LIVERMORE
CALIFORNIA

PLANNING COMMISSION

AGENDA
TUESDAY, OCTOBER 15, 2024

PLANNING COMMISSION REGULAR MEETING – 7:00 PM

MEETING PARTICIPATION INFORMATION CAN BE FOUND AT THE END OF THE AGENDA

IN PERSON INFORMATION:
CIVIC CENTER MEETING HALL
CITY COUNCIL CHAMBERS
1016 S. LIVERMORE AVENUE

Steven Dunbar, Commissioner
Tracy Kronzak, Commissioner
Daniel Leary, Commissioner
Yolanda Fintschenko, Vice Chair
Jacob M Anderson, Chair

1. CALL TO ORDER

ROLL CALL

Commissioner Steven Dunbar
Commissioner Tracy Kronzak
Commissioner Daniel Leary
Vice Chairperson Yolanda Fintschenko
Chairperson Jacob Anderson

PLEDGE OF ALLEGIANCE

2. OPEN FORUM

- In conformance with the Brown Act, no Planning Commission action can occur on items presented during Open Forum.
- To provide public comment, please submit a speaker card. When your name is called, walk to the lectern to address the Planning Commission.
- Comments are limited to a maximum of 3 minutes per person, per item. The Chair may reduce the amount of time based on the number of persons wishing to speak.
- Open Forum will conclude after 30 minutes; however, if there are additional speakers, Open Forum will reconvene after Matters for Consideration.

3. CONSENT CALENDAR

Consent Calendar items are considered routine and are acted upon by the Planning Commission with a single action. Members of the audience wishing to provide public input must submit a speaker card.

4. PROJECT REVIEW

5. PUBLIC HEARINGS

5.1 Hearing to consider a request for a Conditional Use Permit and a Site Plan Design Review Modification to allow a 929 square-foot addition to an existing gas station convenience store to include a drive-through serving coffee, fountain drinks, pastries, and prepackaged sandwiches. Location: 4530 Las Positas Road

Recommendation:
Staff recommends the Planning Commission adopt two separate resolutions:

1. Finding that the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301(e)(2), Existing Facilities, which exempts additions of 10,000 square feet or less to existing structures if: (a) the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and (b) the area in which the project is located is not environmentally sensitive.
2. Approving Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011, subject to the attached Conditions of Approval; and
3. Directing the Planning Manager to file a Notice of Exemption with the Alameda County Clerk.

Staff Report

Attachments:

1. Vicinity Map
2. Development Plans
3. Traffic Study
4. Resolution - CEQA
5. Resolution - Project
6. Exhibit A - Conditions of Approval

6. MATTERS FOR CONSIDERATION

7. MATTERS INITIATED BY PLANNING COMMISSION AND STAFF

8. ADJOURNMENT

To a special Planning Commission meeting on Wednesday, November 6, 2024 at 7:00 pm, Civic Center Meeting Hall, City Council Chambers, 1016 S. Livermore Avenue.

9. HOW TO PARTICIPATE IN THE MEETING

You can participate in the meeting in a number of ways:

Open Forum is an opportunity for the public to speak regarding items not listed on the agenda. Speakers are limited to a maximum of 3 minutes per person. To address the Planning Commission you must submit a speaker card to the Planning Commission Liaison prior to the start of that item. Please note that the Planning Commission is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Planning Commission l may place it on a future agenda or direct staff to work with you and/or report to the Planning Commission on the issue.

Public Hearings - The topic of the hearing is typically summarized by staff, followed by a presentation by the applicant, and then questions from the Planning Commission. The Chair will then open the hearing to the public and offer an opportunity for public comments. Speakers are limited to a maximum of 3 minutes per person. To address the Planning Commission, you must submit a speaker card to the Planning Commission Liaison prior to the start of the presentation of the item.

Other Agenda Items are also open for public input including Consent Calendar or Matters for Consideration items. These comments are also subject to the 3-minute limit.

Special Meetings, Workshops - The public will have the opportunity to address the Planning Commission regarding the item that is the subject of the special meeting or workshop. Public comments are limited to a maximum of 3 minutes per person.

Submission of Comments Prior to the Meeting:

Email Comments may be submitted by the public to the Planning Commission Liaison (planning@LivermoreCA.gov). Items received no later than 12:00 pm on the day of the meeting will be provided to the Commission and available on the City website prior to the

meeting. These items will NOT be read into the record.

eComments may be submitted by the public using the eComment link here. Comments may be up to 1000 characters in length and will be accepted up until 6:00 pm the day of the meeting. These items will NOT be read into the record and are viewable by the the Commission and the public upon submittal.

Submission of Comments During the Meeting:

Speakers are limited to a maximum of 3 minutes per person. To submit a comment in person, you must complete a speaker card for each item. Speaker cards are available in the Civic Center Meeting Hall lobby. Indicate on the card the item number you wish to comment on and submit the card directly to the Planning Commission Liaison prior to the start of the item. Please note that the Planning Commission is prohibited by State law from taking action on any items that are not listed on the agenda. However, if your item requires action, the Planning Commission may place it on a future agenda or direct staff to work with you and/or report to the Planning Commission on the issue.

If you would like to deliver written materials to the Commission as part of your public comments, please provide 8 copies of to the Planning Commission Liaison with your speaker card.

The **Planning Commission Agenda and Agenda Reports** are prepared by City staff and are available for public review on Friday evening, three days prior to the Planning Commission meeting at 1016 South Livermore Avenue, Livermore. The Agenda is also available on the City's website, http://livermoreca.gov/agenda.

Under Government Code §54957.5, any supplemental material distributed to the members of the Planning Commission after the posting of this agenda will be available for public review at City Hall, 1052 South Livermore Avenue, Livermore, and included in the agenda packet available on the City's web site at http://livermoreca.gov/agenda.

PURSUANT TO TITLE II OF THE AMERICANS WITH DISABILITIES ACT (CODIFIED AT 42 UNITED STATES CODE SECTION 12101 AND 28 CODE OF FEDERAL REGULATIONS PART 35), AND SECTION 504 OF THE REHABILITATION ACT OF 1973, THE CITY OF LIVERMORE DOES NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, RELIGION, NATIONAL ORIGIN, ANCESTRY, SEX, DISABILITY, AGE OR SEXUAL ORIENTATION IN THE PROVISION OF ANY SERVICES, PROGRAMS, OR ACTIVITIES. TO ARRANGE AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PUBLIC MEETING, PLEASE CONTACT THE ADA COORDINATOR AT ADACOORDINATOR@LIVERMORECA.GOV OR CALL (925) 960-4170 (VOICE) OR (925) 960-4104 (TDD) AT LEAST THREE (3) BUSINESS DAYS IN ADVANCE OF THE MEETING.

LIVERMORE
CALIFORNIA

PLANNING COMMISSION STAFF REPORT **ITEM NO. 5.1**

DATE: October 15, 2024

TO: Chairperson and Members of the Planning Commission

FROM: Steve Riley, Planning Manager

SUBJECT: Hearing to consider a request for a Conditional Use Permit and a Site Plan Design Review Modification to allow a 929 square-foot addition to an existing gas station convenience store to include a drive-through serving coffee, fountain drinks, pastries, and prepackaged sandwiches. Location: 4530 Las Positas Road

RECOMMENDED ACTION

Staff recommends the Planning Commission adopt two separate resolutions:

1. Finding that the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301(e)(2), Existing Facilities, which exempts additions of 10,000 square feet or less to existing structures if: (a) the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and (b) the area in which the project is located is not environmentally sensitive.
2. Approving Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011, subject to the attached Conditions of Approval; and
3. Directing the Planning Manager to file a Notice of Exemption with the Alameda County Clerk.

SUMMARY

On March 20, 2024, Daniel Vater (the Applicant), on behalf of Rebel Gas, applied to the City of Livermore for a Conditional Use Permit and Site Plan Design Review Modification. The project includes development of a 929 square foot addition to an existing gas station convenience store in order to allow a drive-through facility (Assessor Parcel Number [APN] 99-21-18). The project site is located at 4530 Las Positas Road at the northwest corner of First Street and Las Positas Road.

The project site contains an existing gas station, convenience store, and drive-through carwash. The carwash is located in a separate building at the north end of the property. The project site is part of the Plaza 580 Shopping Center. Please see Attachment 1, Approximate Project Site Boundaries Map, for the Project location.

Access to the drive-through facility is proposed to be taken from the existing driveway along First Street as well as from the driveway access off of Las Positas Road, which is shared with the rest of the Shopping Center. The Project requires a Conditional Use Permit and Site Plan Design Review Modification, both subject to Planning Commission review and approval. The Planning Commission's action is final unless appealed to the City Council within 15 days.

DISCUSSION

BACKGROUND

On March 20, 2024, the City received an application for a Conditional Use Permit and a Site Plan Design Review Modification to allow a 929 square-foot expansion of an existing gas station convenience store for a drive-through facility. Please refer to Attachment 1 for the Approximate Project Site Boundaries Map.

PROJECT DESCRIPTION

The Project site is in the approximately 34-acre Plaza 580 Shopping Center along I-580 and Las Positas Road at the southeast corner of the Shopping Center. An approximately 929 square-foot building addition is proposed to an existing 1,176 square foot gas station convenience store that sells retail goods commonly found at a gas station facility. The total square footage would be approximately 2,105 square feet including the addition. The drive through would sell items such as coffee, fountain drinks, pastries, and prepackaged sandwiches.

The existing building exterior has walls with a flat finish and a brick/ stone wainscoting. The proposed addition would match the lower finishes of the existing building but adds taller storefront windows and a raise shed roof element clad with fiber cement simulated wood panels. Parking spaces are located at the pump islands in addition to the north, adjacent to the 1,328 square foot carwash facility that contains bathrooms. The Development Plans (Attachment 2) provide further information.

The Project includes construction of all necessary improvements on-site, including any needed utility connections as well as any pedestrian, bicycle, and landscaping improvements.

The Project includes the following entitlements:

- Conditional Use Permit (CUP 24-005) for the drive-through addition and
- Site Plan and Design Review Modification (SPDRM 24-011) for review of the project to ensure that the architecture and landscape design comply with the Design Standards and Guidelines and other applicable City standards.

PROJECT SITE CONTEXT

Table 1 below summarizes the General Plan land use designation, zoning classification, and existing surrounding uses.

Table 1

	General Plan Designation	Current Zoning Classification	Existing Land Use
North	Community Serving General Commercial (CSGC)	Planned Development - Commercial District (PD18-010)	Commercial (McDonald's)
West	Community Serving General Commercial (CSGC)	Planned Development - Commercial District (PD18-010)	Commercial (Plaza 580)
East	Community Serving General Commercial (CSGC); Highway Commercial (HC)	Planned Unit Development (PUD) 138	Commercial
South	Open Space (OSP)/ Urban Low Medium Residential (ULM)	Planned Unit Development (PUD) 49-89	Open Space/ Residential
Subject Site	Community Serving General Commercial (CSGC)	Planned Development - Commercial District (PD18-010)	Commercial

STAFF ANALYSIS

General Plan

The Livermore General Plan currently designates the property as CSGC – Community Serving General Commercial. The CSGC designation identifies locations along major streets that are adjacent and accessible to a highway or freeway, for community serving retail, office, and service uses.

Zoning

The zoning designation for the site is Planned Development - Commercial District (PD18-010). The intent of the zoning designation is to provide an environment for an aesthetically attractive community shopping center development. This district is intended to allow a mixture of commercial uses serving the community, such as retail, fast-food, office and service uses. The Conditional Use Permit (CUP24-005) is needed to allow the proposed drive-through addition to the existing gas station convenience store. The Site Plan Design Review Modification is included as part of the CUP, reviewing the proposed addition to the existing building exterior and some redesign features, such as additional lighting and signage.

The proposal is consistent with and implements the General Plan and zoning by providing an appropriate incidental use to an existing gas station convenience store for the community and for the general public traveling along major city streets and Highway I-580.

Parking

The project will retain all existing parking but, due to the building expansion, increases the parking demand based on the parking ratio established in the Planned Development district. Parking is required at a ratio of 1 parking space for every 200 square feet of floor area (excluding mechanical equipment areas and the carwash). Each fuel pump counts as a parking space because fuel customers typically will use the convenience store while their vehicle is parked at a pump.

The project requires 12 parking spaces and provides 19 spaces, including spaces at fuel pumps (see calculations below). Therefore, the existing site provides sufficient parking for the proposed project. The following table summarizes the parking demand and supply.

	Building Area	Required Parking (1:200 sf)
Existing Floor Area	1,176	6
New Floor Area	929	5
Existing Floor Area, Carwash Restrooms	120	1
Total Floor Area	2,225	12

The PD District requires a minimum of 50 bicycle racks to be distributed evenly throughout the development in no fewer than 10 clusters. The Applicant did not provide a plan showing bike rack distribution. However, since the gas station functions independently from the rest of the retail center, staff recommends using the Development Code bicycle parking standard, which would require a minimum of four bicycle spaces for the project. Staff has added a condition of approval that requires installation of two staple-style bicycle racks on the site.

Circulation

The applicant provided a Traffic Study that examined the following (see Attachment 3, Wood Rogers (October 10, 2024) “Livermore Rebel Store Expansion with Drive-Through Traffic Analysis”):

(1) Project trip generation
(2) Intersection operations analysis
(3) Drive-through queueing analysis
(4) Vehicle Miles Travelled Screening Analysis

The Traffic Study concluded that circulation is adequate given the size of the property and the locations of a driveways. Vehicles are able to navigate to the gas pumps, the gas station convenience store and the proposed drive-up as well as the adjoining carwash. City Traffic Engineering Staff agree with the Traffic Study methodology and conclusions.

The following intersections and roadway facilities were included in the analysis:

Study Intersections:

1. First Street & Las Positas Road
2. Shopping Center Driveway & Los Positas Road
3. First Street & Project Driveway 2. The study intersections are shown in Figure 1 of the Traffic Study

Level of Service (LOS)

The Traffic Study noted that the proposed Project is anticipated to generate 179 daily trips, 40 AM peak hour trips (20 inbound, 20 outbound), and 16 PM peak hour trips (8 inbound, 8 outbound) under typical weekday traffic demand conditions. The Study showed that intersection LOS at the study intersections would not change as a result of the project and would continue to function at acceptable levels (LOS “C”

or better) under all scenarios.

Drive-through Analysis

A drive-through queueing analysis was performed for the Project in the Traffic Study to determine if sufficient storage was provided within the drive-through lane. The Traffic Study noted that the Project site plan would provide room for approximately three vehicle queuing spaces between the order board and pickup window and two vehicle space behind the menu board for a total of five vehicle queuing spaces. The analysis verified that the queue at the order pickup would be accommodated in the proposed drive-through storage lane over 95 percent of the time. City staff considers this queue length to be adequate.

Project VMT Screening

The proposed drive-through use mirrors existing uses in the area, including nearby restaurants, gas stations, carwashes, and convenience stores. The Traffic Study concluded that the project is not a regional retail use. The Traffic Study notes that the project's location presents potential Vehicle Miles Traveled (VMT) reduction benefits: it can serve travelers on adjacent roadways, and it can cater to customers of the adjacent shopping center, reducing unnecessary travel.

The Traffic Study concluded that the Project meets the local-serving retail screening criteria provided by the State Office of Planning and Research (OPR). The Project would therefore be presumed to have a less than significant VMT impact.

Project Design

Proposed building materials and colors for the addition would match a redesign of the existing gas station convenience store exterior. The building would be primarily flat finish walls with whiter trim above and a light beige brick wainscoting along the base. Also proposed is canopy trim as well as trim above the windows and the drive-through with a lighter, brighter green used as an accent.

The proposed shed roof with simulated wood siding and metal canopies over the new windows give the building a contemporary appearance. The taller storefront windows below the shed roof accentuate the addition and balance the taller building element, consistent with Chapter 5, section C.1.1, Building Design, Massing and Scale, of the Design Standards and Guidelines.

New signage is proposed but is not part of this project review. The signage shown is conceptual at this time. The Applicant is required to submit a separate Site Plan Design Review application for staff-level review of the site and building signs.

The existing property is landscaped. There are mature shrubs, primarily along the north, east and south property lines as well as a lawn area along the First Street and Las Positas Road frontages. Mature trees, primarily deciduous, are located around the perimeter of the site. All of the existing landscape will be retained. A recommended Condition of Approval requires additional five-gallon shrubs to be planted along First Street, across from the proposed drive-through as well as north of the corner of Las Positas and the drive-way on the west side of the property that is facing the shopping center.

Land Use Compatibility

The project is consistent with the General Plan and zoning designations and staff can make the findings for compatibility with the surrounding land uses. This addition to the convenience store is consistent with and will augment the existing land use on the property and will benefit the public by offering additional quick food and beverage options. The use is subject to the attached conditions of approval to increase compatibility with the surrounding businesses.

ENVIRONMENTAL DETERMINATION

The project is Categorically Exempt from the provisions of the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15301(e)(2), Existing Facilities. Under this Categorical Exemption, additions to existing buildings are exempt when they meet the following criteria.

(e) Additions to existing structures provided that the addition will not result in an increase of more than:

- (2) 10,000 square feet if:
    - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
    - (B) The area in which the project is located is not environmentally sensitive.

The environmental resolution is included in Attachment 4.

Conditional Use Permit Findings and Site Plan Design Review Findings

Project Findings are included in Attachment 5. The required findings can be made for the project.

RECOMMENDATION

Based on the analyses provided above, staff concludes that the Project, subject to conditions, provides a well-designed addition to an existing commercial development and complies with appropriate development standards and is consistent with the General Plan, Development Code, and Design Standards and Guidelines. The Project would be compatible with the existing uses on the property as well as with surrounding development, create opportunities for new jobs and increased revenue for the City.

Staff recommends the Planning Commission take the following actions to authorize the development of a 929 square foot addition to an existing gas station convenience store to allow a drive-through facility. Staff recommends the Planning Commission:

1. Adopt a resolution finding that the project is exempt from the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301(e)(2), Existing Facilities, which exempts additions to existing structures provided the addition will not result in an increase of more than 10,000 square feet if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive.
2. Adopt a resolution to approve Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011, subject to the attached Conditions of Approval.
3. Instruct staff to file the Notice of Exemption with the Alameda County Clerk

4. Advise the applicant that the Planning Commission's action is final unless appealed to the City Council within 15 days.

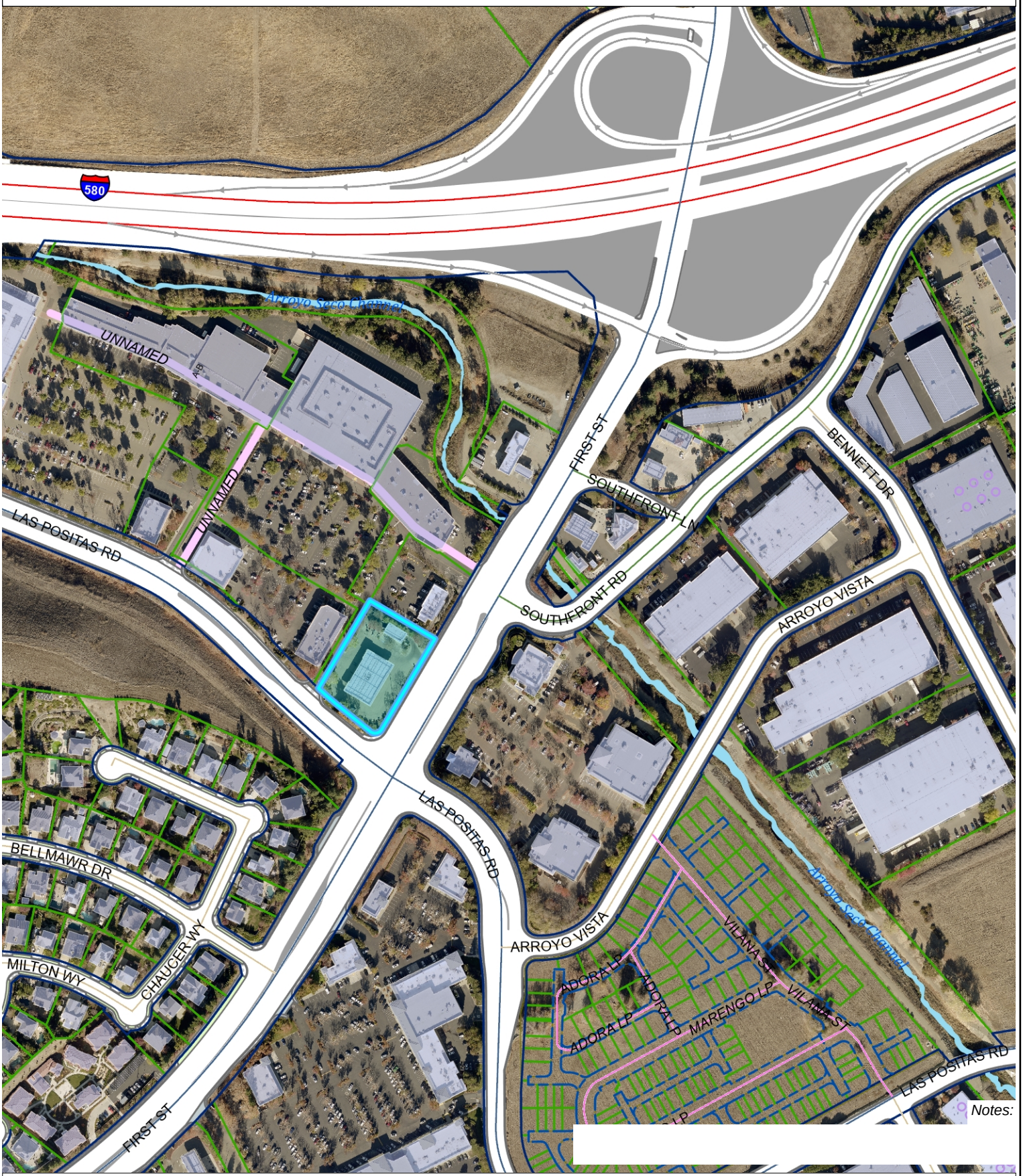
ATTACHMENTS

1. Vicinity Map
2. Development Plans
3. Traffic Study
4. Resolution - CEQA
5. Resolution - Project
6. Exhibit A - Conditions of Approval

Prepared by: Kam Purewal
Associate Planner

LIVERMORE CALIFORNIA

City of Livermore



Notes:

666.7 0 333.33 666.7 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_
Livermore IT, GIS Services

Scale: 1: 4,000

This map is based on City of Livermore GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

Prepared:

9/25/2024 3:43:05 PM

TENANT IMPROVEMENT FOR:

REBEL

STORE NO: 0308

AT 4530 LAS POSITAS RD.
LIVERMORE, CA 94551

SITE LOCATION



DRAWING INDEX

ARCHITECTURAL:

CS	COVER SHEET
SP1.0	EXISTING SITE PLAN
SP1.1	PROPOSED SITE PLAN
SP2.0	PROPOSED VEHICLE ROUTES
SP2.1	PROPOSED EXTERIOR LIGHTING PLAN
ASBUILT	AS-BUILT FLOOR PLAN & EXISTING FRONT ELEVATION
A1.0	PROPOSED FLOOR PLAN
A6.0	PROPOSED EXTERIOR ELEVATIONS
A6.1	PROPOSED EXTERIOR ELEVATIONS
A7.0	EXTERIOR COLOR ELEVATIONS

CODE DATA

APN:	099-0021-018
CONSTRUCTION TYPE:	V-B
OCCUPANCY CLASS:	MERCANTILE
SPRINKLERED:	NO, NOT REQUIRED
SALES FLOOR SQ FT:	1344
TOTAL BUILDING SQ FT:	2105
OCCUPANT LOAD:	36
NUMBER OF STORIES:	1 (ACTUAL)
BUILDING HEIGHT:	20'-5"
NUMBER OF EXITS:	2 (SEE SHEET A1.0)

PROJECT DIRECTORY

DESIGNER:

DANIEL VATER
ANABI OIL

1450 N. BENSON AVE.
UPLAND, CA 91786

PH: 574-500-4043

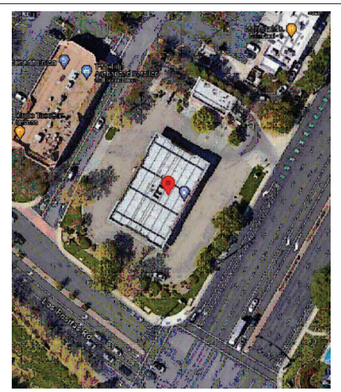
TENANT:

AUSTIN ROSEN
REBEL LAND & DEVELOPMENT, LLC

1450 N. BENSON AVE.
UPLAND, CA 91786

PH: 909-552-9380

VICINITY MAP



BUILDING CODES

2022 CALIFORNIA EXISTING BUILDING CODE
2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA FIRE CODE
ACCESSIBILITY: 2019 ICC/ANSI A117.1 (TITLE 24)
2022 CALIFORNIA ENERGY CODE

PROJECT INFO

TENANT IMPROVEMENT CONSISTS OF EXISTING BUILDING EXPANSION OF 929 SQ FT IN ORDER TO INTRODUCE NEW DRIVE-THRU COFFEE CONCEPT. SCOPE TO INCLUDE REMOVAL OF ALL INTERIOR WALLS AND DOORS, PATCH/REPAIR OF CEILING GRID AND LIGHTING PER NEW LAYOUT, NEW EQUIPMENT AND CABINETS, NEW WALK-IN COOLER, AND NEW ADA UNISEX RESTROOM AND FIXTURES. ELECTRICAL TO REMAIN AS-IS, NO CHANGES TO LOCATION.

Code Officials; If you have any questions regarding these plans please contact dvater@rebelcstores.com

ANABI

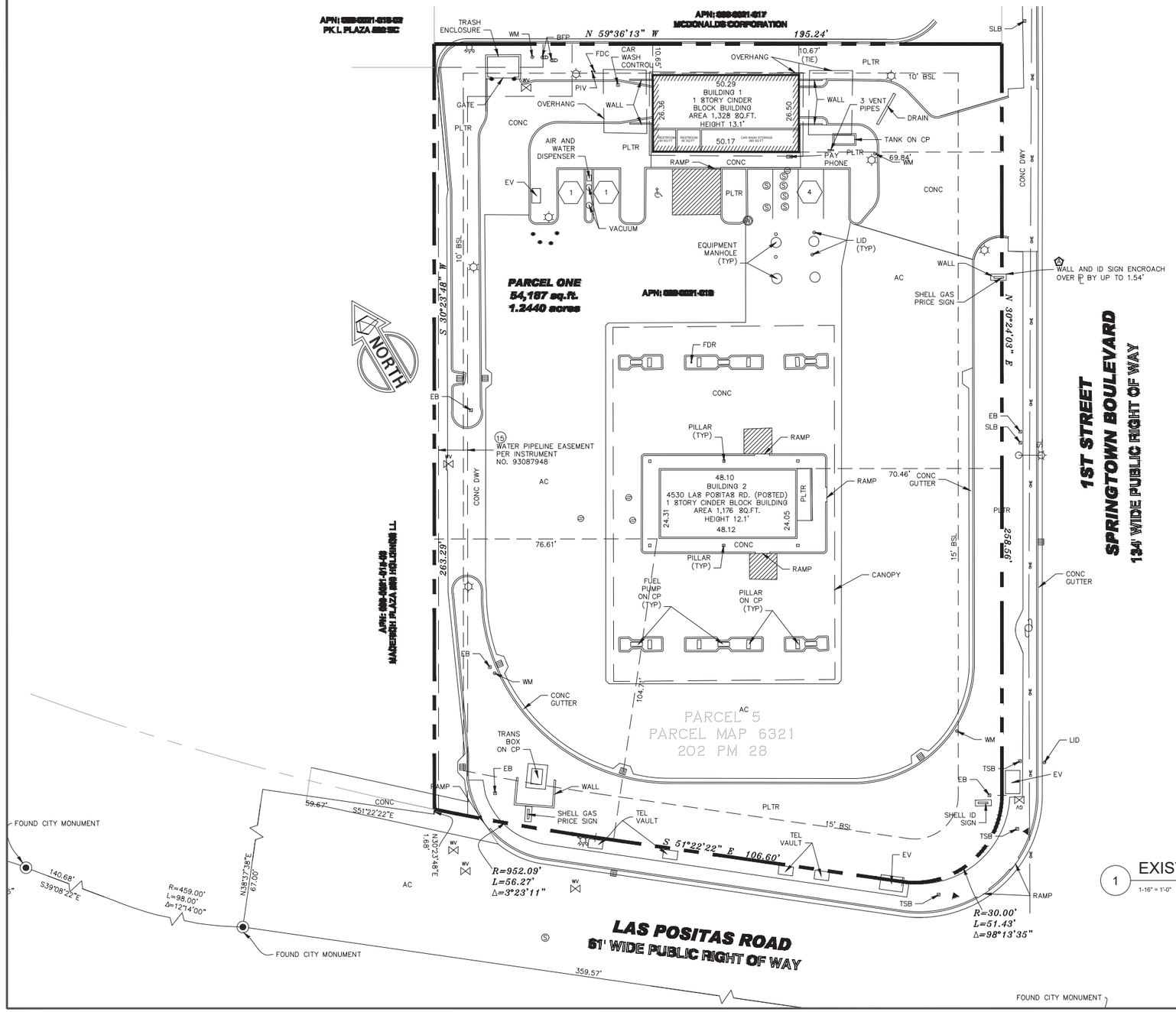
1450 N. Benson Ave.,
Upland, CA 91786 USA
www.anabioil.com - (909) 394-4728

PAGE:	CS	SCALE:	NTS
DESIGNER:	DV	DATE:	09-30-2024
REVISION #:	13	STORE #:	308

PROJECT FILE NAME: REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS: 4530 LOS POSITAS RD. LIVERMORE, CA

SEAL



1 EXISTING SITE PLAN
1-16" = 1'-0"

ANABI

1450 N. Benson Ave.,
Upland, CA 91786 USA
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REVISION #:	13	STORE #:	308
DESIGNER:	DV	DATE:	09-30-2024
PAGE:	SP1.0	SCALE:	1/16" = 1'-0"

PROJECT FILE NAME:
REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS:
4530 LOS POSITAS RD. LIVERMORE, CA

SEAL

SITE INFORMATION

C-STORE, CAR WASH, FUEL CANOPY W/ 6 MPD'S

APN: 099-0021-018-02
PKL PLAZA 099-0C

PROJECT DESCRIPTION

FOOD MART, CARWASH, GAS PUMPS, AND DRIVE-THRU
APN: 0099-0021-018

PROPOSED TOTAL PARCEL

54,187 SQ. FT. = 1.24 ACRES

ITEM	SIZE	LOT %	AREA (SQ FT) %
TOTAL LOT AREA	N/A	N/A	54,187 = 1.24 ACRE
C-STORE AREA	85'-7" X 24'-5"	3.8	2,105
EXISTING CANOPY	123'-8" X 77'-3"	17.6	9,553
EXIST CAR WASH	50'-0" X 26'-0"	2.4	1,328

PARKING REQUIREMENT

PARKING REQUIRED TABLE

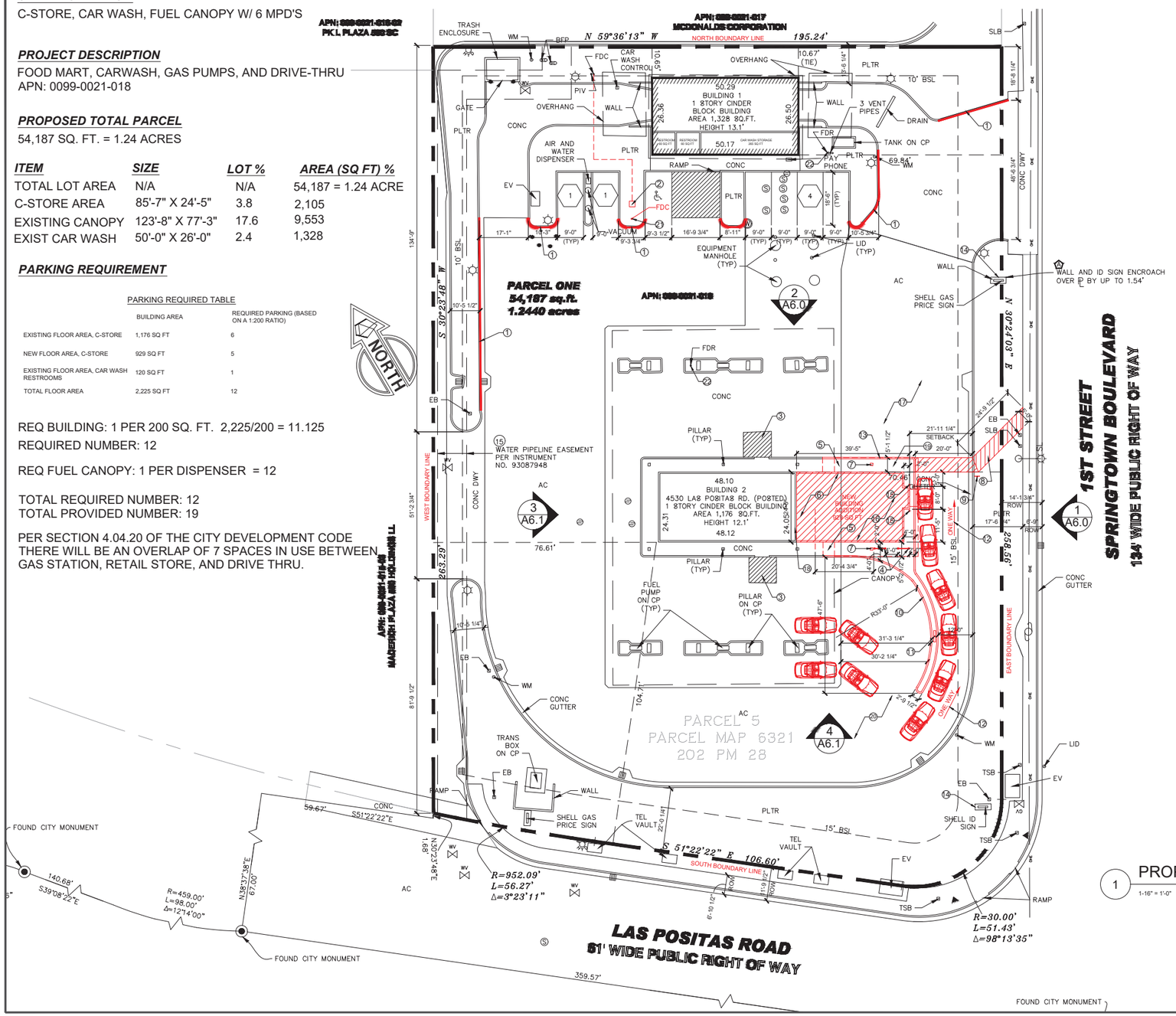
	BUILDING AREA	REQUIRED PARKING (BASED ON A 1:200 RATIO)
EXISTING FLOOR AREA, C-STORE	1,176 SQ FT	6
NEW FLOOR AREA, C-STORE	929 SQ FT	5
EXISTING FLOOR AREA, CAR WASH RESTROOMS	120 SQ FT	1
TOTAL FLOOR AREA	2,225 SQ FT	12

REQ BUILDING: 1 PER 200 SQ. FT. 2,225/200 = 11.125
REQUIRED NUMBER: 12

REQ FUEL CANOPY: 1 PER DISPENSER = 12

TOTAL REQUIRED NUMBER: 12
TOTAL PROVIDED NUMBER: 19

PER SECTION 4.04.20 OF THE CITY DEVELOPMENT CODE THERE WILL BE AN OVERLAP OF 7 SPACES IN USE BETWEEN GAS STATION, RETAIL STORE, AND DRIVE THRU.



1 PROPOSED SITE PLAN
1-16" = 1'-0"

SITE PLAN KEYNOTE LEGEND

1. RED PAINT ON CURB FACE PER FIRE DEPT CODE MARKINGS "FIRE LANE - NO PARKING"
2. NEW WAFER CHECK VALVE ACCESSIBLE IN CHRISTIE BOX PER FIRE DEPARTMENT
3. GC TO VERIFY EXISTING RAMP FOR ADA COMPLIANCE. GC TO BRING RAMP INTO COMPLIANCE IF FOUND NOT SATISFACTORY
4. INSTALL NEW BICYCLE RACK PARKING (QTY. 3)
5. TIE NEW SIDEWALK INTO EXISTING. NEW SIDEWALK TO MATCH EXISTING HEIGHT, FINISH, AND MATERIAL
6. INSTALL NEW 929 SQ FT BUILDING ADDITION WITH DRIVE-THRU
7. INSTALL NEW CANOPY COLUMNS TO MATCH EXISTING
8. INSTALL NEW ACCESS AISLE STRIPING PER CODE
9. INSTALL NEW "DO NOT ENTER / ONE WAY" SIGNAGE
10. INSTALL NEW CONCRETE CURBING TO MATCH EXISTING HEIGHT, FINISH, AND MATERIAL
11. INSTALL NEW MENU BOARD ORDERING SCREEN
12. PAINT "DRIVE-THRU / ONE WAY" VERBIAGE ON CONCRETE FLOOR
13. DASHED LINE INDICATES ROOF LINE ABOVE FOR NEW BUILDING ADDITION
14. EXISTING PYLON SIGN TO RE REFACED
15. INSTALL (QTY. 2) NEW CONCRETE BOLLARDS
16. REMOVE ALL EXISTIN NON-COMPLIANT WINDOW SIGNAGE AND DECALS
17. A SEPARATE FIRE DEPARTMENT CONNECTION IS REQUIRED FOR BUILDING 2 (NEW ADDITION)
18. GC TO DEMOLISH EXISTING EXTERIOR WALL PRIOR TO INSTALLATION OF NEW BUILDING ADDITION. FIELD VERIFY CONDITIONS PRIOR TO REMOVAL AND PROVIDE TEMPORARY SUPPORT AS NEEDED
19. INSTALL NEW EXTERIOR 6" RECESSED CAN LIGHTING THAT MEETS CITY DEVELOPMENT CODE, SECTION 4.05.050. PLEASE REFERENCE SHEET SP-3 FOR DETAILS AND LOCATIONS
20. PROJECT TO COMPLY WITH CSGC ZONING PD18-010 REQUIREMENTS
21. NEW FIRE DEPARTMENT CONNECTION
22. LOCATION OF FIRE DEPARTMENT RISERS

TRANSPORTATION DIVISION NOTES

ALL BICYCLE FACILITES SHALL MEET THESE CRITERIA -

i. PROVIDE A MINIMUM 4 FT AISLE TO ALLOW FOR UNOBSTRUCTED ACCESS TO THE DESIGNATED BICYCLE PARKING AREA.

ii. 2 FT MINIMUM FROM THE CURB FACE TO AVOID 'DOORING.'

iii. 4 FT BETWEEN RACKS TO PROVIDE MANEUVERING ROOM.

iv. LOCATE CLOSE TO DESTINATIONS; 50 FT MAXIMUM DISTANCE FROM MAIN BUILDING ENTRANCE.

v. MINIMUM CLEAR DISTANCE OF 6 FT SHOULD BE PROVIDED BETWEEN THE BICYCLE RACK AND THE PROPERTY LINE.

vi. BIKE RACKS SHOULD BE PLACED 2 FT MINIMUM (3 FT PREFERRED) FROM A BUILDING OR WALL.

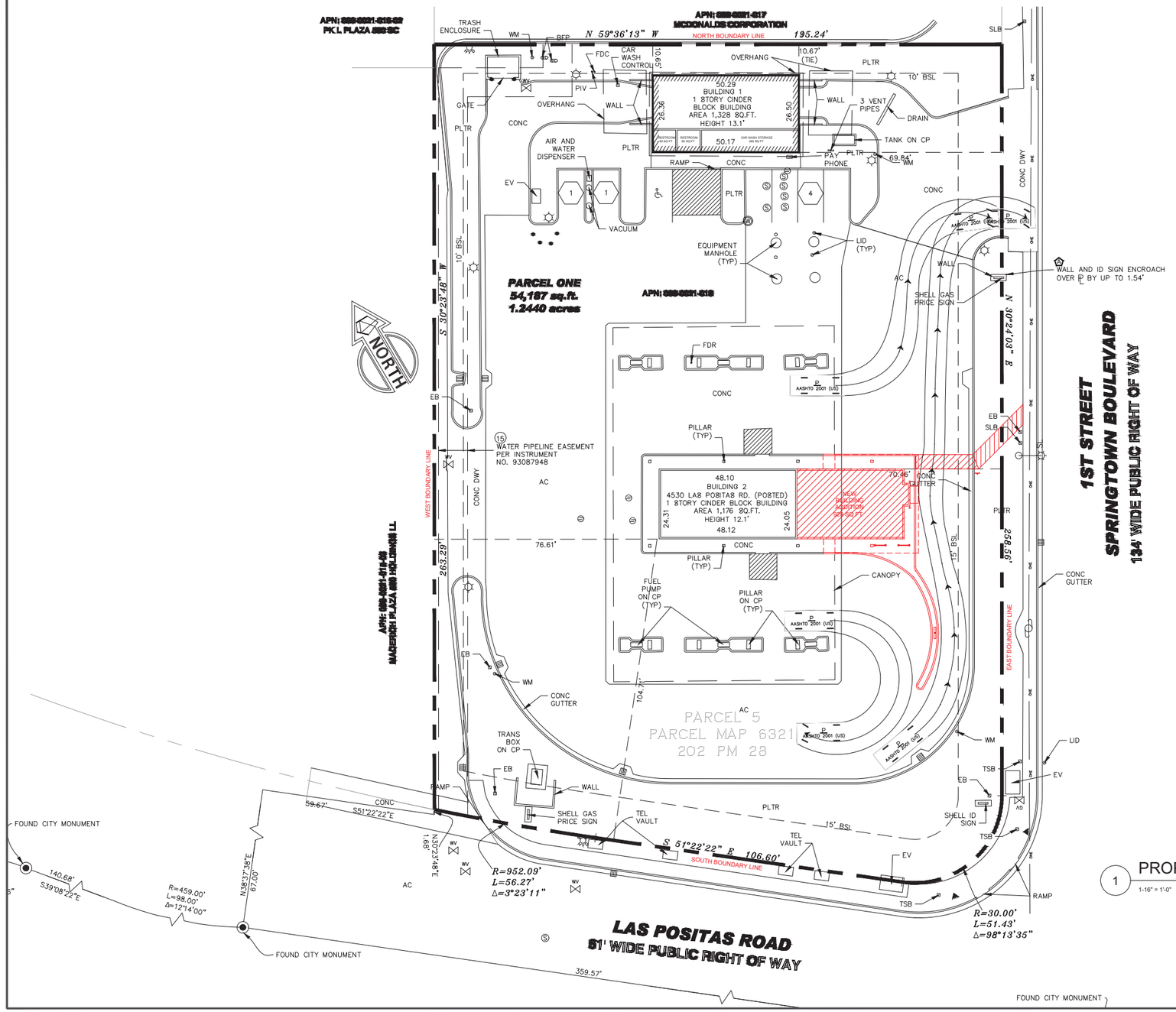
ANABI
1450 N. Benson Ave.,
Upland, CA 91786 USA
www.anabioil.com - (909) 394-4728

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DESIGNER:	DV	DATE:	09-30-2024
REVISION #:	13	STORE #:	308

PROJECT FILE NAME: REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS: 4530 LOS POSITAS RD. LIVERMORE, CA

SEAL



1 PROPOSED VEHICLE ROUTES

1-16" = 1'-0"

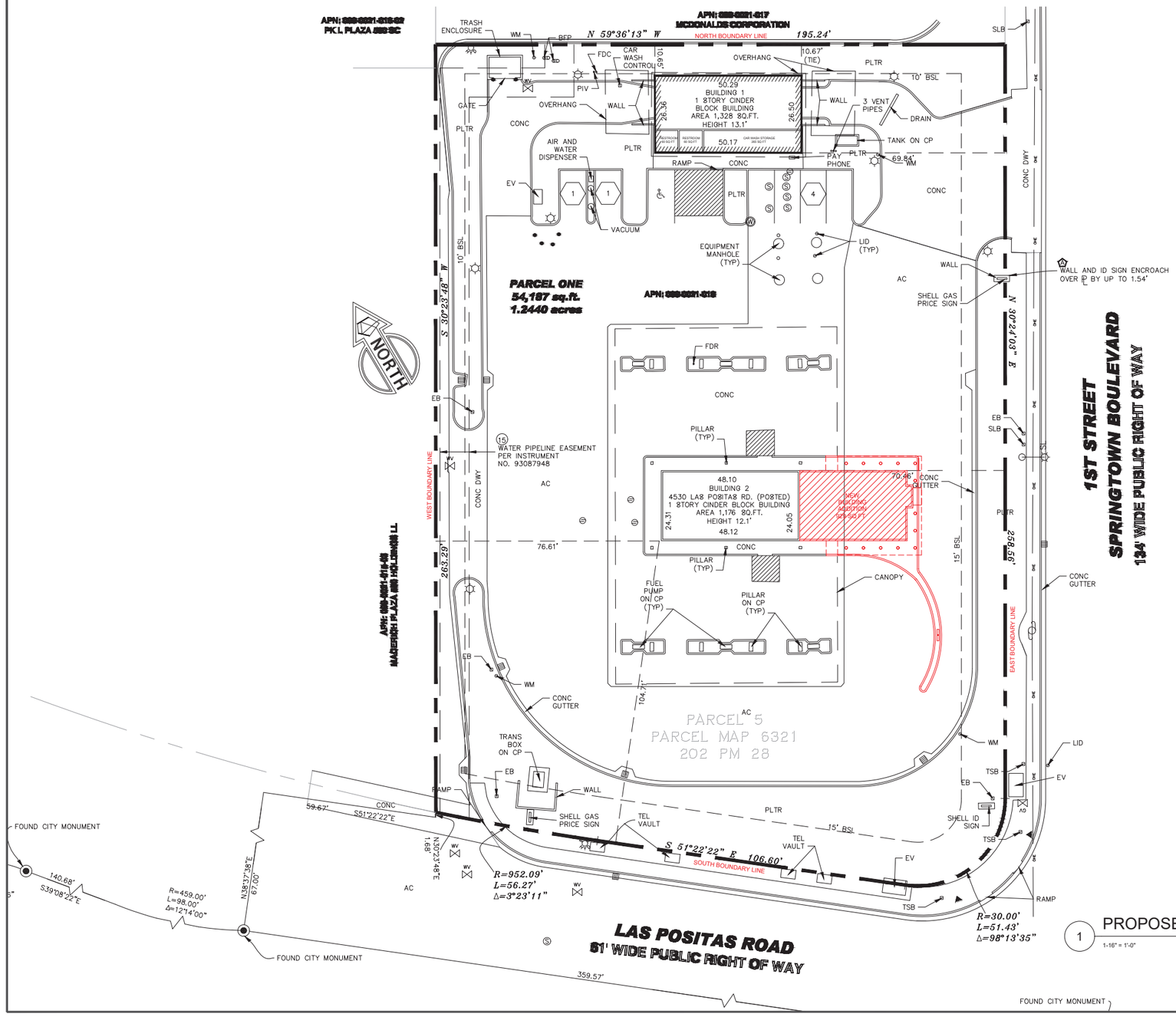
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PAGE:	SP2.0
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SCALE:	1/16" = 1'-0"
REVISION #:	13
DATE:	09-30-2024
STORE #:	308

PROJECT FILE NAME: REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS: 4530 LOS POSITAS RD. LIVERMORE, CA

SEAL



1 PROPOSED EXTERIOR LIGHTING PLAN
1-16" = 1'-0"

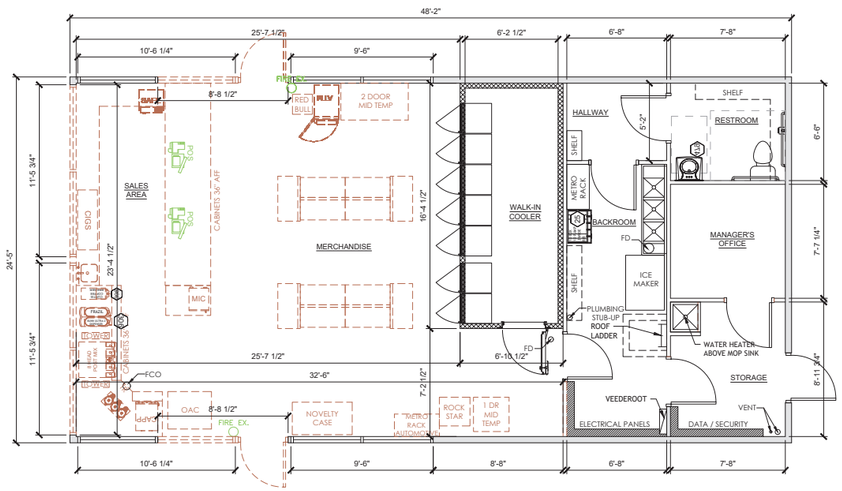
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PAGE:	SP2.1
DESIGNER:	DV
DATE:	09-30-2024
SCALE:	1/16" = 1'-0"
REVISION #:	13
STORE #:	308

PROJECT FILE NAME:
REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS:
4530 LOS POSITAS RD. LIVERMORE, CA

SEAL



1 AS-BUILT PLAN

1-4" = 1'-0"

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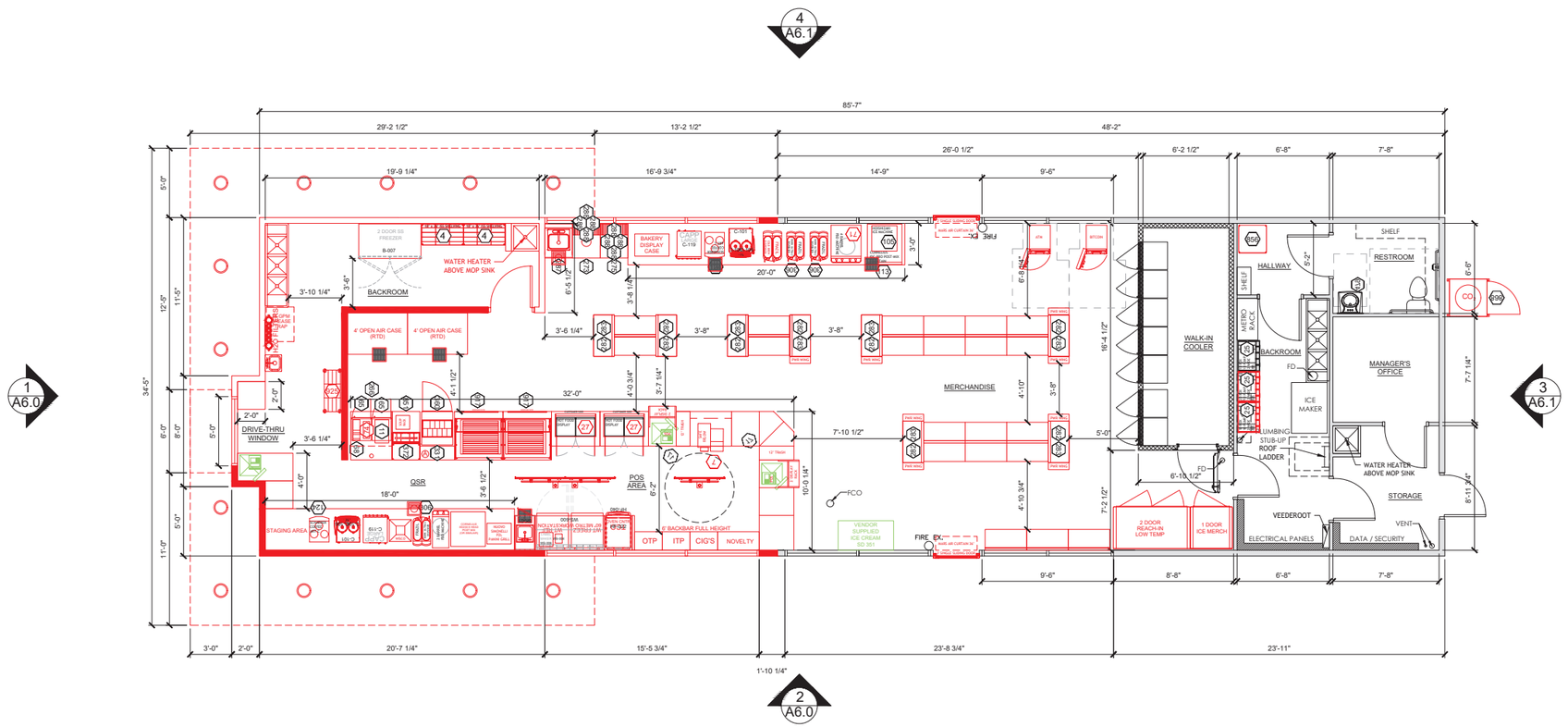
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AS-BUILT	DV	13

SCALE:	DATE:	STORE #:
1/4" = 1'-0"	09-30-2024	308

PROJECT FILE NAME:
REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS:
4530 LOS POSITAS RD. LIVERMORE, CA

SEAL



1 PROPOSED FLOOR PLAN

LINE TYPE LEGEND

- NEW CONDITIONS
- RELOCATE EXISTING CONDITIONS (WITHIN STORE)
- EXISTING CONDITIONS

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REVISION #:	13	STORE #:	308

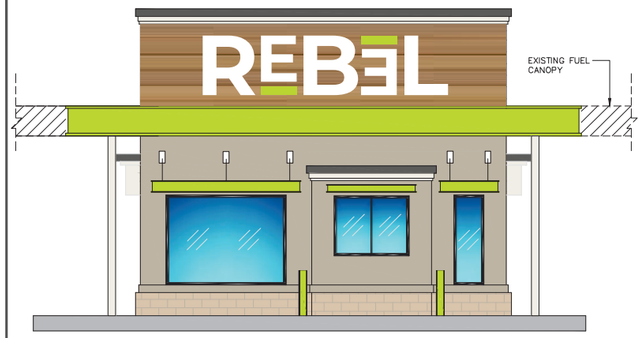
PROJECT FILE NAME:
REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS:
4530 LOS POSITAS RD. LIVERMORE, CA

SEAL







1 PROPOSED FRONT ELEVATION



2 PROPOSED RIGHT SIDE ELEVATION



3 PROPOSED REAR ELEVATION



4 PROPOSED LEFT SIDE ELEVATION

FOR REFERENCE ONLY

SHERWIN WILLIAMS SW 9565 FORGED STEEL

SHERWIN WILLIAMS SW 6106 KILIM BEIGE

NICHIHA CEDAR WOOD PANELS

PMS 2297C CUSTOM COLOR REBEL GREEN BAND AND AWNINGS

SHERWIN WILLIAMS SW 7005 PURE WHITE TRIM

SHERWIN WILLIAMS SW 7051 ANALYTICAL GRAY BUILDING

SEAL

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Upland, CA 91786 USA
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PAGE:	A7.0	SCALE:	1/4" = 1'-0"
DESIGNER:	DV	DATE:	06-22-2023
REVISION #:	04	STORE #:	308

PROJECT FILE NAME: REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS: 4530 LOS POSITAS RD. LIVERMORE, CA

Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Daniel Vater
REBEL STORES

From: Pranesh Tarikere, TE
Wood Rodgers

Date: October 10, 2024

Subject: **Livermore Rebel Store Expansion with Drive-Through Traffic Study**

INTRODUCTION

This Traffic Study has been prepared to present the results of a traffic assessment for the proposed Rebel Store Expansion With Drive-Through Project (Project) located in the City of Livermore (City). The Project would construct a 929 square foot building addition with drive-through adjacent to the existing Rebel Store at 4530 Las Positas Road. The Project is located within an existing shopping center and would gain access to the surrounding roadway network via existing driveways on Las Positas Road and First Street. The Project location is shown in **Figure 1**. This Traffic Study includes the following:

- Project trip generation
- Intersection operations analysis
- Drive-through queueing analysis
- Vehicle Miles Travelled Screening Analysis

PROJECT DESCRIPTION

The Project proposes to construct a 929 square-foot building addition with a drive-through on a site that currently contains an existing gas station, convenience store and car wash. Project access would be provided via existing driveways on First Street and Las Positas Road. There are additional driveways on First Street and Las Positas Road that serves the existing Shopping Center that could also be utilized by the Project traffic. The Project site plan is included in **Attachment A**.

ANALYSIS SCENARIOS AND STUDY FACILITIES

Weekday AM peak hour and Weekday PM peak hour Intersection operations were studied under the following scenarios:

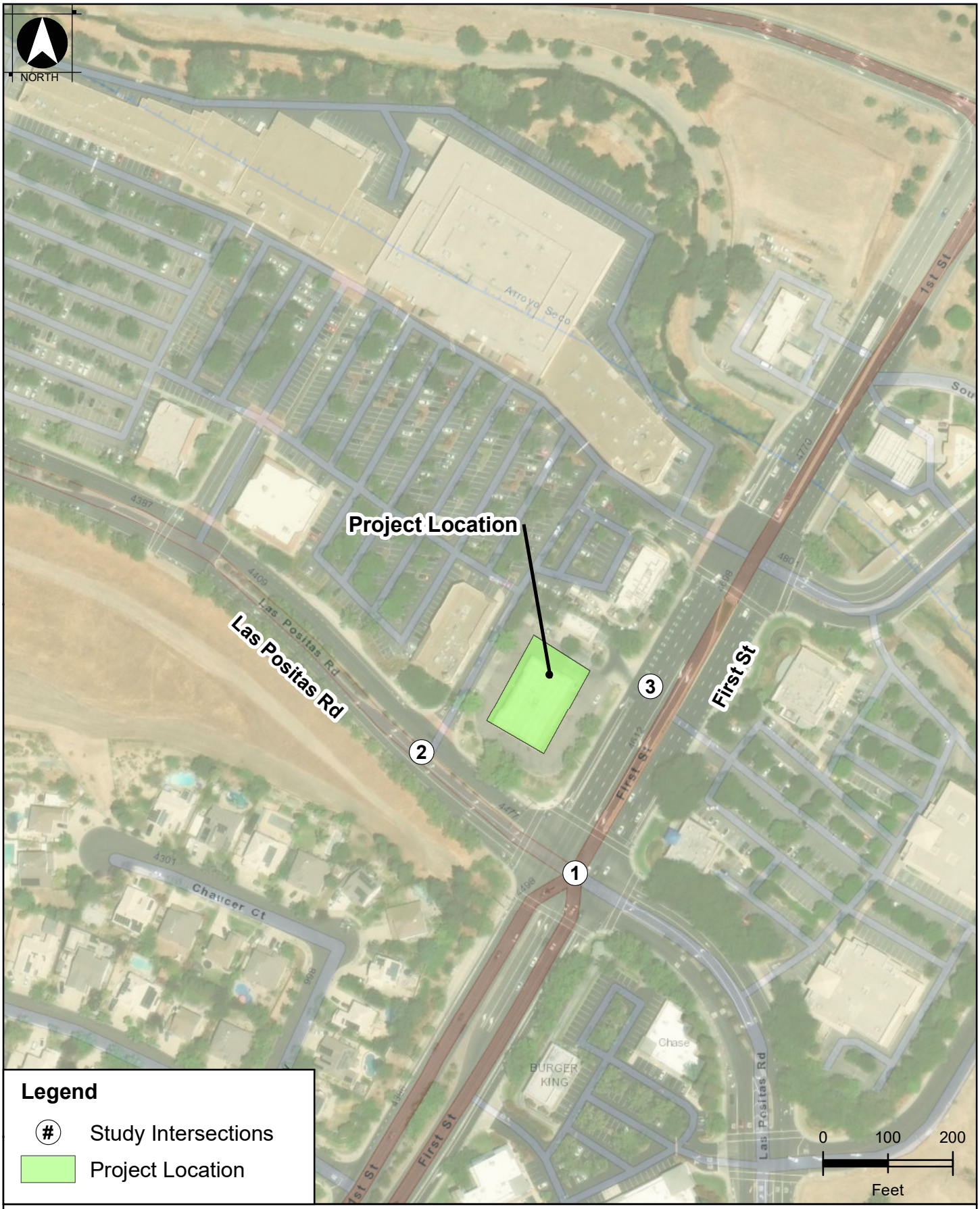
- Existing Conditions
- Existing Plus Project Conditions

The following intersections and roadway facilities were included in this analysis:

Study Intersections:

1. First Street & Las Positas Road
2. Shopping Center Driveway & Los Positas Road
3. First Street & Project Driveway 2

The study facilities are shown in **Figure 1**.



Project Location and Study Vicinity
Livermore Rebel Store Expansion Traffic Study
Livermore, CA
January 2024

Figure 1

WOOD RODGERS

\\woodrodgers.loc\ProductionData\Jobs-Reno\Jobs\4383_Anabi_Oil\Livermore_Traffic_OA\GIS\Tasks\Fig_1_Location_and_Facilities_Map.mxd 10/2/2023 2:30:53 PM nfeyli

ANALYSIS METHODOLOGY

INTERSECTION OPERATIONS ANALYSIS

Synchro 11 software and Highway Capacity Manual, 6th Edition (HCM 6th Edition) methodology was used to determine intersection delay and LOS operations under Existing and Existing Plus Project weekday AM and PM peak hour conditions.

For signalized intersections, the intersection delays and LOS reported are the average values for the whole intersection. For one-way stop-controlled (OWSC) intersections, the worst approach/movement delay and LOS is reported. The delay-based HCM 6th Edition LOS criteria for different types of intersection controls are outlined in **Table 1**.

Table 1. HCM 6th Edition Intersection LOS Thresholds

Level of Service	Description	Intersection Control Delay (seconds/vehicle)	
		Unsignalized	Signalized
A	Free-flow conditions with negligible to minimal delays.	delay ≤ 10.0	delay ≤ 10.0
B	Good progression with slight delays.	10.0 < delay ≤ 15.0	10.0 < delay ≤ 20.0
C	Relatively higher delays.	15.0 < delay ≤ 25.0	20.0 < delay ≤ 35.0
D	Somewhat congested conditions with longer but tolerable delays.	25.0 < delay ≤ 35.0	35.0 < delay ≤ 55.0
E	Congested conditions with significant delays.	35.0 < delay ≤ 50.0	55.0 < delay ≤ 80.0
F	Jammed or grid-lock type operating conditions.	delay > 50.0	delay > 80.0
Source: HCM 6th Edition Exhibit 19-8 and 20-2.			

LEVEL OF SERVICE CRITERIA

The City's General Plan Circulation Element Policy CIR 5.1 states that for the purposes of development associated traffic studies, the upper limit of acceptable service at signalized intersections shall be mid-level D, except in the Downtown Area and near freeway interchanges. The upper limit of acceptable LOS at selected intersections near freeway interchanges shall be LOS E. LOS E would be acceptable at the intersection of First Street and Las Positas Road as it is located near a freeway interchange.

OPERATIONS ANALYSIS

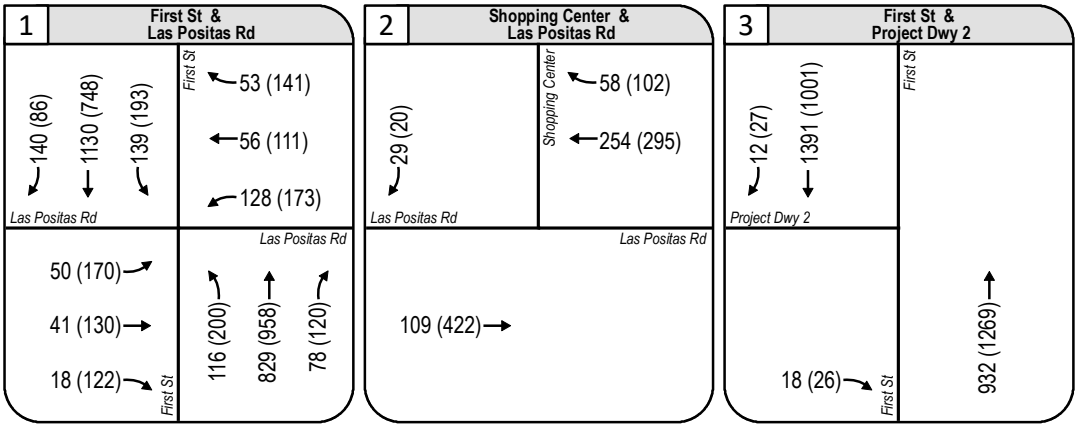
EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak hour turning movement counts were collected on Thursday, September 7, 2023, between 7:00 AM to 9:00 AM and between 4:00 PM to 6:00 PM. Traffic data count sheets are included in **Attachment B**. A summary of the intersection turning movements for Existing conditions are presented in **Figure 2**.

PROJECT TRIP GENERATION AND DISTRIBUTION

The trip generation data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition,* was used to estimate the number of trips generated by the Project. ITE land use category of Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (ITE Code 934) was used to represent the Project as it represents the intended operations of the drive-through addition. As the expansion is essentially to serve the drive-thru use and the existing convenience store operations will not change, the trips are calculated based on number of drive-through lanes as input. **Table 2** shows the Project trip generation estimate.





Existing Traffic Volumes
Livermore Rebel Store Expansion Traffic Study
Livermore, CA
January 2024

Figure 2

WOOD RODGERS

Table 2. Project Trip Generation

Land Use Category	Units	Quantity	Daily Trips[1]	Weekday AM Peak Hour Trips[2]			Weekday PM Peak Hour Trips[2]		
				Total	In	Out	Total	In	Out
Coffee/Donut Shop w Drive-Through Window and No Indoor Seating	DT[3]	1	179	40	20	20	16	8	8
Pass-By Trips[4]: AM=90%; Daily/PM = 98%			*161*	*34*	*17*	*17*	*14*	*7*	*7*
Net Total Primary Trips			**18**	**6**	**3**	**3**	**2**	**1**	**1**

Notes:

[1]The daily and peak hour trips rates are based on the average rates for the proposed land use consistent with information contained in the ITE Trip Generation Manual, 11th Edition

[2]GFA = Gross Floor Area

[3]DT = Drive-Thru Lane

[4] Based on data contained in the ITE Trip Generation Manual, 11th Edition Pass-By Tables Appendices.

As illustrated in Table 2, the proposed Project is anticipated to generate a total of 179 daily trips, 40 AM peak hour trips (20 inbound, 20 outbound), and 16 PM peak hour trips (8 inbound, 8 outbound) under typical weekday traffic demand conditions. Pass-by trips are considered vehicle trips currently on the local roadway network that would make a short diversion to visit the project site. After credit for pass-by trips, the Project is anticipated to generate 18 daily primary trips, 6 AM peak hour primary trips (3 inbound, 3 outbound), and 2 PM peak hour primary trips (1 inbound, 1 outbound).

Project trips were assigned to the surrounding roadway network based on the existing travel patterns to and from the Project site. For conservative analysis, pass-by trips were not reduced at the study intersections and total trips were assigned. Project only peak hour volumes are shown in **Figure 3**.

Project trips are added to Existing volumes to obtain Existing Plus Project peak hour volumes, which are shown in **Figure 4**.

INTERSECTION LEVEL OF SERVICE

Table 3 presents a summary of the intersection LOS operations under weekday AM and PM peak hour Existing and Existing Plus Project conditions.

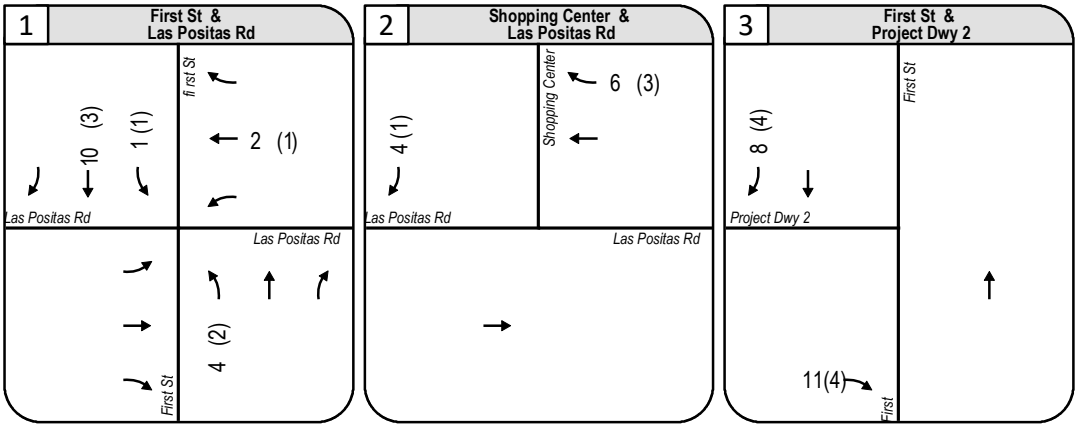
As shown in **Table 3**, all intersections operate at acceptable LOS (LOS "C" or better) under Existing and Existing Plus Project conditions. Synchro software HCM 6th Edition intersection LOS output reports are included in **Attachment C**.

Table 3. Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Change in Delay (s)
					Delay [1]	LOS	Delay [1]	LOS	
1	First Street & Las Positas Road	Signal	E	AM	15.0	B	15.2	B	0.2
				PM	21.9	C	21.9	C	0.0
2	Shopping Center Dwy & Las Positas Road	OWSC	D	AM	9.4	A	9.5	A	0.1
				PM	9.7	A	9.7	A	0.0
3	First Street & Project Dwy 2	OWSC	D	AM	18.9	C	19.8	C	0.9
				PM	14.7	B	14.8	B	0.1

[1] "Average" control delays (in seconds/vehicle) are indicated for Signal controlled intersections. "Worst-movement delay" (in seconds/vehicle) is indicated for One-Way Stop-Controlled (OWSC) intersections.



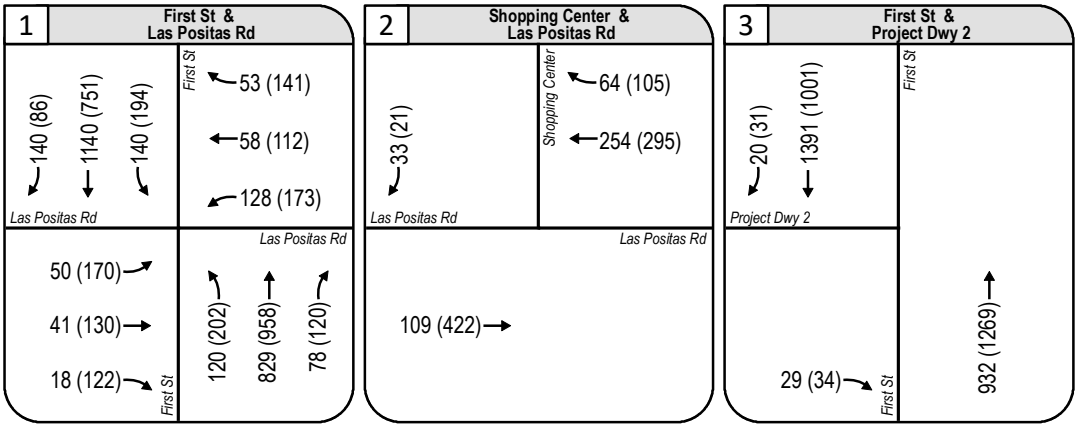


Project Only Traffic Volumes
Livermore Rebel Store Expansion Traffic Study
Livermore, CA
January 2024

Figure 3

WOOD RODGERS





Existing Plus Project Traffic Volumes
Livermore Rebel Store Expansion Traffic Study
Livermore, CA
January 2024

Figure 4

WOOD RODGERS

INTERNAL SITE CIRCULATION AND PARKING

DRIVEWAY THROAT LENGTH

The throat length for vehicles exiting the Project onto First Street is approximately 50 feet and the throat length for vehicles exiting the Project onto Las Positas Road is approximately 100 feet. The 95th percentile queues for the exiting approach of the Project driveways are projected to be one vehicle (approximately 20 feet) or less under Existing Plus Project conditions. Thus, the throat length is considered sufficient based on the 95th percentile queues shown in the Synchro output reports included in **Attachment C**.

DRIVE-THROUGH QUEUEING ANALYSIS

A drive-through queueing analysis was performed for the Project based on a Poisson Queuing analysis to determine if sufficient storage is provided within the drive-through lane. As shown in **Attachment A**, the Project site plan would provide room for approximately three (3) vehicle queuing spaces between the order board and pickup window and two (2) vehicle spaces behind the menu board. The queuing spaces were calculated based on a standard automobile spacing of 20 feet per vehicle.

Peak hour of the generator rate of 23 inbound vehicles per hour per drive-through lane was used to calculate drive-through arrival rate.

The average drive-thru ordering time is approximately one to two minutes. At the proposed project drive-through, the food would be pre-made/pre-packaged and the concept would be to serve coffee/beverages quickly dispensed. As the coffee/food is expected to be served quickly after ordering, a service rate similar to average ordering time of 120 seconds was used to calculate the average number of vehicles in the queue based on the following formula:

Average number of vehicles in the queue (Lq):

$$L_q = \frac{\lambda^2}{\mu(\mu - \lambda)}$$

Where

λ = Average Arrival Rate = 23 vehicles per hour

μ = Average Service Rate = 120 seconds per vehicle = 30 vehicles per hour

Lq = 23^2/ (30* (30-23)) = 529/210 = 2.52 or 3 vehicles

The average vehicles in the queue is estimated to be 3 vehicles which is one vehicle more than the drive through storage of 2 vehicles from the menu board provided in the site plan. However, there is adequate space internal to the site to accommodate the additional vehicle without blocking any aisle or impacting internal circulation.

As such, the proposed drive-through storage would accommodate the expected queues and not likely to have adverse impact to either on-site or adjacent street operation.

VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

BACKGROUND

Following the implementation of Senate Bill 743 (SB 743) and subsequent revisions to the California Environmental Quality Act (CEQA) Guidelines, local agencies in California must now use Vehicle Miles Traveled (VMT) as the primary metric for assessing transportation impacts on the environment. This shift away from Level of Service (LOS) reflects a focus on overall system efficiency, where shorter trips, increased walking, and biking, and carpooling and transit use all contribute to minimizing VMT. Based on discussion with the City, this VMT screening assessment is based on recommendations in the Governor's Office Planning and Research (OPR), Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

VMT SCREENING CRITERIA

Senate Bill 743 and OPR's technical guidance offer several screening procedures to potentially streamline project analysis. These streamlined assessments can provide a presumptive non-impact finding, eliminating the need for a formal VMT analysis:

Project Size: Projects that generate fewer than 110 trips per day can be presumed to have a less than significant transportation impact. Based on the trip generation previously presented in Table 2, the Project is estimated to generate 179 daily trips. However, majority of the trips are Pass-by trips, so the 18 net new daily trips generated by the Project would meet the project size screening threshold.

Proximity to High-Quality Transit: Residential or office projects within one-half mile of an existing major transit station or stop along an existing high-quality transit corridor can be presumed to have less than significant transportation impact. Since the Project is a drive-thru use, this screening criterion will not be applicable.

Affordable Housing Development: As the proposed project does not include housing provisions, this screening category is not applicable.

Locally Serving Retail: Retail uses could potentially meet this criterion if its size is under the typical threshold of 50,000 square feet. This will be further discussed below.

Project Location: Projects that fall within a low VMT location where VMT per Capita or VMT per Employee are below the 85% of regional average for that metric could be screen out. However, this criterion is not applicable to retail uses.

PROJECT VMT SCREENING

Recognizing that new retail often reshuffles trips rather than generating entirely new ones, OPR guidance recommends analyzing the net change in VMT to assess transportation impacts. This approach hinges on the project's "serving area": local-serving projects within existing neighborhoods shorten trips and reduce VMT, while regional projects drawing customers from afar can substitute shorter trips and increase VMT. The OPR guidance suggests that any retail projects including stores larger than 50,000 square feet might be considered regional serving retail.

The proposed drive-thru use mirror existing options prevalent in the area, including restaurants, fueling stations, carwashes, and convenience stores. This ubiquity suggests the project is not a regional retail use.

Furthermore, the project's location presents potential VMT reduction benefits: it can serve travelers on adjacent roadways, and it can cater to customers of the adjacent shopping center, again reducing unnecessary travel.

Lastly, the project's size, under 50,000 square feet, aligns with the "rule of thumb" for VMT-neutral retail projects, further strengthening the case for less than significant VMT impact. Based upon the nature of the

retail use, it is concluded that the Project meets the local-serving retail screening criteria. The Project would screen out of VMT analysis and can be presumed to have less than significant impact.

CONCLUSION

The proposed Project is anticipated to generate 179 daily trips, 40 AM peak hour trips (20 inbound, 20 outbound), and 16 PM peak hour trips (8 inbound, 8 outbound). under typical weekday traffic demand conditions.

Intersection LOS at all study intersections was projected to be acceptable (LOS "C" or better) under all study scenarios.

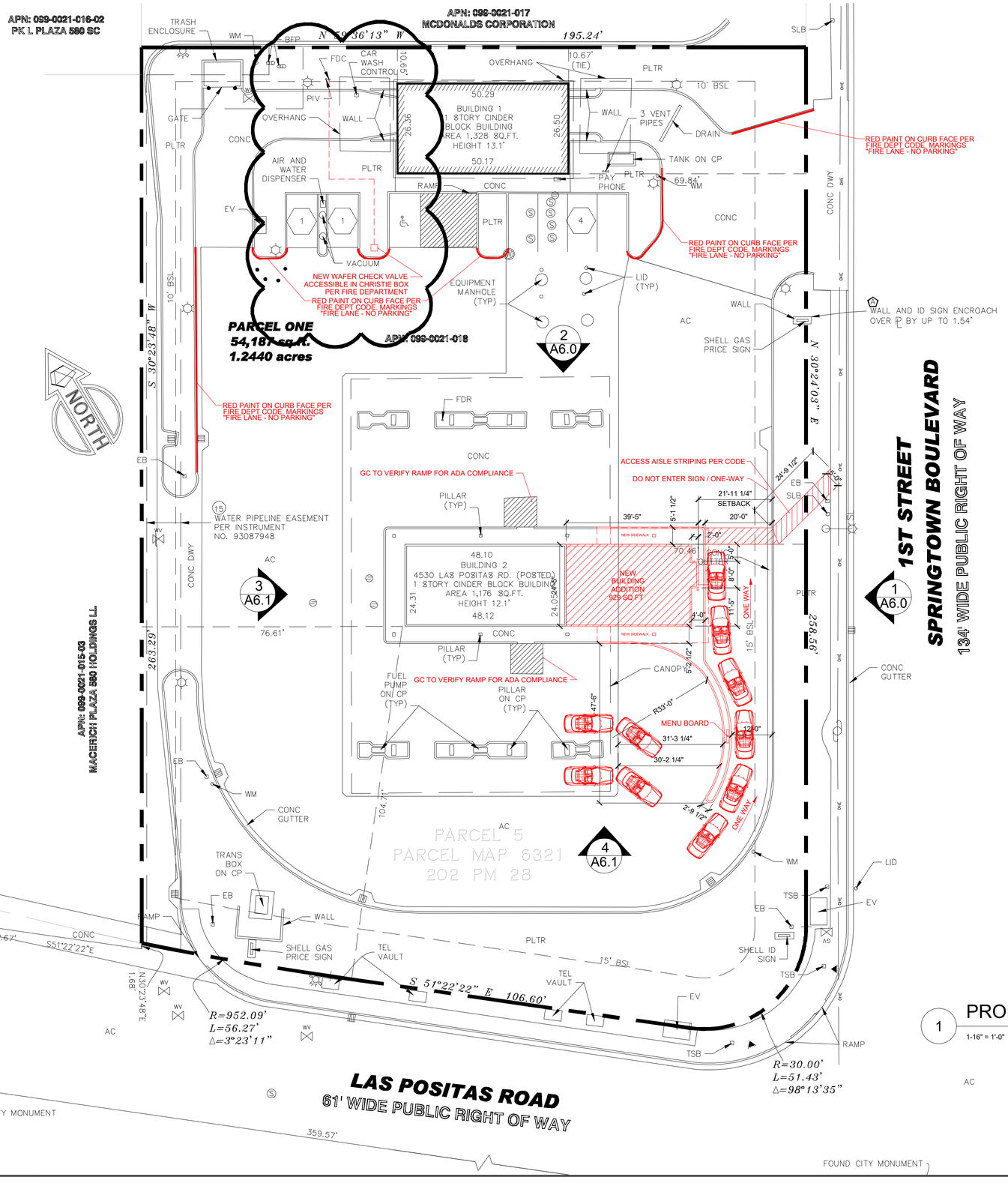
The 95th percentile queues for vehicles exiting the Project driveways are projected to be one vehicle (approximately 20 feet) or less under Existing Plus Project conditions. Thus, the driveway throat length is considered sufficient.

The foregoing analysis demonstrates that the drive-through lane expected to have a queue of three vehicles, which is one vehicle more than the drive through storage of 2 vehicles from the menu board provided in the site plan. However, there is adequate space internal to the site to accommodate the additional vehicle without blocking any aisle or impacting internal circulation. As such, the proposed drive-through storage would accommodate the expected queues and not likely to have adverse impact to either on-site or adjacent street operation.

VMT screening analysis conducted based on OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

ATTACHMENT A

PROJECT SITE PLAN



1 PROPOSED SITE PLAN

1-16" = 1'-0"

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PAGE:	SP1.1
DESIGNER:	DV
SCALE:	1/16" = 1'-0"
REVISION #:	08
DATE:	11-01-2023
STORE #:	308

PROJECT FILE NAME: REBEL BUILDING EXPANSION W/ DRIVE-THRU

PROJECT ADDRESS: 4530 LOS POSITAS RD. LIVERMORE, CA

SEAL

ATTACHMENT B

TRAFFIC COUNTS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Livermore
N/S: Shopping Center Driveway
E/W: Gas Station Driveway #1
Weather: Clear

File Name : 01_LVM_SC DW_Gas DW1 AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 1

Groups Printed- Total Volume

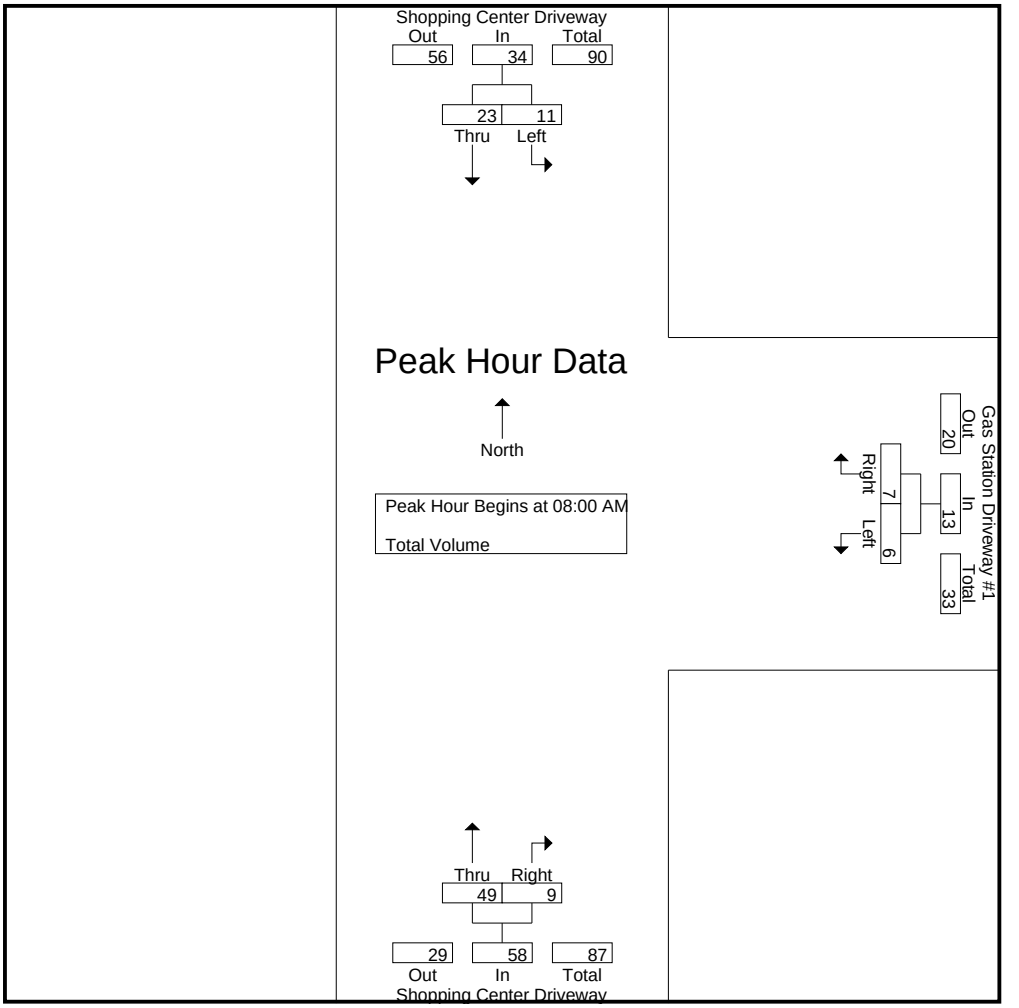
	Shopping Center Driveway Southbound			Gas Station Driveway #1 Westbound			Shopping Center Driveway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	2	1	2	3	13	1	14	19
07:15 AM	1	4	5	2	1	3	12	3	15	23
07:30 AM	3	3	6	2	4	6	8	4	12	24
07:45 AM	2	2	4	0	3	3	11	2	13	20
Total	7	10	17	5	10	15	44	10	54	86
08:00 AM	3	8	11	0	2	2	16	0	16	29
08:15 AM	2	7	9	1	4	5	9	4	13	27
08:30 AM	4	3	7	3	0	3	15	2	17	27
08:45 AM	2	5	7	2	1	3	9	3	12	22
Total	11	23	34	6	7	13	49	9	58	105
Grand Total	18	33	51	11	17	28	93	19	112	191
Apprch %	35.3	64.7		39.3	60.7		83	17		
Total %	9.4	17.3	26.7	5.8	8.9	14.7	48.7	9.9	58.6	

	Shopping Center Driveway Southbound			Gas Station Driveway #1 Westbound			Shopping Center Driveway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	3	**8**	**11**	0	2	2	**16**	0	16	**29**
08:15 AM	2	7	9	1	**4**	**5**	9	**4**	13	27
08:30 AM	**4**	3	7	**3**	0	3	15	2	**17**	27
08:45 AM	2	5	7	2	1	3	9	3	12	22
Total Volume	11	23	34	6	7	13	49	9	58	105
% App. Total	32.4	67.6		46.2	53.8		84.5	15.5		
PHF	.688	.719	.773	.500	.438	.650	.766	.563	.853	.905

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Livermore
N/S: Shopping Center Driveway
E/W: Gas Station Driveway #1
Weather: Clear

File Name : 01_LVM_SC DW_Gas DW1 AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:30 AM			07:45 AM		
+0 mins.	3	**8**	**11**	**2**	**4**	**6**	11	2	13
+15 mins.	2	7	9	0	3	3	**16**	0	16
+30 mins.	**4**	3	7	0	2	2	9	**4**	13
+45 mins.	2	5	7	1	4	5	15	2	**17**
Total Volume	11	23	34	3	13	16	51	8	59
% App. Total	32.4	67.6		18.8	81.2		86.4	13.6	
PHF	.688	.719	.773	.375	.813	.667	.797	.500	.868

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Livermore
N/S: Shopping Center Driveway
E/W: Gas Station Driveway #1
Weather: Clear

File Name : 01_LVM_SC DW_Gas DW1 PM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 1

Groups Printed- Total Volume

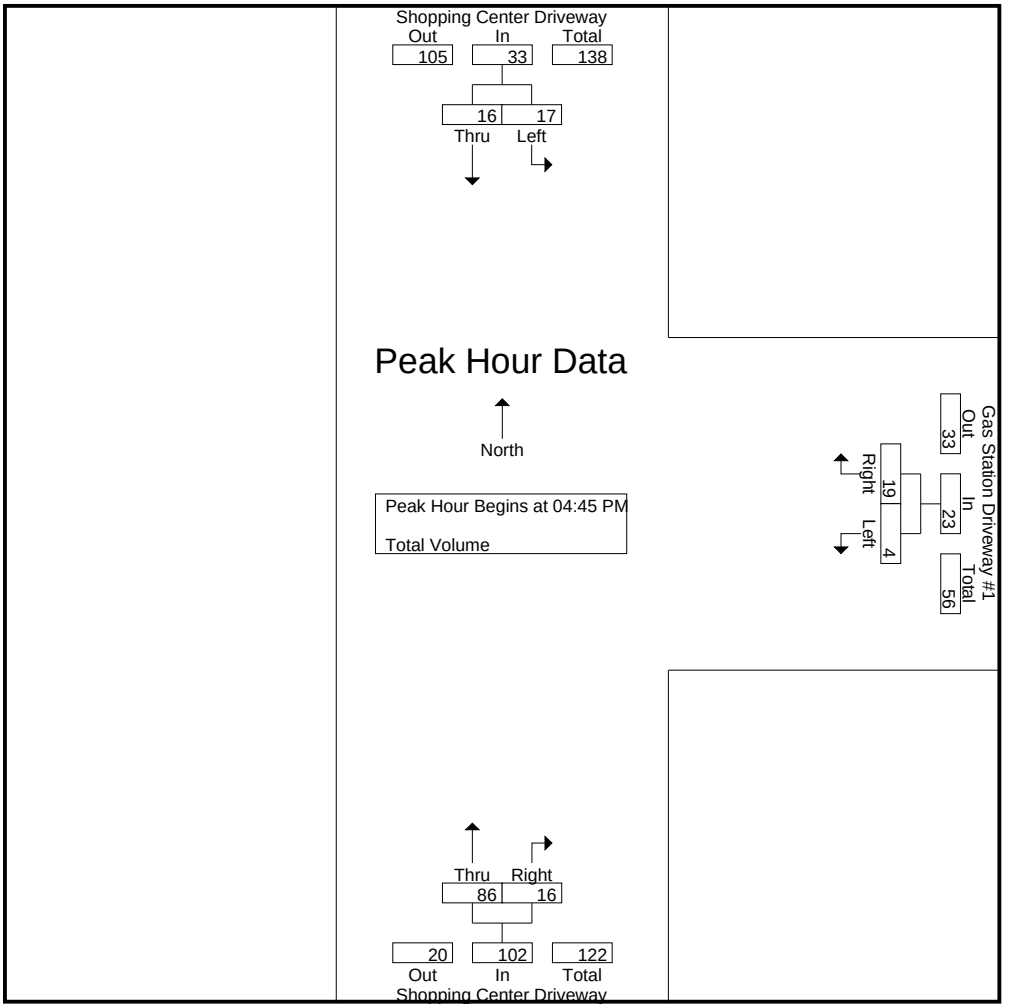
	Shopping Center Driveway Southbound			Gas Station Driveway #1 Westbound			Shopping Center Driveway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	6	1	7	1	8	9	17	2	19	35
04:15 PM	1	6	7	1	8	9	17	5	22	38
04:30 PM	4	4	8	1	1	2	13	3	16	26
04:45 PM	2	5	7	1	4	5	16	4	20	32
Total	13	16	29	4	21	25	63	14	77	131
05:00 PM	4	1	5	1	4	5	25	2	27	37
05:15 PM	4	7	11	1	5	6	23	6	29	46
05:30 PM	7	3	10	1	6	7	22	4	26	43
05:45 PM	4	5	9	0	2	2	14	1	15	26
Total	19	16	35	3	17	20	84	13	97	152
Grand Total	32	32	64	7	38	45	147	27	174	283
Apprch %	50	50		15.6	84.4		84.5	15.5		
Total %	11.3	11.3	22.6	2.5	13.4	15.9	51.9	9.5	61.5	

	Shopping Center Driveway Southbound			Gas Station Driveway #1 Westbound			Shopping Center Driveway Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	5	7	**1**	4	5	16	4	20	32
05:00 PM	4	1	5	1	4	5	**25**	2	27	37
05:15 PM	4	**7**	**11**	1	5	6	23	**6**	**29**	**46**
05:30 PM	**7**	3	10	1	**6**	**7**	22	4	26	43
Total Volume	17	16	33	4	19	23	86	16	102	158
% App. Total	51.5	48.5		17.4	82.6		84.3	15.7		
PHF	.607	.571	.750	1.00	.792	.821	.860	.667	.879	.859

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City of Livermore
N/S: Shopping Center Driveway
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File Name : 01_LVM_SC DW_Gas DW1 PM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:45 PM		
+0 mins.	4	1	5	**1**	**8**	**9**	16	4	20
+15 mins.	4	**7**	**11**	1	8	9	**25**	2	27
+30 mins.	**7**	3	10	1	1	2	23	**6**	**29**
+45 mins.	4	5	9	1	4	5	22	4	26
Total Volume	19	16	35	4	21	25	86	16	102
% App. Total	54.3	45.7		16	84		84.3	15.7	
PHF	.679	.571	.795	1.000	.656	.694	.860	.667	.879

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City of Livermore
N/S: First Street
E/W: Gas Station Driveway #2
Weather: Clear

File Name : 02_LVM_FIRST_GAS DW2 AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 1

Groups Printed- Total Volume

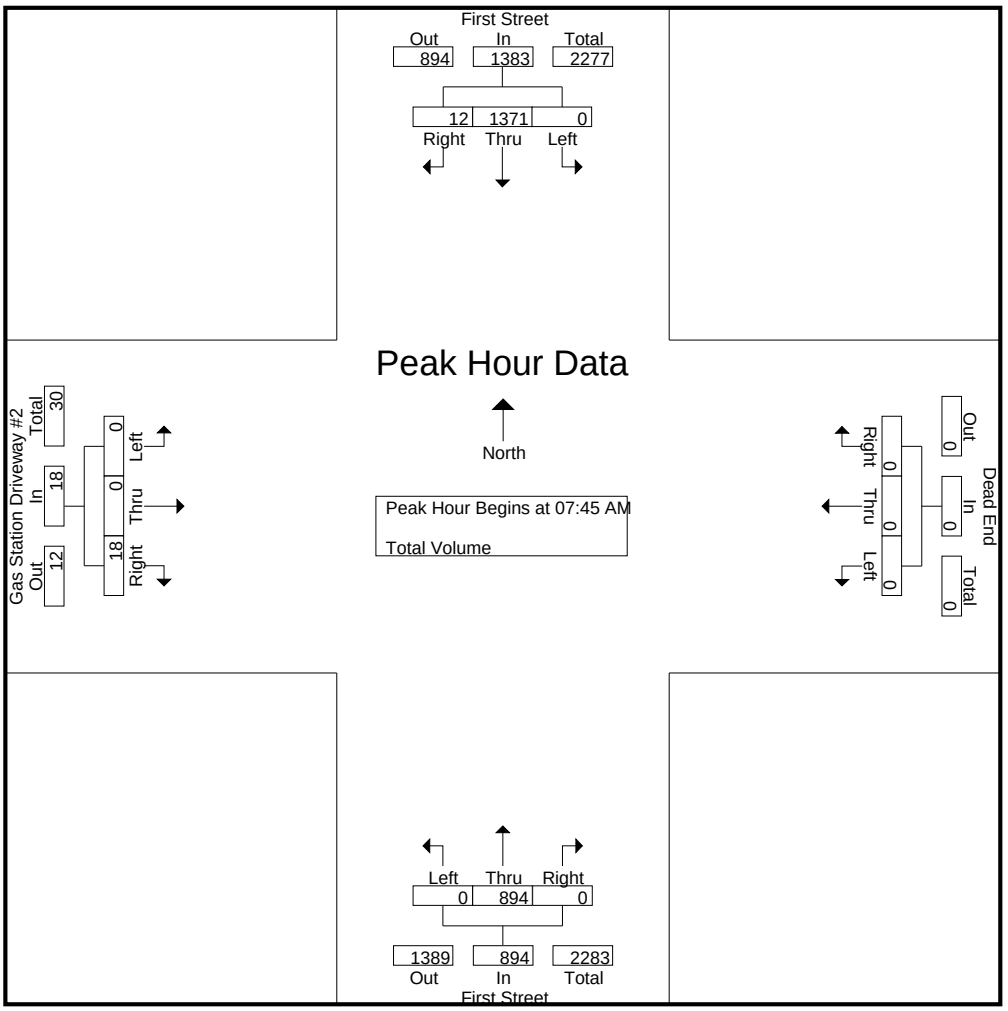
	First Street Southbound				Dead End Westbound				First Street Northbound				Gas Station Driveway #2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	153	4	157	0	0	0	0	0	144	0	144	0	0	4	4	305
07:15 AM	0	178	4	182	0	0	0	0	0	156	0	156	0	0	3	3	341
07:30 AM	0	227	4	231	0	0	0	0	0	164	0	164	0	0	3	3	398
07:45 AM	0	345	4	349	0	0	0	0	0	183	0	183	0	0	6	6	538
Total	0	903	16	919	0	0	0	0	0	647	0	647	0	0	16	16	1582
08:00 AM	0	422	3	425	0	0	0	0	0	234	0	234	0	0	2	2	661
08:15 AM	0	309	4	313	0	0	0	0	0	257	0	257	0	0	3	3	573
08:30 AM	0	295	1	296	0	0	0	0	0	220	0	220	0	0	7	7	523
08:45 AM	0	247	2	249	0	0	0	0	0	153	0	153	0	0	4	4	406
Total	0	1273	10	1283	0	0	0	0	0	864	0	864	0	0	16	16	2163
Grand Total	0	2176	26	2202	0	0	0	0	0	1511	0	1511	0	0	32	32	3745
Apprch %	0	98.8	1.2		0	0	0		0	100	0		0	0	100		
Total %	0	58.1	0.7	58.8	0	0	0	0	0	40.3	0	40.3	0	0	0.9	0.9	

	First Street Southbound				Dead End Westbound				First Street Northbound				Gas Station Driveway #2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	345	4	349	0	0	0	0	0	183	0	183	0	0	6	6	538
08:00 AM	0	422	3	425	0	0	0	0	0	234	0	234	0	0	2	2	661
08:15 AM	0	309	4	313	0	0	0	0	0	257	0	257	0	0	3	3	573
08:30 AM	0	295	1	296	0	0	0	0	0	220	0	220	0	0	7	7	523
Total Volume	0	1371	12	1383	0	0	0	0	0	894	0	894	0	0	18	18	2295
% App. Total	0	99.1	0.9		0	0	0		0	100	0		0	0	100		
PHF	.000	.812	.750	.814	.000	.000	.000	.000	.000	.870	.000	.870	.000	.000	.643	.643	.868

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City of Livermore
N/S: First Street
E/W: Gas Station Driveway #2
Weather: Clear

File Name : 02_LVM_FIRST_GAS DW2 AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:45 AM			
+0 mins.	0	345	4	349	0	0	0	0	0	183	0	183	0	0	6	6
+15 mins.	0	422	3	425	0	0	0	0	0	234	0	234	0	0	2	2
+30 mins.	0	309	4	313	0	0	0	0	0	257	0	257	0	0	3	3
+45 mins.	0	295	1	296	0	0	0	0	0	220	0	220	0	0	7	7
Total Volume	0	1371	12	1383	0	0	0	0	0	894	0	894	0	0	18	18
% App. Total	0	99.1	0.9		0	0	0		0	100	0		0	0	100	
PHF	.000	.812	.750	.814	.000	.000	.000	.000	.000	.870	.000	.870	.000	.000	.643	.643

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City of Livermore
N/S: First Street
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File Name : 02_LVM_FIRST_GAS DW2 PM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 1

Groups Printed- Total Volume

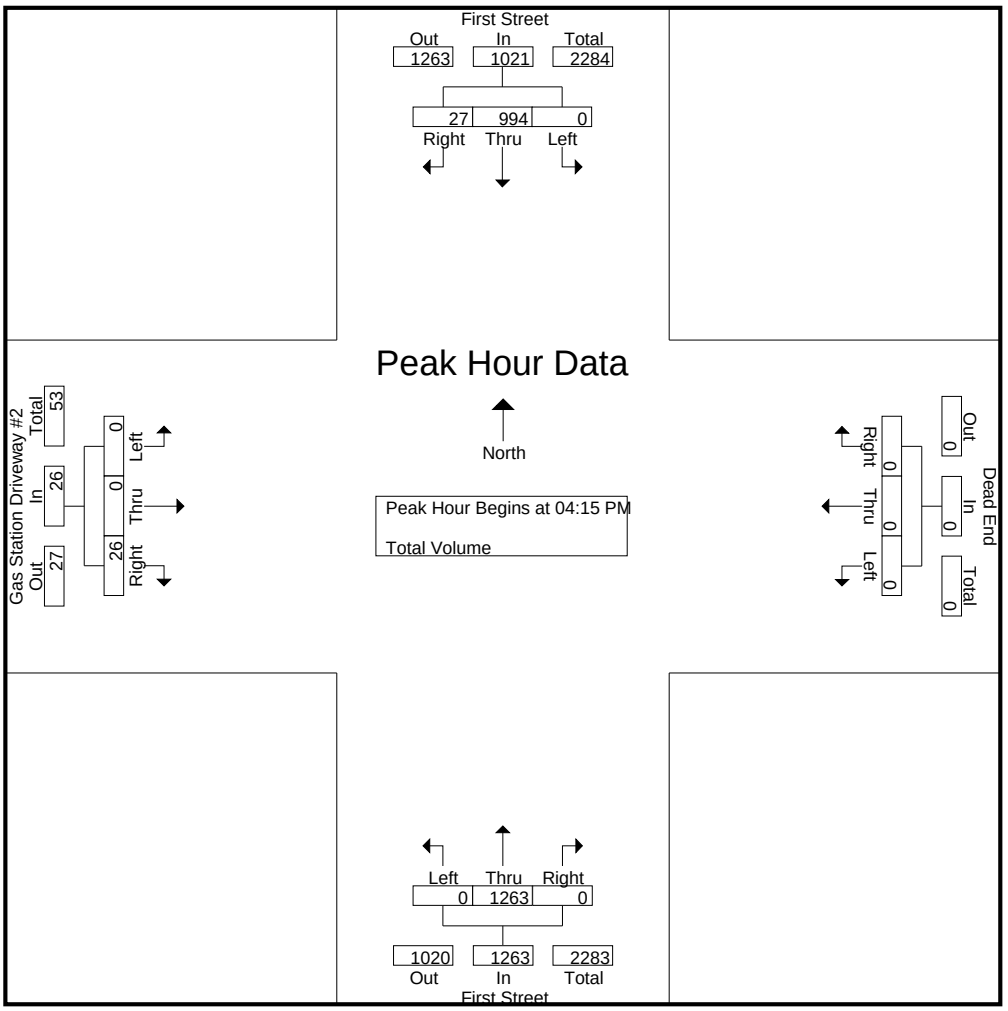
	First Street Southbound				Dead End Westbound				First Street Northbound				Gas Station Driveway #2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	206	6	212	0	0	0	0	0	347	0	347	0	0	5	5	564
04:15 PM	0	253	8	261	0	0	0	0	0	313	0	313	0	0	8	8	582
04:30 PM	0	223	3	226	0	0	0	0	0	291	0	291	0	0	6	6	523
04:45 PM	0	248	8	256	0	0	0	0	0	307	0	307	0	0	5	5	568
Total	0	930	25	955	0	0	0	0	0	1258	0	1258	0	0	24	24	2237
05:00 PM	0	270	8	278	0	0	0	0	0	352	0	352	0	0	7	7	637
05:15 PM	0	261	6	267	0	0	0	0	0	290	0	290	0	0	12	12	569
05:30 PM	0	251	1	252	0	0	0	0	0	271	0	271	0	0	10	10	533
05:45 PM	0	267	1	268	0	0	0	0	0	258	0	258	0	0	6	6	532
Total	0	1049	16	1065	0	0	0	0	0	1171	0	1171	0	0	35	35	2271
Grand Total	0	1979	41	2020	0	0	0	0	0	2429	0	2429	0	0	59	59	4508
Apprch %	0	98	2		0	0	0		0	100	0		0	0	100		
Total %	0	43.9	0.9	44.8	0	0	0	0	0	53.9	0	53.9	0	0	1.3	1.3	

	First Street Southbound				Dead End Westbound				First Street Northbound				Gas Station Driveway #2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	253	8	261	0	0	0	0	0	313	0	313	0	0	8	8	582
04:30 PM	0	223	3	226	0	0	0	0	0	291	0	291	0	0	6	6	523
04:45 PM	0	248	8	256	0	0	0	0	0	307	0	307	0	0	5	5	568
05:00 PM	0	270	8	278	0	0	0	0	0	352	0	352	0	0	7	7	637
Total Volume	0	994	27	1021	0	0	0	0	0	1263	0	1263	0	0	26	26	2310
% App. Total	0	97.4	2.6		0	0	0		0	100	0		0	0	100		
PHF	.000	.920	.844	.918	.000	.000	.000	.000	.000	.897	.000	.897	.000	.000	.813	.813	.907

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PO Box 1178
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City of Livermore
N/S: First Street
E/W: Gas Station Driveway #2
Weather: Clear

File Name : 02_LVM_FIRST_GAS DW2 PM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	0	270	8	278	0	0	0	0	0	313	0	313	0	0	7	7
+15 mins.	0	261	6	267	0	0	0	0	0	291	0	291	0	0	12	12
+30 mins.	0	251	1	252	0	0	0	0	0	307	0	307	0	0	10	10
+45 mins.	0	267	1	268	0	0	0	0	0	352	0	352	0	0	6	6
Total Volume	0	1049	16	1065	0	0	0	0	0	1263	0	1263	0	0	35	35
% App. Total	0	98.5	1.5		0	0	0		0	100	0		0	0	100	
PHF	.000	.971	.500	.958	.000	.000	.000	.000	.000	.897	.000	.897	.000	.000	.729	.729

Counts Unlimited, Inc.
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City of Livermore
N/S: First Street
E/W: Las Positas Road
Weather: Clear

File Name : 03_LVM_First_Las P AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 1

Groups Printed- Total Volume

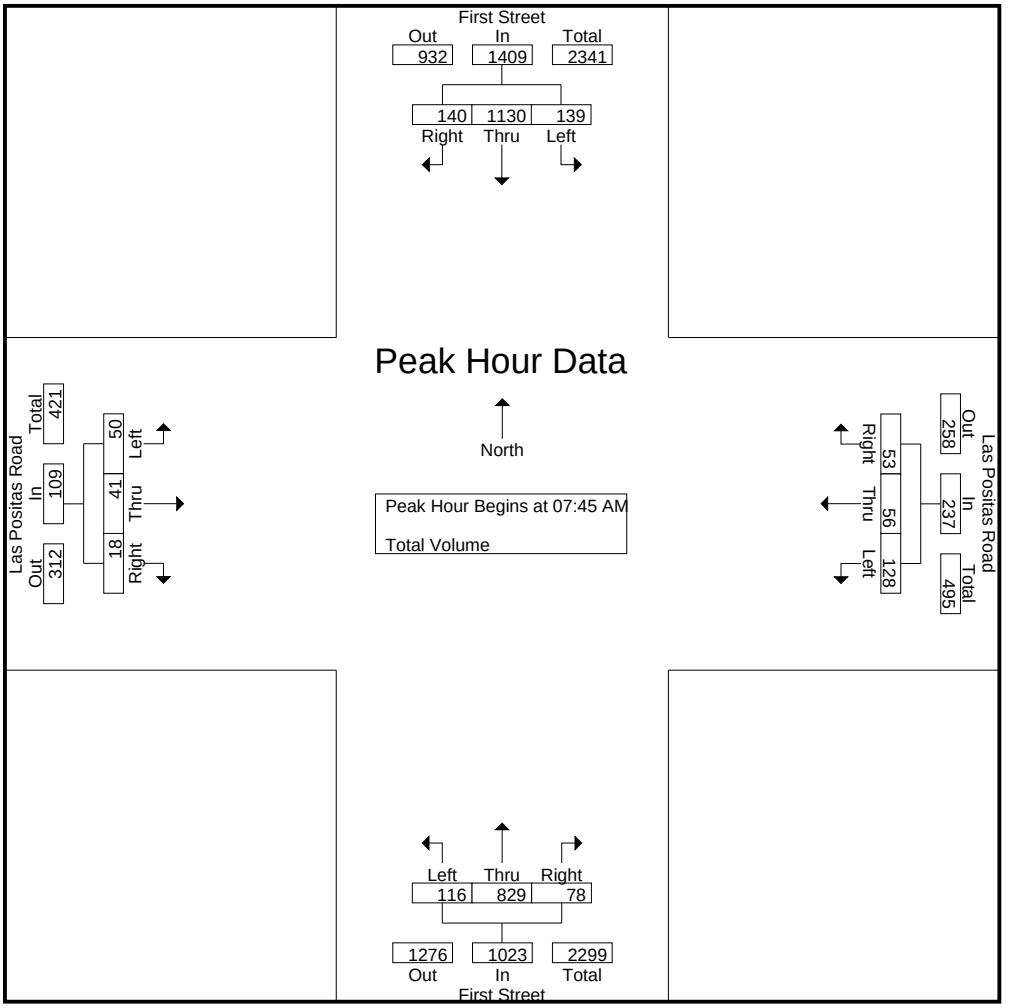
	First Street Southbound				Las Positas Road Westbound				First Street Northbound				Las Positas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	110	22	150	17	7	12	36	21	124	13	158	9	5	3	17	361
07:15 AM	30	129	14	173	19	13	8	40	17	150	19	186	7	7	3	17	416
07:30 AM	27	173	24	224	24	15	8	47	11	135	18	164	6	13	5	24	459
07:45 AM	35	284	33	352	40	14	8	62	19	171	23	213	9	10	1	20	647
Total	110	696	93	899	100	49	36	185	68	580	73	721	31	35	12	78	1883
08:00 AM	29	381	31	441	33	10	18	61	26	218	14	258	6	9	5	20	780
08:15 AM	29	241	39	309	29	18	12	59	26	232	20	278	17	14	6	37	683
08:30 AM	46	224	37	307	26	14	15	55	45	208	21	274	18	8	6	32	668
08:45 AM	41	176	27	244	31	19	15	65	38	135	19	192	13	10	15	38	539
Total	145	1022	134	1301	119	61	60	240	135	793	74	1002	54	41	32	127	2670
Grand Total	255	1718	227	2200	219	110	96	425	203	1373	147	1723	85	76	44	205	4553
Apprch %	11.6	78.1	10.3		51.5	25.9	22.6		11.8	79.7	8.5		41.5	37.1	21.5		
Total %	5.6	37.7	5	48.3	4.8	2.4	2.1	9.3	4.5	30.2	3.2	37.8	1.9	1.7	1	4.5	

	First Street Southbound				Las Positas Road Westbound				First Street Northbound				Las Positas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	35	284	33	352	**40**	14	8	**62**	19	171	**23**	213	9	10	1	20	647
08:00 AM	29	**381**	31	**441**	33	10	**18**	61	26	218	14	258	6	9	5	20	**780**
08:15 AM	29	241	**39**	309	29	**18**	12	59	26	**232**	20	**278**	17	**14**	**6**	**37**	683
08:30 AM	**46**	224	37	307	26	14	15	55	**45**	208	21	274	**18**	8	6	32	668
Total Volume	139	1130	140	1409	128	56	53	237	116	829	78	1023	50	41	18	109	2778
% App. Total	9.9	80.2	9.9		54	23.6	22.4		11.3	81	7.6		45.9	37.6	16.5		
PHF	.755	.741	.897	.799	.800	.778	.736	.956	.644	.893	.848	.920	.694	.732	.750	.736	.890

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City of Livermore
N/S: First Street
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File Name : 03_LVM_First_Las P AM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	35	284	33	352	**33**	10	**18**	61	19	171	**23**	213	6	9	5	20
+15 mins.	29	**381**	31	**441**	29	18	12	59	26	218	14	258	17	**14**	6	37
+30 mins.	29	241	**39**	309	26	14	15	55	26	**232**	20	**278**	**18**	8	6	32
+45 mins.	**46**	224	37	307	31	**19**	15	**65**	**45**	208	21	274	13	10	**15**	**38**
Total Volume	139	1130	140	1409	119	61	60	240	116	829	78	1023	54	41	32	127
% App. Total	9.9	80.2	9.9		49.6	25.4	25		11.3	81	7.6		42.5	32.3	25.2	
PHF	.755	.741	.897	.799	.902	.803	.833	.923	.644	.893	.848	.920	.750	.732	.533	.836

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Site Code : 24023798
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Groups Printed- Total Volume

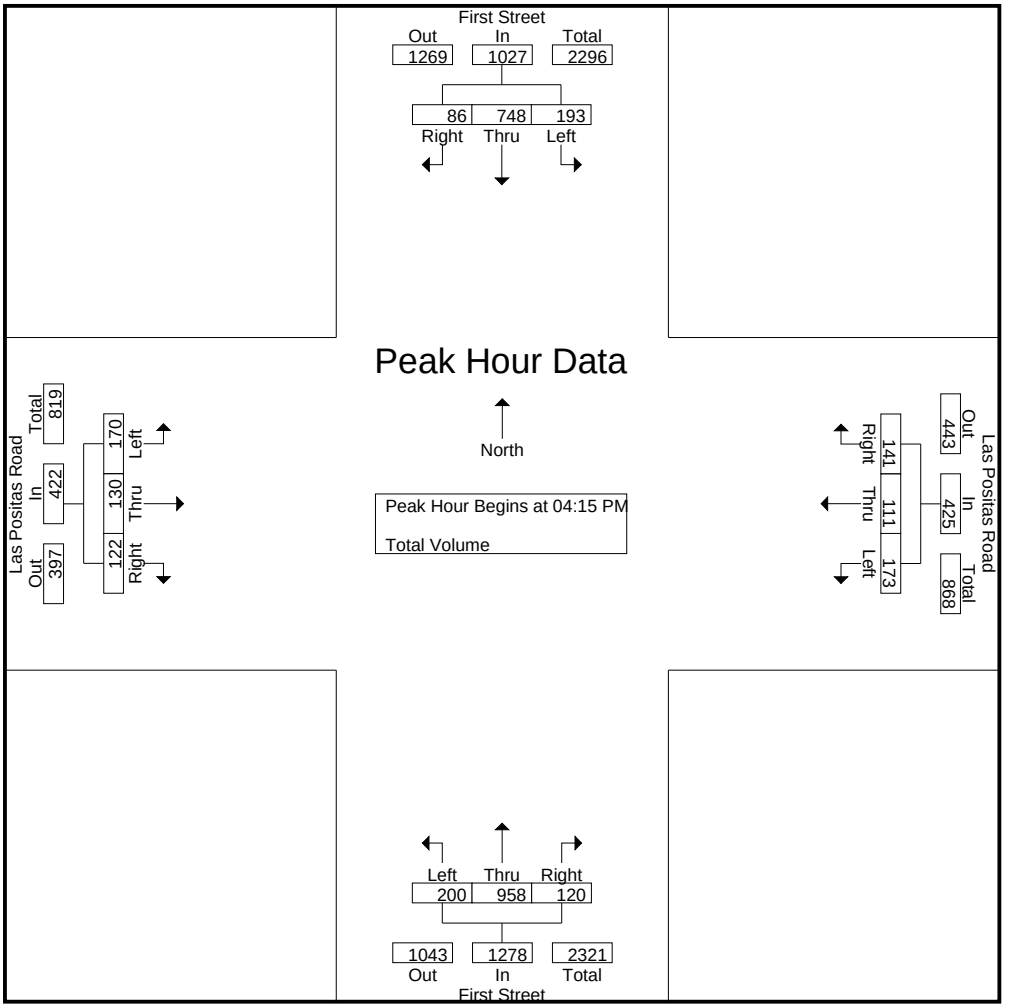
	First Street Southbound				Las Positas Road Westbound				First Street Northbound				Las Positas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	47	147	21	215	35	17	41	93	50	246	27	323	35	23	26	84	715
04:15 PM	63	176	25	264	40	38	38	116	52	244	25	321	42	35	45	122	823
04:30 PM	45	151	24	220	51	18	34	103	51	226	31	308	37	31	32	100	731
04:45 PM	40	210	12	262	39	29	30	98	44	212	34	290	50	26	25	101	751
Total	195	684	82	961	165	102	143	410	197	928	117	1242	164	115	128	407	3020
05:00 PM	45	211	25	281	43	26	39	108	53	276	30	359	41	38	20	99	847
05:15 PM	47	209	17	273	37	21	31	89	51	235	43	329	45	31	28	104	795
05:30 PM	44	203	21	268	29	15	21	65	44	222	27	293	32	24	29	85	711
05:45 PM	62	200	14	276	45	18	26	89	40	194	35	269	34	16	26	76	710
Total	198	823	77	1098	154	80	117	351	188	927	135	1250	152	109	103	364	3063
Grand Total	393	1507	159	2059	319	182	260	761	385	1855	252	2492	316	224	231	771	6083
Apprch %	19.1	73.2	7.7		41.9	23.9	34.2		15.4	74.4	10.1		41	29.1	30		
Total %	6.5	24.8	2.6	33.8	5.2	3	4.3	12.5	6.3	30.5	4.1	41	5.2	3.7	3.8	12.7	

	First Street Southbound				Las Positas Road Westbound				First Street Northbound				Las Positas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**63**	176	**25**	264	40	**38**	38	**116**	52	244	25	321	42	35	**45**	**122**	823
04:30 PM	45	151	24	220	**51**	18	34	103	51	226	31	308	37	31	32	100	731
04:45 PM	40	210	12	262	39	29	30	98	44	212	**34**	290	**50**	26	25	101	751
05:00 PM	45	**211**	25	**281**	43	26	**39**	108	**53**	**276**	30	**359**	41	**38**	20	99	**847**
Total Volume	193	748	86	1027	173	111	141	425	200	958	120	1278	170	130	122	422	3152
% App. Total	18.8	72.8	8.4		40.7	26.1	33.2		15.6	75	9.4		40.3	30.8	28.9		
PHF	.766	.886	.860	.914	.848	.730	.904	.916	.943	.868	.882	.890	.850	.855	.678	.865	.930

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N/S: First Street
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File Name : 03_LVM_First_Las P PM
Site Code : 24023798
Start Date : 9/7/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	45	**211**	**25**	**281**	40	**38**	38	**116**	51	226	31	308	42	35	**45**	**122**
+15 mins.	47	209	17	273	**51**	18	34	103	44	212	34	290	37	31	32	100
+30 mins.	44	203	21	268	39	29	30	98	**53**	**276**	30	**359**	**50**	26	25	101
+45 mins.	**62**	200	14	276	43	26	**39**	108	51	235	**43**	329	41	**38**	20	99
Total Volume	198	823	77	1098	173	111	141	425	199	949	138	1286	170	130	122	422
% App. Total	18	75	7		40.7	26.1	33.2		15.5	73.8	10.7		40.3	30.8	28.9	
PHF	.798	.975	.770	.977	.848	.730	.904	.916	.939	.860	.802	.896	.850	.855	.678	.865

ATTACHMENT C

SYNCHRO HCM 6TH EDITION REPORTS

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	116	829	78	139	1130	140	50	41	18	128	56	53
Future Volume (veh/h)	116	829	78	139	1130	140	50	41	18	128	56	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	931	88	156	1270	157	56	46	20	144	63	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	2629	814	249	2651	821	166	172	143	239	211	176
Arrive On Green	0.07	0.51	0.51	0.07	0.52	0.52	0.05	0.09	0.09	0.07	0.11	0.11
Sat Flow, veh/h	3456	5106	1580	3456	5106	1580	3456	1870	1559	3456	1870	1564
Grp Volume(v), veh/h	130	931	88	156	1270	157	56	46	20	144	63	60
Grp Sat Flow(s),veh/h/ln	1728	1702	1580	1728	1702	1580	1728	1870	1559	1728	1870	1564
Q Serve(g_s), s	2.5	7.3	1.9	3.0	10.7	3.6	1.1	1.5	0.8	2.7	2.1	2.4
Cycle Q Clear(g_c), s	2.5	7.3	1.9	3.0	10.7	3.6	1.1	1.5	0.8	2.7	2.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	234	2629	814	249	2651	821	166	172	143	239	211	176
V/C Ratio(X)	0.56	0.35	0.11	0.63	0.48	0.19	0.34	0.27	0.14	0.60	0.30	0.34
Avail Cap(c_a), veh/h	436	2629	814	487	2651	821	282	860	717	436	943	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	9.7	8.4	30.4	10.4	8.7	31.0	28.5	28.2	30.5	27.5	27.6
Incr Delay (d2), s/veh	2.1	0.4	0.3	2.6	0.6	0.5	1.2	0.8	0.4	2.4	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.4	0.6	1.3	3.6	1.2	0.5	0.7	0.3	1.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	10.1	8.7	33.0	11.0	9.2	32.2	29.3	28.6	32.9	28.2	28.7
LnGrp LOS	C	B	A	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1149			1583			122			267	
Approach Delay, s/veh		12.5			13.0			30.5			30.9	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	38.7	9.2	10.2	9.1	39.0	7.7	11.6
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	9.5	34.0	8.5	31.0	8.5	35.0	5.5	34.0
Max Q Clear Time (g_c+I1), s	5.0	9.3	4.7	3.5	4.5	12.7	3.1	4.4
Green Ext Time (p_c), s	0.2	7.5	0.1	0.2	0.1	10.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.6

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	29	0	109	254	58
Future Vol, veh/h	0	29	0	109	254	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	118	276	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	170	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	844	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	844	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	844
HCM Lane V/C Ratio	-	-	-	0.037
HCM Control Delay (s)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	18	0	932	1391	12
Future Vol, veh/h	0	18	0	932	1391	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	1071	1599	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	807	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	279	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	279	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	279	-	-
HCM Lane V/C Ratio	-	0.074	-	-
HCM Control Delay (s)	-	18.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	7	49	9	11	23
Future Vol, veh/h	6	7	49	9	11	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	8	53	10	12	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	107	32	0	0	63	0
Stage 1	58	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	885	1035	-	-	1539	-
Stage 1	958	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	878	1035	-	-	1539	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	956	1539	-
HCM Lane V/C Ratio	-	-	0.015	0.008	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	200	958	120	193	748	86	170	130	122	173	111	141
Future Volume (veh/h)	200	958	120	193	748	86	170	130	122	173	111	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	1030	129	208	804	92	183	140	131	186	119	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	2282	706	305	2271	702	275	291	244	279	292	245
Arrive On Green	0.09	0.45	0.45	0.09	0.44	0.44	0.08	0.16	0.16	0.08	0.16	0.16
Sat Flow, veh/h	3456	5106	1580	3456	5106	1580	3456	1870	1570	3456	1870	1570
Grp Volume(v), veh/h	215	1030	129	208	804	92	183	140	131	186	119	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1580	1728	1702	1580	1728	1870	1570	1728	1870	1570
Q Serve(g_s), s	4.5	10.4	3.7	4.3	7.7	2.5	3.8	5.1	5.7	3.9	4.3	6.7
Cycle Q Clear(g_c), s	4.5	10.4	3.7	4.3	7.7	2.5	3.8	5.1	5.7	3.9	4.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	2282	706	305	2271	702	275	291	244	279	292	245
V/C Ratio(X)	0.69	0.45	0.18	0.68	0.35	0.13	0.67	0.48	0.54	0.67	0.41	0.62
Avail Cap(c_a), veh/h	535	2282	706	535	2271	702	489	706	592	489	706	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	14.2	12.4	32.8	13.6	12.2	33.2	28.6	28.9	33.2	28.2	29.2
Incr Delay (d2), s/veh	2.7	0.6	0.6	2.7	0.4	0.4	2.8	1.2	1.8	2.8	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.8	1.3	1.9	2.8	0.9	1.7	2.3	2.2	1.7	1.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	14.9	12.9	35.5	14.0	12.5	35.9	29.9	30.7	35.9	29.1	31.8
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1374			1104			454			457	
Approach Delay, s/veh		17.9			17.9			32.6			32.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	37.2	10.5	15.5	11.2	37.0	10.4	15.6
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	11.5	33.0	10.5	28.0	11.5	33.0	10.5	28.0
Max Q Clear Time (g_c+I1), s	6.3	12.4	5.9	7.7	6.5	9.7	5.8	8.7
Green Ext Time (p_c), s	0.3	8.0	0.2	1.1	0.3	6.3	0.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	422	295	102
Future Vol, veh/h	0	20	0	422	295	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	459	321	111

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	216	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	789	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	789	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	789
HCM Lane V/C Ratio	-	-	-	0.028
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	0	1269	1001	27
Future Vol, veh/h	0	26	0	1269	1001	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	0	1395	1100	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	565	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	401	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	401	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	401	-	-
HCM Lane V/C Ratio	-	0.071	-	-
HCM Control Delay (s)	-	14.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	19	86	16	17	16
Future Vol, veh/h	4	19	86	16	17	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	93	17	18	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	55	0	0	110	0
Stage 1	102	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	829	1001	-	-	1479	-
Stage 1	911	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	1001	-	-	1479	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	964	1479	-
HCM Lane V/C Ratio	-	-	0.026	0.012	-
HCM Control Delay (s)	-	-	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	120	829	78	140	1140	140	50	41	18	128	58	53
Future Volume (veh/h)	120	829	78	140	1140	140	50	41	18	128	58	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	135	931	88	157	1281	157	56	46	20	144	65	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	2689	832	248	2715	841	164	168	140	233	205	172
Arrive On Green	0.07	0.53	0.53	0.07	0.53	0.53	0.05	0.09	0.09	0.07	0.11	0.11
Sat Flow, veh/h	3456	5106	1581	3456	5106	1581	3456	1870	1559	3456	1870	1563
Grp Volume(v), veh/h	135	931	88	157	1281	157	56	46	20	144	65	60
Grp Sat Flow(s),veh/h/ln	1728	1702	1581	1728	1702	1581	1728	1870	1559	1728	1870	1563
Q Serve(g_s), s	2.6	7.3	1.9	3.1	10.9	3.6	1.1	1.6	0.8	2.8	2.2	2.5
Cycle Q Clear(g_c), s	2.6	7.3	1.9	3.1	10.9	3.6	1.1	1.6	0.8	2.8	2.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	2689	832	248	2715	841	164	168	140	233	205	172
V/C Ratio(X)	0.59	0.35	0.11	0.63	0.47	0.19	0.34	0.27	0.14	0.62	0.32	0.35
Avail Cap(c_a), veh/h	422	2689	832	472	2715	841	273	753	627	472	860	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	9.5	8.3	31.4	10.2	8.5	32.1	29.5	29.2	31.6	28.6	28.7
Incr Delay (d2), s/veh	2.4	0.4	0.3	2.7	0.6	0.5	1.2	0.9	0.5	2.7	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.5	0.6	1.3	3.7	1.2	0.5	0.7	0.3	1.2	1.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	9.9	8.5	34.1	10.8	9.0	33.3	30.4	29.7	34.2	29.4	29.9
LnGrp LOS	C	A	A	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1154			1595			122			269	
Approach Delay, s/veh		12.6			12.9			31.6			32.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	40.6	9.2	10.3	9.1	41.0	7.8	11.6
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	9.5	36.0	9.5	28.0	8.5	37.0	5.5	32.0
Max Q Clear Time (g_c+I1), s	5.1	9.3	4.8	3.6	4.6	12.9	3.1	4.5
Green Ext Time (p_c), s	0.2	7.7	0.2	0.2	0.1	11.1	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.7

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	109	254	64
Future Vol, veh/h	0	33	0	109	254	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	0	118	276	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	173	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	840	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	840	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	840
HCM Lane V/C Ratio	-	-	-	0.043
HCM Control Delay (s)	-	-	-	9.5
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	0	932	1391	20
Future Vol, veh/h	0	29	0	932	1391	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	1071	1599	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	811	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	277	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	277	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	277	-	-
HCM Lane V/C Ratio	-	0.12	-	-
HCM Control Delay (s)	-	19.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	12	49	15	18	23
Future Vol, veh/h	10	12	49	15	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	13	53	16	20	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	126	35	0	0	69	0
Stage 1	61	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	862	1030	-	-	1531	-
Stage 1	955	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	851	1030	-	-	1531	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	3.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	940	1531	-
HCM Lane V/C Ratio	-	-	0.025	0.013	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	202	958	120	194	751	86	170	130	122	173	112	141
Future Volume (veh/h)	202	958	120	194	751	86	170	130	122	173	112	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	1030	129	209	808	92	183	140	131	186	120	152
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	2281	706	306	2268	702	275	291	244	278	292	245
Arrive On Green	0.09	0.45	0.45	0.09	0.44	0.44	0.08	0.16	0.16	0.08	0.16	0.16
Sat Flow, veh/h	3456	5106	1580	3456	5106	1580	3456	1870	1570	3456	1870	1570
Grp Volume(v), veh/h	217	1030	129	209	808	92	183	140	131	186	120	152
Grp Sat Flow(s),veh/h/ln	1728	1702	1580	1728	1702	1580	1728	1870	1570	1728	1870	1570
Q Serve(g_s), s	4.5	10.4	3.7	4.4	7.8	2.6	3.8	5.1	5.7	3.9	4.3	6.7
Cycle Q Clear(g_c), s	4.5	10.4	3.7	4.4	7.8	2.6	3.8	5.1	5.7	3.9	4.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	2281	706	306	2268	702	275	291	244	278	292	245
V/C Ratio(X)	0.69	0.45	0.18	0.68	0.36	0.13	0.67	0.48	0.54	0.67	0.41	0.62
Avail Cap(c_a), veh/h	535	2281	706	535	2268	702	488	705	592	488	705	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	14.2	12.4	32.8	13.6	12.2	33.2	28.6	28.9	33.2	28.2	29.3
Incr Delay (d2), s/veh	2.7	0.6	0.6	2.7	0.4	0.4	2.8	1.2	1.8	2.8	0.9	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.8	1.3	1.9	2.8	0.9	1.7	2.3	2.2	1.7	1.9	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	14.9	12.9	35.6	14.1	12.6	36.0	29.9	30.7	35.9	29.2	31.8
LnGrp LOS	D	B	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		1376			1109			454			458	
Approach Delay, s/veh		18.0			18.0			32.6			32.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	37.2	10.5	15.5	11.3	37.0	10.4	15.6
Change Period (Y+Rc), s	4.5	4.0	4.5	4.0	4.5	4.0	4.5	4.0
Max Green Setting (Gmax), s	11.5	33.0	10.5	28.0	11.5	33.0	10.5	28.0
Max Q Clear Time (g_c+I1), s	6.4	12.4	5.9	7.7	6.5	9.8	5.8	8.7
Green Ext Time (p_c), s	0.3	8.0	0.2	1.1	0.3	6.3	0.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.2

Movement	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	422	295	105
Future Vol, veh/h	0	21	0	422	295	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	459	321	114

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	218	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	786	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	786	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	SE	NW
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NWT	NWR	SET	SBLn1
Capacity (veh/h)	-	-	-	786
HCM Lane V/C Ratio	-	-	-	0.029
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1269	1001	31
Future Vol, veh/h	0	30	0	1269	1001	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	0	1395	1100	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	567	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	400	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	400	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	400	-	-
HCM Lane V/C Ratio	-	0.082	-	-
HCM Control Delay (s)	-	14.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	25	86	19	21	16
Future Vol, veh/h	5	25	86	19	21	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	27	93	21	23	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	57	0	0	114	0
Stage 1	104	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	815	998	-	-	1474	-
Stage 1	909	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	802	998	-	-	1474	-
Mov Cap-2 Maneuver	802	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1474	-
HCM Lane V/C Ratio	-	-	0.034	0.015	-
HCM Control Delay (s)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION FINDING THE DRIVE-THROUGH AT THE REBEL GAS STATION IN THE PLAZA 580 SHOPPING CENTER IS EXEMPT FROM THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CONDITIONAL USE PERMIT (CUP) 24-005
SITE PLAN DESIGN REVIEW MODIFICATION (SPDRM) 24-011

The City received an application for Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011, to authorize an approximately 929 square-foot addition to an existing gas station convenience store in the Plaza 580 Shopping Center ("Project").

On October 15, 2024, the Planning Commission held a duly noticed public hearing to consider the Project and staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the project, took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore, based upon its own independent review of the Record Evidence and considerations, hereby finds the Project is categorically exempt from CEQA in accordance with CEQA Guidelines Section 15301(e)(2), Existing Facilities, which exempts additions of 10,000 square feet or less to existing structures if: (a) the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and (b) the area in which the project is located is not environmentally sensitive.

Findings:

1. The 929 square-foot addition is less than the 10,000 square feet addition limit. The project is in an area where all public services and facilities are available and is not in an environmentally sensitive area.

2. None of the exceptions to the categorical exemption listed in CEQA Guidelines Section 15300.2 apply, as described below.

    a) Location. The Project site is not located within a sensitive area. The Project site has a General Plan land use designation of Community Serving General Commercial (CSGC) and is surrounded by commercial uses. It is not located

within a sensitive area. This site is not located in a designated wetland; it is not located on any faults or within the Alquist-Priolo earthquake fault zone; it is not located in a California Department of Forestry and Fire Protection "Very High Fire Hazard Severity Zone" in a state responsibility area, and it is not located within a Flood Hazard Area identified by the Federal Emergency Management Agency.

b) Cumulative Impact. The Project is an existing use within existing buildings with negligible effects on the environment. The Project would not result in any significant impacts, and its contribution to regional growth is not cumulatively considerable. Therefore, the Project will not result in any cumulative impacts.

c) Significant Effects Resulting from Unusual Circumstances. There is no reasonable possibility that the Project will have a significant effect on the environment due to unusual circumstances. There is no evidence that any unusual circumstances exist. The project, permitted pursuant to a conditional use permit, is consistent with the level of development contemplated by the existing General Plan and zoning, and there is no evidence that the use would result in significant environmental effects.

d) Scenic Highways. The Project site does not impact the scenic routes identified in Livermore's General Plan. The Project site is not designated as a Scenic Highway by the California Department of Transportation. No damage to scenic resources will occur because the Project is within parameters of the Scenic Corridor of the General Plan.

e) Hazardous Waste Sites. The project is not included on the list of hazardous waste facilities compiled pursuant to California Government Code Section 65962.5 9, which comprises the following five parts: the list of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database; the list of Leaking Underground Storage Tank (LUST) sites from the State Water Resource Control Board (SWRCB) Geotracker database; the list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management list; the list of active Cease and Desist Orders or Cleanup and Abatement Orders that concern the discharge of wastes that are hazardous materials; or the list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

f) Historical Resources. The site is not a historical resource and therefore will not cause a substantial adverse change in the significance of a historical resource.

BE IT FURTHER RESOLVED that the Livermore Planning Commission directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk, if the Project is approved.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California.

The Planning Commission's decision is subject to a 15-day appeal period in accordance with Livermore Development Code Chapter 9.15.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was passed and adopted at the Planning Commission meeting of October 15, 2024, by the following vote:

AYES:
NOES:
ABSENT:

Jacob M Anderson, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

IN THE PLANNING COMMISSION OF THE CITY OF LIVERMORE, CALIFORNIA

A RESOLUTION APPROVING CONDITIONAL USE PERMIT (CUP) 24-005 AND SITE PLAN DESIGN REVIEW MODIFICATION (SPDRM) 24-011 FOR THE REBEL GAS DRIVE-THROUGH PROJECT

The City received an application for Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011 to authorize an approximately 929 square-foot addition to an existing gas station convenience store to include a drive-through serving coffee, fountain drinks, pastries and sandwiches ("Project").

On October 15, 2024, the Planning Commission held a duly noticed public hearing to consider the Project and staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Livermore that prior to taking action on the Project, and at a properly noticed public meeting, the Planning Commission reviewed written and oral staff reports, conducted a public hearing on the Project, took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this Resolution by reference.

BE IT FURTHER RESOLVED with respect to Conditional Use Permit (CUP) 24-005, the Planning Commission of the City of Livermore finds:

1. The proposed use is consistent with the General Plan and any applicable Specific Plan.

Response: The General Plan land use designation for the site is Community Serving General Commercial (CSGC). The CSGC designation allows for a broad range of commercial uses that serve the region or community at large, including gas station convenience stores. The project is located within the I-580 Scenic Corridor and complies with all applicable General Plan policies regarding development in the Scenic Corridor. A drive-through facility as part of a gas station convenience store is a conditionally permitted use and may be approved by the Planning Commission upon making the necessary findings.

2. The proposed use is allowed within the subject zone and complies with all other applicable provisions of the Development Code and the Municipal Code.

Response: The project site is located within a Planned Development - Commercial District (PD18-010) zone. A drive-through facility associated with an existing gas station convenience store is a conditionally permitted use, meaning a Conditional Use Permit is required. The proposed project requires a tenant improvement permit for interior and exterior modifications. The project includes sufficient parking given the types and overlap of uses typical of a gas station convenience store with an adjacent car wash and complies with all other development standards, subject to the approval of a Conditional Use Permit. The site for the intended use is adequate in size and shape to accommodate the use and any yards, setbacks, walls, fences, landscaping, or similar features required by the Code or deemed by the City to be necessary to assure that the use is compatible with those on abutting land and/or in the neighborhood.

3. The design, location, size and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

Response: The design, location, size and operating characteristics of the proposed drive-through addition to an existing gas station convenience store will be compatible with the existing uses on the site as well as the larger shopping center. The proposed drive-through use is similar to other existing commercial uses in the vicinity. The proposed use will be complementary to the existing uses on the site, will generate minimal additional traffic and have minimal impact on surrounding streets and highways as noted by the Traffic Study developed for the project. The site is currently accessed from First Street, which is adequate to carry the traffic generated by the proposed building expansion and will be a negligible addition to the existing traffic on First Street. The site is also accessible by Las Positas Road that is also adequate to carry the traffic generated by the proposed building expansion and will be a negligible addition to the existing traffic on that street.

4. The subject site is:

   a. Physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; and

   b. Served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

Response: The project site is occupied by an existing gas station and convenience store. An existing drive-through carwash is located north of the convenience store. The site can be accessed from First Street and Las Positas Road. The site is suitable in design, location, and operating characteristics for public and emergency vehicle access and is served by adequate streets to carry the traffic generated by the proposed drive-through expansion.

5. The site's suitability ensures that the type, density, and intensity of use being proposed will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

Response: The proposed drive-through will be an addition to an existing gas station convenience store that adjoins a commercial shopping center. The proposed use will not endanger, jeopardize, or otherwise constitute a hazard to the public interest, health, safety, convenience, or welfare, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

6. The applicant has agreed in writing to comply with all of the conditions of approval of the Conditional Use Permit.

Response: The conditions imposed as Conditions of Approval are necessary to protect the health, safety, and general welfare and to make possible development of the City in an orderly and efficient manner and in conformity with the intent and purposes set forth in the Development Code and in the General Plan. The applicant has agreed to comply with all of the conditions of approval of the Conditional Use Permit.

7. That any other findings prerequisite to approval of a Conditional Use Permit or Zoning Use Permit states elsewhere in the Development Code can be made.

Response: No other findings are required to be made for approval of the Conditional Use Permit.

BE IT FURTHER RESOLVED with respect to Site Plan Design Review Modification (SPDRM) 24-011, the Planning Commission of the City of Livermore finds:

1. The proposed development be allowed within the subject zone.

2. The proposed development will be designed such that:

    a. The project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property;
    b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent developments;
    c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and
    d. The project's site plan and design are consistent with the City's Design Standards and Guidelines.

3. The proposed development will be designed to include the following criteria, as applicable:

    a. Compliant with chapter 9.07, of the Development Code (Site Plan and Design Review), Municipal Code Title 15 (Buildings and Construction), and any other applicable City regulations and policies;
    b. Efficient site layout and design;
    c. Compatible and appropriate scale to neighboring properties and developments;
    d. Efficient and safe public access (both pedestrian and vehicular) and parking;
    e. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;
    f. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;
    g. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;
    h. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;
    i. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;
    j. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;
    k. Appropriate exterior lighting which provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;
    l. Compatible in scale and aesthetic treatment of proposed structures with public areas;
    m. Appropriate open space and use of water efficient landscaping; and
    n. Consistent with the General Plan and any applicable Specific Plan.

    Findings: The General Plan land use designation for the project site is Community Serving General Commercial (CSGC). The CSGC land use designation supports community serving commercial uses along major streets that are adjacent and accessible to a highway or freeway, such as shopping centers, gasoline sales and related convenience

stores. The zoning designation for the site is Planned Development - Commercial District (PD18-010). The proposed use is permitted in this PD zone district with a Conditional Use Permit (CUP). The project site is surrounded by commercial uses and is compatible with the PD Commercial zone district. Based on a review of the development plans and supporting documents, the project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent properties. The proposed drive-through, as part of the existing gas station convenience store will be compatible with the surrounding environment. The application has been processed in compliance with Chapters 9.03 and 9.07 of the Development Code and applicable City regulations and policies. As documented in the Planning Commission staff report, the project exhibits efficient site layout and design. The project conforms to all applicable City standards, the Development Code, and Design Standards and Guidelines, which ensure the above-mentioned elements of this finding can be made. The project is consistent with all applicable General Plan policies, the underlying Planned Development - Commercial District zoning district, and the Scenic Corridor Policies of the Community Character element of the General Plan.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the Record Evidence and adopted a resolution finding the project to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(e)(2), additions to existing facilities.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Livermore has considered the findings set forth above and adopts these findings as part of this resolution. Based upon the Planning Commission's independent review of the Record Evidence and considerations the Planning Commission approves Conditional Use Permit (CUP) 24-005 and Site Plan Design Review Modification (SPDRM) 24-011, subject to the Conditions of Approval, attached as Exhibit A, for the Project.

BE IT FURTHER RESOLVED, the Planning Commission of the City of Livermore directs the Planning Manager to file a Notice of Exemption with the Alameda County Clerk.

The documents that constitute the record of proceedings upon which this decision is based can be found in the Community Development Department, 1052 S. Livermore Avenue, in Livermore, California. The Planning Commission's decision is subject to a 15-day appeal period.

On the motion by Commissioner _____, seconded by Commissioner _____, the foregoing Resolution was passed and adopted at the Planning Commission meeting of October 15, 2024, by the following vote:

AYES:
NOES:
ABSENT:

Jacob M Anderson, Chairperson

by Stephen Riley, Planning Manager
Secretary to the Planning Commission

Attachments:

Exhibit A – Conditions of Approval

EXHIBIT A

Conditions of Approval

Conditional Use Permit (CUP) 24-005
Site Plan Design Review Modification (SPDRM) 24-011

Request for a Conditional Use Permit and Site Plan Design Review Modification allowing a 929-square foot addition to an existing Gas Station/Mini-mart in the Plaza 580 Shopping Center

The project site is located at 4530 Las Positas Road

Approved by Planning Commission October 15, 2024

A. PROJECT AUTHORIZATION

1. The project shall be in conformance with all City Ordinances, rules, regulations, and policies. The conditions listed below are particularly pertinent to this permit and shall not be construed to permit violation of other laws and policies not so listed.

2. Approval is limited to the conformance of the land use and Livermore Development Code requirements. Use of the property shall be limited to those permitted by the Livermore Development Code as it exists now or may be amended in the future.

3. This Conditional Use Permit and Site Plan Design Review Modification approval is not an authorization to commence construction. Building construction, alterations, repairs, sign erection, or final sign off of inspections shall not be permitted without prior approval of the Building Division through issuance of any required permits.

4. The permits shall expire unless all building permits required for construction of the buildings are issued by October 15, 2026 unless a request for extension is received and approved by the City.

B. PROJECT SPECIFIC CONDITIONS

Prior to issuance of a Building Permit, the applicant shall demonstrate conformance to the following conditions to the satisfaction of the Community Development Department:

1. The applicant shall respond in writing to all conditions contained herein and

in attachments to this document. Responses shall clearly describe how each condition has been met. When the response references construction drawings, the page number and detail reference, if applicable, shall be noted.

2. New lighting shall be directed downward and/or cut off shields shall be used to prevent light spill off-site (per LDC 4.05.050).

3. Provide approximately 18 additional five-gallon shrubs with adequate driveway sight lines, to the satisfaction of the Community Development Director generally as follows:

   a. 15 five-gallon shrubs, five feet on-center similar to existing along the east side (First Street) planter strip, across from the drive-thru area; and

   b. Three, five-gallon shrubs, north of the corner of Las Positas Road and the project driveway, approximately five-feet on-center (two south of the existing tree and one to the north of the tree) along the west side of the property.

4. The project shall be maintained in a weed-free, dust-free and litter free condition.

5. The Applicant shall install two new staple-style bicycle racks, capable of accommodating two bicycles per rack with appropriate clearances.

6. The Applicant shall submit a final sign package and Site Plan Design Review application for the building and grounds prior to sign construction in compliance with Chapter 4.06 of the Livermore Development Code. This includes showing items such as elevations, complete colors, materials, dimensions and setbacks as well as a summary in a legend of any existing and proposed signage of both the car wash and the gas station convenience store/drive-through. The Planning Division shall review and approve the sign package prior to building permit approval of the signs.

C. GENERAL CONDITIONS OF APPROVAL

1. Development shall conform to the plans designated by the City as Exhibit B-1. Exhibit B-1 plans shall include but are not limited to engineering, architectural, and landscape plans that are reviewed and approved by the Planning Commission and amended by the applicant to reflect any changes indicated above in the Project Specific Conditions or required by the City in the approval process.

2. The Community Development Director may approve minor amendments to the permit, provided that the permit is still in substantial conformance with the original approval.

3. Approval of the Conditional Use Permit and Site Plan Design Review Modification entitlements do not authorize construction or operations. Building

construction, alterations, repairs, sign erection, or occupancy shall not be permitted without prior approval of the Building Division through issuance of any required permits.

4. To the extent permitted by law, the project applicant shall defend, indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorney's fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

D. ENGINEERING DIVISION

1. The building addition will be subject to development impact fees, which will be calculated and charged at the time of Building Permit review.

2. The project shall be required to revise or add directional signage for the drive through.

E. BUILDING DIVISION

1. Project shall conform to CA Codes adopted at time of Building permit submittal.

2. Provide complete stamped and signed plans at building permit submittal.

E. FIRE DEPARTMENT

1. FIRE CODE: All construction shall conform to the requirements of the Livermore Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.