00	6	6	4	1	2	0	0	0
5:05	4	3	0	5	1	2	0	0
5:10	3	7	2	1	0	3	0	0
5:15	6	2	3	5	0	0	0	0
5:20	5	5	1	1	1	0	3	0
5:25	4	5	1	3	3	1	0	2
5:30	9	9	2	2	3	2	1	0
5:35	2	6	8	3	0	4	1	0
5:40	4	5	1	4	0	0	0	2
5:45	7	4	0	1	3	0	0	0
5:50	5	7	1	4	0	0	0	0
5:55	5	2	0	2	0	0	1	0
Totals	113	123	41	52	23	26	11	9
Special Notes:								

Time Period Started with 4 Vehicles in Parking Lot

7:00 - 9:00 AM August 7th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
7:00	1	0	0	0	0	1	0	0
7:05	1	1	0	0	0	0	0	0
7:10	3	1	0	0	0	0	0	0
7:15	6	2	0	0	1	1	0	0
7:20	5	6	0	1	0	0	0	0
7:25	4	4	2	2	0	0	0	0
7:30	0	3	0	0	0	0	0	0
7:35	1	0	0	1	0	0	0	0
7:40	4	1	0	0	0	0	0	0
7:45	1	4	0	0	0	0	0	0
7:50	4	1	0	0	0	0	0	0
7:55	4	5	1	1	1	0	0	0
8:00	2	4	0	0	0	0	0	0
8:05	0	2	0	0	0	0	0	0
8:10	2	0	0	0	0	0	0	0
8:15	0	3	1	0	0	0	0	0
8:20	3	1	1	0	0	0	0	0
8:25	2	1	0	2	0	0	0	0
8:30	0	0	0	0	0	0	0	0
8:35	0	1	3	3	0	0	0	0
8:40	0	0	0	0	0	0	0	0
8:45	5	1	2	0	0	0	0	0
8:50	4	1	0	0	0	0	0	0
8:55	1	3	1	0	0	0	0	0
Totals								

Special Notes:

Time Period Started with 12 Vehicles in Parking Lot

11:30 - 1:30 PM August 7th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
11:30	2	1	1	3	0	0	0	0
11:35	3	1	3	0	0	0	0	0
11:40	9	7	1	1	1	0	0	0
11:45	1	6	0	3	0	1	0	0
11:50	4	5	0	1	0	2	0	0
11:55	4	0	0	0	0	1	0	0
12:00	5	4	1	0	0	0	0	0
12:05	9	2	3	0	2	0	0	0
12:10	8	8	0	0	0	0	0	0
12:15	5	4	4	6	2	0	2	0
12:20	2	6	1	2	0	1	0	1
12:25	8	4	4	1	2	0	1	0
12:30	10	5	0	0	0	0	0	1
12:35	1	7	0	3	0	3	0	0
12:40	7	4	0	0	1	0	0	0
12:45	11	3	0	0	0	0	0	0
12:50	4	4	1	0	0	0	1	0
12:55	5	5	3	2	0	0	0	0
1:00	1	3	2	1	2	0	0	0
1:05	3	7	0	0	0	0	0	0
1:10	3	10	0	0	0	0	0	0
1:15	6	5	0	0	0	0	0	1
1:20	5	5	0	2	2	1	0	0
1:25	5	4	3	1	0	0	0	0
Totals	121	110	27	26	12	9	4	3

Special Notes: 12:52- A Fedex driver parks on street and walks to the market.

Time Period Started with 14 Vehicles in Parking Lot

4:00 - 6:00 PM August 7th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pedestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
4:00	5	3	2	2	0	3	0	0
4:05	6	5	0	1	2	0	0	0
4:10	4	5	0	3	2	0	0	0
4:15	6	5	0	1	1	0	0	0
4:20	5	2	0	0	1	0	0	0
4:25	9	9	3	3	1	0	0	0
4:30	7	10	0	2	0	2	0	0
4:35	2	3	2	0	0	0	0	0
4:40	7	6	1	0	3	0	0	0
4:45	6	6	1	0	0	2	0	0
4:50	1	2	0	0	2	0	0	0
4:55	8	2	2	0	1	0	0	0
5:00	5	3	5	3	1	1	0	0
5:05	8	6	1	1	0	0	1	0
5:10	4	6	5	7	0	0	2	2
5:15	8	8	1	4	3	2	0	1
5:20	2	6	1	5	0	0	0	0
5:25	8	5	0	0	0	2	2	2
5:30	6	6	2	0	1	2	1	1
5:35	7	9	6	4	0	0	0	0
5:40	4	3	1	7	3	3	0	0
5:45	5	6	2	0	0	2	2	1
5:50	7	11	0	0	0	0	0	1
5:55	5	8	3	4	0	0	0	1
Totals	135	135	38	47	21	19	8	9

Special Notes:

Time Period Started with 4 Vehicles in Parking Lot

7:00 - 9:00 AM August 8th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
7:00	0	1	1	1	0	0	0	0
7:05	2	0	0	0	0	0	0	0
7:10	0	2	0	0	0	0	0	0
7:15	2	0	0	0	0	0	0	0
7:20	2	0	1	0	1	0	0	0
7:25	3	4	1	0	0	0	0	0
7:30	0	1	0	1	0	0	0	0
7:35	1	1	0	0	0	0	0	0
7:40	1	2	1	1	0	0	0	0
7:45	3	1	0	0	0	0	0	0
7:50	4	2	1	1	0	0	0	0
7:55	4	3	0	0	0	0	0	0
8:00	2	2	0	0	0	0	0	0
8:05	1	4	1	0	0	0	0	0
8:10	1	1	4	0	0	0	0	0
8:15	2	2	0	1	0	0	0	0
8:20	5	2	0	2	2	0	0	0
8:25	6	1	0	0	0	0	0	0
8:30	3	5	0	1	0	0	0	0
8:35	1	3	0	0	0	4	0	0
8:40	5	2	2	1	0	0	0	0
8:45	0	2	1	1	0	0	0	0
8:50	2	4	1	1	0	0	0	0
8:55	3	2	1	1	2	0	0	0
Totals	53	47	15	12	5	4	0	0

Special Notes: 7:10 AM car parks on street, 2 peds walk in. The same happens at 8:49AM.

Time Period Started with 17 Vehicles in Parking Lot

11:30 - 1:30 PM August 8th Sunnyvale, CA Guadalajara Market

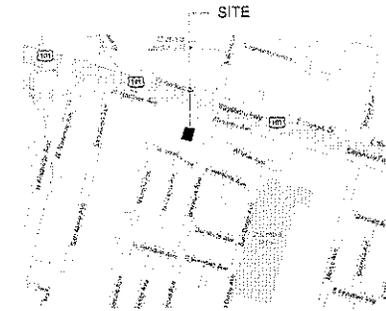
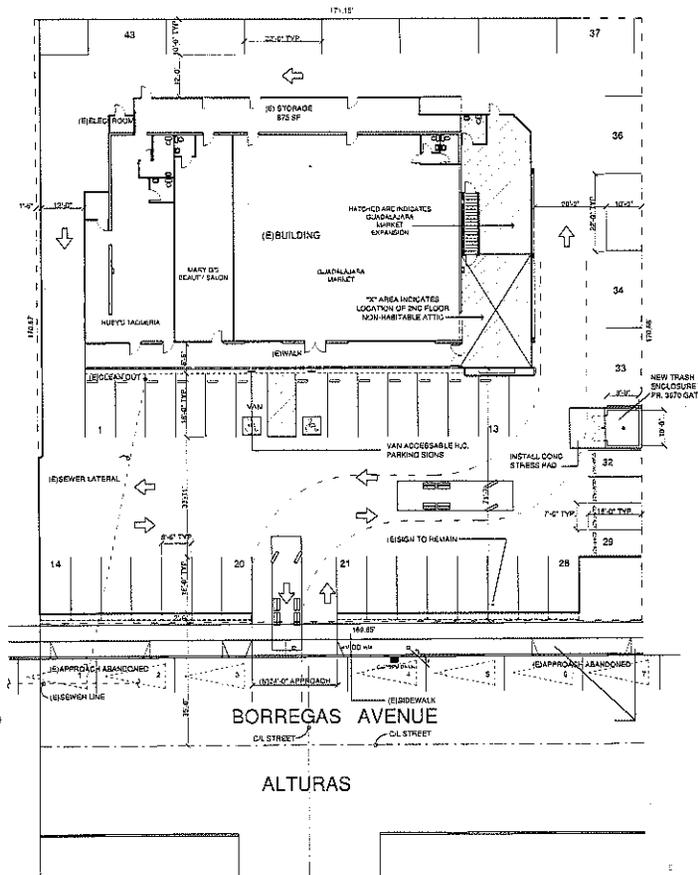
Time	Vehicles		Pedestrians from Road		Pedestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
11:30	4	4	0	0	0	0	0	0
11:35	6	2	0	2	0	0	0	0
11:40	3	2	2	0	2	0	1	1
11:45	3	8	1	0	0	2	0	0
11:50	6	3	2	0	0	0	0	0
11:55	4	4	2	2	0	0	0	0
12:00	2	6	1	0	0	0	0	0
12:05	3	5	1	2	0	1	0	0
12:10	6	4	2	0	0	1	0	0
12:15	7	4	3	2	1	0	0	0
12:20	5	6	3	5	0	1	0	0
12:25	2	2	5	0	0	0	0	0
12:30	6	7	0	3	6	1	1	0
12:35	8	8	1	2	0	0	0	0
12:40	3	8	0	1	6	2	0	0
12:45	5	5	1	2	1	0	0	0
12:50	5	5	1	3	0	0	0	0
12:55	7	8	0	0	1	1	1	0
1:00	6	5	0	0	1	1	0	0
1:05	5	3	2	0	0	1	0	0
1:10	5	5	0	0	0	0	0	0
1:15	8	6	0	1	0	0	0	0
1:20	8	9	0	0	0	3	1	1
1:25	3	7	5	0	0	1	0	0
Totals	120	126	32	25	18	15	4	2

Special Notes:

Time Period Started with 12 Vehicles in Parking Lot

4:00 - 6:00 PM August 8th Sunnyvale, CA Guadalajara Market

Time	Vehicles		Pedestrians from Road		Pesdestrians from Laundromat		Bikes	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
4:00	7	6	2	3	0	1	0	0
4:05	3	6	0	1	1	0	0	0
4:10	3	5	1	3	0	0	2	0
4:15	4	3	1	0	0	0	1	1
4:20	5	2	1	1	1	1	0	1
4:25	5	3	0	0	0	0	1	1
4:30	5	2	1	1	0	0	0	0
4:35	4	5	1	0	0	1	2	0
4:40	5	5	0	1	0	0	0	0
4:45	3	5	0	1	0	0	0	2
4:50	3	3	1	1	0	2	0	0
4:55	7	3	3	1	1	0	0	1
5:00	9	6	0	0	1	0	0	0
5:05	8	5	0	1	0	1	0	0
5:10	7	2	1	2	0	0	0	0
5:15	5	8	1	0	0	0	2	0
5:20	6	9	1	1	0	0	0	0
5:25	4	7	0	0	1	5	0	0
5:30	5	6	3	0	0	0	0	1
5:35	7	6	12	2	4	1	1	0
5:40	7	5	3	13	0	0	3	0
5:45	6	4	2	1	1	4	0	3
5:50	4	8	0	2	0	2	2	3
5:55	5	4	0	2	0	0	0	1
Totals	127	118	34	37	10	18	14	14
Special Notes:								



VICINITY MAP

SCOPE OF WORK :

ADD 1,413 SF ADJACENT TO THE EXISTING BUILDING.

SITE INFORMATION :

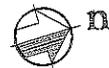
- A. PROPERTY OWNER : ABDULLAH SAAH
- B. PROPERTY ADDRESS : 829 BORREGAS AVENUE
SUNNYVALE, CA 94085
- C. ASSESSOR PARCEL NUMBER : 204-03-045
- D. TYPE OF CONSTRUCTION : CONCRETE & WOOD
- E. NO. OF STORIES : 2
- F. ZONING : C1-PD
- G. LOT SIZE : 29,070 SF
- H. FLOOR AREA :
 - (E) BUILDING : 6,265 SF
 - (E) 1ST FLOOR STORAGE : 875 SF
 - PROPOSED TENANT IMPROVEMENT : 1,413 SF
 - PROPOSED NON-HABITABLE ATTIC : 655 SF (NOT COUNTED TOWARDS PARKING)
- TOTAL HABITABLE FLOOR AREA : 8,553 SF

PARKING REQUIRED: 8,553 SF / 180 = 47.5
48 SPACES

PARKING PROVIDED: 43 SPACES ON SITE
7 SPACES OFF SITE

APPLICABLE CODE:

- CBC 2007 California Building Code
- CEC 2007 California Electrical Code
- CPC 2007 California Plumbing Code
- CMC 2007 California Mechanical Code
- CFC 2007 California Fire Code (w/ local amendments)
- 2006 International Property Maintenance Code
- 2005 State of California Title 24 Energy Regulations
- City of Sunnyvale Municipal Code (including local amendments to the listed adopted codes)



1/16"=1'-0"
APN 204-03-045

0 1 5 10 20 50

ADDITION TO COMMERCIAL BUILDING
829 BORREGAS AVENUE
SUNNYVALE, CALIFORNIA

Date: 01-20-10
Scale: _____
Revisions: _____
Sheet No: _____

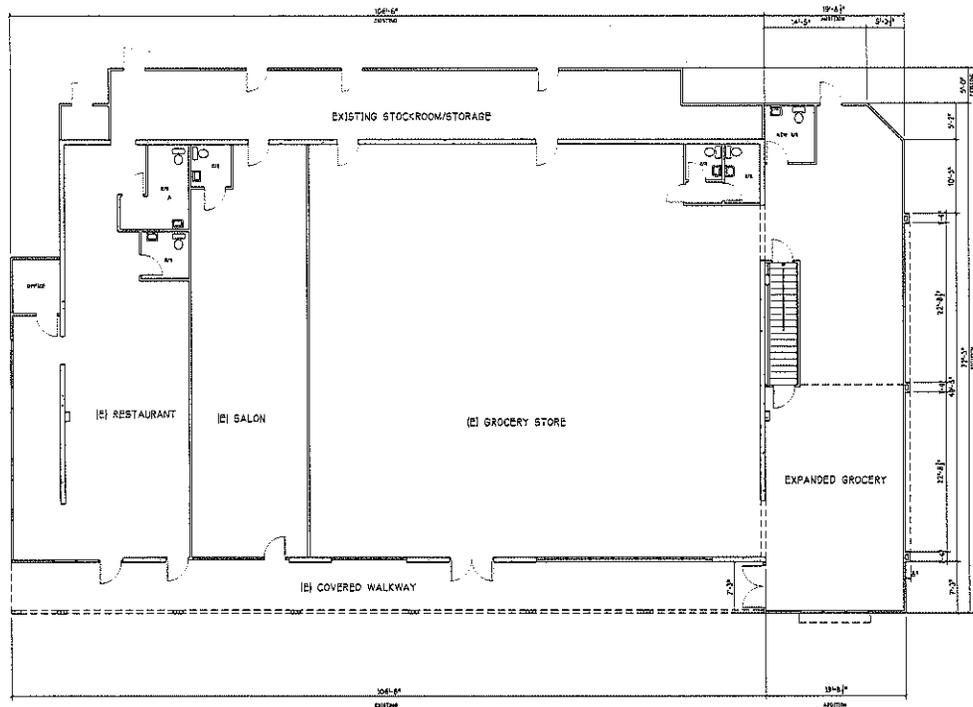
Project Title:
SITE &
CONCEPTUAL
LANDSCAPE PLAN
Sheet No: _____

A1

of _____ Sheets

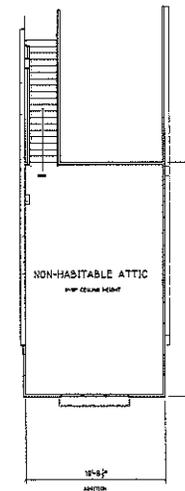
LPMD
Architects
1268 Kifer Road, #208
Sunnyvale, CA 94086
Telephone : 408-992-0280
Fax : 408-992-0281

ATTACHMENT
Page 1 of 4



FLOOR PLAN
1/8" = 1'-0"

6,285 S.F. EXISTING 1,413 S.F. ADDITION



ATTIC 656 S.F.
1/8" = 1'-0"

ATTACHMENT
Page 2 of 4

ADDITION TO COMMERCIAL BUILDING
829 BORREGAS AVENUE
SUNNYVALE, CALIFORNIA

Date: 09-19-08	Drawing Title:
Scale:	FLOOR PLANS
Revisions:	Sheet No:
	A2
	of Sheets

LPMD
Architects
1288 Kifer Road, #209
Sunnyvale, CA 94086
Telephone : 408-992-0280
Fax : 408-992-0281

PRELIMINARY PLANT LIST:

TREES: TO BE 15 GAL. UNLESS NOTED BELOW
 1T ST TREE - CITY APPROVED (TO BE SELECTED BY CITY OF SUNNYVALE)
 2T ACE PAL - ACER PALMATUM 'SANGO KAKU' (JAPANESE MAPLE) MULTI.
 3T CAR FAS - CARPINUS S. 'FASTIGIATA' (EUROPEAN HORNBEAM)
 4T HYM FLA - HYMENOSPORUM FLAVUM (SWEETSHADE)

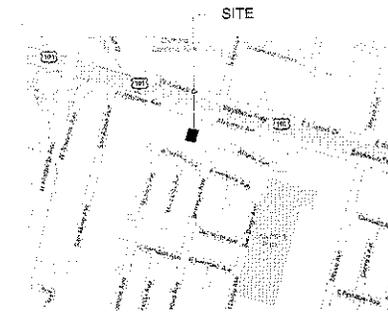
ACCENT PERENNIALS: TO BE 1 GAL. SIZE
 1S AGA PET - AGAPANTHUS PETER PANI (DWARF LILY-OF-THE-NILE)
 2S AGA ORI - AGAPANTHUS ORIENTALIS (LILY-OF-THE-NILE)
 3S CAR MOR - CAREX MORROWI 'VAREGATA' (JAPANESE SEDGE)
 4S DIE VEG - DIETES BICOLOR (FORTNIGHT LILY)
 5S FES GLA - FESTUCA GLAUCA (COMMON BLUE FESCUE)
 6S HEM SAR - HEMEROCALLIS 'SART' (EVERGREEN DAYLILY)

SHRUBS: TO BE 5 GAL. SIZE
 1SS NAN DOM - NANDINA DOMESTICA (HEAVENLY BAMBOO)
 2SS PEN SET - PENNisetum SETACEUM 'RUBRA' (FOUNTAIN GRASS)
 3SS PIT VAR - PITTOSPORUM TOB. 'VAREGATA' (VAREGATED TOBIRA)
 4SS RHA CLA - RHAPHOLEPIS INDICA 'CLARA' (INDIA HAWTHORN)
 5SS RHA SPR - RHAPHOLEPIS L. 'SPRINGTIME' (INDIA HAWTHORN)
 6SS STI ARIJ - STIPA ARUNDINACEA (PHEASANT'S TAIL GRASS)
 7SS TEU COM - TEUCRIUM F. 'COMPACTUM' (GERMANDER)
 8SS VIB TIN - VIBURNUM TINUS 'SPRING BOUQUET' (LAURUSTINUS)

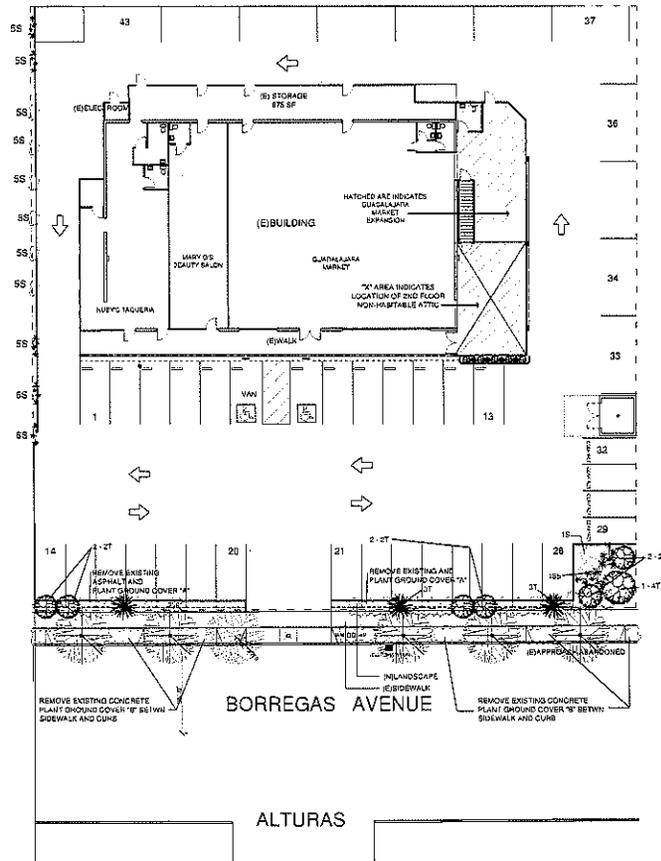
GROUNDCOVERS: TO BE 1 GAL. SIZE
 A TRACHELOSPERMUM ASIATICUM (ASIAN JASMINE) @ 36" O.C.
 G GAZANIA MITSUWA (YELLOW GAZANIA) @ 18" O.C.

GENERAL NOTES:

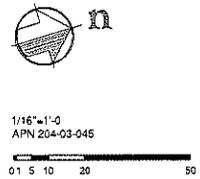
- ALL PLANTING SHALL BE WATERED BY A FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM.
- ALL PLANTING AREAS SHALL RECEIVE A 3" LAYER OF FIREBARK MULCH DRESSING.



VICINITY MAP



CONCEPTUAL SITE PLANTING UPGRADE



ATTACHMENT
 Page 4 of 4

ADDITION TO COMMERCIAL BUILDING
829 BORREGAS AVENUE
 SUNNYVALE, CALIFORNIA

Date:	01-20-19	Drawing Title:	CONCEPTUAL LANDSCAPE PLAN
Scale:		Sheet No.:	A4
Revisions:		of	Sheets

LPMD
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 1288 Kifer Road, #206
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