SPECIAL AND REGULAR MEETING MINUTES

Date: 8/28/2018
Time: 6:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

7:00 p.m. Regular Session

A. Call to Order

Mayor Ohtaki called the regular session to order at 7:31 p.m.

B. Roll Call

Present: Cline, Keith, Ohtaki, Mueller
Absent: Carlton
Staff: City Manager Alex McIntyre, City Attorney Bill McClure, City Clerk Judi Herren

C. Pledge of Allegiance

Mayor Ohtaki led the Pledge of Allegiance.

D. Public Comment

- Daniel Valverde spoke in favor of affordable housing to be included in the proposed new library project.
- Jen Wolosin questioned why Safe Routed to School is delayed and provided suggestions for rollout.
- Courtney Pal spoke in support of affordable housing to be included in the proposed new library project.
- Adina Levin was discouraged to see the shuttle service cutbacks.

No report from closed session.

E. Commission Report

E1. Housing Commission Quarterly Report

Housing Commissioner Chair Meg McGraw-Sherer made the presentation (Attachment).

F. Consent Calendar

Mayor Pro Tem Mueller pulled item F2.

F1. Approve the response to the San Mateo County Civil Grand Jury Report “Law Enforcement Officers + Narcan = Lives Saved From Opioid Overdoses” (Staff Report #18-171-CC)

F2. Approve the response to the San Mateo County Grand Jury Report: “Soaring City Pension Costs –

Time for Hard Choices" (Staff Report #18-167-CC)

F3. Approve the response to the San Mateo County Grand Jury Report: "Cooperative Purchasing – A Roadmap to More Effective City Procurement" (Staff Report #18-166-CC)

F4. Adopt Resolution No. 6456 authorizing the Bay Area Water Supply and Conservation Agency to negotiate with the City and County of San Francisco to amend the water supply agreement (Staff Report #18-164-CC)

F5. Adopt Resolution No. 6458 abandoning 1,470 square feet of public right-of-way adjacent to 815 Bay Road (Staff Report #18-170-CC)

ACTION: Motion and second (Cline/Keith) to approve the consent calendar excluding item F2, passed unanimously.

F2. Approve the response to the San Mateo County Grand Jury Report: "Soaring City Pension Costs – Time for Hard Choices" (Staff Report #18-167-CC)

The City Council requested this item to be brought back for a study session.

G. Public Hearings

Mayor Ohtaki announced item G1 will be pushed to a future agenda, October 23, 2018.

G1. Consider an appeal of the Planning Commission approval of architectural control for a new mixed-use office and residential building at 840 Menlo Avenue, and consider modifications to the long-term plan for receiving operations at Draeger's Market at 1010 University Drive (Staff Report #18-169-CC)

Mayor Ohtaki opened the floor to public comment.

- Courtney Pal spoke against the proposed receiving operations plan for 1010 University Drive.
- Adina Levin spoke in support proposed receiving operations plan for 1010 University Drive.
- Anthony Draeger spoke in support of the proposed receiving operations plan for 1010 University Drive.
- Joseph Carcione, Jr. spoke against the proposed receiving operations plan for 1010 University Drive.
- Richard Poe spoke in support of postponing the item.

City Council received clarification on why the item was being moved; due to numerous documents received by appellant and applicant that required more review.

G2. Introduce Ordinance No. 1049 amending Title 12, building and construction, Ordinance No. 1050 amending Title 16, zoning and Ordinance No. 1051 adding Chapter 12.24 to the Municipal Code related to the permit process for electric vehicle charging stations (Staff Report #18-168-CC)

Assistant Community Development Director - Planning Deanna Chow made the presentation (Attachment).

Mayor Ohtaki opened the public hearing.

- Nesreen Kawar suggested reducing the electronic vehicle charging station requirements for affordable housing developments.
- Amanda Myers from Charge Point spoke in support of the ordinance.
- Francesca Wahl from Tesla believes the zoning ordinance is counterintuitive.
- Diane Baily spoke in support of the ordinance.
- Andrew Boone spoke in support of electronic vehicles and asked City Council to consider minimum requirements for bike parking in new developments.
- Janelle London spoke in support of the ordinance and suggested following Palo Alto's model.
- Adina Levin spoke against the Tesla provision in ordinance and suggested shared electronic vehicle service for low-income housing.
- Andrew Morcos spoke against ordinance.

Mayor Ohtaki closed the public hearing by acclamation.

The City Council received clarification on the exceptions made for affordable housing; electronic vehicle makes/models use flexibility, and timing of permit process. They also discussed the amp levels and ability to amend the ordinance to make it practical for years to come.

ACTION: Motion and second (Keith/Cline) to introduce Ordinance No. 1051 and bringing it to the Environmental Quality Commission for review, passed unanimously.

H. Regular Business

H1. Adopt Resolution No. 6459 to amend the city salary schedule (Staff Report #18-173-CC)

Administrative Services Director Lenka Diaz made the presentation.

The City Council confirmed that the amendment does not increase headcount.

ACTION: Motion and second (Cline/Keith) to adopt Resolution No. 6459 amending the city salary schedule, passed 3-1-0 (Mueller dissenting).

I. Informational Items

I1. Review of the City's investment portfolio as of June 30, 2018 (Staff Report #18-165-CC)

I2. Disclosure of Brown Act violation - rescheduling next steps for Library System Improvement Project (Staff Report #18-172-CC)

- Jen Wolosin requested that the library project not be delayed.
- Karen Grove spoke in support the library project with inclusion of affordable housing.
- Adina Levin spoke in support the library project with inclusion of affordable housing.
- Pamela Jones supports the decision to hold this item until 2019 also urged City Council to move forward with the Belle Haven Library space needs study.
- Lynne Bramlett spoke about restoring trust.
- Andrew Boone spoke in support of the library project with an emphasis on the Belle Haven branch.

- Rachel Horst supports the library project and the inclusion of affordable housing.
- Sokny Sy spoke in favor of affordable housing.

J. City Manager's Report

None.

K. Councilmember Reports

City Council Member Keith reported out a Bay Area Water Supply and Conservation Agency update.

L. Adjournment

Mayor Ohtaki adjourned the meeting at 10:32 p.m.

Judi A. Herren, City Clerk

These minutes were approved at the City Council meeting of October 9, 2018.

HOUSING COMMISSION UPDATE

Meg McGraw-Scherer, Chair

HOUSING COMMISSION MISSION

The Housing Commission is charged primarily with advising the City Council on matters involving housing policy, including the Below Market Rate housing program and other housing goals.

Commissioners:

Juliana Dodick
Karen Grove
Rachel Horst
Wendy McPherson
Meg McGraw-Scherer (Chair)
Nevada Merriman (Vice Chair)
Michele Tate

HOUSING COMMISSION ACCOMPLISHMENTS

- Reviewed BMR agreements
- Reviewed the 12 month lease ordinance
- Approved the Nexus Study and proposed new fee schedule
- Drafted the next NOFA document
- Completed two rounds of BMR Guideline updates
- Implemented and assigned new commission subcommittees

- Advocate for affordable housing
  - Include housing in the library project
  - Include housing in the downtown parking structure project
  - More inclusionary units in large developments
    - Middle Plaza at 500 El Camino Real project

HOUSING COMMISSION SUBCOMMITTEES

- Anti-Displacement
- Below Market Rate Housing Guidelines
- Housing Policy
- Marketing and Outreach
- Notice of Funding Availability

ENHANCED HOUSING POLICY PRIORITIES

Priority 1 projects	Status
Reduced parking requirements for affordable units within close proximity to transit	Not started
Amend BMR Guidelines to allow BMR homeowners to sublet rooms to BMR renters	In progress
Amend BMR Guidelines to allow qualifying displaced residents to remain on the BMR Purchase Waiting List and Rental Interest List	Done
Tenant relocation assistance ordinance	In progress
Home for All resolution	Done
Promote home sharing programs (HIP Housing)	Ongoing
Preservation of market affordable units	In progress

ENHANCED HOUSING POLICY PRIORITIES

Priority 2 projects	Status
Secondary dwelling units	Not started
First Hire program	In progress
Displacement Fund	Not started

Priority 3 projects	Status
Mandatory nonbinding mediation	Not started
Review and draft policy on Airbnb	Not started
Anti-retaliation ordinance	Not started
Rental housing rehabilitation loans/grants	Not started
Rental housing best practices	Not started

CURRENT AND FUTURE COMMISSION WORK PLAN PRIORITIES

- Issue the next Notice of Funding Availability (NOFA)
- Recommend adoption of a tenant relocation assistance ordinance
  - Community meetings planned for September 12 and 13
- Pursue more advocacy of affordable housing near downtown
  - Parking structure project
  - Library project
  - El Camino Real/Downtown Specific Plan modifications
- Host a community meeting/presentation on housing in public spaces
- Recommend the next round of BMR Guideline updates

QUESTIONS

RE: Appeal of Planning Commission Approval of Architectural Control Permit/Hayes Group Architects/840 Menlo Avenue - PLN 2014-00002

August 27, 2018

I am the Real Estate Broker and an Attorney for the Applicants in the above matter. The following and the attached Exhibits are an additional supplement to the John Hanna responses and supplements to Draeger's appeal. They are also part of the record for the MP City Council's consideration of the Evelyn Street yellow zone on Tuesday, August 28th.

Please this and all Exhibits herewith part of the official record of the proceedings. Thank you.

Regards,
Dick Poe
(Richard W. Poe, Broker, CalBRE # 01138281)

Richard W Poe, Attorney at Law SBN 082654)
1259 El Camino Real # 271
Menlo Park, CA 94025
650-208-3003 tel
dickpoe01@gmail.com

Exhibit - A

-Declaration of Anita Nolan-

I, Anita Nolan, declare:
(Print Name)

My name is Anita Nolan and I'm a licenced Private Investigator who specializes in Surveillance and data analysis. I was hired to conduct surveillance of Draeger's Loading Operations at the Menlo Park Store from 17th August 2017 to 16th September 2017. I logged every truck that arrived and departed from the Menlo Park Store. I am quite familiar with these trucks that repeatedly visited this store and I did not ever observe or identify a truck that originated from the Midwest. It is possible that there was an unmarked truck that was not identifiable that arrived from the Midwest but let me assure you that my observations were detailed, so if such a thing occurred it was a rare occurrence.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Date: 28.08.2018

Anita Nolan
(signature of declarant)

Anita Nolan
(print name)

Exhibit - B

840 Menlo Avenue Project
and
Draeger's Supermarket Freight Operations & Loading Zones

Evelyn Street

Map of Menlo Park

1. 840 Menlo Avenue
2. Parking Plaza Loading Zone
3. Evelyn Street Loading Zone
4. Evelyn Street
5. Loading Doors to Store Warehouse
6. Draeger's Supermarket

840 Menlo Ave Rendering (Evelyn Street Frontage)

Lot Dimensions of 840 Menlo Ave

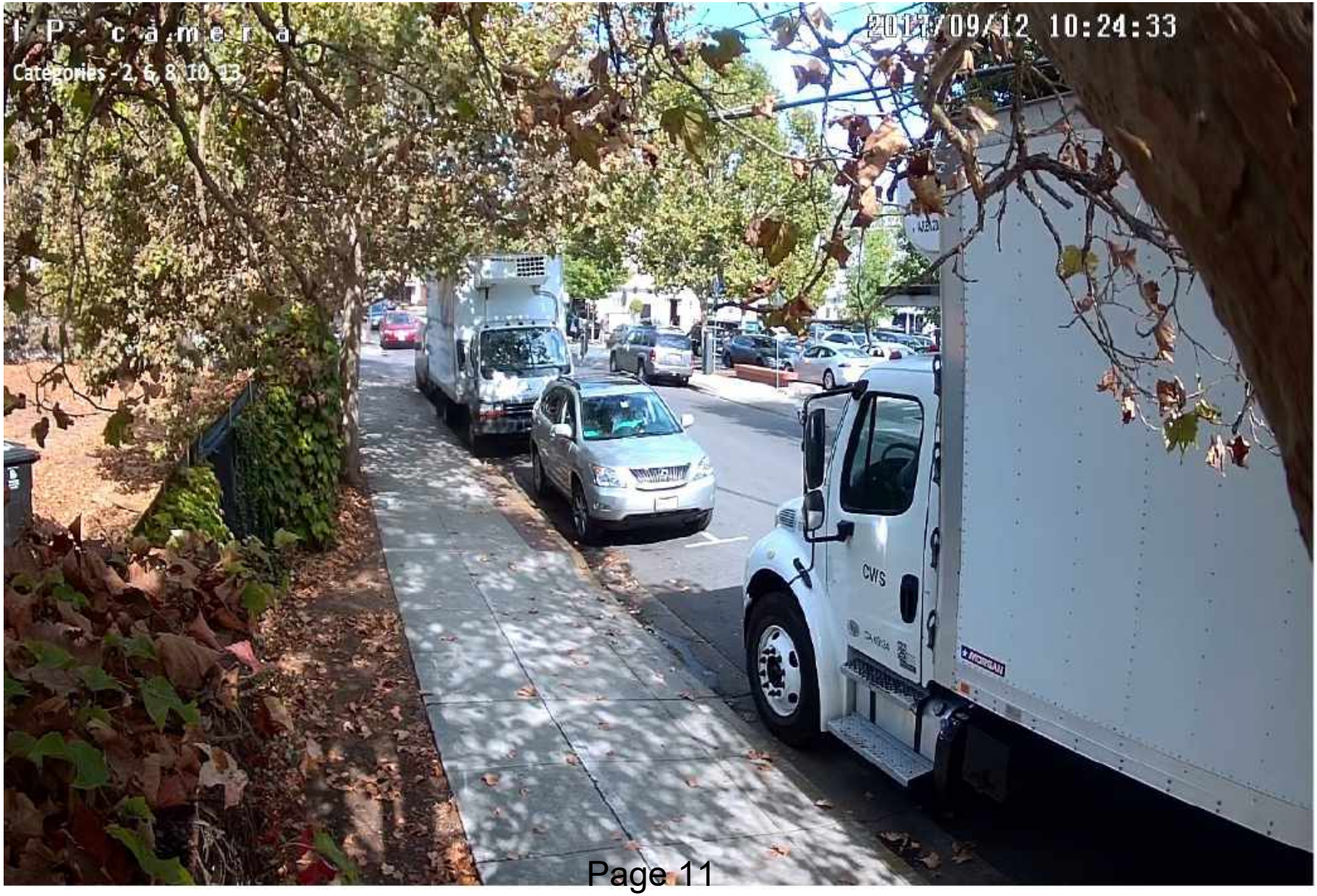
Sample still images taken from 24/7 video surveillance of

1. Evelyn Street between August 17th & September 17th 2017.

Camera location 1 was near the NW corner of Evelyn St and Menlo Ave and depicts Evelyn St and the Evelyn St Loading Zone.

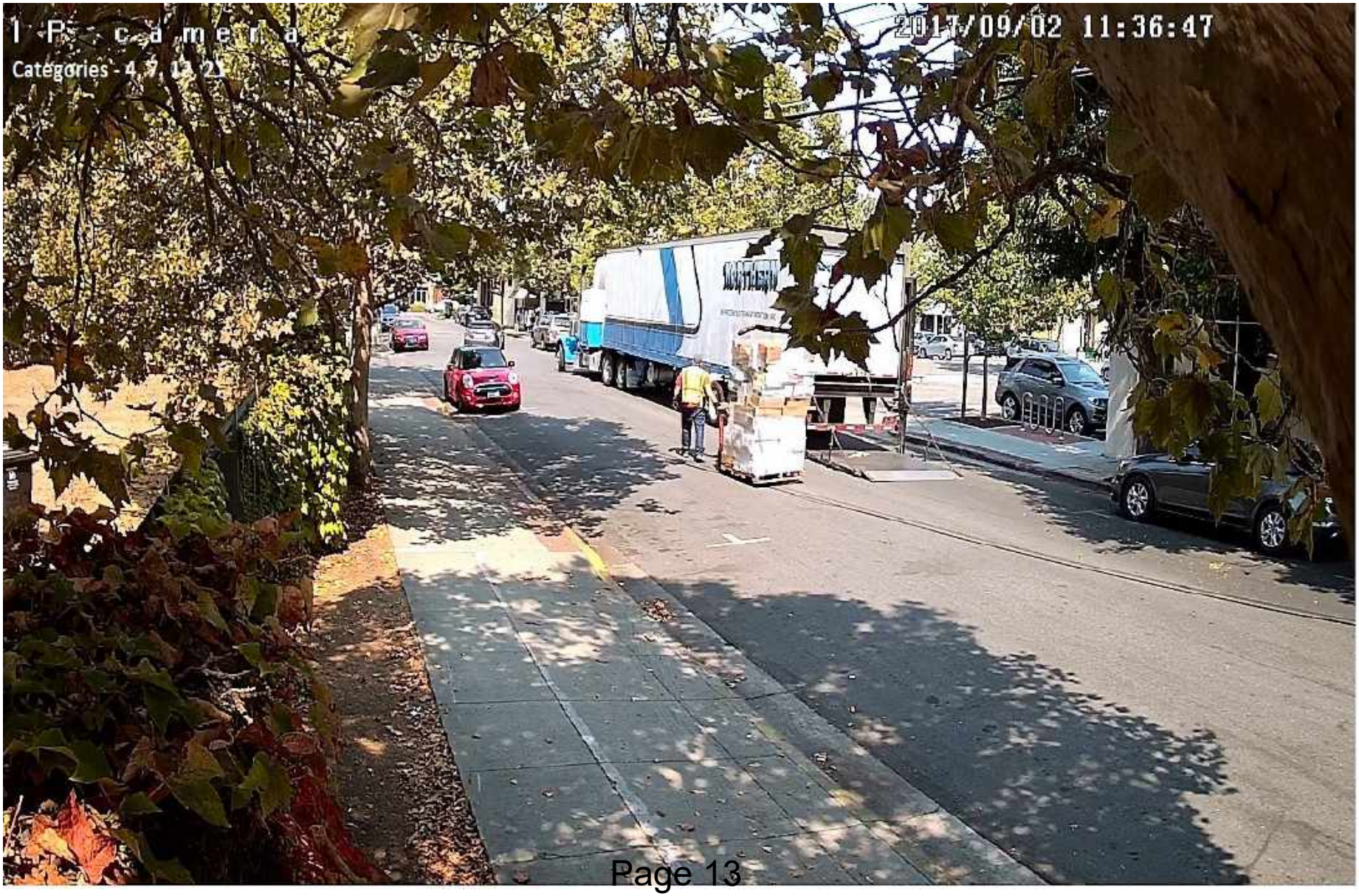
Camera 1 – Evelyn Street. 4 trucks. Box truck. Van delivery truck. BudLight delivery truck behind van. UPS truck opposite side of street delivering to Draeger's.

Camera 1 – Evelyn Street. 3 Trucks. Box truck parked backward. Box truck parked forward. Van parked behind box truck



Camera 1 – Evelyn Street. 3 trucks. Bud light truck being unloaded onto sidewalk. Box truck. Box truck on opposite side of street.

Camera 1 – Evelyn Street. 1 Semi-trailer parked illegally in-front of entrances to PP5. Lift gate left deployed in street an unattended. Driver hauling goods down middle of street.



Camera 1 – Evelyn Street. 2 trucks. Box truck forward. Box truck backwards. Pallet jack blocking sidewalk (in shadows). Car exiting PP4 with view obstructed by trucks. This will happen to all vehicles entering & exiting 840 Menlo Ave garage.

Camera 1 – Evelyn Street. 3 box all facing forward. Sidewalk blocked by Bakery racks. This is a solid wall front of 840 Menlo Avenue.

Camera 1 – Evelyn Street. 2 trucks. Semi-trailer. Box truck on opposite side of the street. Driver pushing goods in middle of street, having left lift gate deployed and unattended. Shopping Cart blocking sidewalk.

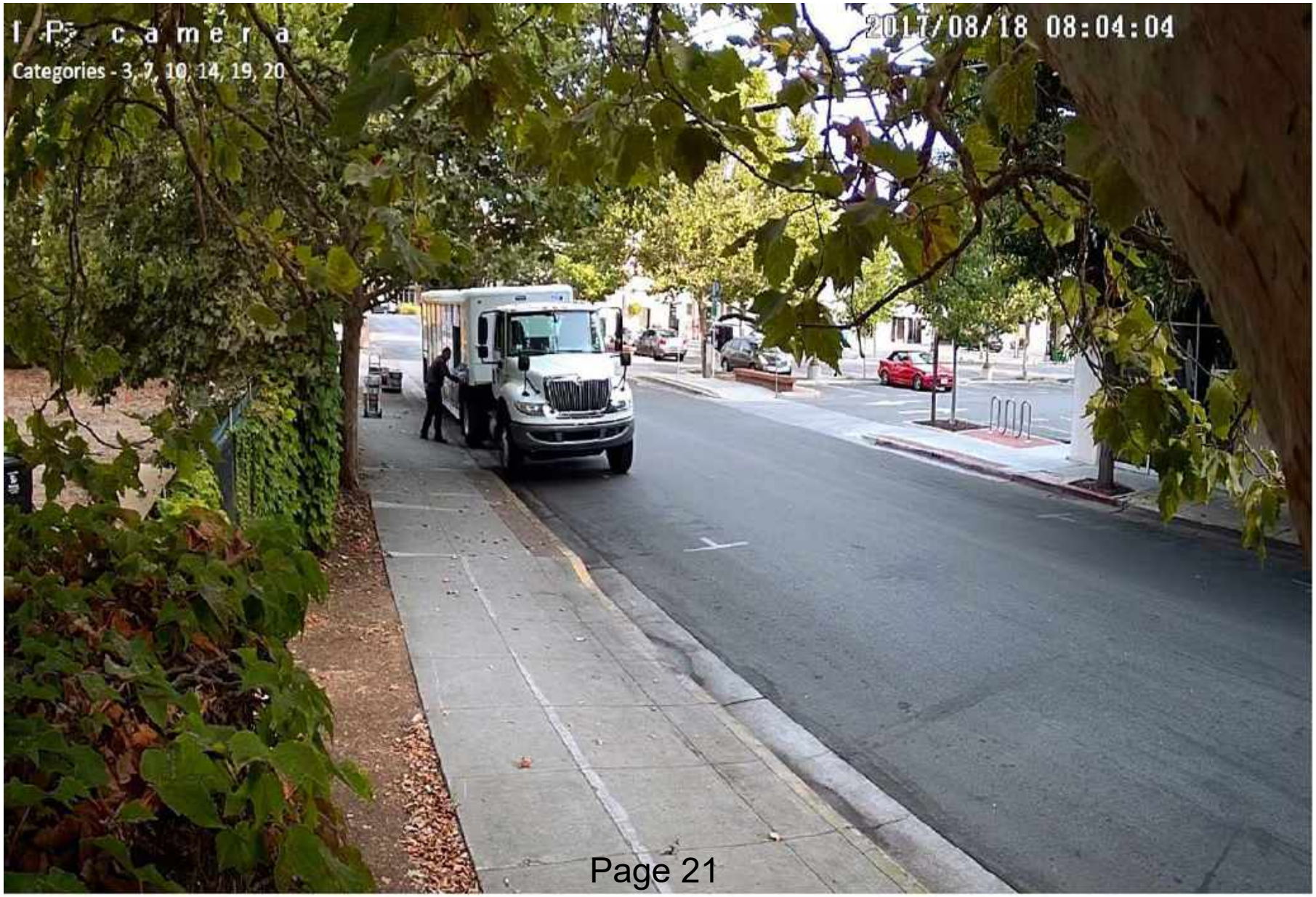
Camera 1 – Evelyn Street. 1 semi trailer truck parked backward. Unloading at 5.30am when residential tenant's are trying to sleep. Lift gate left deployed by driver and left unattended.

Camera 1 – Evelyn Street. 2 trucks. 1 semi trailer. 1 box truck parked backward with unsightly cargo pulled open. Draeger's recycling bin blocking sidewalk rather than placed in street.

Camera 1 – Evelyn Street. 1 semi-trailer truck. 1 Draeger's icecream truck. Draeger's recycling bin blocking sidewalk rather than placed on street. Driver hauling load across the sidewalk. Lift gate left deployed and unattended.

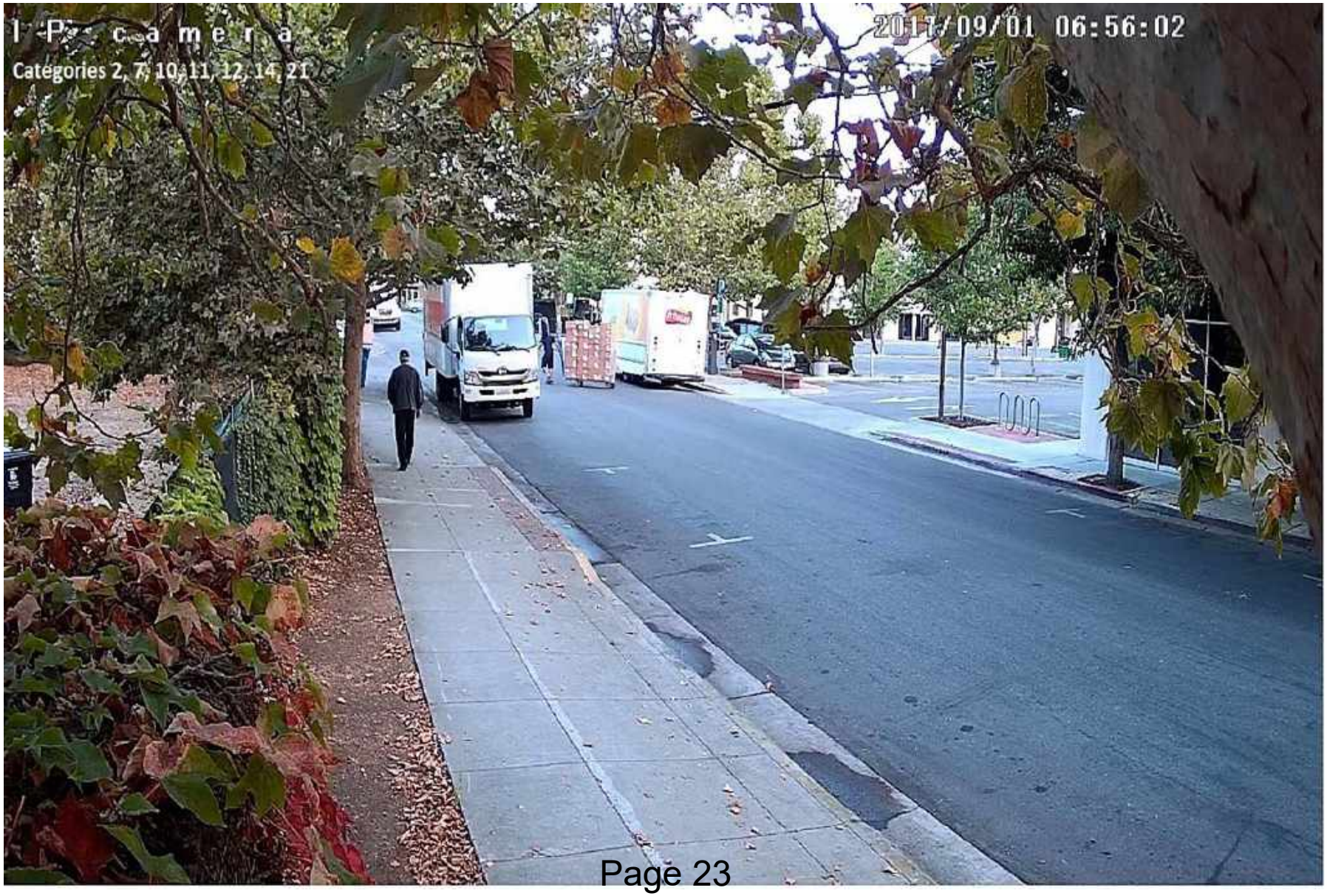
Camera 1 – Evelyn Street. 2 trucks. Box van. Box truck on opposite of street with liftgate deployed in front of PP5 exit. Unsighted Cargo hold open. Driver hauling goods in middle of street.

Camera 1 – Evelyn Street. 1 Semi-trailer truck. Freight blocking sidewalk.



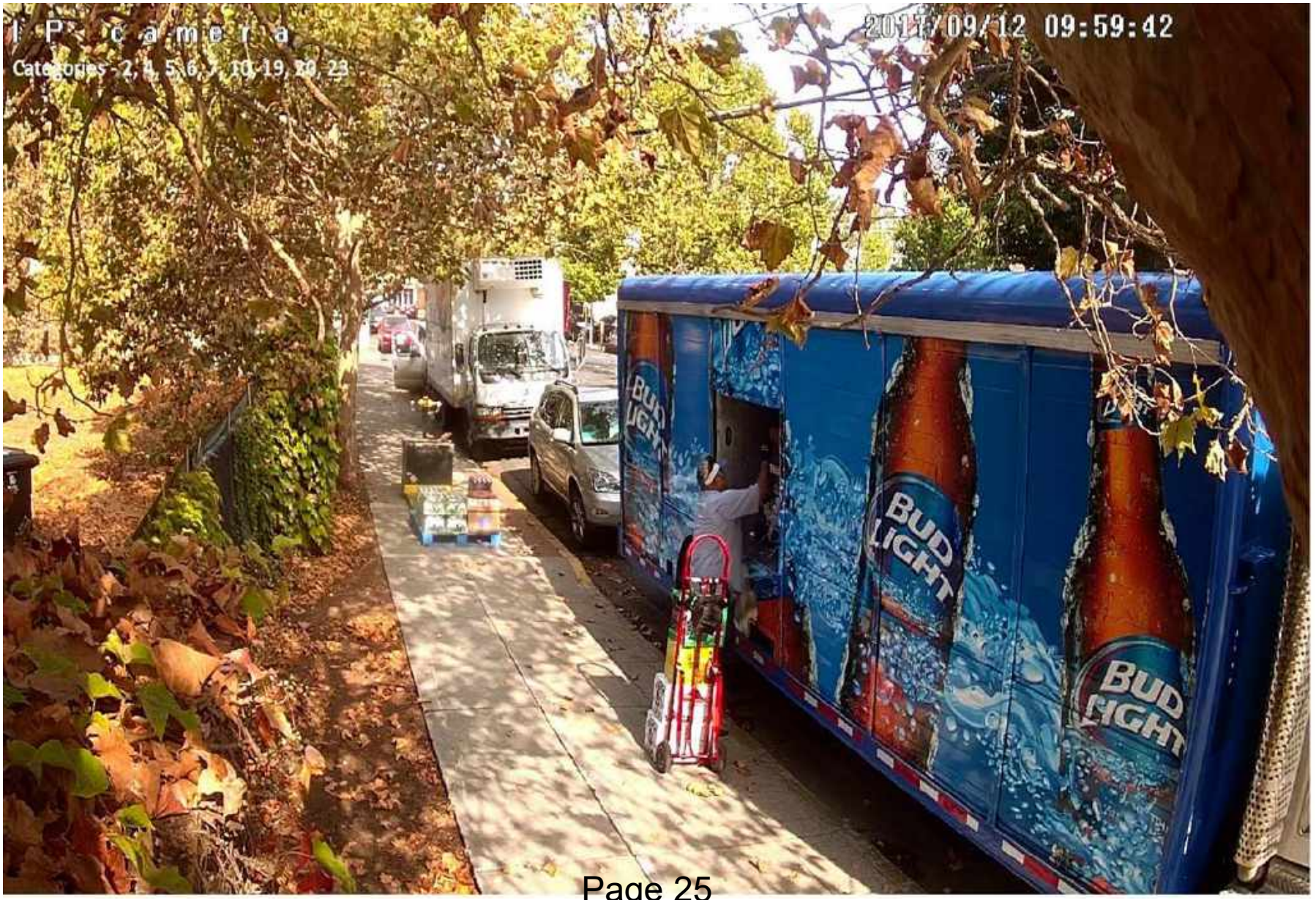
Camera 1 – Evelyn Street. 1 large beverage truck. 1 box truck on opposite side of street. Sidewalk blocked by freight.

Camera 1 – Evelyn Street. 3 trucks. Box truck. Large Budlight beverage truck in distance. Step van on opposite side of street. Driver hauling freight in middle of street.

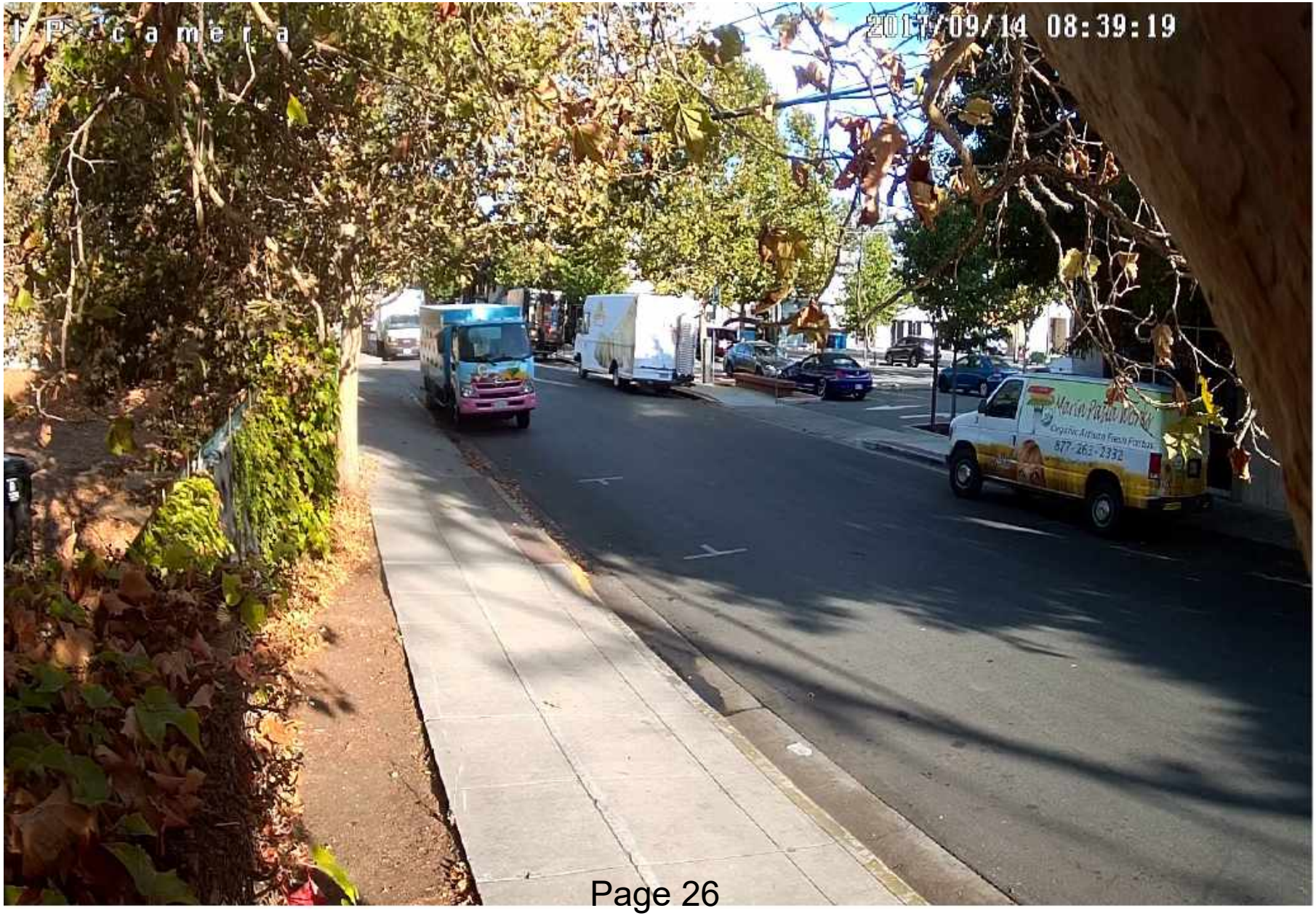


Camera 1 – Evelyn Street. Box truck on opposite side of street. Unsightly cargo hold open. Freight on sidewalk's on both sides of the street.

Camera 1 – Evelyn Street. 2 trucks. Large beverage truck. Box truck. Freight blocking sidewalk in two locations.



Camera 1 – Evelyn Street. 4 trucks & 1 van. 2 Box trucks. 2 box trucks on opposite side of street. 1 van on opposite side of street.



Camera 1 – Evelyn Street. 2 Trucks. 1 Semi-trailer truck. Box truck parked backwards.

Camera 1 – Evelyn Street. 3 trucks. Box truck. Van delivery truck. Box truck behind van. Freight blocking sidewalk.

Camera 2 – Parking Plaza 4. 1 truck. Box truck. Driver hauling freight in middle of PP4 aisle. Unsightly mess strewn all over Evelyn Street.

Camera 1 – Evelyn Street. 1 Semi-trailer truck. Freight blocking sidewalk

Camera 1 – Evelyn Street. 2 trucks. Draeger's box truck. Beverage box truck. 1 box truck parked backwards

Camera 1 – Evelyn Street. 2 trucks. Draeger's box truck. Beverage box truck. 1 box truck parked backwards

Camera 1 – Evelyn Street. 2 trucks. Large beverage truck. Box truck. Freight blocking sidewalk in two locations.

Camera 1 – Evelyn Street. 2 box trucks & 1 van.

Camera 1 – Evelyn Street. 4 box trucks & 1 van. 1 truck parked on opposite side of Evelyn Street. This is a solid wall in front of 840 Menlo Avenue.

Camera 1 – Evelyn Street. 1 semi-trailer truck.

Camera 1 – Evelyn Street. 1 Box truck & 1 van. Truck double parked and unloading onto middle of street.

Camera 1 – Evelyn Street. 2 Box trucks & 1 van. Truck double parked and unloading onto middle of street.

Camera 1 – Evelyn Street. 2 Box trucks.

Camera 1 – Evelyn Street. 2 trucks & 1 van. Truck Double parked.

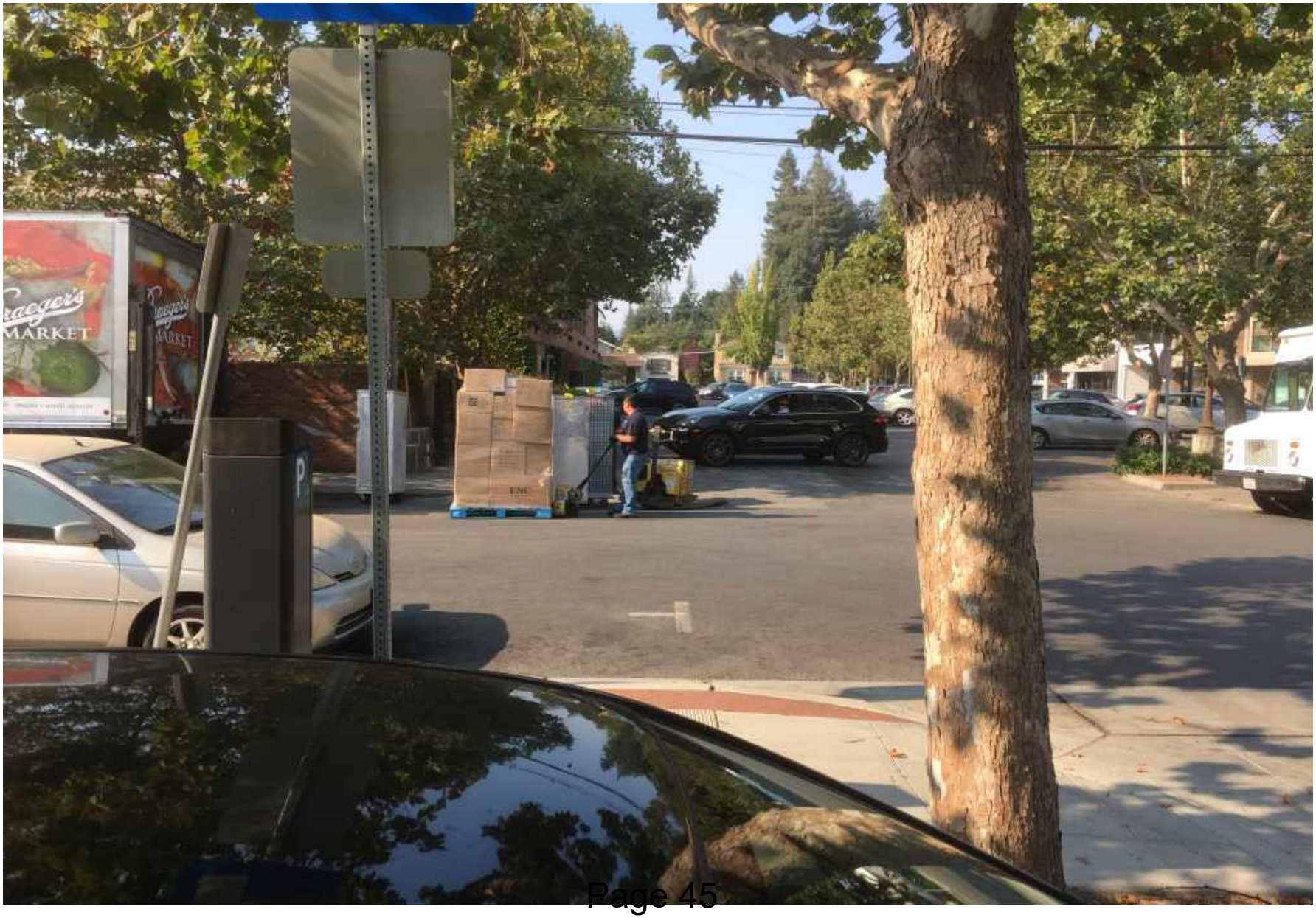
Camera 1 – Evelyn Street. 3 box trucks. This is a solid wall in front of 840 Menlo Avenue.

Camera 1 – Evelyn Street. 3 trucks & 2 vans. 2 box trucks. 2 vans. 1 box truck parked on opposite side of Evelyn Street. Driver hauling loading middle of Evelyn Street. This is a solid wall in front of 840 Menlo Avenue.

Camera 1 – Evelyn Street. 2 trucks & 1 van. This is a solid wall in front of 840 Menlo Avenue.

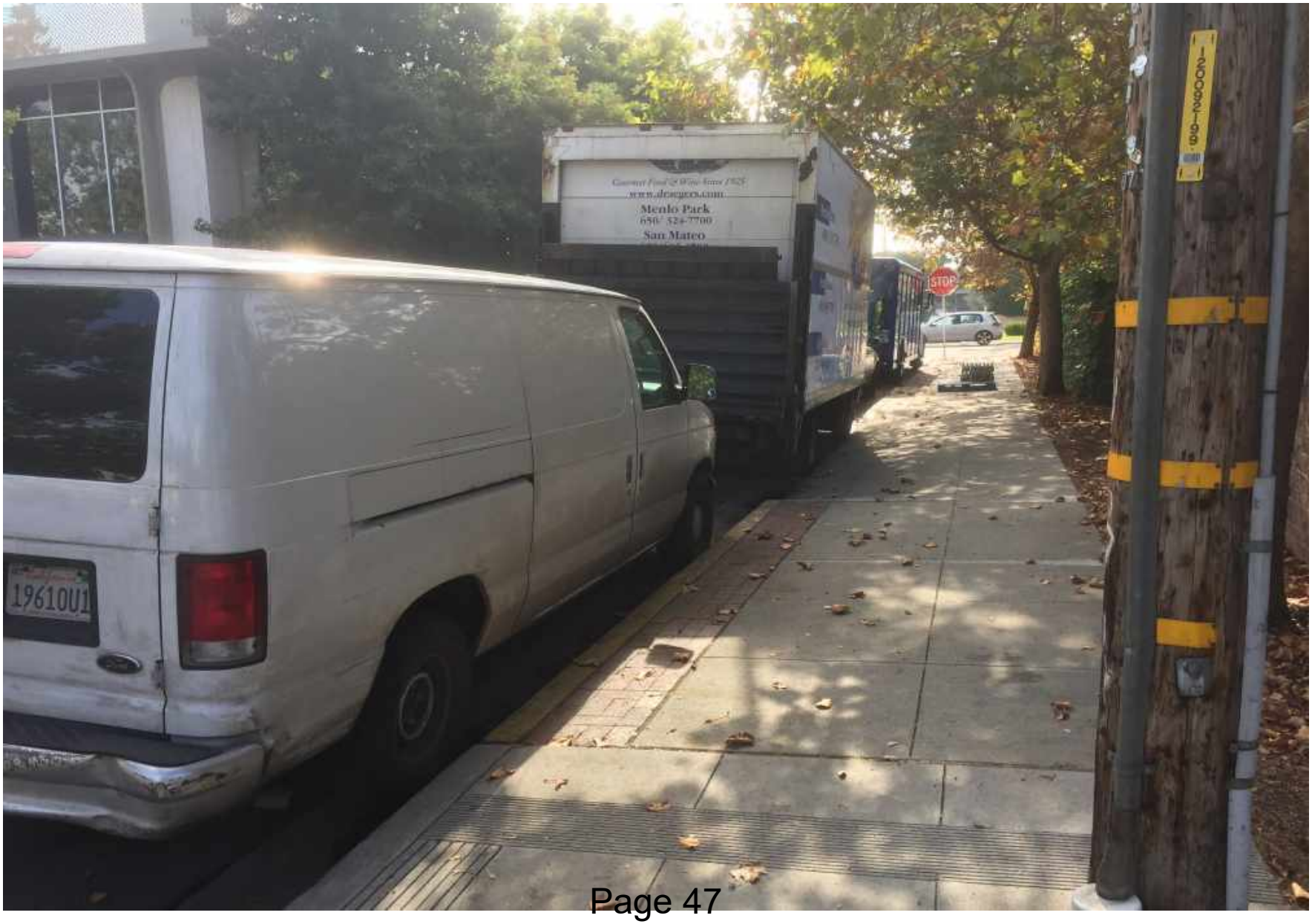
Camera 1 – Evelyn Street. 2 trucks & 1 van. 2 Box trucks. Unsightly mess strewn all over Evelyn Street. 1 step van.

Camera 1 – Evelyn Street. 1 truck & 1 van. Box truck. Unsightly mess strewn all over Evelyn Street. Freight blocking sidewalk. Step van.



Camera 1 – Evelyn Street. 1 truck. Box truck. Freight blocking sidewalk.

Camera 1 – Evelyn Street. 2 box & 1 van. Freight blocking sidewalk. This is a solid wall front of 840 Menlo Avenue.



Camera 1 – Evelyn Street. 1 truck. Bud light truck being unloaded onto sidewalk.

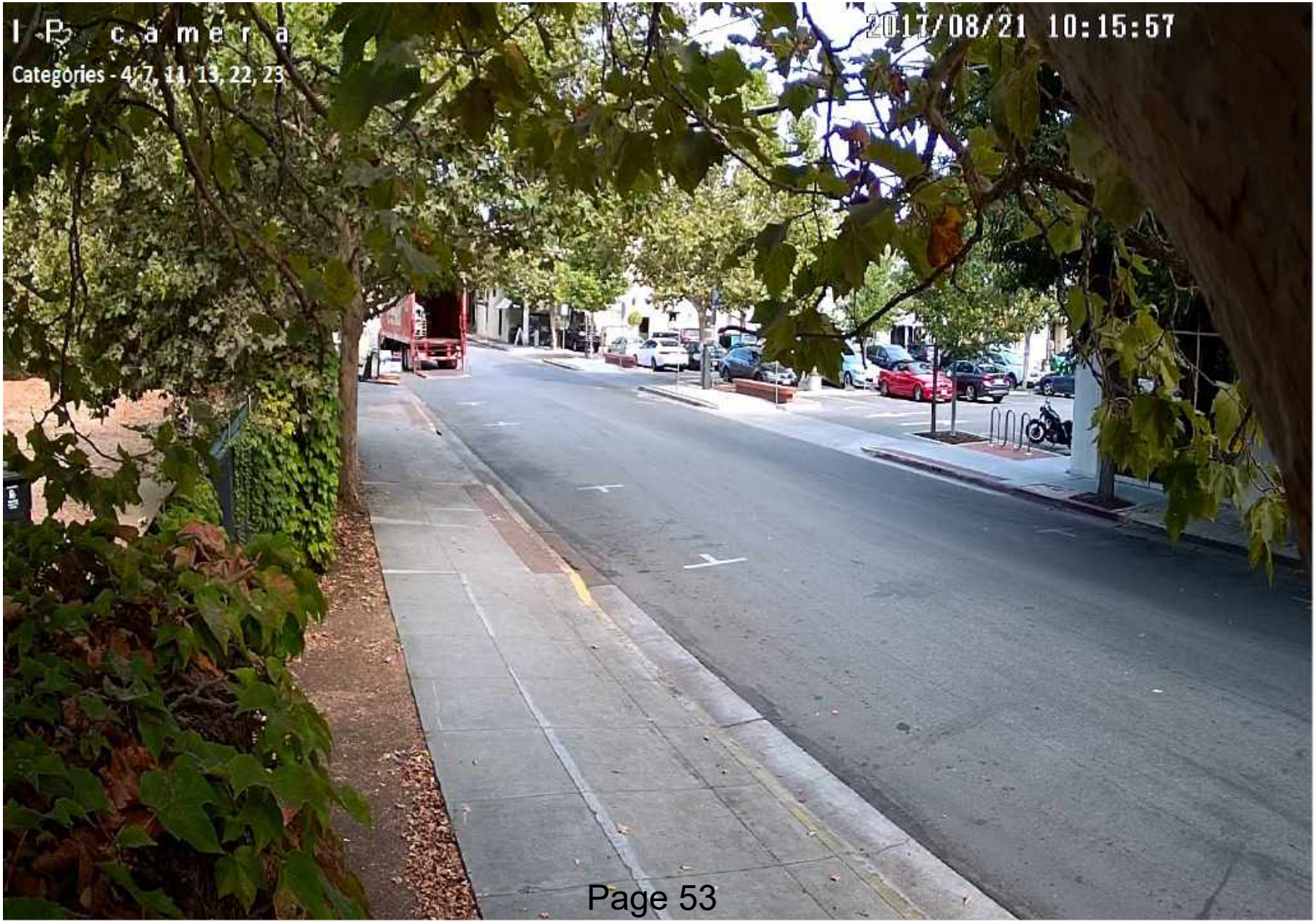
Camera 1 – Evelyn Street. 3 trucks & 1 van. 2 Box trucks. Bud light truck. 1 van. Box truck on opposite side of street.

Camera 1 – Evelyn Street. 2 trucks & 2 Vans. Draeger's box truck. Box truck. Van. 1 van & 1 box truck parked on opposite side of Evelyn Street. Driver hauling goods in middle of Evelyn street.

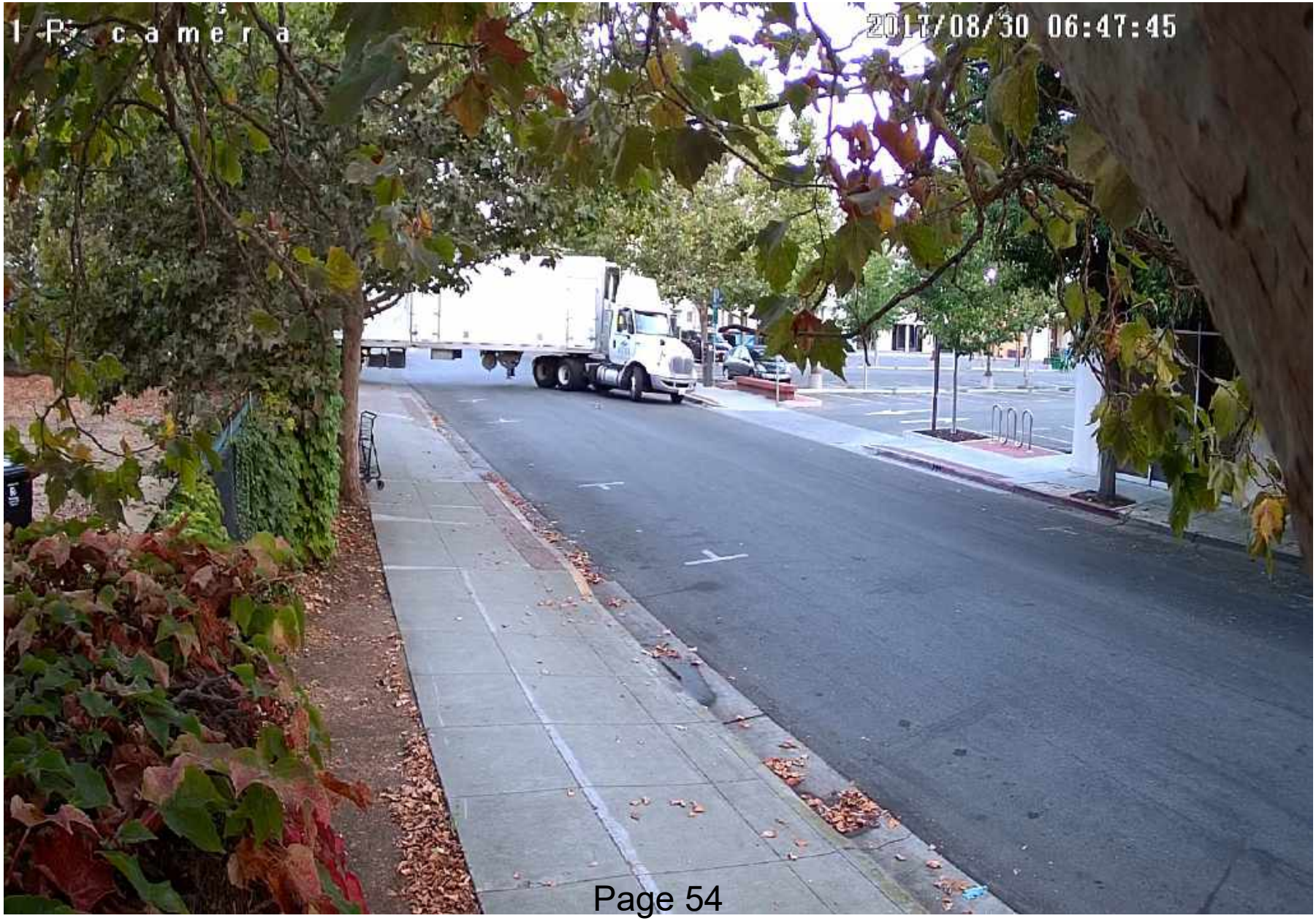
Camera 1 – Evelyn Street. 3 trucks. 1 semi-trailer truck. 2 box trucks parked on opposite side of Evelyn Street.

Camera 1 – Evelyn Street. 2 trucks. Box truck. box truck on opposite side of Evelyn Street. Driver hauling goods in middle of Evelyn street

Camera 1 – Evelyn Street. 1 Semi-trailer truck. Freight blocking sidewalk. Unsightly cargo hold open.



Camera 1 – Evelyn Street.



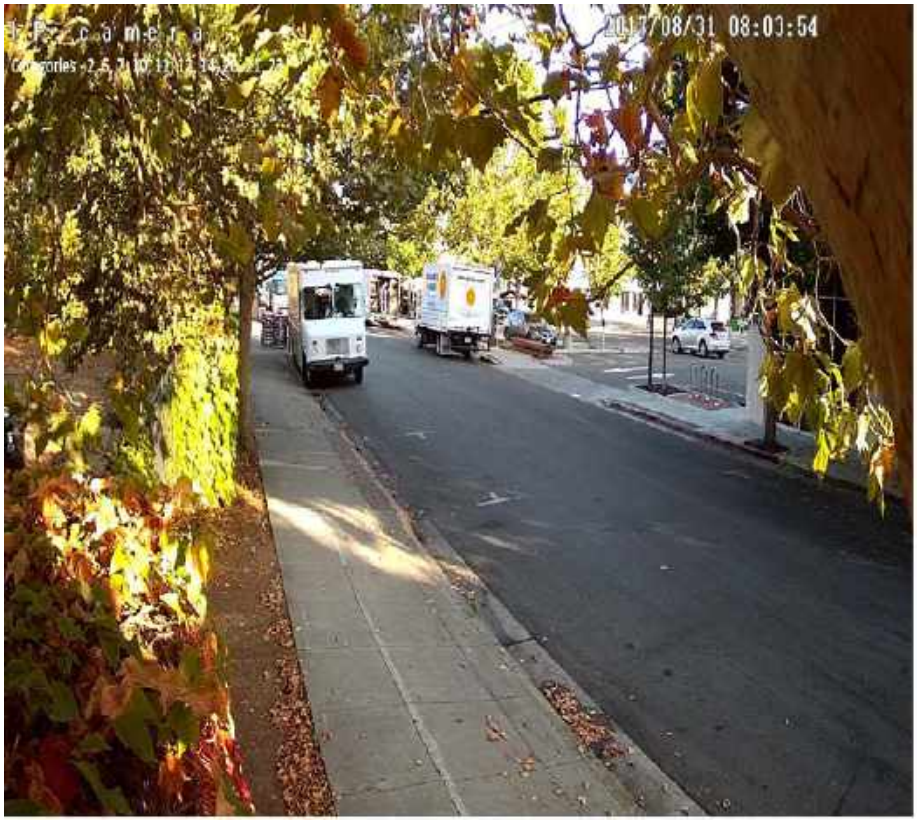
Trucks using Evelyn Street when Parking Plaza 4 is available

Evelyn Street

Parking Plaza 4

Trucks using Evelyn Street when Parking Plaza 4 is available

Evelyn Street



Parking Plaza 4

Trucks using Evelyn Street when Parking Plaza 4 is available

Evelyn Street

Parking Plaza 4

Exhibit - C

840 Menlo Avenue Project
and
Draeger's Supermarket Freight Operations & Loading Zones

Parking Plaza 4

Map of Menlo Park

1. 840 Menlo Avenue
2. Parking Plaza Loading Zone
3. Evelyn Street Loading Zone
4. Evelyn Street
5. Loading Doors to Store Warehouse
6. Draeger's Supermarket

840 Menlo Ave Rendering (Evelyn Street Frontage)

Lot Dimensions of 840 Menlo Ave

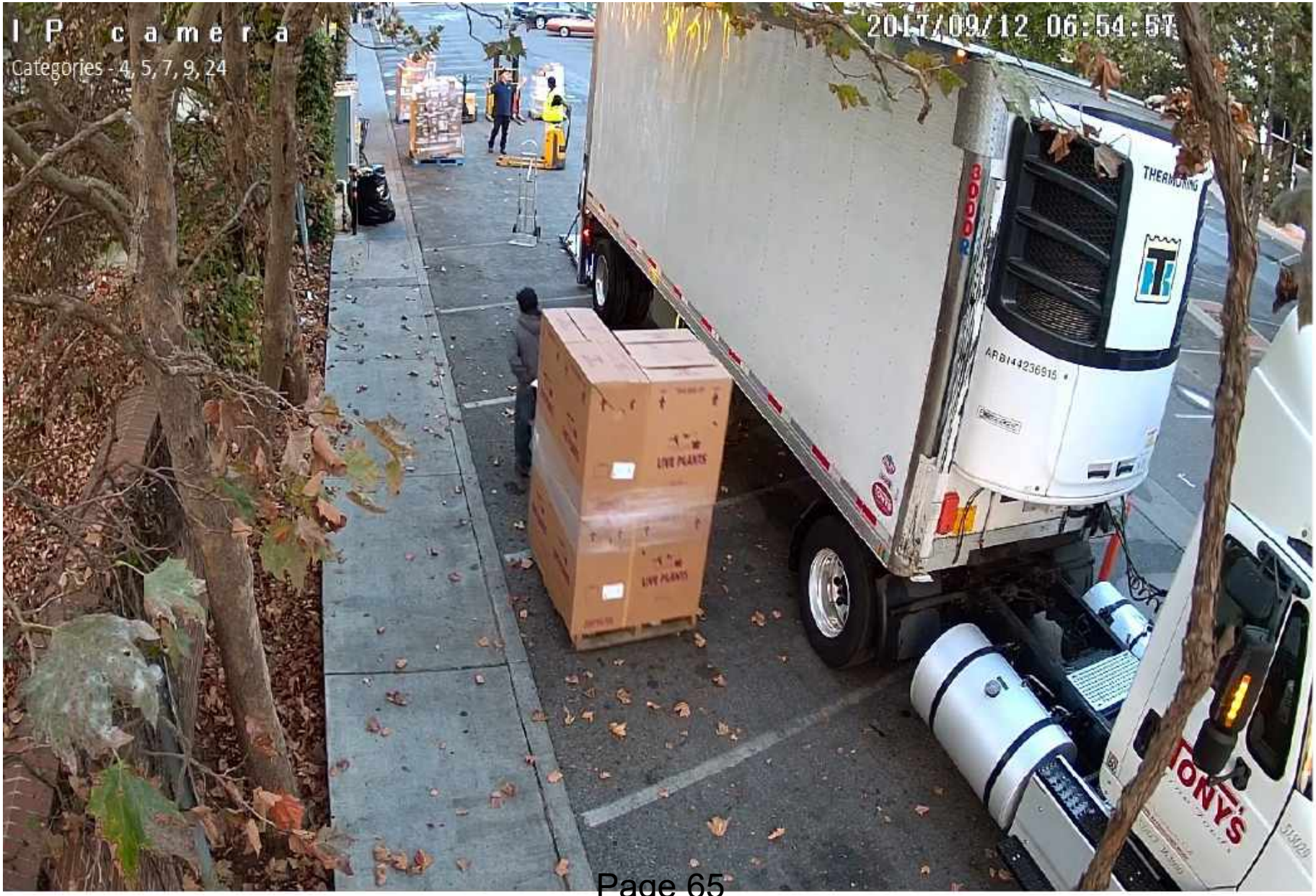
Sample still images taken from 24/7 video surveillance of

1. Parking Plaza Loading Zone between August 17th & September 16th 2017.

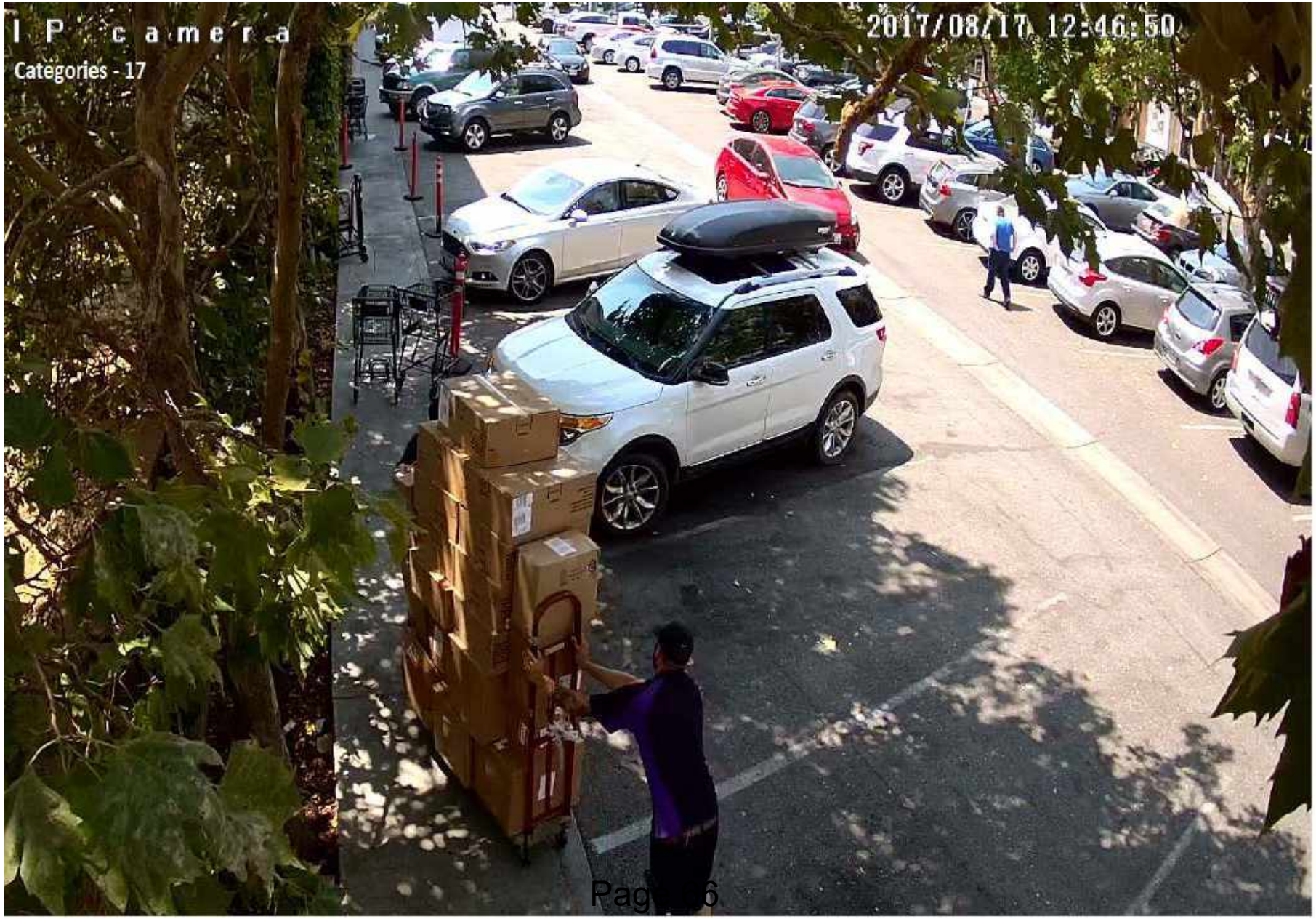
Camera location 2 was near the SW corner of Evelyn St and the Parking Plaza and depicts the Parking Plaza Loading Zone and the Loading Doors to the Drager's Store Warehouse.

Camera 2 – Parking Plaza 4. 1 truck. Box truck. Driver hauling freight in middle of PP4 aisle. Unsightly mess strewn all over PP4.

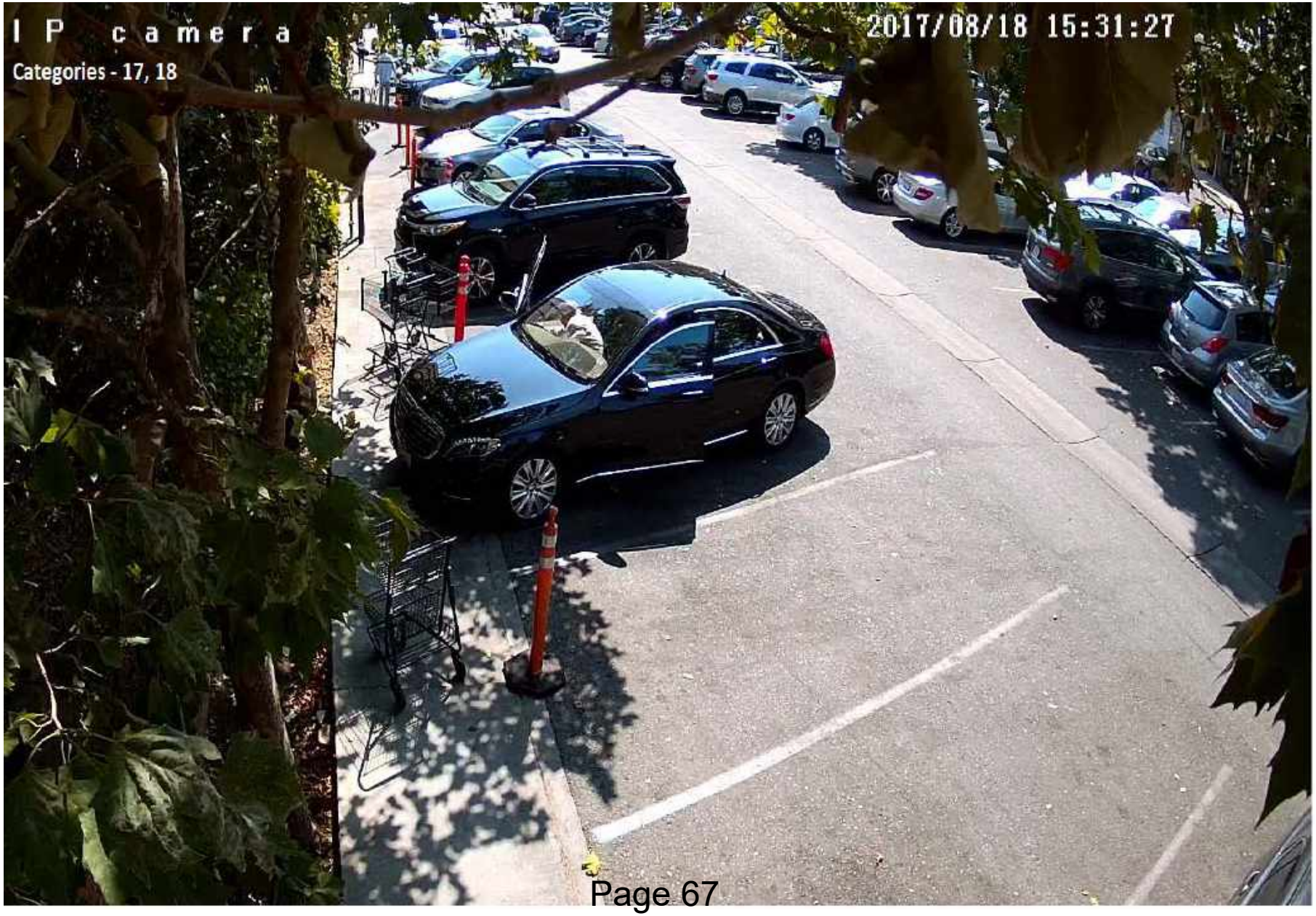
Camera 2 – Parking Plaza 4. 1 truck. Semi-trailer truck. Driver hauling freight along PP4 aisle. Unsightly mess strewn all over PP4.



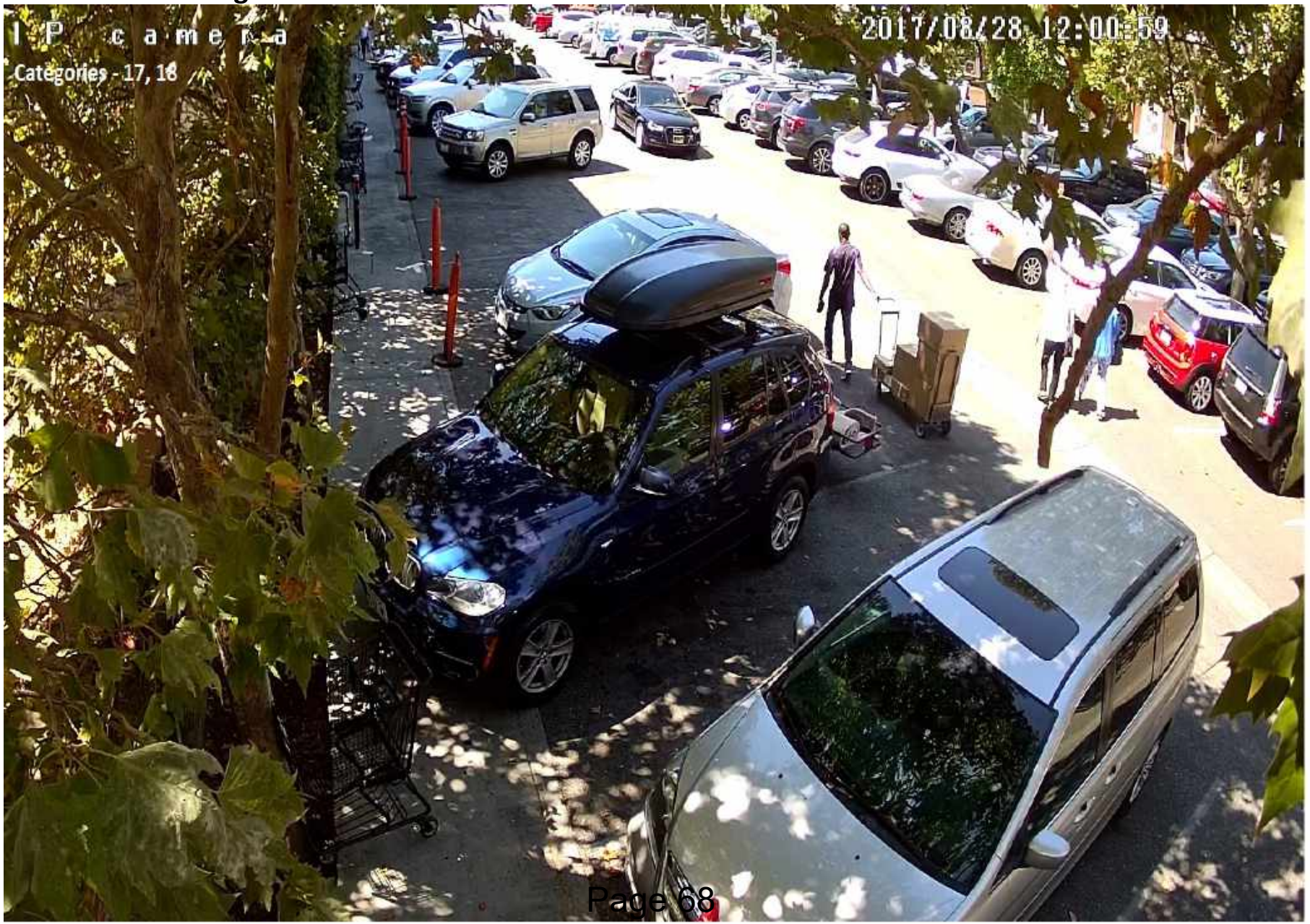
Camera 2 – Parking Plaza 4. Driver hauling freight along PP4 sidewalk. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. Shopping carts & vehicle obstructing sidewalk.



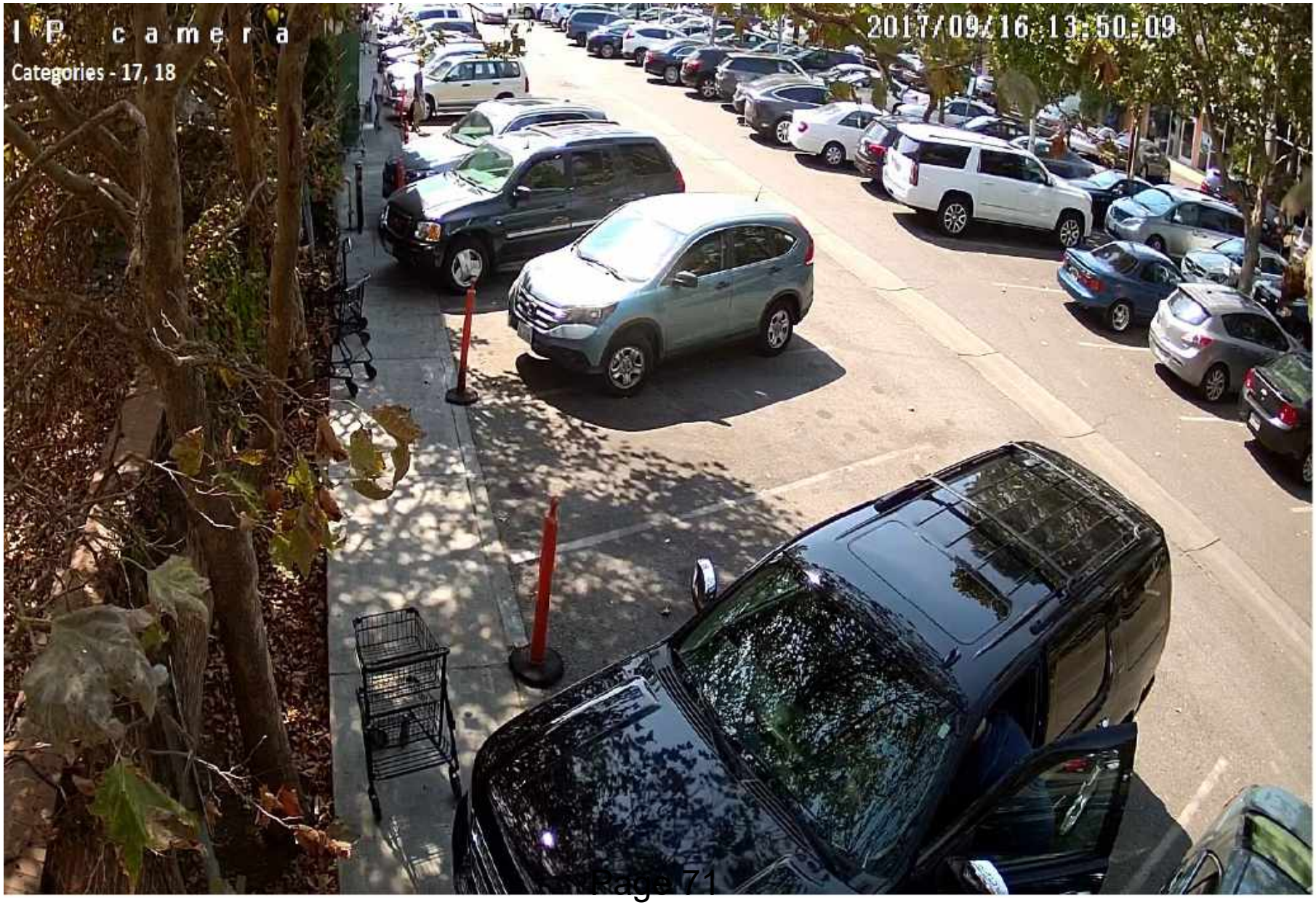
Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle. Shopping carts & vehicle obstructing sidewalk.



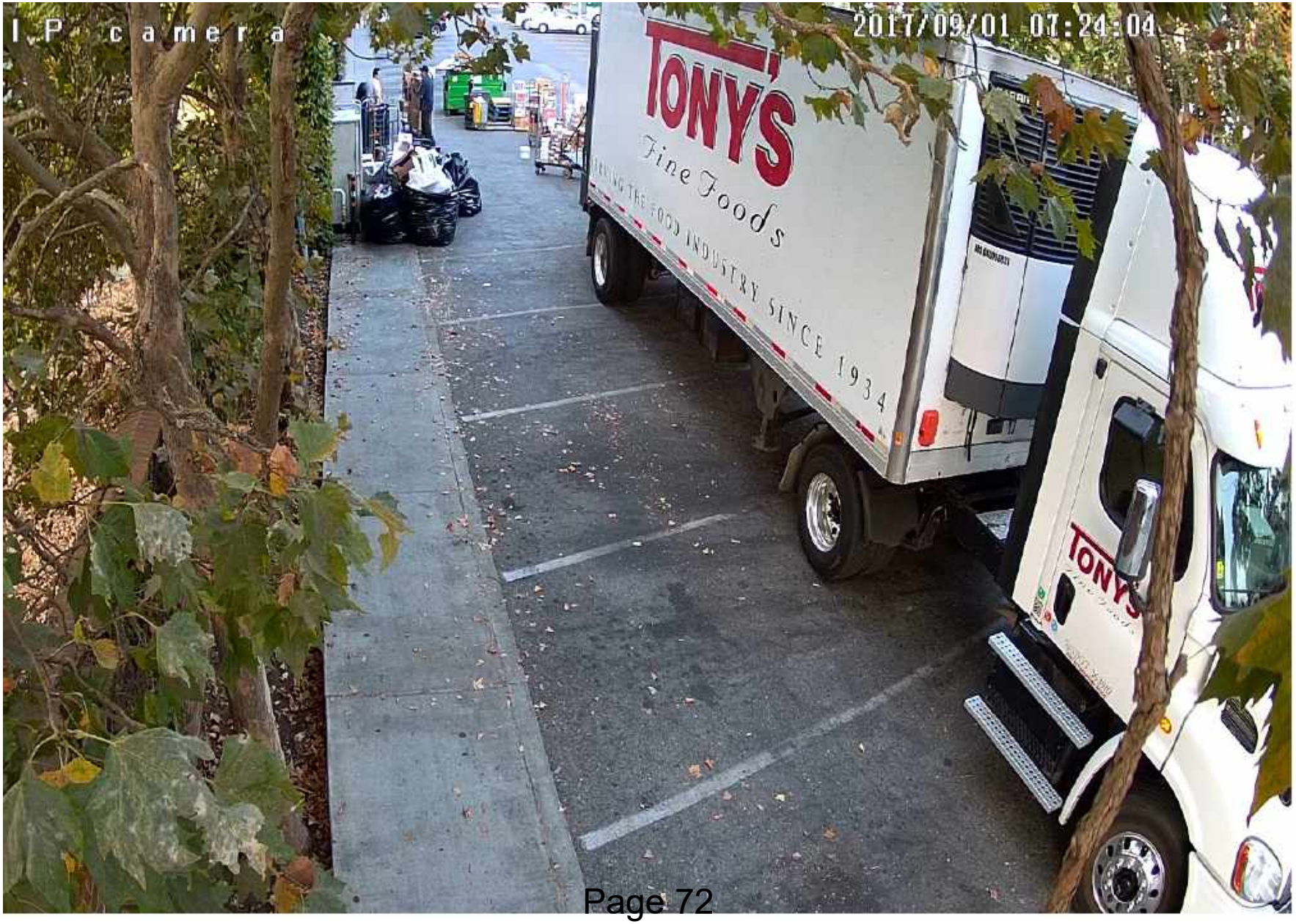
Camera 2 – Parking Plaza 4. Driver hauling freight along PP4 sidewalk. Shopping carts obstructing sidewalk.

Camera 2 – Parking Plaza 4. Driver hauling freight along sidewalk of PP4 aisle. Vehicles obstructing sidewalk.

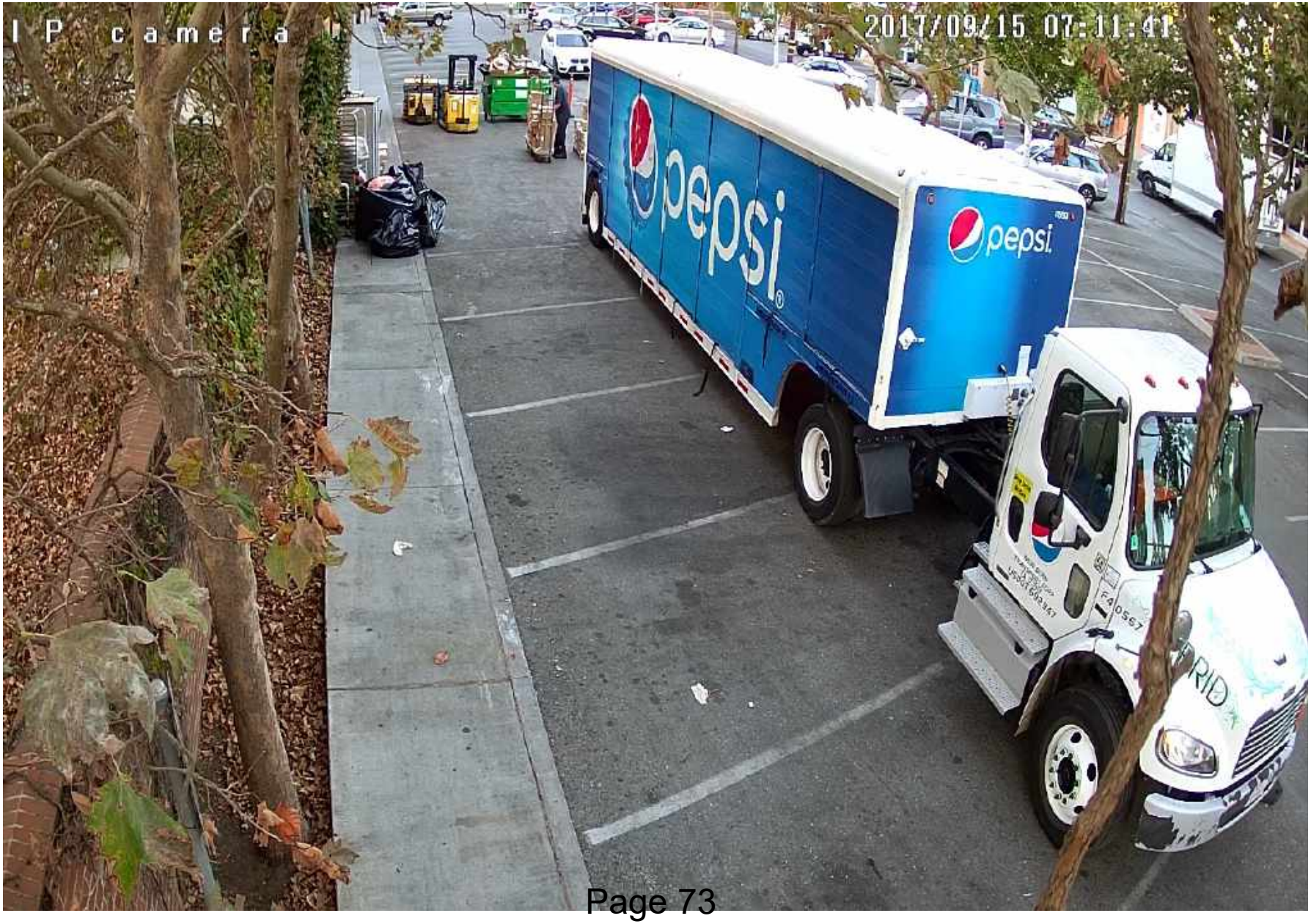
Camera 2 – Parking Plaza 4. Shopping carts & vehicle obstructing sidewalk.



Camera 2 – Parking Plaza 4. 1 large box truck. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. 1 truck. Semi-trailer truck. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. 1 truck. Semi-trailer truck. Unsightly mess strewn all over PP4.

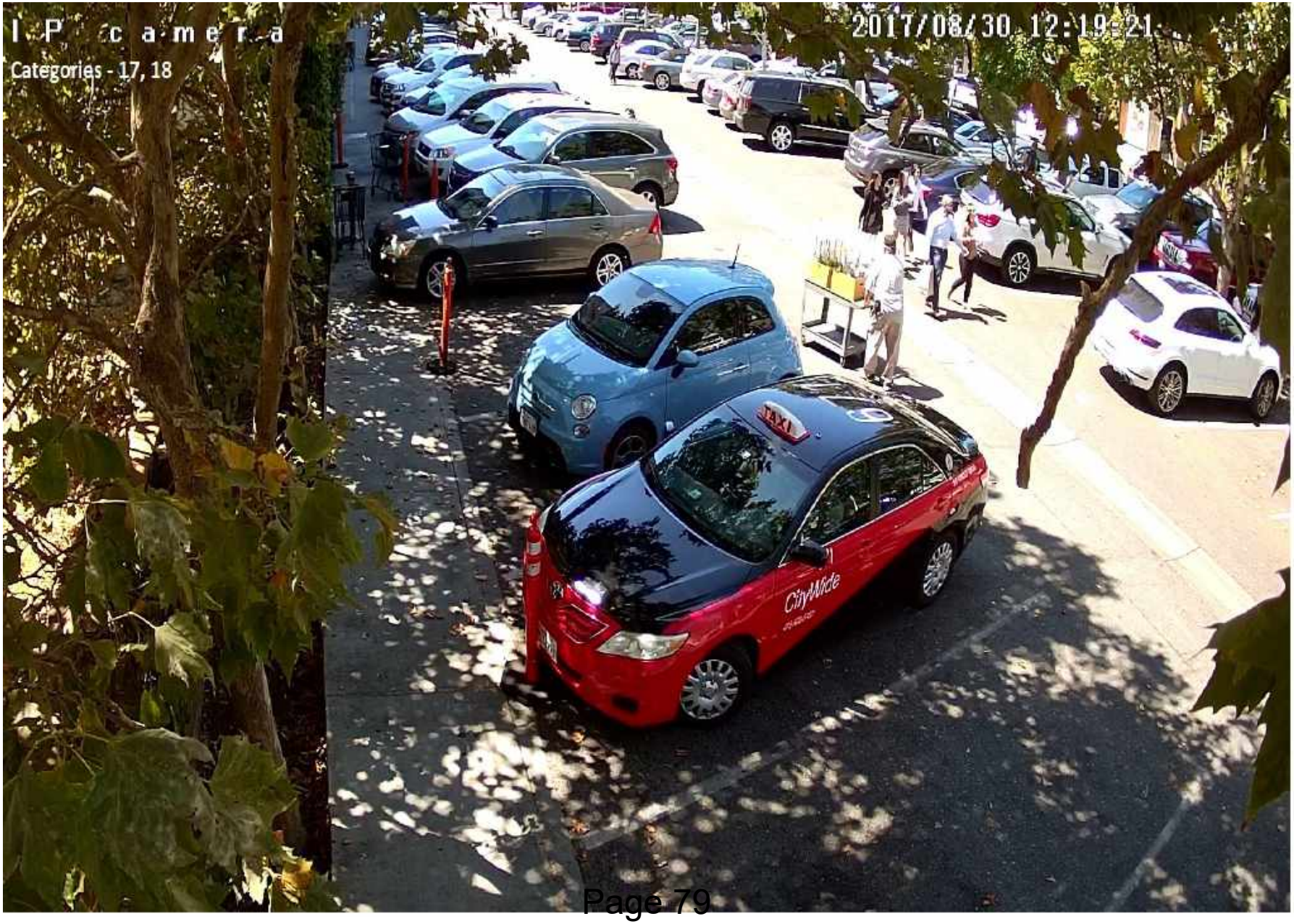
Camera 2 – Parking Plaza 4

Camera 2 – Parking Plaza 4. Draeger's box truck unloading outside safety bollards.

Camera 2 – Parking Plaza 4. 1 Draeger's box truck. Unsightly mess strewn all over PP4.

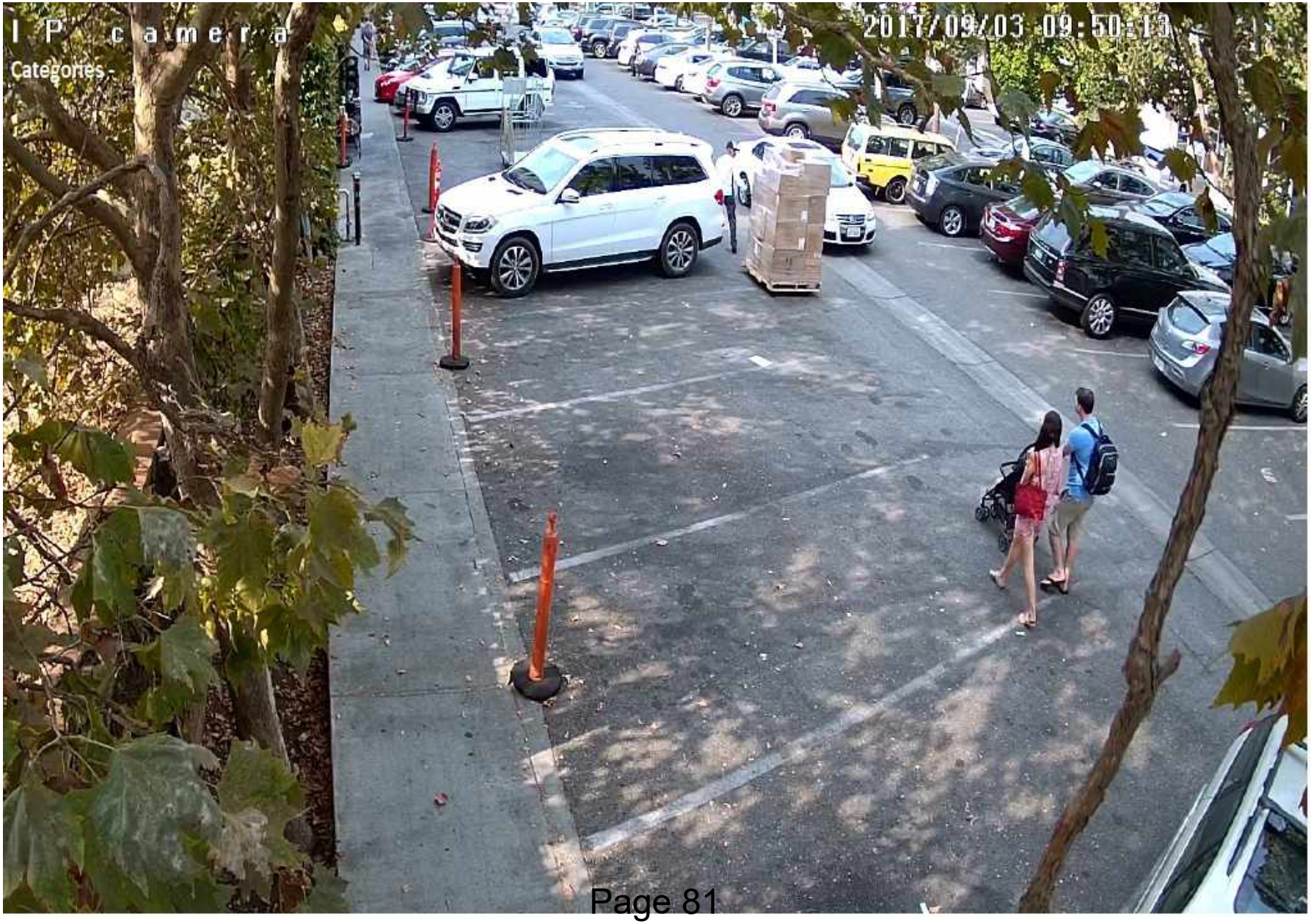
Camera 2 – Parking Plaza 4. Unsightly mess strewn all over PP4.

Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle. Vehicles and shopping cart obstructing sidewalk.



Camera 2 – Parking Plaza 4. 1 Semi-trailer truck, 1 box truck & 1 van.

Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle.



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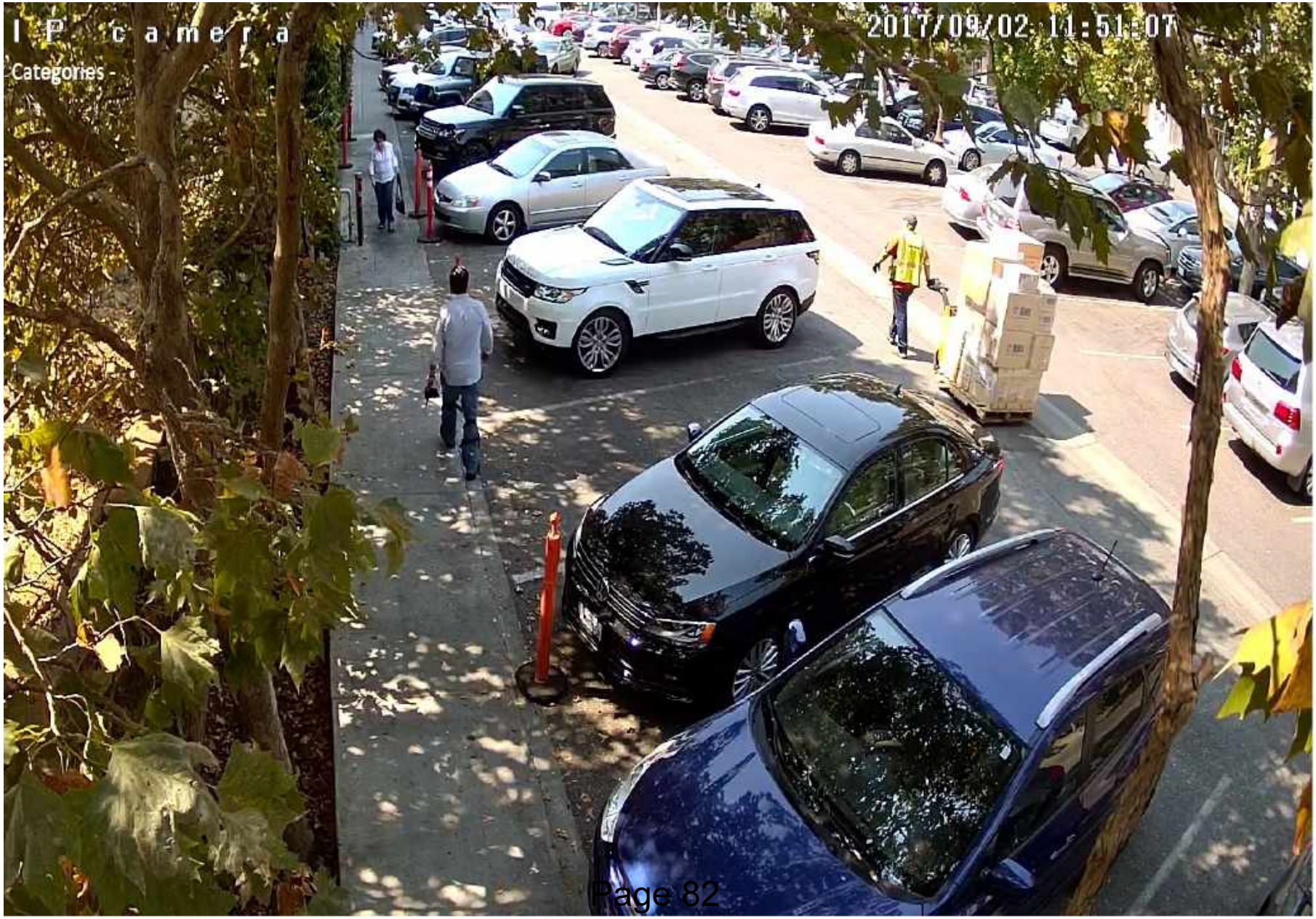
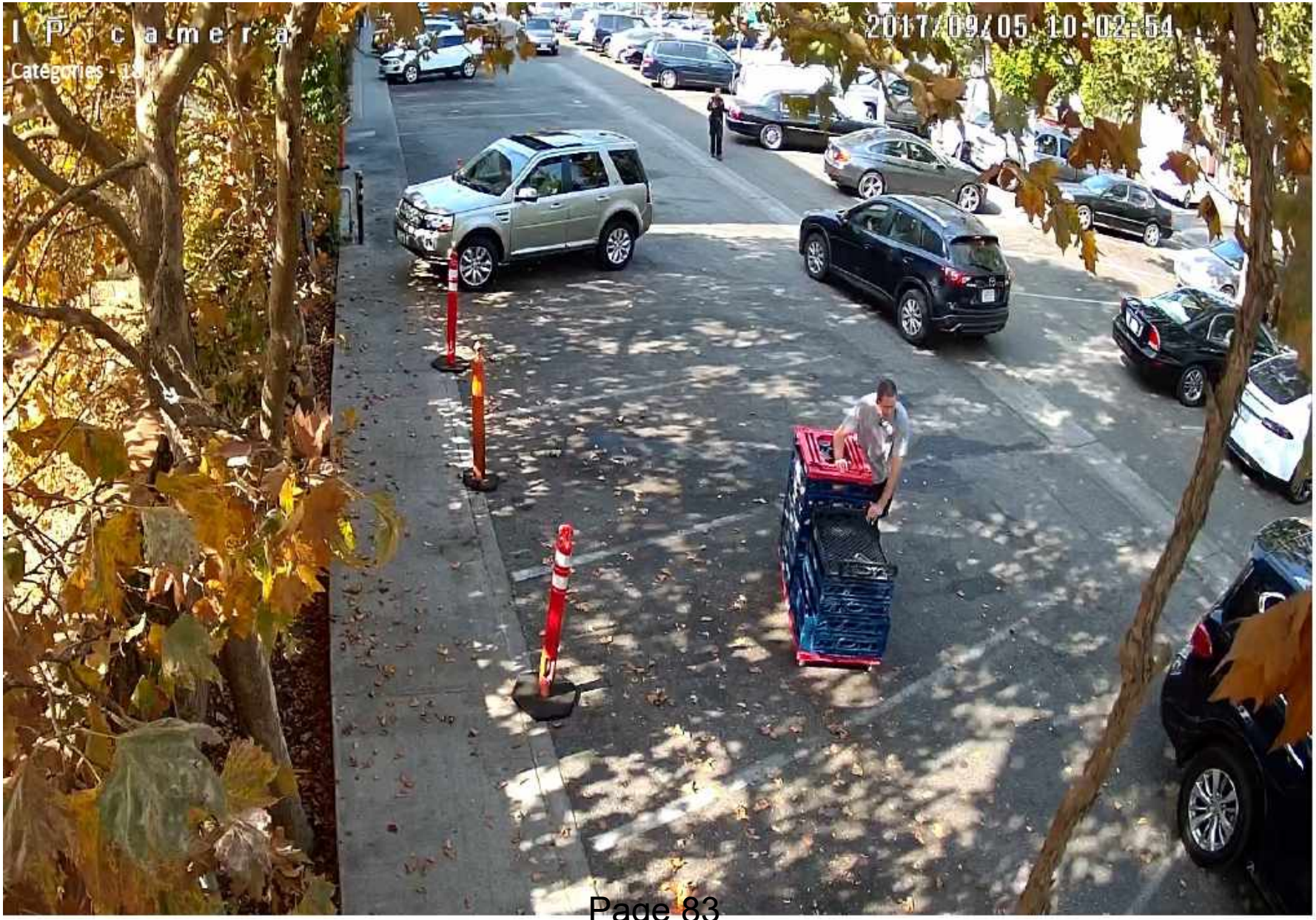
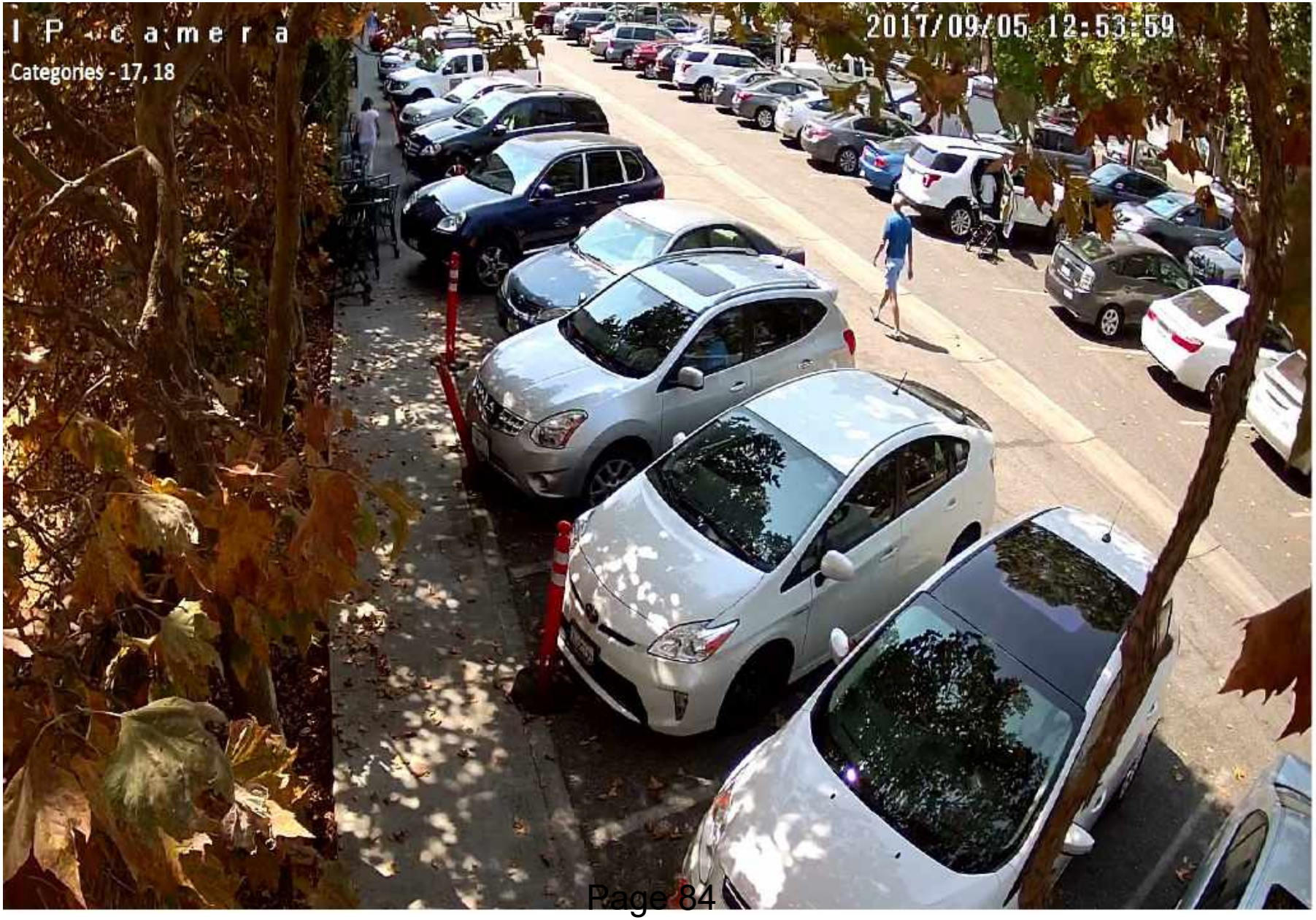


Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle.



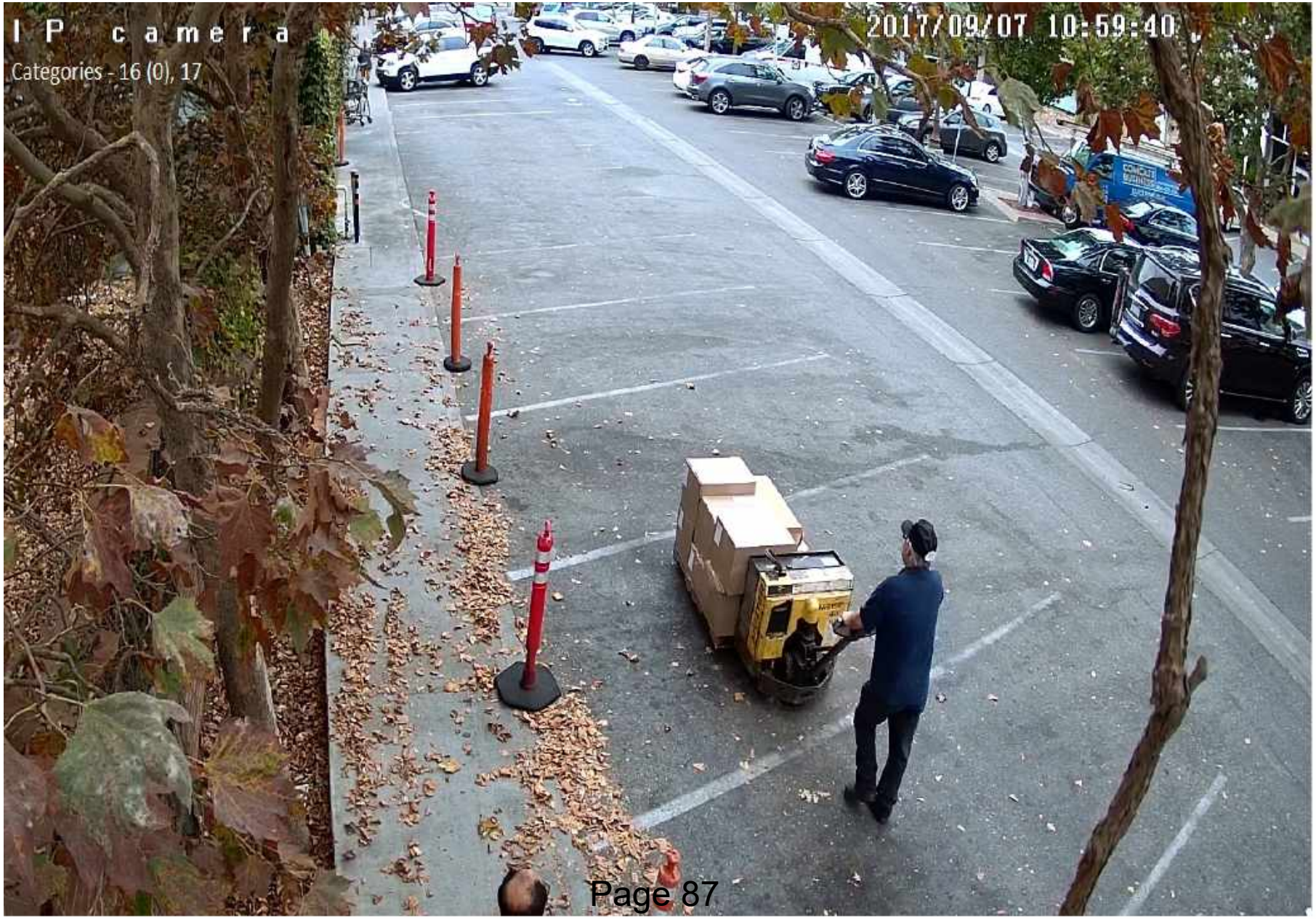
Camera 2 – Parking Plaza 4. Shopping carts & vehicles obstructing sidewalk.



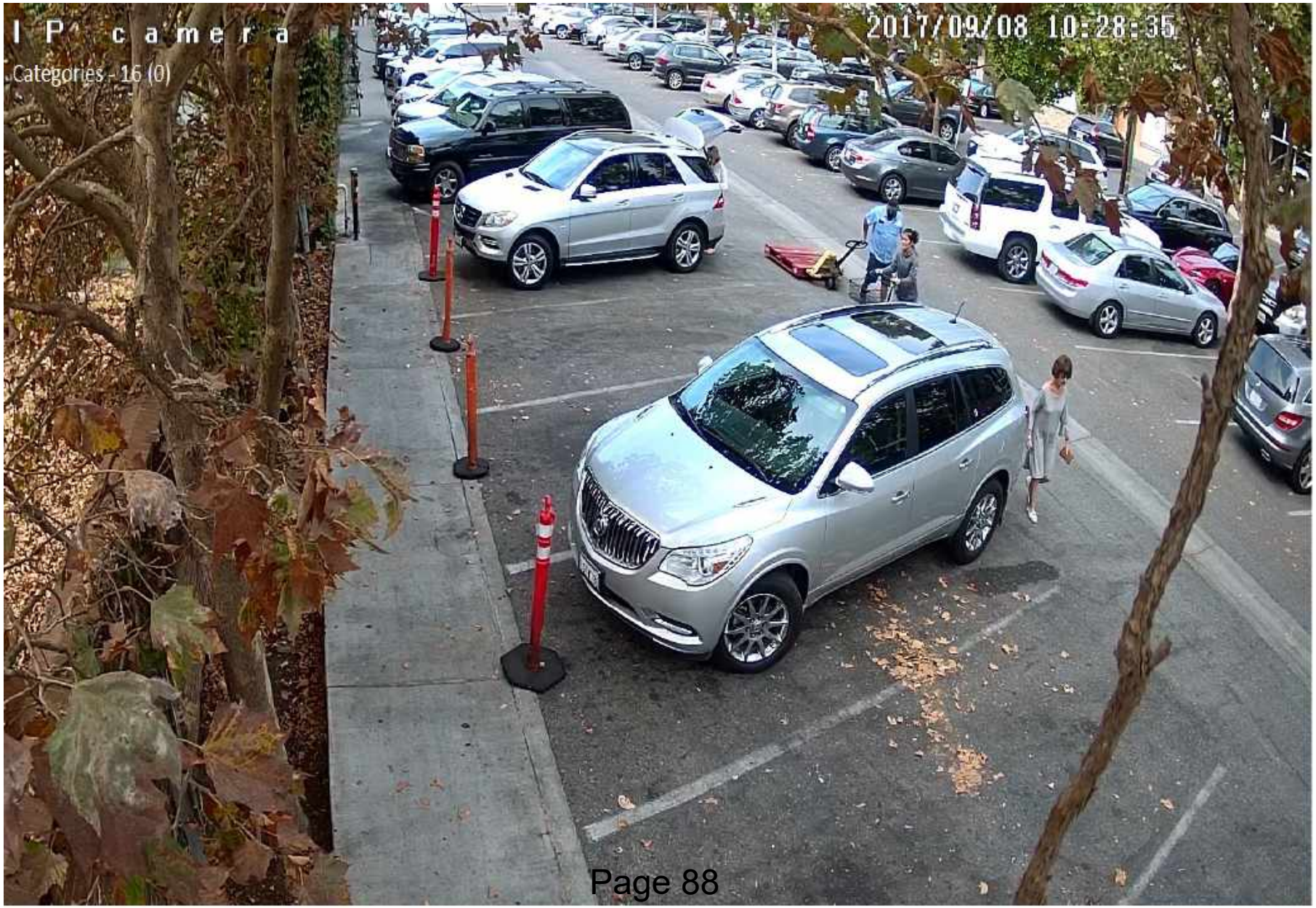
Camera 2 – Parking Plaza 4. 1 Semi-trailer. Freight blocking sidewalk.

Camera 2 – Parking Plaza 4

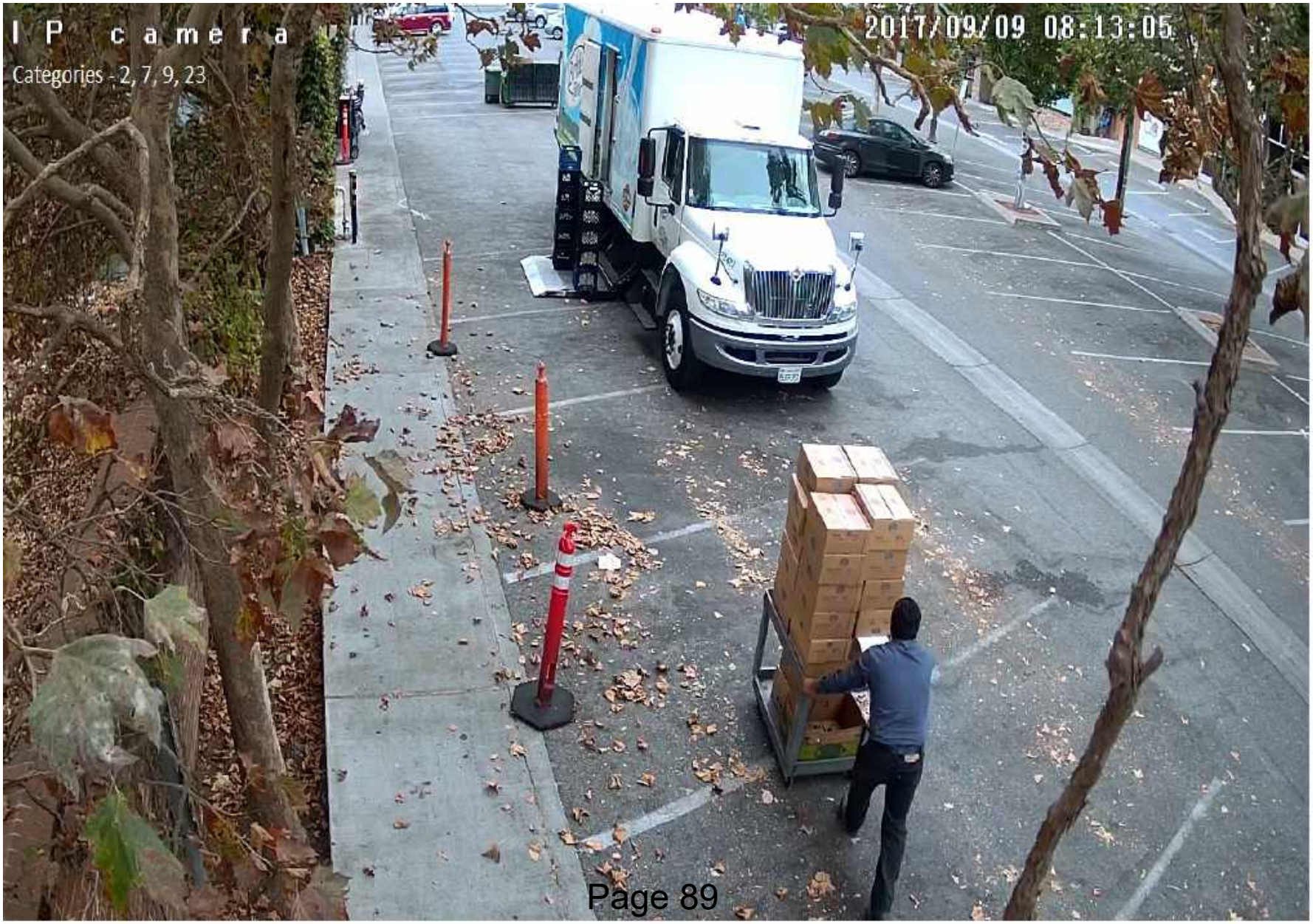
Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle.



Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle.



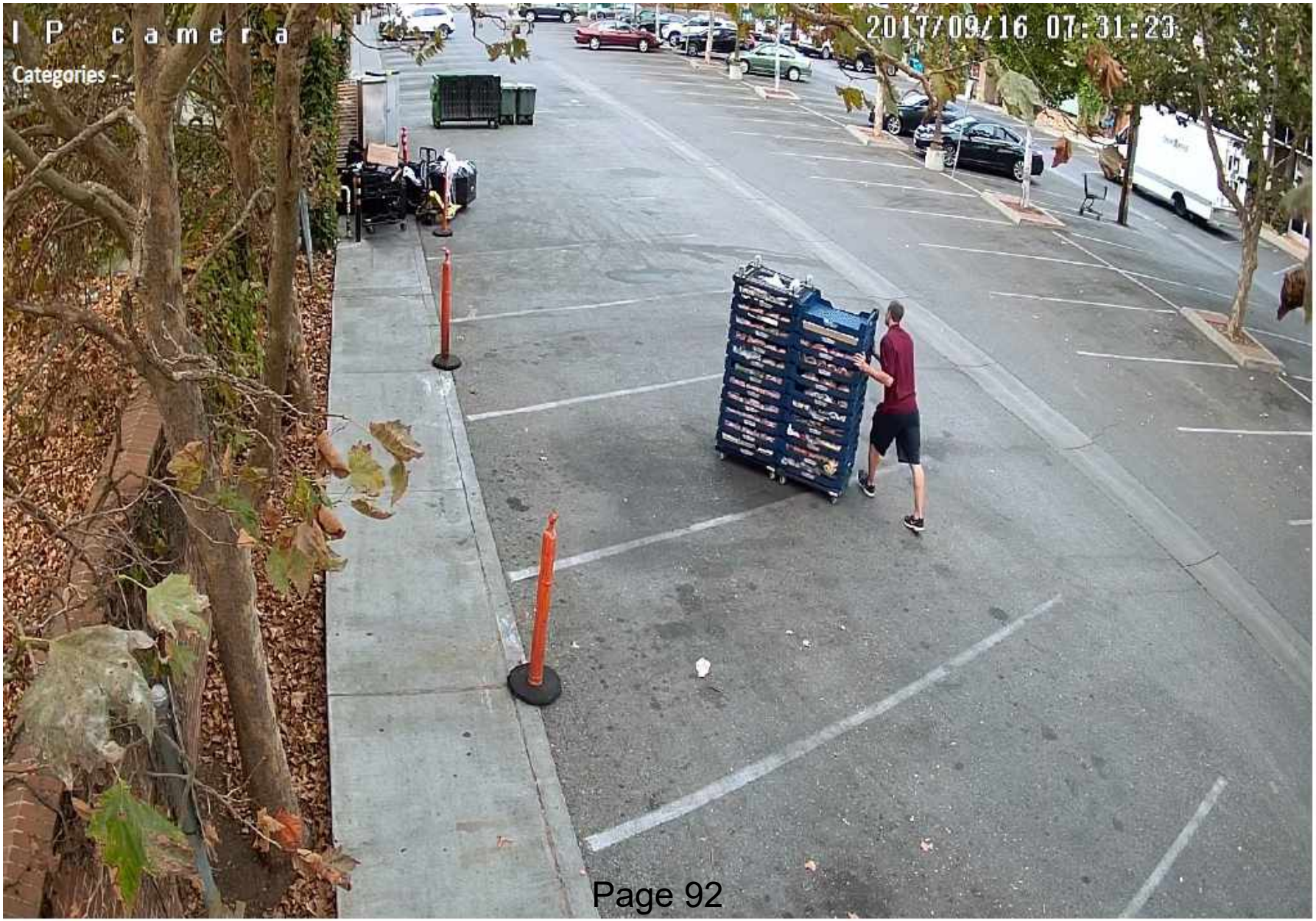
Camera 2 – Parking Plaza 4. 1 box truck. Driver hauling freight along middle of PP4 aisle.



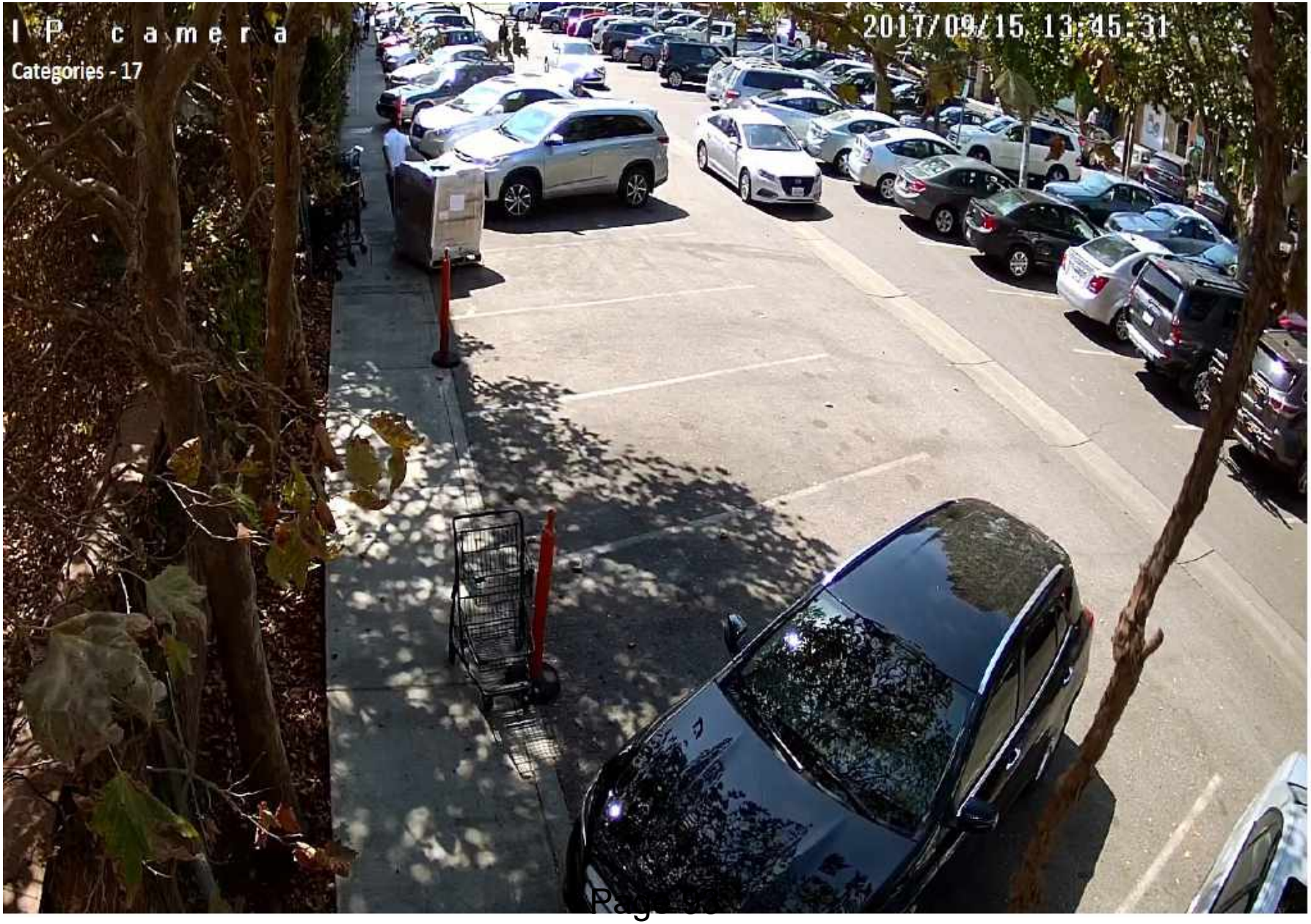
Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle.

Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle. Vehicle & shopping cart blocking sidewalk.

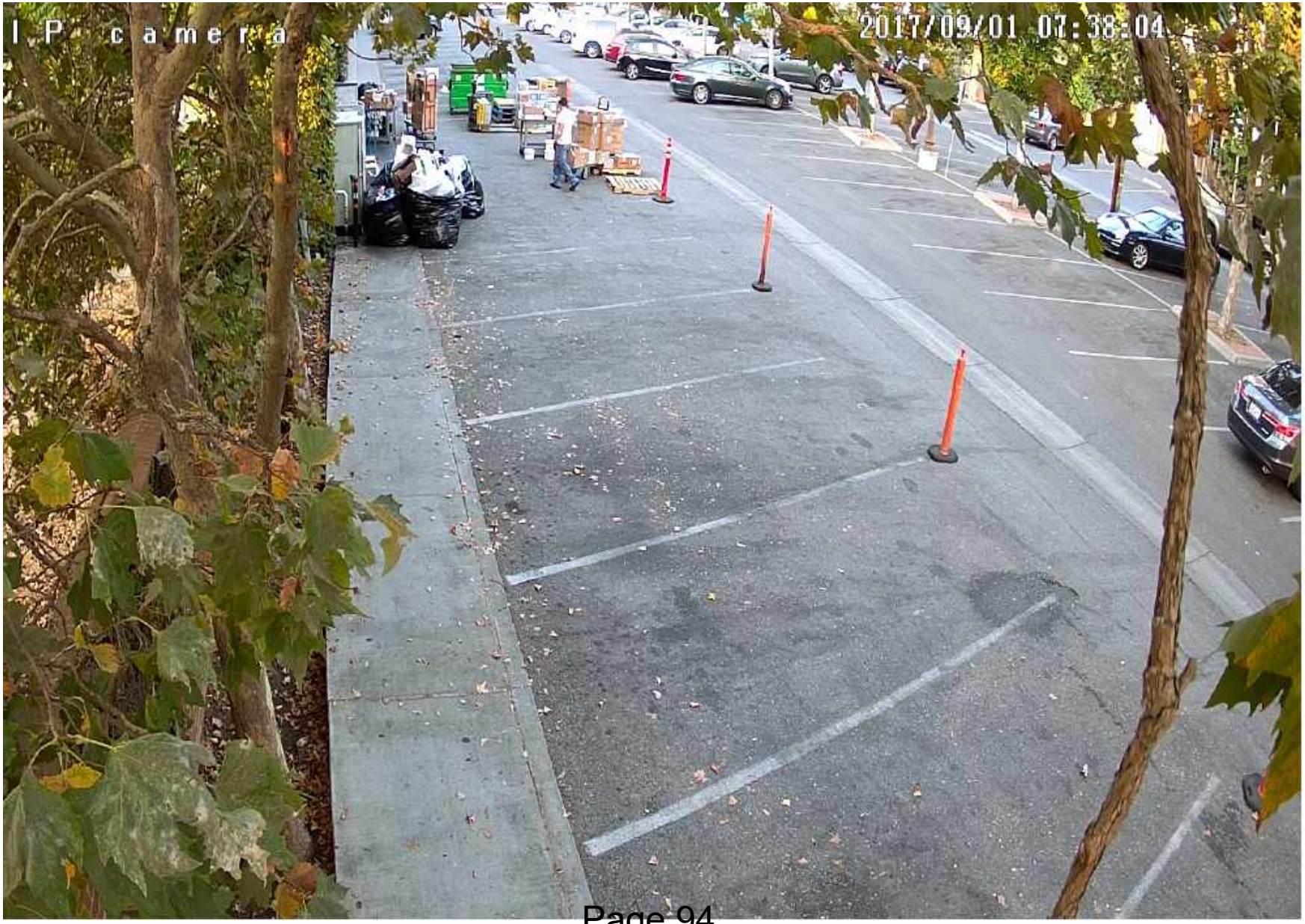
Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle. Unsightly mess strewn all over PP4.



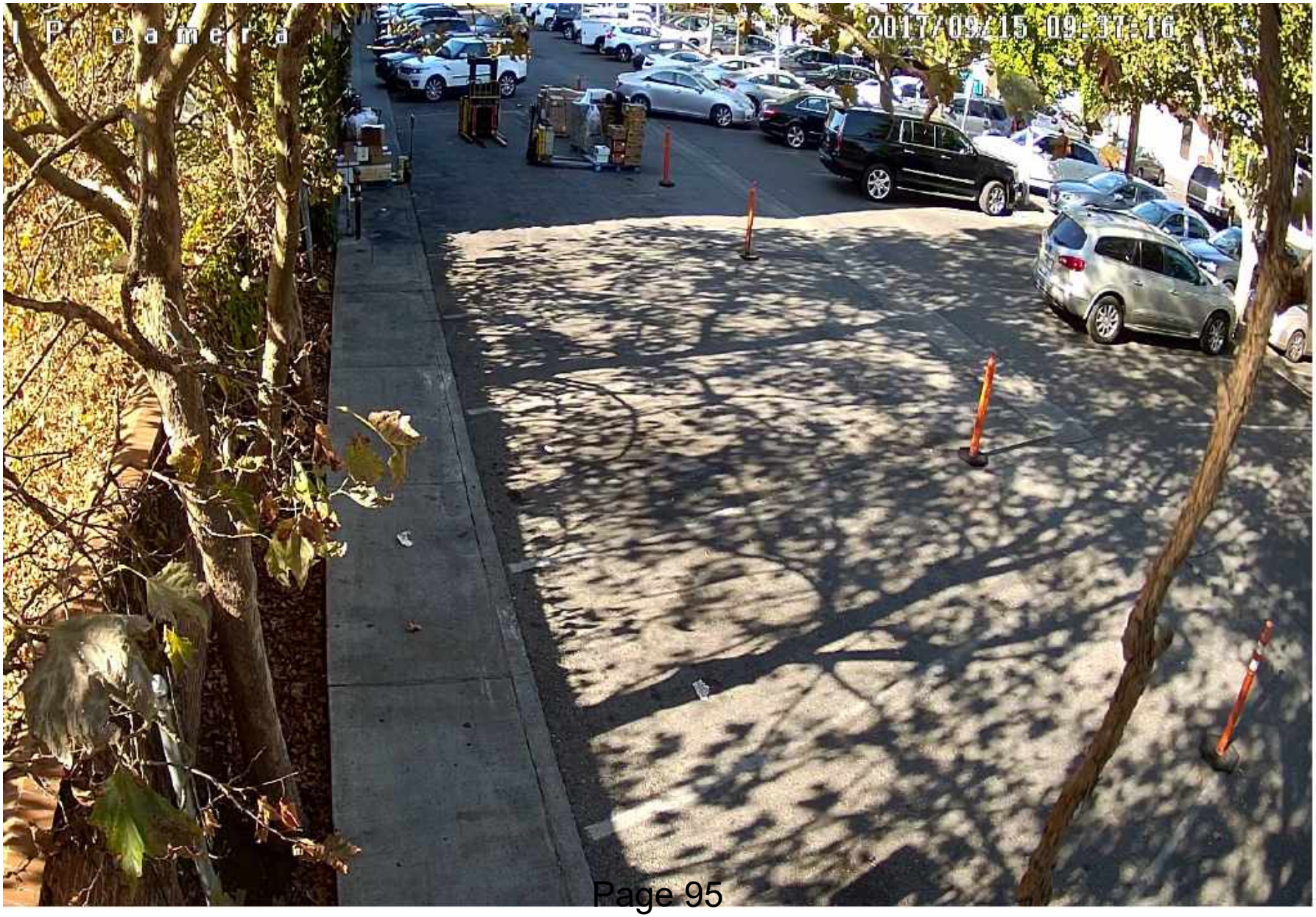
Camera 2 – Parking Plaza 4. Driver hauling freight along sidewalk of PP4 aisle. Shopping cart blocking sidewalk.



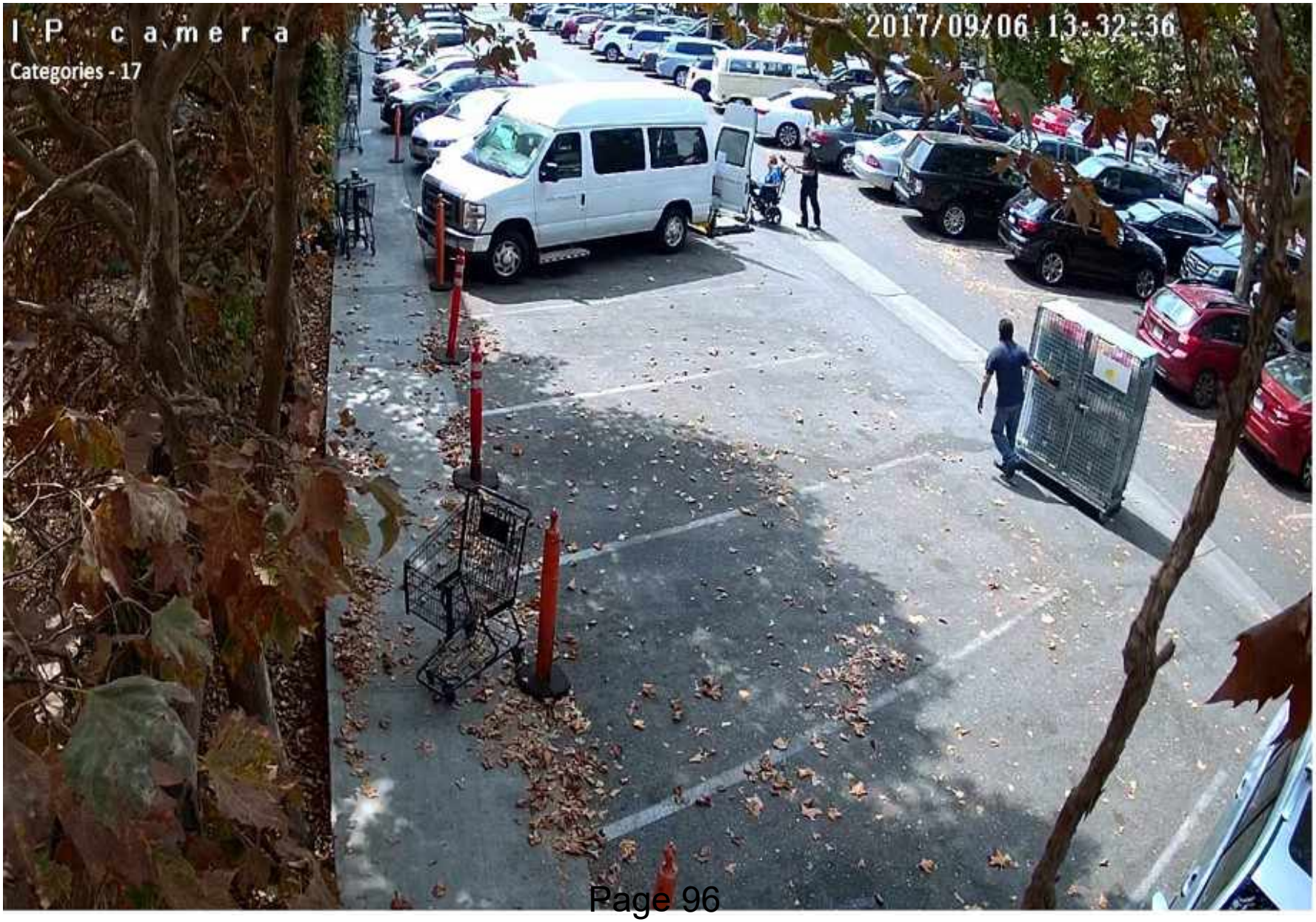
Camera 2 – Parking Plaza 4. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. Unsightly mess strewn all over PP4.

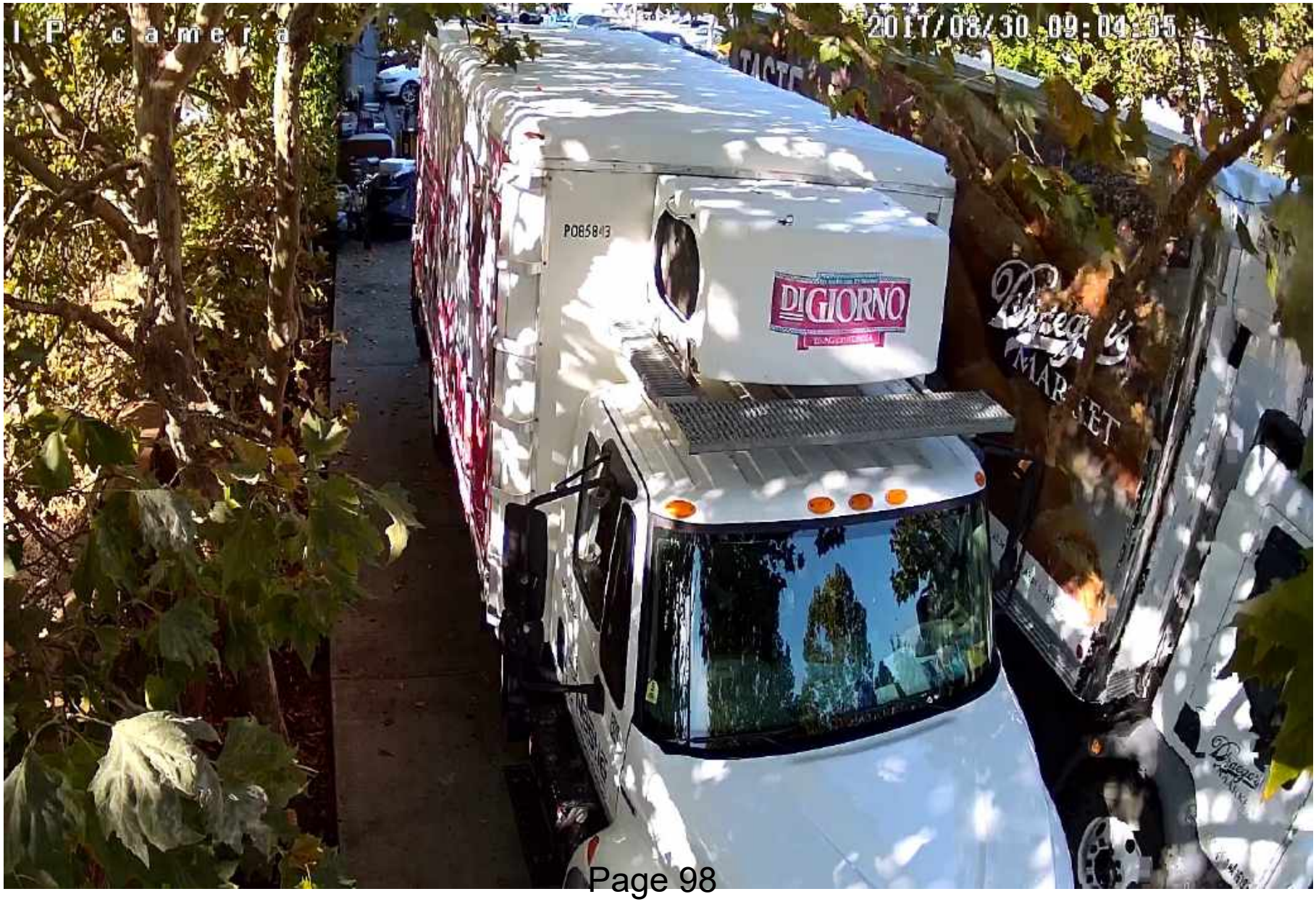


Camera 2 – Parking Plaza 4. Driver hauling freight along middle of PP4 aisle. Shopping cart blocking sidewalk.



Camera 2 – Parking Plaza 4. 2 box trucks. Unsightly mess strewn all over PP4.

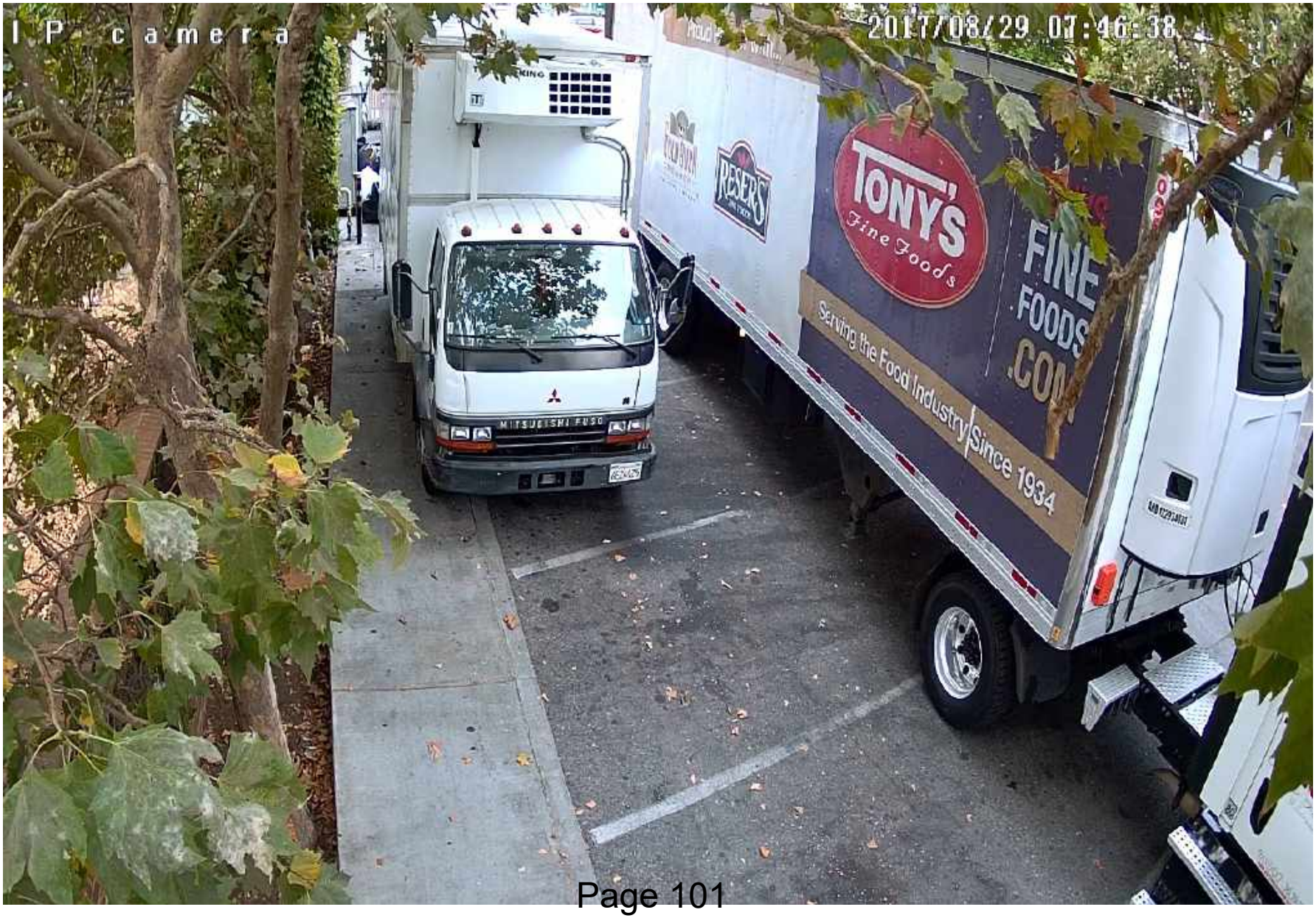
Camera 2 – Parking Plaza 4. 2 box trucks. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. 1 semi-trailer truck. Unsightly mess strewn all over PP4.

Camera 2 – Parking Plaza 4. 1 box truck. Unsightly mess strewn all over PP4.

Camera 2 – Parking Plaza 4. 1 box truck & 1 semi-trailer truck. Unsightly mess strewn all over PP4.



Camera 2 – Parking Plaza 4. 1 Semi-trailer truck. Unsightly mess strewn all over PP4.

Camera 2 – Parking Plaza 4. 2 box trucks. Driver hauling freight along middle of PP4 aisle. Unsightly mess strewn all over PP4.

Camera 2 – Parking Plaza 4. 2 box trucks. Driver hauling freight along middle of PP4 aisle.

Exhibit - D

EXHIBIT

---------- Forwarded message ---------
From: Jan Garrett <progman@adapacific.org>
Date: Fri, Jun 29, 2018, 10:43 AM
Subject: Draeger's Supermarket Freight Operations, Loading Zones, & Sidewalks - ADA Issues
To: D Poe <dickpoe01@gmail.com>

Hi Dick,

I reviewed your photos. Based on the images there, I think it's clear the City of Menlo Park is not complying with program accessibility as required by the ADA Title II regulations at 28 CFR §§35.149-35.150. Further, they are failing to maintain their accessible features in violation of ADA 28 CFR §35.133 and California Building Code 11B-108.

I think it is best if you hire an independent consultant or CASp to work you regarding the ADA issues with the sidewalks. Below, please find a few people from the CASp list who work in the San Mateo County area. I hope one of them will be able to assist you.

Jan Garrett

Pacific ADA Center

Toll-Free Hotline 1-800-949-4232 (V/TTY)

510-285-5600 (V/TTY)

www.adapacific.org

Exhibit - D1

Draeger's Supermarket Freight Operations
Loading Zones & Sidewalks

ADA Issues

Map of Menlo Park

2. Parking Plaza Loading Zone
3. Evelyn Street Loading Zone
4. Evelyn Street
5. Loading Doors to Store Warehouse
6. Draeger's Supermarket

Sample still images taken from Iphone and from 24/7 video surveillance of

1. Evelyn Street & Sidewalk
2. Parking Plaza Loading Zone & Sidewalk

Iphone locations - various

Camera location 1 was near the NW corner of Evelyn St and Menlo Ave and depicts Evelyn St and the Evelyn St Loading Zone.

Camera location 2 was near the SW corner of Evelyn St and the Parking Plaza and depicts the Parking Plaza Loading Zone and the Loading Doors to the Drager's Store Warehouse.

Camera 1 – Evelyn Street Loading Zone - Unloading onto & blocking sidewalk .

Camera 2 – Parking Plaza #4 – Transporting goods by hand through center of Parking Plaza

Camera 2 – Parking Plaza #4 – Transporting goods by hand through center of Parking Plaza & shopping carts obstructing sidewalk

carts blocking sidewalk

Camera 2 – Parking Plaza #4 - Transporting goods by hand through middle of Parking Plaza & shopping carts obstructing sidewalk

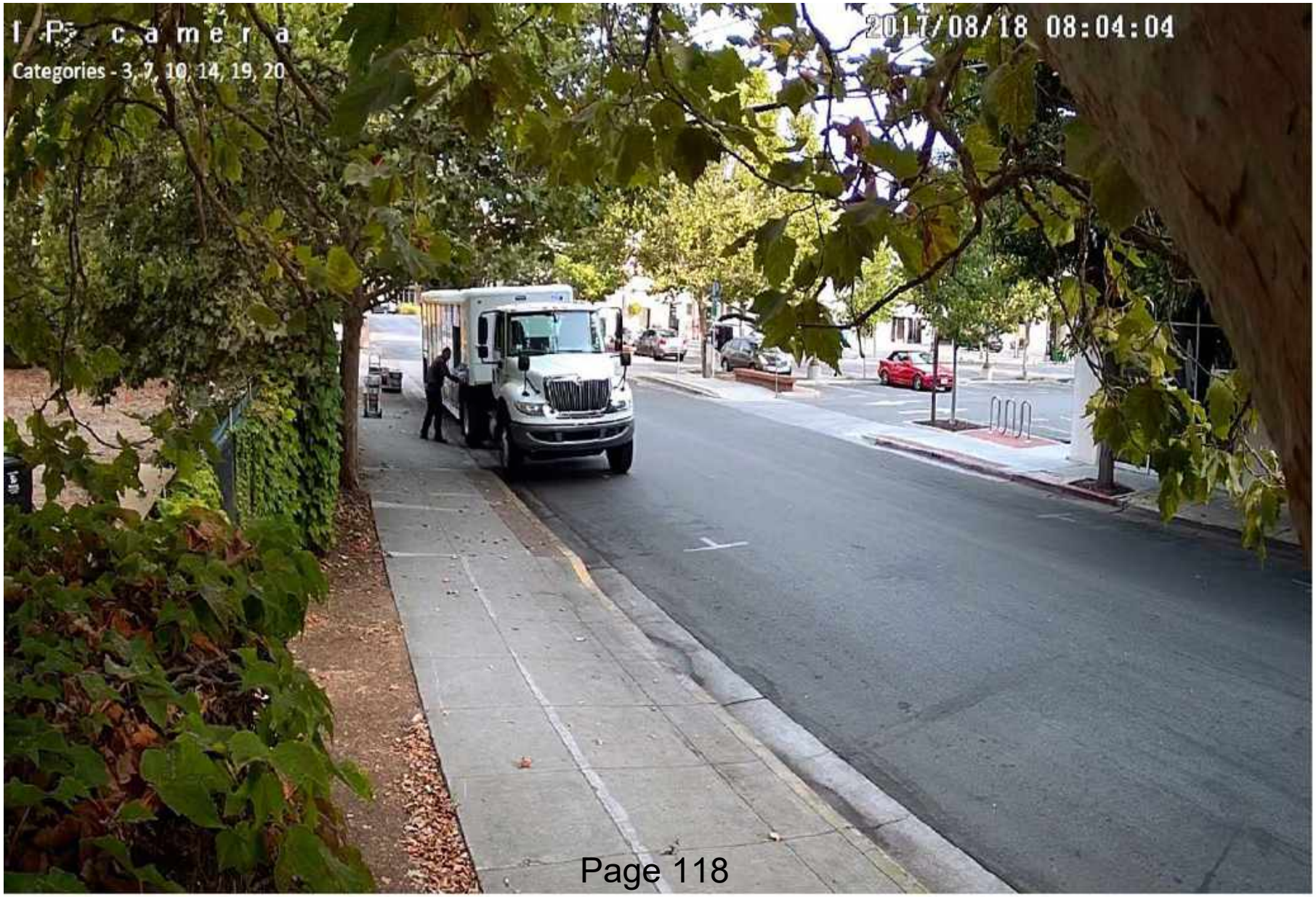
Carts blocking sidewalk

Camera 2 – Parking Plaza #4 – Shopping carts & cars obstructing sidewalk

Camera 2 – Parking Plaza #4 – Truck blocking sidewalk

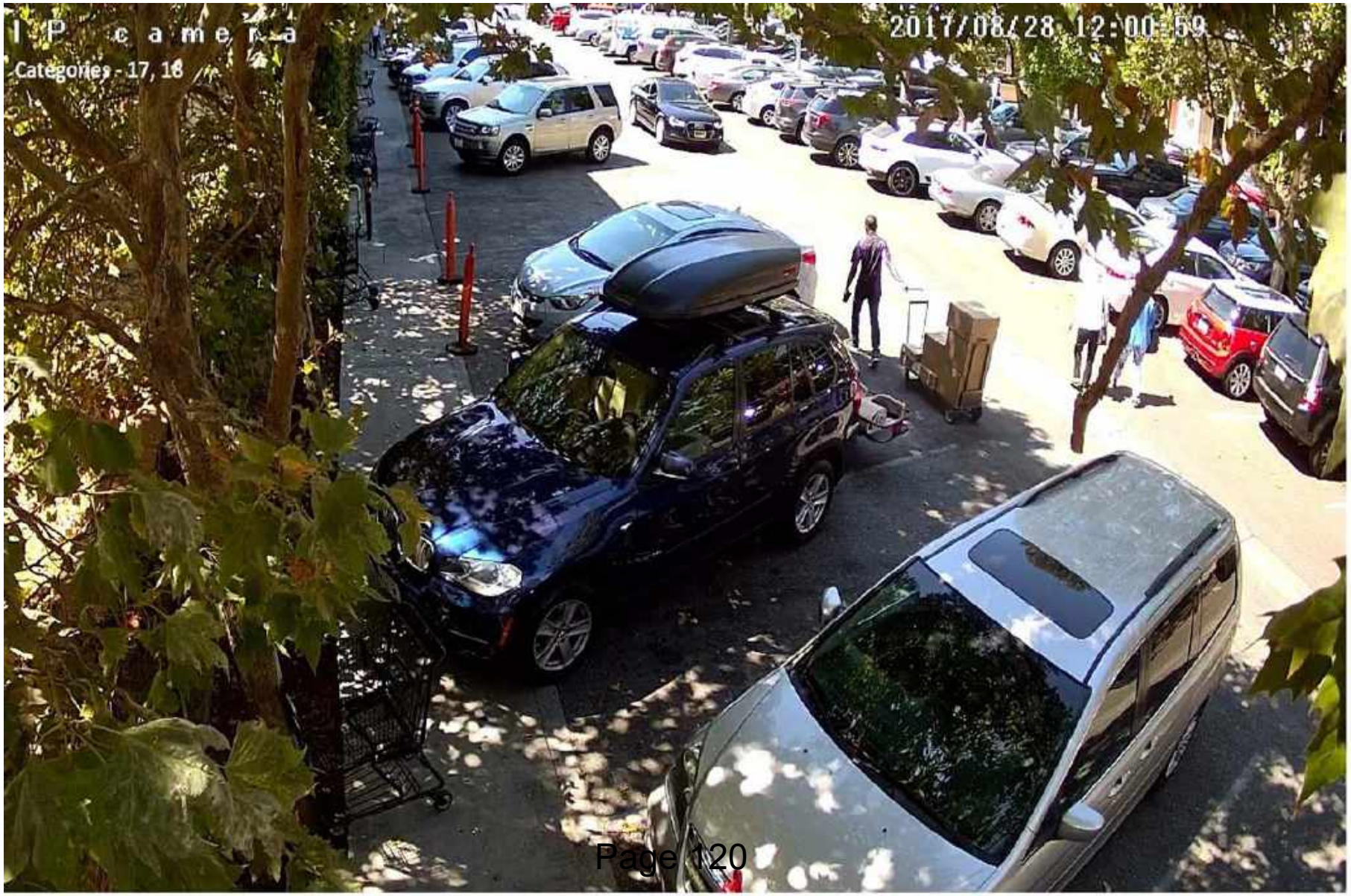
Camera 1 – Evelyn Street Loading Zone – Trash bins blocking sidewalk

Camera 1 – Evelyn Street Loading Zone – Goods & equipment unattended & unloading onto & blocking sidewalk

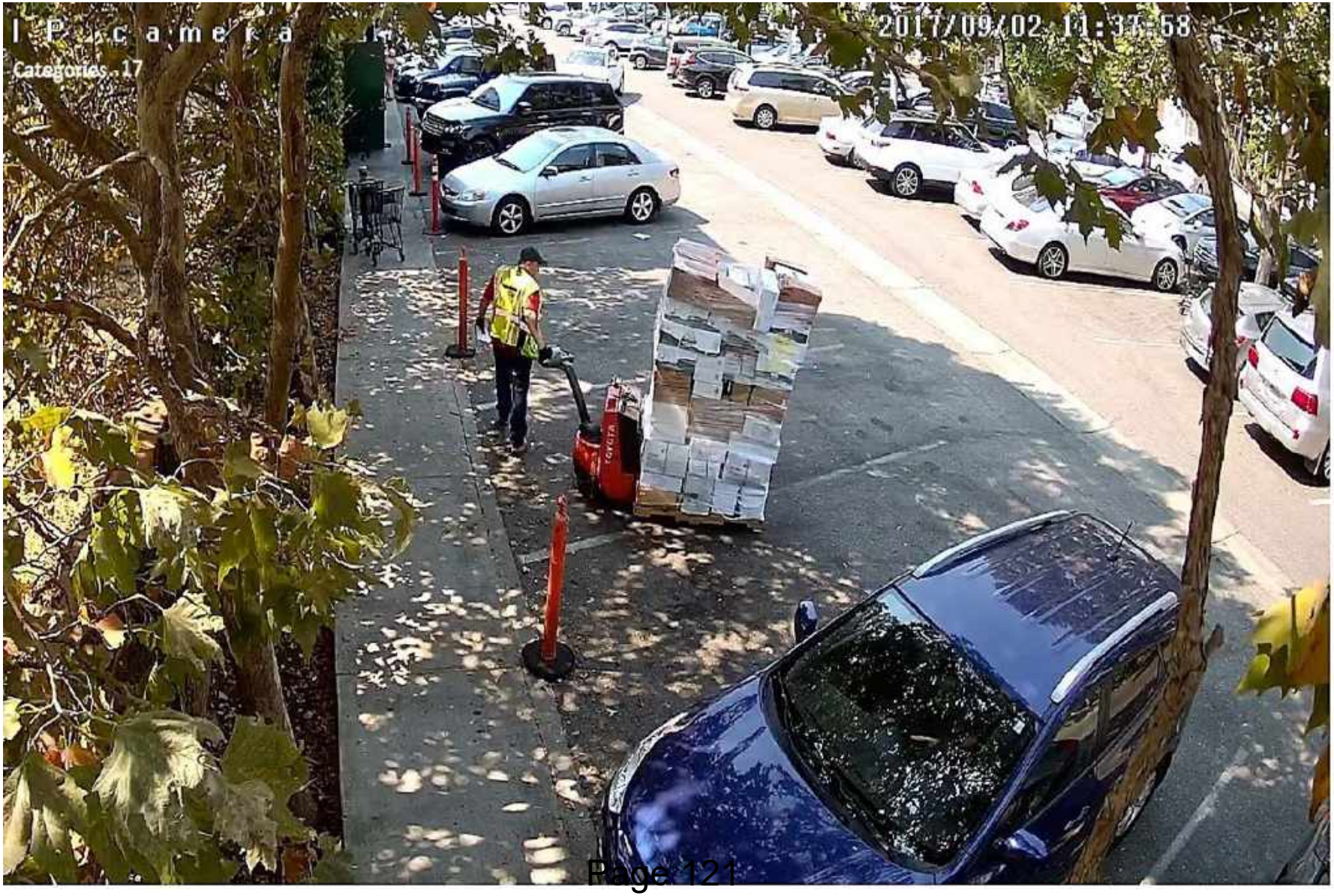


Camera 1 – Evelyn Street Loading Zone – Unloading onto & blocking sidewalk

Camera 1 – Parking Plaza #4 - Transporting goods by hand through center of Parking Plaza & shopping carts & cars obstructing sidewalk

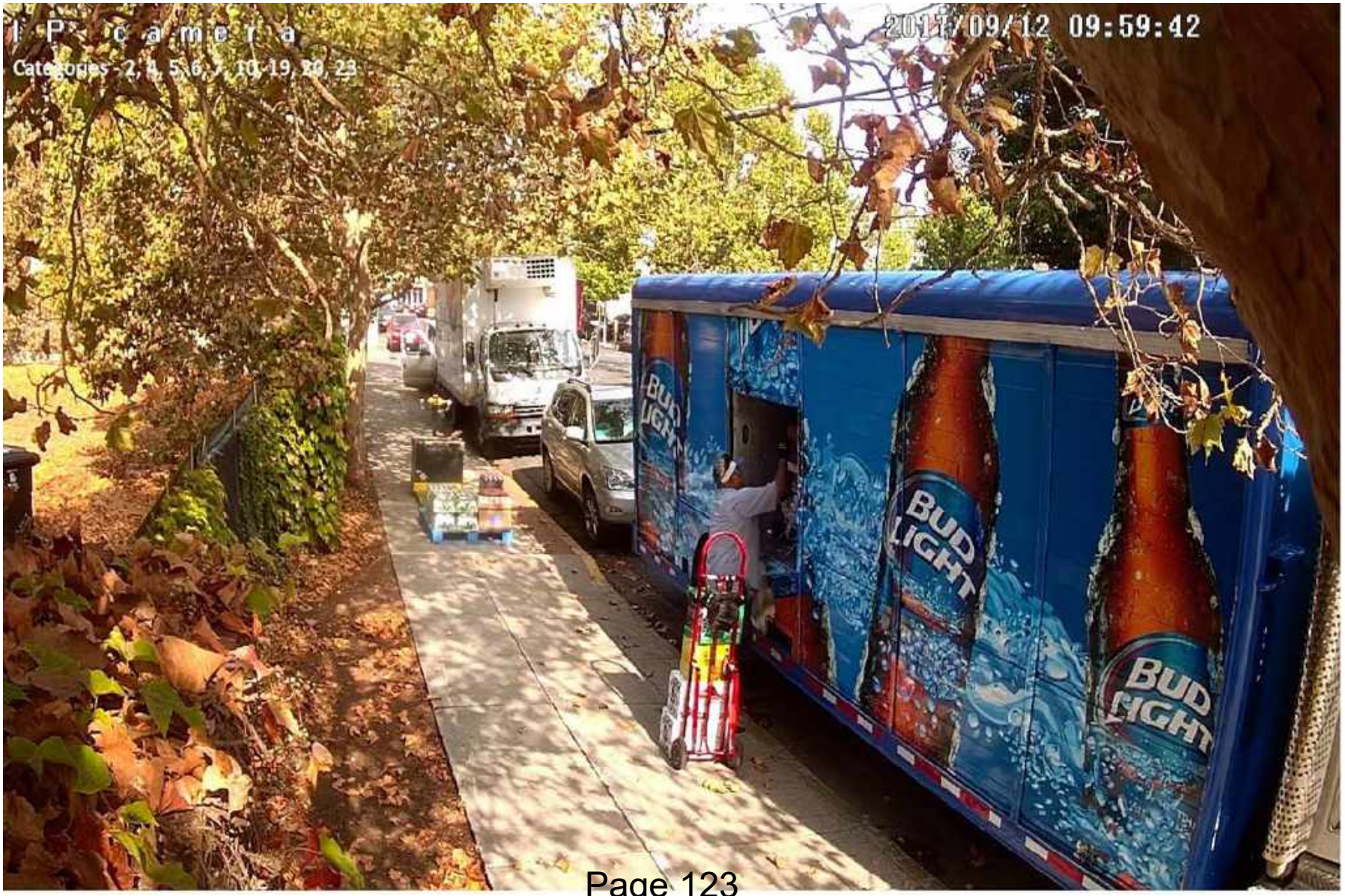


Camera 2 – Parking Plaza #4 – Transporting goods by hand along Parking Plaza sidewalk & shopping carts obstructing sidewalk. Warehouse Doors opened onto and obstructing sidewalk

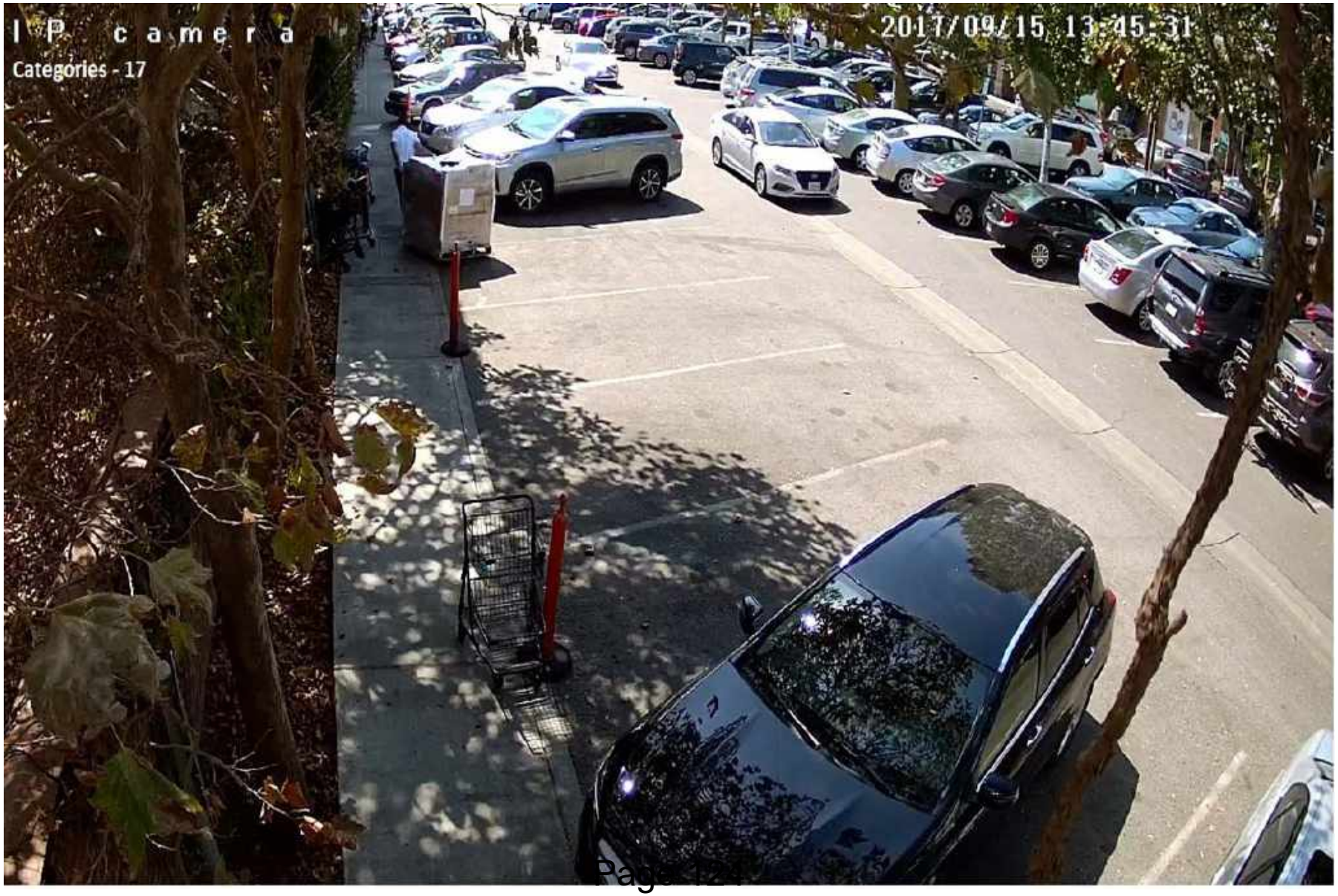


Camera 1 – Evelyn Street – Unattended goods & unloading onto & blocking sidewalk

Camera 1 – Evelyn Street Loading Zone – Unattended goods & equipment & unloading onto & blocking sidewalk



Camera 1 – Parking Plaza #4 - Transporting goods by hand along public sidewalk & shopping carts obstructing sidewalk

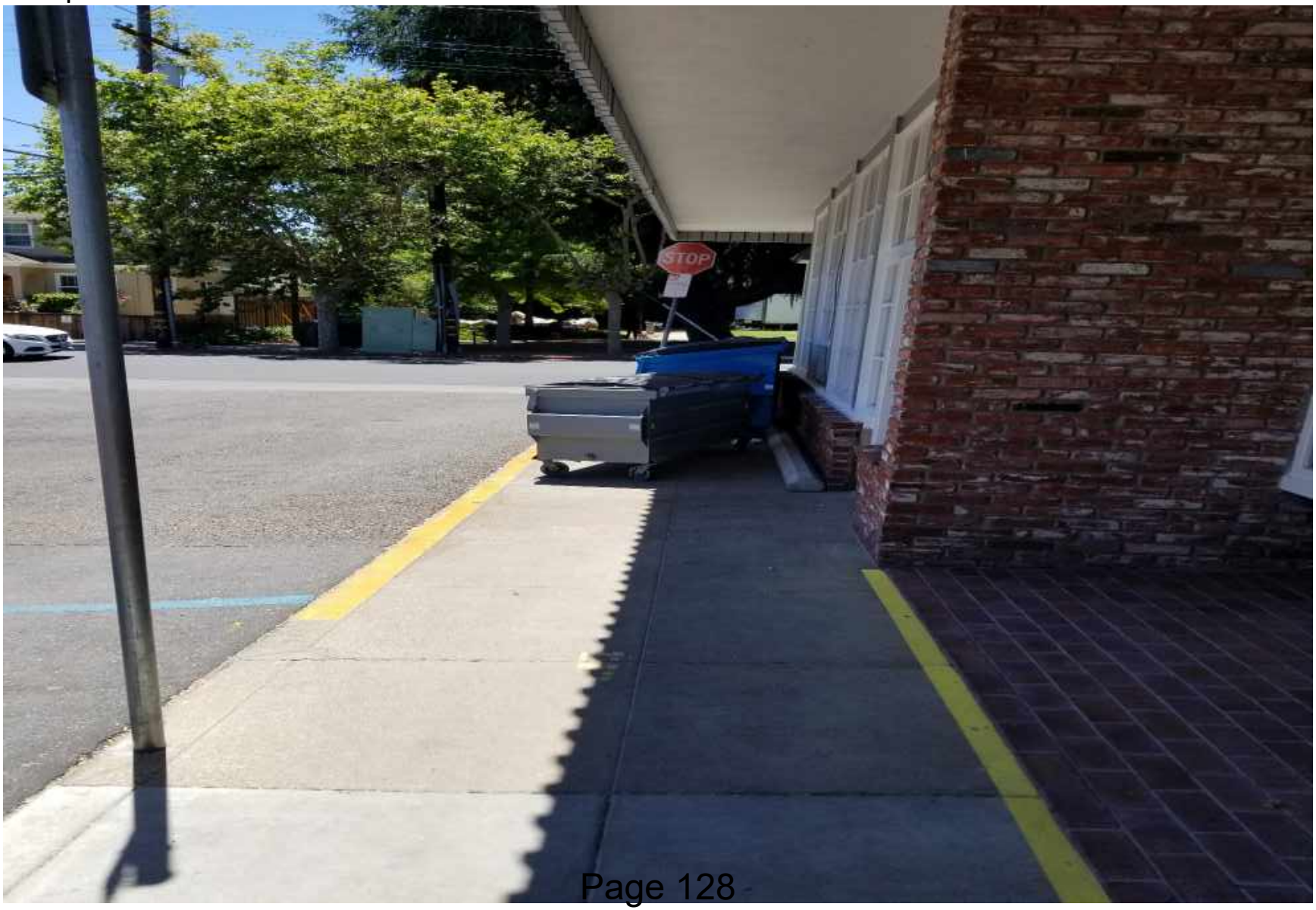


Iphone - Evelyn Street Loading Zone – Unattended truck parked backwards

Iphone - Evelyn Street Loading Zone – Unattended truck with open door obstructing sidewalk

Iphone - North Side sidewalk Parking Plaza #4 - Less than 48" in width here

Iphone - Parking Plaza #4 Sidewalk @ NW corner adjacent to University Drive – Blocked by dumpster



Iphone - Evelyn Street Loading Zone – Trash bins blocking sidewalk

Iphone - Evelyn Street Loading Zone – Unloading onto & blocking sidewalk

Iphone - Evelyn Street Loading Zone – Unattended Goods or equipment blocking parking plaza #4 entrance & sidewalk

Iphone - Easterly view of Parking Plaza #4 Loading Zone & Sidewalk (no violation - merely a view from a different direction for orientation)"

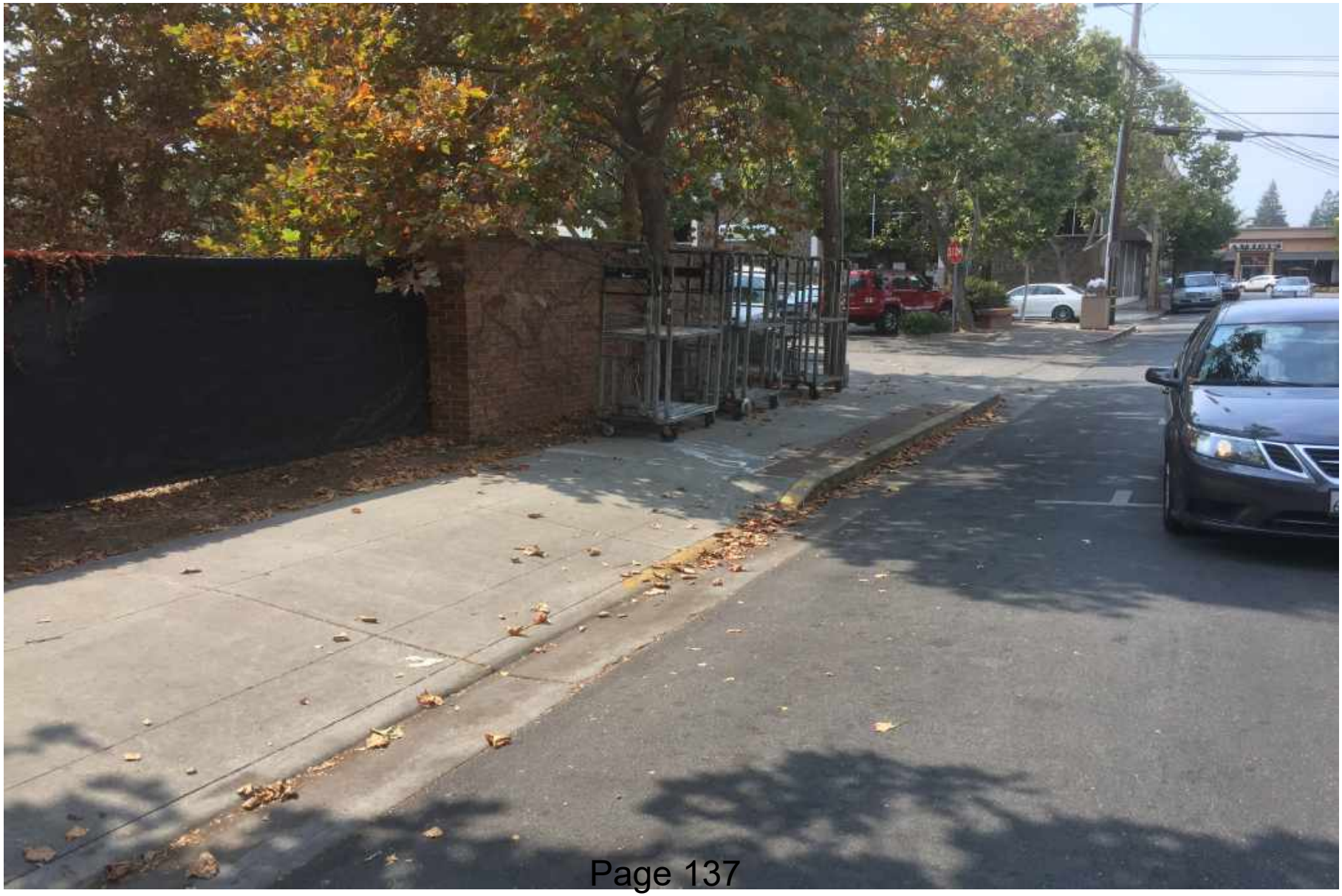
Iphone – Westerly View of Parking Plaza #4 – Transporting loads through center of Parking Plaza #4 & truck parked on top of and blocking public sidewalk

Iphone - Westerly view of Parking Plaza #4 – Unloading onto & blocking access to public sidewalk

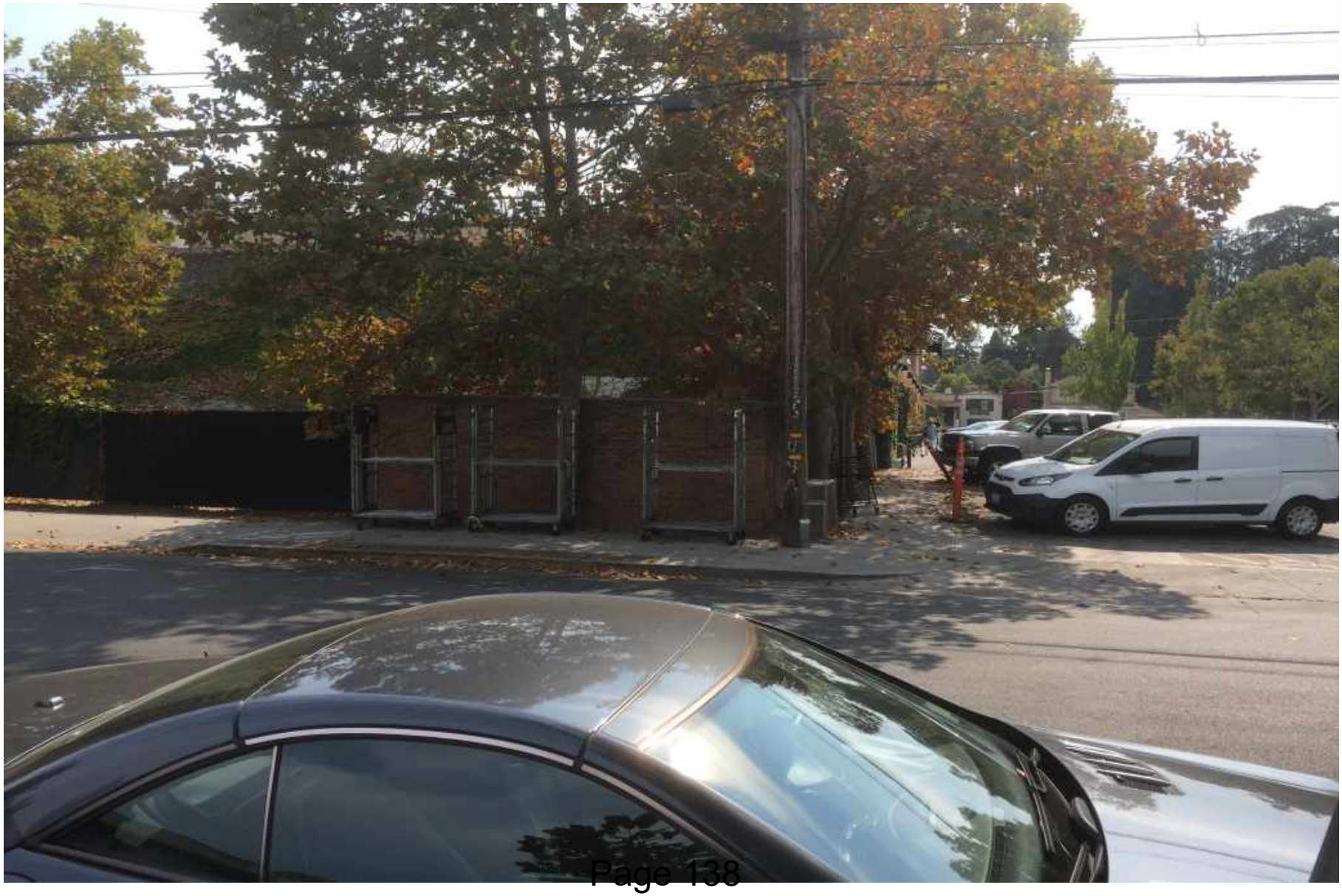
Iphone – Westerly View of Parking Plaza #4 - Blocking access to public sidewalk when loading zone is in operation but not currently occupied by truck

Iphone - Evelyn Street Loading Zone – Unattended goods or equipment blocking Evelyn St sidewalk

Iphone - Evelyn Street Loading Zone – Unattended goods or equipment blocking sidewalk



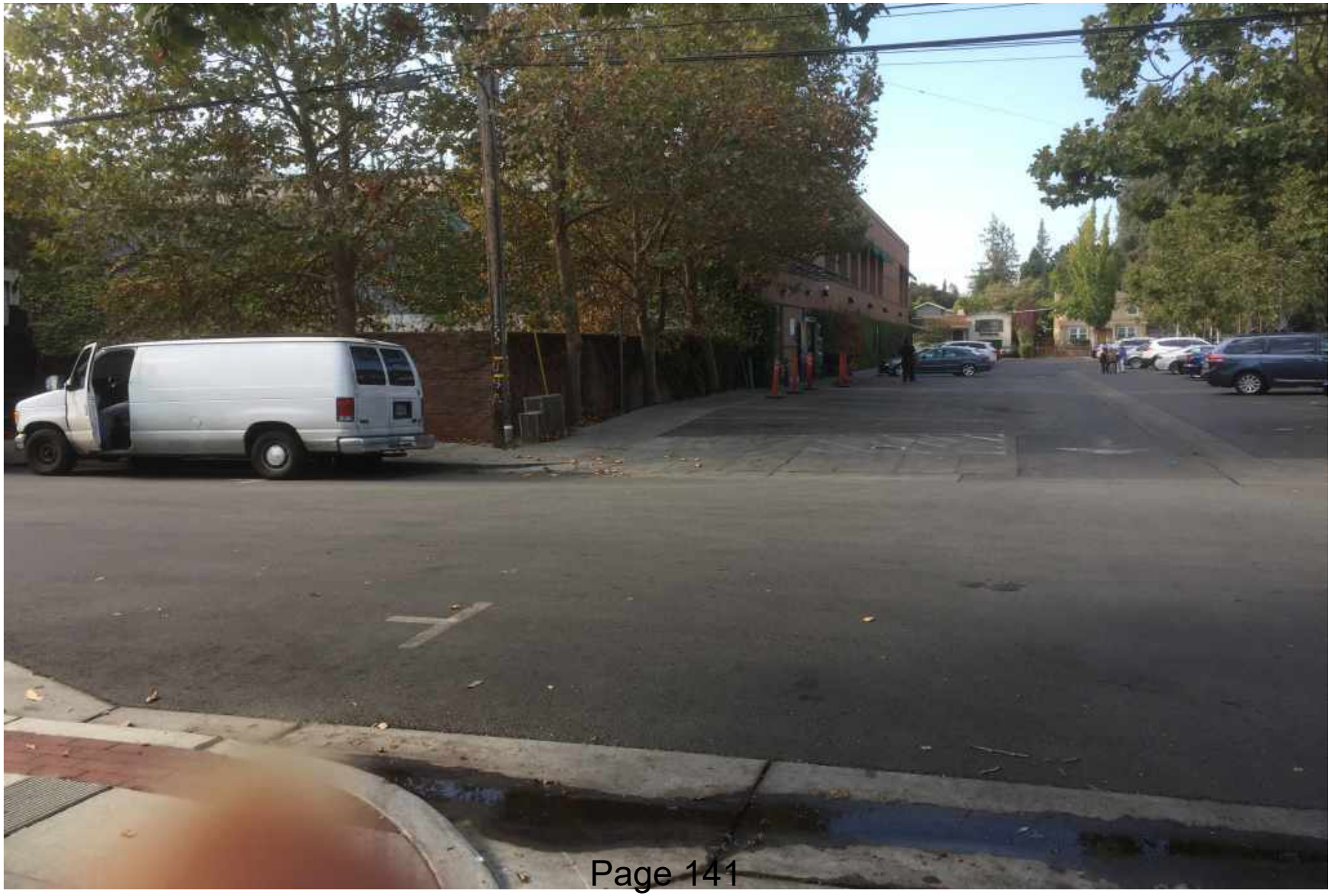
Iphone - Evelyn Street Loading Zone – Unattended goods or equipment blocking sidewalk and pickup truck front bumper and tipped bollard obstructing Plaza#4 sidewalk



Iphone - Evelyn Street Loading Zone – Unattended goods & equipment & Unloading onto & blocking sidewalk

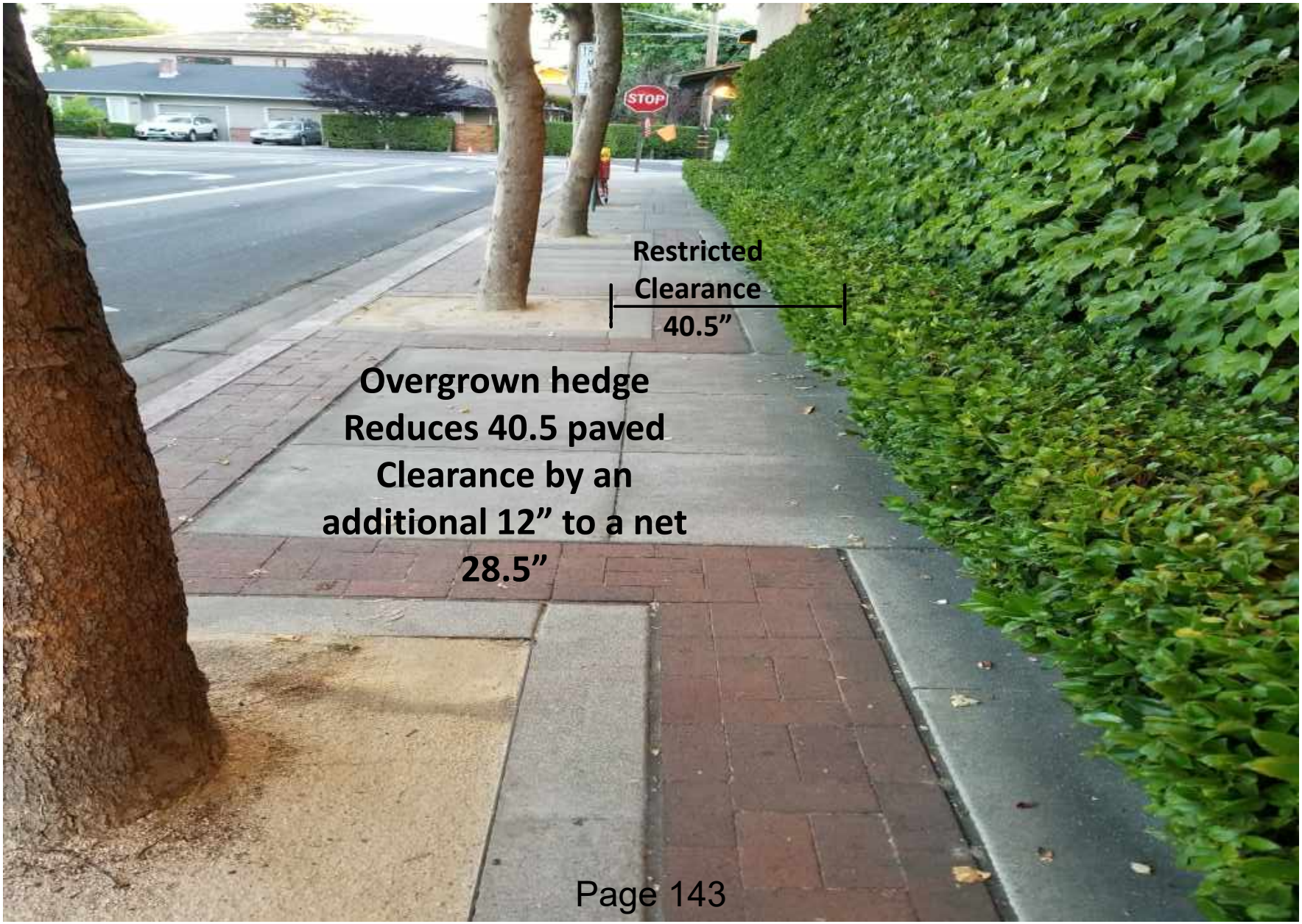
Iphone - Evelyn Street Loading Zone – Unloading onto & blocking sidewalk & shopping cart blocking sidewalk

IPhone - Westerly view of Parking Plaza #4 Loading Zone & depressed sidewalk with no protective curb)

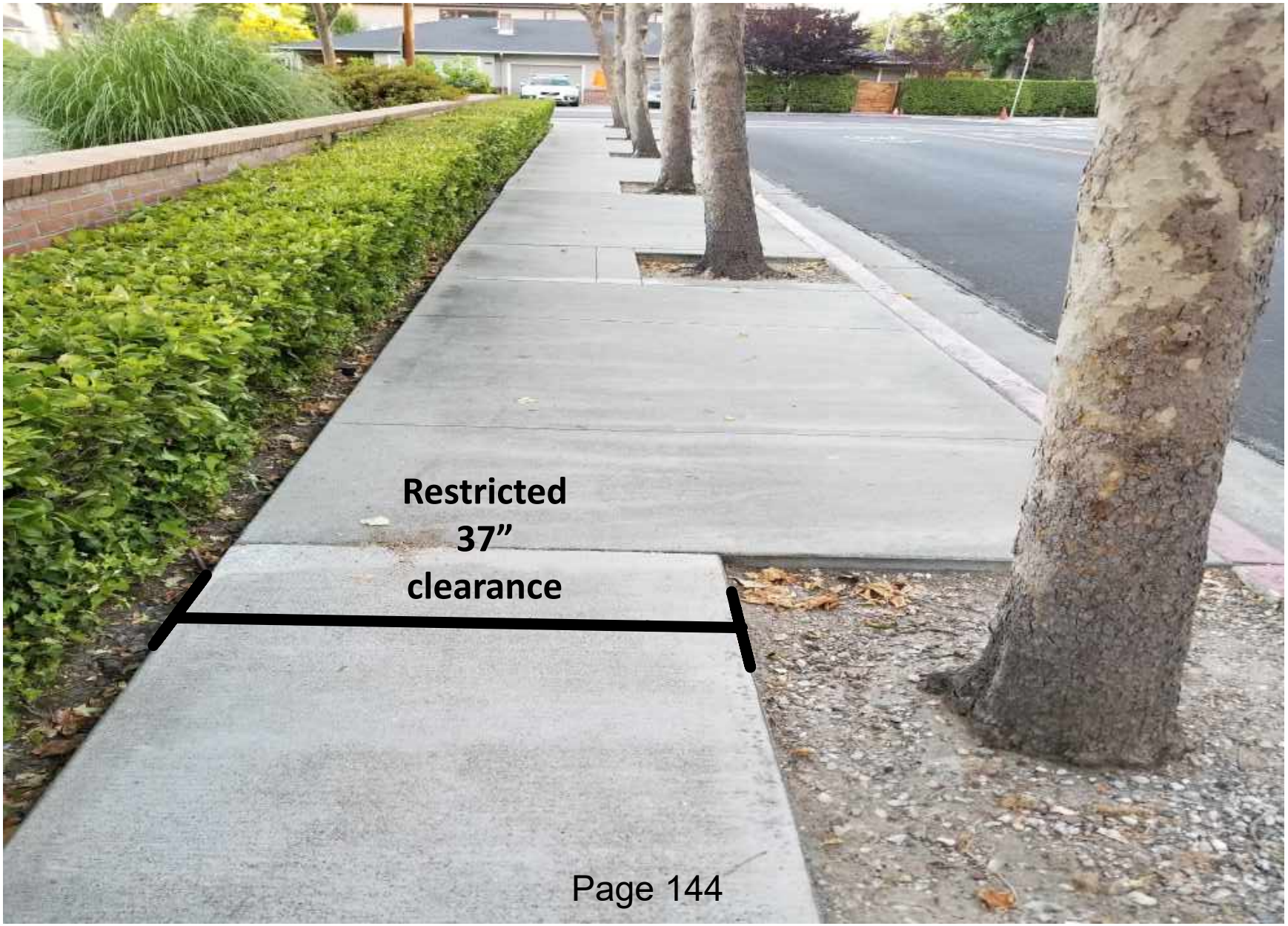


Iphone - Evelyn Street Loading Zone – Unloading onto & blocking sidewalk

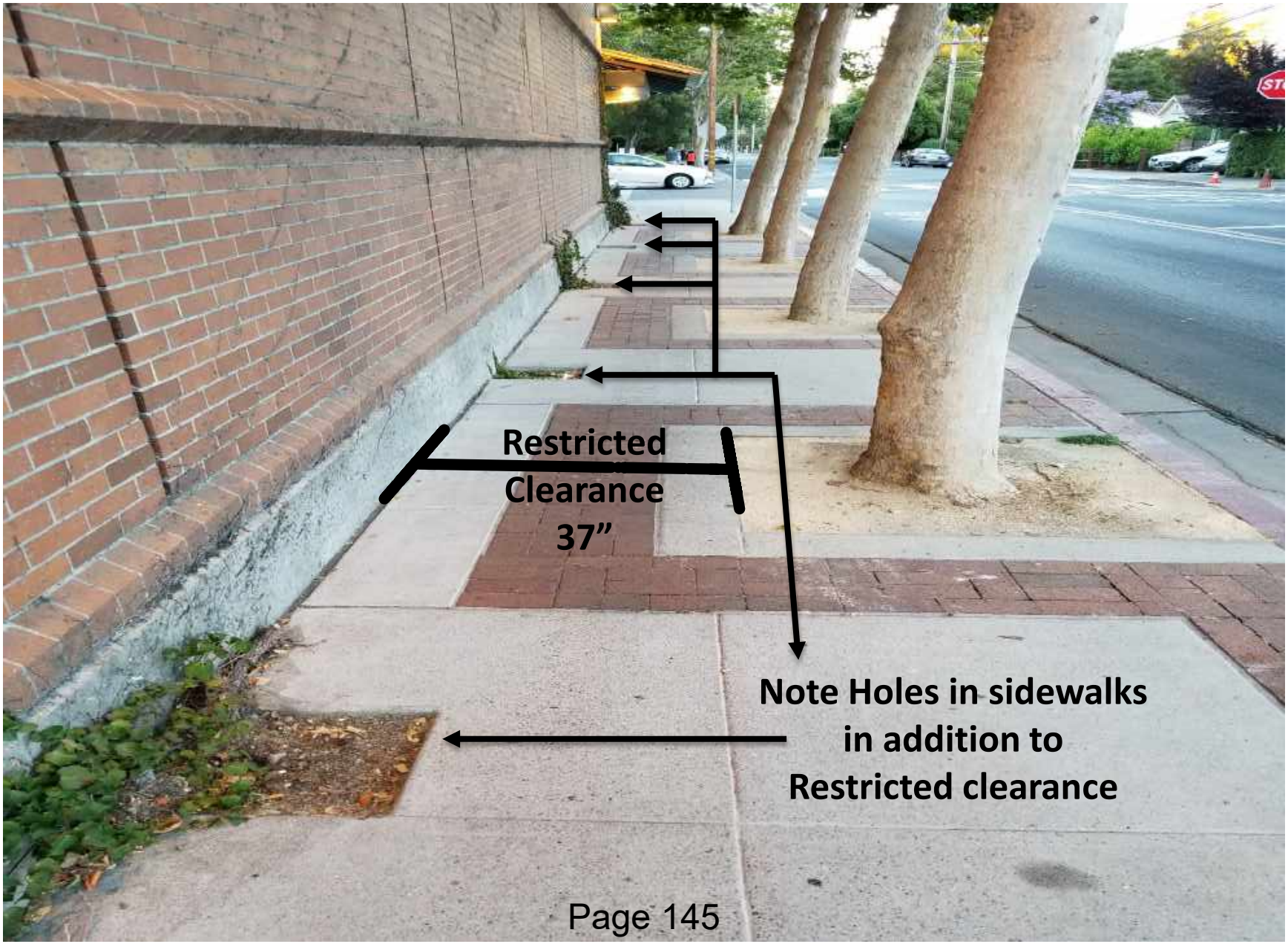
Sidewalk – South Side Menlo Avenue Between Evelyn & University Adjacent to Draeger's Market



Sidewalk – South Side Menlo Avenue Between Evelyn & University Adjacent to Draeger's Parking Lot



Sidewalk – East Side of University Drive In front of Draeger's Market



Draeger's loading doors open outwards onto sidewalk & post impinges on sidewalk

Exhibit - E

Event Chart Totals - Draeger's Loading Operations

(August 17, 2017 to September 16, 2017)

Trucks Total - Cumulative	
7-day Trucks Total	209
14-day Trucks Total	429
21-day Trucks Total	614
28-day Trucks Total	815
31-day Trucks Total	**905**

Trucks Total - By week	
Week 1 (7 days)	209
Week 2 (14 days)	220
Week 3 (21 days)	185
Week 4 (28 days)	201
Final 3 Days (31 days)	90

Category	Numbers >>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Date	Totals																								
17.08.2017		9	19	7	3	12	4	26	8	17	11	3	7	0	12			7	1	0	6	8	2	2	0
18.08.2017		20	14	5	6	11	7	28	10	16	13	3	13	0	9			4	3	1	7	8	4	2	0
19.08.2017		5	10	1	2	6	2	10	6	7	8	3	0	0	5			5	3	1	2	0	3	1	0
20.08.2017		0	4	0	0	1	3	0	1	2	1	1	0	0	2			3	0	1	1	0	1	0	0
21.08.2017		6	15	5	3	9	4	13	12	8	10	5	6	1	11			3	1	1	1	5	6	3	0
22.08.2017		6	23	6	2	5	5	26	6	17	11	1	7	0	11			4	3	0	2	5	1	1	0
23.08.2017		10	23	1	4	8	7	22	9	15	9	7	7	2	8			3	3	0	5	4	6	1	0
	7 Days	56	108	25	20	52	32	125	52	82	63	23	40	3	58	0	0	29	14	4	24	30	23	10	0
Category	Numbers >>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
24.08.2017		12	25	4	3	17	5	25	14	19	13	5	7	1	9			6	6	0	4	6	7	2	0
25.08.2017		18	16	5	4	11	7	27	9	13	15	4	11	2	10			7	4	0	3	7	4	4	0
26.08.2017		4	9	4	1	5	5	9	4	9	6	0	3	0	5			2	2	1	4	2	0	1	0
27.08.2017		0	4	0	0	2	3	1	0	2	1	1	0	0	2			1	0	1	1	0	1	0	0
28.08.2017		10	17	6	4	10	4	22	11	12	15	4	6	0	14			4	2	1	5	3	3	4	0
29.08.2017		11	23	4	3	14	6	27	8	15	17	3	6	3	12			3	6	0	5	4	3	3	2
30.08.2017		11	19	0	3	9	4	28	1	11	12	3	7	2	6			4	4	0	3	6	3	3	0
	14 Days	122	221	48	38	120	66	264	99	163	142	43	80	11	116	0	0	56	38	7	49	58	44	27	2
Category	Numbers >>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
31.08.2017		7	23	8	4	8	3	34	5	16	14	3	9	1	15			5	2	0	5	8	3	8	0
01.09.2017		12	14	6	4	11	6	23	6	13	15	4	4	3	16			0	1	0	6	4	4	2	0
02.09.2017		3	8	3	1	6	3	9	3	5	4	2	4	0	7			1	1	0	2	2	2	2	0
03.09.2017		2	3	2	0	1	3	4	0	5	1	1	0	1	1			5	2	1	1	0	1	0	0
04.09.2017		3	7	3	1	7	3	9	2	10	2	2	1	2	4			4	1	0	1	1	1	0	0
05.09.2017		7	15	7	4	17	5	19	9	17	7	3	6	0	9			5	3	0	1	5	3	2	0
06.09.2017		9	20	4	5	10	2	26	10	9	17	6	6	2	17			5	0	2	7	3	3	4	0
	21 Days	165	311	81	57	180	91	388	134	238	202	64	110	20	185	0	0	81	48	10	72	81	61	45	2
Category	Numbers >>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
07.09.2017		9	23	8	5	7	4	35	7	17	13	4	11	1	17			6	1	0	5	11	4	3	0
08.09.2017		11	17	7	6	11	7	26	7	20	10	5	5	0	6			5	1	0	2	2	3	2	0
09.09.2017		3	11	3	2	8	4	13	2	9	5	3	2	2	5			7	6	2	3	2	3	0	0
10.09.2017		0	4	0	0	2	3	1	0	2	1	0	1	0	2			6	2	2	2	1	0	0	0
11.09.2017		9	15	3	5	7	4	15	12	14	10	3	5	0	14			3	1	0	3	6	2	3	0
12.09.2017		6	16	7	1	8	6	18	6	11	11	2	7	3	11			4	1	1	2	6	3	3	0
13.09.2017		7	15	5	3	9	2	23	5	9	14	1	6	2	9			2	0	0	3	6	1	1	0
	28 Days	210	412	114	79	232	121	519	173	320	266	82	147	28	249	0	0	114	60	15	92	115	77	57	2
Category	Numbers >>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
14.09.2017		7	21	6	3	12	5	24	8	17	8	3	9	1	12			2	1	1	3	8	3	2	0
15.09.2017		8	9	12	6	11	7	19	9	17	13	2	3	1	10			2	3	0	4	2	2	3	0
16.09.2017		1	12	3	2	9	5	9	4	9	5	1	3	1	7			5	6	0	1	3	1	1	0
	31 Days	226	454	135	90	264	138	571	194	363	292	88	162	31	278	0	0	123	70	16	100	128	83	63	2

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Trucks Total - By week

Week 1 (7 days)	209
Week 2 (14 days)	220
Week 3 (21 days)	185
Week 4 (28 days)	201
Final 3 Days (31 days)	90

Trucks Total - Cumulative

7-day Trucks Total	209
14-day Trucks Total	429
21-day Trucks Total	614
28-day Trucks Total	815
31-day Trucks Total	**905**

Event Chart - Draeger's Loading Operations

(August 17, 2017 to September 16, 2017)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
17.08.2017	1.24am	1.49am	25	1				X	X		X		X															
	2.43am	2.49am	9	1		X			X	X			X															
	3.31am	4.08am	37	1			X		X		X		X															
	4.27am	5.23am	56	1		X					X		X															
	4.36am	5.19am	43	1			X					X	X															
	4.51am	5.21am	30	1			X				X		X															
	5.14am	5.48am	34			X					X		X															
	5.24am	5.45am	21	1			X		X		X		X															
	5.30am																		X									
	5.51am	6.06am	15	3			X		X		X			X				X										
	5.57am	6.11am	14	1			X				X		X															
	6.21am	6.35am	14	1				X			X		X															
	6.47am	7.13am	26	1				X	X		X		X															
	7.14am	7.19am	5	1		X			X		X		X								X							
	7.16am	7.55am	39	3	X				X		X					X		X							x			
	7.22am	7.58am	35	3		X					X					X		X							x			
	7.37am	8.14am	37	3	X						X				X			X						X		x		
	7.43am	8.16am	33	3		X						X		X													X	
	7.47am	7.58am	11	1		X					X		X															
	8.07am	8.52am	62	3		X					X			X				X						X				
Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.18am	8.23am	5	3		X			X		X					X		X							x			
8.18am	9.53am	95	3		X					X					X		X							x		X	
8.44am	8.58am	14	1		X			X	X			X															
8.51am	9.06am	25	1			X					X	X															
8.54am	9.02am	8	3	X							X		X				X										
8.55am	9.30am	35	3	X						X					X		X						X	x			
9.08am	9.33am	15	3		X						X		X				X										
9.26am	9.42am	16	1		X				X			X															
9.41am	10.04am	23	1		X			X	X			X															
9.53am	10.00am	7	3		X					X			X				X										
10.04am	10.18am	14	3	X						X				X			X						X		x		
10.04am	10.13am	9	3	X							X		X														
10.05am			1															X									
10.22am	10.24am	2	3	X						X				X										x			
10.30am			1																2								
10.41am			1																	X	X						
11.30am			1																1								
11.37am	11.43am	6	3		X			X			X		X										X				
11.47am	12.04pm	17	3	X							X		X										X				
11.53am			1																	X							
12.30pm			1																3								
12.12pm	12.18pm	6	3		X					X			X														
12.24pm	12.50pm	26	3		X					X					X									x			
12.46pm	12.52pm	6	3		X					X			X														
12.47pm			1																	X							
13.30pm			1																2								
17.47pm			1																	X							
18.41pm			1																	X							
Total				8	19	7	3	12	4	25	8	17	11	3	6	0	12			7	1	0	6	7	2	2	0

Trucks Total	37

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
18.08.2017	3.11am	3.27am	16	1				X	X			X	X															
	4.34am	4.41am	7	1		X			X	X			X															
	4.39am	5.07am	28	1		X					X		X															
	4.58am	5.15am	17	3				X	X		X			X				X										
	5.06am	5.48am	42	1	X						X		X															
	5.08am	5.23am	15	1				X	X		X		X															
	5.36am			1															X									
	5.45am	6.17am	38	3		X					X					X		X							X			
	5.51am	?		1			X				X		X															
	6.01am	6.26am	25	1			X		X		X		X															
	6.03am	6.48am	45	1		X			X	X			X															
	6.49am	7.26am	37	1		X			X		X		X															
	6.46am	7.04am	18	3	X						X					X		X										
	7.10am	7.18am	8	3		X				X						X		X							X			
	7.19am	7.44am	15	3	X						X					X		X							X			
	7.53am	8.17am	24	3				X			X			X				X					X	X				
	7.54am	9.08am	14	1		X			X	X			X															
	7.59am	8.01am	2	3		X						X				X									X			
	8.17am	8.45am	28	3	X							X				X									X			
	8.20am	8.58am	38	3	X							X			X											X		
	8.39am	8.46am	7	3	X						X					X									X			
	8.45am	8.52am	7	3		X			X			X		X				X										
	9.00am	9.09am	9	1			X			X			X															
	9.10am	9.37am	27	1		X			X	X			X															
	9.10am	10.50am	100	3		X			X	X				X				X						X				
	9.24am	9.59am	35	1		X					X		X															
	9.30am	9.37am	7	3	X						X				X											X		
	9.37am	9.45am	8	1			X				X		X															
	9.50am	9.56am	6	1		X					X		X															
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
9.59am	10.17am	18	3	X						X			X				X										
10.00am			1															X									
10.04am	10.30am	26	3				X			X				X									X		X		
10.09am	10.11am	2	3	X						X					X								X		X	X	
10.10am	10.19am	9	3	X						X					X												
10.28am	11.06am	38	3	X							X		X										X				
10.21am			1																	X							
10.44am	11.26am	43	3	X							X				X									X			
10.45am	10.58am	13	3		X					X					X									X		X	
10.53am	10.54am	1	3	X							X		X														
10.57am	11.18am	21	3	X							X		X										X				
10.30am			1																3								
11.30am			1																3								
11.34am,	11.35am	1	3	X						X			X														
11.36am	11.53am	17	3	X							X		X														
11.38am			1																	X							
12.04pm	12.17pm	13	3	X						X			X										X				
12.07pm	12.11pm	5	3	X						X					X												
12.30pm			1																3								
13.30pm			1																2								
14.32pm			1																	X	X						
14.47pm	14.56pm	9	3			X				X			X														
15.04pm	15.45pm	41	3	X						X			X														
15.32pm			1																	X	X						
16.14pm			1																		X						
19.43pm	22.30pm	167	1				X			X		X															

Total	19	14	5	6	11	7	27	10	16	13	3	12	0	9			4	3	1	7	8	4	2	0

Trucks Total	44

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
19.08.2017	2.24am	3.03am	39	1				X	X		X		X															
	2.36am	2.43am	7	1				X	X			X	X															
	3.59am	4.35am	36	1			X		X		X		X															
	4.16am	5.06am	50	1		X					X		X															
	4.28am	4.57am	29	1		X					X		X															
	5.39am	5.57am	18	3		X						X			X		X	X								X		
	5.54am	6.29am	35	1		X				X			X															
	7.12am	7.50am	38	3	X						X			X				X						X				
	7.27am	7.49am	22	1		X			X	X			X															
	7.57am	8.23am	24	3		X						X			X			X								X		
	9.14am	9.54am	40	3		X			X		X			X				X					X	X				
	9.16am	10.26am	70	3		X			X		X			X				X									X	
	10.01am			1																	X							
	10.30am			1																3								
	10.51am	10.59am	8	3	X							X		X														
	11.30am			1																8								
	11.59am	12.16pm	17	3	X						X			X														
	12.07pm			1																	X							
	12.30pm			1																3	X							
	12.01pm	12.16pm	15	3	X						X			X														
	12.18pm	13.43pm	25	3	X							X		X														
	12.23pm	12.31pm	8	3		X					X				X											X		
	12.52pm			1																								
	13.08pm			1																		X						
	13.30pm			1																4	X							
	14.00pm			1																	X	X						
	14.02pm	14.11pm	9	3		X						X		X														
	15.08pm			1																		X						
Total					5	10	1	2	6	2	10	6	7	8	3	0	0	5			5	3	1	2	0	3	1	0

- Markers were not put out

Trucks Total 18

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
20.08.2017	5.31am	5.52am	21	3		X						X			X		X	X								X		
	6.10am	6.20am	10	1		X				X			X															
	7.07am	8.03am	56	1		X			X	X			X															
	8.55am	9.23am	28	3		X				X				X				X					X	X				
	10.21am			1																	X							
	10.30am			1																Full								
	11.30am			1																6								
	11.35am			1																								
	12.30pm			1																5								
	12.57pm			1																								
	13.30pm			1																3								
	16.40pm			1																	X							
	18.00pm			1																	X							
Total					0	4	0	0	1	3	0	1	2	1	1	0	0	2			3	0	1	1	0	1	0	0

- Markers were not put out

Trucks Total 4

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
21.08.2017	3.58am	4.13am	15	1				X			X		X															
	4.39am	5.54am	75	3	X							X			X			X								X		
	4.46am	5.10am	17	3		X						X				X		X							X			
	4.57am	5.12am	15	1				X				X	X															
	5.20am	6.14am	54	3		X						X		X				X										
	5.40am	6.02am	22	3		X						X				X		X							X			
	6.25am			1															X									
	6.53am	7.03am	10	3		X						X		X				X										
	7.06am	8.03am	57	3		X			X	X				X				X										
	7.24am	7.55am	31	3		X					X					X		X							X			
	7.31am	7.42am	11	1			X					X	X															
	7.50am	8.24am	34	3		X			X			X			X			X								X	X	
	8.01am	8.52am	51	3		X			X			X				X		X							X			
	8.02am	9.08am	66	3	X				X		X			X				X										
	8.41am	9.16am	35	1			X					X	X															
	8.44am	9.08am	24	3	X						X					X		X							X			
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
8.55am	9.15am	20	1		X			X	X			X															
9.02am	9.21am	19	3	X							X			X											X		
9.11am	10.13am	62	3		X			X		X			X														
9.17am	9.30am	13	1		X				X			X															
9.21am	9.49am	28	1			X		X	X			X															
9.34am	9.38am	4	1	X						X		X															
10.00am			1																X								
10.14am	10.23am	9	3				X			X				X		X									X	X	
10.19am	10.27am	8	3			X				X			X														
10.30am			1																	0							
10.30am	10.38am	8	3	X							X		X														
10.35am	10.44am	9	3		X			X		X				X											X		
10.40am	11.16am	36	3			X		X		X			X										X	X			
10.47am	11.09am	22	3		X					X			X													X	
11.15am	11.24am	9	3		X					X					X										X		
11.23am			1																		X						
11.30am			1																	1							
12.08pm	12.12pm	4	3		X					X			X														
12.30pm			1																	1							
13.30pm			1																	1							
14.21pm			1																		X						
16.32pm			1																		X						
4.43am - Bins on sidewalk			**Total**	6	15	5	3	9	4	13	12	8	10	5	6	1	11			3	1	1	1	5	6	3	0
			Trucks Total		29																						

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
22.08.2017	2.44am	3.11am	27	1				X				X	X															
	3.38am	4.15am	37	1			X				X		X															
	4.50am	5.18am	28	1		X						X	X															
	5.13am	5.26am	13	3				X			X			X				X										
	5.30am			1															X									
	5.37am	?		1		X						X	X															
	5.39am	6.15am	36	1			X				X		X															
	5.48am	6.12am	24	3		X					X			X				X										
	6.02am	6.38am	36	3		X					X					X		X							x			
	6.03am	6.19am	16	3	X						X					X		X							x		X	
	6.25am	6.36am	11	1			X		X	X			X															
	6.37am	6.45am	8	1		X					X		X															
	6.52am	6.53am	1	1		X					X		X															
	6.53am	7.00am	7	3		X					X			X				X										
	6.58am	7.20am	22	1		X			X		X		X															
	7.24am	7.35am	11	3		X					X			X				X										
	7.48am	8.16am	28	1			X				X		X															
	8.01am	8.23am	22	3		X					X				X			X								x		
	8.20am	8.43am	23	1		X				X			X															
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
8.25am	8.31am	6	3			X				X					X		X							x			
8.30am	8.35am	5	3		X					X			X				X										
8.35am	9.03am	28	3			X				X			X				X										
8.40am	9.02am	22	1		X			X	X			X															
8.43am	8.49am	6	3		X					X			X														
9.00am	9.12am	12	1		X					X		X															
9.03am	11.00am	117	3		X				X				X				X						X				
9.05am	9.30am	25	1		X			X	X			X															
9.10am	8.30am	20	3	X							X		X														
9.35am	9.53am	18	3	X							X		X										X				
9.37am	9.47am	10	1		X			X		X		X															
9.38am	9.43am	5	1	X						X		X															
9.51am			1															X									
10.03am	10.19am	16	3		X					X			X														
10.30am			1																	1							
10.49am	11.16am	17	3		X					X					X									X			
10.51am	11.00am	9	3	X						X					X												
10.59am	11.06am	7	3	X						X					X												
11.03am			3		X					X																	
11.18am			1																		X						
11.30am			1																	3							
11.39am			1																		X						
11.52am			1																		X						
12.00pm	12.39pm	9	1		X						X	X										X					
12.30pm			1																	4							
12.58pm	13.18pm	20	3		X					X					X									X			
13.30pm			1																	5							
13.48pm			1																		X						
17.09pm			1																		X	X					
Total				**6**	**23**	**6**	**2**	**5**	**5**	**26**	**6**	**17**	**11**	**1**	**7**	**0**	**11**			**4**	**3**	**0**	**2**	**5**	**1**	**1**	**0**

Total Trucks 37

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
23.08.2017	3.19am	3.32am	13	1				X			X		X															
	4.34am	5.48am	74	3		X						X			X			X								X		
	4.38am	4.55am	17	1			X				X		X															
	4.38am	5.02am	24	1		X						X	X					X										
	5.08am	5.43am	35	3		X						X				X									X			
	5.34am			1															X									
	6.03am	6.10am	7	1		X			X	X			X															
	6.05am	6.31am	26	3		X					X				X		X	X								X		
	6.12am	6.20am	8	1		X						X	X															
	6.32am	6.47am	15	1		X			X	X			X															
	6.35am	7.06am	31	1				X			X		X															
	6.56am	7.01am	5	3		X					X			X				X										
	6.59am	?		3		X					X					X		X							X			
	7.02am	7.48am	46	1				X			X		X															
	7.13am	7.31am	18	1		X					X		X															
	7.19am	9.25am	126	3				X	X		X			X														
	7.19am	7.36am	17	3	X							X			X											X		
	7.31am	8.07am	36	3		X					X					X									X		X	
	8.20am	9.01am	41	1		X			X		X		X															
	8.24am	8.40am	16	1		X				X			X															
	8.28am	8.41am	13	3		X					X				X		X									X		
	8.41am	8.58am	17	1		X			X	X			X															
	8.41am	8.46am	5	3		X					X				X													
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
8.47am	8.54am	7	3	X							X			X											X		
9.07am	9.10am	3	1		X					X		X															
9.07am	9.40am	33	3		X				X					X			X						X		X		
9.12am	9.17am	5	1		X			X		X		X															
9.23am	9.45am	22	1		X			X	X			X															
9.33am	9.47am	14	3	X							X		X				X											
9.49am	10.07am	18	3		X				X				X				X						X					
9.51am			1															X										
10.30am			1																	2								
10.18am	10.24am	6	3		X						X			X														
10.28am	10.49am	21	3	X							X					X									X			
10.31am	10.33am	2	3	X							X			X														
10.38am	10.44am	6	3	X							X					X												
11.30am			1																	2								
11.13am	11.46am	33	3	X								X		X										X				
11.19am	11.28am	9	3		X			X			X			X										X				
11.23am			1																		X							
11.28am	11.31am	3	3	X							X					X												
11.34am			1																									
12.12pm	12.23pm	11	3	X								X		X										X				
12.25pm			1																			X						
12.30pm			1																	2								
13.10pm			1																		X							
13.30pm			1																	4								
14.06pm			1																			X						
14.10pm	14.22pm	12	3	X							X					X									X			
15.36pm			1																		X	X						

Total	10	23	1	4	8	7	22	9	15	9	7	7	2	8			3	3	0	5	4	6	1	0

Trucks Total	38

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
24.08.2017	1.31am	2.12am	41	1			X		X		X		X															
	3.41am	4.23am	42	1		X					X		X															
	4.44am	5.15am	31	1	X							X	X															
	4.54am	5.24am	21	1		X						X	X															
	5.32am	5.57am	25	1			X				X		X															
	5.35am	5.51am	16	3		X					X			X			X	X								X		
	5.35am			1															X									
	5.45am	6.14am	29	3		X					X				X		X									X		
	5.58am	6.42am	44	1		X			X	X			X															
	6.07am	6.29am	22	1		X			X		X		X															
	6.10am	6.32am	22	1		X				X			X															
	6.16am	6.49am	33	3	X						x					X									X			
	6.30am	6.42am	12	1		X					X		X															
	6.34am	6.52am	18	1				X			X		X															
	6.38am	7.05am	27	3		X						X			X											X		
	6.41am	7.17am	36	3	X							X				X		X							X			
	7.19am	7.23am	4	3		X			X			X		X				X										
	7.20am	8.01am	41	3	X							X			X			X								X		
	7.27am	7.35am	8	3		X			X		X			X				X										
	7.46am	7.59am	13	3		X			X			X		X				X										
	7.52am	8.20am	28	1			X				X		X															
	8.01am	8.55am	54	3		X			X		X					X		X							X			
	8.02am			1																	X							
	8.08am	8.21am	13	1		X				X			X															

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.08am	8.54am	46	3		X			X		X			X										X				
8.28am	9.05am	37	1		X			X	X			X															
8.37am	8.44am	7	1		X			X		X		X															
8.45am	9.43am	58	3				X	X		X			X				X						X		X	X	
8.59am	9.20am	21	1			X					X	X															
9.13am	9.39am	26	3		X			X			X			X			X								X		
9.19am	9.51am	32	1		X			X	X			X															
9.41am	9.46am	5	1	X						X		X															
10.00am			1															X									
10.11am	10.17am	6	3	X							X		X														
10.29am	10.47am	18	3	X						X				X											X		
10.30am			1																6								
10.42am	10.58am	16	3	X							X		X														
10.44am	10.51am	7	3	X						X					X									X			
10.56am	11.09am	13	3		X			X		X			X														
11.30am			1																1								
11.07am	11.14am	7	3				X	X		X			X										X			X	
11.10am	11.20am	10	3	X						X					X									X			
11.41am	11.58am	17	3	X						X					X												
11.59pm			1																	X							
11.58am	12.03pm	5	3		X						X		X										X				
12.17pm	12.33pm	6	3	X						X					X									X			
12.29pm			1																	X	X						
12.30pm			1																1								
13.19am			1																								
13.29pm			1																		X						
13.30pm			1																5								
13.55pm	14.02pm	7	3		X			X		X			X														
14.17pm	14.18pm	1	1		X						X	X									X						
14.18pm	14.24pm	6	3		X						X		X														
14.24pm			1																	X	X						
15.35pm			1																	X	X						
16.55pm	17.30pm	35	1		X			X		X			X														
17.39pm			1																		X						
17.55pm			1																	X							

Total	12	25	4	3	17	5	25	14	19	13	5	7	1	9			6	6	0	4	6	7	2	0

Trucks Total	44

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
25.08.2017	4.31am	4.43am	12	1		X				X			X															
	4.34am	5.01am	27	1			X					X	X															
	4.51am	5.27am	36	1	X							X	X															
	5.20am	6.01am	41	1	X							X	X															
	5.34am	5.47am	13	3				X	X		X			X				X										
	5.35am			1															X									
	5.57am	6.10am	13	1		X			X	X			X															
	6.15am	6.38am	23	3				X	X		X			X				X										
	6.31am	6.53am	22	3		X					X				X		X	X								X		
	6.35am	6.56am	21	3		X				X						X		X							X		X	
	6.46am	7.31am	45	3			X				X			X				X						X			X	
	6.39am	6.54am	15	1				X	X		X		X															
	7.09am	7.37am	28	3	X						X					X		X							X			
	7.16am	9.19am	123	1		X			X	X			X															
	7.17am	7.35am	18	1			X		X		X		X															
	7.26am	7.35am	9	3		X					X				X											X		
	7.42am	8.16am	34	1			X				X		X															
	7.46am	8.01am	15	3	X						X					X									X			
	8.06am	8.47am	41	3	X							X				X									X			
	8.14am	8.43am	29	3		X			X			X		X														
	8.21am	8.49am	28	3		X					X				X			X								X	X	
Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.47am	9.00am	13	3			X		X		X			X				X										
8.47am	8.51am	4	3	X						X					X		X							X			
8.52am	9.03am	11	1		X				X			X															
9.08am	9.32am	24	1		X			X	X			X															
9.14am	9.31am	17	3	X						X			X														
9.20am	10.59am	99	3		X			X	X				X										X				
9.25am	9.33am	8	1	X						X		X															
9.29am	9.33am	4	3		X					X				X									X		X		
9.51am			1																X								
9.53am	10.03am	10	3	X							X		X				X	X									
10.05am	10.47am	42	3		X						X		X														
10.30am			1																	5							
10.39am			1																		X						
10.46am	11.09am	23	3		X						X					X									X		
10.47am	11.13am	26	3	X							X					X									X		
10.51am	10.55am	4	3	X							X			X													X	
11.08am	11.24am	16	3	X							X			X														
11.15am	11.30am	5	3		X						X			X														
11.21am	11.35am	9	3	X								X				X												
11.30am			1																	4							
11.31am	11.35am	4	3	X							X					X									X			
12.14pm			1																		X	X					
12.15pm	12.31pm	16	3		X			X				X		X														
12.30pm			1																	5							
12.45pm	13.08pm	23	3	X							X			X														
13.10pm	12.21pm	11	3	X							X					X												
13.30pm			1																	5							
13.56pm			1																		X	X					
14.35pm	15.54pm	79	3	X							X					X												
14.37pm			1																		X	X					
15.08pm			1																		X	X					
15.46pm	16.15pm	29	3	X							X			X														
18.28pm			1																		X						
21.06pm	22.25pm	90	1				X				X		X															

Total	18	16	5	4	11	7	27	9	13	15	4	11	2	10			7	4	0	3	7	4	4	0

Trucks Total	43

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
26.08.2017	2.05am	2.16am	11	1		X						X	X															
	2.56am	3.38am	42	1				X	X		X		X															
	3.35am	3.55am	20	1			X				X		X															
	3.48am	4.14am	26	1			X					X	X															
	4.31am	4.45am	14	1		X				X			X															
	4.45am	4.53am	8	1		X					X		X															
	6.22am	6.38am	16	1		X			X	X			X															
	6.39am	6.58am	19	3			X		X		X			X				X						X				
	7.08am	7.37am	19	1		X			X	X			X															
	7.23am	8.30am	67	3	X						X			X				X						X				
	8.00am	8.27am	27	3		X					X					X		X							X			
	8.08am	8.22am	14	3		X						X				X		X							X		X	
	8.25am	8.30am	5	1	X					X			X															
	9.09am	9.59am	50	3		X				X				X				X					X	X				
	10.16am	10.31am	15	3	X							X		X										X				
	10.30am			1																2								
	11.06am	11.36am	30	3			X				X					X												
	11.30am			1																5								
	11.38am	1.40pm	122	3	X						X			X														
	11.55am			1																								
	12.30pm			1																2								
	12.24pm			1																	X	X						
	13.30pm			1																6								
	13.41pm	14.16pm	35	3		X			X		X			X														
	13.48pm			1																		X						
	15.37pm			1																	X	X						
				Total	4	9	4	1	5	5	9	4	9	6	0	3	0	5			2	2	1	4	2	0	1	0

- Markers were not put out

Trucks Total 18

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
27.08.2017	5.53am	6.20am	27	3		X					X				X		X	X								X		
	6.19am	6.45am	26	1		X			X	X			X															
	6.46am	6.56am	10	1		X			X	X			X															
	9.10am	9.36am	26	3		X				X				X				X					X	X				
	10.30am			1																7								
	11.28am			1																	X							
	11.30am			1																7								
	12.30pm			1																6								
	13.30pm			1																3								
Total					0	4	0	0	2	3	1	0	2	1	1	0	0	2			1	0	1	1	0	1	0	0

- Markers were not put out

Trucks Total	4

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
28.08.2017	3.32am	3.45am	13	1				X	X			X	X															
	4.13am	5.10am	57	1		X					X		X															
	4.46am	6.01am	75	3	X							X			X			X								X		
	4.48am	5.12am	24	1		X						X	X															
	5.02am	5.18am	16	1				X	X		X		X															
	5.27am	6.03am	36	3		X						X		X				X										
	5.52am	6.22am	30	3		X					X					X		X							X			
	5.54am	5.59am	5	1		X			X	X			X															
	6.13am	6.25am	12	3		X						X		X				X						X				
	6.30am																		X									
	7.00am	7.13am	13	3		X					X			X				X										
	7.03am	7.26am	23	3		X					X					X		X										
	7.04am	8.11am	67	3			X				X				X			X					X	X		X		
	7.15am	7.25am	10	3			X				X			X				X									X	
	7.18pm	10.13pm	115	1				X			X		X															
	7.46am	7.53am	7	3		X						X		X				X										
	8.08am	8.36am	28	1		X				X			X															
	8.25am	9.34am	69	3	X						X			X				X						X				
	8.31am	8.56am	25	3	X							X				X		X							X			
	8.42am	9.40am	58	3	X							X				X		X							X			
	8.55am	8.56am	1	3			X				X				X												X	
	8.47am	9.08am	21	1		X			X	X			X															
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
8.56am	9.22am	26	1			X		X	X			X															
9.12am	9.55am	43	3		X						X		X				X										
9.13am	10.23am	70	3		X			X		X			X				X									X	
9.25am	9.52am	27	1			X					X	X															
9.26am	9.29am	3	1	X						X		X															
10.00am			1																X								
10.20am	10.27am	7	3		X			X		X			X														
10.30am																				0							
10.55am	11.00am	5	3		X						X				X										X		
10.59am	11.16am	17	3	X						X			X										X				
11.06am	11.17am	11	3	X						X				X											X		
11.19am	11.39am	20	3			X		X		X			X														
11.19am	11.40am	21	3		X			X		X			X													X	
11.30am			1																	5							
11.54am			1																		X	X					
11.57am	12.09pm	12	3	X						X			X														
12.03pm			1																								
12.24pm	12.32pm	8	3		X			X		X			X														
12.30pm			1																	6							
12.43pm			1																		X	X					
13.30pm			1																	1							
14.37pm	14.43pm	6	3	X						X			X														
15.42pm			1																		X						
17.37pm			1																		X						
19.18pm			1					X			X		X															
Total				**9**	**17**	**6**	**4**	**10**	**4**	**21**	**11**	**12**	**15**	**4**	**5**	**0**	**14**			**4**	**2**	**1**	**5**	**3**	**3**	**4**	**0**

4.39am - Bins put out on sidewalk

6.20am - Bin pick up time

Trucks Total 37

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
29.08.2017	2.15am	2.41am	26	1				X	X		X		X															
	3.12am	3.23am	11	1			X		X		X		X															
	3.35am	4.06am	31	1			X		X		X		X															
	4.52am	5.53am	61	1		X					X		X															
	5.20am	5.39am	19	3				X	X		X			X				X										
	5.26am	5.45am	19	3	X						X					X		X										
	5.32am			1															X									
	5.37am	6.09am	32	1		X					X		X															
	5.52am	6.24am	32	3		X			X			X		X				X										
	6.07am	6.34am	27	3		X					X				X		X	X								X		
	6.17am	6.28am	11	1		X			X	X			X															
	6.46am	6.54am	8	1		X					X		X															
	7.12am	7.18am	6	1		X			X		X		X															
	7.18am	8.01am	43	3		X					X			X			X	X										
	7.21am	7.30am	9	1		X			X			X	X															
	7.23am	7.35am	12	1		X			X			X	X															
	7.36am	8.51am	75	1		X			X	X			X															
	7.44am	7.59am	15	1				X	X		X		X															
	8.06am	8.35am	29	1		X				X			X															
	8.11am	8.37am	26	3		X					X				X											X		
	8.20am	8.30am	10	3		X					X					X												
	8.32am	8.37am	5	3		X			X			X		X														
	8.37am	9.35am	58	3		X			X		X			X				X										
	8.44am	8.49am	5	3			X				X					X		X							X		X	
Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.50am	?		3	X						X					X		X							X			
8.51am	11.10am	139	3		X				X				X				X										
8.59am	9.34am	35	3			X				X				X			X								X	X	
9.06am	9.31am	25	1		X					X		X															
9.07am	9.47am	40	1		X			X	X			X															
9.35am	9.39am	4	3	X							X		X				X									X	
9.50am			1															X									
9.52am	10.08am	16	3	X						X					X		X							X			
10.08am	10.17am	9	3	X							X		X														
10.22am	10.48am	26	3	X							X		X										X				
10.30am			1																3								
11.03am	11.47am	44	3	X						X			X										X				
11.25am	11.33am	8	3	X						X			X														
11.30am			1																2	X							
12.08pm	12.14pm	7	3		X					X			X			X							X				
12.30pm			1																4								
12.37pm	12.54pm	17	3	X						X					X									X			
12.55pm	13.25pm	30	3	X						X			X										X				
13.25pm	13.36pm	11	3		X					X			X														
13.30pm			1																5								
13.47pm			1																	X							
14.03pm			1																		X						
14.16pm			1																		X						
14.15pm	14.39pm	24	3	X						X			X										X				
14.23pm			1																		X						
14.40pm	14.59pm	19	3		X						X		X														X
14.46pm			1																		X						
14.48pm	14.48pm	1	3		X				X				X														
14.49pm			1																								X
15.17pm			1																	X	X						
16.02pm			1																		X						

Total	11	23	4	3	14	6	27	8	15	17	3	6	3	12			3	6	0	5	4	3	3	2

Trucks Total	41

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
30.08.2017	4.38am	5.11am	33	1		X					X		X															
	4.57am	6.12am	75	3		X					X					X		X							X			
	5.42am	6.13am	31	3		X					X				X		X	X								X		
	5.53am	6.47am	54	1				X	X		X		X															
	?	6.55am		1				X			X		X															
	6.32am	6.46am	14	3		X					X					X		X							X			
	6.40am	7.00am	20	1		X				X			X															
	6.50am	7.24am	34	3	X						X					X		X							X			
	7.25am	7.58am	33	1		X					X		X															
	7.27am	7.30am	3	3	X							X		X				X										
	7.30am	7.40am	10	1		X			X		X		X															
	7.36am	7.41am	5	3		X			X		X			X														
	7.59am	8.05am	6	3		X					X			X				X										
	8.10am	8.36am	26	1		X			X		X		X															
	8.11am	8.27am	16	1		X				X			X															
	8.43am	9.25am	42	1		X			X		X		X															
	8.44am	8.49am	5	3		X					X					X									X			
	9.04am	9.25am	21	1		X			X	X			X															
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
9.04am	9.33am	29	3		X					X				X											X		
9.25am	9.46am	21	1		X			X	X			X															
9.38am	10.02am	24	3		X					X			X			X							X			X	
9.56am			1															X									
9.58am	10.00am	2	3	X						X					X									X			
10.00am	11.12am	72	3				X	X		X			X													X	
10.07am	10.11am	4	3		X					X			X														
10.27am	11.00am	33	3		X			X		X			X										X			X	
10.30am			1																0								
11.14am	11.42am	28	3	X						X			X										X				
11.24am	11.29am	5	3	X						X					X												
11.25am	11.31am	6	3	X						X				X											X		
11.30am			1																2								
11.47am	12.01pm	14	3	X						X			X														
12.01pm	12.28pm	27	3	X						X			X														
12.06pm	12.32pm	26	3	X						X			X														
12.15pm			1																	X	X						
12.27pm	12.33pm	6	3	X						X					X									X			
12.30pm			1																4								
12.57pm			1																	X	X						
13.04pm			1																	X	X						
13.30pm			1																2								
15.55pm	15.17pm	2	3	X						X			X														
16.52pm			1																	X	X						
			Total	**11**	**19**	**0**	**3**	**9**	**4**	**28**	**1**	**11**	**12**	**3**	**7**	**2**	**6**			**4**	**4**	**0**	**3**	**6**	**3**	**3**	**0**

Trucks Total 33

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
31.08.2017	1.27am	2.05am	38	1			X		X		X		X															
	2.26am	2.33am	7	1			X				X		X															
	3.56am	4.35am	39	1			X		X		X		X															
	4.30am	5.19am	49	1		X					X		X															
	4.47am	5.18am	31	1		X						X	X															
	4.48am	5.17am	29	1		X			X		X		X															
	4.48am	5.46am	58	3			X				X			X			X	X								X	X	
	4.50am	5.31am	41	3		X					X					X		X							X			
	5.33am	5.48am	15	3		X					X				X			X								X	X	
	5.35am			1															X									
	5.41am	7.21am	120	1			X					X	X															
	5.42am	5.56am	14	3				X			X			X				X									X	
	5.42am	6.53am	71	1			X				X		X															
	5.55am	6.35am	40	3	X						X					X		X							X			
	6.20am	6.59am	39	1		X				X			X															
	6.31am	7.10am	39	1				X	X		X		X															
	6.32am	7.04am	32	3				X			X					X									X			
	6.57am	7.17am	20	3		X					X			X				X										
	7.11am	7.49am	38	1				X			X		X															
	7.12am	7.44am	32	1		X			X		X		X															
	7.12am	8.04am	52	3	X							X				X									X			
	7.25am	7.44am	19	3		X					X			X														
	7.35am	8.15am	40	3		X					X					X								X	X			

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
7.42am	8.25am	43	3		X					X				X											X	X	
7.48am	8.44am	56	3	X						X			X				X						X			X	
8.11am	9.44am	93	3		X					X					X		X							X		X	
8.16am	8.35am	19	3		X					X			X				X										
8.33am	9.00am	27	3		X					X					X		X							X			
8.34am	8.47am	13	1		X				X			X															
8.47am	8.53am	6	3	X						X			X				X						X				
9.00am	9.19am	19	3		X					X			X				X										
9.03am	9.09am	6	3	X						X			X				X										
9.12am	9.17am	5	3		X					X				X			X								X		
9.15am	9.21am	6	3		X					X					X		X							X		X	
9.19am	9.43am	24	1			X				X		X															
9.23am	9.50am	27	1			X		X	X			X															
9.37am	9.45am	8	3		X			X			X		X														
9.50am	9.54am	4	1	X						X		X															
10.00am			1															X									
10.30am			1																4								
11.41am	11.49am	8	3		X					X					X												
11.44am	11.49am	5	3		X					X			X														
11.30am			1																4								
12.30pm			1																5								
12.46pm	12.56pm	10	3		X			X		X			X										X				
12.54pm	13.26pm	32	3	X						X			X														
13.30pm			1																3								
13.44pm			1																	X							
14.21pm	14.44pm	23	3																								
14.44pm			1																	X	X						
15.09pm			1		X						X			X							X			X			
15.44pm			1																	X							
15.45pm			1																								
17.58pm			1																	X	X						

Total	7	23	8	4	8	3	34	5	16	14	3	9	1	15			5	2	0	5	8	3	8	0

Trucks Total	42

11.45am - Bins put out on sidewalk

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1.09.2017	4.08am	4.28an	20	1			X		X		X		X															
	4.35am	4.46am	11	1		X			X		X		X															
	4.38am	5.09am	31	1			X				X		X															
	5.13am	5.43am	30	1				X	X		X		X															
	5.26am	5.43am	17	3				X			X			X														
	5.35am			1															X									
	5.44am	5.58am	14	1	X						X		X															
	5.46am	6.20am	34	3		X					X				X		X	X								X		
	6.19am	6.33am	14	1		X			X	X			X															
	6.47am	7.26am	52	3		X					X			X				X										
	6.49am	7.37am	48	3	X						X					X		X							X			
	6.52am	7.25am	33	3				X			X				X			X								X		
	7.06am	7.26am	20	3		X					X			X				X										
	7.01am	7.31am	30	1			X		X		X		X															
	7.21am	7.31am	10	3			X		X		X			X				X										
	7.25am	7.37am	12	3	X						X					X		X							X		X	
	7.30am	8.06am	36	3	X							X			X			X						X		X		
	7.36am	7.43am	7	3		X					X			X			X	X										
	7.49am	8.58am	69	1		X			X	X			X															
	7.53am	8.22am	29	3	X							X		X				X										
	7.54am	8.01am	7	3		X					X					X		X							X			
	8.13am	8.23am	10	3	X							X				X		X							X			
	8.19am	8.32am	13	3		X			X		X			X				X										
	8.52am	9.04am	12	3	X							X		X				X						X				
	8.58am	10.46am	108	3		X			X	X				X				X										
	8.59am	9.23am	24	1			X		X	X			X															
	9.19am	9.59am	40	3			X				X				X			X						X		X		
	9.21am	9.34am	13	1		X				X			X															
	9.21am	9.27am	6	3		X					X			X													X	
	9.55am	9.56am	1	1	X						X		X															
	9.55am			1															X									
	10.30am			1																2								
	10.47am	10.57am	10	3		X				X				X			X											
	10.52am	11.14am	22	3	X							X		X										X				
	11.25am	11.41am	16	3	X				X		X			X										X				
	11.30am			1																2								
	11.39am	11.45am	1	3	X						X			X														
	12.30pm			1																2								
	13.30pm			1																2								
	13.41pm			1																		X						
	13.51pm	14.20pm	29	3	X							X		X										X				
	15.21pm			1		X					X		X															
	20.44pm	21.45pm	61	1				X			X		X															
	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	Total				12	14	6	4	11	6	23	6	13	15	4	4	3	16			0	1	0	6	4	4	2	0

Trucks Total	36

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
2.09.2017	4.32am	4.45am	13	1			X		X	X			X															
	4.41am	5.08am	27	1		X					X		X															
	4.58am	5.31am	33	1			X		X		X		X															
	5.06am	?		1		X					X		X															
	6.48am	?		3		X			X		X			X				X						X				
	7.00am	7.06am	6	1		X			X	X			X															
	8.00am	8.12am	12	3		X					X				X			X								X		
	8.09am	8.20am	11	3		X						X				X		X							X			
	8.30am	9.40am	70	3	X						X				X			X								X		
	8.39am	?		3		X					X					X		X										
	9.02am	9.49am	47	3		X			X	X				X				X						X				
	9.07am	9.39am	32	3			X		X		X			X				X									X	
	10.30am			1																								
	10.41am	10.49am	8	3	X							X		X														
	11.30am			1																4								
	11.33am	11.59am	26	3				X			X					X					X				X		X	
	11.37am			1																	X							
	11.51am			1																	X	X						
	12.30pm			1																6								
	13.30pm			1																3								
	13.54pm	14.11pm	17	3	X							X				X												
Total					3	8	3	1	6	3	9	3	5	4	2	4	0	7			1	1	0	2	2	2	2	0

- Markers were not put out

Trucks Total 15

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
3.09.2017	4.43am	?		1		X					X		X															
	6.21am	?		3		X					X				X		X	X								X		
	6.23am	6.35am	12	1			X			X			X															
	7.10am	7.16am	6	1		X				X			X															
	8.01am	8.10am	9	1	X						X		X															
	8.04am	8.16am	12	1	X						X		X															
	9.15am	9.58am	43	3			X		X	X				X									X	X				
	9.50am			1																								
	10.30am			1																7								
	11.30am			1																7								
	12.18pm			1																	X	X						
	12.30pm			1																5								
	12.39pm			1																	X							
	13.30pm			1																0								
	14.00pm			1																	X							
	15.59pm			1																	X							
	16.26pm			1																	X	X						
Total					2	3	2	0	1	3	4	0	5	1	1	0	1	1			5	2	1	1	0	1	0	0

- Markers were not put out

Trucks Total 7

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
4.09.2017	2.57am	3.15am	18	1				X	X		X		X															
	4.54am	5.23am	29	1		X						X	X															
	5.09am	5.17am	8	1	X						X		X															
	5.45am	6.16am	31	3		X					X				X		X	X								X		
	6.05am			1															X									
	6.11am	6.29am	18	1		X			X	X			X															
	6.51am	7.38am	47	1		X			X		X		X															
	6.51am	7.16am	25	3		X					X				X			X										
	7.27am	8.26am	59	3		X			X		X		X	X										X				
	7.50am	8.12am	22	3	X							X				X		X							X			
	8.02am	8.12am	10	1			X		X		X		X															
	8.03am	9.36am	94	1		X			X	X			X															
	8.40am	9.04am	24	1			X		X	X			X															
	8.59am	9.06am	7	3			X				X			X			X	X										
	9.51am			1															X									
	10.25am	10.37am	12	1	X						X		X															
	10.30am			1																0								
	11.30am			1																1								
	12.03pm			1																	X							
	12.30pm			1																2								
	13.04pm			1																4	X							
	14.58pm			1																	X	X						
	16.41pm			1																	X							
				Total	3	7	3	1	7	3	9	2	10	2	2	1	2	4			4	1	0	1	1	1	0	0

Trucks Total	14

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
5.09.2017	2.32am	2.57am	25	1			X		X		X		X															
	3.05am	3.18am	13	1				X	X		X		X															
	4.09am	4.41am	32	1			X		X		X		X															
	4.32am	4.39am	7	1			X		X		X		X															
	4.32am	5.41am	63	3	X							X			X			X							X		
	4.36am	4.56am	20	1		X			X			X	X															
	4.44am	4.55am	11	1				X	X		X		X															
	4.46am	5.35am	49	1		X			X		X		X															
	5.18am	6.00am	42	3	X							X		X														
	6.00am	6.09am	9	1		X			X	X			X															
	6.05am			1															X									
	6.42am	7.32am	50	1		X					X		X															
	6.50am	7.20am	30	3		X					X					X		X							X		
	6.55am	7.06am	11	1		X			X		X		X															
	7.40am	8.38am	58	1		X			X	X			X															
	7.51am	7.55am	4	3		X						X			X			X							X		
	8.22am	8.39am	17	1			X		X		X		X															
	8.23am	8.46am	23	3	X						X					X		X							X		
	8.38am	11.22am	164	3		X			X	X				X				X										
	8.38am	8.53am	15	3		X					X					X		X							X		X	
	8.40am	8.59am	19	1		X				X			X															
	8.55am	9.22am	27	1			X					X	X															
	9.03am	10.05am	62	3	X						X					X		X							X			
	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	9.18am	10.07am	49	3	X						X					X		X							X			
	9.22am	10.21am	53	3		X					X			X				X									X	
	9.24am	9.46am	22	1			X		X	X			X															
	9.50am			1															X									
	10.02am			1																	X							
	10.30am			1																2								
	10.53am			1																	X							
	10.56am	11.00am	4	1			X		X			X	X															
	11.13am	11.17am	4	3		X						X				X												
	11.20am	11.21am	1	3	X							X		X														
	11.28am	12.08pm	40	3				X	X		X			X														
	11.30am			1																2								
	12.30pm			1																4								
	12.52pm			1																	X	X						
	12.57pm	13.01pm	4	3		X			X			X			X											X		
	13.02pm	13.25pm	23	3		X					X			X														
	13.30pm			1																6								
	14.09pm	15.25pm	76	3	X						X			X										X				
	15.31pm			1																		X						
	15.53pm			1																	X							
	16.38pm			1																	X							
	19.34pm			1																	X							
	21.40pm	22.51pm	71	1				X	X		X		X															

- Bins put on sidewalk

Total	7	15	7	4	17	5	19	9	17	7	3	6	0	9			5	3	0	1	5	3	2	0

Trucks Total	33

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
6.09.2017	3.39am	3.49am	10	1				X	X		X		X															
	5.13am	6.20am	67	1				X	X		X		X															
	5.36am	6.01am	25	3		X						X				X		X						X			
	5.37am	5.56am	19	3				X			X			X				X										
	5.43am	6.05am	22	3	X							X			X			X										
	5.45am	6.10am	25	3		X					X					X		X							X		X	
	6.02am	6.20am	18	1		X						X	X															
	6.21am			1															X									
	6.26am	6.34am	8	3		X					X			X				X						X				
	6.53am	7.17am	24	1			X		X		X		X															
	6.55am	7.01am		3		X					X			X			X	X					X					
	6.59am	7.19am	20	1		X					X		X															
	7.09am	7.27am	18	3	X							X		X				X										
	7.18am	8.18am	60	3		X			X		X				X			X								X		
	7.25am	7.28am	3	3	X							X		X				X										
	7.26am	8.06am	20	3	X						X					X		X							X			
	7.32am	7.39am	7	3		X					X			X				X										
	8.03am	8.14am	11	1		X					X		X															
	8.15am	8.18am	3	3		X					X			X			X	X										
	8.26am	8.32am	6	1		X			X		X		X															
	8.30am	8.45am	15	3		X			X		X			X				X										
	8.43am	?		3		X						X				X		X										
	8.43am	9.14am	31	3		X						X		X				X							X			
	8.55am	9.22am	27	1		X				X			X															
	8.59am	9.52am	53	1		X			X	X			X															
Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
9.00am	9.28am	28	3				X			X				X			X						X		X		
9.53am			1															X										
9.53am	10.24am	31	3				X	X			X			X			X						X		X		
10.06am	10.22am	16	3			X		X		X			X										X				
10.12am	10.39am	27	3			X				X			X													X	
10.30am			1																2								
10.34am	10.59am	25	3	X							X		X										X				
10.39am	10.47am	8	3		X			X		X			X														
10.44am	10.49am	5	3	X						X				X													
10.48am	11.27am	39	3			X				X			X														
10.57am	11.00am	3	3	X						X					X												
10.57am	11.02am	5	3	X						X					X											X	
10.58am	11.37am	39	3	X						X				X													
11.05am	11.28am	23	3		X					X			X														
11.23am	11.28am	5	3		X					X			X													X	
11.30am			1																3								
12.30pm			1																5	X							
13.12pm	13.56pm	44	3		X						X		X									X	X				
13.30pm			1																2								
13.32pm			1																	X							
14.00pm			1																	X							
16.50pm			1																	X							
17.39pm																				X							
Total					9	20	4	5	10	2	26	10	9	17	6	6	2	17			5	0	2	7	3	3	4	0

Trucks Total	38

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
7.09.2017	1.30am	2.00am	30	1				X	X		X		X															
	3.23am	3.53am	30	1			X		X		X		X															
	4.23am	6.36am	133	1		X						X	X															
	4.30am	5.18am	48	1		X					X		X															
	4.42am	5.20am	38	1		X						X	X															
	4.45am	6.12am	27	3		X					X				X			X								X		
	4.51am	5.04am	13	1			X				X		X															
	5.10am	5.37am	27	1			X		X			X	X															
	5.57am	6.19am	22	3		X					X					X		X							X			
	5.59am	6.14am	15	3				X	X		X			X				X										
	6.03am			1															X									
	6.05am	6.37am	32	1			X				X		X															
	6.14am	6.34am	20	3			X				X					X		X							X			
	6.15am	6.48am	33	3		X						X			X		X	X										
	6.25am	6.38am	13	1			X		X	X			X															
	6.25am	7.12am	47	3	X						X					X		X							X			
	6.29am	6.53am	24	3	X						X					X		X							X		X	
	6.40am	6.42am	2	3				X			X					X		X							X			
	7.10am	7.32am	22	1		X					X		X															
	7.19am	7.22am	3	1		X					X		X															
	7.22am	7.38am	16	3		X					X			X				X										
	7.48am	7.56am	8	1		X			X		X		X															
	7.51am	8.13am	22	3				X			X					X		X							X			
	8.00am	8.09am	9	3		X					X					X		X							X			
	8.04am	8.11am	7	3		X					X					X		X							X			
	8.07am	8.49am	42	3	X							X		X				X						X				

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.08am	8.49am	41	3	X							X		X											X		X	
8.18am	9.30am	72	3		X					X					X		X							X			
8.19am	8.44am	25	3		X					X			X				X										
8.21am	8.34am	13	3		X					X			X				X										
8.35am	8.53am	18	3		X					X					X									X			
8.29am	9.11am	42	1				X			X		X															
8.30am	8.46am	16	1			X			X			X															
8.59am	9.26am	27	3		X					X			X				X										
9.08am	9.50am	42	1		X			X	X			X															
9.11am	9.46am	37	3	X						X					X								X		X		
9.20am	9.47am	27	1			X		X	X			X															
9.27am	9.31am	4	3	X							X		X														
9.28am	9.33am	5	3		X					X				X											X	X	
9.37am	10.50am	73	3		X					X			X										X				
9.56am			1															X									
10.39am	11.20am	41	3	X						X			X										X				
10.50am	11.13am	23	3	X						X			X														
10.30am			1																2								
10.49am	10.50am	1	1	X						X		X															
11.30am			1																1								
12.11pm	12.20pm	9	3		X					X			X														
12.30pm			1																5	X							
12.33pm	12.56pm	23	3		X					X				X											X		
13.09pm	13.25pm	16	3		X					X			X										x				
13.11pm			1																	X							
13.30pm			1																2								
14.03pm			1																	X							
14.26pm			1																	X							
15.02pm			1																	X							
16.02pm			1																	X	X						

Total	9	23	8	5	7	4	35	7	17	13	4	11	1	17			6	1	0	5	11	4	3	0

Trucks Total	45

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone

(number of cars parked in Loading Zone)

- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)

17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.09.2017	3.19am	3.33am	14	1				X	X		X		X															
	3.36am	3.47am	11	1			X				X		X															
	4.28am	4.44am	16	1			X		X	X			X															
	4.37am	5.09am	32	1			X				X		X															
	4.44am	5.20am	36	1				X	X		X		X															
	5.41am	?		1	X							X	X															
	5.44am	6.20am	36	1		X			X				X															
	6.00am	6.16am	16	3				X	X		X			X				X										
	6.07am	6.20am	13	1		X					X		X															
	6.07am	6.58am	51	1		X				X			X															
	6.38am	7.26am	48	1				X	X		X		X															
	6.54am	7.15am	19	3			X				X			X				X										
	7.27am			1															X									
	7.34am	7.52am	18	3	X						X					X		X							X			
	7.43am	8.17am	34	3		X					X			X				X										
	7.44am	9.03am	19	1		X			X	X			X															
	7.50am	8.08am	18	1				X			X		X															
	7.51am	8.04am	13	3		X						X			X													
	8.03am	8.29am	26	3	X							X				X									X			
	8.09am	8.28am	19	1			X		X		X		X															
	8.30am	8.52am	22	1		X						X	X															
	8.32am	9.06am	34	3		X					X			X														
	8.55am	9.09am	14	1	X							X	X															
	9.00am	9.41am	41	3	X						X			X														
	9.03am	9.04am	1	3		X				X					X			X							X			
	9.04am	11.31am	147	3		X				X								X						X		X		
Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	9.04am	9.15am	11	1		X				X			X															
	9.10am	9.38am	28	1			X		X	X			X															
	9.12am	9.37am	25	3		X					X			X														
	9.21am	9.29am	8	1		X			X		X		X															
	9.26am	9.50am	24	3			X				X				X									X		X	X	
	9.47am	9.50am	3	1	X						X		X															
	10.00am			1															X									
	10.24am	10.43am	19	3		X			X		X			X														
	10.30am			1																3								
	11.30am			1																2								
	11.31am	11.57am	26	3	X						X					X												
	11.44am	12.32pm	48	3	X						X					X												
	12.01pm	12.45pm	44	3	X						X					X												
	12.08pm	12.26pm	18	3		X						X		X														
	12.10pm			1																	X							
	12.12pm	12.25pm	13	3	X						X				X											X		
	12.30pm			1																2								
	12.47pm	13.07pm	20	3		X						X		X														
	12.48pm	13.01pm	13	3	X						X			X														
	13.30pm			1																3								
	14.21pm			1																	X	X						
	15.09pm			1																	X							
	16.53pm			1																	X							
	17.22pm			1																	X							
	18.08pm	18.11pm	3	3		X					X				X													
	20.34pm	22.28pm	114	1				X			X		X															

20.12pm - Kids causing trouble

Total	11	17	7	6	11	7	26	7	20	10	5	5	0	6			5	1	0	2	2	3	2	0

Trucks Total	41

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone

(number of cars parked in Loading Zone)

- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)

17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
9.09.2017	1.59am	2.06am	7	1			X		X		X		X															
	2.10am	2.23am	13	1			X		X		X		X															
	3.01am	3.40am	39	1				X	X		X		X															
	3.49am	4.19am	30	1				X	X		X		X															
	4.45am	5.52am	67	1		X					X		X															
	4.50am	4.52am	2	1		X				X			X															
	5.50am	6.16am	26	3		X					X				X		X	X								X		
	6.16am	6.36am	20	1		X			X	X			X															
	6.48am	7.05am	17	3		X					X				X		X	X								X		
	7.16am	7.39am	23	1		X			X	X			X															
	7.41am	8.52am	71	3		X					X			X				X					X	X				
	7.52am	8.50am	58	1		X					X		X															
	8.09am	8.21am	12	3		X						X				X		X							X			
	9.08am	9.45am	37	3		X			X	X				X				X					X	X				
	9.18am			1																	X							
	10.30am			1																1								
	10.53am	11.04am	11	3		X			X		X			X														
	10.56am			1																		X						
	11.02am			1																	X							
	11.15am	11.25am	10	1																	X	X						
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
11.16am	11.52am	36	3			X				X					X									X			
11.27am	11.53am	26	3	X						X			X										X				
11.30am			1																4								
11.30am	11.33am	3	3	X						X				X											X		
11.47am			1																	X	X						
12.22pm			1																		X						
12.30pm			1																6	X	X						
12.45pm			1																	X	X						
12.45pm	13.32pm	47	3	X							X		X														
13.30pm			1																6								
15.13pm			1																	X							
Total				3	11	3	2	8	4	13	2	9	5	3	2	2	5			7	6	2	3	2	3	0	0

Trucks Total	19

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
10.09.2017	6.11am	6.21am	10	1		X			X	X			X															
	6.29am	6.56am	27	1		X			X	X			X															
	7.43am	8.19am	36	3		X					X					X		X							X			
	9.04am	9.31am	27	3		X				X				X				X					X	X				
	9.33am			1																			X	X				
	10.30am			1																6								
	11.18am			1																	X							
	11.57am			1																	X							
	12.57pm			1																	X							
	15.16pm			1																	X							
	17.35pm			1																	X	X						
	18.07pm			1																	X	X						
Total					0	4	0	0	2	3	1	0	2	1	0	1	0	2	0		6	2	2	2	1	0	0	0

Trucks Total	4

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
11.09.2017	4.03am	4.15am	12	1				X	X		X		X															
	4.07am	4.46am	39	1		X					X		X															
	4.49am	5.20am	41	1		X						X	X															
	4.52am	6.09am	77	3	X							X			X			X							X			
	4.55am	?		1		X						X	X															
	5.04am	5.23am	19	1				X			X		X															
	5.16am	6.03am	47	3	X							X		X				X										
	5.24am	6.13am	49	1		X					X		X															
	6.02am	6.11am	9	1		X			X	X			X															
	6.30am			1															X									
	6.51am	7.25am	34	1		X			X	X			X															
	7.12am	7.28am	16	3		X						X		X				X										
	7.31am	7.58am	27	3		X						X			X			X						X		X		
	7.32am	8.15am	43	3		X			X		X			X				X						X				
	7.36am	?		3	X						X					X		X							X			
	7.45am	8.25am	40	3		X			X		X			X				X								X		
	8.05am	8.32am	27	3		X					X					X		X							X			
	8.10am	8.49am	39	3	X							X				X		X							X			

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.13am	8.28am	15	1				X			X		X															
8.21am	9.09am	48	3		X					X				X			X								X	X	
8.29am	8.43am	14	1		X				X			X															
8.36am	9.26am	50	3	X						X					X		X							X			
8.37am	9.04am	27	3		X						X		X				X									X	
8.55am	9.16am	21	1			X					X	X															
9.17am	10.10am	53	3		X					X			X				X										
9.24am	9.51am	27	1			X		X	X			X															
9.54am	9.59am	5	3	X						X					X		X							X			
10.30am			1																1								
11.06am			1															X									
11.09am	11.21am	12	3	X							X		X														
11.13am	11.41am	28	3				X	X		X			X															
11.30am			1																3								
12.30pm			1																1								
12.47pm	13.15pm	28	3	X							X		X										X				
13.30pm			1																2								
13.32pm	14.17pm	45	3	X							X		X														
14.26pm			1																	X							
15.08pm	15.53pm	45	1			X				X		X															
16.52pm			1																	X	X						
17.33pm			1																	X							
19.37pm	22.33pm	176	1				X			X		X															

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Total	9	15	3	5	7	4	15	12	14	10	3	5	0	14			3	1	0	3	6	2	3	0

Trucks Total 32

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
12.09.2017	2.08am	2.35am	27	1				X	X		X		X															
	3.34am	4.16am	42	1			X		X		X		X															
	4.03am	4.08am	5	1			X				X		X															
	5.08am	5.22am	14	3				X			X			X				X										
	5.37am	5.50am	13	3	X							X		X				X										
	5.43am	6.35am	52	1		X					X		X															
	5.50am	6.20am	30	3		X					X				X		X	X								X		
	6.00am	6.10am	10	1		X			X	X			X															
	6.04am	6.40am	36	1		X						X	X															
	6.12am			1															X									
	6.44am	7.02am	18	1			X		X		X		X															
	6.50am	7.04am	14	3		X					X			X				X										
	6.54am	7.13am	19	3		X						X				X		X							X			
	7.6am	7.16am	10	1		X			X		X		X															
	7.22am	7.34am	12	1																								
	8.35am	8.53am	18	1			X			X			X															
	8.39am	9.30am	51	3		X					X			X				X										
	8.45am	9.45am	60	3		X					X					X	X	X						X		X		
	8.59am	9.45am	46	1		X				X			X															

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
9.06am	9.33am	17	1			X		X	X			X															
9.31am	9.42am	11	3		X			X		X			X															
9.45am			1															X									
9.46am	10.59am	73	3		X			X	X				X				X										
9.50am	10.17am	27	3			X				X			X				X					X	X			X	
9.54am	10.26am	30	3	X							X		X				X										
9.56am	10.00am	1	3		X					X					X		X							X			
10.04am	10.12am	8	3	X						X					X									X			
10.06am	10.09am	3	3		X										X									X		X	
10.22am	10.28am	6	3		X						X		X			X											
10.28am	11.13am	45	3	X						X					X									X			
10.30am			1																	2							
10.43am	11.12am	29	3	X							X		X														
10.49am	10.08am	19	3			X				X				X												X	X
11.30am			1																	3							
12.30pm			1																	3							
12.32pm			1																		X						
13.30pm			1																	2							
13.35pm	13.49pm	14	3	X						X					X									X			
13.47pm			1																		X						
14.36pm	14.41pm	5	3		X				X				X														
15.12pm			1																		X						
15.49pm			1																		X						
16.35pm			1																		X						

Total	6	16	7	1	8	6	18	6	11	11	2	7	3	11			4	1	1	2	6	3	3	0

Trucks Total	30

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13.09.2017	3.38am	3.58am	20	1				X	X		X		X															
	4.37am	4.56am	19	1			X				X		X															
	4.59am	6.15am	16	3		X						X				X		X							X			
	5.43am	6.07am	24	3		X					X				X		X	X								X		
	6.00am	6.43am	43	1				X	X		X		X															
	6.27am	6.38am	11	3		X					X			X			X	X										
	6.44am	7.08am	24	1				X			X		X															
	6.52am	7.23am	31	1			X				X		X															
	7.18am	8.03am	45	3		X					X					X		X							X			
	7.21am			1															X									
	7.28am	7.43am	15	1			X		X		X		X															
	7.52am	8.22am	30	3		X					X					X		X							X			
	7.53am	7.58am	5	3	X							X		X				X										
	8.04am	8.10am	6	3		X			X		X			X				X										
	8.16am	8.29am	13	3		X					X			X				X						X				
	8.22am	8.45am	23	1		X				X			X															
	8.50am	9.09am	19	3		X					X			X				X										
	8.58am	9.17am	19	1			X				X		X															
Arr Time	**Dep Time**	**Dur (Mins)**	**Cam**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**
9.04am	9.40am	36	3		X			X		X			X														
9.30am	9.53am	23	1		X			X	X			X															
9.51am	9.58am	7	3	X						X			X														
9.52am			1																X									
10.30am			1																	1								
10.40am	10.46am	6	3		X					X			X														
10.49am	11.05am	16	3		X					X					X									X			
11.02am	11.37am	35	3		X			X		X			X										X				
11.15am	11.24am	9	3	X						X					X									X			
11.30am			1																	1								
11.30am	12.10pm	40	3	X						X					X									X			
12.10pm	12.32pm	22	3	X							X		X														
12.15pm	12.35pm	20	3	X							X		X										X				
12.28pm	13.28pm	60	3			X		X		X			X													X	
12.42pm	12.49pm	7	3	X							X		X														
12.30pm			1		X			X		X			X							5	X						
13.30pm			1																	4							
13.35pm			1																		X						

Total	7	15	5	3	9	2	23	5	9	14	1	6	2	9			2	0	0	3	6	1	1	0

Trucks Total	30

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
14.09.2017	1.24am	1.52am	28	1				X	X		X		X															
	2.59am	3.04am	5	1		X			X		X		X															
	4.12am	4.32am	20	1			X		X		X		X															
	4.24am	5.13am	49	1		X					X		X															
	4.38am	4.47am	9	1		X			X	X			X															
	4.52am	5.23am	31	1			X		X		X		X															
	5.12am	5.39am	27	3		X						X				X		X						X			
	5.54am	6.18am	24	3		X					X				X		X	X								X		
	5.56am	6.14am	18	1				X	X		X		X															
	6.03am			1															X									
	6.07am	6.26am	19	1		X			X	X			X															
	6.22am	6.49am	27	3	X						X					X		X						X			
	6.26am	6.42am	16	1			X		X		X		X															
	7.14am	7.34am	20	3		X					X			X				X										
	7.25am	7.35am	10	3			X				X					X		X					X		X			
	7.34am	8.02am	28	1				X	X		X		X															
	7.38am	8.07am	29	3		X					X					X		X							X			
	7.43am	8.47am	64	3		X					X			X				X						X				
	7.52am	8.41am	49	3		X					X				X			X								X		
	7.57am	8.54am	57	3		X					X					X		X							X		X	
	8.08am	10.00am	112	3		X					X					X		X							X			
	8.21am	8.26am	5	1		X			X			X	X															

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8.24am	8.32am	8	3		X					X			X				X						X			X	
8.29am	8.45am	16	1		X				X			X															
8.30am	9.02am	32	1			X					X	X															
8.32am	9.05am	33	3	X						X					X												
9.00am	9.26am	26	3		X						X		X				X										
9.09am	9.33am	14	1		X			X	X			X															
9.09am	9.35am	16	1			X		X	X			X															
9.26am	9.34am	8	3		X					X			X														
10.00am			1															X									
10.30am			1																0								
10.32am	10.48am	16	3	X							X		X														
10.49am	11.04am	15	3	X							X		X														
11.01am	11.52am	51	3	X						X					X									X			
11.30am			1																3								
11.35am	11.44am	9	3		X						X				X									X			
11.38am	11.51am	13	3	X							X			X									X		X		
11.55am	12.13pm	18	1		X					X		X															
12.10pm			1																		X						
12.12pm	12.25pm	13	3	X						X			X														
12.29pm	12.59pm	30	1		X					X		X															
12.30pm			1																0								
13.30pm			1																1								
15.04pm			1																	X							
18.18pm			1																	X							

Total	7	21	6	3	12	5	24	8	17	8	3	9	1	12			2	1	1	3	8	3	2	0

Trucks Total	37

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
15.09.2017	3.27am	3.41am	14	1				X	X		X		X															
	4.42am	5.03am	21	1		X			X	X			X															
	4.43am	5.16am	33	1			X				X		X															
	4.57am	5.28am	31	1			X					X	X															
	5.07am	6.04am	57	1	X							X	X															
	5.27am	5.50am	23	3				X	X		X			X				X										
	5.35am			1															X									
	5.50am	6.14am	24	1				X	X		X		X															
	5.56am	6.35am	39	3		X					X				X			X								X		
	6.15am	6.37am	22	1			X		X		X		X															
	6.25am	6.51am	26	1			X			X			X															
	6.42am	7.13am	31	1				X			X		X															
	7.29am	7.47am	18	1			X				X		X															
	7.40am	8.11am	31	3		X			X		X			X				X										
	7.48am	8.29am	41	3		X					X					X		X							X			
	8.36am	9.02am	26	1		X			X	X			X															
	8.51am	9.08am	17	3			X		X		X			X				X										
	8.57am	9.20am	23	3	X							X		X				X						X				
	9.02am	9.23am	21	1			X		X	X			X															
	9.03am	11.24am	141	3		X				X						X		X							X			
	9.08am	9.24am	16	1	X							X	X															
	9.13am	9.22am	9	3		X					X			X														
	9.23am	9.28am	5	3			X			X				X														
	9.24am	9.36am	12	1			X			X			X															
	9.25am	9.53am	28	3				X			X			X				X						X			X	
	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	9.36am	9.48am	12	3			X					X		X				X									X	
	9.48am	9.54am	6	1	X						X		X															
	9.54am	9.56am	2	3	X						X					X		X										
	9.55am	9.59am	4	1		X			X		X		X															
	10.00am			1															X									
	10.30am			1																3								
	10.43am	10.58am	15	3	X							X			X											X		
	11.23am			1																	X							
	11.29am	11.50am	21	3	X							X		X										X				
	11.30am			1																3								
	11.40am	12.18pm	38	3	X							X		X										X				
	12.30pm			1																2								
	12.58pm	13.12pm	14	3		X					X			X														
	13.30pm			1																2	X							
	13.33pm	13.52pm	19	3			X					X		X			X											
	13.42pm	13.50pm	8	3			X				X			X													X	
	13.55pm			1																		X						
	15.27pm			1																		X						
	17.29pm			1																		X						
	20.54pm	22.02pm	68	1				X	X		X		X															
				Total	8	9	12	6	11	7	19	9	17	13	2	3	1	10			2	3	0	4	2	2	3	0
				Trucks Total	35																							

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone (number of cars parked in Loading Zone)
    - 10.30am
    - 11.30am
    - 12.30pm
    - 13.30 (1:30 pm)
17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Date	Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
16.09.2017	1.55am	2.04am	9	1				X	X		X		X															
	3.03am	3.38am	35	1				X	X		X		X															
	3.38am	4.04am	26	1			X		X		X		X															
	4.09am	4.55am	46	1		X					X		X															
	4.30am	4.47am	17	1		X			X	X			X															
	4.38am	4.54am	16	1		X			X		X		X															
	5.57am	6.20am	23	3		X					X				X		X	X								X		
	6.15am	6.30am	15	1			X		X	X			X															
	6.36am	6.52am	16	1		X			X		X		X															
	7.23am	7.43am	20	3		X						X				X		X							X			
	7.28am	8.25am	57	3		X					X			X				X										
	8.11am	8.38am	27	1		X			X	X			X															
	8.14am	8.35am	16	3		X						X				X		X							X			
	8.39am	13.10pm	31	3		X			X	X				X				X										
	9.02am	9.28am	26	3			X				X			X				X										
	9.07am	9.32am	25	3		X				X				X				X						X			X	
	10.06am	10.29am	23	3		X			X			X		X														

Arr Time	Dep Time	Dur (Mins)	Cam	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
10.30am			1																3								
10.49am			1																		X						
11.02am	11.24am	22	3	X							X				X									X			
11.30am			1																3								
11.57am			1																	X							
12.15pm			1																	X	X						
12.30pm																			3								
13.02pm			1																		X						
13.26pm			1																		X						
13.30pm			1																3								
13.50pm			1																	X	X						
14.30pm			1																	X	X						
14.51pm			1																	X							
16.37pm			1																	X							
17.40pm			1																	X							

Total	1	12	3	2	9	5	9	4	9	5	1	3	1	7	0	0	5	6	0	1	3	1	1	0

Trucks Total	18

Master Categories List

Type of Truck

1. Van
2. Small truck
3. Large truck
4. Semi-trailer truck
5. Refrigeration

Owner of Truck

6. Draeger's
7. Non-Draeger's
8. Unknown

Initial Truck Location

9. Parking Plaza Loading Zone
10. 840 Menlo Av Frontage
11. Other Evelyn St (same side as 840 Menlo Av)
12. Other Evelyn St (side opposite 840 Menlo Av)

Miscellaneous Events & Conditions

13. Parking backwards on Evelyn St
14. Use of 840 Menlo Av or Evelyn St when Parking Plaza Loading Zone is available
15. Time of use of Parking Plaza Loading Zone (Times when markers go in & out)
16. Availability of Plaza Loading Zone
(number of cars parked in Loading Zone)
- 10.30am
- 11.30am
- 12.30pm
- 13.30 (1:30 pm)

17. Shopping carts obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
18. Vehicles parked partially on and obstructing flat sidewalk in Parking Plaza next to 840 Menlo Av and Draeger's
19. Unattended goods or equipment on any sidewalk
20. Unloading onto & blocking any sidewalk
21. Transporting goods by hand across Evelyn St
22. Transporting goods by hand along Evelyn St
23. Parking of trucks on either or both sides of Evelyn St which creates congestion, narrows street width, and/or blocks visibility
24. Evidence of Draeger's loading management/coordination of (i) truck arrivals or (ii) loading and unloading (other than immediately at loading door)

Exhibit -F

List of Deliveries

to

Draeger's Markets

(August 17, 2017 to September 16, 2017)

List of Deliveries to Draeger's Market

Vendor	Type	Frequency Per Week – 17th August 2017 to September 16th 2017							Summary of Average Load Size
		WK	T	F	S	S	M	T	W	
Coca Cola	Large Semi-Trailer	1	1S - PJ 6.21am				1S - PJ 10.14am			1 Medium or small load delivered on pallet using pallet jack 1 to 2 times per week.
		2					1M - PJ 7.18am			
		3	1M & 1S - PJ 6.32am							
		4	1M - PJ 7.51am				1S - PJ 8.13am			
Unified Grocers	Large Semi-Trailer Refrigerated & Non-Refrigerated	1	3L - PJ 6.47am (R)	3L - PJ 19.43pm (R)			1L - PJ 4.57am (R))		1L - PJ 6.35am (R)	3 to 4 Large or Medium loads delivered on pallet using pallet jack 4 to 5 times per week.
		2	2M - PJ 6.34am (R)	2L & 3M - PJ 21.06pm (R)			1M & 2S - PJ 5.02am (R) 3L & 2M & 1S - PJ 19.18pm (NR)	2L & 2M - PJ 21.40pm (R)	3L - HP 6.20am(R)	
		3	2L - PJ 6.31am (R)	4L - PJ 20.45pm (R)				1L - PJ 4.44am (R)		
		4		3L - PJ 6.38am (R) 4L & 1S - PJ 20.34pm (R)			4M - PJ 5.04am (R) 2L - PJ 19.37am (NR)		3L - PJ 6.46am (R)	
		5	3L - PJ 7.34am(R)	5L - PJ 20.54pm (R)						
UNFI	Large Semi-Trailer Refrigerated	1		2/ML - PJ 5.09am					2M – 3L - PJ 7.02am	2 to 3 Large or Medium loads delivered on pallet using pallet jack 2 times per week.
		2		2L - PJ 6.15am					3L & 1S & 1S - PJ 5.53am	
		3		2L & 1S - PJ 5.13am					3L - PJ 5.13am	
		4		2L & 1M - PJ 4.44am					3L & 3M - PJ 6.00am	
		5		1S - SC 11.13am						

Pepsi	Semi-Trailer	**1**		1S - HT 5.51am						1 to 2 Small or Medium loads delivered on pallet using pallet jack once per week.
		2	1M - PJ 8.45am							
		3	1M - PJ 7.11am							
		4	1M - 1S - PJ 8.29am							
		5		1S - HT 6.42am						
Bi-RITE Foodservice Distributors	Large Semi-Trailer	**1**								2 small loads delivered on pallet using pallet jack once per month. 1 to 2 small loads delivered using hand truck once per month
		2								
		3								
		4	2S - HT 5.59am 1S - HT 6.40am							
		5	2S - PJ 5.56am							
Fosters	Large Semi-Trailer	**1**		1S - PJ 7.53am						1 Small load delivered on pallet using pallet jack once per week 3 times a month.
		2								
		3		1S - PJ 6.26am						
		4		1S - PJ 7.50am						
Mike Hudson Distributing	Semi -Trailer	**1**								A few small boxes delivered once per week three times a month using either hand truck or shopping cart.
		2	1S - HT 11.07am				1S - SC 10.40am			
		3						1L - SC 11.28am		
		4					1S - SC 11.13am			
Northern refrigerated transportation	Large Semi-Trailer Refrigerated	**1**								3 large loads delivered on pallet using pallet jack once per month.
		2								
		3			3L - PJ 11.33am					
		4								

Nu-Cal	Large Semi-Trailer Refrigerated	**1**		1S - PJ 4.58am				1S - PJ 5.13am		1 Small load delivered on pallet using pallet jack approximately two times per week every week.
		2		1S - PJ 5.34am				1S - PJ 5.20am		
		3		1S - PJ 5.26am					1S - PJ 5.37am	
		4						1S - PJ 5.10am		
		5		1S - PJ 5.28am						
Earl's Organic Produce – San Francisco	Large Semi-Trailer Refrigerated	**1**		3L - PJ 3.11am	1L - PJ 2.36am		1M - PJ 3.58am			1, 2 or 3 Large or Medium loads delivered on pallet using pallet jack 2 to 3 times per week.
		2		3L - PJ 6.39am			1L & 1M - PJ 3.32am			
		3					2L - PJ 2.57am		1L - PJ 3.39am	
		4		2L - PJ 3.21am			IL & 1M - PJ 4.03am			
		5			1L - PJ 1.55am					
Clover Stornetta	Semi-Trailer Refrigerated	**1**	1L - PJ 1.24am		1L - PJ 2.24am			1S - PJ 2.44am		1 large or small load on pallet delivered using pallet jack 2 to 3 times per week.
		2			1L & 1M - PJ 2.56am			1L - PJ 2.15am		
		3						1S - PJ 2.32am		
		4	1L - PJ 1.30am	1L - PJ 3.01am				1S - PJ 2.08am		
		5	1S - PJ 1.24am							
RYDER – Truck rental	Large Semi-Trailer Refrigerated	**1**							2L - PJ 3.19am	1 large or medium load delivered on pallet three times per month. Pallet jack was used to unload.
		2								
		3								
		4							2M & 1 L - PJ 3.38am	
		5		1L & 2M – PJ 3.27am						
Tony's Fine Foods	Large Semi Trailer	**2**						1L – PJ 7.44am		1 Large load delivered on pallet using pallet jack once per month

Vendor	Type	Sampling of Average Daily Trucks – Other Than Semi-Trailer Truck					Summary of Average Load Size
		18th Aug	21st Aug	29th Aug	6th Sept	14th Aug	
		F	M	T	W	T	
Cardboard bale pick-up	Flatbed Truck		2L – WS Pick Up 8.41am			2L – WS Pick up 8.30am	2 Large cardboard bales picked up and placed on truck using Walkie Stacker
Bay Area Herbs & Specialties	Large Box Truck Refrigerated					12S boxes - H 6.26am	12 Small boxes delivered by Hand
Southern Wine & Spirits	Medium Box Truck						
Simply Better Tortillas	Medium Box Truck		1S - H 6.53am				1 Small load delivered by hand
Penske truck rental	Medium Box Truck	2L – PJ 4.39am					2 Large loads delivered using Pallet Jack
TNG	Medium Box Truck						
Budget Rental	Medium Box Truck			2L – PJ 6.46am	1L – PJ 7.32am		1 or 2 large loads delivered on pallet using pallet jack
ITALFoods Inc	Large Box Truck Refrigerated				1S – HT 6.53am		1 Small load delivered using hand truck
Prime Source – Floral distributors	Medium Box Truck Refrigerated						
Tony's Fine Food	Large Truck Refrigerated	1M – PJ 6.01am					1 medium load delivered using pallet jack
Budlight	Large Truck	0 14.47pm					
Pinnacle Foods Inc				1S -HT 7.21am			1 small load delivered using hand truck
The Cheese Works West	Medium Truck Refrigerated						
Odwalla	Small Box Truck	1S – HT 9.11am				1S – HT 8.07am	1 small load delivered using hand truck

Beltramo's Wines and Spirits	Small Box Truck						
Digiorno	Small Box Truck						
Frito Lay	Small Box Truck	1S – HT 7.19am	1L – HT 7.24am				1 small or large load delivered using hand truck
Better source building better workspaces	Small Truck				1S – HT Pick Up 10.48am		1 small load picked up using hand truck
Sumanos Bakery	Small truck	1S – BT 5.45am	1S – BT 5.40am	1S – BT 6.07am	1S – BT 5.45am	1S – BT 5.54am	1 small load delivered using small bakery trolley
VINLUX Transport	Small truck	1S – H 7.59am			1S – HT 10.06am		1 small load delivered by hand or using hand truck
A&W – All American Food							
California Pizza Kitchen	Small Truck	1S – HT 6.49am	1S – HT 7.06am				1 small load delivered using hand truck
FEDEX	Step Van			1M – HT 12.37pm			1 medium load delivered using hand truck
UPS	Step Van	1S – HT 9.37am 1S – H 9.30am	1S – H 9.34am	1S – HT 9.52am	1S – HT 10.58am		1 small load delivered using hand truck
Oroweat	Step Van		2L – BR & Pickup 8.02am		1L – BR 7.27am	2S – BR 7.38am	1 large or small load delivered using hand truck
Pete's Coffee	Van		1S- HT 8.44am			1S – HT 6.22am	1 small load delivered using hand truck
Redbull	Van			1S – HT 12.55pm			1 small load delivered using hand truck
USPS	Step Van						
Maisie Jane's	Van	1S – SC 9.25am 1S – H 9.59am					1 small load delivered using shopping cart & hand
Planet Wines	Van						

Marin Pasta Works	Van						
Lusamerica Fish		1S – HT 12.04pm		1S – HT 11.03am 1S – Pickup 13.15pm		1S - HT 11.01am	1 small load delivered using hand truck
Draeger's	Medium Box Truck	1S – HT 9.00am	1S – HT & Pick up 3L - BT 9.21am		2L – BT Drop off 2L – BT Pick Up 6L – GB Pick Up 8.59am	1L – BT Pick Up 4.38am 6L – BT – Pick Up 6.07am 3L & 1M – WS 8.29am	Between 2 to 6 bakery trolleys picked up and dropped off 6 large garbage bags picked up 1 small load delivered using hand truck and 3 large to medium loads delivered using walkie stacker
Draeger's	Small Box Truck	Pick up 1S box – H 4.34am 2L - BT 6.03am 2L – GB Pick up 7.54am 1 M - PJ 6L BT Pick up 4L BT Drop off 9.10am	3L - Pick Up GB 8.55am 1S – PJ 9.17am	1M – PJ 2S – GB Pick up 7.36am 1L & 2S – PJ 8.06am 3L – BT Pick up 2L – BT Drop off 9.07am 0 8.51am	3L – BT Drop off 2L – BT Pick Up 13.12pm	3 – BT Pick up 2L - GB Pick up 9.09am	Between 2 to 6 bakery trolleys picked up and dropped off Between 2 to 3 large garbage bags picked up 1 small load delivered using hand Between 1 to 3 small, medium & large loads delivered on pallet using pallet jack
Unknown	Step Van	1S – SC 5.06am				1S – HT 7.38am	1 small load delivered using hand truck or shopping cart

Unknown	Van	1S – H 6.46am 1S – SC 8.17am 1S – SC 8.45am 1S -SC 9.28am 1S -SC 9.28am 1S – HT 9.45am 1S – HT 10.57am 1S – HT 11.36 1 – HT 9.44am	1S – HT 4.39am 1S – HT 4.46am 1S – H 9.02am 1S – HT 10.30am	1S – H 5.31am 1S – HT 9.35am 1S – SC 10.08am 1S – HT 10.22am 1S – HT 11.25am	1S – HT 5.43am 1S – H 7.09am 1S – H 7.26am 1S – HT 10.34am	1S - HT 10.49 1S – HT 11.38am	1 small load delivered using hand truck, shopping cart or by hand
Unknown	White small Box truck	1S – T 8.20am	1M – PJ 5.20am 1S – HT 7.31am 1S – HT 8.01am 1S – H 10.47am	1M – HT 7.23am 1S – HT 5.52am 1S – HT 8.11am 1M – PJ 14.40pm	1S – HT 5.36am 1S – HT 6.26am 1S – HT 8.43am	1S – BR & 1S – HT 5.12am 1S -HT 11.35am	1 small or medium load delivered using hand truck or pallet jack

Unknown	Medium Truck			5L – BT Pick up 6.17am		1M – PJ 2.59am	5 large bakery trolley picked up & 1 medium load delivered on pallet using pallet jack
Unknown	Large Truck			1L – PJ 3.12am		1M – HT 8.21am	1 large load delivered using pallet & 1 medium load delivered using hand truck
Zephyr Express	Small Box Truck	1S – HT 9.50am				1S – HT 8.24am	1 small load delivered using hand truck
Codigo 1530	Small Box Truck	1S – H 7.10am		4S – HT 7.18am	2S – HT 8.03am		1 to 4 small loads delivered using hand truck
Vital Vittles	Van	1S – H 8.39am					1 small load delivered by hand
Wonder Icecream	Small Truck	1S – HT 7.50am				1S – HT 7.46am	1 small load delivered by hand truck
Penske	Medium Box Truck Refrigerated	1S – H 10.19am					1 small load delivered by hand
Stumptown Coffee		? 10.35am					
Rocky	Large Truck Refrigerated			1S – HT 3.35am		1S – HT 4.12am	1 small load delivered by hand truck
Beckmans	Small Box Truck			2S – BT 4.52am		2S – BT 4.24am	2 small loads delivered using small bakery trolley
Berkely				4S – HT 5.37am			4 small loads delivered using hand truck
Pacific Sustainable Seafood	Medium Box Truck Refrigerated			1S – HT 7.12am	1S – HT 8.26am		1 small load delivered by hand truck
El Tequilla	Small Box Truck			1M – HT 9.06am			1 medium load delivered by hand truck
Give Something Back	Small Box Truck	1M – HT 8.20am					1 medium load delivered using hand truck
CWS	Small Box Truck Refrigerated			1S – HT 8.32am			1 small load delivered by hand truck

FOTOVAT	Large Box Truck Refrigerated			1S – PJ 8.44am		1S – PJ 7.25am	1 small load delivered on pallet using pallet jack
GSO	Small Box Truck			1S – HT 12.08pm			1 small load delivered by hand truck
HOMEMAID	Small Box Truck Refrigerated			0 13.25pm			
Marathon	Van				1S - SC 6.59am		1 small load delivered by shopping cart
Fresh Point	Medium Box Truck Refrigerated				1S – HT 6.55am		1 small load delivered by hand truck
Vinvision Trucking	Small Box Truck				1S – HT 8.15am		1 small load delivered by hand truck
Youngs Market Company	Small Bos Truck Refrigerated				1S – HT 8.30am		1 small load delivered by hand truck
I.Sosnick & Son	Small Truck Refrigerated				2S – HT 8.43am		2 small loads delivered by hand truck
Ryder	Large Box Truck				4S – HT 10.12am		4 small loads delivered by hand truck
Vinces Shellfish Co. Inc					1M – HT 11.05am		1 medium load delivered by hand truck
Petaluma Egg Farm						1M – PJ 4.52am	1 medium load delivered on pallet using pallet jack
Clover the Ranibow	Small Truck Refrigerated					1S – HT 11.55am	1 small load delivered by hand truck
Marin Pasta Works	Small Van					1S – HT 8.32am	1 small load delivered by hand truck
Monarch Truck Rentals						1S - HT 9.26am	1 small load delivered by hand truck

BT	Bakery Trolley
GB	Trash Bags
H	Hand
HT	Hand Truck
PJ	Pallet Jack
WS	Walkie Stacker

S	Small Loads on Standard Size Pallet
M	Medium Load on Standard Size Pallet
L	Large Loads on Standard Size Pallet

Exhibit - G

Evelyn Street

Vehicle &

Pedestrian Counts

August 30, 2017

Time	Passenger Vehicle	Commercial Vehicle	Unknown Vehicle	Pedestrian	Disabled	Bicycle	Miscellaneous	Menlo Av	Santa Cruz Av	Plaza 4	Plaza 5	Onstreet Parking Space	Yellow Loading Zone	North	South	East	West	Menlo Av	Santa Cruz Av	Plaza 4	Plaza 5	Onstreet Parking Space	Yellow Loading Zone
2.30am	1							1						1					1				
2.30am	1								1						1					1			
2.30am		1								1					1			1					
2.30am	1							1						1						1			
	3	1	0	0	0	0	0	2	1	1	0	0	0	2	2	0	0	1	1	2	0	0	0
3.30am	1								1						1					1			
3.30am	1							1						1						1			
3.30am	1							1						1						1			
	3	0	0	0	0	0	0	2	1	0	0	0	0	2	1	0	0	0	0	3	0	0	0
4.00am	1									1					1			1					
4.00am	1								1						1						1		
4.00am				1							1						1			1			
4.00am	1									1					1			1					
4.00am	1								1						1			1					
4.00am	1									1				1					1				
4.00am	1								1						1			1					
4.30am	1							1						1						1			
4.30am				1				1						1					1				
4.30am	1							1						1						1			
4.30am	1								1						1			1					
4.30am		1									1			1								1	
4.30am		1										1		1					1				
4.30am		1						1						1								1	
4.30am				1								1			1					1			
	9	3	0	3	0	0	0	4	4	3	2	2	0	7	7	0	1	5	3	4	1	2	0
5.00am	1									1					1			1					
5.00am				1				1						1						1			
5.00am	1									1				1					1				
5.00am		1								1					1			1					
5.00am		1								1					1			1					
5.00am		1						1						1								1	
5.00am																							
5.00am				1					1						1						1		
5.30am	1							1						1					1				
5.30am	1							1						1							1		
5.30am	1								1						1			1					
5.30am	1							1						1						1			
5.30am		1						1						1								1	
5.30am				1				1						1						1			
5.30am			1					1						1						1			
5.30am			1						1						1							1	
5.30am				2				1						1						1			
5.30am		1								1				1						1			
5.30am																							
5.30am																							
5.30am																							
	6	5	2	5	0	0	0	9	3	5	0	0	0	11	6	0	0	4	2	6	2	3	0
6.00am	1							1						1						1			
6.00am		1								1											1		
6.00am				1						1				1							1		
6.00am	1										1				1			1					
6.00am		1										1		1					1				
6.00am		1										1		1					1				
6.00am	1									1						1					1		
6.00am	1									1									1				
6.00am				1				1						1						1			
6.00am	1							1						1								1	
6.00am	1											1			1						1		
6.00am	1									1				1						1			
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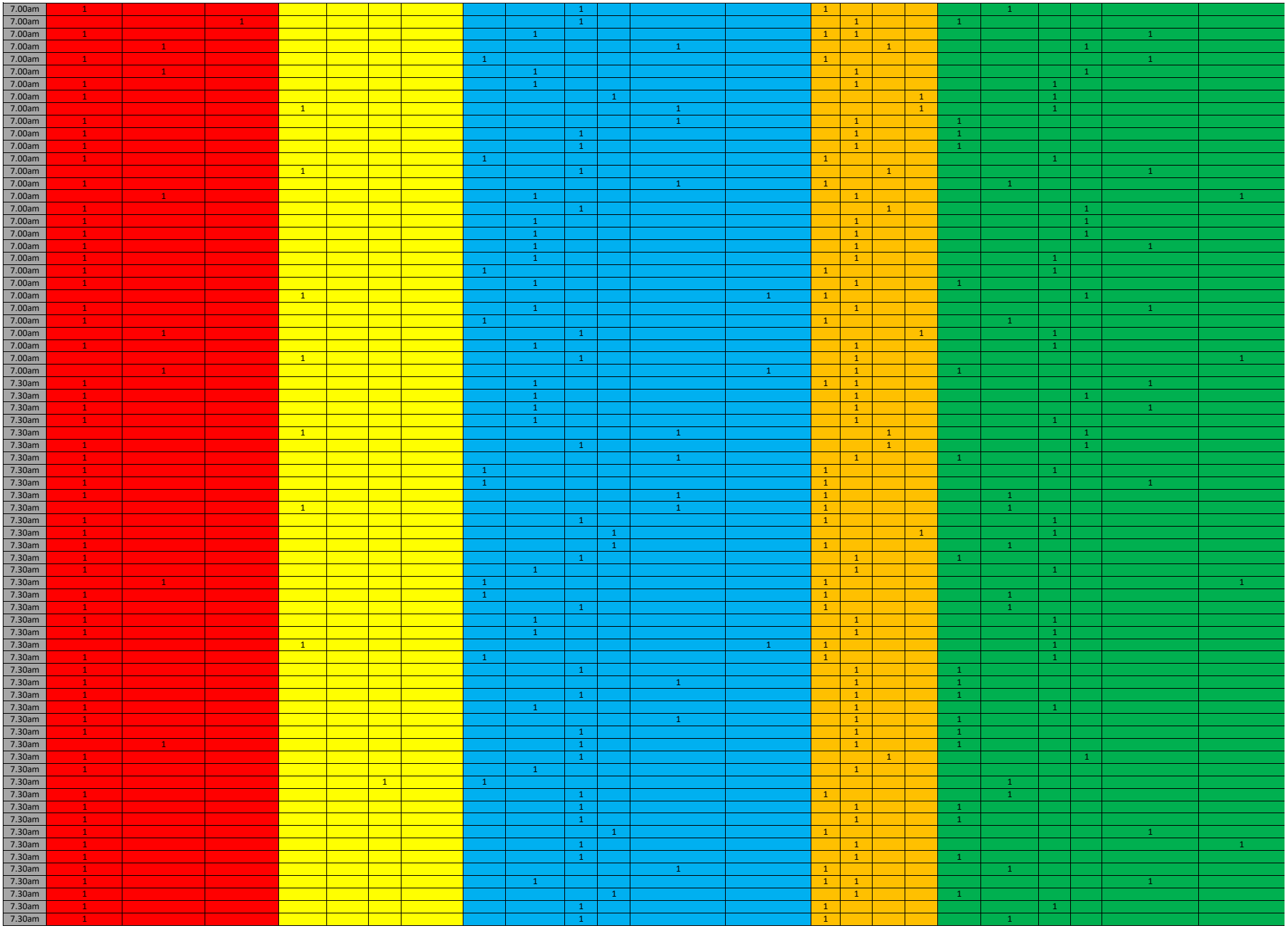

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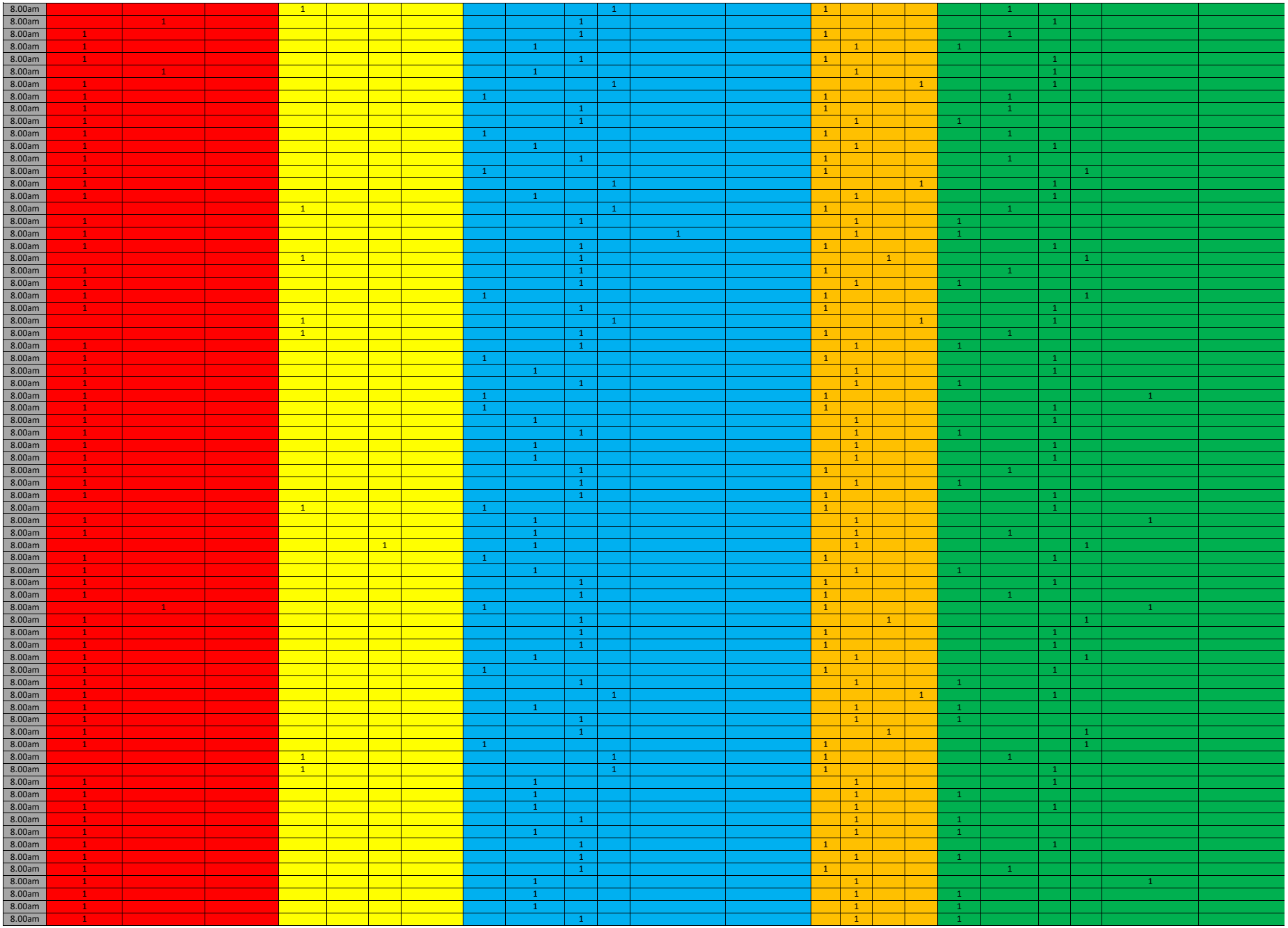

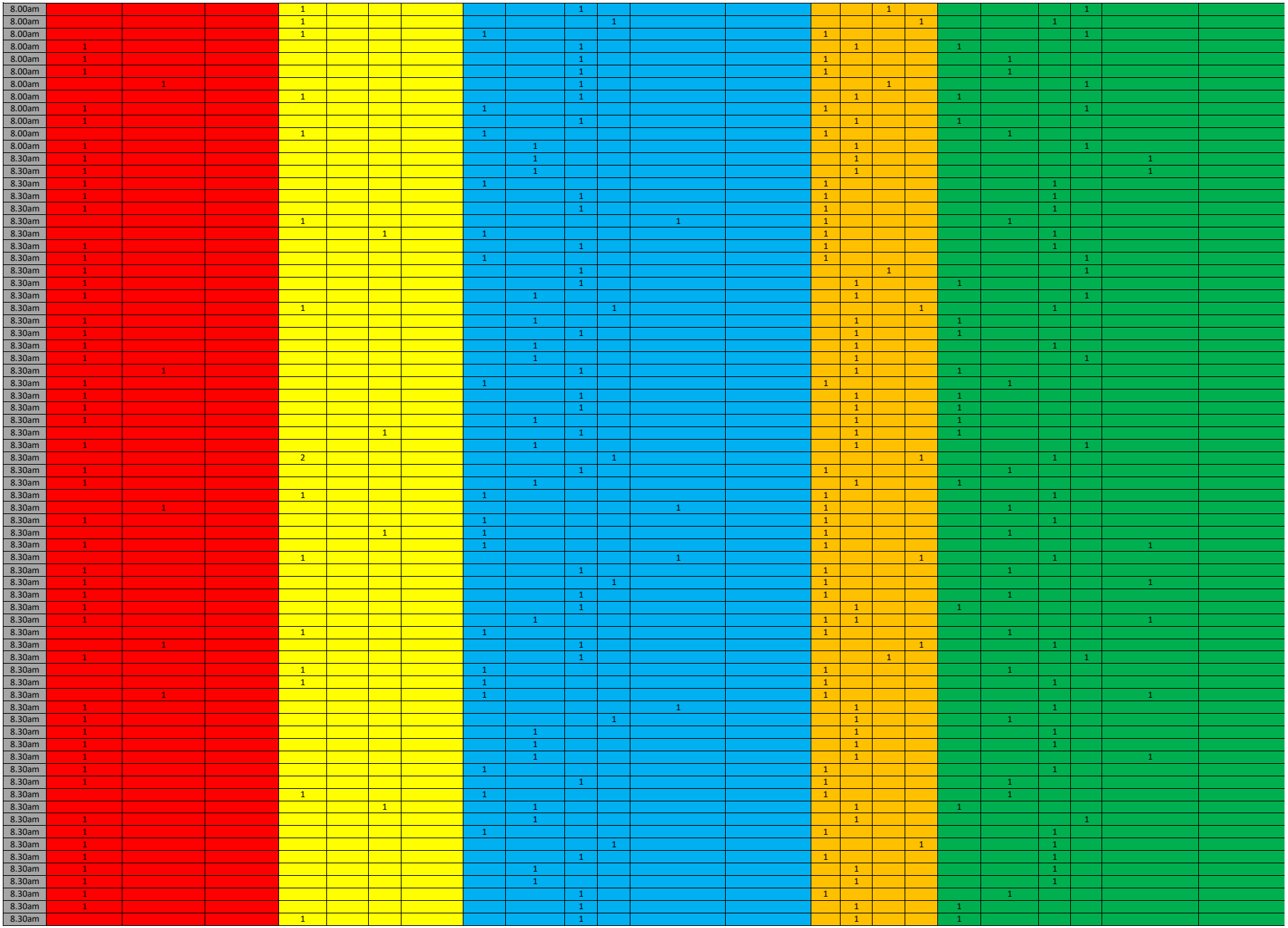

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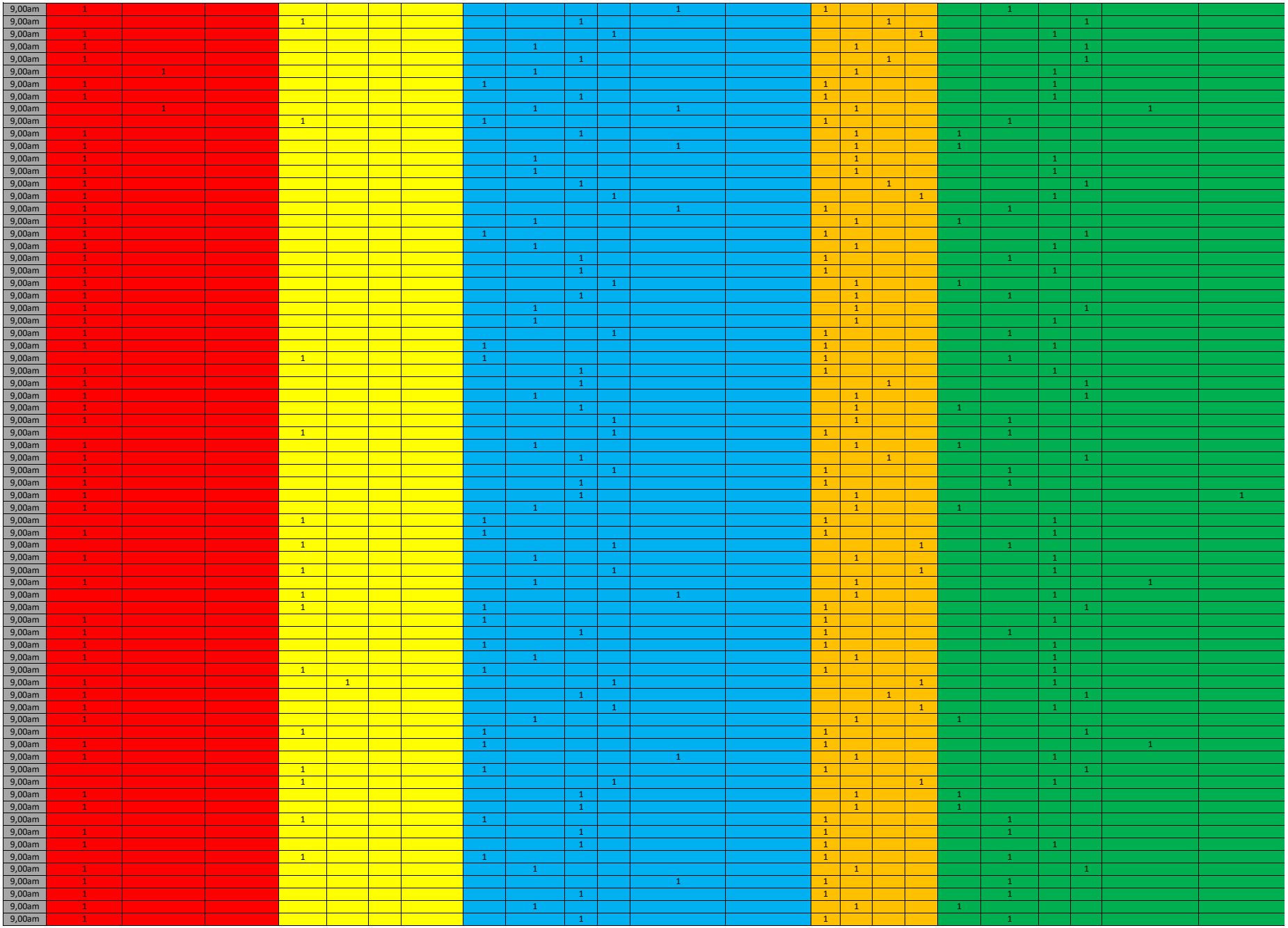

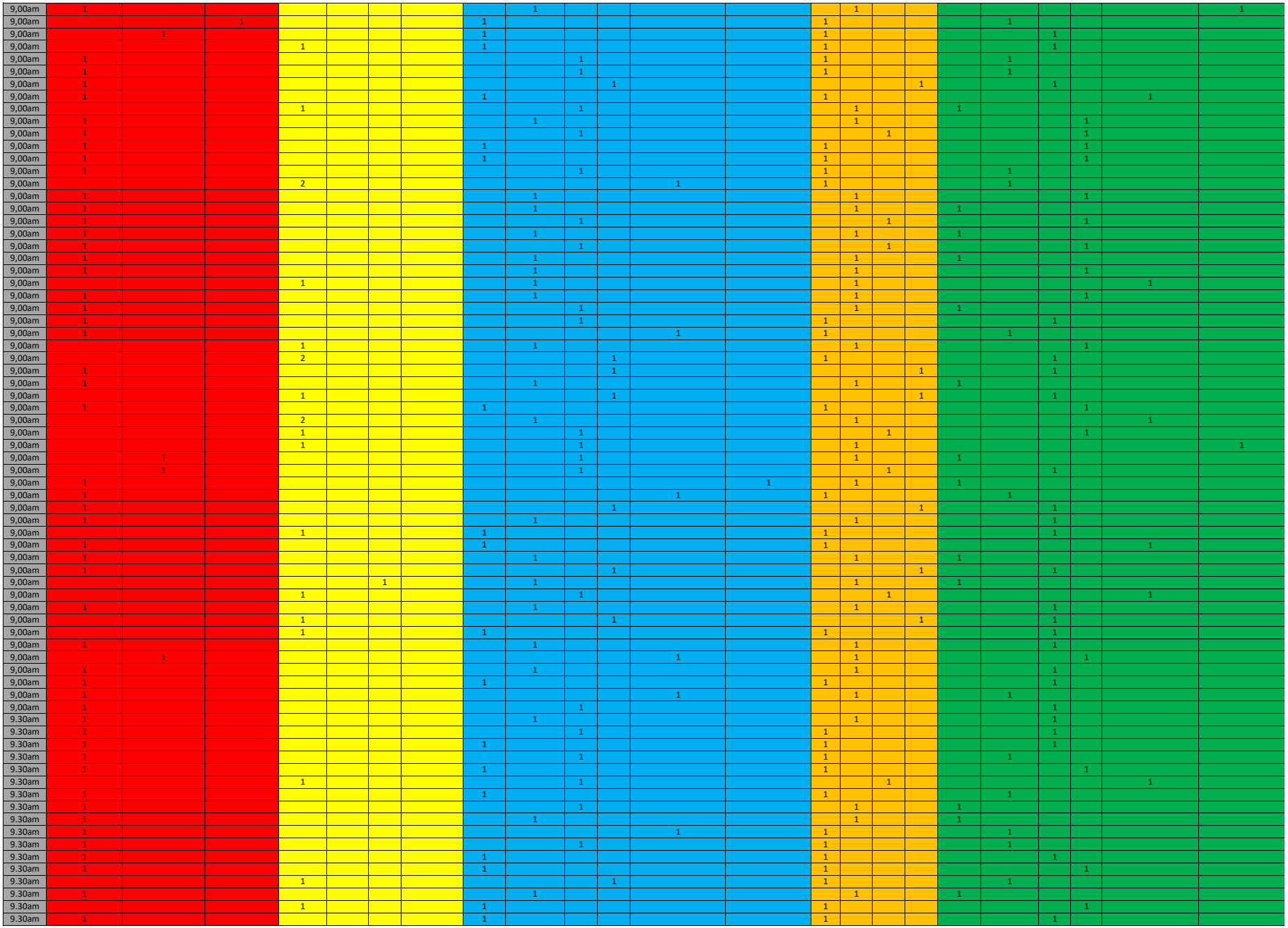

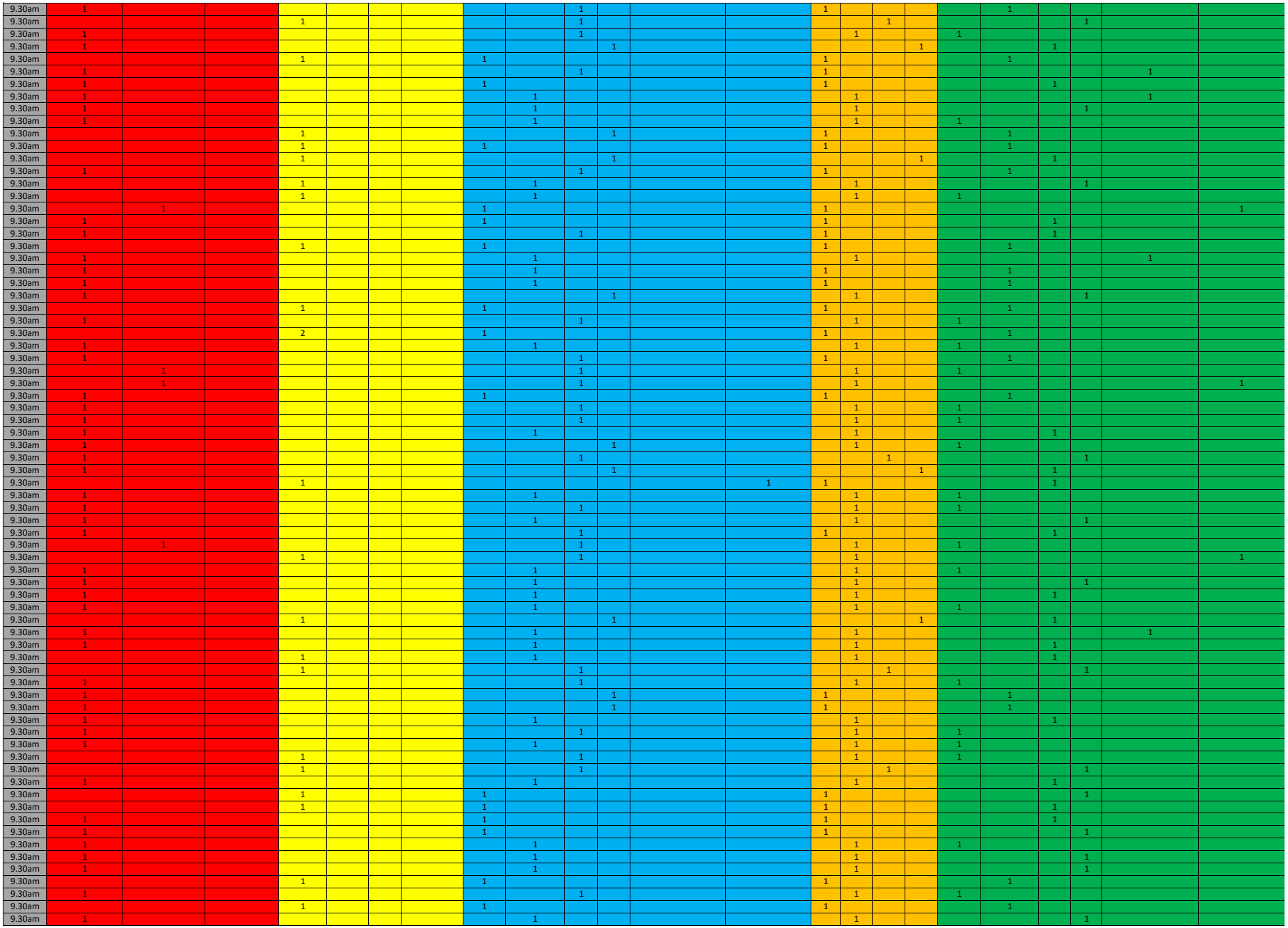

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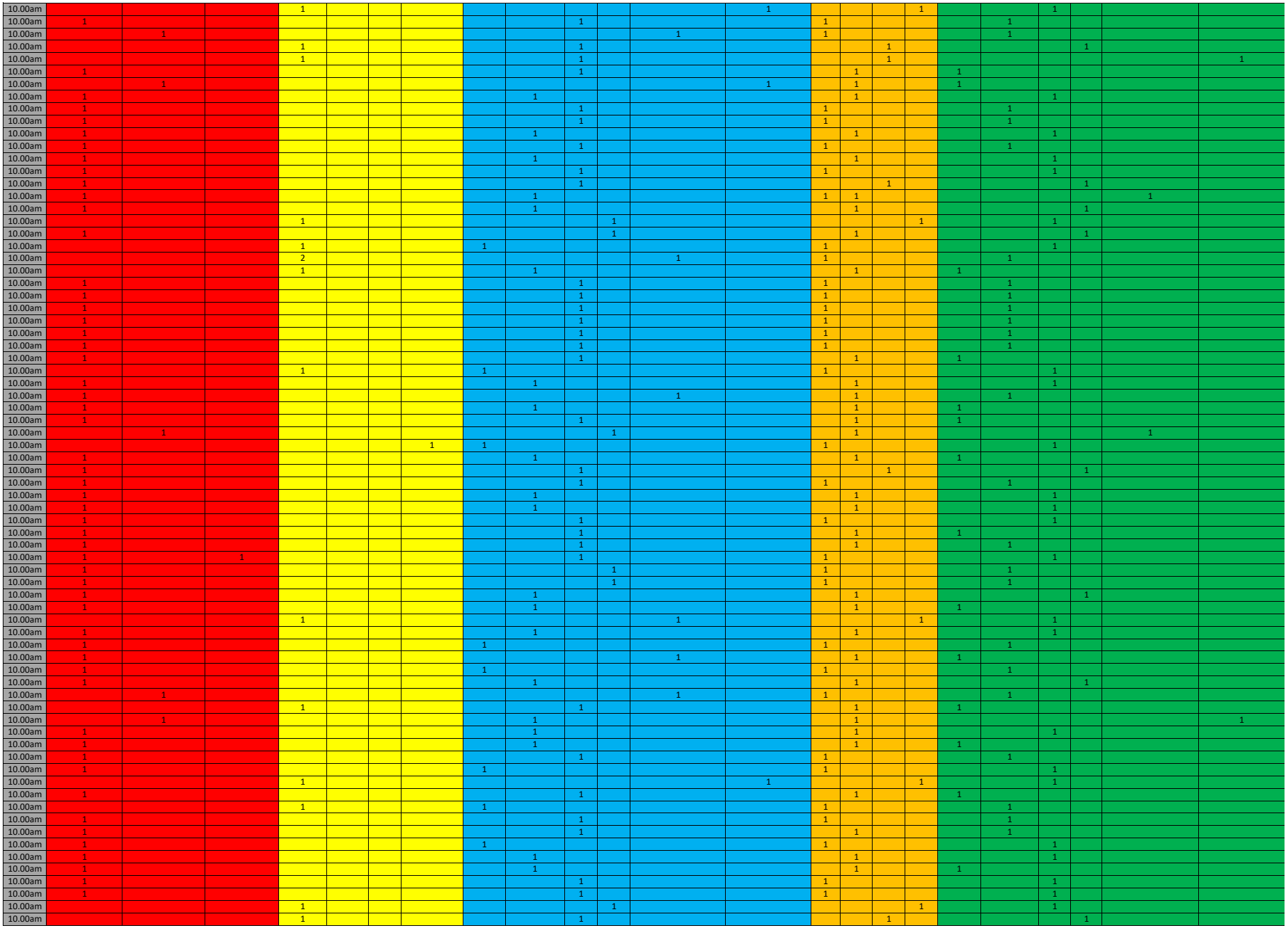

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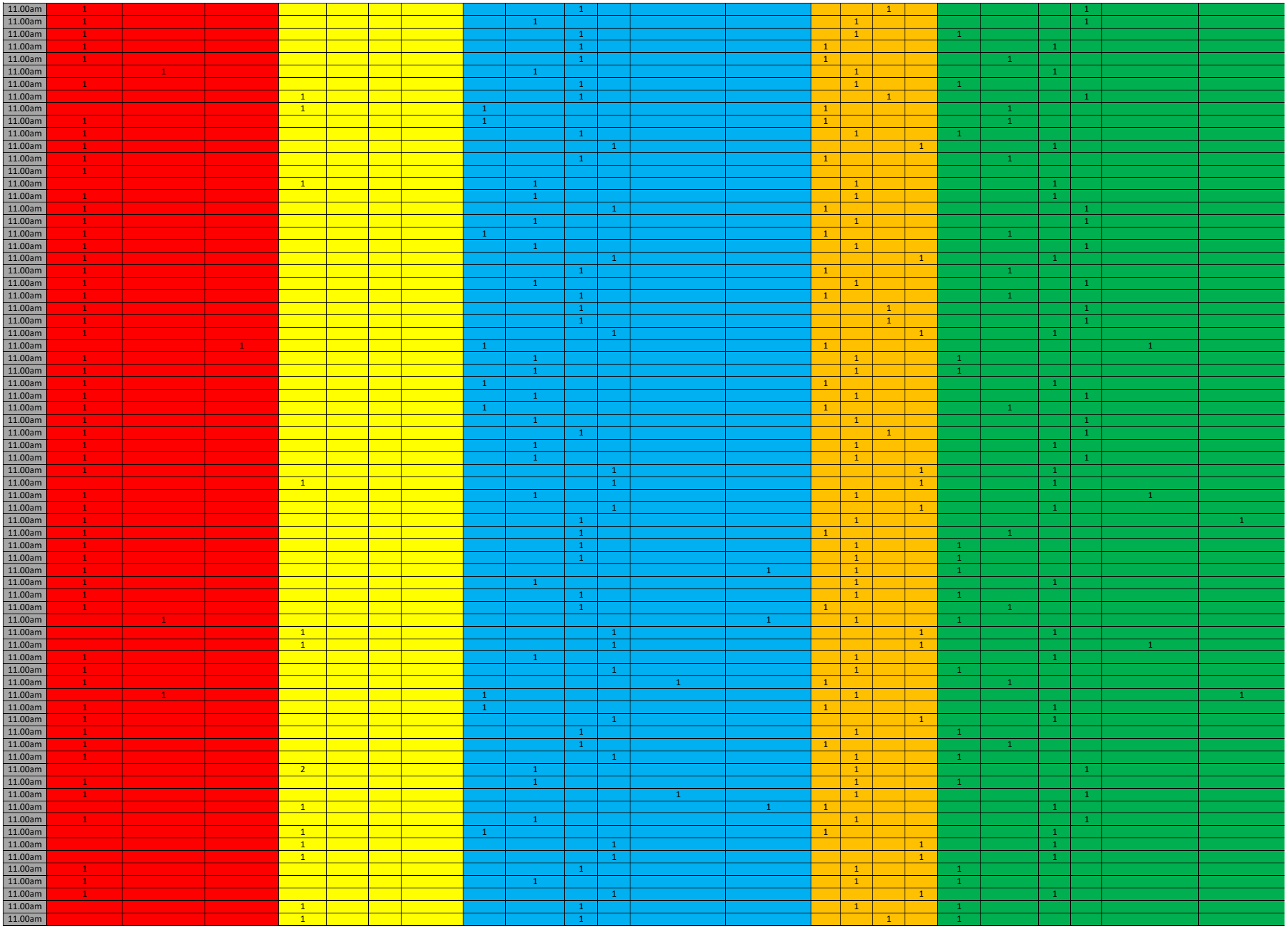
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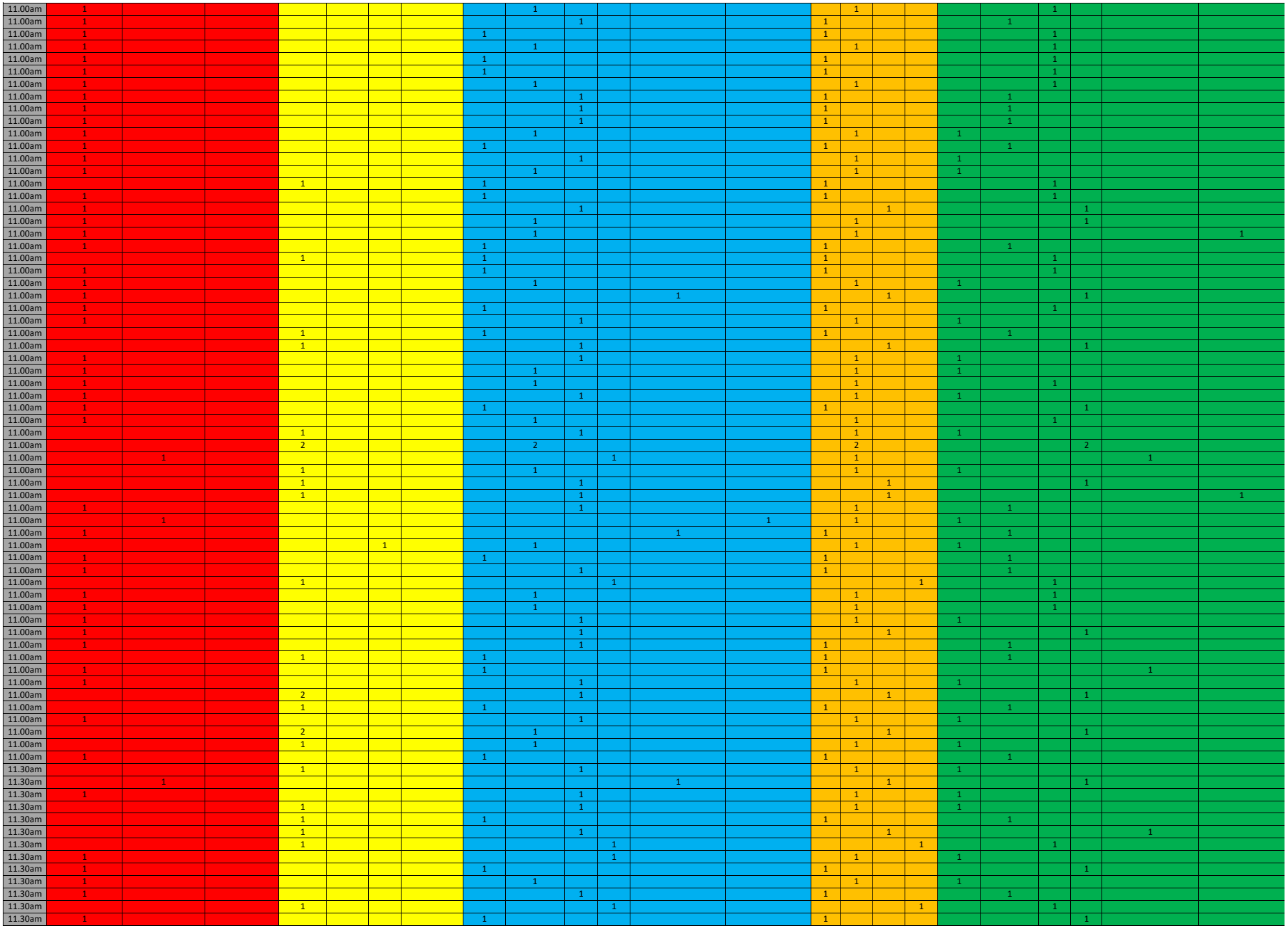

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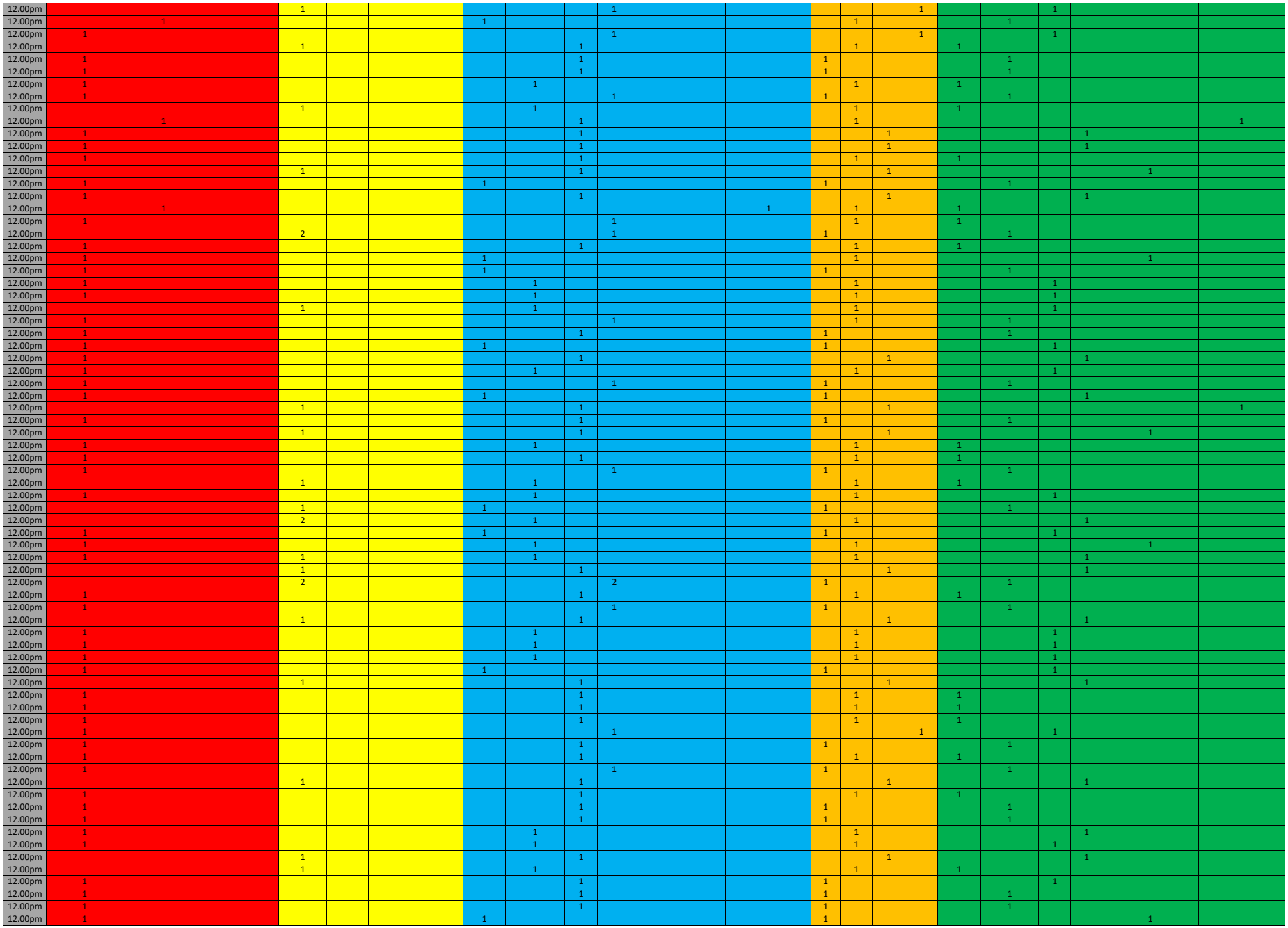

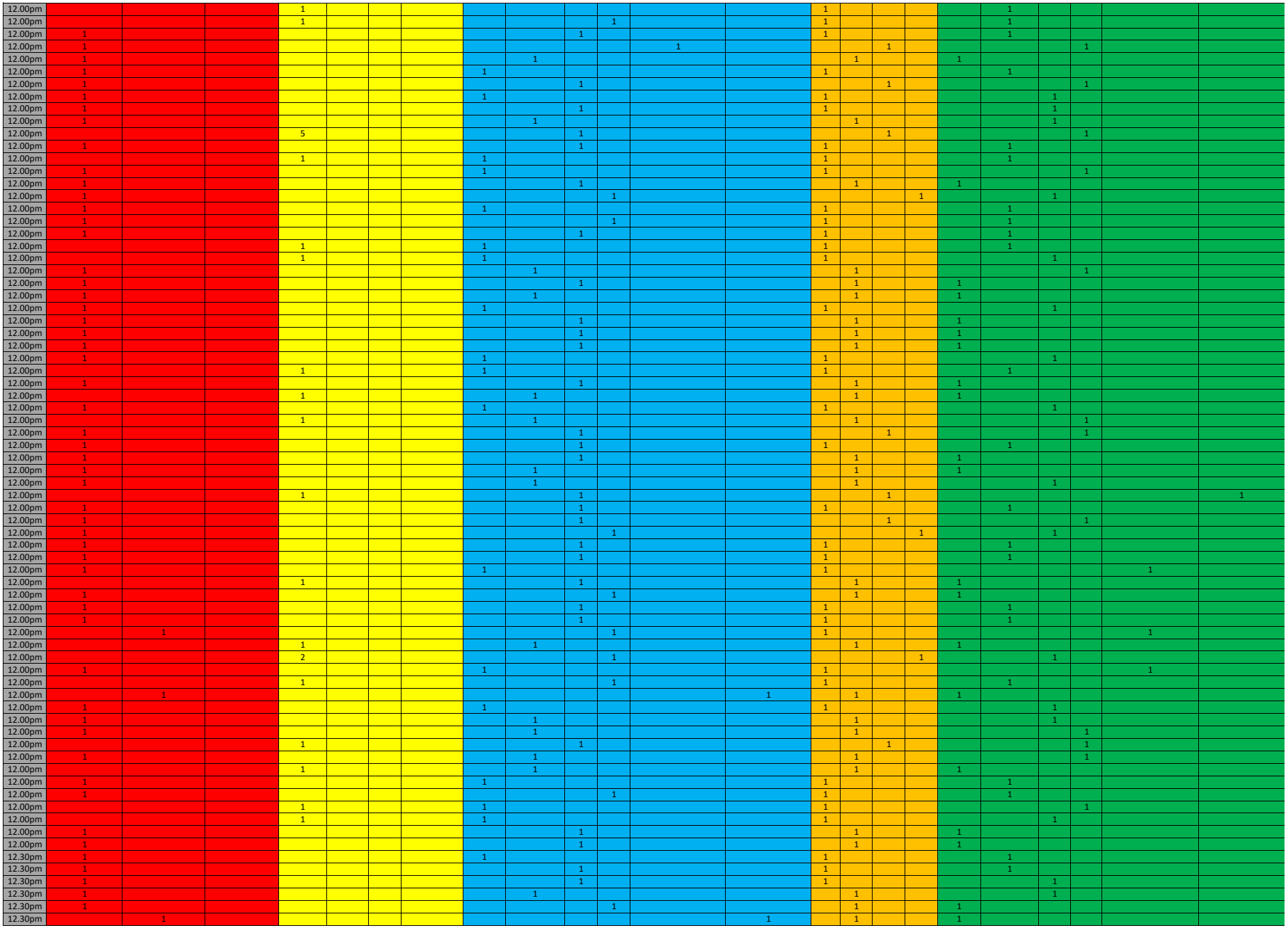

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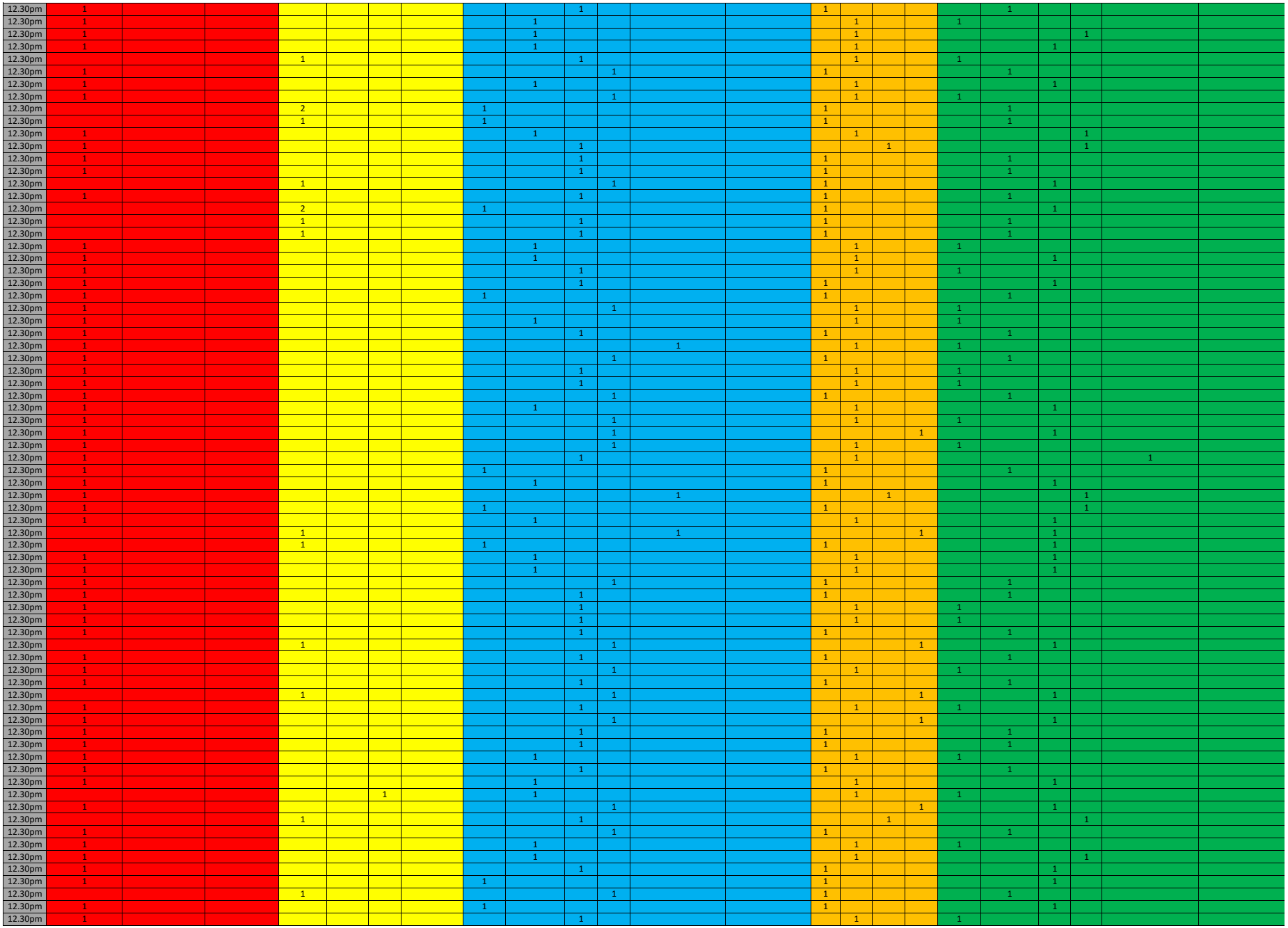

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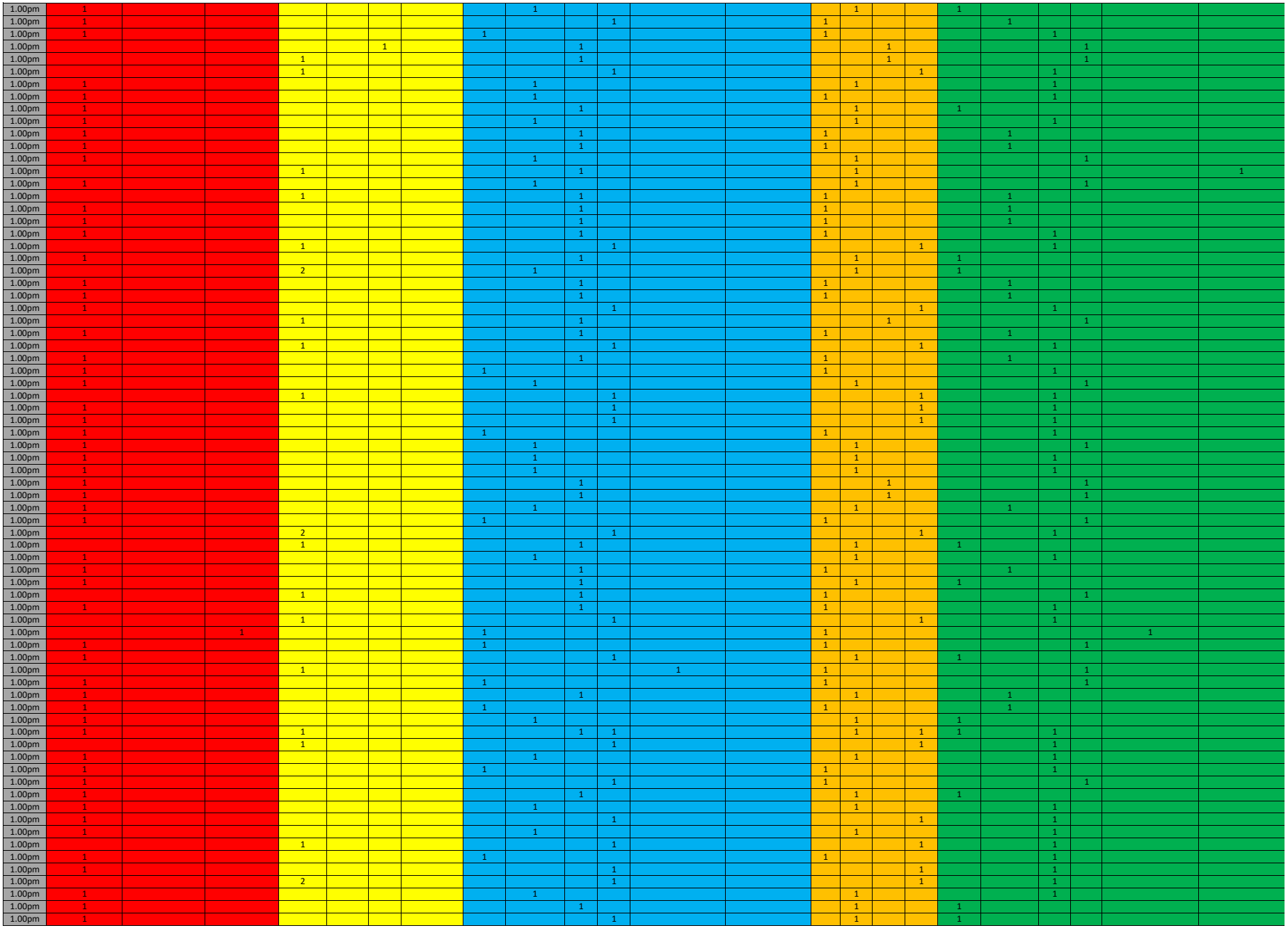

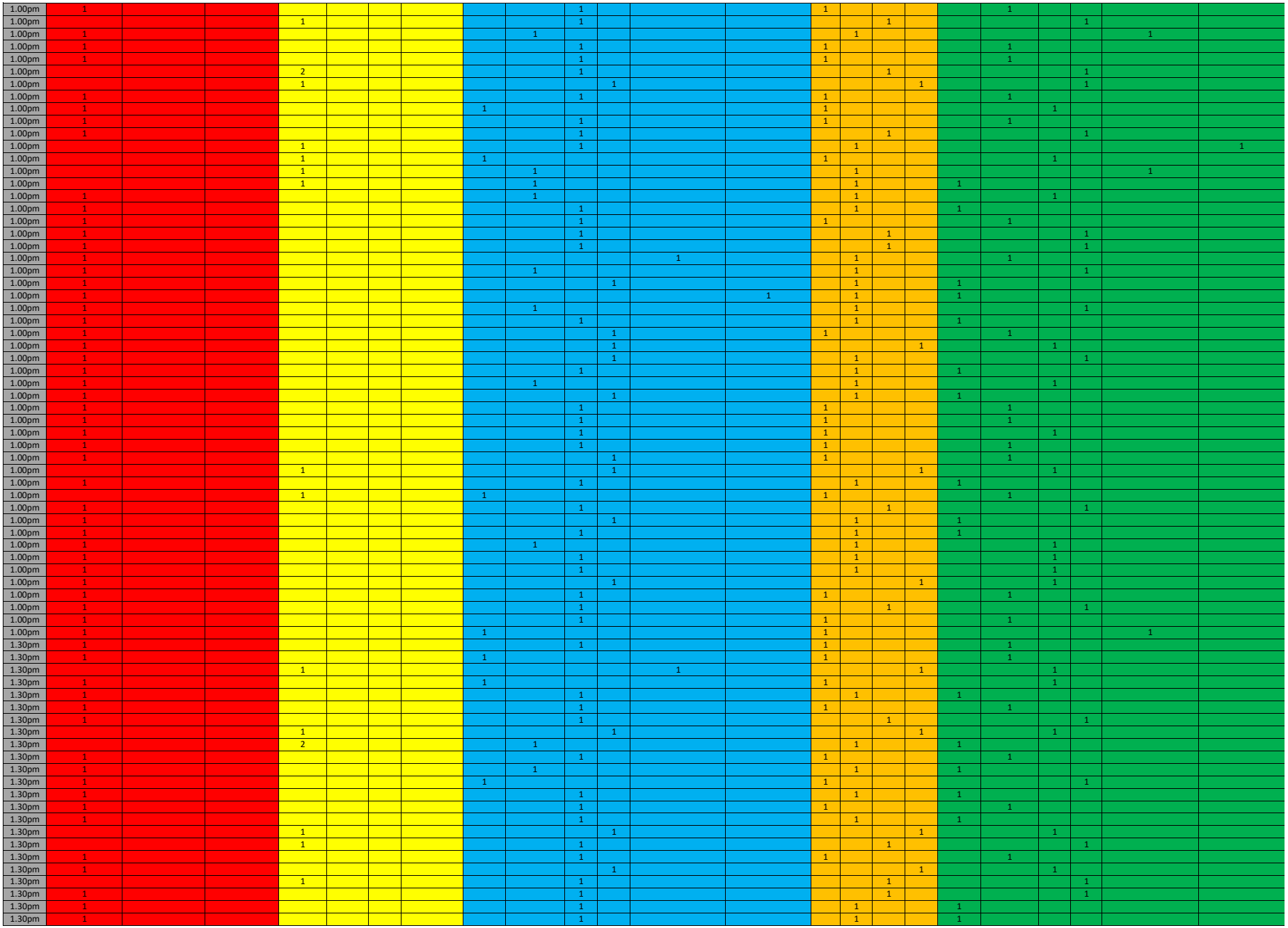
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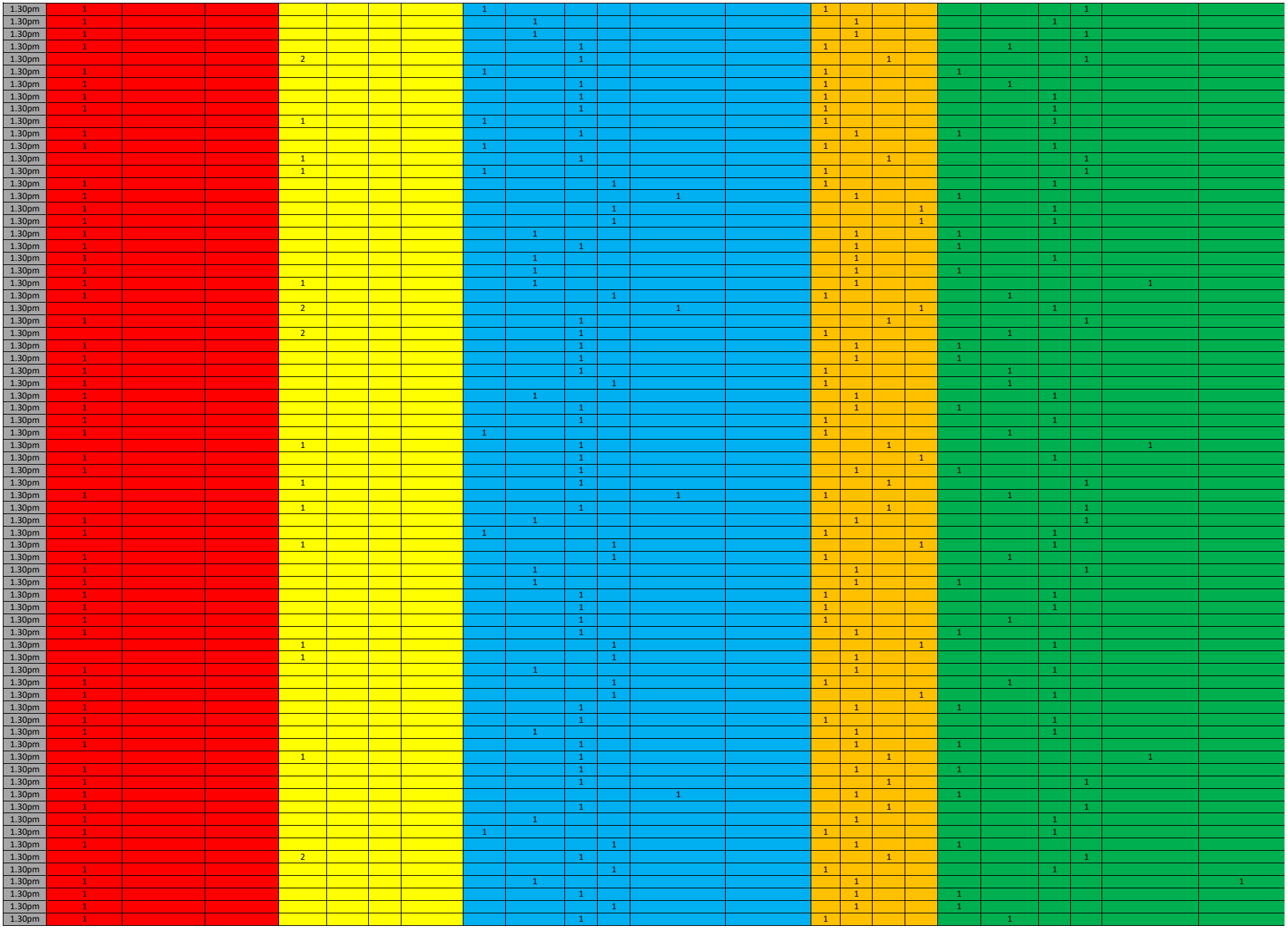

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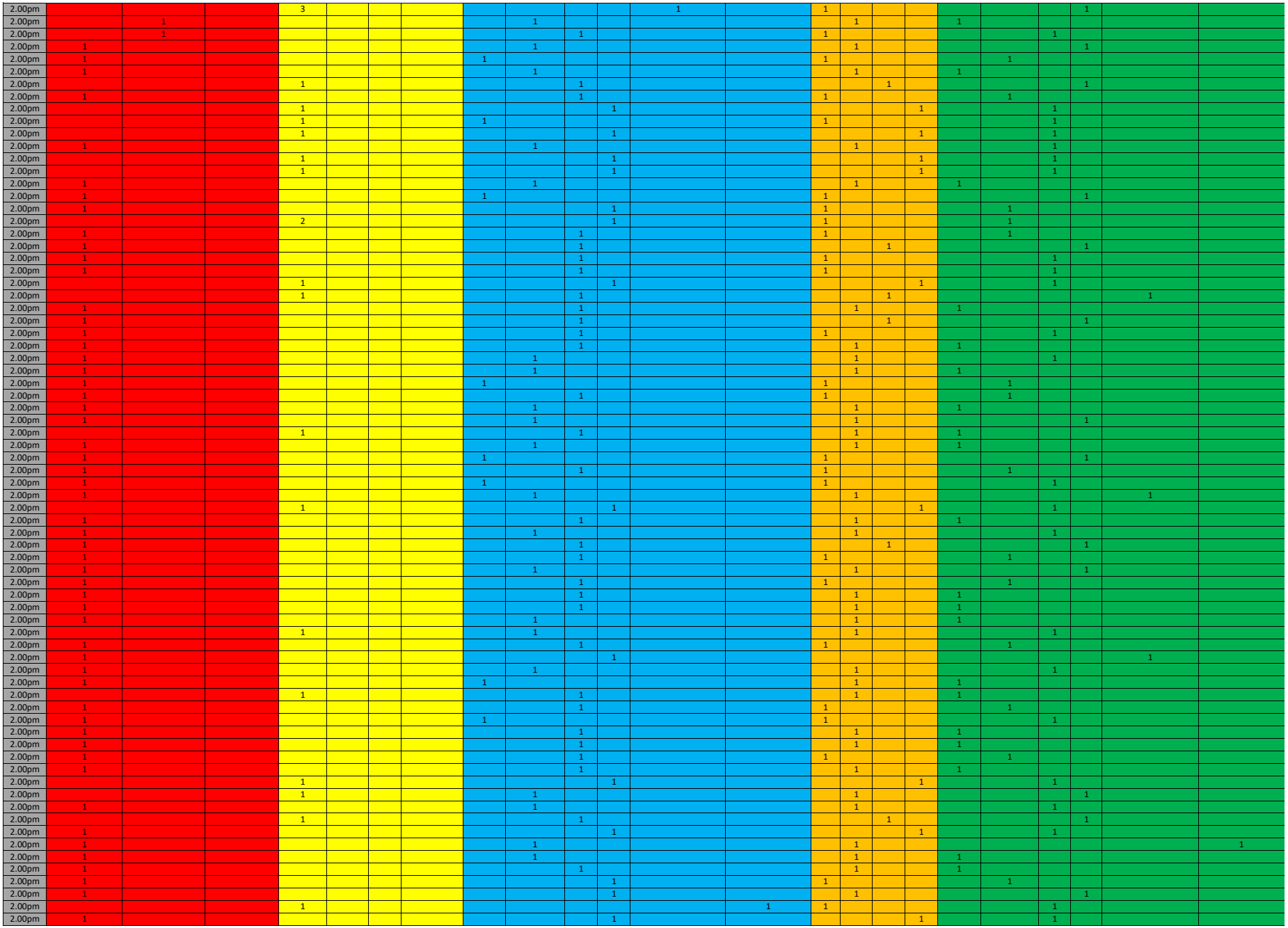

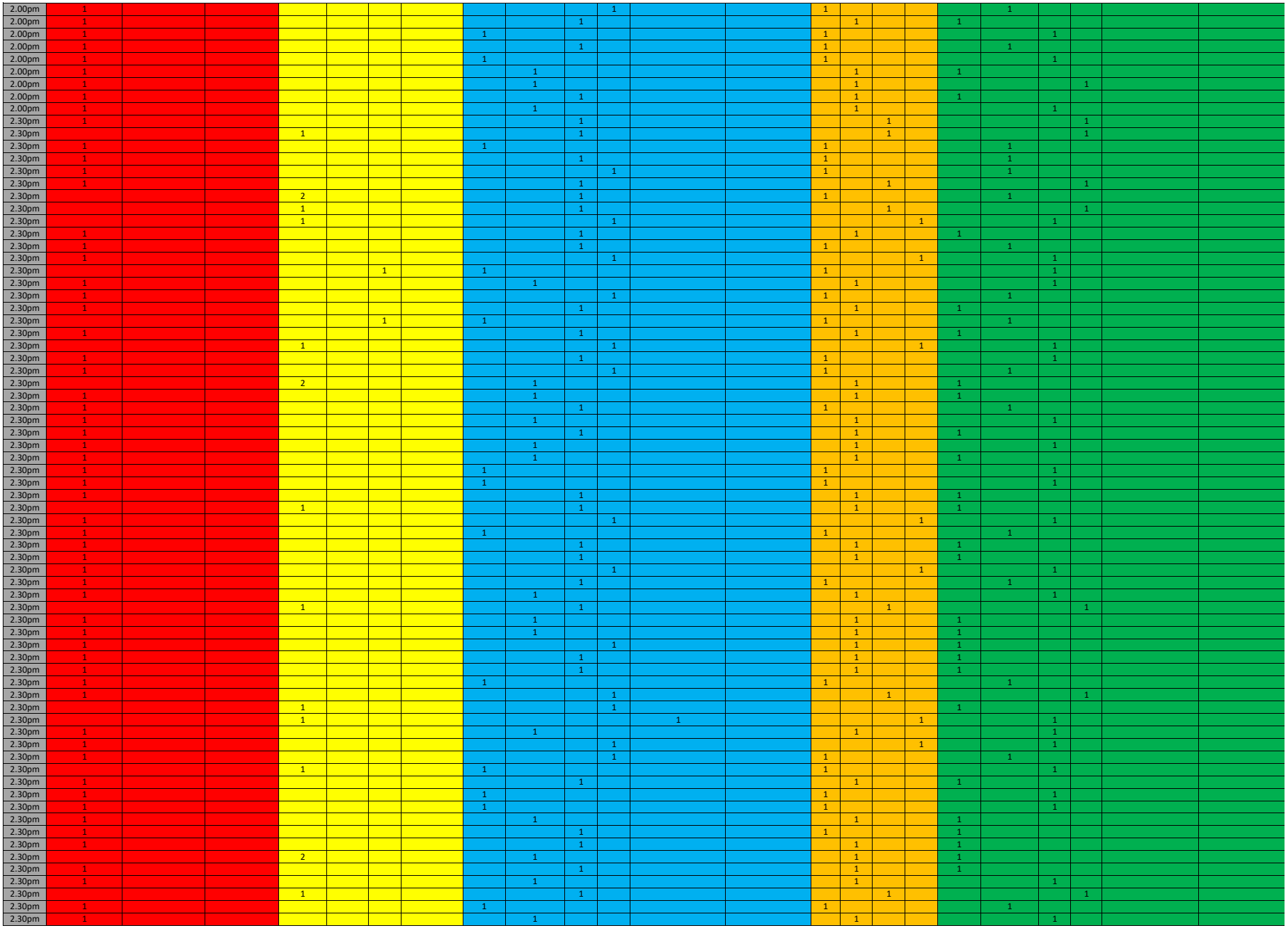

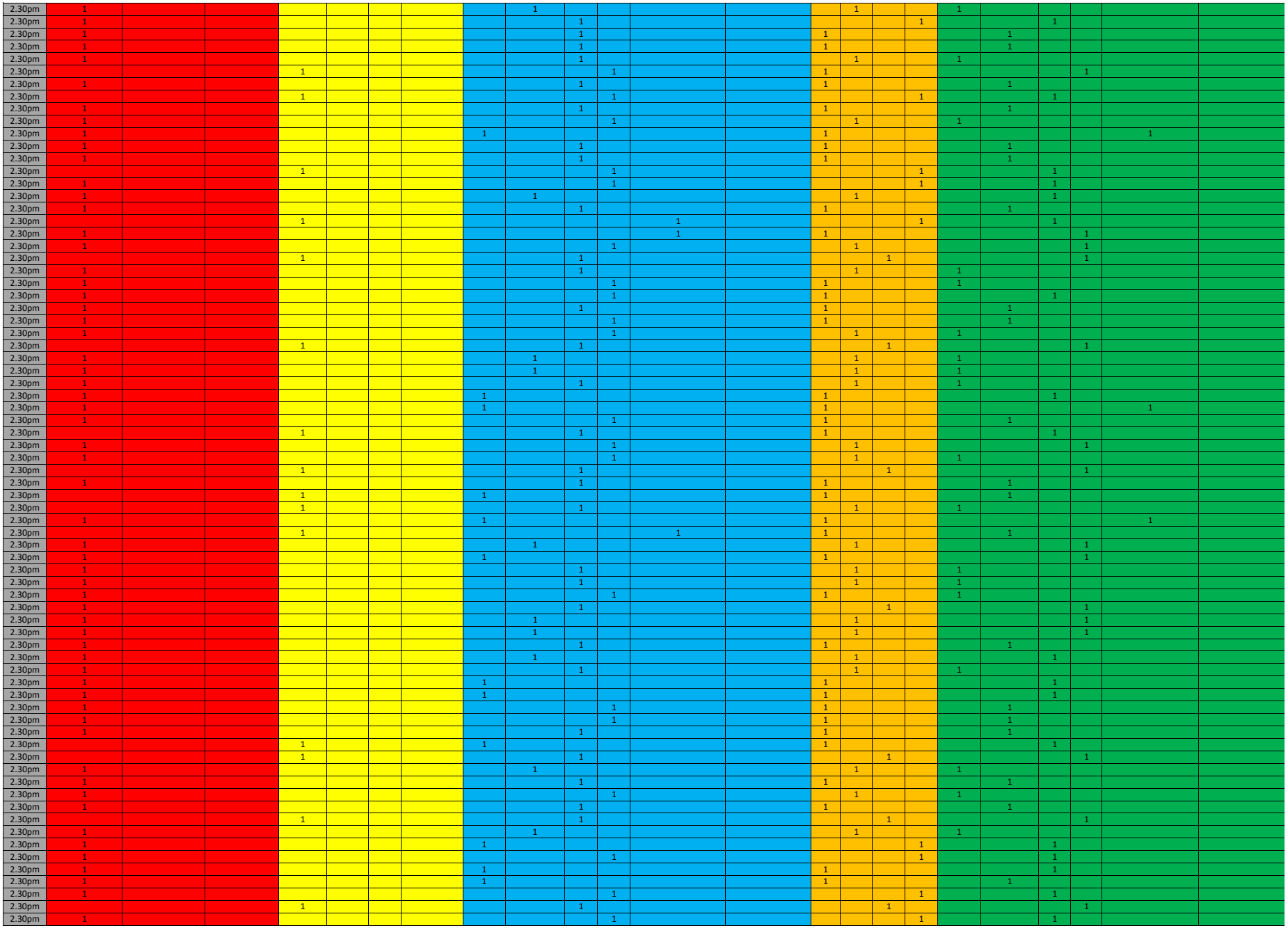
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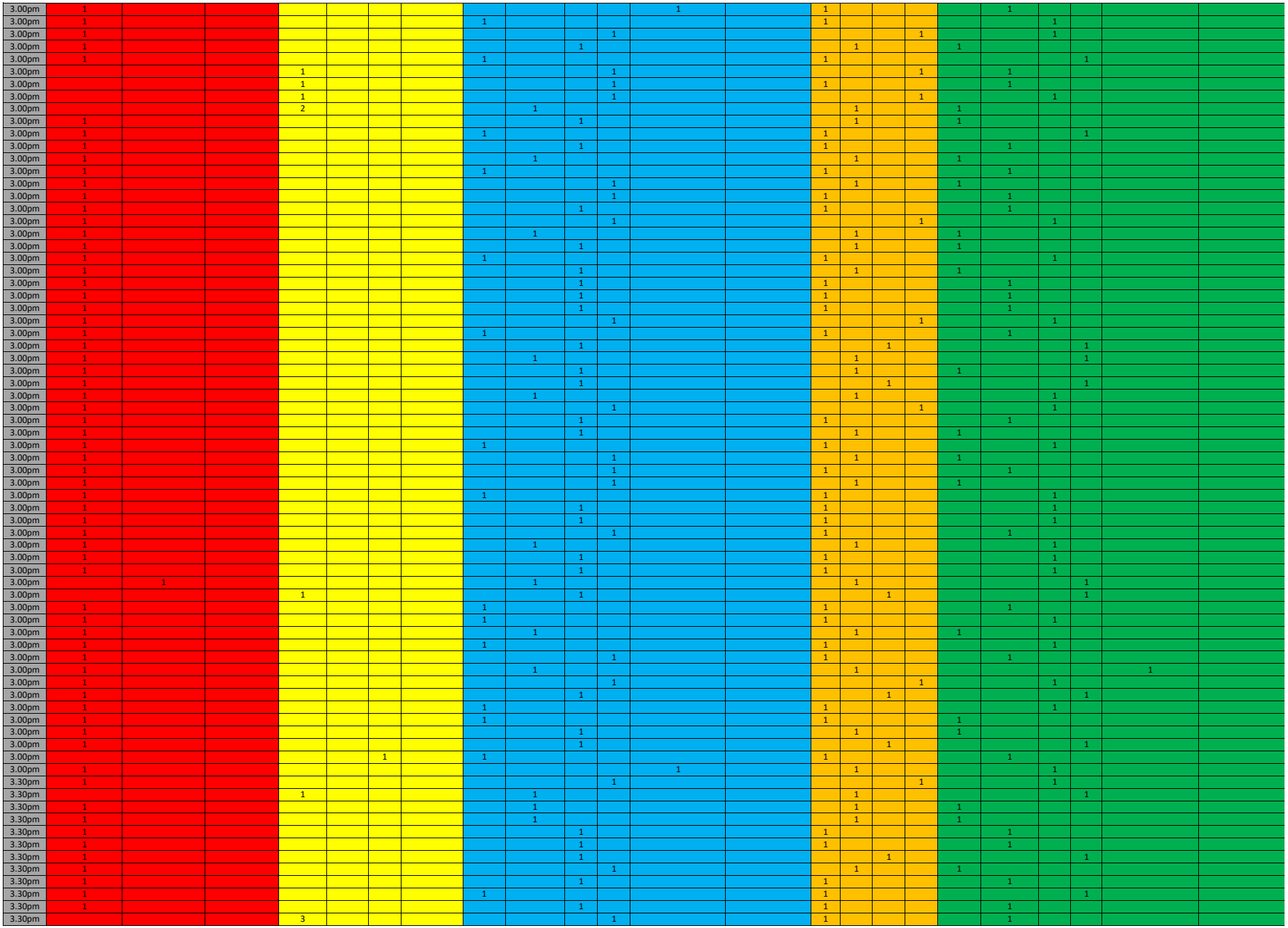

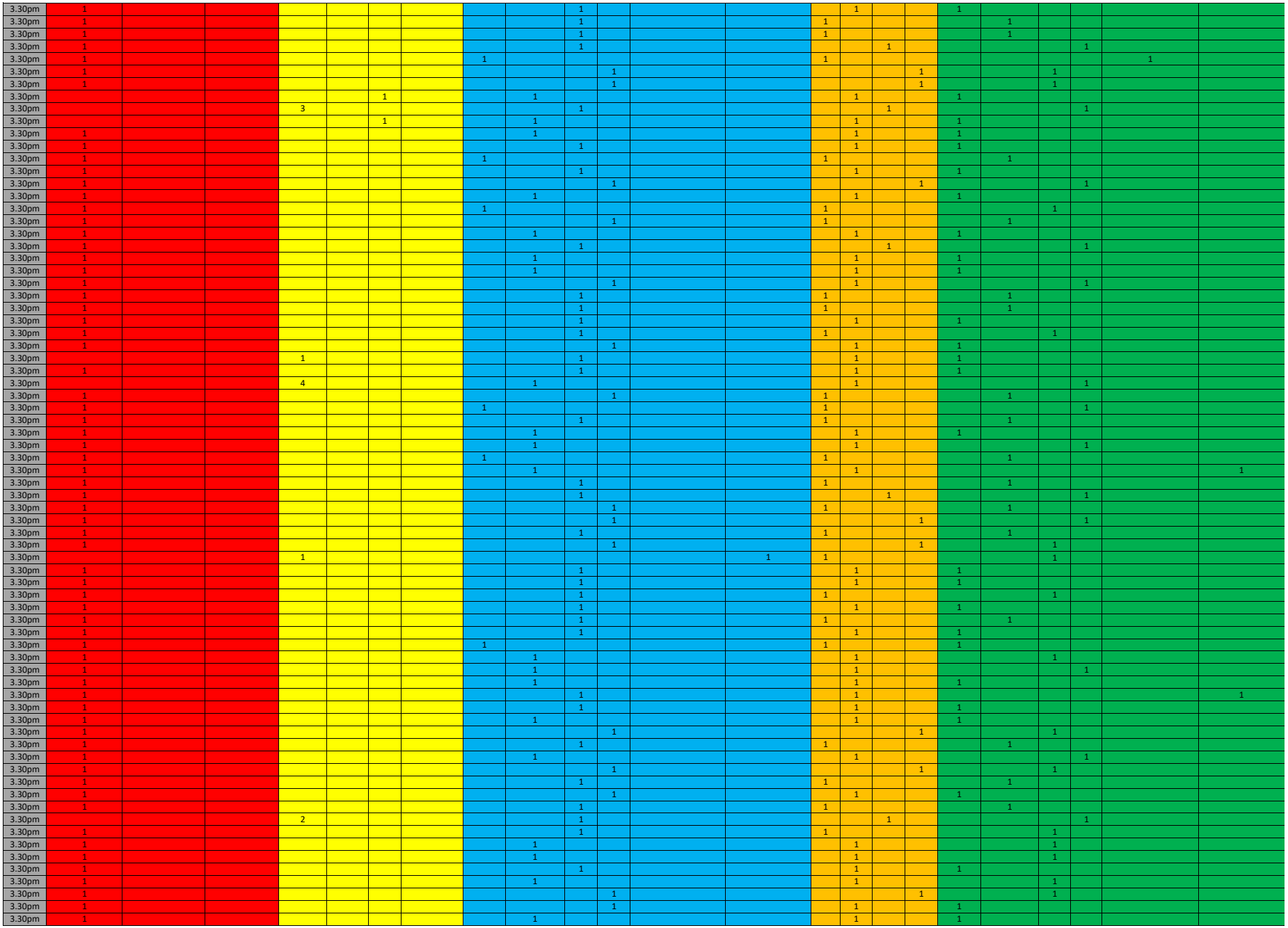

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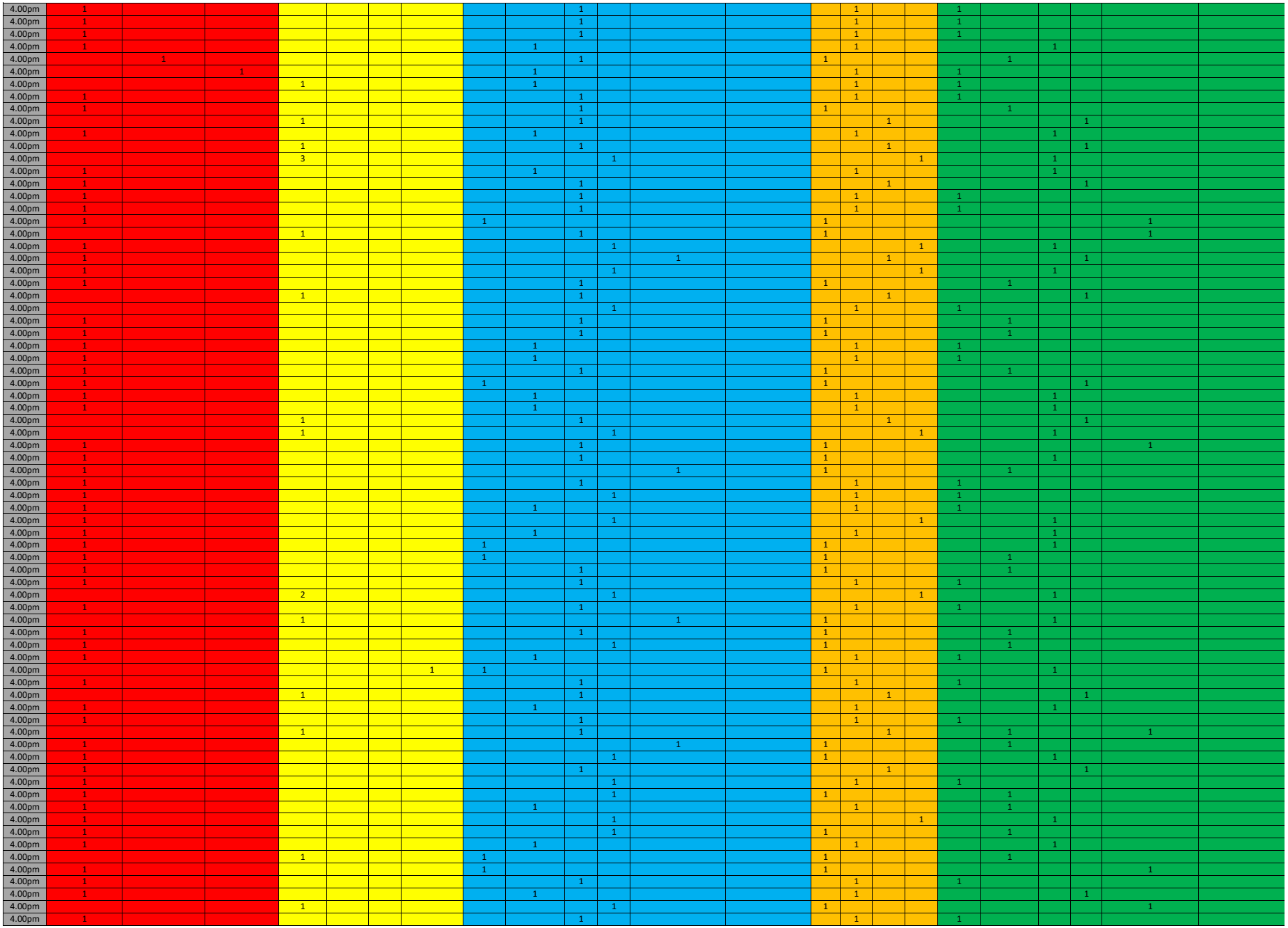

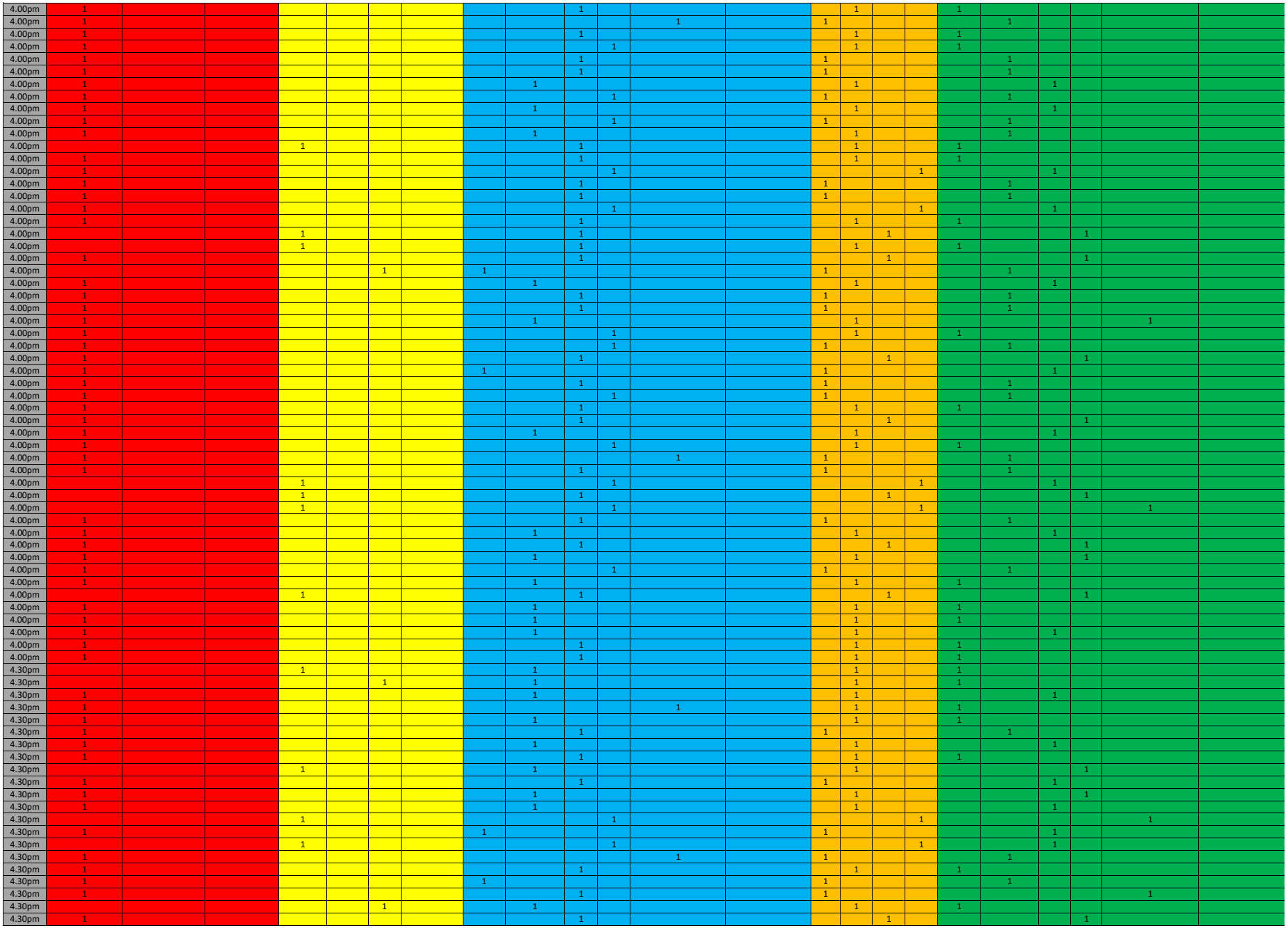
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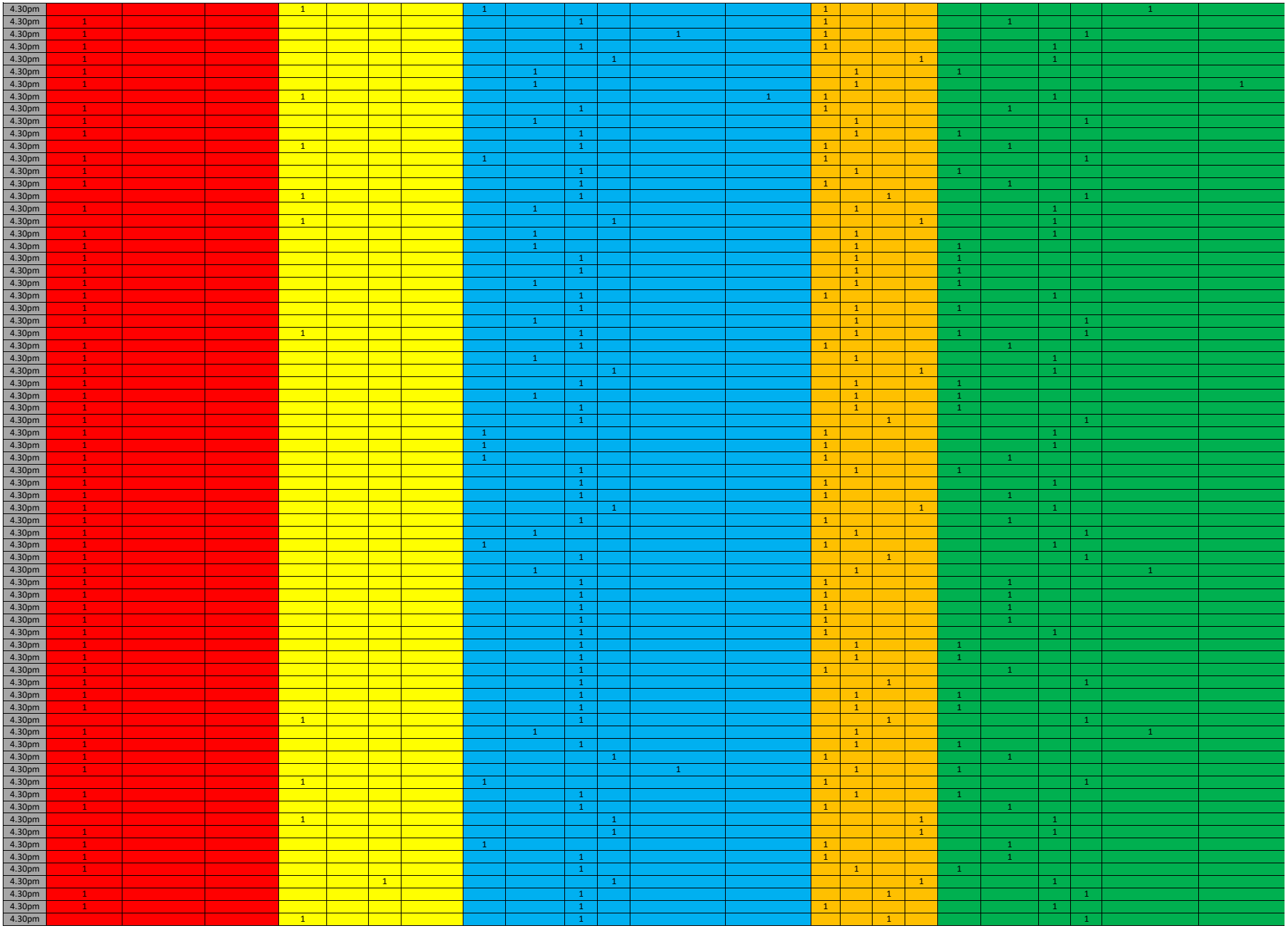

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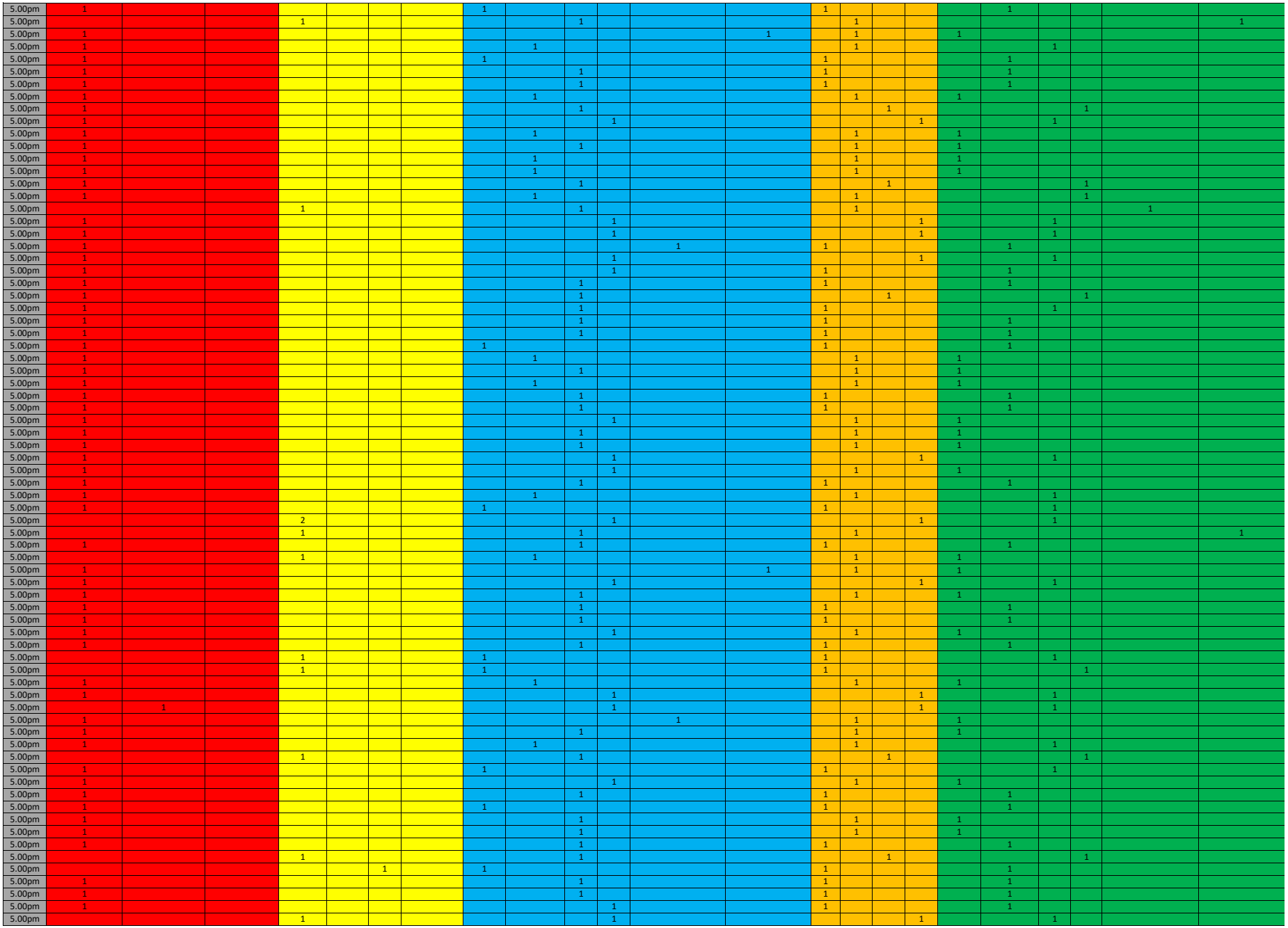

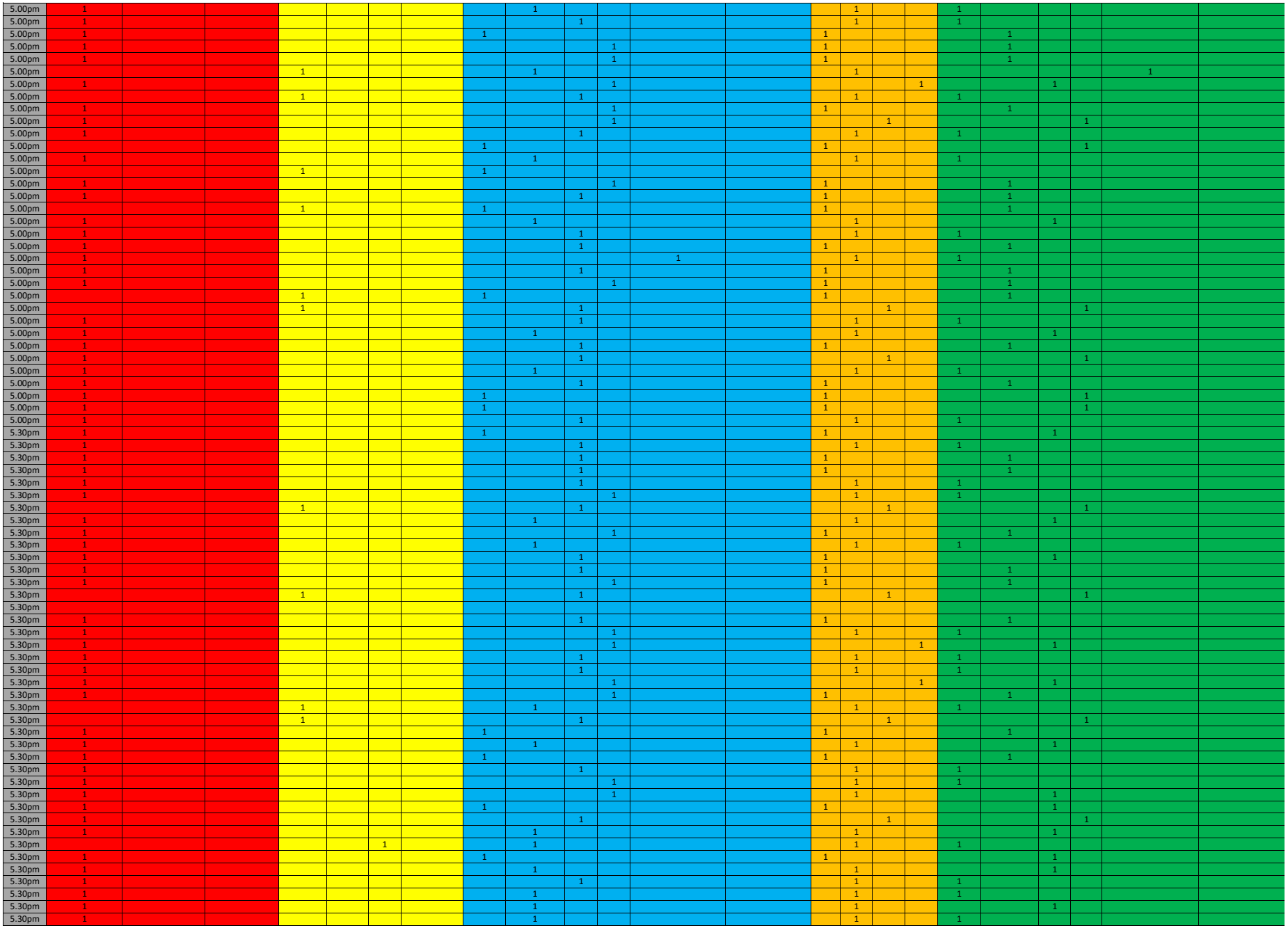

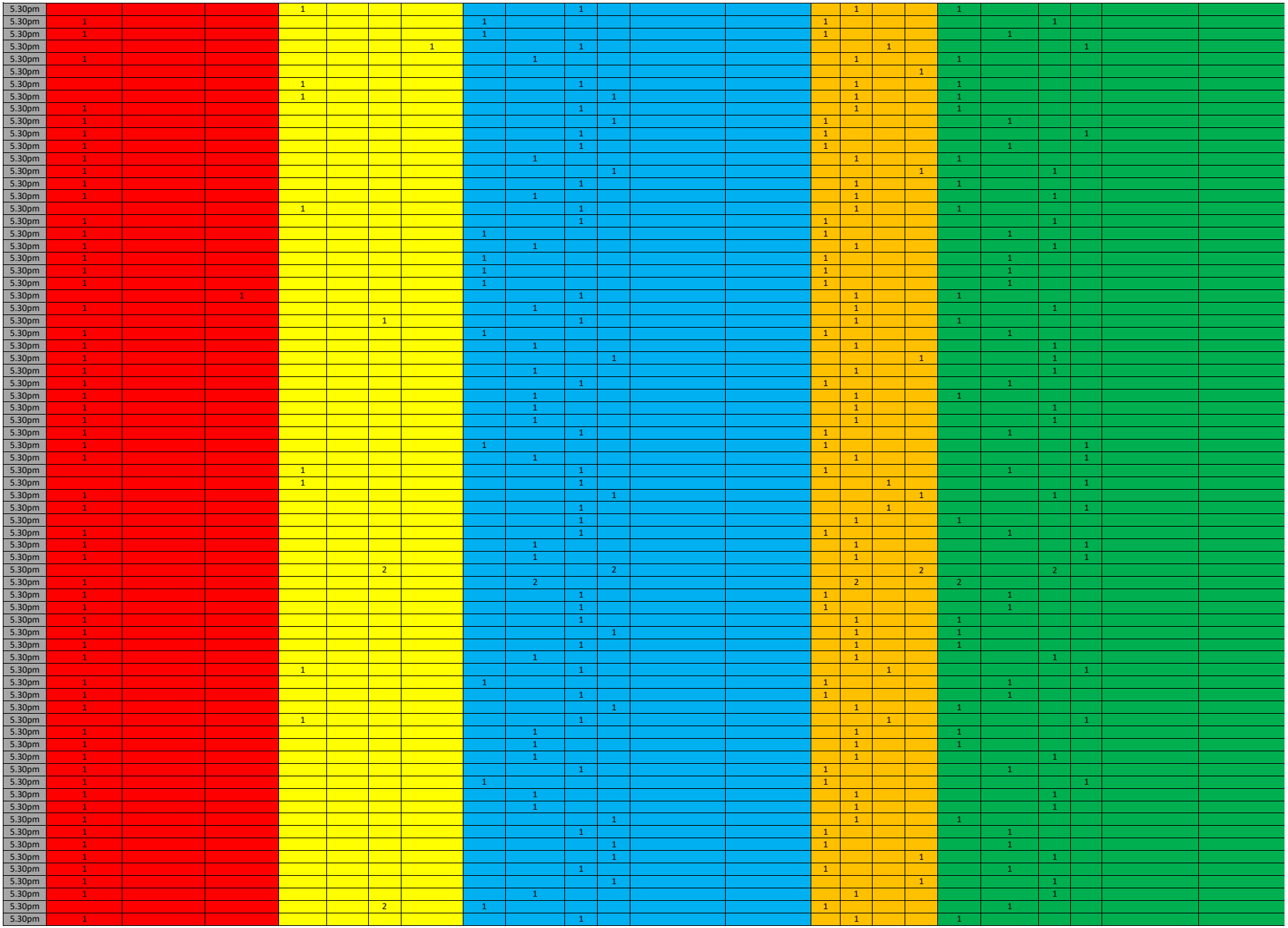

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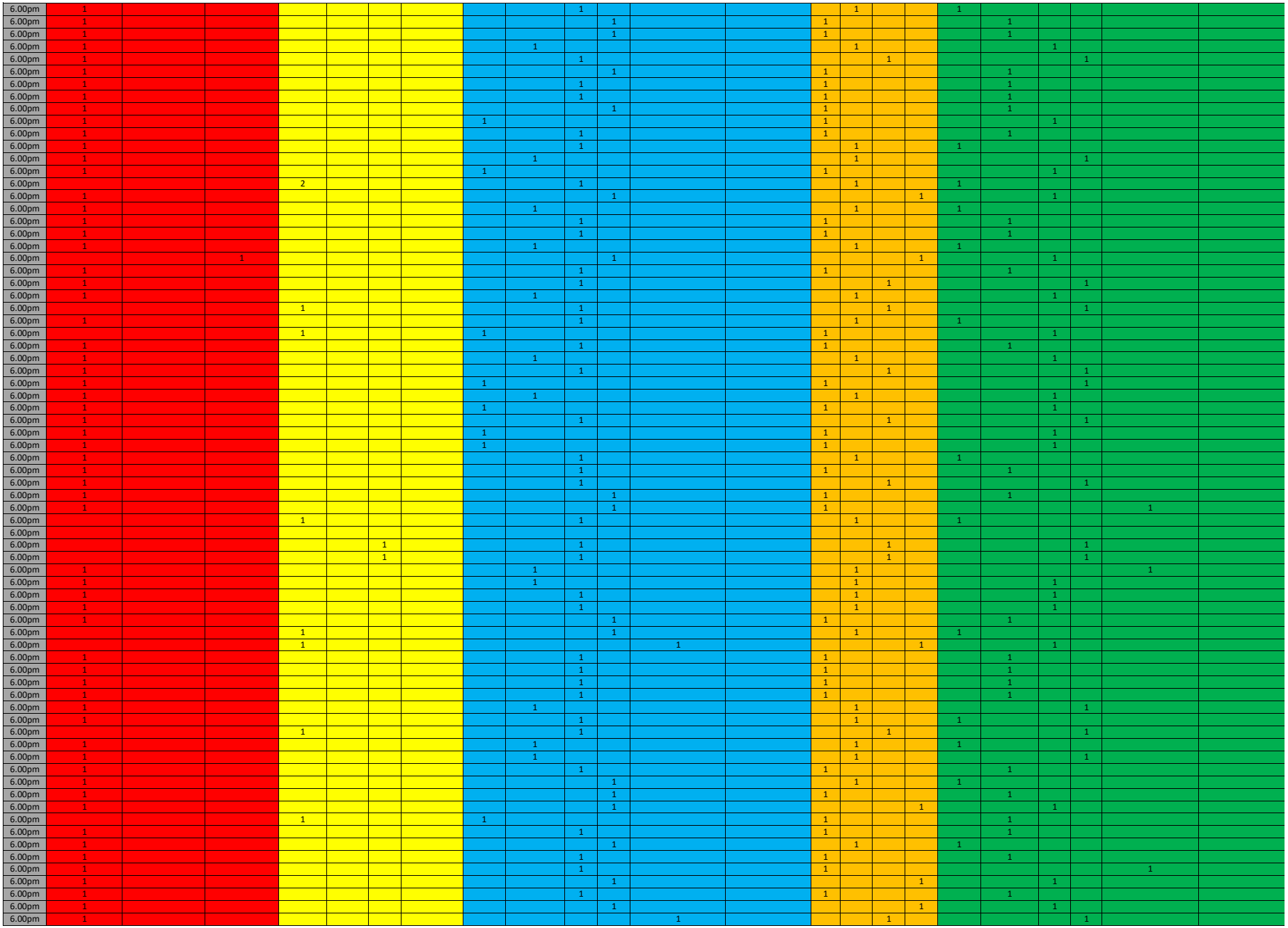

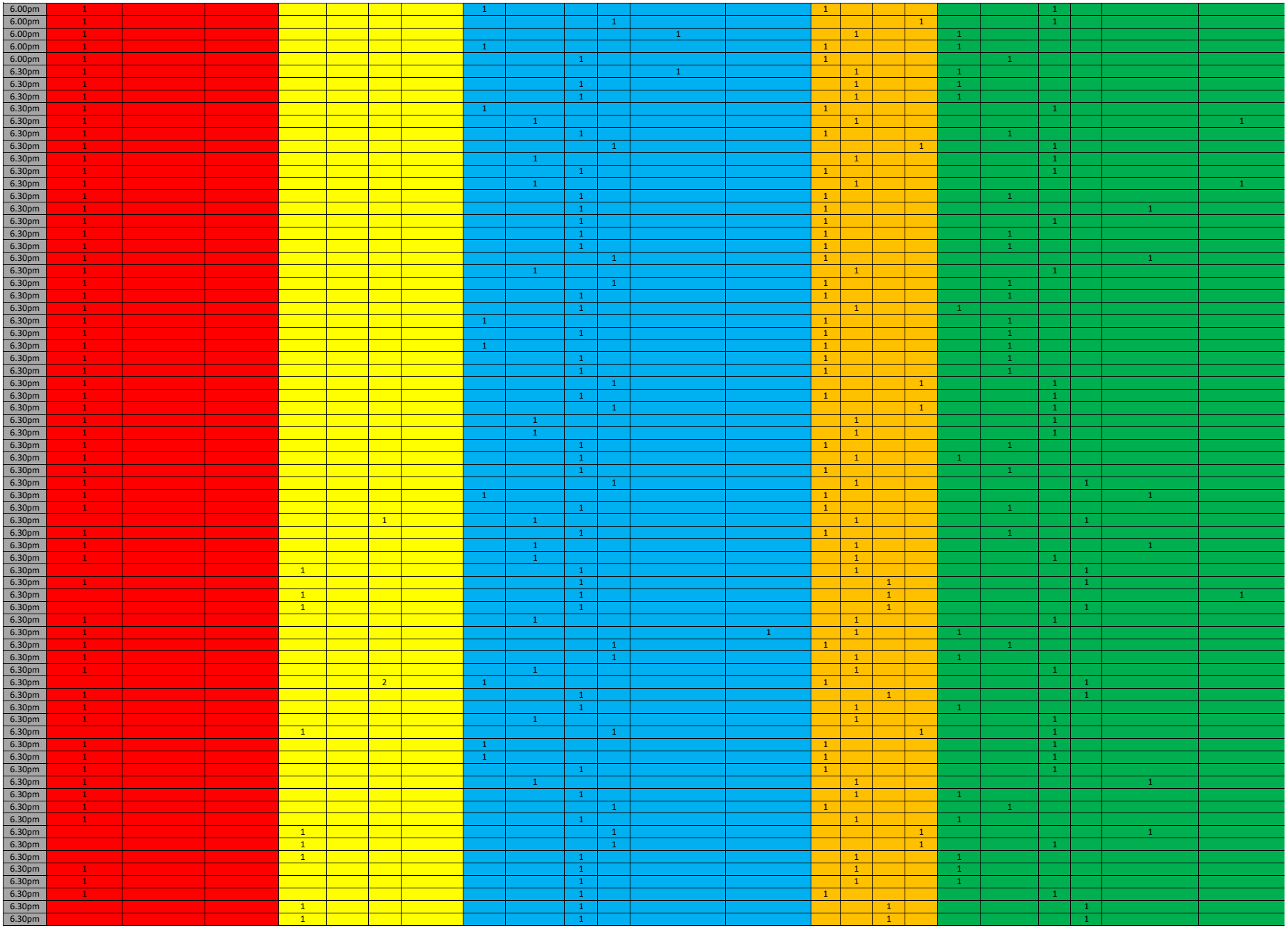

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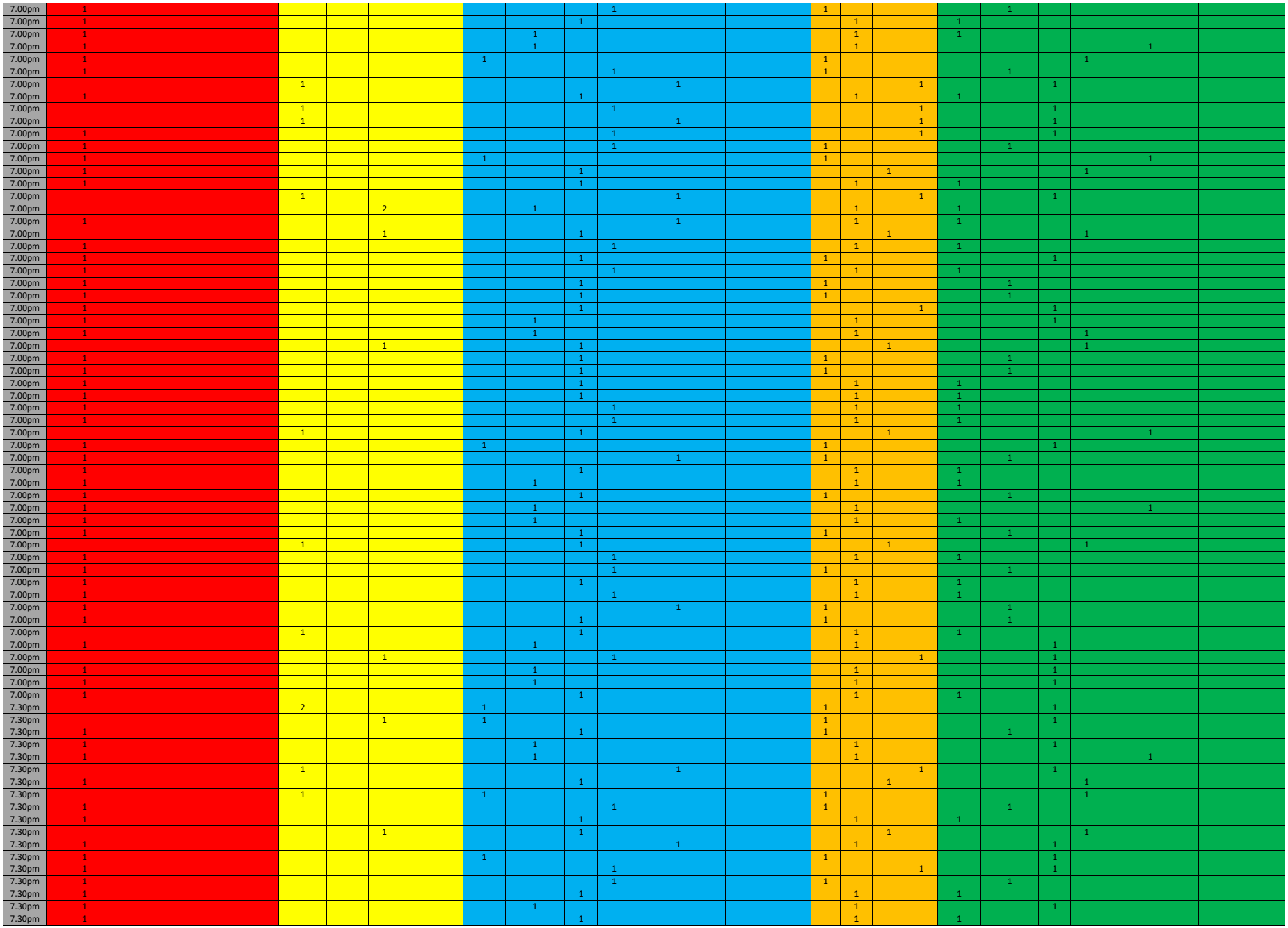

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10.00pm	1									1					1			1						
10.00pm				1				1						1					1					
10.00pm	1							1						1					1					
10.00pm				1						1						1					1			
10.30pm	1							1						1										1
10.30pm				1									1				1			1				
	5	0	0	4	0	0	0	3	1	4	0	0	1	4	2	1	1	3	3	1	1	0	1	
11.00pm	1												1	1					1					
11.30pm	1									1						1					1			
	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0	1	0	0	
12.00pm																								
Total	**2700**	**93**	**15**	**692**	**1**	**68**	**5**	**547**	**795**	**1389**	**570**	**139**	**48**	**1330**	**1509**	**309**	**324**	**899**	**806**	**1006**	**558**	**166**	**51**	

Time	Passenger Vehicle	Commercial Vehicle	Unknown Vehicle	Pedestrian	Disabled	Bicycle	Miscellaneous	Menlo Av	Santa Cruz Av	Plaza 4	Plaza 5	Onstreet Parking Space	Yellow Loading Zone	North	South	East	West	Menlo Av	Santa Cruz Av	Plaza 4	Plaza 5	Onstreet Parking Space	Yellow Loading Zone
2.00am - 3.00am	3	1	0	0	0	0	0	2	1	1	0	0	0	2	2	0	0	1	1	2	0	0	0
3.00am - 4.00am	3	0	0	0	0	0	0	2	1	0	0	0	0	2	1	0	0	0	0	3	0	0	0
4.00am - 5.00am	9	3	0	3	0	0	0	4	4	3	2	2	0	7	7	0	1	5	3	4	1	2	0
5.00am - 6.00am	6	5	2	5	0	0	0	9	3	5	0	0	0	11	6	0	0	4	2	6	2	3	0
6.00am - 7.00am	41	9	0	7	0	0	0	17	9	15	9	7	0	29	18	4	5	8	10	22	12	5	0
7.00am - 8.00am	111	13	0	24	0	1	0	24	40	50	15	16	4	53	69	17	11	33	21	44	28	17	5
8.00am - 9.00am	184	12	0	47	0	7	0	44	66	96	25	12	3	100	112	18	17	61	45	81	42	17	1
9.00am - 10.00am	195	12	0	74	1	1	0	61	82	84	34	14	4	110	123	24	20	53	58	89	55	17	6
10.00am - 11.00am	120	8	4	33	0		1	17	46	73	12	9	5	54	81	15	13	35	37	59	20	5	6
11.00am - 12.00pm	205	10	1	70	0	4	0	56	65	108	38	12	6	97	133	27	25	78	60	79	47	14	6
12.00pm - 1.00pm	255	10	0	87	0	1	1	55	76	132	65	9	4	124	159	30	28	99	84	87	54	13	4
1.00pm - 2.00pm	248	1	0	70	0	2	0	38	62	131	69	8	3	109	124	30	47	64	63	102	63	12	4
2.00pm - 3.00pm	210	2	1	60	0	3	0	42	58	104	60	5	1	103	112	23	30	79	54	84		9	1
3.00pm - 4.00pm	227	4	0	42	0	8	0	38	57	101	61	8	6	103	111	22	34	76	65	70	49	6	5
4.00pm - 5.00pm	228	1	1	51	0	7	1	26	63	138	42	10	3	109	120	30	24	83	77	67	41	14	3
5.00pm - 6.00pm	221	1	0	40	0	9	1	37	60	119	51	5	2	104	118	25	27	79	82	68	38	4	2
6.00pm - 7.00pm	193	0	1	33	0	5	1	24	45	112	41	8	1	96	89	26	20	49	66	63	34	16	3
7.00pm - 8.00pm	120	0	0	21	0	14	0	19	29	59	30	10	0	56	64	13	14	45	40	40	14	9	0
8.00pm - 9.00pm	91	0	0	12	0	4	0	20	22	42	13	3	2	39	45	6	12	33	24	30	10	3	2
9.00pm - 10.00pm	23	1	0	9	0	1	0	9	5	11	3	1	2	17	12	1	1	11	10	5	3	0	2
10.00pm - 11.00pm	5	0	0	4	0	0	0	3	1	4	0	0	1	4	2	1	1	3	3	1	1	0	1
11.00pm - 12.00am	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0	1	0	0
Totals	2700	93	10	692	1	67	5	547	795	1389	570	139	48	1330	1508	313	330	899	806	1006	515	166	51

	Totals
Passenger Vehicle	2700
Commercial	93
Unknown Vehicle	15
Pedestrian	692
Disabled	1
Bicycle	68
Miscellaneous	5
Menlo Ave	547
Santa Cruz	795
Plaza 4	1389
Plaza 5	570
On-street Parking	139
Yellow Loading Zone	48
North	1330
South	1509
East	309
West	324
Menlo Ave	889
Santa Cruz	806
Plaza 4	1006
Plaza 5	558
On-street Parking	166
Yellow Loading Zone	51

Exhibit - H

Daily Truck Counts Draeger's Market Evelyn St Only

&

Anita Nolan VS Magnus Barber Truck Count Comparison – Evelyn St Only

(August 17, 2017 to September 16, 2017)

Daily Truck Counts Draeger's Market Evelyn St Only
(August 17th 2017 to September 16th 2017)

All trucks - All locations - All days

Time	Count
1 Month	905

Non-holiday weekdays

Time	Count
12am - 5am	11
5am – 10am	289
10am – 6pm	174
6pm – 12am	1
Total	475

Non- holiday weekday averages

Time	Count
1 Month	475
Weekly	158.3
Daily	22.6

Thursday August 17th 2017

Time	Count
12am – 5am	0
5am – 10am	12
10am – 6pm	8
6pm – 12am	0
Total	20

Friday August 18th 2017

Time	Count
12am – 5am	1
5am – 10am	13
10am – 6pm	14
6pm – 12am	0
Total	28

Saturday August 19th 2017

Time	Count
12am – 5am	0
5am – 10am	5
10am – 6pm	6
6pm – 12am	0
Total	11

Sunday August 20th 2017

Time	Count
12am – 5am	0
5am – 10am	2
10am – 6pm	0
6pm – 12am	0
Total	2

Monday August 21st 2017

Time	Count
12am – 5am	2
5am – 10am	11
10am – 6pm	8
6pm – 12am	0
Total	21

Tuesday August 22nd 2017

Time	Count
12am – 5am	0
5am – 10am	14
10am – 6pm	5
6pm – 12am	0
Total	19

Wednesday August 23rd 2017

Time	Count
12am – 5am	1
5am – 10am	13
10am – 6pm	9
6pm – 12am	0
Total	23

Thursday August 24th 2017

Time	Count
12am – 5am	0
5am – 10am	13
10am – 6pm	12
6pm – 12am	0
Total	25

Friday August 25th 2017

Time	Count
12am – 5am	0
5am – 10am	17
10am – 6pm	13
6pm – 12am	0
Total	30

Saturday August 26th 2017

Time	Count
12am – 5am	0
5am – 10am	5
10am – 6pm	4
6pm – 12am	0
Total	9

Sunday August 27th 2017

Time	Count
12am – 5am	0
5am – 10am	2
10am – 6pm	0
6pm – 12am	0
Total	2

Monday August 28th 2017

Time	Count
12am – 5am	1
5am – 10am	14
10am – 6pm	9
6pm – 12am	0
Total	24

Tuesday August 29th 2017

Time	Count
12am – 5am	0
5am – 10am	15
10am – 6pm	11
6pm – 12am	0
Total	26

Wednesday August 30th 2017

Time	Count
12am – 5am	1
5am – 10am	10
10am – 6pm	11
6pm – 12am	0
Total	22

Thursday August 31st 2017

Time	Count
12am – 5am	2
5am – 10am	19
10am – 6pm	5
6pm – 12am	0
Total	26

Friday September 1st 2017

Time	Count
12am – 5am	0
5am – 10am	18
10am – 6pm	5
6pm – 12am	0
Total	23

Saturday September 2nd 2017

Time	Count
12am – 5am	0
5am – 10am	7
10am – 6pm	3
6pm – 12am	0
Total	10

Sunday September 3rd 2017

Time	Count
12am – 5am	0
5am – 10am	2
10am – 6pm	0
6pm – 12am	0
Total	2

Monday September 4th 2017 (Labour Day)

Time	Count
12am – 5am	0
5am – 10am	4
10am – 6pm	0
6pm – 12am	0
Total	4

Tuesday September 5th 2017

Total	Counts
12am – 5am	1
5am – 10am	9
10am – 6pm	6
6pm – 12am	0
Total	16

Wednesday September 6th 2017

Time	Count
12am – 5am	0
5am – 10am	17
10am – 6pm	12
6pm – 12am	0
Total	29

Thursday September 7th 2017

Time	Count
12am – 5am	1
5am – 10am	22
10am – 6pm	5
6pm – 12am	0
Total	28

Friday September 8th 2017

Time	Count
12am – 5am	0
5am – 10am	11
10am – 6pm	8
6pm – 12am	1
Total	20

Saturday September 9th 2017

Time	Count
12am – 5am	0
5am – 10am	5
10am – 6pm	5
6pm – 12am	0
Total	10

Sunday September 10th 2017

Time	Count
12am – 5am	0
5am – 10am	2
10am – 6pm	0
6pm – 12am	0
Total	2

Monday September 11th 2017

Time	Count
12am – 5am	1
5am – 10am	13
10am – 6pm	4
6pm – 12am	0
Total	18

Tuesday September 12th 2017

Time	Count
12am – 5am	0
5am – 10am	12
10am – 6pm	7
6pm – 12am	0
Total	19

Wednesday September 13th 2017

Time	Count
12am – 5am	1
5am – 10am	10
10am – 6pm	10
6pm – 12am	0
Total	21

Thursday September 14th 2017

Time	Count
12am – 5am	0
5am – 10am	14
10am – 6pm	6
6pm – 12am	0
Total	20

Friday September 15th 2017

Time	Count
12am – 5am	0
5am – 10am	12
10am – 6pm	6
6pm – 12am	0
Total	18

Saturday September 16th 2017

Time	Count
12am – 5am	0
5am – 10am	7
10am – 6pm	2
6pm – 12am	0
Total	9

All trucks - All locations - All days

Time	Count
1 Month	905

Anita Nolan VS Magnus Barber
Truck Count Comparison – Evelyn St Only

Anita Nolan Evelyn St Truck Data

August 17th 2017 to September 16th 2017 – Non-holiday weekdays

Non-holiday weekdays

Time	Total
12am - 5am	11
5am – 10am	289
10am – 6pm	174
6pm – 12am	1
Total	475

Non- holiday weekday averages

Time	Count
1 Month	475
Weekly	158.3
Daily	22.6

Magnus Barber Evelyn St Truck Data

Dates, Data Source and Methodology Unknown

From: Camas Steinmetz
[mailto:csteinmetz@adcl.com]
Sent: Friday, August 03, 2018 3:13 PM
To: John Hanna
Subject: Draegers Evelyn loading

Size of Truck	Count after 10am		
	1 month	Weekly	Avg. Daily
Small	45	10.2	1.5
Medium	43	9.7	1.4
Large	7	1.6	0.2
Total	*95*	*21.5*	*3.1*

Best, Magnus

Magnus Barber

Senior Associate

t 415.281.6913

Exhibit - I

Draeger's Private Parking

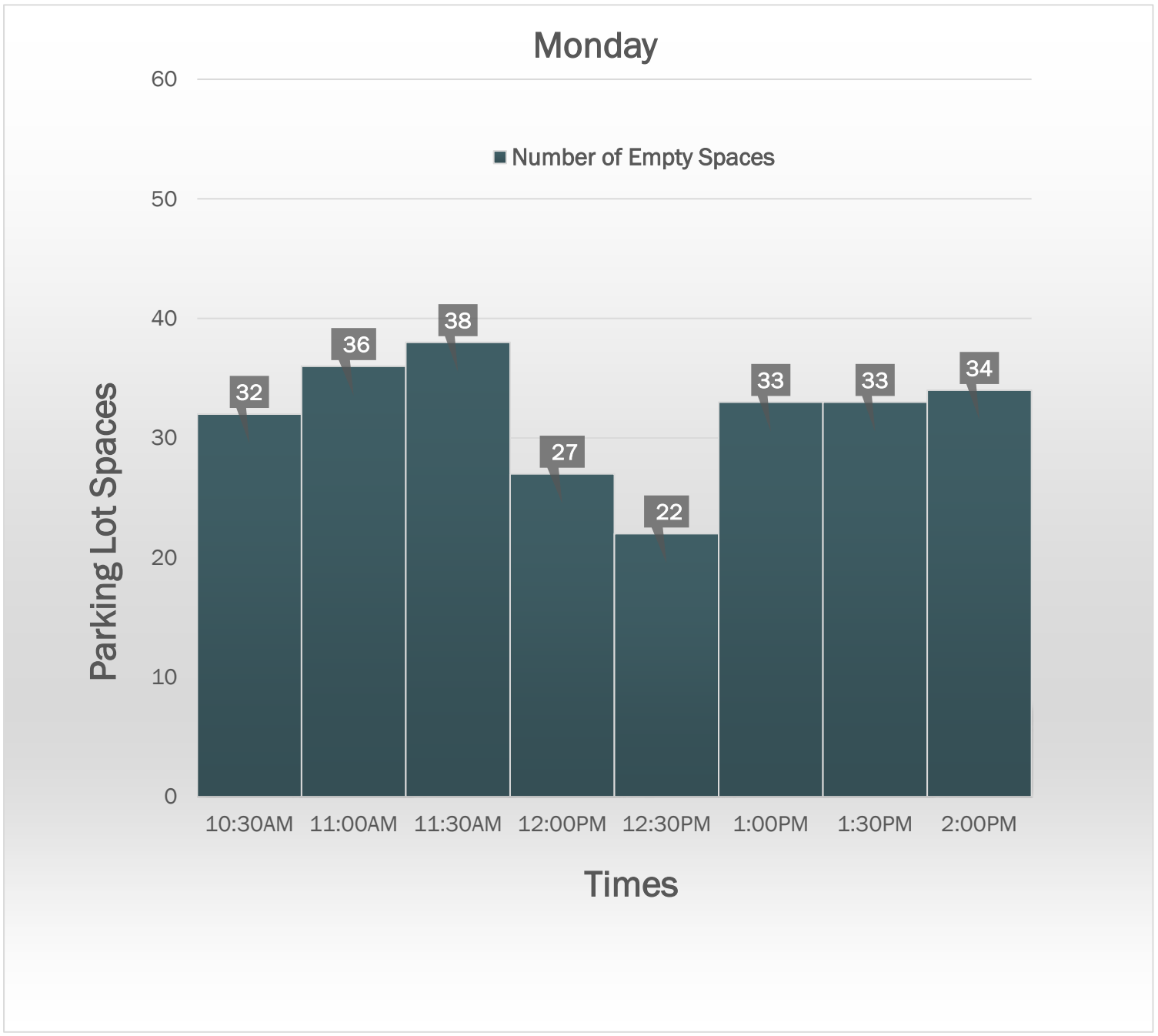
Lot Study

May 21, 2018 to May 25, 2018

&

June 18, 2018 to June 22, 2018

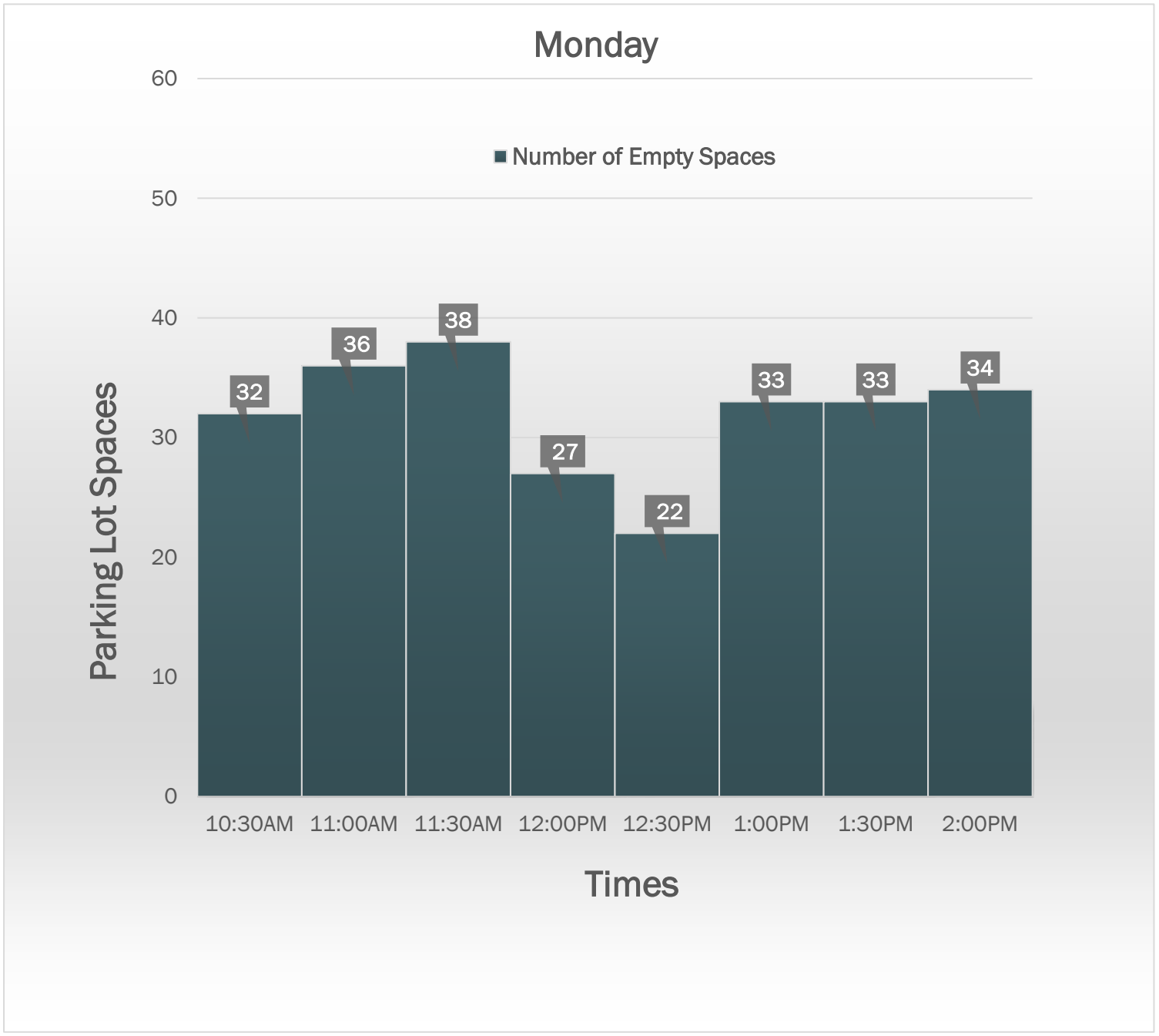
Draeger's Parking Lot - 2018 - 05 - 21



Spare Capacity

Times	Number of Empty Spaces
10:30AM	32
11:00AM	36
11:30AM	38
12:00PM	27
12:30PM	22
1:00PM	33
1:30PM	33
2:00PM	34

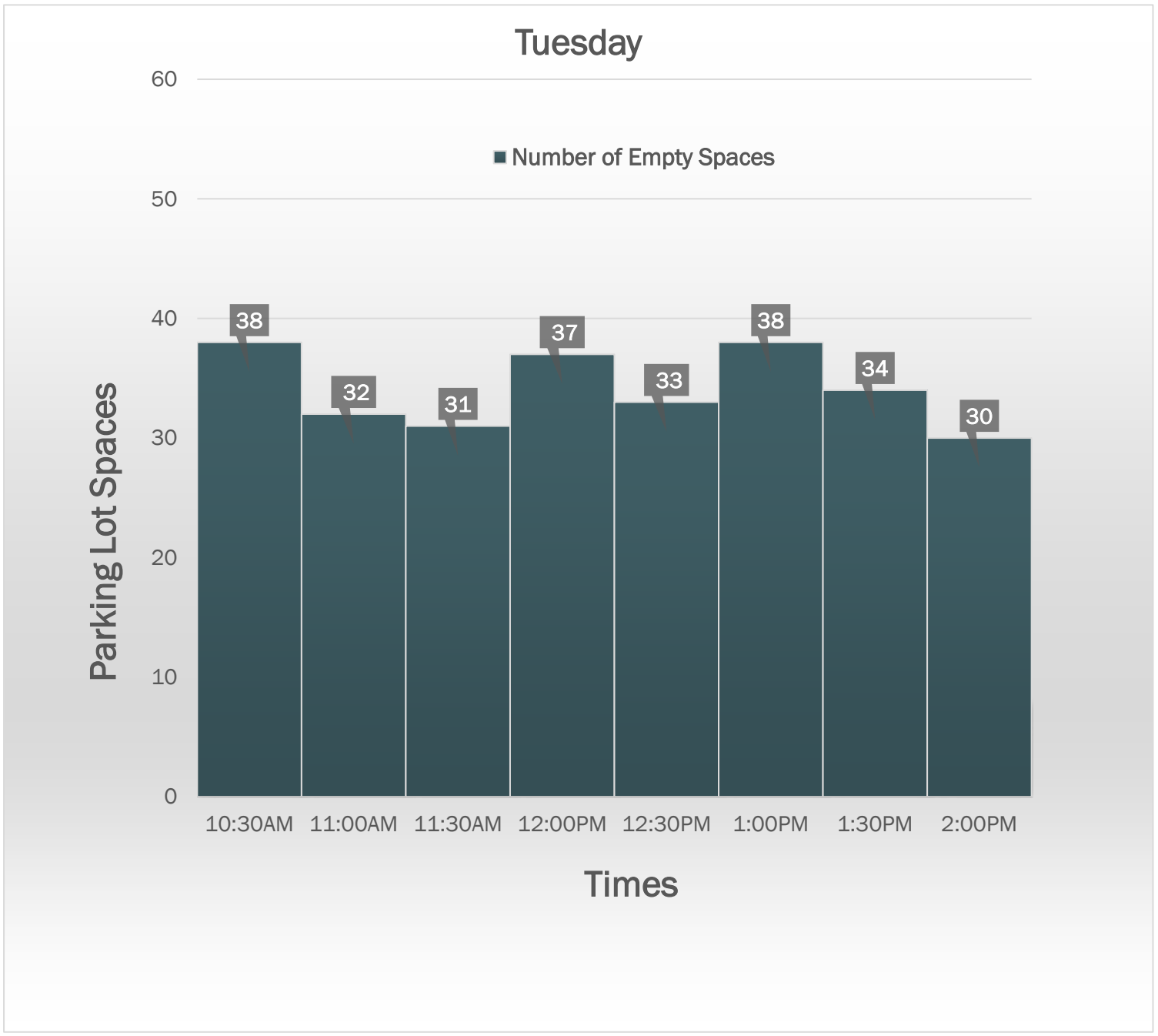
Draeger's Parking Lot - 2018 - 05 - 21



Spare Capacity

Times	Number of Empty Spaces
10:30AM	32
11:00AM	36
11:30AM	38
12:00PM	27
12:30PM	22
1:00PM	33
1:30PM	33
2:00PM	34

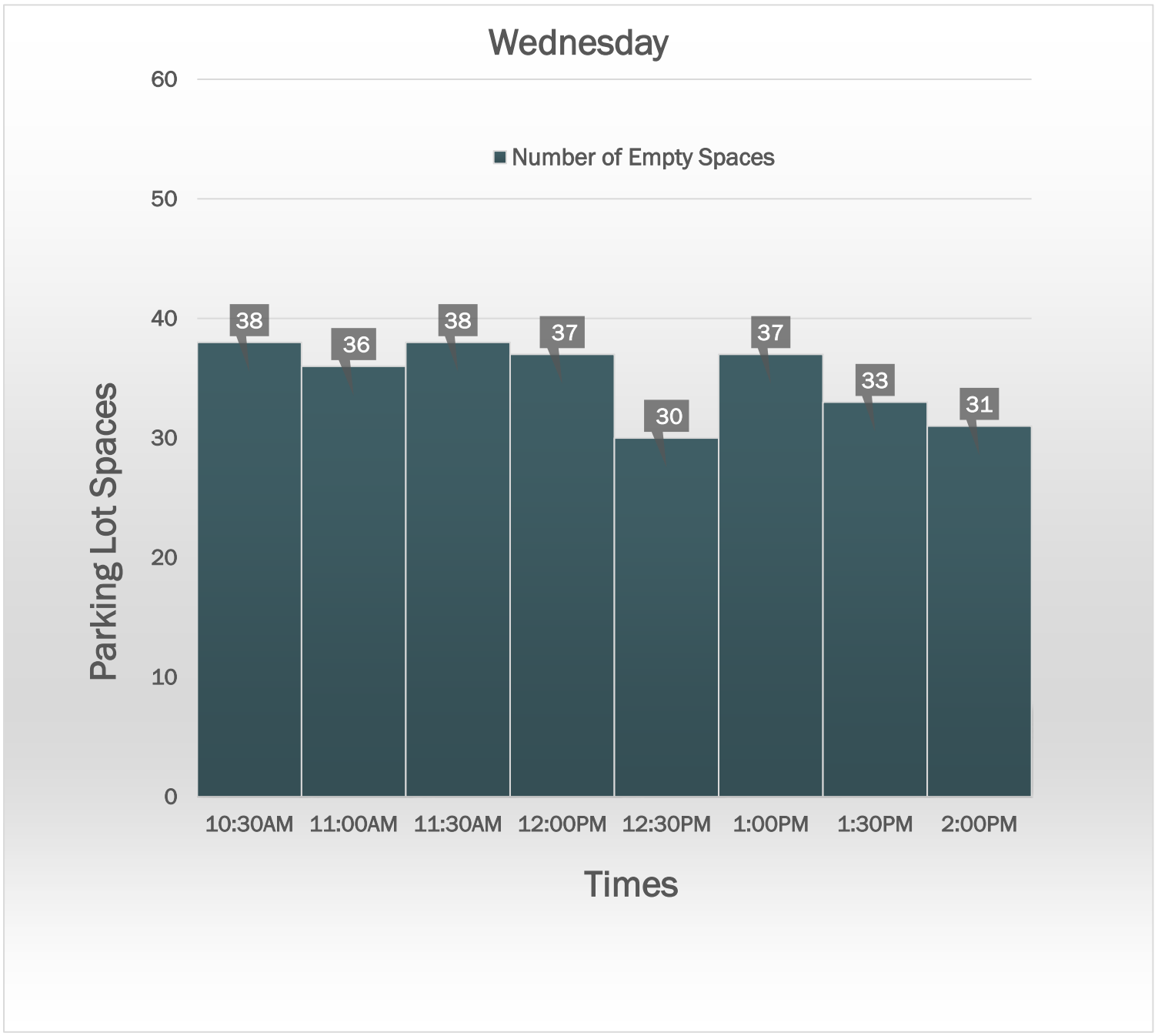
Draeger's Parking Lot - 2018 - 05 - 22



Spare Capacity

Times	Number of Empty Spaces
10:30AM	38
11:00AM	32
11:30AM	31
12:00PM	37
12:30PM	33
1:00PM	38
1:30PM	34
2:00PM	30

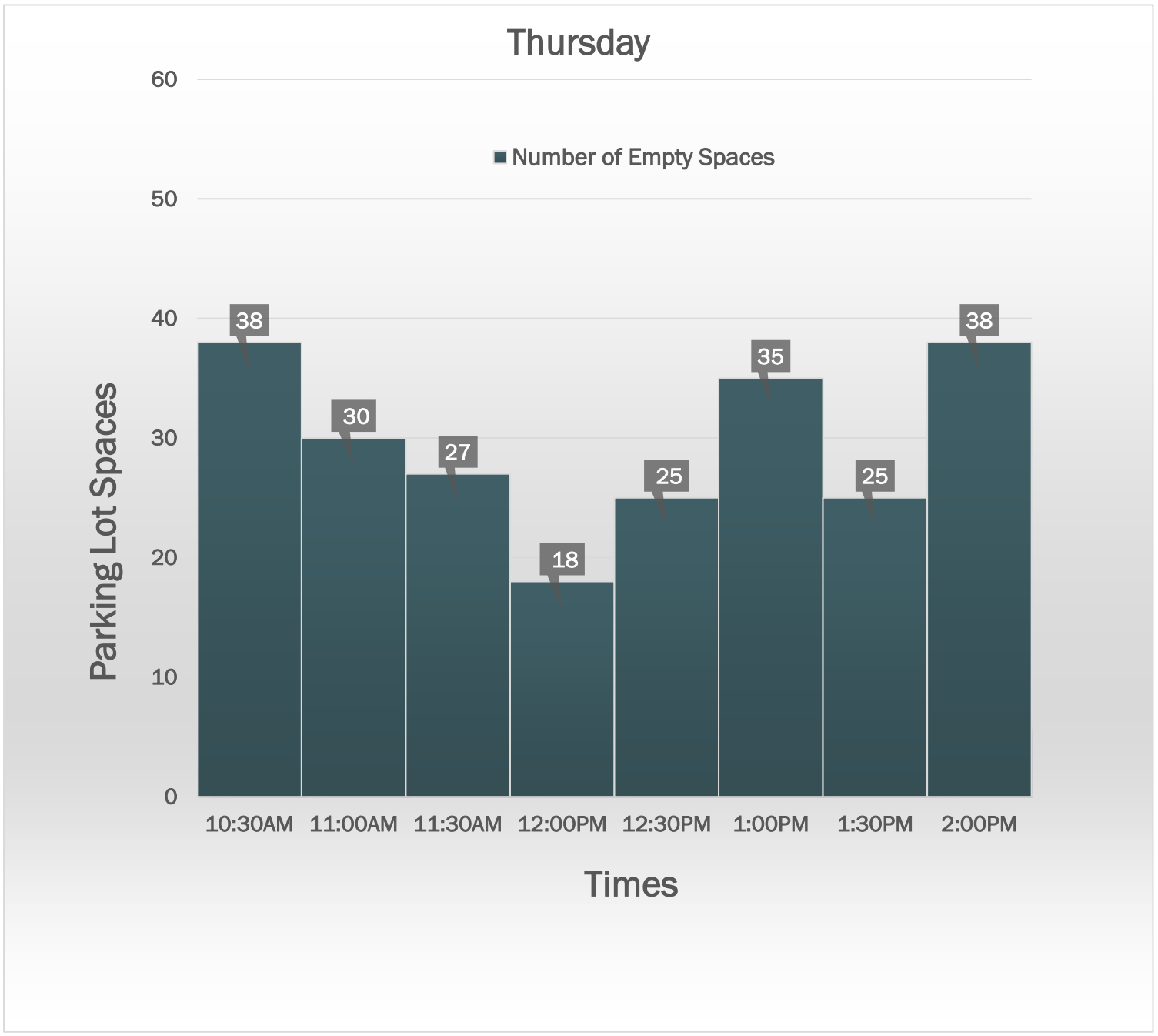
Draeger's Parking Lot - 2018 - 05 - 23



Spare Capacity

Times	Number of Empty Spaces
10:30AM	38
11:00AM	36
11:30AM	38
12:00PM	37
12:30PM	30
1:00PM	37
1:30PM	33
2:00PM	31

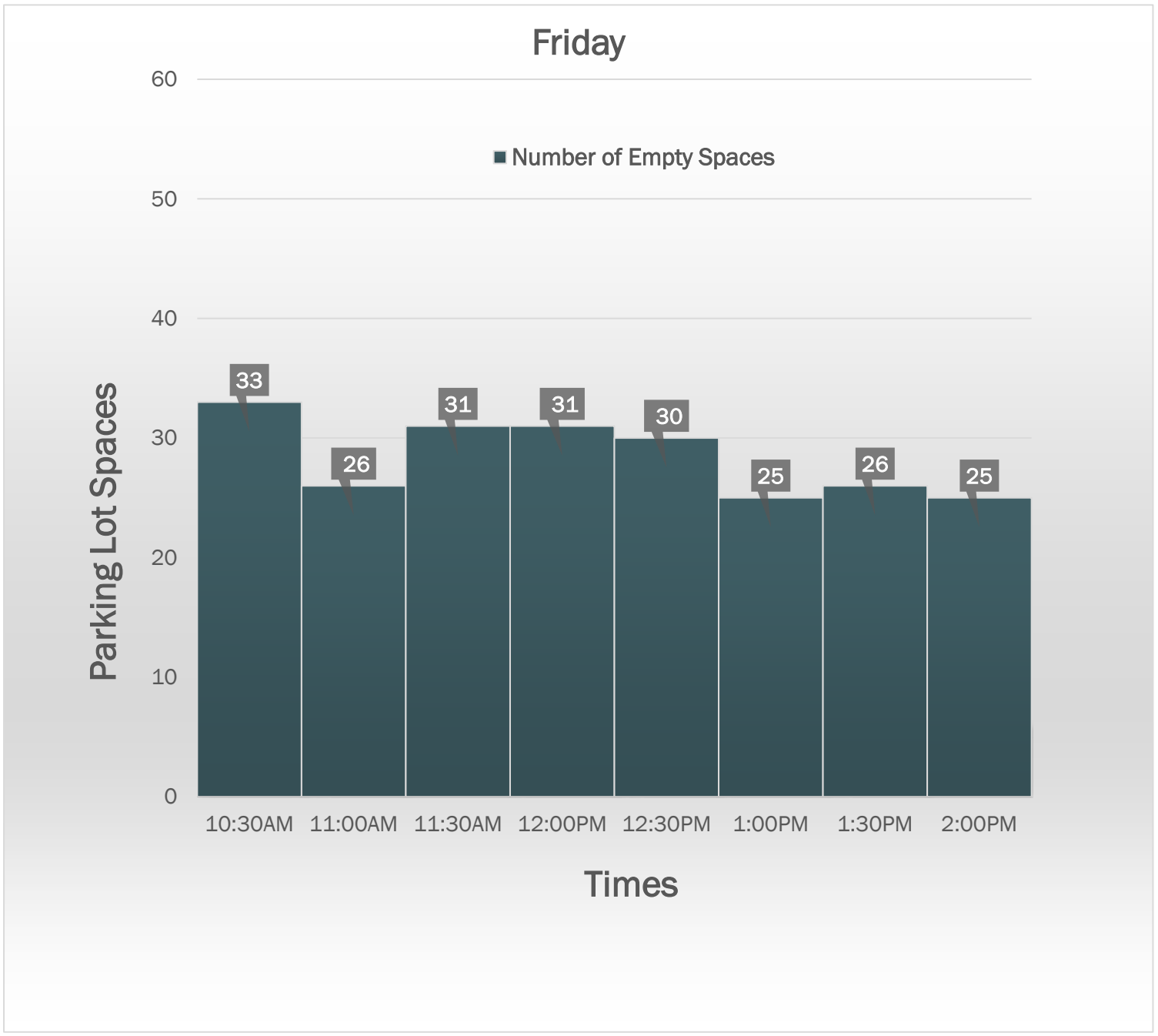
Draeger's Parking Lot - 2018 - 05 - 24



Spare Capacity

Times	Number of Empty Spaces
10:30AM	38
11:00AM	30
11:30AM	27
12:00PM	18
12:30PM	25
1:00PM	35
1:30PM	25
2:00PM	38

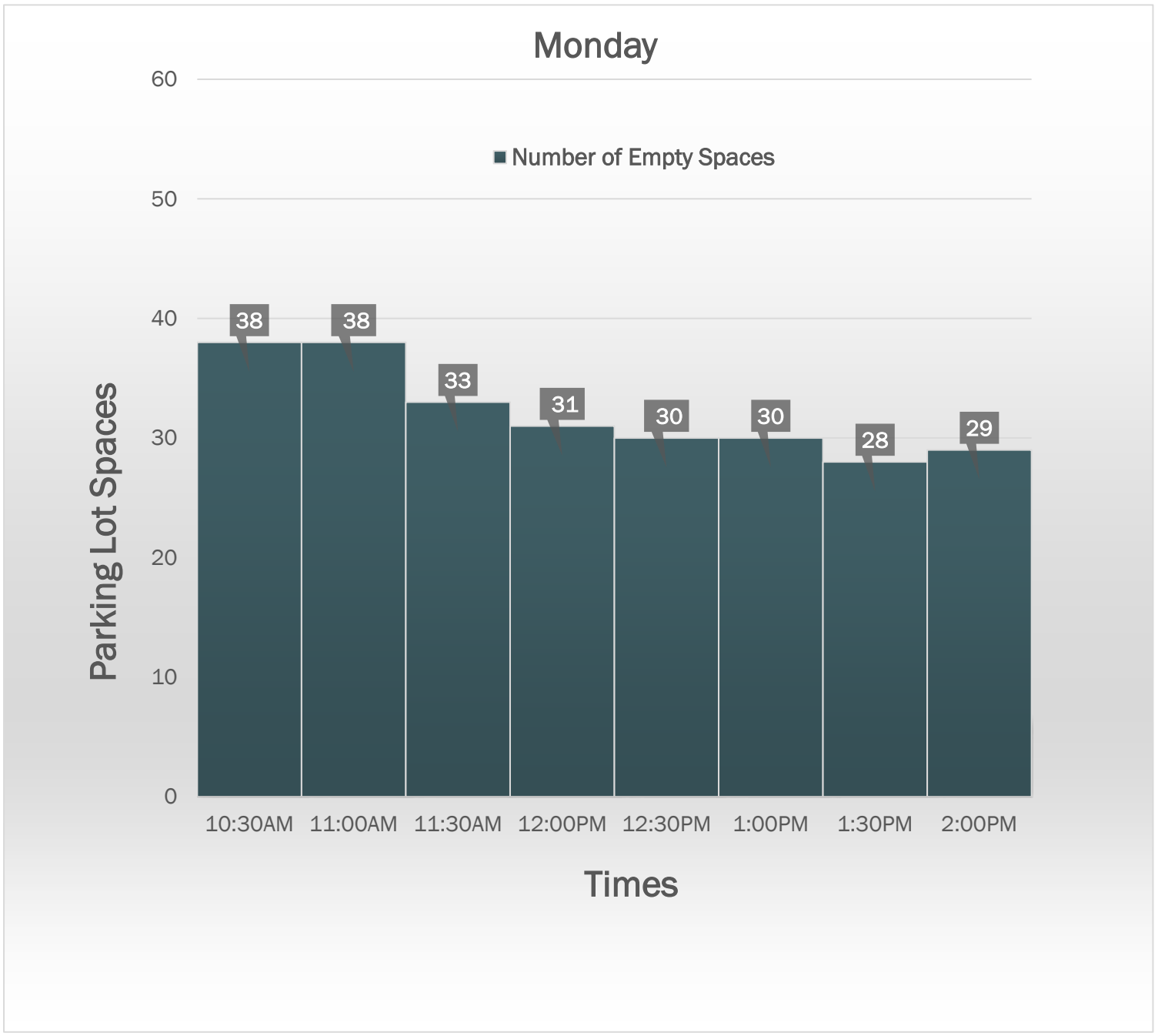
Draeger's Parking Lot - 2018 - 05 - 25



Spare Capacity

Times	Number of Empty Spaces
10:30AM	33
11:00AM	26
11:30AM	31
12:00PM	31
12:30PM	30
1:00PM	25
1:30PM	26
2:00PM	25

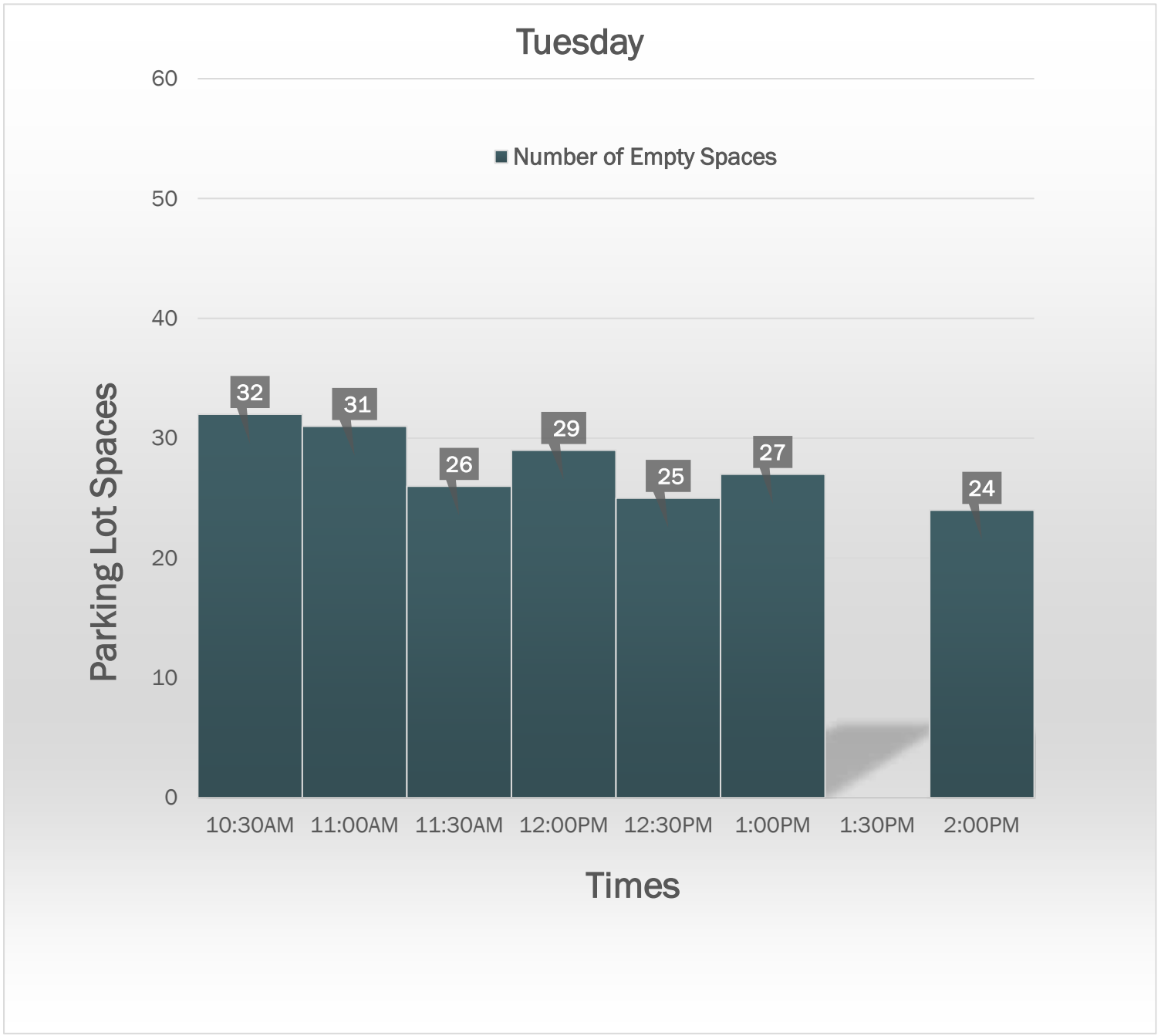
Draeger's Parking Lot - 2018 - 06 -18



Spare Capacity

Times	Number of Empty Spaces
10:30AM	38
11:00AM	38
11:30AM	33
12:00PM	31
12:30PM	30
1:00PM	30
1:30PM	28
2:00PM	29

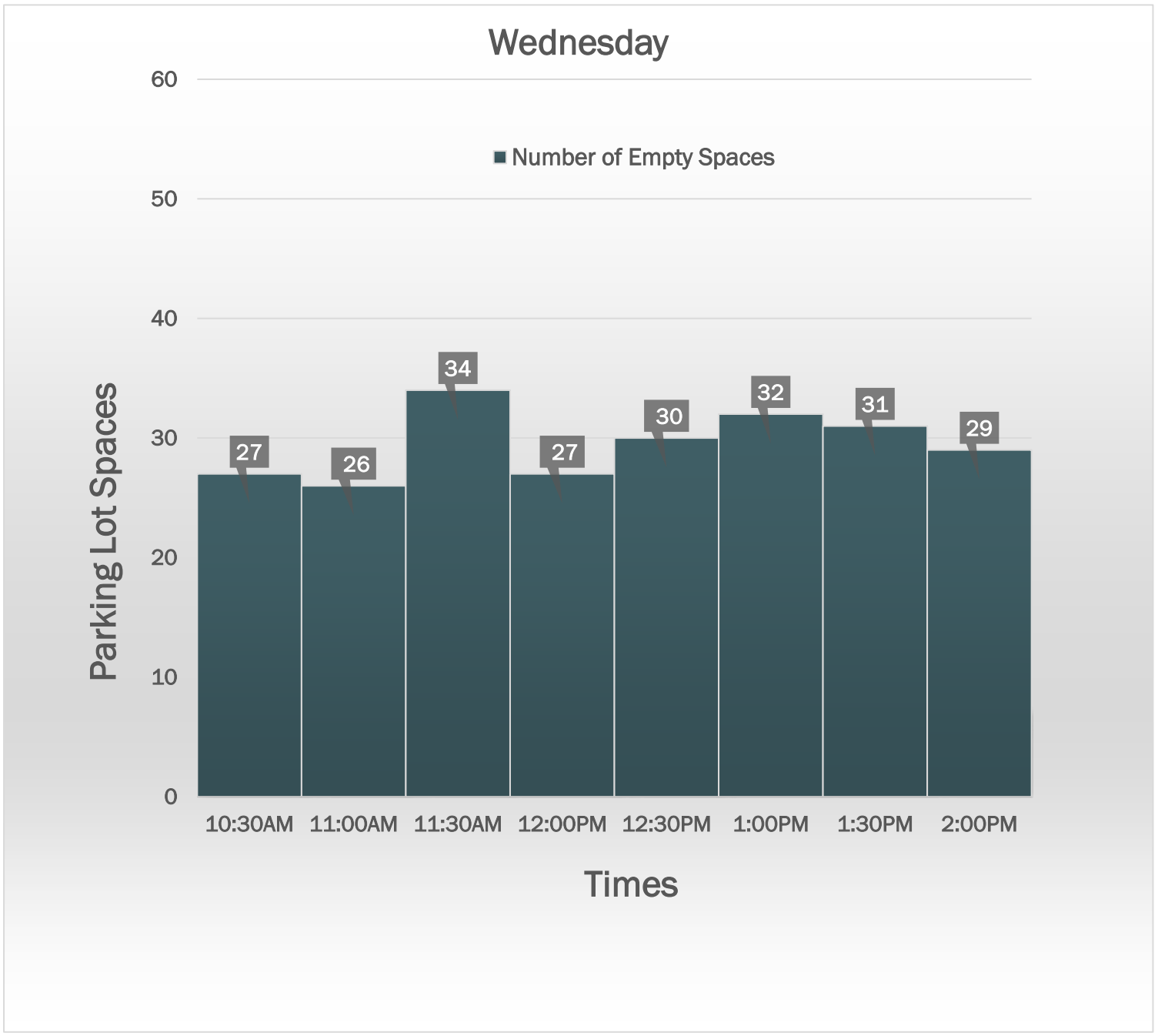
Draeger's Parking Lot - 2018 - 06 - 19



Spare Capacity

Times	Number of Empty Spaces
10:30AM	32
11:00AM	31
11:30AM	26
12:00PM	29
12:30PM	25
1:00PM	27
1:30PM	
2:00PM	24

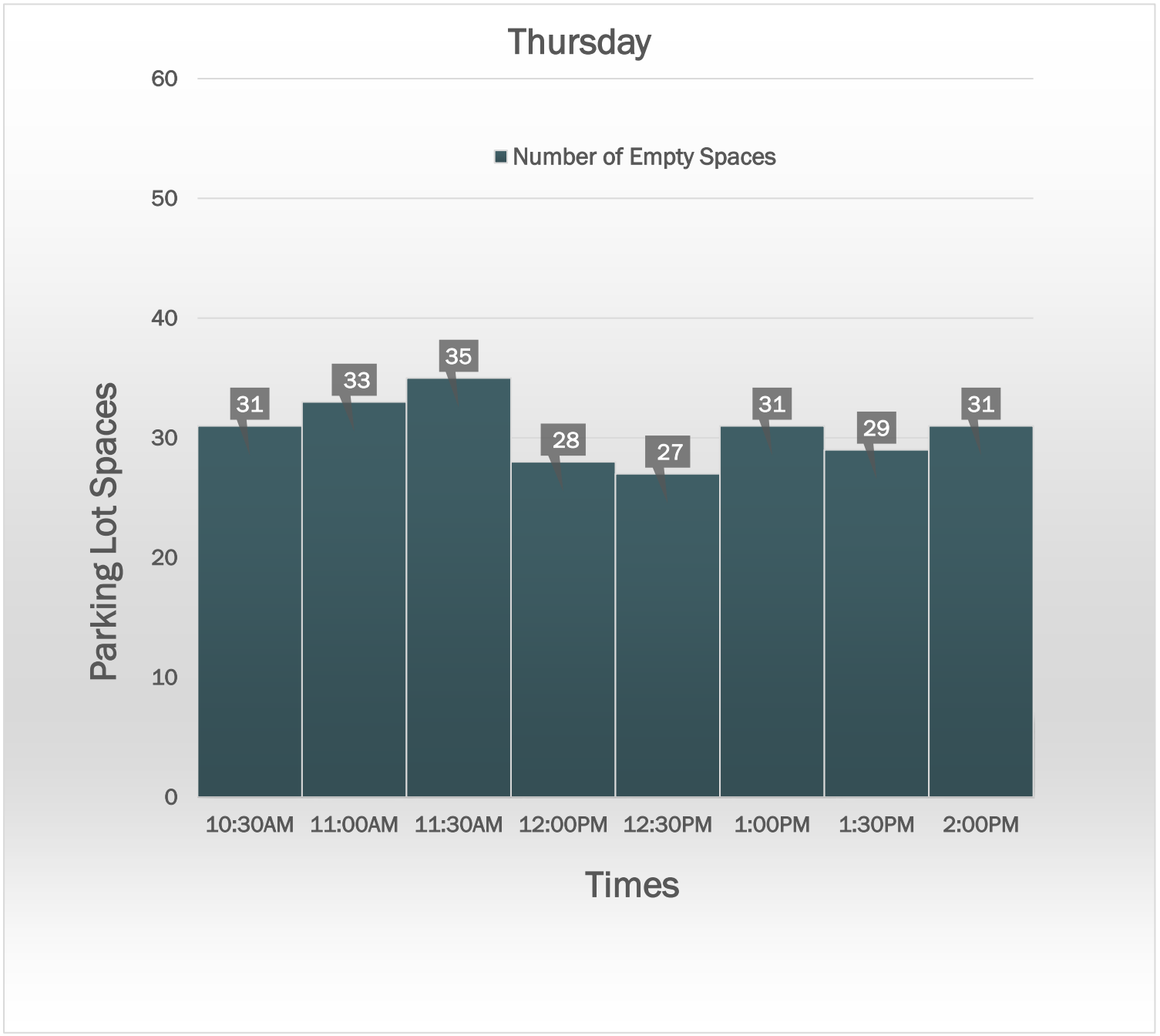
Draeger's Parking Lot - 2018 - 06 - 20



Spare Capacity

Times	Number of Empty Spaces
10:30AM	27
11:00AM	26
11:30AM	34
12:00PM	27
12:30PM	30
1:00PM	32
1:30PM	31
2:00PM	29

Draeger's Parking Lot - 2018 - 06- 21



Spare Capacity

Times	Number of Empty Spaces
10:30AM	31
11:00AM	33
11:30AM	35
12:00PM	28
12:30PM	27
1:00PM	31
1:30PM	29
2:00PM	31

Draeger's Parking Lot is located at the SE Corner of University Drive & Menlo Avenue, Menlo Park CA 94025

Exhibit - J

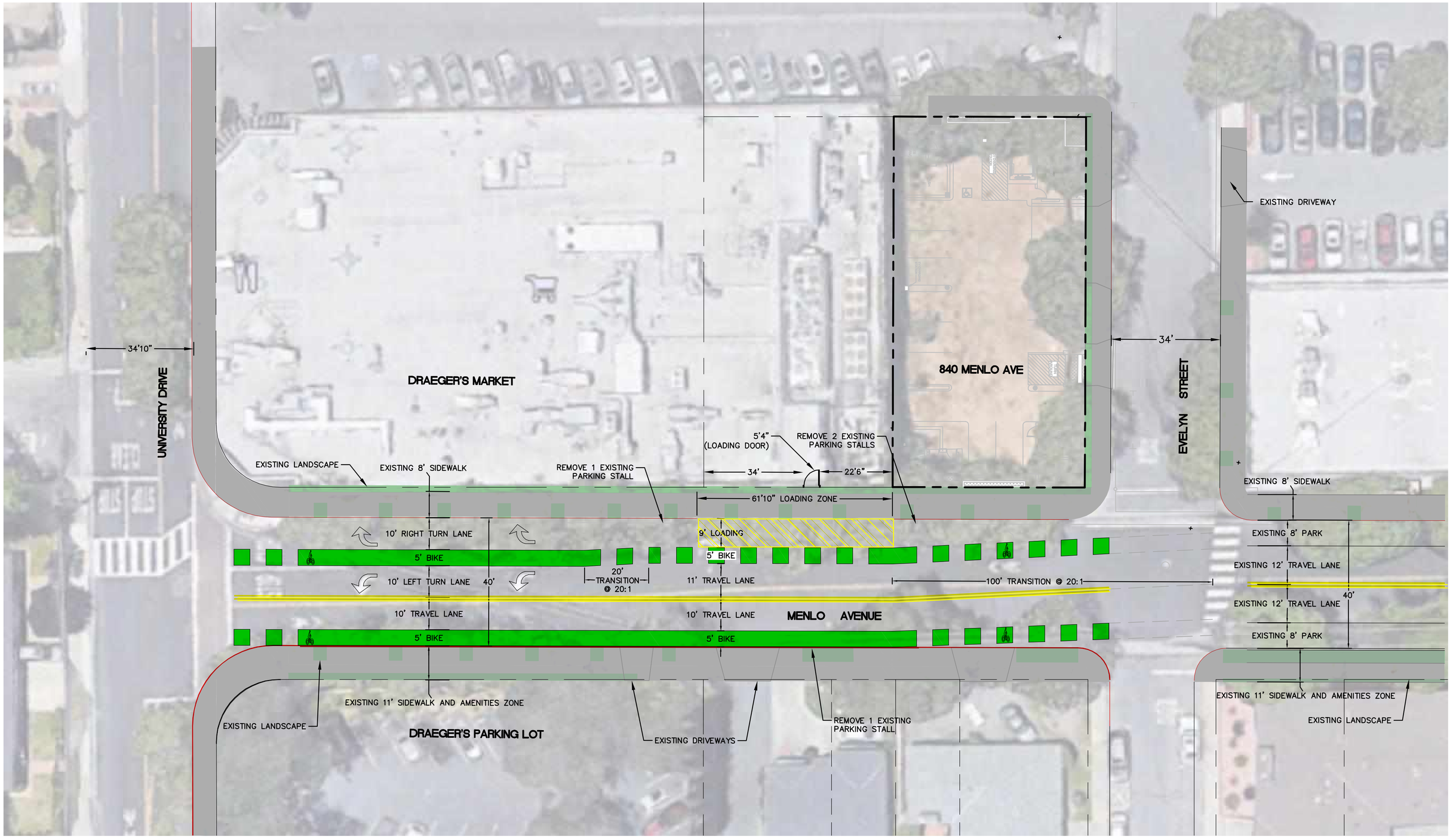
STOP

ger's
epicures
Wine Since 1925
gers.com
RING
PUBLIC PARKING
PERMITTED
PAPE
MOTIVE
POWER
HYSTER

TASTE
FLAVOR
AGAIN
Draeger's
MARKET

STOP

Exhibit - K



1" = 20'

GRAPHIC SCALE

20 0 20 40

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STRIPING EXHIBIT
840 MENLO AVE

SAN MATEO COUNTY MENLO PARK CALIFORNIA

DATE 06.15.2017
SCALE 1"=20'
JOB NO. 20166016

EX 1

Exhibit - L

STOP
STOP

FRAGILE
UP
FRAGILE

STOP
STOP

Exhibit - M

SITE SAFETY ANALYSIS REPORT

840 Menlo Av & Draeger's Market in Menlo Park CA

Report compiled by:

Kane Maher

Independent Transport & Warehousing Safety Consultant

Prepared for:

Charles Troglio

Date:

26th July 2018

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Introduction

The purpose of this report is to identify safety hazards with the potential to cause serious injury that currently exist outside Draeger's Market (DM) in Menlo Park CA. Specifically, the grocery unloading operations and practices affecting the general public, adjacent developments and existing businesses in the area. The need for this report has arisen from an appeal filed by an owner of DM who is opposing the approval of a new mixed-use building on the adjoining 840 Menlo Av block (840MA). The two properties share the same city block and parking plaza. The scope of this investigation includes both physical dangers and hazardous practices. In concluding this report, recommendations are determined which best mitigate these safety risks.

Location

The subject site is located in downtown Menlo Park CA. It is bordered by University Drive, Menlo Av, Evelyn Street and City Parking Plaza 4 (PP#4).

Focus Areas

The immediate streets surrounding DM & the development adjoining at 840MA. This investigation explicitly targets the roads and sidewalks facing the vacant block at 840MA which includes Menlo Av, Evelyn St and the PP#4 intersecting with Evelyn St. The report also discusses heavy vehicle and pedestrian traffic generally in downtown Menlo Park. A location map is included in Figure 1 below showing key areas this report will discuss.

FIGURE 1: INVESTIGATION AREA

Information Sources & Investigation Methods

This safety analysis has drawn its information from a wide variety of sources.

Primarily, video surveillance was undertaken over a 31-day period in both Evelyn St and PP#4, between August 17th and September 16th, 2017. The normal period for gathering such data is in a public street area is usually much less than a month, however the unique fluctuations that a supermarket like Draeger's would experience over a month were deemed to be better studied over this period. This has enabled a unique and consistent perspective of human and vehicular usage in the subject zones. The footage has been thoroughly examined and audited which produced an accurate and compelling set of data. Findings have identified a wide range of issues with regard to safe practices/fundamentals and common sense.

The report has also used a combination of publicly available information; anecdotal conversations with delivery vendors and members of the general public; state/federal legislation and guidelines; and historical documents. Publicly available information has been appropriately referenced.

Disclaimer

There is a disclaimer governing the use of this report. By accessing this report, you accept this disclaimer in full. Full details of this disclaimer can be found in the Appendices of this report.

Executive Summary

The proposal to develop 840MA is deterred by major safety hazards that its neighbour, DM, has introduced to the immediate vicinity. Since 2002, DM has been allowed to engage in unsafe practices by having their freight for the store unloaded directly in front of 840MA on two publicly owned thoroughfares, Evelyn Street and PP#4.

The numerous safety problems which are catalogued in this report derive from one primary cause. DM has converted an entire block of a downtown street and a quarter of a public parking plaza into a semi-industrial freight warehousing zone which simply does not belong in a downtown area. Such operations are inherently dangerous and are therefore segregated from the public by requiring that they be located in industrial warehousing zones.

DM is using over 900 trucks per month, which is a number far in excess of the needs of any downtown retailer to supply its freight needs. Available data indicates that very many and very large trucks are being used to make small deliveries. This is inefficient, contrary to modern freight consolidation practice, and it has created a situation which is incapable of remediation by simply moving or redesigning a loading zone.

Although this report discusses the specifics of the safety hazards involved and ways in which they can be somewhat mitigated, they will remain severe until the underlying problem is solved. Downtown Menlo Park simply cannot be made a freight warehousing zone. The number and size of trucks delivering to DM must be significantly reduced, and they can be without harming the effective operation of the business. In the long run, the solutions recommended in this report must be implemented not only for the safety of the community, but also for the economic viability of DM.

Most alarming is the lack of concern that DM has shown for the general public by allowing a large increase of heavy vehicle traffic to enter downtown Menlo Park. This is in spite of conditions imposed by Menlo Park City Council for DM to implement traffic reduction measures, such as load consolidation and cross-docking, as ruled in the 2002 approval for long term receiving operations.

In addition to growing their receiving operations to over 900 delivery vehicles per month, DM have allowed hazardous and unsafe unloading procedures to become ingrained in their work culture. DM staff and vendors are putting themselves and the general public at risk by mixing dangerous industrial activities with irresponsible safety practices and management which appears to be completely lacking.

It is clear that safety was not fully considered when these unloading zones were created in 2002 and that both DM and the Menlo Park City Council have a responsibility to remedy this pending tragedy. Unless major changes are made to the receiving operations at DM, there is substantial likelihood that an incident will occur that causes death, disablement or injury.

Zero accidents do not mean safety, it just means that you got lucky. There are comparable instances of vehicle related deaths and injuries in the area. Thousands of cars and hundreds of pedestrians use Evelyn Street and Parking Plaza #4 every day. The unloading operations of trucks, vans, forklifts, hand trucks and pallet jacks etc in controlled OR public areas is dangerous, but particularly so where there are untrained members of the public who are unaware of the hazards. DM is no exception. In the industry, serious accidents have occurred even when highly trained personnel are unloading freight with these types of plant and equipment.

EXECUTIVE SUMMARY CONTINUED…

Some examples of the unsafe unloading practices at DM include:

- Hauling tall, heavy and unstable loads on public roads, parking lots and sidewalks.
- Obscuring vision for cars, cyclists and pedestrians, creation of blind spots and dramatically reduced sight triangles.
- Non-existence of flagmen, personal protective equipment and lack of safety vigilance by staff.
- Obstruction of narrow sidewalks for the public including children, the elderly and disabled.
- Adding over 900 vehicles worth of extra congestion to an already very busy downtown city block.

There is, in the US, a mature and well-established system for controlling the risks to workers and the public arising from unloading activities. These guidelines are comprehensive and flexible enough to achieve acceptable standards of safety and risk management. Regardless of the many variables that unloading freight in a public area presents, the aim of minimizing risk should be foremost through seeking control over the unloading environment. DM have a great opportunity to enhance public safety and wellbeing in the downtown Menlo Park community where they do business.

Against this general background, recommendations on specific safety developments at DM and 840 Menlo Av are as follows:

- Immediately cease unloading activities in Evelyn Street and Parking Plaza #4
- Relocate unloading zone to Menlo Av outside the existing side loading door to the DM building in accordance with the design by BKF Engineers.
- Allow unloading between the hours of 7AM-9PM each day in the new zone.
- DM to adapt their long term receiving operations by implementing cross-docking and load consolidation practices to significantly reduce traffic in downtown Menlo Park and use smaller trucks.
- DM to specify to vendors that only vehicles that will safely fit in the new Menlo Av unloading zone are able to deliver to the site.

This is simply a case of a semi-industrial freight warehousing operation taking place in a downtown area where it is completely inappropriate. The volume and size of trucks delivering to DM can only be safely accommodated in an industrial warehousing zone.

The overall safest option is (i) offsite load consolidation to significantly reduce the number and size of trucks delivering freight to DM combined with (ii) moving all unloading operations away from the narrow, congested areas of Evelyn Street and Parking Plaza #4. Menlo Av outside DM is well suited to reduce or eliminate most safety concerns by downsizing the public area used for unloading freight. This location also has a quieter pedestrian presence and is a wider street to accommodate high vision obscuring vehicles. While there will be an initial cost for DM to bear in helping to implement these recommendations, over the short to medium term this cost can be recouped through refinement leading to increased efficiency.

Safety is everybody's responsibility. DM is well positioned to make changes for the benefit of all parties. Comparable supermarkets and chain stores in the region have proven that receipt of goods is achievable with significantly fewer trucks per day. The proposed development at 840 Menlo Av is a perfect opportunity to refine operations and implement new conditions to suit the whole community.

Site Safety Analysis of Unloading Operations

Draeger's Market Freight Unloading Operations

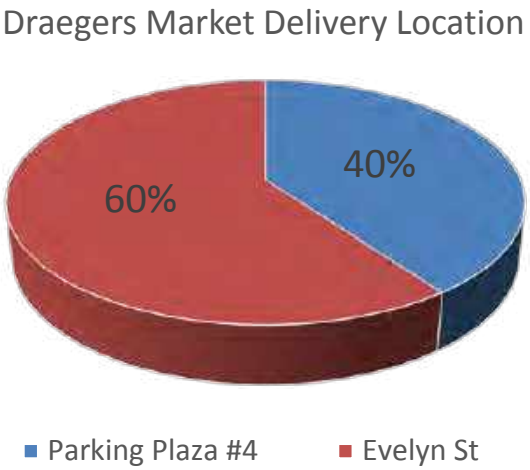
Draeger's Market (DM) in Menlo Park CA is a busy medium size retail supermarket outlet where they receive regular daily freight deliveries. Part of a small chain of stores, DM have operated this particular outlet in Menlo Park since 1955.

FIGURE 2: DRAEGER'S MARKET

The core DM business of retailing supermarket goods has remained mostly the same since its inception some 60 years ago. While much growth has occurred over this period, it is reasonable to assume that DM have had the time to streamline their receiving operations. The current inbound freight receiving plan was established in 2002 after collaboration with City of Menlo Park Council (CMPC).

Key Facts:

- DM receives deliveries from both their own company trucks and other independent vendors.
- The freight includes perishable and non-perishable items as well as some dangerous goods.
- The number of vehicles delivering to DM exceeds 900 per month
- The number of vehicles delivering to DM averages nearly 40 per weekday.
- The size of these vehicles ranges from smaller box vans and trucks through to large semi-trailers.
- Delivery vendors and DM staff use a range of equipment to unload the freight from vehicles including forklifts, hand trucks and pallet jacks etc.
- Larger trucks use tailgate lifters or ramps to lower the freight to the ground.
- There are two current council approved loading zones for DM which are PP#4 and Evelyn St.
- These loading zones have council approved hours which vary between each other.
- Approximately 60% of deliveries occur in Evelyn St with the other 40% in PP#4.



DRAEGER'S MARKET FREIGHT UNLOADING CONTINUED…

Because DM loading doors face a parking plaza, this means that the unloading of trucks and vans are taking place directly in a general public area. Figure 3 shows a view of both PP#4 and Evelyn St unloading zones.

FIGURE 3: PP#4 AND EVELYN ST UNLOADING ZONES

This general outline of DM freight receiving leads this report to examine four key zones where unloading activities either occur or are affected by. These are PP#4, Evelyn St, Menlo Av and the surrounding streets that serve as entry routes to the aforementioned locations.

Parking Plazas

Parking Plaza #4 (PP#4) is a public parking lot which is positioned between University Drive and Evelyn

St. Key Facts:

- PP#4 has approximately 100 angled parking spaces.
- The layout of the parking plaza consists of two drive aisles with approximately 25 angled parking spaces on either side forming two centre rows of parking.
- Directional arrows are painted on the entry points coming off both University Drive and Evelyn St.
- Facing the parking plaza on the western side are multiple small commercial businesses.
- On the eastern side is the DM building and the development lot at 840MA.
- Both eastern and western edges of the parking plaza have concrete sidewalks running the length of the carpark to the connecting entry streets.
- There are no physical barriers i.e. concrete/steel/rubber wheel stops or safety barriers on the 840MA and DM side of PP#4 to stop vehicles from impinging on the sidewalk.

PARKING PLAZA #4 CONTINUED…

- DM loading doors are situated close to the end of the DM building near the north-western corner facing this area.
- All inbound freight for DM is received through these doors.
- Freight may be unloaded here between the hours of 5AM to 10AM and between roughly the hours of 9PM and 10AM Mon-Fri, depending on which loading area inside PP#4 is used.
- During the approved unloading hours, a makeshift exclusion is created with safety bollards.
- The exclusion zone in the parking plaza has enough room to park 2-6 trucks/vans.

In this current scenario vendors delivering to DM must either park and unload in PP#4 during the council approved times; or otherwise park further away in Evelyn St or even Parking Plaza #5 (PP#5) and navigate their goods through pedestrian and vehicle traffic on hand trucks, pallet jacks etc via the sidewalk or drive aisle in PP#4. Figure 4 shows the main active unloading zone in PP#4 including where the loading doors for DM are situated.

FIGURE 4: PP#4 FROM EVELYN ST SHOWING DRAEGER'S MARKET LOADING DOORS.

Occasionally, vendor trucks are also unloading in Parking Plaza #5 (PP#5) across Evelyn St to the north. This practice seems to occur when parking spaces are full in both PP#4 and Evelyn St. As the usage of PP#5 is very similar to PP#4, for the purposes of this report, references to PP#5 will be encompassed in discussions regarding both PP#4 and Evelyn St. Figure 5 shows a view of PP#5 from Evelyn St.

FIGURE 5: VIEW OF PP#5 FROM EVELYN ST.

Evelyn St

Evelyn St is a single lane two-way side street that intersects with both Menlo Av in the west and PP#4 in the south.

Key facts:

- Evelyn street divides PP#4 and PP#5 (to the north)
- Evelyn St is perceived as a less major side street in downtown Menlo Park, however is still a very busy thoroughfare to parking lots in the area which serve local businesses and services.
- Evelyn St is only 34 feet wide with no painted centre line and is entirely too narrow for 2-way traffic and heavy use as an on-street freight warehousing facility.
- The frontage to 840MA between Menlo Av and the entry to PP#4 in Evelyn St is approximately 116 feet long which is enough space for 2 medium-sized box trucks or 1 semi-trailer truck.

A contradiction exists in the form of a current existing loading zone running along the widest Evelyn Street frontage of 840MA between Menlo Av and PP#4. A solid yellow line runs along this facade which prohibits entry to the vacant lot at 840MA. The yellow line also indicates a loading zone runs along its length. There are no signs specifying that this is a loading zone. There are white line markings signifying car parking spaces within the zone. A sign states that time limited parking is allowed here between 9AM and 6PM.

FIGURE 6 & 7: EVELYN ST IN FRONT OF 840MA SHOWING LINE MARKINGS AND STREET SIGNAGE.

The Evelyn St unloading zone was enacted specifically for DM despite the fact that it completely blocks any entry to 840MA. Historically, this frontage has been the entry point for 840MA with two curb profile ramps off Evelyn St. This loading zone acts as an alternative unloading zone to PP#4 when established times and public usage prohibits the use of PP#4. On the opposite side of the street from 840MA there are two parking spaces between Menlo Av and the exit driveway of PP#5.

Out of the approximately 40 deliveries that DS receives each weekday, an average of 22 of these are done on Evelyn St. This represents 80% of the freight delivered to DM. Evelyn St is far from a quiet street and sees a median of 700 pedestrians per day, 2700 vehicles, and 90 bicyclists frequenting this thoroughfare.

Menlo Av

Menlo Av is considered a major street in downtown Menlo Park with single lane two-way traffic.

Key facts:

- Menlo Av services many busy side streets such as Evelyn St.
- This street has a double yellow painted centre line and sharrow bike lanes along its length.
- Intermittent parallel parks in small clusters are found on both sides of the street in the section between University Drive and Evelyn St.
- The frontage to 840MA is approximately 60 feet long on the north western side of the street.
- Further along this side of Menlo Av towards University Drive is the DM building wall which has only has one entry point which is a standard sized exit door on its northern corner. This door is rarely used.

FIGURE 8: MENLO AV SHOWING THE FRONTAGE OF 840MA.

Across the street from the DM building is a private carpark owned by DM and offered for usage by its customers. DM park some of their own vehicles in this carpark. Despite being one of the largest, this is the least used parking lot around DM. Even during peak times of the day, when PP#4 is near capacity, surveillance revealed that there is still an average of 25 vacant car parking spaces left in the DM parking lot.

FIGURE 9: MENLO AV SHOWING DRAEGER'S MARKET PRIVATE PARKING LOT.

Surrounding streets serving as entry routes

DM is located in a typical downtown area with street widths designed in the late-19th to mid-20th century. There are minimal road and curb dimensions in this area and negotiating large vehicles through these streets is not ideal. Traffic density ranges from quiet to regular minor traffic jams depending on the day and time. The streets surrounding the DM site have a heavy pedestrian presence, particularly at intersections. There are also a significant number of cyclists commuting throughout the area.

FIGURE 10: PEDESTRIAN AND CYCLISTS IN DOWNTOWN MENLO PARK.

Hazards & Potential Dangers to the Public

There are a number of hazards that the site analysis has exposed. There are varying locations and practices with regard to unloading at the DM site. Unloading in this area presents a significant amount of dangers to the general public of all ages and levels of mobility. This could either be on the sidewalk leading to DM loading door or in the parking plaza also around cars and other obstacles. Here we explore these further.

Unloading Exclusion Zone

The issue of pedestrian and vehicle safety around unloading operations is one of the most significant safety issues in the freight supply chain. Unloading operations are much safer when an exclusion zone is established and maintained. As much as possible the general public (including pedestrians and vehicles) and personnel should be segregated from unloading activities. In the PP#4 Unloading Zone DM are only using a few safety bollards that are poorly placed to exclude pedestrians and cars. DM seem to show less than the bare minimum of responsibility in regards to this. The use of these safety markers is therefore only partially effective with few cars and pedestrians avoiding the area.

Occasionally, a car or pedestrian will enter the area perhaps when they think that there is little or no activity taking place. Drivers thinking that it is quiet may drive faster through the parking plaza. High Vans are obscuring vision. Freight is being unloaded and mobile plant such as forklifts are being used. There is a high potential for near misses or even incidents to cause severe injury or worse.

FIGURE 11: PP#4 LOADING ZONE DURING APPROVED LOADING HOURS. THIS PICTURE SHOWS THE SAFETY BOLLARDS NOT BEING USED EFFECTIVELY TO CREATE AN EXCLUSION ZONE. IN THE BACKGROUND YOU CAN ALSO SEE LARGE BINS OBSTRUCTING THE DRIVE AISLE FURTHER ALONG THE PLAZA. AN EXAMPLE OF TALL FREIGHT BEING PUSHED FORWARD INSTEAD OF THE SAFER WAY OF HAULING IT BACKWARDS.

DM have been operating an unloading zone in PP#4 for over sixteen years now and should have refined their receiving operations in incorporate best safety practices. Instead, we see a poorly manned, supervised and maintained exclusion zone that severely increases a largely avoidable risk.

Management, Spotters and Authority figures

In conjunction with the exclusion/unloading zone, there seems to be no designated DM personnel controlling the unloading operations. DM personnel's activities seem to be confined to helping unload the bigger trucks which consists of using forklifts and pallet jacks to move freight from the truck into the DM premises. DM personnel rarely move the safety bollards so as to most effectively control and segregate the unloading area. Despite a recommendation from CMPC, DM do not provide a dedicated flagman or spotter. This absence of an authority figure overseeing all unloading operations is allowing each vendor to make up their own rules and methods for deliveries to DM. This is resulting in unsafe practices, near misses and increased risk of severe injury or worse. DM management do not appear to value this principle of delegating responsibility to their personnel which would significantly increase safety.

FIGURE 12: PP#4 IN USE DURING APPROVED LOADING HOURS. NOTE SEVERAL ISSUES – A CAR PARKING IN THE EXCLUSION ZONE, WORKER NEGOTIATING TALL OVERHEAD FREIGHT VIA PALLET JACK AROUND MOVING AND NON-MOVING CARS, PEDESTRIANS IN THE EXCLUSION ZONE. A FLAGMAN SHOULD BE ASSISTING AND CONTROLLING THE EXCLUSION ZONE.

Lack of appropriate Personal Protective Equipment (PPE)

DM personnel and delivery drivers lack the appropriate PPE needed to safely perform their jobs. Rarely was a high visibility vest or shirt worn. Footwear did not seem adequate with sneakers commonly worn. Gloves to help grip were only used some of the time. It was also noted that no headwear protection was worn either. Hearing and eye protection were also non-existent however it is noted that this environment is less prone to these hazards.

Poorly wrapped & stacked pallet loads

Surveillance at the site exposed many poorly wrapped and stacked pallet loads being transported along the sidewalk or through the middle of the parking plaza. It was also noted that pedestrians were in very close vicinity on many occasions. Some of these pallet loads were very tall and stacked unevenly. Many also had inadequate shrink wrapping to help contain the load. It would only take a small rut or bump to have toppled some of these loads.

FIGURE 13: PP#4 IN USE DURING NON-APPROVED LOADING HOURS. THIS IS EVIDENCE OF ANOTHER DANGEROUS PRACTICE BY PUSHING A TALL LOAD INSTEAD OF PULLING IT. THE WORKER HAS OBSCURED VISION IN FRONT AND WITH A TALL AND UNSTABLE STACK LIKE THIS, THE SLIGHTEST BUMP COULD TOPPLE THE LOAD. IT APPEARS THAT HE MAY COLLIDE WITH THE SHOPPING CARTS LEFT ON THE SIDEWALK AHEAD.

Uneven Ground & Debris

There are shallow dish profile drains which run the length in the centre of the drive aisles. The road surface in the parking plaza also slopes slightly towards the drain. Quite often a tall stacked pallet being transported across this drain will wobble and threaten to topple over. If a tall stacked pallet with heavy items like canned food were to fall onto a person or their car, significant injury/damage could occur or worse. The drain is not an obstacle than can be easily removed. As much as possible unloading areas should be flat. This drain by design makes the area unsuitable for this type of unloading.

In its current state, running along the sidewalk are a number of trees. Leaves, branches and other debris fall from the trees onto the sidewalk and parking plaza. These objects can cause trolley wheels to lock up and bring hand pushed loads to a halt, thus increasing the chance of loads toppling over. Being that the trees are unlikely to be removed in the near future, this increases the risk of unloading in this area.

Experience of Delivery Vendors

It is a widely considered misconception that delivery drivers require little or no experience to begin work in the industry. This is however often the case with new and temporary drivers engaged to deliver freight on the basis that they simply hold an appropriate licence to drive larger delivery vehicles. The cheap labor employment market along with poor or non-existent training increases the likelihood that an inexperienced delivery driver will be incorrectly or unsafely loading and unloading freight. It is very likely that first time or inexperienced personnel are making drop offs at DM.

Load Stability

When poorly loaded, it is common for freight to shift and move during transit. High pallets which have been incorrectly loaded may topple inside the van or truck causing it to fall out when the door is opened. There is a potential for this to fall onto a member of the public. Poor loading just like unloading can be caused by many factors and presents another risk in an unload area shared with the public.

Tailgate Unloading

The majority of large trucks and vans use tailgate unloading ramps to shift the freight from the deck down to the ground.

- Hydraulic tailgate lifter platforms have pinch points which can crush body parts.
- Unstable loads have the potential to topple from the platform causing more damage from a greater height.
- Unload platforms may not be level, increasing the risk of freight on a hand truck or pallet jack to fall or roll off.
- Tailgate ramps can malfunction, becoming stuck in a dangerous position and present a hazard when wanting to move the vehicle.
- Tailgates and ramps also take up extra space behind the vehicle thus increasing the impact unloading activities have on the general public within the vicinity.

Other Equipment Malfunction

Over periods of time the solid rubber wheels of pallet jacks and forklifts can develop flat spots resulting in unstable loads and poor handling. As loads are pulled across the street and sidewalk past pedestrians, cars and other obstacles, the potential for loads to fall over is exacerbated by worn equipment.

Loads hauled across Evelyn St and through PP#4

Commonly, trucks and vans park on the other side of Evelyn St and unload from there. This forces the vendors to ferry hand truck or pallet jack loads across Evelyn St and through the parking plaza. These loads are often tall and heavy and personnel may not be able to see in all directions. This increases the chance of a car colliding with them. This also introduces the risk to pedestrians coming within the vicinity of tall, unstable and dangerous loads.

FIGURE 14: PP#4 LOADING ZONE IN USE DURING NON-APPROVED LOADING HOURS SHOWING FREIGHT BEING HAULED BY PALLET JACK. THIS IS INDICATIVE OF ALL VENDORS UNLOADING FROM EVELYN ST. NOTE THAT THE SILVER SEDAN IS BEING OBSTRUCTED BY THIS ACTIVITY. WHAT COULD HAPPEN IF A SIMILAR VEHICLE WAS SPEEDING THROUGH THE PLAZA AND THIS PERSON STEPPED OUT FROM BEHIND A VEHICLE WITH A HEAVY AND HARD TO STOP LOAD?

Trucks parking backwards & reversing

Trucks and vans are often parking in the opposite direction to traffic flow in Evelyn St. This creates a hazard when these vehicles are manoeuvring into or out of this position by blocking traffic and obstructing vision on the roadway. One theory is that it may be deemed easier and less dangerous for drivers to avoid the congested parking plaza and instead park their vehicle in Evelyn St and take their chances by transporting a load by hand truck or pallet jack along the centre or sidewalk of the parking plaza. DM does not provide spotters or flagmen. Backing into PP#4 unloading zone requires doing so amidst pedestrians, shoppers, traffic exiting PP#4, cross traffic on Evelyn St, and traffic entering 3 drive aisles in PP#5 across Evelyn St. Drivers may prefer to pull forwards to curb, offload there, and depart in a forward direction without ever taking the risk of backing up. The backing of trucks and trailers is considered a very risky activity and there may be an onus required by some companies and insurers to avoid it. Parking in the opposite direction to traffic flow may even be illegal in California but this is not within the scope of my investigation.

FIGURE 15: EVELYN ST DURING THE APPROVED LOADING HOURS FOR PP#4. NOTE THE BLUE SEDAN HAVING TO NEGOTIATE AROUND THE LARGE TRUCK. ALSO SEE THE WHITE TRUCK IN THE BACKGROUND PARKED IN THE OPPOSITE DIRECTION TO TRAFFIC FLOW.

High Vehicles Obscuring Vision

Trucks and Vans are by their very nature tall, wide and obstruct vision. Drivers of other vehicles, pedestrians and cyclists have a restricted field of view when sharing the vicinity of these types of bulky transport vehicles.

Operation of these vehicles unloading in a pedestrian area can be very dangerous. A person may walk around the corner of one these vehicles and bump into or knock over freight. The same may happen with a car. The parking spaces that DM delivery trucks/vans use are shared with pedestrians and are therefore a common cause of this type of hazard.

The unloading zone on Evelyn St creates a sight hazard for the intersection of Menlo Av. When there are tall vehicles parked here and across the street, the sight triangle is obscured when approaching Menlo Av. The sight triangle is a road design principle in which road rules can be adhered to through visual markings e.g. stop signs, road markings, traffic lights etc.

Unloading onto sidewalks and unattended freight

In nearly all observations of unloading, freight was moved onto the sidewalk as a kind of staging area whilst goods were either removed from the truck/van or transported by hand truck or trolley jack into DM. Pedestrians wanting to avoid cars were still forced to edge around or step over freight on the sidewalk.

FIGURE 16: PP#4 LOADING ZONE DURING APPROVED LOADING HOURS SHOWING SIDEWALK OBSTRUCTIONS AND FREIGHT BEING PUSHED ON HAND TROLLEY FROM EVELYN ST.

Unloading freight poses a very significant hazard for children as well as the mobility and vision impaired. There are no visual warnings or signs indicating these trip hazards. I believe that the American Disabilities Act makes it unlawful to block sidewalks but this is not within the scope of my investigation.

FIGURE 17: PP#4 LOADING ZONE DURING NON-APPROVED HOURS SHOWING SIDEWALK OBSTRUCTIONS AND FREIGHT BEING PUSHED ON HAND TROLLEY FROM EVELYN ST WHILST A DISABLED WHEELCHAIR USER IS PRESENT.

FIGURE 18: EVELYN ST DURING APPROVED PP#4 LOADING HOURS. PARKING IS TIGHT, VISION IS OBSCURED NEAR THE MENLO AV INTERSECTION AND FREIGHT IS OBSTRUCTING THE SIDEWALK. THIS VENDOR HAS TO LEAVE SOME OF THE FREIGHT UNATTENDED WHILST USING THE SMALLER HAND TRUCK.

Sidewalk Obstructions

Typically, sidewalks that surround supermarkets are often obstructed by shopping carts. DM is no exception. The sidewalks around DM and in parking plazas are quite narrow and were regularly observed to have shopping carts blocking the pathway. Also blocking the pathway at this site are cars and safety bollards. There is no gutter or step from the sidewalk to the parking plaza nor are there any barriers to stop cars from partially blocking the pathway either. This forces the pedestrians and unload personnel using the sidewalk to deviate onto the road or around cars in the parking plaza.

FIGURE 19: PP#4 IN USE DURING THE DAY. THE LACK OF WHEEL BARRIERS LEAVES THE PARKING PLAZA PRONE TO CARS OBSTRUCTING A SIGNIFICANT PART OF THE SIDEWALK. NOTE ALSO THE SHOPPING CARTS STREWN ALONG THE SIDEWALK.

FIGURE 20: PP#4 IN USE DURING THE DAY. ANOTHER EXAMPLE OF CARS AND SHOPPING CARTS OBSTRUCTING THE SIDEWALK.

General Congestion

With 900 plus freight vehicles transporting goods to DM every month, there is a dramatically increased risk of an accident occurring. The roads are barely wide enough for large trucks and vans to manoeuvre through these streets. Trucks turning at intersections with heavy pedestrian presence is a major safety issue. Trucks and vans with longer wheelbases may override sidewalk or bike lane at corner, particularly where turning radius is tight and/or street is narrow. Evelyn St in particular does not seem wide enough for two trucks to park on either side of the road and still maintain normal two-way traffic flow.

Nearly all of the larger vehicles delivering to DM are only dropping off a few crates, cartons or pallets. The frequency of deliveries versus the volume of freight does not justify having this many large and hazardous vehicles in downtown Menlo Park. The sheer number of vehicles added to the local streets adds an increased risk to safety in the area.

FIGURE 21: EVELYN ST SHOWING A LARGE SEMI-TRAILER TRUCK EXITING OUT OF PP#4. BIG VEHICLES LIKE THIS HAVE TO BLOCK THE ENTIRE ROAD AND DRIVE INTO THE ONCOMING LANE TO NEGOTIATE A SMALL STREET SUCH AS EVELYN.

Conclusions & Recommendations

The proposal to develop 840MA is deterred by major safety hazards that its neighbour, DM, has introduced to the immediate vicinity. Since 2002, DM has been allowed to engage in unsafe practices by having their freight for the store unloaded directly in front of 840MA on two publicly owned thoroughfares, Evelyn Street and PP#4.

The numerous safety problems which are catalogued in this report derive from one primary cause. DM has converted an entire block of a downtown street and a quarter of a public parking plaza into a semi-industrial freight warehousing zone which simply does not belong in a downtown area. Such operations are inherently dangerous and are therefore segregated from the public by requiring that they be located in industrial warehousing zones.

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Although this report discusses the specifics of the safety hazards involved and ways in which they can be somewhat mitigated, they will remain severe until the underlying problem is solved. Downtown Menlo Park simply cannot be made a freight warehousing zone. The number and size of trucks delivering to DM must be significantly reduced, and they can be without harming the effective operation of the business. In the long run, the solutions recommended in this report must be implemented not only for the safety of the community, but also for the economic viability of DM.

Most alarming is the lack of concern that DM has shown for the general public by allowing a large increase of heavy vehicle traffic to enter downtown Menlo Park. This is in spite of conditions imposed by Menlo Park City Council for DM to implement traffic reduction measures, such as load consolidation and cross-docking, as ruled in the 2002 approval for long term receiving operations.

In addition to growing their receiving operations to over 900 delivery vehicles per month, DM have allowed hazardous and unsafe unloading procedures to become ingrained in their work culture. DM staff and vendors are putting themselves and the general public at risk by mixing dangerous industrial activities with irresponsible safety practices and management which appears to be completely lacking.

It is clear that safety was not fully considered when these unloading zones were created in 2002 and that both DM and the Menlo Park City Council have a responsibility to remedy this pending tragedy. Unless major changes are made to the receiving operations at DM, there is substantial likelihood that an incident will occur that causes death, disablement or injury.

Zero accidents do not mean safety, it just means that you got lucky. There are comparable instances of vehicle related deaths and injuries in the area. Thousands of cars and hundreds of pedestrians use Evelyn Street and Parking Plaza #4 every day. The unloading operations of trucks, vans, forklifts, hand trucks and pallet jacks etc in controlled OR public areas is dangerous, but particularly so where there are untrained members of the public who are unaware of the hazards. DM is no exception. In the industry, serious accidents have occurred even when highly trained personnel are unloading freight with these types of plant and equipment.

CONCLUSIONS & RECOMMENDATIONS CONTINUED…

Some examples of the unsafe unloading practices at DM include:

- Hauling tall, heavy and unstable loads on public roads, parking lots and sidewalks.
- Obscuring vision for cars, cyclists and pedestrians, creation of blind spots and dramatically reduced sight triangles.
- Non-existence of flagmen, personal protective equipment and lack of safety vigilance by staff.
- Obstruction of narrow sidewalks for the public including children, the elderly and disabled.
- Adding over 900 vehicles worth of extra congestion to an already very busy downtown city block.

There is, in the US, a mature and well-established system for controlling the risks to workers and the public arising from unloading activities. These guidelines are comprehensive and flexible enough to achieve acceptable standards of safety and risk management. Regardless of the many variables that unloading freight in a public area presents, the aim of minimizing risk should be foremost through seeking control over the unloading environment. DM have a great opportunity to enhance public safety and wellbeing in the downtown Menlo Park community where they do business.

Against this general background, recommendations on specific safety developments at DM and 840 Menlo Av are as follows:

- Immediately cease unloading activities in Evelyn Street and Parking Plaza #4
- Relocate unloading zone to Menlo Av outside the existing side loading door to the DM building in accordance with the design by BKF Engineers.
- Allow unloading between the hours of 7AM-9PM each day in the new zone.
- DM to adapt their long term receiving operations by implementing cross-docking and load consolidation practices to significantly reduce traffic in downtown Menlo Park and use smaller trucks.
- DM to specify to vendors that only vehicles that will safely fit in the new Menlo Av unloading zone are able to deliver to the site.

This is simply a case of a semi-industrial freight warehousing operation taking place in a downtown area where it is completely inappropriate. The volume and size of trucks delivering to DM can only be safely accommodated in an industrial warehousing zone.

The overall safest option is (i) offsite load consolidation to significantly reduce the number and size of trucks delivering freight to DM combined with (ii) moving all unloading operations away from the narrow, congested areas of Evelyn Street and Parking Plaza #4. Menlo Av outside DM is well suited to reduce or eliminate most safety concerns by downsizing the public area used for unloading freight. This location also has a quieter pedestrian presence and is a wider street to accommodate high vision obscuring vehicles. While there will be an initial cost for DM to bear in helping to implement these recommendations, over the short to medium term this cost can be recouped through refinement leading to increased efficiency.

Safety is everybody's responsibility. DM is well positioned to make changes for the benefit of all parties. Comparable supermarkets and chain stores in the region have proven that receipt of goods is achievable with significantly fewer trucks per day. The proposed development at 840 Menlo Av is a perfect opportunity to refine operations and implement new conditions to suit the whole community.

References & Appendices

Information Sources

Information about pallet stability etc
https://www.osha.gov/SLTC/etools/grocerywarehousing/transport_techniques.html

Overview of proposed modifications to loading zones for DM located at 1010 University Drive City of Menlo Park informational item
https://www.menlopark.org/DocumentCenter/View/15977/H1---Draegers-Market?bidId=

City of Menlo Park Architectural Control 840 Menlo Av Staff Report
https://www.menlopark.org/DocumentCenter/View/16899/G1---840-Menlo-Av?bidId=

State of Washington Loading Safety Sheet
http://www.lni.wa.gov/Safety/Research/FACE/Files/47202011FaceFatalFacts.pdf

Traffic in San Mateo County
https://www.sccgov.org/sites/dpd/DocsForms/Documents/SU_GUP2018_DEIR_Comments_Public.pdf

California Pedestrian Deaths
https://patch.com/california/paloalto/california-ranked-15th-highest-us-pedestrian-deaths-report

University Drive and Menlo Av intersection
https://www.almanacnews.com/morgue/2004/2004_08_25.mpcrss.shtml

Pedestrian accident near Draeger's
https://www.paloaltoonline.com/news/2009/08/03/pedestrian-hit-at-intersection-near-draegers

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This report contains information about safety, logistics, warehousing and specifically unloading of freight.
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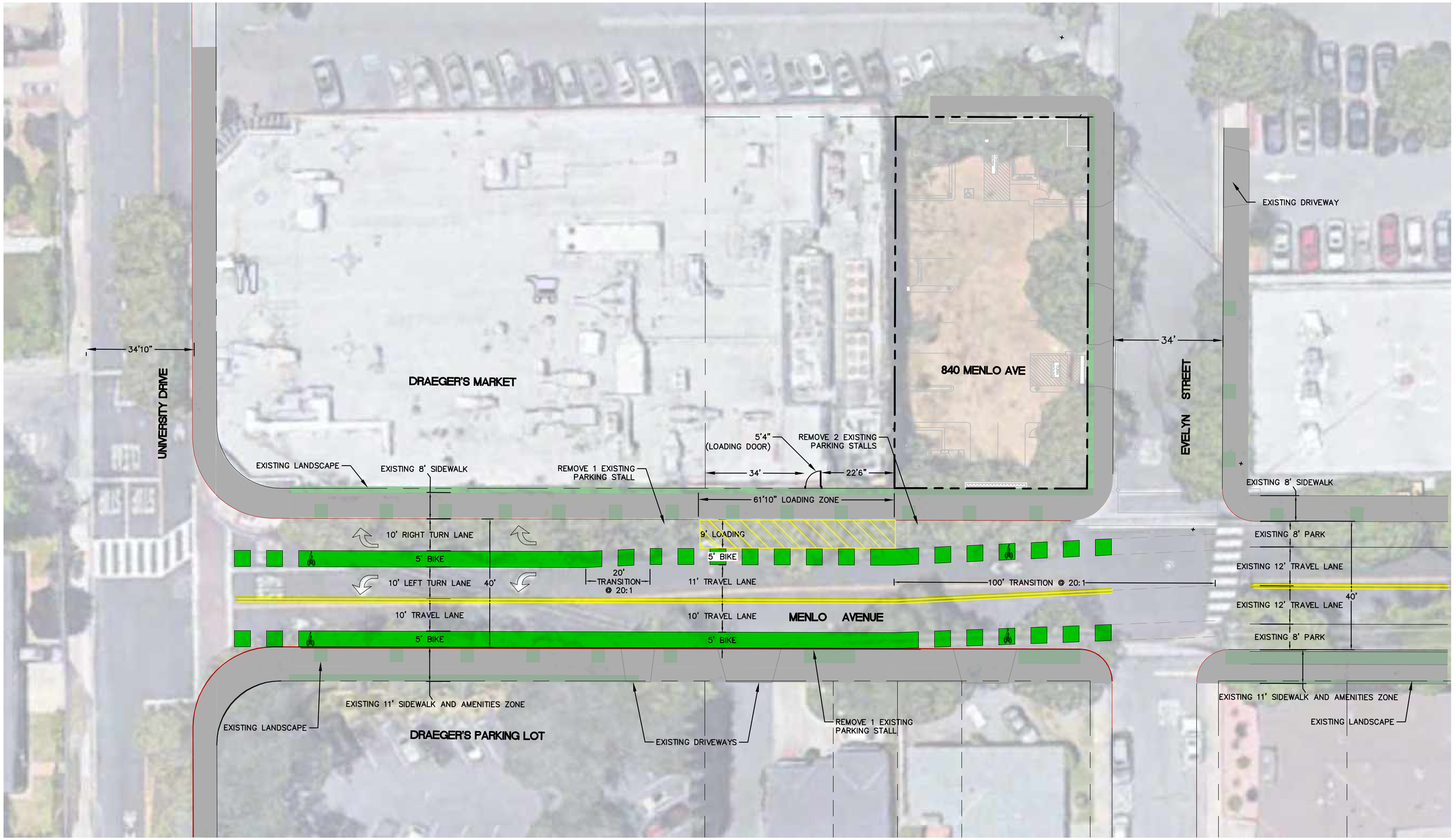

1" = 20'

GRAPHIC SCALE

20 0 20 40

HAYES GROUP ARCHITECTS

HAYES GROUP ARCHITECTS, INC.
2657 SPRING STREET
REDWOOD CITY, CA 94063
P: 650.365.0600
F: 650.365.0670
www.thehayesgroup.com

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SUITE 650
SAN JOSE, CA 95110
(408) 467-9100
www.bkf.com

STRIPING EXHIBIT
840 MENLO AVE

SAN MATEO COUNTY

MENLO PARK

CALIFORNIA

DATE 06.15.2017
SCALE 1"=20'
JOB NO. 20166016

EX 1

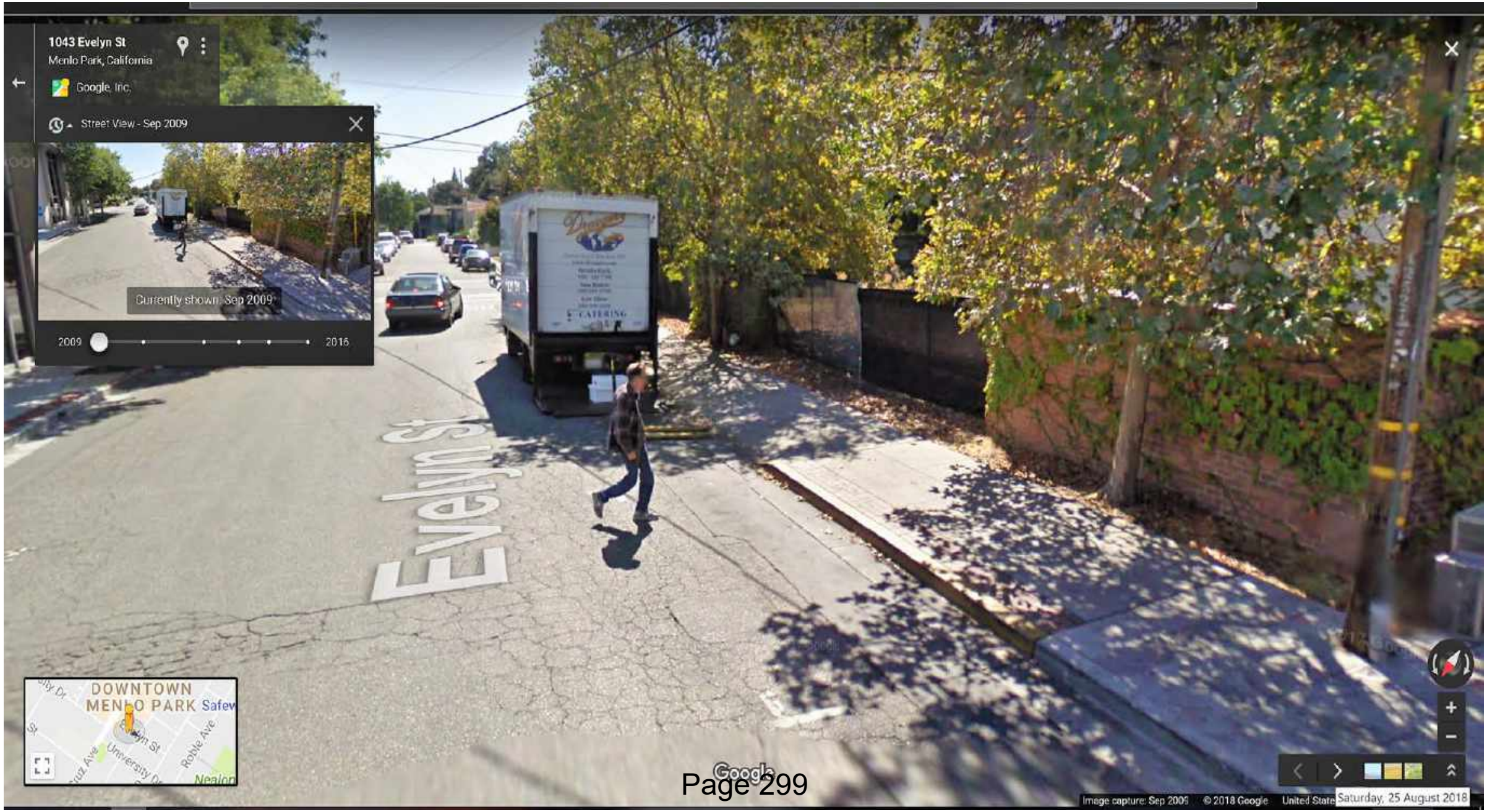
Exhibit - N

What Happened Over The Years

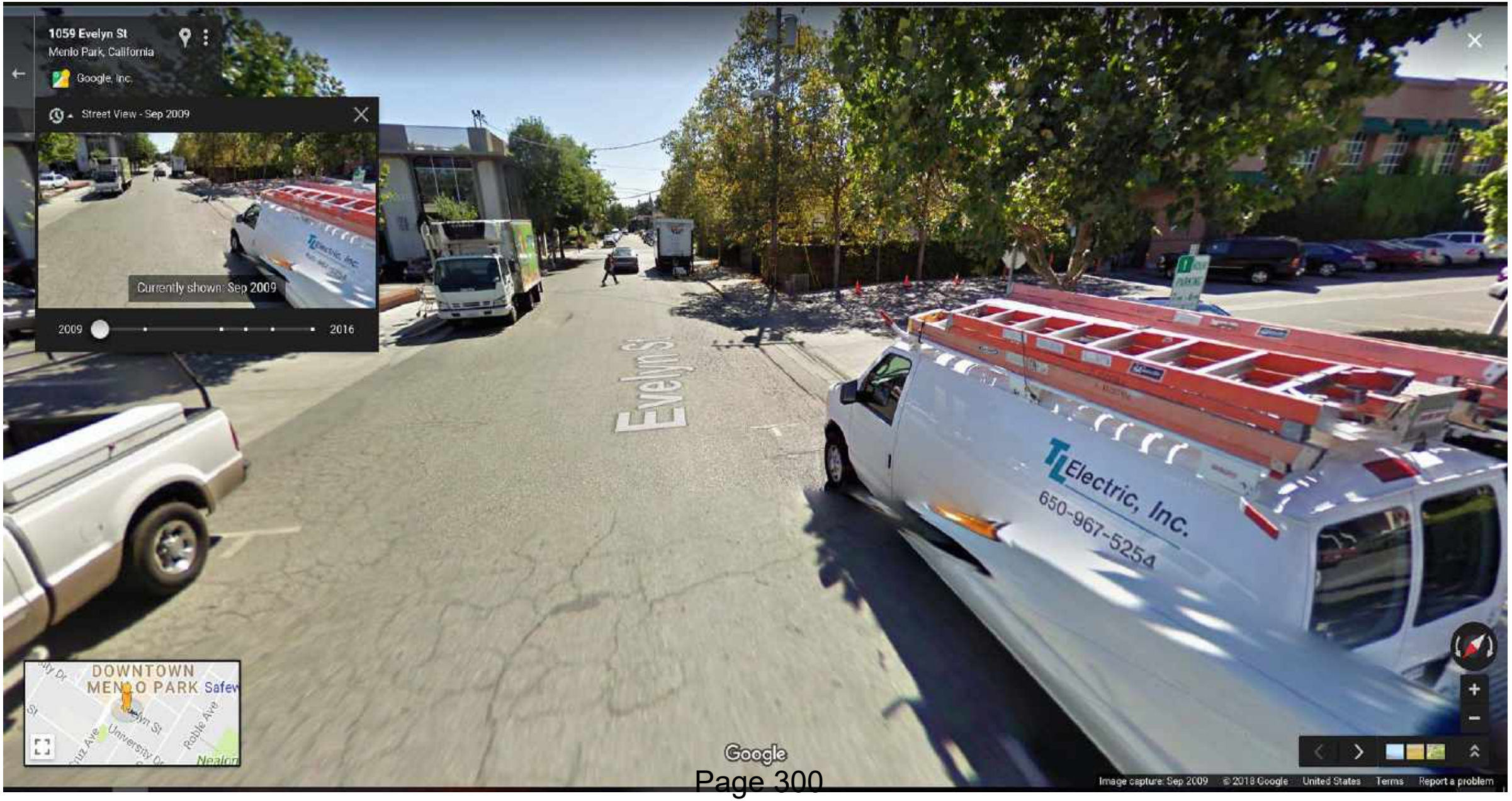
Evelyn Street Yellow Zone

April 2008 Google Street View - Evelyn St - Pavement Markings Only

September 2009 Google Street View - Evelyn St – Pavement Markings Only



September 2009 Google Street View - Evelyn St - 1-hr Parking Sign Close-up @ PP#4



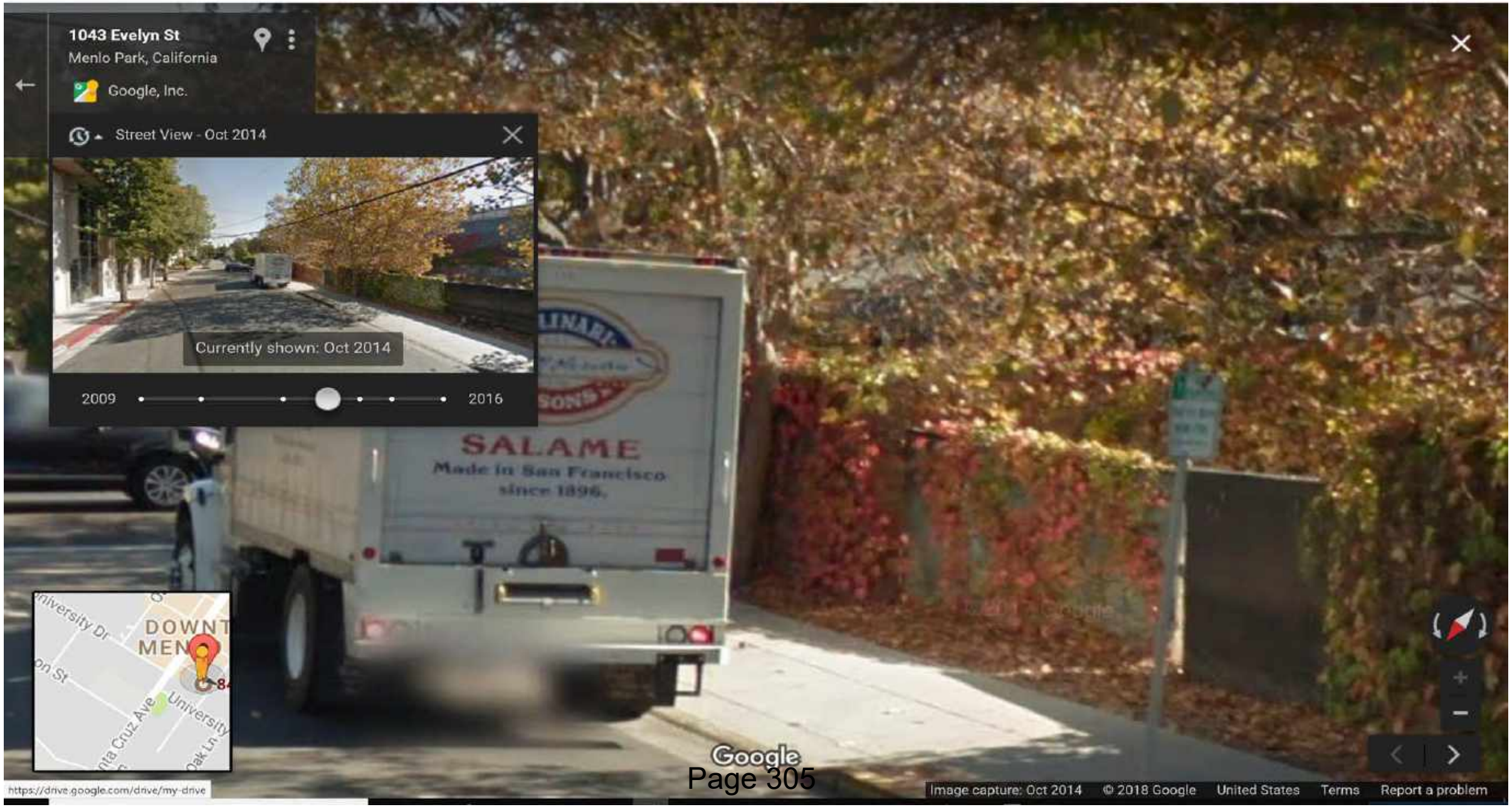
April 2011 Google Street View - Evelyn St - Repaved. No Pavement Markings

November 2013 Google Street View - Evelyn St - Pavement Markings Restored. Truck Blocking 1-hr Parking Sign

November 2013 Google Street View - Evelyn St - Pavement Markings + 1-hr Parking Stanchion

October 2014 Google Street View - Evelyn St - Pavement Markings. Distant 1-hr Parking Sign

October 2014 Google Street View - Evelyn St – Close-up of 1-hr Parking Sign



January 2015 Google Street View - Evelyn St - Pavement Markings. Back of 1-hr Parking Sign

May 2015 Google Street View - Evelyn St - Pavement Markings. Back of 1-hr Parking Sign

July 2016 Google Street View - Evelyn St - Pavement Markings. Distant 90-Minute Parking Sign

July 2016 Google Street View - Evelyn St - Close-up of 90-Minute Parking Sign

Exhibit - O

Draeger's Routes

&

Distances

Draeger's Routes & Distances

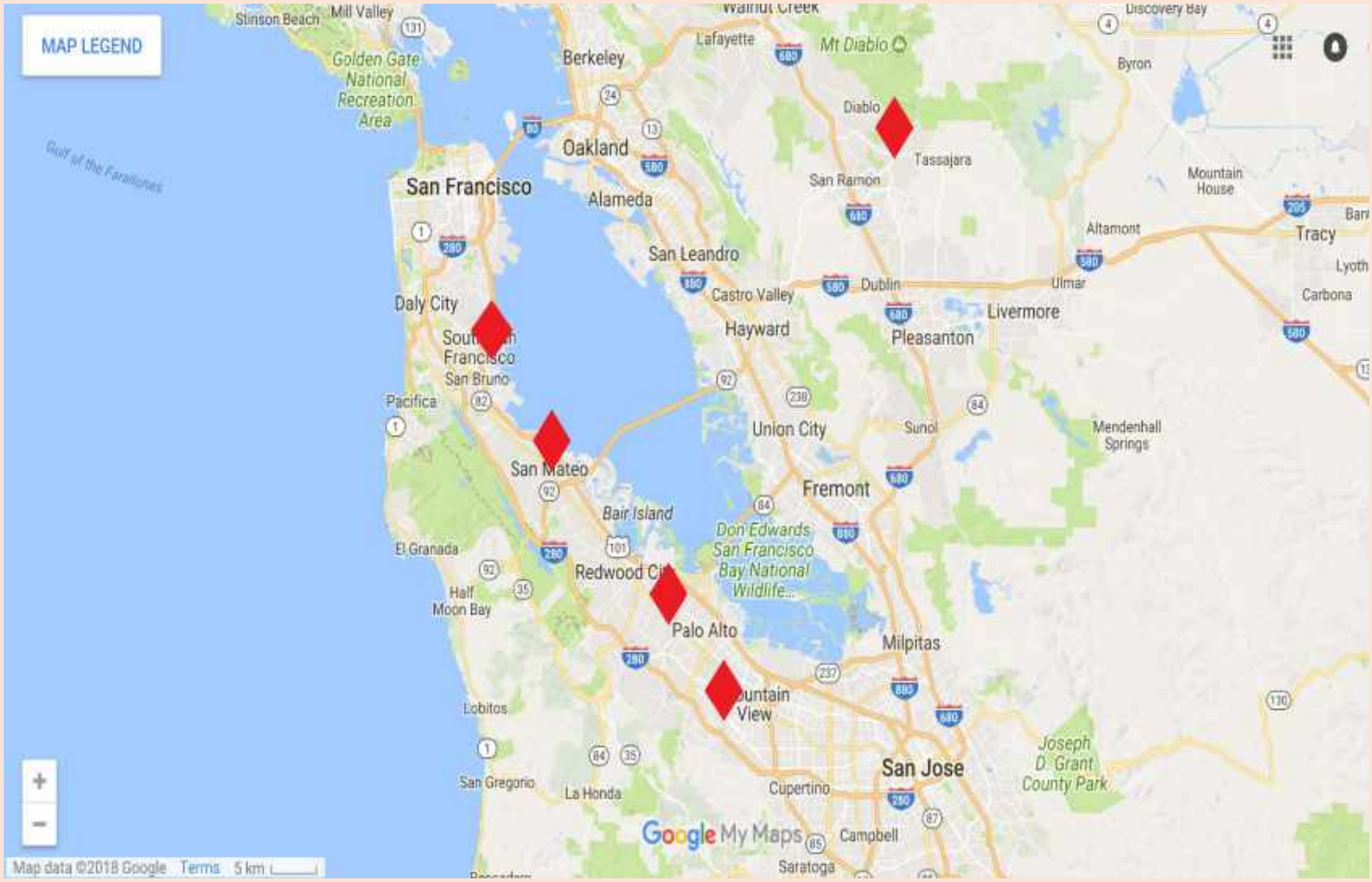
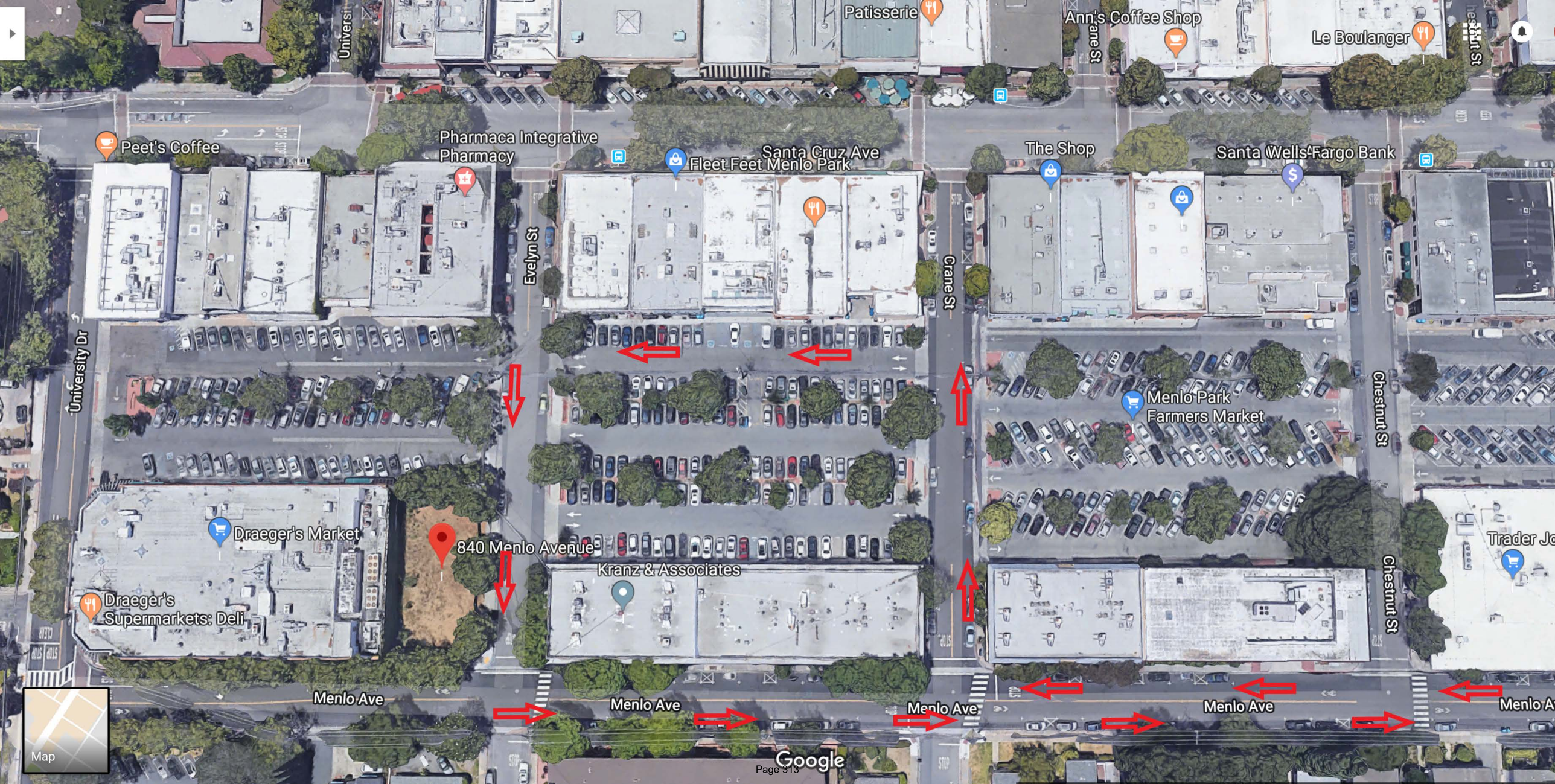


Exhibit - P

Truck Route Maps

Around

Menlo Park Block


Patisserie
Ann's Coffee Shop
Le Boulanger
Peet's Coffee
Pharmaca Integrative Pharmacy
Santa Cruz Ave
Fleet Feet Menlo Park
The Shop
Santa Wells Fargo Bank
Evelyn St
Crane St
University Dr
Chestnut St
Menlo Park Farmers Market
Draeger's Market
840 Menlo Avenue
Kranz & Associates
Draeger's Supermarkets: Deli
Menlo Ave
Menlo Ave
Menlo Ave
Menlo Ave
Map
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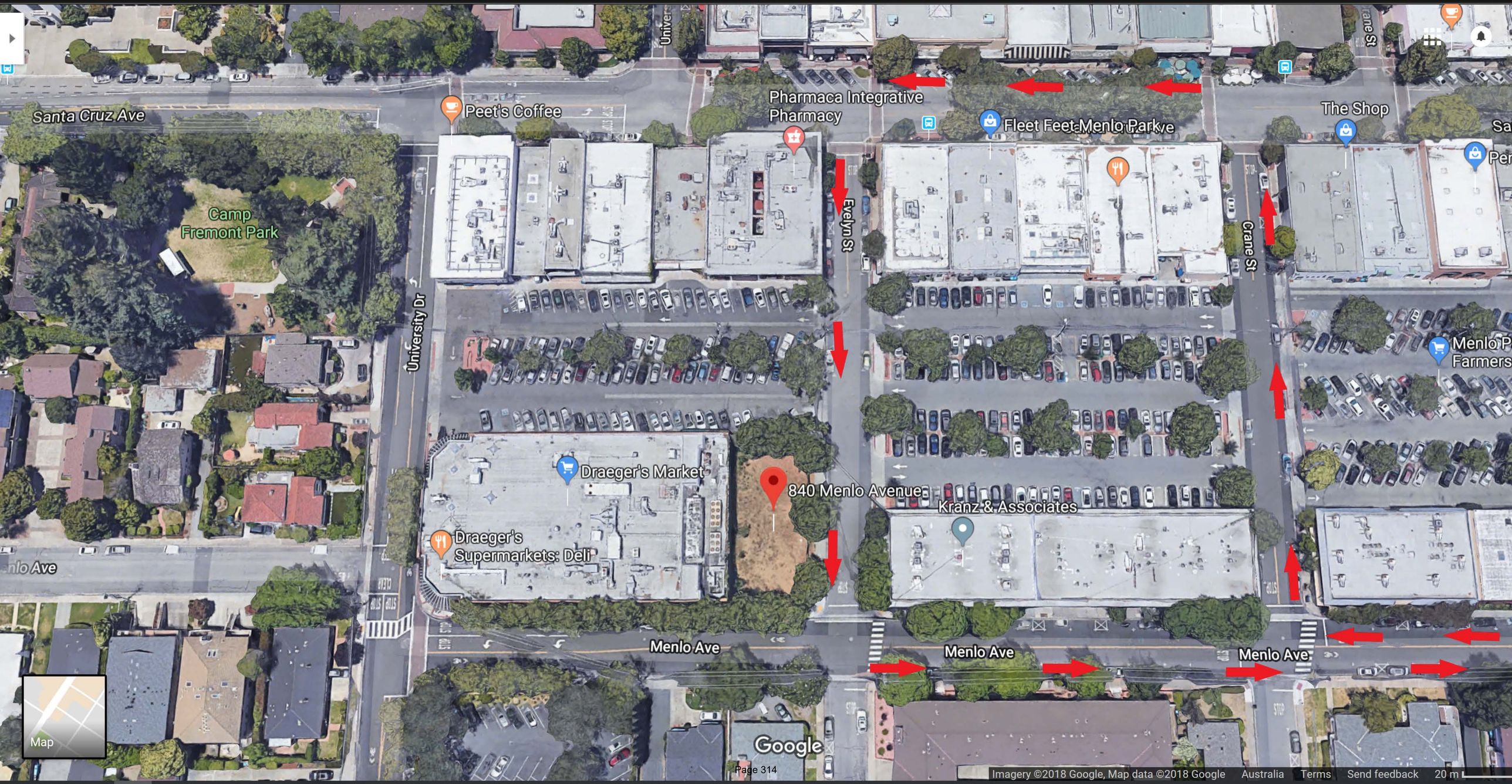
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Pharmaca Integrative Pharmacy
Fleet Feet Menlo Park
The Shop
Camp Fremont Park
Evelyn St
Crane St
University Dr
Draeger's Market
840 Menlo Avenue
Kranz & Associates
Draeger's Supermarkets: Deli
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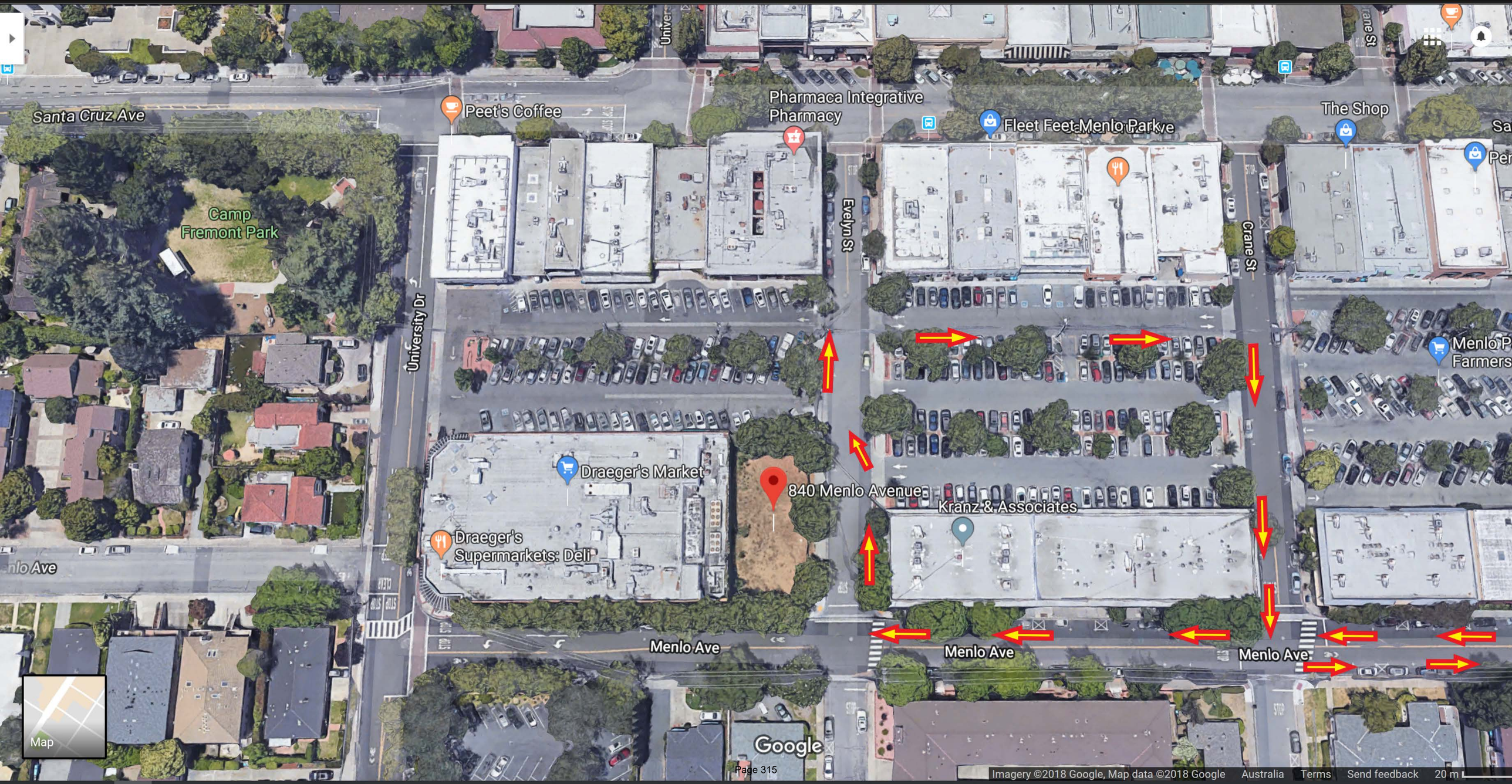
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The Shop
Camp Fremont Park
University Dr
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Draeger's Market
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Kranz & Associates
Draeger's Supermarkets: Deli
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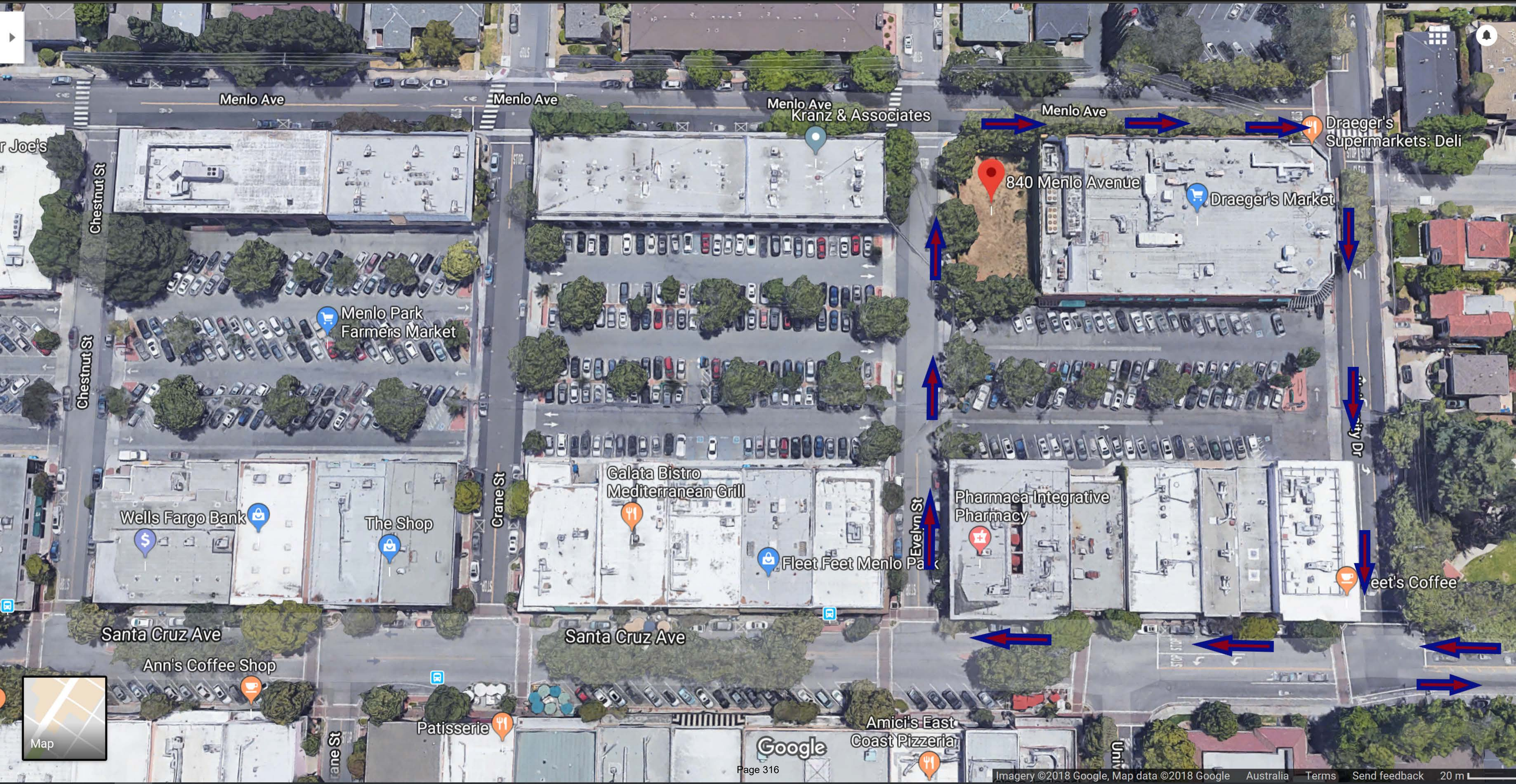
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Kranz & Associates
Menlo Ave
Draeger's Supermarkets: Deli
840 Menlo Avenue
Draeger's Market
Chestnut St
Chestnut St
Menlo Park Farmers Market
Crane St
Galata Bistro Mediterranean Grill
Wells Fargo Bank
The Shop
Fleet Feet Menlo Park
Evelyn St
Pharmaca Integrative Pharmacy
Santa Cruz Ave
Santa Cruz Ave
Ann's Coffee Shop
Patisserie
Amici's East Coast Pizzeria
Google
Map
Imagery ©2018 Google, Map data ©2018 Google
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Terms
Send feedback
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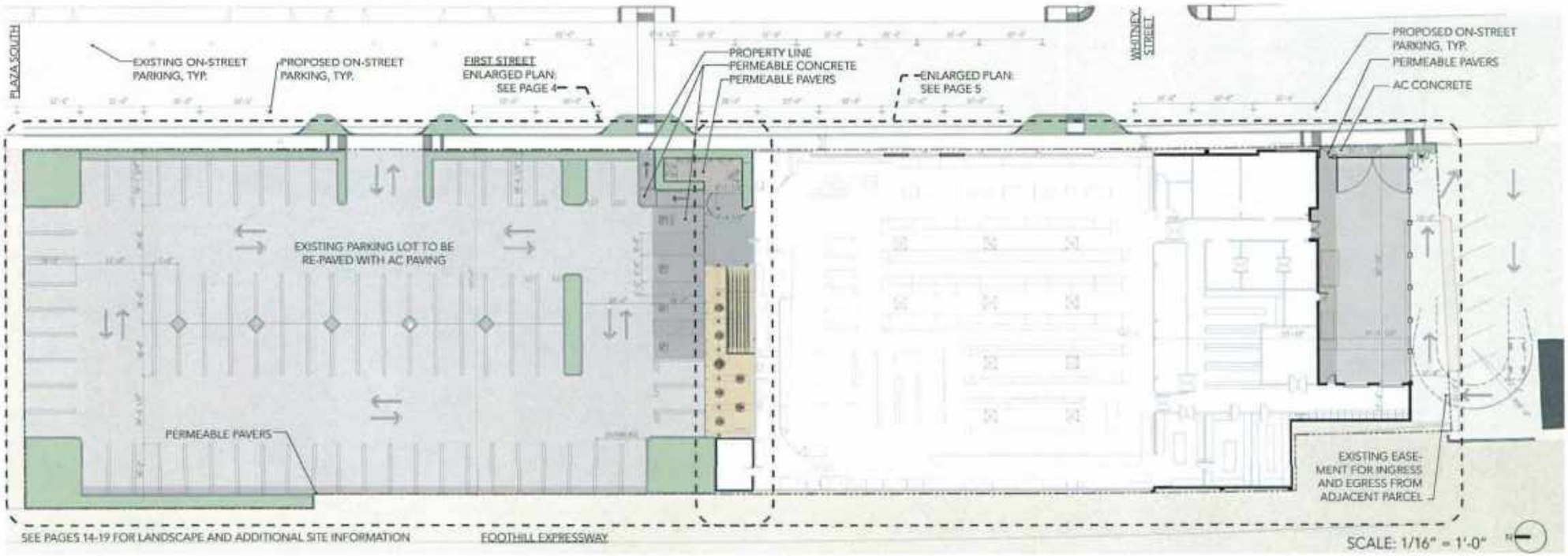
Exhibit - Q

SECTION A_A

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

SECTION B_B

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

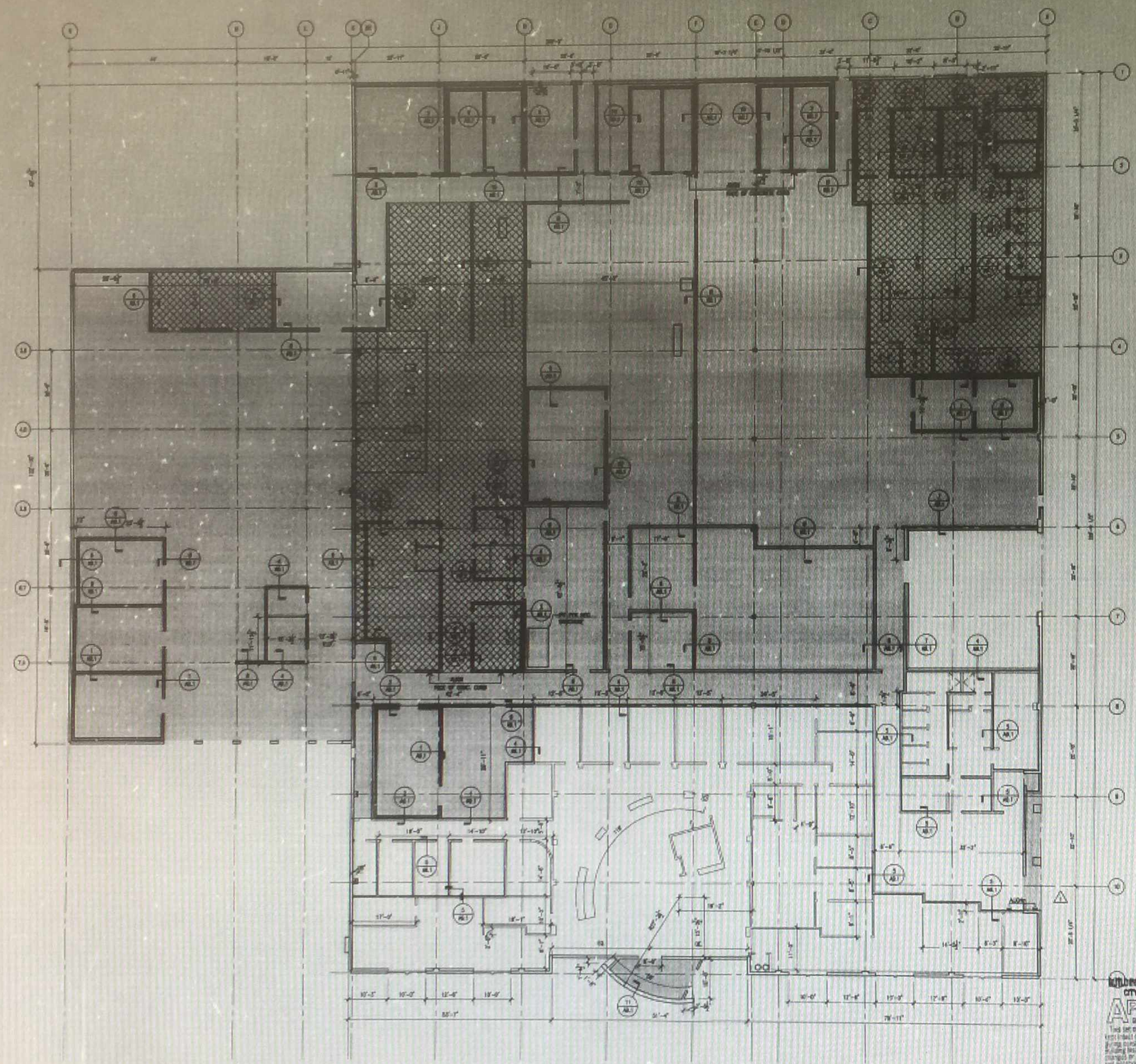


PROPOSED ON-STREET PARKING	
EAST SIDE OF FIRST STREET FROM WHITNEY STREET TO PLAZA SOUTH	10
WEST SIDE OF FIRST STREET FROM PROPERTY LINE TO PROPERTY LINE	15

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

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

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



CURB AND SLAB PLAN

FIELD PAOLI

COMMISSARY
291 UTAH AVENUE
SOUTH SAN FRANCISCO

DRAEGER'S SUPERMARKETS
180 HAMILTON AVENUE
PALO ALTO, CA 94301

DATE JANUARY 25, 2002
PERMIT SET
1 ADDENDUM – MAY 17, 2002
2 ADDENDUM – MARCH 21, 2003

KEY PLAN

CURB AND SLAB PLAN

SCALE 1/4"=1'-0"
DRAWN BY DM
CHECKED BY MF/JF
JOB NO. 0114.10

SHEET NO. A2.3

287 Utah Ave
South San Francisco, California
Google, Inc.
Street View - Apr 2017
Draeger's Supermark
Image capture: Apr 2017 © 2018 Google Australia Terms Report a problem

Draeger's Market, East 4th Avenue, San Mateo, CA, USA

445 S B St
San Mateo, California
Google, Inc.
Street View - Jan 2018
Flowers
THERMO KING
6th Ave
7th Ave
Image capture: Jan 2018
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4 new notifications

Exhibit - R

https://www.almanacnews.com/morgue/2002/2002_03_13.mpdraegers.html

Publication Date: Wednesday, March 13, 2002

Menlo Park: Draeger's market wins OK to load, unload on Evelyn St.

Menlo Park council approves delivery plan, with conditions to protect neighbor's rights.

By Pam Smith

Almanac Staff Writer

When Menlo Park council members decided last week that Draeger's market can continue loading and unloading on Evelyn Street, they were clear that they did not want the market's activity to infringe on the property rights of the Troglio-Walker family.

But the Troglio-Walkers do not feel protected. "We are not happy," said Doni James, whose husband, Charles Troglio, and his sister, Gloria Walker, own the lot between the market and its curbside loading zone.

The council voted 5-0 March 5 to allow Draeger's to load on Evelyn Street from 5 a.m. to 10 p.m., and in the public parking lot next to the store from 9 p.m. to 10 a.m.

The vote essentially gave Draeger's long-term permission to continue what it has been doing on a trial basis since last September, with a few notable exceptions: Overnight hours are eliminated on Evelyn Street, and activity in the parking lot is allowed to take up more space in the early morning hours, and continue overnight.

The Evelyn Street loading essentially blocks one side of the Troglio-Walkers' lot, including two driveways. The lot has been vacant since negotiations for a new lease with Draeger's, which used the lot for more than 40 years for its delivery operations, failed last year.

The family plans to develop it, said Ms. James. "As long as it just sits there, it's not of much value."

But the city has virtually "condemned" it, she said, so long as it's lined with trucks. The city has encouraged her family to continue negotiating, but by granting public space to Draeger's has eliminated any incentive for the market to negotiate, she said

Council members said last week they wanted to protect the Troglio-Walkers' rights. "I don't want to set anything in concrete tonight that we might want to change when looking at an application for that property," said Councilwoman Mary Jo Borak.

One condition of the approval says that the council will reconsider the matter when the Troglio-Walkers submit an application to develop the property into a parking lot or building.

"We're going to surrender as soon as [the Troglio-Walkers] come up with something," Councilman Paul Collacchi told the Draegers.

Another condition, also to encourage the market to be hasty moving some functions to South San Francisco, tells Draeger's to eliminate its need for the Evelyn Street space within two years.

It's not a mandate, but "they'd be well advised to complete that within two years," said City Attorney Bill McClure. Otherwise, he added, the city could mandate a consolidation program _ where vendors deliver to an off-site location and combine into fewer, larger deliveries that come to the store.

Business Logistics, an independent consulting firm that studied Draeger's operations, said that consolidation is the only way Draeger's could maintain all of its deliveries today without Evelyn Street.

Joe Carcione, attorney for the Troglio-Walkers, advocated for consolidation now, but Richard Draeger told the council his family's small chain could not afford it.

Mayor Steve Schmidt also floated an idea to move the loading across Evelyn Street immediately, but crossing the street with deliveries would cause safety problems, said Transportation Manager Jamal Rahimi.

Two weeks ago, 34 of the store's 284 deliveries had to take place on Evelyn Street, said Mr. Draeger.

He said the store can get that number down to zero once it relocates its bakery kitchen to a new South San Francisco facility, which he said will happen within 18 months.

Ms. Borak said she recalled hearing the same projection six months ago _ thus the two-year condition.

Anita Nolan Monthly Surveillance Chart Totals

August 17th, 2017 to September 16th,2017

Unloading on Evelyn Street – 542 (60%)

Unloading in Parking Plaza #4 – 363 (40%)

Trucks Total - 905

Exhibit -S

Draeger's Stores

Menlo Park Store

San Mateo Store

San Francisco Facility

Los Altos Store

Blackhawk Store

San Mateo Store

San Francisco Facility

Los Altos Store

Menlo Park Store

Blackhawk Store

Exhibit - T

Council favors temporary OK for Draeger's plans

■ Permanent solutions may include moving some food prep off-site.

By Pam Smith
Almanac Staff Writer

The Menlo Park City Council indicated at its July 10 meeting that it will approve, on a short-term basis and with conditions, some form of Draeger's proposal to change its receiving, garbage and recycling operations.

Looking ahead, Draeger's is already designing a facility outside Menlo Park in order to relocate "a substantial amount of the (store's) production" and about 30 employees, said Richard Draeger, spokesman for the family-owned business.

The proposed change in operations is a result of a landlord-tenant dispute that affects the parcel Draeger's now leases for its loading dock and trash-storage area. Draeger's has told the city that if its new plans are not approved, the store will be forced to close.

The market's new plans are expected back before the council July 24. If approved, Draeger's would likely be allowed to create, for 15 months, a full-time loading zone on the west side of Evelyn Street; a part-time loading zone in the public parking plaza, alongside the rear of the building (used from 5 a.m. to 10 a.m. and some hours to be determined after 9 p.m., Monday through Friday); and an enclosure for garbage next to the building, in the parking plaza.

Those changes would eliminate one parking space on Menlo Avenue, three spaces on Evelyn Street, and two in the parking plaza. When the part-time zone affects 11 spaces in the plaza, Draeger's would open its private parking, across Menlo Avenue from the store, to the public.

For more than four decades, the grocery store has used a leased parcel at the corner of Evelyn Street and Menlo Avenue, adjacent to the Draegers-owned property the store is located on, for receiving, garbage and recycling. Lease negotiations with the landlords have failed. (The lease expired last September.)

The council indicated that it is likely to require Draeger's to return in nine months with a permanent plan that would restore all parking spaces.

New office building next to Draeger's?

Attorney Joe Carcione told the Almanac last month that his clients might want to develop a 14,000-square-foot office building on their lot, on the northwest corner of Menlo Avenue and Evelyn Street, if lease negotiations with Draeger's market fall through. According to city staff, an office building of that size is unlikely.

Unless an exception is made, the owners would have to provide 84 parking spaces for 14,000 square feet of office space, said Chief Planner Arlinda Heineck. That would probably require more than one underground parking level, she said. "Parking may be the limiting factor" on the size of any building put there, she added.

The property owners have applied to rezone the lot as commercial property (it is now zoned for parking), but they have not submitted an application for specific development at this time, Ms. Heineck said.

The landlords are willing to let Draeger's stay an extra month, until September 1, while details of the approval are worked out, their attorney said.

Parking, property rights

The landlords of the leased parcel appealed the Planning Commission's earlier, partial approval of Draeger's plan because, they argued, their property's value would be unfairly impacted if surrounded by loading activity.

"We don't want it landlocked by a bunch of trucks every day," said Joe Carcione, their attorney.

At the July 10 meeting, the council also heard from 18 residents, about half for, and half against, the store's plan.

Some said Draeger's vitalizes the downtown and brings in valuable tax revenue; others said employees' cars and delivery trucks add to the city's parking and traffic problems.

"We have paid into the parking district, but we don't have adequate parking for our businesses," said Laverne Clark, a commercial property owner in the city.

Many problems cited by residents, said Councilwoman Mary Jo Borak, resulted from a lack of conditions on city approval of Draeger's expansion in the mid-1980s, which more than doubled its size to about 46,000 square feet.

Referring to loading activity that spills onto public streets, City Attorney Bill McClure said, "Some of these (problems) are occurring today because they weren't conditions of approval back in 1985."

Mayor Nicholas Jellins said a realistic approval today should include "conditions that are enforceable and measurable."

Among likely conditions for approval: requiring Draeger's to pay for consultants, hired by the city, to streamline the store's delivery operations.

'100 percent committed'

Draeger's is "100 percent" committed to creating an off-site facility, said Richard Draeger. Currently, some food production for the market's two other stores takes place in Menlo Park.

Mr. Draeger declined to say where the site is, but confirmed it is not in Menlo Park, and that the store already owns a building it hopes to remodel for the purpose. An architect and kitchen consultants are already designing it, he said, estimating that the facility could be fully operational in about 18 months. He said he expects that it will eliminate the need for some truck traffic at the Menlo Park store.

Councilman Paul Collacchi said he wants Draeger's to move to the next step in less than 18 months. "I would find it difficult to believe that they couldn't move stuff offsite more quickly," he said, even if only to an interim site.

Moving some of the store's functions might "bring the parking equation back into balance a little bit," said Ms. Borak.

So far, Mr. Draeger has not said how the store might address its other delivery operations in the future.

Can't force negotiations

Many residents, sympathetic to Draeger's or not, said they wanted the council to force the parties back into lease negotiations.

But council members said the only issue before them was a plan to change land use. "Negotiation of a lease was not an issue that was in any way before the City Council," Mayor Nicholas Jellins later said. ■

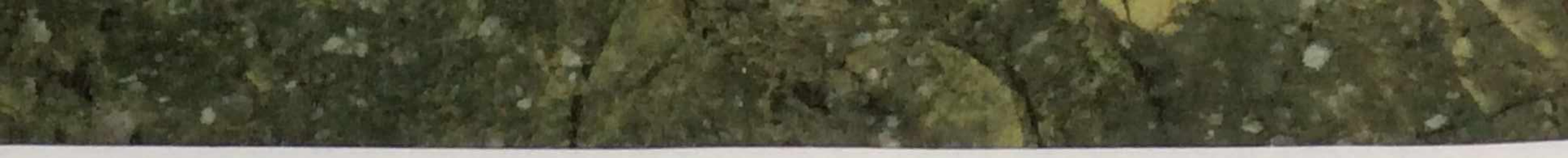
Exhibit - U

Draeger's Homes

Exhibit -V

2014

Outreach



Mr. Charles Troglio
31 Hesketh Drive
Menlo Park, CA 94025-5537
(650) 209-0807
840MenloAv@gmail.com

July 14, 2014

re: 840 Menlo Avenue, Menlo Park, CA 94025

Dear Neighbor:

I am writing to let you know about plans for development of a downtown parcel located at 840 Menlo Avenue in Menlo Park (on the SW corner of Menlo Av and Evelyn Street).

My sister and I own the property. We grew up in a house located on it in the early 1950's, and our family has lived in Menlo Park since then. For the past 13 years 840 Menlo Av. has been the only vacant lot we know of in Menlo Park's downtown.

Accompanying this letter are (i) a Google aerial photo showing the roughly 7,000sf lot and the perimeter of the proposed building, together with neighboring properties and streets and (ii) a color rendering of the building. It will be 3 levels. The first will be parking for about 12 cars plus bicycle spaces, lobby and utility areas. The second level will be office, and the third will have (3) residential units, each with upstairs lofts.

We have worked hard with professionals to create an attractive building which will be an asset to Menlo Park's downtown while providing income for us, our children, and grandchildren. We are proud of what has been designed. Menlo Park's Planning Commission will review the matter at some future date and notify the public regarding their schedule. We believe the project complies with all applicable rules and regulations. No special approvals or exemptions are requested.

In the meantime, we wish to be good neighbors and let you know about our plans.

- Please call or write me at my telephone or email above if you have any questions. I will be happy to discuss, meet with you, or make other arrangements.

- **There will be an informational meeting at 7pm on Monday, July 21, 2014, in the conference room located at the Arrillaga Family Gym at 600 Alma Street, MP (Burgess Park).** We will do our best to respond to any questions you may have. **You are cordially invited.**

Thank you very much.

Sincerely,

Chalres Troglio

Exhibit - W

2017

Outreach

Memorandum Regarding Neighbor Outreach Efforts at 840 Menlo Avenue, Menlo Park, CA 94025

I am a consultant for Charles Troglio and Gloria L. Walker, who are the trustees of the trusts which own the property at 840 Menlo Avenue, Menlo Park, CA 94025 (840 MenloAv). I have worked closely with them and with their architects, The Hayes Group, regarding outreach to neighbors in the vicinity of the proposed project at 840 MenloAv (the Project).

We have notified neighbors on two different occasions about the pendency of a project at 840 MenloAv - once in 2014* and again recently. Since the project proposed in 2014 was materially different than that now pending before the City of Menlo Park, this memorandum relates only to neighbor outreach efforts which took place in January and February 2017, with respect to the current Project.

In January, the Hayes Group architects obtained and forwarded to me an Excel file containing a list of 162 names and addresses provided by Menlo Park City Staff for purposes of notifying surrounding neighbors (see Attachment A). The "City of Menlo Park, 701 Laurel Street" was last on the list. I added my name and address and those of Charles Troglio, Gloria L. Walker, and Ken Hayes of the Hayes Group as a means of confirming the success of our notification efforts (166 total addressees).

Charles Troglio prepared a letter to be mailed to those on the list, and The Hayes Group furnished us with a color rendering of the Project. I prepared 166 mailing labels and manually confirmed that all names and addresses from the Staff-provided list were on the individual labels and were correct. Mr. Troglio and I stamped and labeled 166 envelopes which contained his letter and the rendering, and I delivered them to the downtown Menlo Park post office for first class mailing on January 20th. Both Mr. Troglio and I received our envelopes on January 21, 2017 (my copy, including the postmarked envelope, is Attachment B).

The letter informed neighbors about the Project. It included an email and mailing address as well as a telephone # for inquiries. Four responses were received. All were complimentary of the Project. One requested information, and Mr. Troglio promptly responded. They are in Attachment C.

*There were no objections that I can recall in 2014. One neighboring couple were the only attendees at a meeting which was noticed by mail and held at the Arrillaga Gymnasium. They inquired about onstreet parking arrangements for neighbors during construction. Mr. Troglio responded that the matter had not yet been addressed, but would be, that he would take their question into account, and that he would be happy to discuss it with them at any time.

The letter also invited recipients to an informational meeting to be held at 7:15pm on Wednesday, February 8, 2017, in the Oak Room located at the Menlo Park Arrillaga Family Recreation Center. Mr. Troglio, Ken Hayes (HayesGroup), Daniel Maiel (HayesGroup), and I attended. I deployed signage outside the Rec Center and along the interior hallway to the Oak Room to direct attendees. We waited for roughly half an hour, but no one else appeared to attend the meeting. Other than the 4 responses in Attachment C, we have received no communication from any neighbors as of the date of this Memorandum.

April 2, 2017

Richard Poe
1259 El Camino Real # 271
Menlo Park, CA 94025

Attachment A
p 1 of 2

Gmail D Poe <dickpoe01@gmail.com>

Fwd: 840 MenloAv public meeting - Address list provided by City Staff for mailing is incomplete.

Daniel Maiel [redacted] Thu, Jan 19, 2017 at 1:59 PM
To: D Poe [redacted] Ken Haves [redacted]
Cc: Charlie Troglio [redacted]

Hi Charlie,
This file should suite your needs.

Thanks,
Daniel

HAYES GROUP ARCHITECTS

Daniel Maiel | Designer
[redacted]

Hayes Group Architects, Inc.
2657 Spring Street. Redwood City, CA 94063
[redacted]

[redacted]

The information contained in this message may be legally privileged and confidential. It is intended to be read only by the individual or entity to whom it is addressed or by their designee. If the reader of this message is not the intended recipient, you are on notice that any distribution of this message, in any form, is strictly prohibited. If you have received this message in error, please immediately notify the sender and/or The Hayes Group by telephone at [redacted] and delete or destroy any copy of this message.

From: Dick Poe [redacted]
Date: Wednesday, January 18, 2017 at 10:37 PM
To: Ken Hayes [redacted]
Cc: Charlie Troglio [redacted] Daniel Maiel [redacted]
Subject: Fwd: 840 MenloAv public meeting - Address list provided by City Staff for mailing is incomplete.

Hi Ken -

I just began to prepare labels for the mailing and discovered that the xls file provided by City Staff is missing street addresses for all of the addressees. We need a complete file - soon because the meeting room was reserved for Feb 8th before I discovered this problem.

Thank you.

Dick

Attachment A
p 2 of 2

---------- Forwarded message ----------
From: **Ken Hayes** [redacted]
Date: Thu, Jan 12, 2017 at 9:29 PM
Subject: Re: 840 MenloAv (i) public meeting (ii) tentative map
To: D Poe [redacted]
Cc: Charlie Troglio [redacted] , Daniel Maiel [redacted]

Hi Dick,

Here is the noticing addresses for the required radius. This was provided to us by the city.
We need to select a date.
Ken

---

840 Menlo Ave 1.19.17[1].xlsx
17K

Mr. Charles Troglio
[redacted]
Menlo Park, CA 94025-5537
[redacted]

January 20, 2017

re: 840 Menlo Avenue, Menlo Park, CA 94025

Dear Neighbor:

I am writing to let you know about plans for development of a downtown parcel located at 840 Menlo Avenue in Menlo Park (on the SW corner of Menlo Av and Evelyn Street). My sister and I own the property. We lived in a house located on it in the early 1950's, and our family has lived in Menlo Park since then. For the past 15+ years, 840 Menlo Av. has been the only vacant lot we know of in Menlo Park's downtown.

Accompanying this letter is a color rendering of the building. The building will be 3 levels. The first will be parking for about 13 cars plus bicycle spaces, a lobby and utility areas. The second level will be office, and the third will have (3) residential units, each with balconies.

We have worked hard with professionals to create an attractive building which will be an asset to Menlo Park's downtown while providing income for us, our children, and grandchildren. We are proud of what has been designed. Menlo Park's Planning Commission will review the matter at some future date and notify the public regarding their schedule. We believe the project complies with all applicable rules and regulations. No special approvals or exemptions are requested.

In the meantime, we wish to be good neighbors and let you know about our plans.

- Please call or write me at my telephone or email above if you have any questions. I will be happy to discuss, meet with you, or make other arrangements.

- **There will be an informational meeting at 7:15pm on Wednesday, February 8, 2017, in the Oak Room located at the Menlo Park Arrilaga Family Recreation Center at 601 Laurel St, Menlo Park, CA 94025 (Burgess Park).** We will do our best to respond to any questions you may have. **You are cordially invited.**

Thank you very much.

Sincerely,

Charles Troglio

Text

Attachment B
p 3 of 3

SAN FRANCISCO CA 940
20 JAN 2017 PM 4 L

Mr. Charles Troglio
[redacted]
Menlo Park, CA 94025-5537

TO: DICK POE
[redacted]
MENLO PARK, CA 94025

94025-4[redacted]

Transcription of January 24, 2017 from Kurt Conroy

Hi

This is Kurt Conroy. I was calling Charles Troglio at this number as it is the number that was given on the letter that he wrote to me about the development that he is planning at 840 Menlo Ave in Menlo Park.

Just wanted to call and say it looks like a very nice development, and wish him the best of luck.

Incidentally I own [redacted] Crane St and you sent me this letter as a part of your getting neighborhood approval.

Anyway any questions just give a call.I'm at [redacted] .

Ruth Meehan
[redacted] Menlo Park 94025

January 24, 2017

Charles Troglio
[redacted]
Menlo Park, CA 94025

Attachment C
p 2 of 5

Dear Mr. Troglio,

Thank you for the notice regarding your plan to construct a beautiful new building behind Draegers Market.

I own the little duplex across the street from their parking lot, which has been in my family since 1977. I appreciate attractive design and helpful new space for our town. This will be a nice addition.

I have been working for Pacific Peninsula Group for the past fifteen years, and am currently in our new building at - Oak Grove, next to the fire station that has finally broken ground. As such, I am familiar with the process of getting approvals and permitting, and I hope your project goes ahead smoothly.

Regards,

---------- Forwarded message ---------
From: Charlie Troglio [redacted]
Date: Fri, Jan 27, 2017 at 11:36 AM
Subject: 840 Menlo ave
To: [redacted]

Dear Roger:

The zoning for the property is contained in the Menlo Park El Camino Real and Downtown Specific Plan which can be accessed online at:

https://www.menlopark.org/149/El-Camino-Real-and-Downtown-Specific-Pla

Approved land uses under the plan are in Section E, “LandUse and Building Character:”

https://www.menlopark.org/DocumentCenter/Home/View/293

The Map at p. E3 shows that the property designated as part of the red “Downtown/Station Area Retail/Mixed Use and the permitted uses - both residential and office - are assigned letter designations in a chart on pp E6 and E7.

Office
“Offices, Business and Professional” are designated “L = uses permitted subject to limitations which may not be exceeded/modified - L (no greater than one-half the base or public benefit bonus FAR).” In the drawing on p E14, “Downtown D FAR” is listed as “2.00 (2.25) FAR.” 2.00 is the base FAR allowable and 2.25 FAR includes a public benefit bonus. The 840 Menlo Av project uses only 1.0 FAR which is half or less of the base level FAR without need of any public benefit bonus.

Residential
“Residential Dwelling Units” are simply designated “P = uses permitted.”

I hope the foregoing and the linked materials clarify the matter adequately. If not I will be happy to address the matter further. Our Architect is Mr. Ken Hayes of The Hayes Group Architects in Redwood City. We are proud of his work and the project. We appreciate your many kind words and we also look forward to meeting you and being good neighbors.

Charlie Troglio

SUBJECT: **840 Menlo Ave, Menlo Park, CA 94025**

Dear Charles,

Thank you very much for your informative letter of January 20th updating us on the forthcoming project, of which we were mildly aware, and including a rendering of what is, indeed, a gorgeous prospective undertaking. (Please tell us which architect you retain for this assignment.)

(Although we cannot make your informational meeting in February, we appreciate the effort you are taking to reach out to and carefully inform your neighbors. Of course this is the right thing to do and the City requires it as well.)

One question though: You mention that no special approvals were necessary; was this a mixed use zone without our realizing it? We didn't recall that condos were permitted in the commercial zone, or was that accomplished with an "Overlay Zoning" amendment in recent years?

In any case, we are designers and builders, and look forward to meeting you and to being good neighbors, if not also good friends.

Most cordially yours,

Roger W. Burnell, CEO

Arnell Enterprises, Inc.
Menlo Office Plaza, Inc., et al.

This E-mail has been sent on behalf of Roger Burnell by Kimberlynn Moua, Office Administrator, Arnell Enterprises, Inc.

---------- Forwarded message ---------
From: joe digiovanni [redacted]
Date: Tue, Feb 7, 2017 at 12:07 PM
Subject: 840 Menlo Ave
To: [redacted]

Hello Charles,

Thanks for the nice note about your proposed development at 840 Menlo Ave in Menlo Park.. It looks absolutely gorgeous and will be a great addition and value creator for downtown. You have my full support.

It was a nice touch to put a bit of the family history about the property. My grandfather, Joseph Digiovanni, built our building on Santa Cruz Avenue back in the 40's I believe. We just lost my father in September last year and now his four children, including myself own the property.

Best of luck!

Sincerely,
Joe Digiovanni
m: [redacted]

Exhibit -X

https://www.almanacnews.com/news/2009/10/05/draegers-market-says-it-might-close-if-council-approves-development-project-

The Almanac
MENLO PARK · ATHERTON · PORTOLA VALLEY · WOODSIDE

Updated: Tue, Oct 6, 2009, 9:38 am
Uploaded: Mon, Oct 5, 2009, 11:52 am

Draeger's market says it might close if council approves development project

by Sean Howell / Almanac

Not the first time…

In 2006, Draeger's and Beltramo's joined with five other alcoholic beverage vendors to oppose plans by nationwide retailer Beverages & More (BevMo) to open downtown.

Exhibit - Y

https://www.almanacnews.com/news/2009/10/05/draegers-market-says-it-might-close-if-council-approves-development-project-

The Almanac
MENLO PARK • ATHERTON • PORTOLA VALLEY • WOODSIDE

Updated: Tue, Oct 6, 2009, 9:38 am
Uploaded: Mon, Oct 5, 2009, 11:52 am

Draeger's market says it might close if council approves development project

by Sean Howell / Almanac

Excerpt from readers comment Section

+ Like this comment
Posted by **fkash backs**
a resident of Menlo Park: The Willows
on Oct 5, 2009 at 12:32 pm

Let's remember, Draeger's opposed the Farmer's Market the first time it was brought forward in the early 1990's, for similar fear-based reasons. But then the second year it was proposed they ended up supporting it, and that all seems to have worked out very synergistically for the whole City including Draeger's. The difference is that the Farmer's Market happens only one Sunday morning per week, and then the farmers can only sell things that are in season in California. So it's really not a comprehensive competitor.

Exhibit -Z

https://www.paloaltoonline.com/weekly/morgue/news/1998_Dec_18.DRAEGERS.html

Publication Date: Friday Dec 18, 1998

MENLO PARK: Draeger's settles food-safety allegations

Market agrees to pay county $275,000, require managers to take classes
by Renee Batti

With the threat of a court fight over a lawsuit filed by the county hanging over its head, Draeger's Super Markets has agreed to pay $275,000 in penalties and investigative costs for alleged food safety code violations in its Menlo Park store. The agreement, in which Draeger's admits to no violations, also requires that the popular family-owned market enroll its department managers in a food-handling safety course. Richard Draeger, the company's vice president, said that he and a number of other key employees took the training course about two years ago, but that the store will comply with the requirement and enroll even those who have already been trained.

The San Mateo County Health Department earlier this year asked the District Attorney's Office to investigate Draeger's because of repeat violations of the state health code, according to District Attorney Jim Fox. The violations were noted after standard spot inspections by the health department over the past few years, he said.

The 16 types of violations fell into three categories: failure to keep foods at a safe temperature; failure to keep the facilities clean and in good repair; and failure to prevent employees from engaging in practices that might result in food contamination, according to John Wilson, deputy district attorney in charge of consumer and environmental protection. The violations were found only at the Menlo Park market, he said.

Draeger said that the county claimed violations occurred in all departments. He noted that Draeger's has already taken significant steps to prevent unsafe conditions: The company has hired a microbiologist and several food safety experts to help the store monitor its practices and train employees and is in the process of hiring a food-safety engineer, who will work full time to monitor the store's practices on a day-to-day basis.

Staff is also monitoring the temperature of display cases, such as dairy and meat cases, every two hours to ensure the foods are kept at the proper temperature, he said.

Health department officials inspected the market on Monday--the day the agreement between Draeger's and the county was signed--and gave the store "a clean bill of health," District Attorney Fox said.

Although the company does not admit it violated health and safety laws, "We took those inspections very seriously," Draeger said. "We take great pride in the health and sanitation of the store," he said.

Not only do a million customers a year do business with Draeger's, but his family eats the market's food as well, he added.

The company decided to settle with the county rather than face the expense and time commitment that a court fight would have entailed, he said. "Our time is not best served in legal battles," Draeger said. "We knew the smartest thing for our company was to really look at our practices and procedures" and move forward, he added.

The agreement requires payment of $200,000 in civil penalties and $75,000 in reimbursement to the county for the investigation and legal action.

Exhibit - AA

https://www.almanacnews.com/square/2009/10/05/draegers-says-it-might-close-if-menlo-park-city-council-approves-development-project

The Almanac
MENLO PARK - ATHERTON - PORTOLA VALLEY - WOODSIDE

Updated: Tue, Oct 6, 2009, 9:38 am
Uploaded: Mon, Oct 5, 2009, 11:52 am

Draeger's market says it might close if council approves development project

by Sean Howell / Almanac

If Menlo Park's City Council doesn't require the developer of the site of the defunct Cadillac dealership to provide housing, not to worry: the Draeger family could build residential units -- after shuttering its market.

At least that's what the family has threatened to do if the council allows for retail space in a project proposed for the site, which the Draegers fear would be occupied by a grocer.

"You should be aware that if this project is approved Draeger's will be forced to consider the conversion of our building from grocery retail to another economically viable use, such as office space or residential," the Draeger family wrote in an **e-mail to the council** on Oct. 1.

The council could act on the 1300 El Camino Real proposal in a public hearing Tuesday, Oct. 6. The meeting starts at 7 p.m. in the City Council chambers in the Civic Center complex, between Laurel and Alma streets.

Under the proposal by Sand Hill Property Co. for the 1300 El Camino Real site, the development would include 51,000 square feet of retail space and 59,000 square feet of office space. A grocery store is among the tenants that could occupy the space, but it could also be filled by a combination of other retailers, restaurants, or a gym.

In a **separate letter**, John and Daniel Beltramo -- owners of Beltramo's Wines and Spirits on El Camino Real, a stone's throw from the site of the proposed new development -- urged the city to minimize the amount of retail space it approves, replacing it with housing.

Not the first time

This is not the first time owners of the markets have cautioned the city against allowing chain retailers to set up shop in to Menlo Park.

In 2006, Draeger's and Beltramo's joined with five other alcoholic beverage vendors to oppose plans by nationwide retailer Beverages & More (BevMo) to open downtown.

Draeger's has said that previous plans for a Whole Foods Market at the 1300 El Camino site would render its Menlo Park operation "unfeasible."

While Whole Foods executives have since said they have no interest in the site, the Draeger family said in its letter that it still assumes Whole Foods intends to move in.

Both Draeger's and Beltramo's said they fear that any new retail operation would draw business from existing Menlo Park retailers.

Responding to a request for an interview, Draeger's co-owner Anthony Draeger referred The Almanac to the letter his company sent to the city.

The city has not studied whether there's a market for additional retail in general, because "the answer is highly dependent on what the store is selling," city planner Megan Fisher said.

In approving the 1300 El Camino Real project, the council could restrict the types of businesses that could occupy the space, according to Ms. Fisher.

But Councilman John Boyle, who sits on the city's business development subcommittee, said he was wary of meddling too much in the workings of the free market.

"As a community, we do value small, local, independent businesses," Mr. Boyle said. "On the other hand, our residents also value a good mix of some larger chains, or stores that are approaching chains. ... I think there's a place in Menlo Park for both."

Comments

+ Like this comment
Posted by **Frank**
a resident of another community
on Oct 5, 2009 at 12:08 pm

So what the Draeger family is saying is, they are only willing to stay open as long as Menlo Park zoning laws prohibit competitors from moving in?

With Draeger's, Safeway, and Trader Joe's all in the immediate neighborhood I'm surprised that another grocery would see room to make a profit. But if so, I see no reason to protect Draeger's -- or any other business -- from the free market.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Really?**
a resident of Menlo Park: The Willows
on Oct 5, 2009 at 12:24 pm

It's time to tell the Draegers that they are welcome to shutter their business whenever they like. There's really no need to wait. The last time I checked there was no reason that the city shoud subject itself to extortion or blackmail.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **fkash backs**
a resident of Menlo Park: The Willows
on Oct 5, 2009 at 12:32 pm

Let's remember, Draeger's opposed the Farmer's Market the first time it was brought forward in the early 1990's, for similar fear-based reasons. But then the second year it was proposed they ended up supporting it, and that all seems to have worked out very synergistically for the whole City including Draeger's. The difference is that the Farmer's Market happens only one Sunday morning per week, and then the farmers can only sell things that are in season in California. So it's really not a comprehensive competitor.

ON the other hand, the rumors were of a possible Whole Foods for 1300 ECR, right? I can see why Draeger's would be concerned about that as it would be (a) a more upscale full service grocery appealing to much the same customer base, and (b) access/visibility on ECR is way better than where Draegers is located. Perhaps Draegers would ultimately want to move to this ECR location? They put a LOT of money into their facility in the 1990s, so they probably would prefer not to lose that sunk cost, however.

One thing Draeger's is right about here -- we DO need housing ont he transit corridor along ECR and walkable tot he train. More housing, more retail, esp "anchor" retailers that bring good revenues to the City with a minimum of car trips (auto dealerships or other bigger ticket sales tax items, and hotels are great). However not so many commercial offices -- Menlo Park should be careful on proportion especially with the Bohannon project coming in out on Bayfront.

The 1300 project really should have some housing! Somewhat higher density to allow such housing would seem a reasonable tradeoff.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **wondering**
a resident of Menlo Park: Allied Arts/Stanford Park
on Oct 5, 2009 at 12:53 pm

I find it intersting that people seem to have forgotten what the city leaders and others did to keep Kepler's open. Isn't Draeger's in some ways similar to that situation? They are both long time, family-owned businesses that have been city "icons", if you will. I really can't imagine

downtown Menlo Park without Draeger's, just like I couldn't imagine Menlo Park without Kepler's. If there is housing, I believe it would be better to put it close to the train station, not in the congested downtown area.

Please, let's stop and think this thing through. Smaller family-owned businesses need our support so much now. Do we really need another "souless" big business?

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Clark Kepler**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 12:58 pm

As an independent, local business owner I know first hand the kind of challenges Draeger's faces. Big Box chain stores threaten the very existence of locally-owned businesses in nearly every retail sector. There are numerous reasons for a community to protect itself from the predatory practices of big box retailers and why residents ought to shop at locally-owned independent businesses. A recent economic impact study in San Francisco shows that significantly more money re-circulates in a community when purchases are made at locally-owned businesses. More money is kept in the community because locally owned businesses purchase from other local businesses, service providers and farms. Purchasing locally helps grow other businesses as well as a community's tax base. Local businesses, like Draeger's, are owned by people who live in this community, are less likely to leave, and are more invested in Menlo Park's future. A growing body of economic research shows that in an increasingly homogenized world, entrepreneurs and skilled workers are more likely to invest and settle in communities that preserve their one-of-a-kind businesses and distinctive character.

I encourage all residents of Menlo Park to consider what our town would "live" like if we allow, through in-action, the loss of such a local treasure as Draeger's Market. If you care about Menlo Park's future and want to do something about it, make an effort to attend the public hearing tomorrow. And know this, as residents of Menlo Park we all shape our community every time that we make a purchase. We "vote with our dollars" which businesses we want in our home town. I encourage you to Shop Local First.

Clark Kepler
Kepler's Books
Hometown Peninsula Independent Business Alliance

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Here we go again**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 1:02 pm

Let's don't forget that Draeger's threatened to move (where to, I'm not sure) when they strong-armed the city into letting them use the city parking lot for their loading zone when they couldn't come to terms with the owner of the lot on Evelyn St. Ironically, that lot on Evelyn still isn't being used. I guess every time Draeger's says frog, the city is supposed to jump?

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+ Like this comment
Posted by **Steve - Menlo Park Resident**
a resident of Menlo Park: Felton Gables
on Oct 5, 2009 at 1:07 pm

If Draeger's believes that they provide value to the buyer, they shouldn't worry about competition. Personally, I'd welcome a Whole Foods in Menlo Park. There are several items I like that are significantly more expensive at Draeger's. It's about time Draeger's stopped charging exhorbitant prices on many stock items. Competition will help to bring them in line.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **20 year MP resident**
a resident of Menlo Park: Central Menlo Park
on Oct 5, 2009 at 1:18 pm

If Draeger's has excellent product and customer service, they shouldn't have to worry about competition--but they don't. When was the last time you saw a smile on the faces of the staff at Draeger's? How outdated is their delicatessen? I would like nothing more for Draeger's to feel some competition and step up to the plate and remain where they are. I think they could retain a strong customer base and whether any competiton. If it is a Whole Foods coming in on El Camino, they are by no means undercutting price, like Amazon is to Kepler's. It's all about product and service in the upscale grocery business.

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+ Like this comment
Posted by **spicy**
a resident of Menlo Park: Suburban Park/Lorelei Manor/Flood Park Triangle
on Oct 5, 2009 at 1:26 pm

It's time for Draeger's to go!!!!!!!!!!!!

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Interested**
a resident of Las Lomitas School
on Oct 5, 2009 at 1:43 pm

Wondering...The difference between Kepler's and Dreagers is that Dreagers is a viable business. Its a grocery store. It may not make a fortune but it makes a profit. If it did not I can assure you the Dreager Family would have closed it without a single breath lost for the people of Menlo Park.

The decision to subsidize Kepler's was a disgrace, especially when you remember that the employees were advised of the closure of the store when they turned up for work one day and found the doors closed and their jobs gone. You only have to search the Almanac archives to know this is true..However..

The very idea that the Dreager Family would threaten to close its Menlo Park store because they can't get their own way on a development that concerns them only is as much as it may effect their profits should cause all to be outraged..

[PORTION DELETED.]

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+ Like this comment
Posted by **menlo mom**
a resident of Menlo Park: Allied Arts/Stanford Park
on Oct 5, 2009 at 1:47 pm

I have to agree with 20 year MP resident above. I've shopped at Draeger's for years, but I've seen a sharp decline in customer service over the last year or so. I'm willing to pay extra for great seafood, produce and friendly, knowledgeable service - but this is no longer the case at Draeger's.

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Email Town Square Moderator

+ Like this comment
Posted by **Steve2**
a resident of Menlo Park: Felton Gables
on Oct 5, 2009 at 2:04 pm

I don't hear this as an ultimatum from Draegers, just a statement of the reality that if the pie is cut into too many slices, their slice may end up being too small to remain viable. Don't forget that Roberts Market opened up shop in upper Portola Valley a year or so ago and probably took away

a good slice of Draeger's business.
Menlo mom and 20 year MP resident both point to a decline in customer service over the last year. Could this be due more to Draegers' attempting to cope with the recession rather than contempt for the community? Seems to me that Draegers has always been a supporter of community events so I don't see what's gained by all this hostility.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **curious**
a resident of Menlo Park: The Willows
on Oct 5, 2009 at 2:07 pm

as a long-time resident of MP and a customer of Draegers for even longer, i feel that they should step up and compete. they have a loyal customer base and offer a good product, albeit overpriced. are they so afraid of competition? please, don't try these extortionist tactics. it makes it very hard to feel sympathetic. the world won't end if Draeger's leaves. and i'm guessing they won't.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Interested**
a resident of another community
on Oct 5, 2009 at 2:22 pm

Steve2 ..... I guess you must have missed this part....

"If Menlo Park's City Council doesn't require the developer of the site of the defunct Cadillac dealership to provide housing, not to worry: the Draeger family could build residential units -- after shuttering its market.

At least that's what the family has threatened to do if the council allows for retail space in a project proposed for the site, which the Draegers fear would be occupied by a grocer."

If thats not an ultimatum sunshine I don't know what is.....

Report Objectionable Content
Email Town Square Moderator

+ Like this comment

Posted by **Bonnie Marche**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 2:27 pm

Has Whole Foods changed its mind in the past year? If not, I don't think that there are any plans for another grocery store.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **hometown Harriet**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 2:36 pm

As a long-time MP resident, it's clear to me that what our city needs to remain vibrant and attractive is more retail. I have heard many people say that they'd love a new Whole Foods on El Camino -- or a bigger Trader Joe's. Let's give all those cars driving down El Camino a reason to stop in our city and then after they've stopped for groceries, entice them to spend even more money at some of our outstanding retail stores, including Kepler's.

MP has plenty of people already, but not enough quality retail to serve them.

Beltramos has already had a hissy fit about the possibility of competition down the street, and now Draeger's is upping the ante. This is NOT a Kepler's situation -- Kepler's didn't try to arm twist the city, and Kepler's was not throwing a tantrum over competition -- so whether saving Kepler's was a good move or not is irrelevant here. If Draeger's feels as though one more grocery store will be the proverbial straw, then bye bye. But they're dreaming if they think that adding housing on El Camino will send more customers their way. Buyers of that kind of entry level housing will be far more likely to head down the street to Target or Costco than to pay Draeger's prices.

Instead of squeezing in more people to our overcrowded city, let's provide retail so that existing residents don't have to leave town. And, please, let's not let anyone blackmail the city council into making a bad decision.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **James Madison**
a resident of Menlo Park: Central Menlo Park
on Oct 5, 2009 at 3:15 pm

Independently of Draeger's views, the City Council should press the 1300 El Camino developer on why it is not including housing in its proposal, which is needed, instead of office space, which

is not. Specifically, the Council should insist that the developer show its projected costs, revenues and profits from housing in comparison with utilizing the same square footage for office space.

James Madison

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Curt**
a resident of another community
on Oct 5, 2009 at 4:10 pm

Let's show a little sense of community. Draeger's is a LOCAL family owned and operated store. Competition is fine, but how many reports do we have to read, that prove, shopping "independent" is better for OUR communities. Our families, friends and neighbors all live here and we should be supporting our local businesses? More BIG BOX STORES...is not the answer.

As for those comments using words like: Soulless, Extortion, Blackmail and "don't let the door hit you". Give all of us normal loyal people a break. Everything doesn't have to be so negative and evil. If you don't like shopping there, then don't. You don't have to slam Draeger's. Send them a letter with some constructive observations.

I'm sure they really meant their email to be interpreted as Blackmail.
Get real !!!
Oh and how did the paper get that info? Way to go Menlo Park City Council. That help build a better community.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **MOE**
a resident of Menlo Park: Central Menlo Park
on Oct 5, 2009 at 4:20 pm

I find it disgusting that a small group of activists with their heads in the sand were able to get the developer of the old Cadillac site jerked around for this long.

Still, while I feel sorry for the inconvenience and cost to the developer caused by this obstructionism, I believe to approve a now flawed proposal out of sympathy or because "we should get on with it" is not serving the best interest of our community.

The City Council should at least insist on developing the mixed use alternative that provides some residential component near the city's transportation hub.

Regarding Draegers, I do shop there occationally and love it when I can find some special items but some competition wouldn't hurt. They pretty much had the upscale market to themselves and their prices reflect that. Still, I would like to see them stay where they are.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Old Schooler**
a resident of Menlo Park: Allied Arts/Stanford Park
on Oct 5, 2009 at 4:27 pm

Anyone been in this town long enough to remember Menlo Square Market (on Alma across the tracks from the train station) or Consumer's Market (on Santa Cruz Ave.) or Co-op Market (where Trader Joe's now stands) or even more recently, Key Market on El Camino and 5th Ave.? All those markets co-existed and competed with Draegers, but only Draegers is still around. The new Safeway mega-store isn't going to put them out of business either. Most older residents I've talked with, feel overwhelmed and lost in that place â€" not to mention the horrendous parking lot layout (where SUVs have to back-up several times to fit in the tightly spaced stalls.
I'll bet Draegers isn't going anywhere. They've got an ideal location and a long-time, thriving business. Granted, the old "Cheers-type, where everybody knows your name" atmosphere has changed somewhat, but it still is the best place in town to buy the things one wants, and find them relatively easily. The big stores will never be that.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Interested**
a resident of another community
on Oct 5, 2009 at 4:45 pm

Curt....

I must have missed something, You wrote "Give all of us normal loyal people a break."

Exactly what do you mean by "Normal" or "loyal"? Loyal to what, a local retailer whose only concern is that the four stores they operate make a profit.

As to the question of the City of Menlo Park making available comment by persons or entities who oppose development in the City (albeit completely self serving) are there others on your list whose comments should be kept secret?...Perhaps you would like to prepare a roster of contributors to the public discourse that the Almanac should not print.

LOYAL.....to what and to whom

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Guido Veloce**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 4:46 pm

Is the problem really the parking layout at the giant Safeway? In my experience, most SUV drivers can't maneuver their vehicles to save their lives. Anything other than slant parking spaces requires multiple attempts

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Joanna**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 5:05 pm

I believe Draegers was one of the parties responsible for the pushback against BevMo. Do not let Draegers influence the direction of other developments.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Marylyn**
a resident of Atherton: West of Alameda
on Oct 5, 2009 at 5:21 pm

I'm astonished by all the negative comments. I've been patronizing Draeger's for well over 40 years, and I still think the store is wonderful. No one has ever been rude. I hope they stay for a very long time.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Interested**
a resident of another community
on Oct 5, 2009 at 5:30 pm

Marylyn

The store is wonderful.In fact its probably one of the best stores in the State if not the country. I

do not think anyone would dispute that. The question is should Dreagers be able to threaten the City in its development decisions. I find that to be very offensive. If the Dreager family think they can do better by turning the current store location into residential units then they should either "do" it, or get off the pot.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Wonton Dawg**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 7:01 pm
Wonton Dawg is a registered user.

Dont' give in to Draeger's threat. They are not worth it anymore. The staff would rather talk to each other than to the client's. Let

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Email Town Square Moderator

+ Like this comment
Posted by **Really?**
a resident of Menlo Park: The Willows
on Oct 5, 2009 at 8:14 pm

Last time I checked Mountain View's Milk Pail market was owned by a local Menlo Park family. I'm happy to shop there and at Dittmer's. I get value for my money, great food, great service and support small family owned businesses. If Draeger's had something to offer me that I could afford I'd be happy to support them too. For the most part they do not. It's enough for Keplers or Draegers to offer premium goods at premium prices unfortunately they offer commodity goods at premium prices too. I don't need either business for the local flavor they purport to offer as they reach deep into my wallet for goods and services that others offer for less.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **InMP**
a resident of Menlo Park: Sharon Heights
on Oct 5, 2009 at 8:45 pm

So let them be gone. If the family is willing to relegate themselves to the level of school yard bully, then let them leave. We do not permit this sort of behavior in our schools, so why should we allow this behavior from people who are supposed to be serving the community. I'm happy to (continue) going to Safeway and TJ's, who need Draegers?

Report Objectionable Content

Email Town Square Moderator

+ Like this comment
Posted by **RhymeThyme**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 8:58 pm

Bought a loaf of bread today
Cost me 5 dollars more
Shopped today at Draegers place
Should have gone to another store

Now they threaten our city leaders
They may be closing their doors
If they don't bow to their delight
Please let them go, we don't need them anymore.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Give me a Break**
a resident of Atherton: other
on Oct 5, 2009 at 10:09 pm

Why do so many people consider Draeger's closing it's Menlo Park store a "threat", "extortion" or "blackmail"? Come on people, these words are used to incite injury or criminality. Draeger's is guilty of simply making a statement, that is, if Whole Foods moves into Menlo Park (sandwiched between existing stores in Redwood City and Palo Alto) it would force them to reconsider the nature of the Menlo Park business property _they own_ from retail to an "economically viable use" like office space. Draeger's is simply taking a defensive position. Read between the lines. The headline says it "might close" then the article states it "threatens to", thus framing Draeger's as a disgruntled business against the righteous City Council.

I think the real threat is coming from the City Council's decision to allow a large grocery chain within 1/4 mile of three existing stores.

The City Council could care less about what happens to a 55 year old locally-owned family business, and reading the negative vehemence toward Draeger's by some locals, Menlo Park will be better served if they simply disappeared.

How dare a local business try to make a profit! Especially off people who hate that business and never shop there.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Dexter**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 10:14 pm

I don't get the bullying comments from the actual email at all, although the reporter does imply it with his limited excerpt if you don't follow the link and read the actual email. Draegers is stating possibilities that the city council may not be aware of, and pushing for alternatives, including some the developers themselves proposed.

There's only so much grocery retail to go around in MP. If Whole Foods goes in, they will inevitably slice up the grocery business, especially with the thin margins in that business, and 4 grocery stores may not be viable in MP. Draeger's email states a study that they'll lose 22% of their business (along with other grocery retailers in the area). Even if they "stepped up their game" as some other commentators put it, and for example only lost 15% of their business, on top of the existing declines due to the economic climate, then I would think they would still think strongly about closing. They likely just would no longer be able make a profit with their existing overhead.

It's also not necessarily the case that WF sees room to make an immediate profit. It's not that they think they would better serve the clientele, but rather that they have the deep pockets to drive other stores out of business by operating at a loss for a while. And then they can make their profit once there are only 2-3 grocery stores left in MP. It's how big box often operates - they (often) promise better pricing and greater overall business for a city, but really they just take existing business and move it around in their direction until they're the only option left. And even the better pricing is usually mythical or only short lived, while what does happen is profits flow out of the community, along with diversity, character, and support for local organizations like schools and charities.

There's plenty of places where big box chains rule the local shopping. If you're enamored of big boxes, go ahead and shop and live in those places - there's no shortage. But I would prefer to maintain Menlo Park as a different sort of place.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **h. harriet**
a resident of Menlo Park: Downtown
on Oct 5, 2009 at 10:37 pm

"If Whole Foods goes in, they will inevitably slice up the grocery business..."

Just not true. A lot of people in Menlo Park/Atherton shop at Whole Foods now -- and we have to travel to Palo Alto, Redwood City, or Los Altos to do so. If a Whole Foods were opened in MP, we could shop closer to home, and because that WF would be a gorgeous new store, some

of the current PA Whole Food shoppers would start coming in to MP to shop here. And while they're here, they might stop at our hardware store or drugstore or Kepler's or some place else.

I rarely go to Draeger's any more. If they want market share, maybe they should re-evaluate their product and see what makes sense for the people who live in this community. That's how you win customers, not by sending passive-aggressive threats to the council.

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Email Town Square Moderator

+ Like this comment
Posted by **Just A Thought**
a resident of Menlo Park: Central Menlo Park
on Oct 6, 2009 at 8:11 am

How about a compromise of sorts;

Draegers closes
Builds their housing units
As part of they deal 50% of the units have to be "low income" for Single Working Mothers Only, w/a built in child care center
Draegers uses one of their vehicles to transport kids to school
Draegers re-hires all of their employees (who will lose their grocery store jobs) to staff the center.
Mothers (as part of the deal) volunteer weekly in the child care center to help keep it clean.
This will allow Draegers to continue serving the community in a truly meaningful way.

Just A Thought

Report Objectionable Content
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+ Like this comment
Posted by **observer**
a resident of Woodside: Kings Mountain/Skyline
on Oct 6, 2009 at 8:35 am

It seems much of the 'ill will' posted by those commenting is directed at a business wanting to make a profit. We all vote with our dollars and so does Draeger's. They vote to support their local community by providing jobs and paying taxes. There is much to be said for shopping locally and for giving back to those business' that helped lay the foundation of our towns. Many years ago stores like Draeger's, Roberts and Keplers took a risk and invested in a community business. They suffered through those early lean years all the while investing in the future of the area. Much has grown up around them and they have faced any number of challenges to keep their doors open. Now you say "good riddance"? Kepler's rescue was a perfect example of the community coming together to support one of its own. Make no mistake about it, Kepler's was

kept open to make money. There's is not the best price in town but you do pay a premium for what they have to offer. Draeger's is not asking for a bailout, they are asking for the community in which they have invested to consider all options before deciding to add another business complex to the mix.

Report Objectionable Content
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+ Like this comment
Posted by **Been there**
a resident of Atherton: other
on Oct 6, 2009 at 12:00 pm

The Dreager family was once in the grocery business. Now they are in competition with most everyone on Santa Cruz Ave. They sell flowers, bakery goods, liquor and wine, deli sandwiches, you name it. Then they cry foul when another grocery wants to move in.
While I do agree that ten years from now the residents on Menlo Park will wonder what the current city Council was smoking when they approve the Cadillac site with no housing. It is just a symptom of the worst side of politics. They know that they will be sued by the developers if they turn down their proposal which conforms to today's zoning.
The Draegers location will work well for residential housing. It is not as good as the Cadillac location but better than none.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Nancy W.**
a resident of Menlo Park: Linfield Oaks
on Oct 6, 2009 at 1:16 pm

Loyal Dragers customers will continue to shop there even if Whole Foods opens on El Camino. But if they want to close their doors cause they're afraid of some competition, in a free market, that's their choice. Seems a little premature - and immature to be making threats of closing if they can't get their way. I don't frequent Dragers, and I would welcome a Whole Foods. I think it's a different client base that each store attracts.

I also frequent Applewood Pizza, and after trying out the CHAIN Amici's Pizza a couple of times - I'm back to my favorite local pizza joint - Applewood. I don't recall Applewood threatening to close if Amici's was allowed downtown.

Chain Store are not necessarily bad for the residents of Menlo Park, and I'd rather shop at Whole Foods in Menlo Park than spending my money in Palo Alto.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Resident**
a resident of Menlo Park: Central Menlo Park
on Oct 6, 2009 at 2:27 pm

While I don't necessarily agree with the Draeger's tactics or tone, I think that the bigger problem rests with our city council and the pace of our downtown "visioning" process.

The Derry project was killed because it contained too much housing density and not enough retail. Now people want to stop the Cadillac project because it includes too much retail and not enough housing. Which is it?

The developer is not in the grocery business or the housing business. He just wants to build SOMETHING that he can sell/lease for a profit. This project has been in the works for a long time and I would assume that the developer has tailored it to what he perceives to be the prevailing priorities of the city council.

The problem is that the city council has no explicit priorities for redeveloping ECR and while our multi-year visioning process is exploring different architectural styles and the width of the sidewalks there has been to little discussion about what types of businesses we are trying to attract or retain and how many more residences we want to create downtown.

It is easy to get the community behind the creation of a "grand boulevard" with "mixed use development," because everyone imagines something different. I'm guessing that Mr Draeger is imagining lots of million dollar condos with affluent residents when he sees "mixed use development" on the consultant's story board and the current residents of the downtown rental apartments are imagining a more affordable neighborhood grocery store when they look at the very same pictures. Perhaps our older and younger residents are imagining a retirement community of some starter apartments.

If we ever want anyone to build anything in Menlo Park, we have to get to a consensus as to what it is that we want them to build.

Report Objectionable Content
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+ Like this comment
Posted by **FactFinder**
a resident of another community
on Oct 6, 2009 at 3:49 pm

Here are some facts. Whole Foods, Inc. (WFMI) is as much a real estate development company as it is a grocery chain. Developers plan stores to anchor new residential projects in up and coming or pioneering urban neighborhoods from San Francisco to Miami. Although their moniker denotes wholesomeness, they've been on a corporate feeding frenzy in recent years, swallowing rival retailers across the country. Whole Foods has successfully absorbed all its

significant competitors, creating a near-monopoly in the natural foods grocery business. Consumers are always better served by a diversity of stores, but Whole Foods has been deliberately wiping out the competition with great success since the early 1990's.

Whole Foods vision is one of mega-chain retailing that involves strategically swallowing up (or driving out of business) smaller retail competitors. Whole Foods CEO John Mackey idolizes Wal-Mart as a business model. As a founder and CEO of a major national corporation, he hid behind a pseudonym and posted on the Yahoo Finance board pretending to be someone else so his competitor's stock price would drop and he could buy them out for less money. He later defended this practice after being criticized. He does not believe health care is a fundamental human right, as stated in his WSJ editorial on 8/11/09. "While all of us empathize with those who are sick, how can we say that all people have more of an intrinsic right to health care than they have to food or shelter?"

Whole Foods is the largest non-union grocery chain in the nation. Their employee turn-over rate is astonishing high because long-term employees are expensive and expendable. They are fiercely anti-union and have fired employees who were trying to organize.

Whole Foods stores have pictures and profiles of small organic farmers in their stores, but they don't actually carry products from those farmers. They complement the long-term industrialization of organics (that is, large-scale corporate farms) over small, local family farms. Jelich Ranch in Los Altos cannot sell their organic apples to Whole Foods like they can to Draeger's.

If Menlo Park residents prefer the convenience of not having to drive 3 miles to Whole Foods in Redwood City or the 2 miles to Whole Foods in Palo Alto than shop at a long-standing, locally-owned family store, then I guess you'll get what you deserve.

"You don't know what you've got 'til it's gone." - J. Mitchel

Report Objectionable Content
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+ Like this comment
Posted by **truth**
a resident of Menlo Park: Belle Haven
on Oct 6, 2009 at 4:00 pm

Where in any literature can I find the mention of Whole Foods as part of this project? Can anyone point that out to me? The only time I heard it was when the Draeger family brought it up in this article. Can we really condemn a business when it has no record of interest? Should we start a black list?

No book burning, but are we going to burn book ideas before books are written?

This is getting weirder by the minute.

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+ Like this comment
Posted by **SHR Guy**
a resident of Menlo Park: Downtown
on Oct 6, 2009 at 4:19 pm

Whole Foods announced in Aug 2008 that they had no intention or interest in the El Camino site

Web Link

I'm all for Whole Foods moving there. Whole Foods tends to bring strong co-tenants with them often. Echoing the comments above, if the Draeger family cant deal with the reality of the market, they should move to a Whole Foods free zone like Berkeley

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Steve**
a resident of Menlo Park: Downtown
on Oct 6, 2009 at 5:31 pm

So what makes them think the city woud allow them to convert their property to all housing or retail. A very bold threat.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **more housing!**
a resident of Atherton: Lindenwood
on Oct 6, 2009 at 6:34 pm

Housing close to the train and busses! Housing close enough to use the retail that we have without getting in a car to get there.

How in the world could we end up needing MORE grocery shopping with a HUGE Safeway across the street? Isn't Safeway one of those corporate entities?

Is Whole Foods going to be like Starbucks? Why would they want to compete with themselves?

Why should any business waste money moving?? Presumably since we all apparently love it where it is.

How about a 24 Hour Fitness? (my wife's idea)

Too bad Menlo Park can't use the space for its new gym.

In the end... in America... isn't it mostly up to the new owner to decide what to do?

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Charlie Whole Foods**
a resident of Menlo Park: Stanford Hills
on Oct 6, 2009 at 6:44 pm

I've heard Draeger's whining for years every time there was a percieved threat to their business.

Draegers is the price leader -- meaning they are just too expensive for what they are. In the past 5 years as the old employees have moved on and new employees moved in, the quality of products has really gone down, and quality of customer service is was down.

Time for Draeger's to move on.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Steve**
a resident of Menlo Park: Allied Arts/Stanford Park
on Oct 6, 2009 at 7:22 pm

Bring in more competition!

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **harriet**
a resident of Menlo Park: Downtown
on Oct 6, 2009 at 9:50 pm

It's not competition we need as much as goods and services for residents. We're a big enough town that we should be able to shop for basic amenities without traveling, yet you can't even buy a bath towel, a sleeping bag, a hank of yarn, or a tv set without leaving town (if there are stores that sell these items, I can't think of them). I can get a pedicure in Menlo Park but I can't get my shoes soled. And I can buy a chi chi outfit at one of the new boutiques, but are there any tailors in town who can shorten it for me? Downtown Palo Alto has a few travel agencies; do we have any?

I'd love to have a Whole Foods on El Camino, but I can understand if they want to stay far away from our local politics. Meanwhile, the emphasis needs to be on taking care of the people who live here first. And that means serving our recreational and educational needs too. The very last thing we need on El Camino is housing. Draeger's needs to take a look in the corporate mirror and see where they can improve their offerings instead of bashing those who are trying to bring our city into the 21st century.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Clif**
a resident of Menlo Park: The Willows
on Oct 7, 2009 at 10:32 am

There are currently FIVE grocery stores all less than TWO miles of each other. Andronico's, Draeger's, Safeway, Trader Joe's and Whole Foods.

Do we really need another grocery store?

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **zz**
a resident of Hillview Middle School
on Oct 13, 2009 at 1:20 pm

Let's forget about any more strip malls and focus on a quality grocery store. Whole Food's perhaps? ...Or beef up Draegers (a la San Mateo store) and move them to 1300 El Camino. This town needs to work on it's face-lift. Let's get some quality restaurants (no more chains) too!

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **tom h.**
a resident of Menlo Park: Central Menlo Park
on Aug 6, 2010 at 1:02 pm

HOLD HIM TO HIS WORD, WE DO NOT WANT THEM IN OUR TOWN !
"David Lannon, president of Whole Foods' Northern California operation, said the specialty grocery store chain has "no interest" in moving to El Camino Real in Menlo Park, and he's unaware of any talks to open a store at the former Cadillac site."

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **June Curran**
a resident of Atherton: West Atherton
on Mar 19, 2011 at 4:37 pm

I was a customer of Draegers' Market in Menlo Park for decades until I experienced firsthand their very unpleasant tactics and bullying of elder customers. How awful this was - and I feel is no way to treat a customer of two decades. No wonder they're deathly afraid of Whole Foods. I've shopped at Whole Foods and Trader Joe's for years now and don't plan to step into Draegers' ever again.

Report Objectionable Content
Email Town Square Moderator

+ Like this comment
Posted by **Whiny Whiners!!!!!**
a resident of Menlo Park: Felton Gables
on Sep 17, 2012 at 8:52 pm

Tired of hearing Draeger's whining about "competition" in town. Car dealers used to rule El Camino in MP . . . now it's a ghost town! There's only Draeger's, TJ's, and Safeway in town . . competition is good. We need a Sprout's, Whole Foods, New Leaf Market (Santa Cruz), or Fresh n' Easy! I don't shop Safeway anymore . . and TJ's is too small to have the variety. Draeger's is overpriced! Let them call the waaaah-mbulance if they don't like competition. I have an idea: Save Sharon Park and close Draeger's . . build affordable/senior housing!

[Portion removed. Appears to be commercial promotion.]

Report Objectionable Content
Email Town Square Moderator

Posted by *Name hidden*
a resident of Menlo Park: Suburban Park/Lorelei Manor/Flood Park Triangle

on Jun 5, 2017 at 9:30 pm

Due to repeated violations of our Terms of Use, comments from this poster are automatically removed. Why?

Exhibit - BB

HAYES GROUP ARCHITECTS

July 25, 2018

Mr. Charlie Troglio
1940 Kay Drive
Los Altos, CA 94024

Re: 840 Menlo Avenue
Menlo Park, CA

Dear Charlie,

We have enjoyed working with you and your family over the past 3.5 years on the design of the new, mixed-use building at the above address, the location of your former home. In total, it has been more than 5.5 years in the entitlement process, knowing that you and your family started this project two years before my involvement. However, as designed and approved by the Planning and Transportation Commission, the building will be a welcome addition to the pedestrian-oriented kind of development envisioned by the Downtown Specific Plan.

The redevelopment of this property is going to require a sizeable financial investment on the part of your family for construction drawings, city fees, building construction costs, leasing commissions and tenant related expenses. With the recent appeal of your project's Architectural Control approval by the Draegers, because they want to maintain loading zones along the frontages of your property, your financial investment in this project will be in jeopardy. What commercial tenant would want to lease a building with loading zones next to their front door, with views blocked by truck trailers, with sidewalks encumbered by hand trucks and goods stacked on pallets? What homeowner would want to live just above this chaos and have their children attempt to navigate this danger zone to get to the front door of their building? Even if one could find a tenant or a homeowner that would, it would be at a severe discount to the true value of your investment.

I am writing you to advise you that this project was not envisioned with loading zones flanking the sides; with them the project is not viable. The building was meticulously designed to respond to the Downtown Specific Plan:

1. The building's glass entrance is located on the building's corner closest to the activity of the downtown, creating a strong pedestrian connection with the downtown;
2. The parking garage entrance is located next to the main pedestrian entrance, a safe distance away from the corner of Menlo Ave and Evelyn Street, where cars can slow down and easily navigate to the entry;
3. Having the vehicular entry and pedestrian entry linked aids the building users in way-finding and understanding the building;
4. Having the vehicular entry off of Evelyn Street, instead of Menlo Avenue, creates a more efficient parking garage design where thirteen spaces are provided;
5. The office floor has a continuous glass façade that wraps three sides of the building allowing for abundant natural day-lighting and views inside and out, supporting pedestrian oriented design concepts;

HAYES GROUP ARCHITECTS

6. The residential units and their balconies face away from the noisy and unsightly rooftop mechanical equipment on top of the Draeger's store and overlook Evelyn and Menlo Avenue treetops.

In my opinion, loading zones along any of the frontages undermine the safe, aesthetically pleasing, pedestrian-friendly design; they decrease the desirability of the building, and put the inherent value of your investment at additional risk.

As a way to justify their continued mis-use of the contiguous frontages of 840 Menlo Avenue as loading zones, the Draegers have submitted two alternatives, Options A and B, for the parking garage entrances and garage configurations that do not comply with the transportation division's requirements for driveway locations and result in inefficient garage layouts, losing five cars in Option A and two cars in Option B. Additional comments regarding the appellant's options include:

- Appellant's **Option A**
  - Would place the entrance/exit of the building's garage on a narrow, heavily-traveled street in a location which has been opposed by Staff on safety grounds for the past 16 years. The opposition is in written Staff reports, and the Applicant has heretofore been expressly and repeatedly instructed not to place a garage entrance or exit on Menlo Ave.
  - Mis-states the required driveway "flare" radius as 5' when City of MP Guidelines require a minimum of 10' and a maximum of 15'.
  - Would require the complete redesign of the building including the exterior circulation and stair enclosure.
  - Would accommodate only 8 parking spaces within the building where 13 are currently provided.
  - Requires the permanent removal of 2 or 3 mature London Plane trees which Staff has heretofore refused to allow the Applicant to even replace.
  - Creates a building which is poorly oriented, commercially non-viable, and has significant wayfinding problems, degrading traffic safety and increasing congestion.
  - Violates the walkablity and village atmosphere goals of the DSP, and
  - Exposes building occupants and the community to the significant safety, blight, noise, environmental, and congestion problems of the Draegers' loading operations on Evelyn Street.

- Appellant's **Option B**
  - Places the garage entrance/exit too close to Evelyn Street.
  - Mis-states the required driveway "flare" radius as 5' when City of MP Guidelines require a minimum of 10' and a maximum of 15'.
  - Measures the required driveway "flare" radius from the wrong position at the intersection of Evelyn St and Parking Plaza #4.
  - Contains a major error - nearly 50% - in the length of its proposed loading zone. It is 41'-8", not 62' as Appellants wrongly claim and insufficient for 65' semi -rucks.
  - Would accommodate only 11 parking spaces within the building where 13 are currently provided.

- Interrupts a DSP mandatory major building modulation.
- Violates the walkablity and village atmosphere goals of the DSP, and
- Exposes building occupants and the community to the significant safety, blight, noise, environmental, and congestion problems of the Draegers' loading operations on Evelyn Street.

I am happy to discuss any of my concerns with you personally.

Sincerely,

Ken Hayes, AIA
Principal

Encl:

Draeger's Exhibit 3 (Option A)
Draeger's Exhibit 4 (Option B)
Hayes Group Architect's drawing of Draeger's Option A
Hayes Group Architect's drawing of Draeger's Option B
Transportation's Driveway Guidelines

Cc: Richard Poe

Exhibit 3

Alternate Driveway Locations, per Guidelines

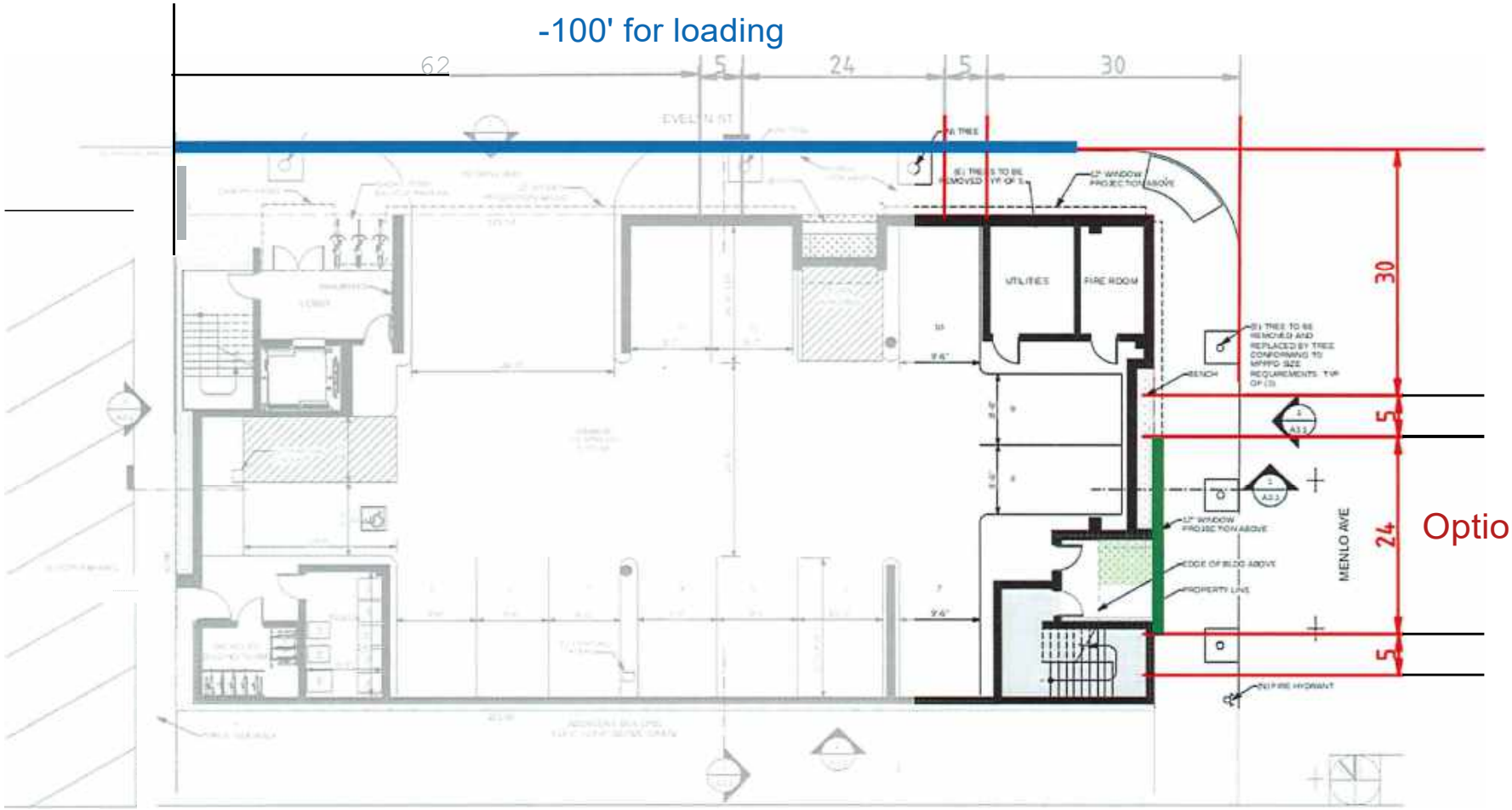
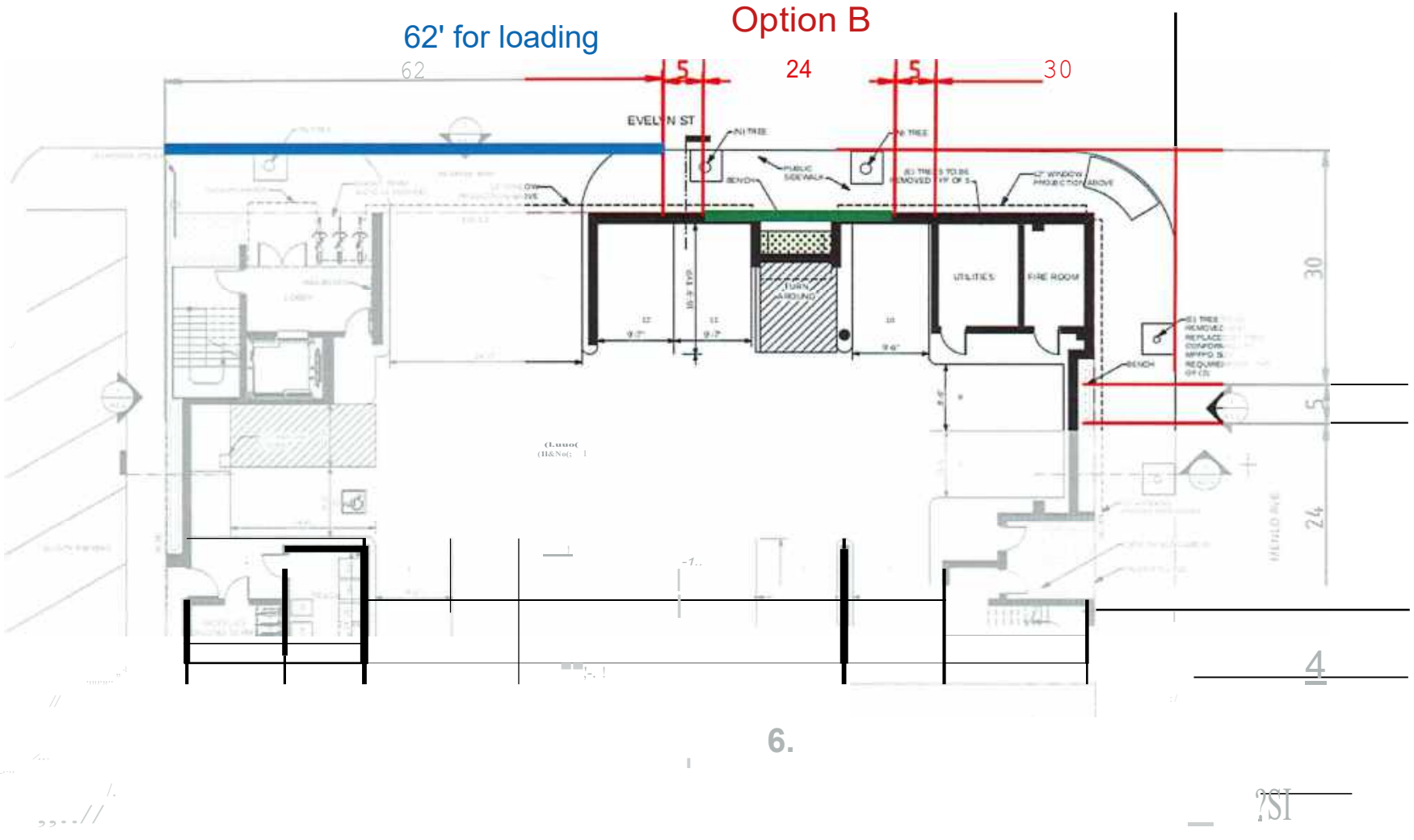
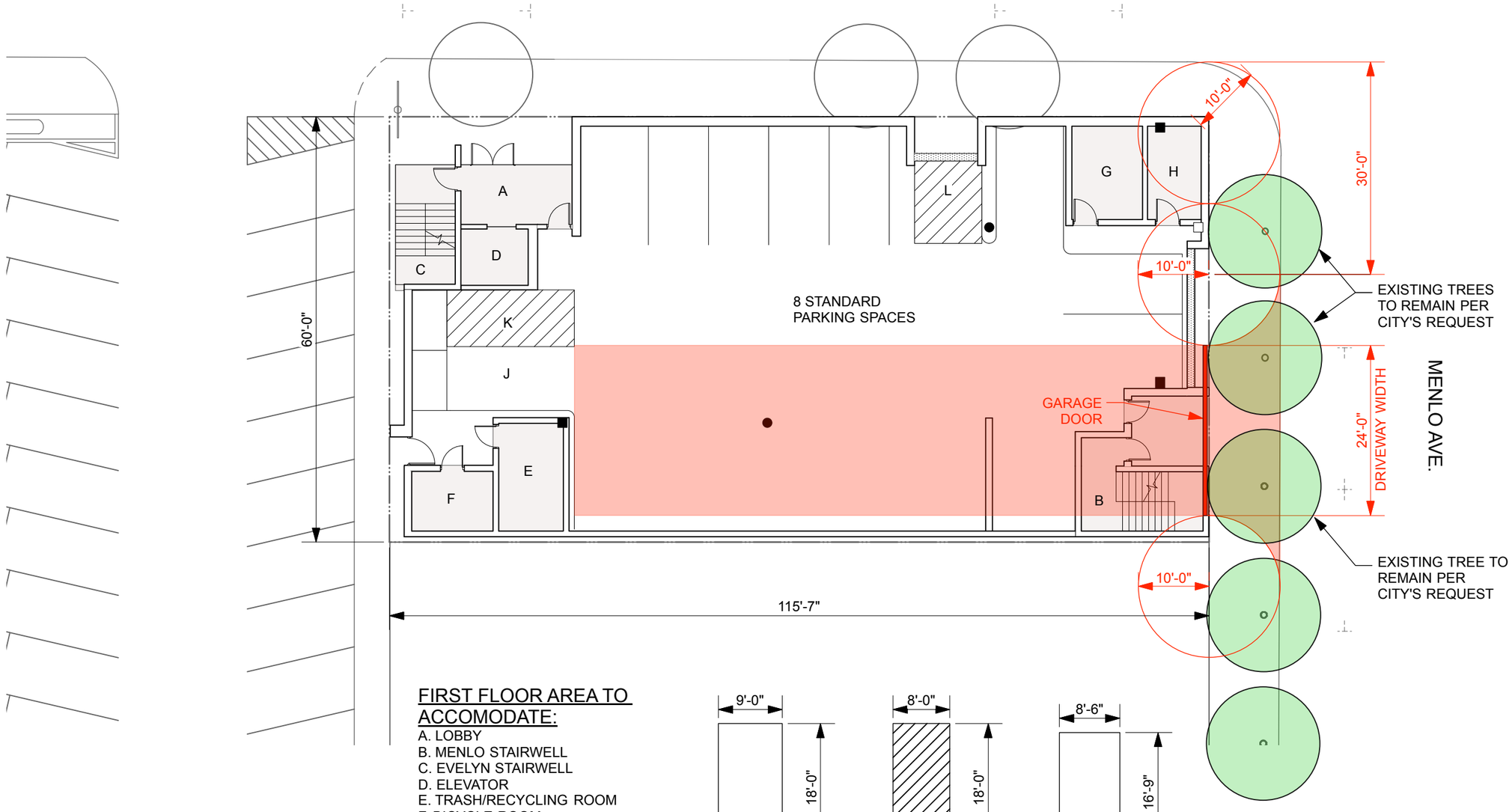


Exhibit 4

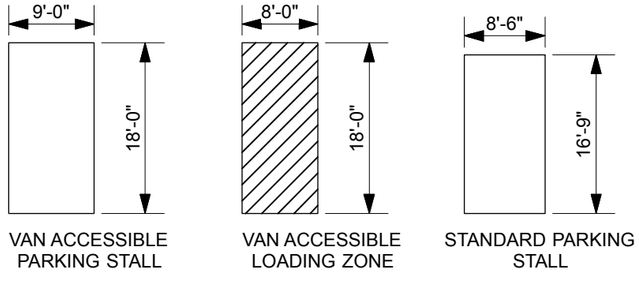
Alternate Driveway Locations, per Guidelines





FIRST FLOOR AREA TO ACCOMODATE:

A. LOBBY
B. MENLO STAIRWELL
C. EVELYN STAIRWELL
D. ELEVATOR
E. TRASH/RECYCLING ROOM
F. BICYCLE ROOM
G. UTILITY ROOM
H. FIRE ROOM
I. 12 STANDARD PARKING STALLS
J. ACCESSIBLE VAN PARKING STALL
K. VAN PARKING UNLOADING ZONE
L. VEHICLE TURN AROUND SPACE



HAYES GROUP ARCHITECTS

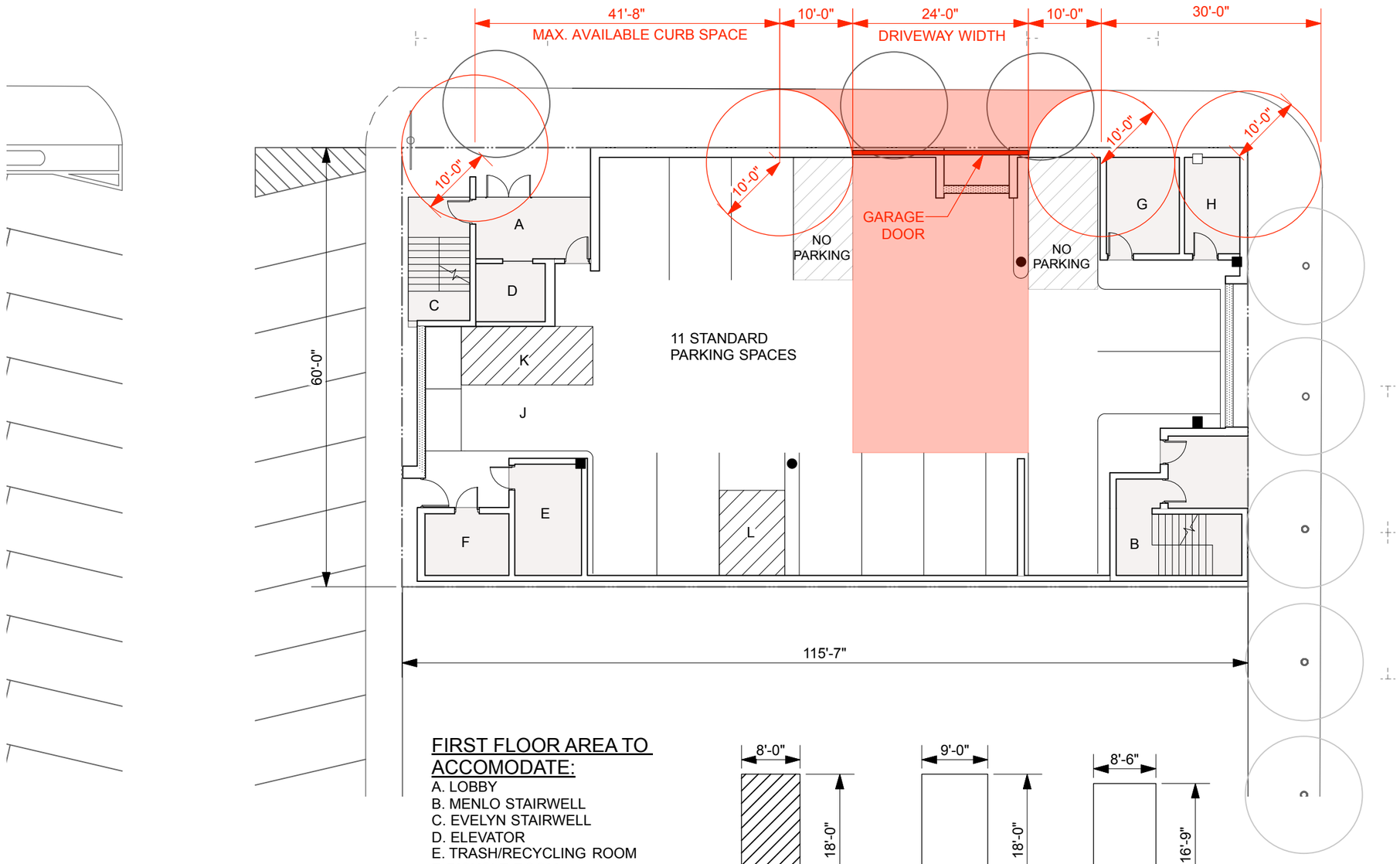
840 MENLO AVE.

06.28.18 | HG PROJECT #1537.00

MENLO AVE. DRIVEWAY DIAGRAM

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

EVELYN ST.



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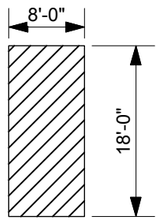
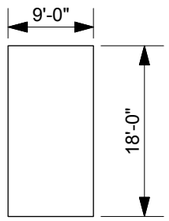
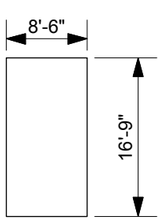


VAN ACCESSIBLE LOADING ZONE



VAN ACCESSIBLE PARKING STALL



STANDARD PARKING STALL

HAYES GROUP ARCHITECTS

840 MENLO AVE.

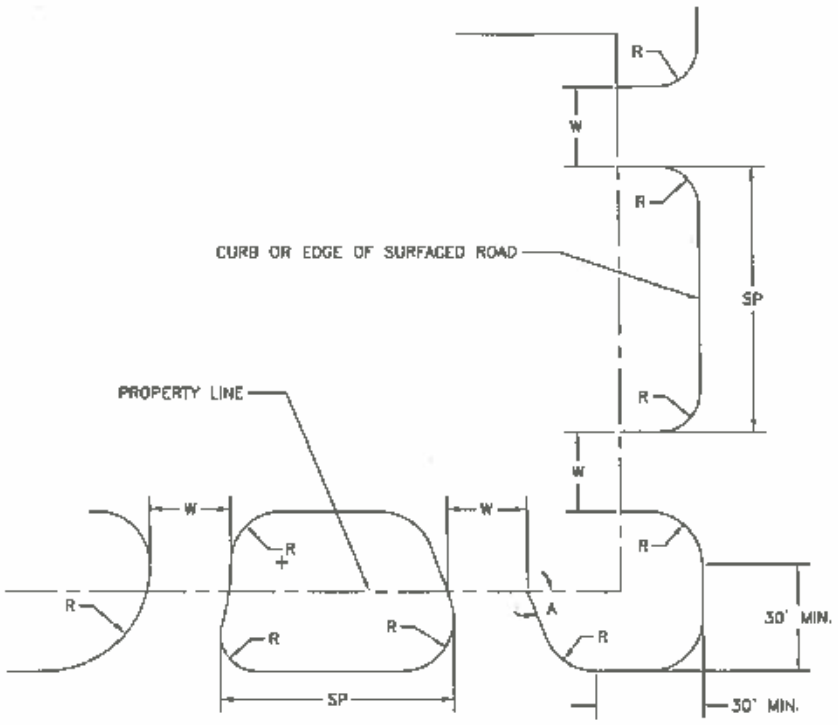
06.28.18 | HG PROJECT #1537.00

EVELYN ST. LOADING ZONE DIAGRAM DIAGRAM

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

REFERENCE: ITE – GUIDELINES FOR DRIVEWAY LOCATION AND DESIGN

T–3



DRIVEWAY APPROACH STANDARDS:

Type	Width (W) ft. Min.	Width (W) ft. Max.	Radius (R) ft. Min.	Radius (R) ft. Max.	Min. Spacing (SP) ft. Between Drives
Residential					
Single Family	10	24	5 (FLARE)	10 (FLARE)	10
Multi–family	24	36	10	15	20
Commercial					
Office	24	36	10	15	20
Retail	24	36	10	15	40
Industrial	24	50	10	20	40

GENERAL REQUIREMENTS

1. One–way commercial driveways shall meet the same standards as two–way driveways, except for width (minimum 15 ft. – maximum 25 ft.). Proper signs will be posted and maintained by the owner.
2. Driveways shall not be constructed within the curb return of street intersection. A minimum distance of 30 feet will be maintained between the point of a curb cut for driveway and the point of intersection of the projected curb lines at an intersection.
3. The angle of driveway approach shall be approximately 90 degrees to the street curb line for all two–way driveways. One–way driveways and service station driveways shall be 30 to 90 degrees.
4. No head–in–parking will be permitted for commercial driveways.
5. The Transportation Manager shall have the authority to alter these design standards or to deny issuance of a permit if, in the opinion of the Transportation Manager, it is in the best interest of public safety. Deviation from the driveway approach standards would take into consideration the peak driveway approach volume and the driveway storage capacity in conjunction with the peak street volume and the street storage capacity.

dwgpstd.dwg

TRANSPORTATION DIVISION
CITY OF MENLO PARK

DRIVEWAY DESIGN GUIDELINES

APPROVED:
Transportation Manager
DATE: 3/28/96

Exhibit - CC

MENLO PARK PLANNING COMMISSION

+ + + + + +

Architectural Control/Hayes Group Architects/840 Menlo Avenue

+ + + + + +

Excerpt of Public Hearing

+ + + + + +

Monday

March 12, 2018

+ + + + + +

The Commission met in City Council Chambers, Conference Room, 701 Laurel St., Menlo Park, CA, at 7:00 p.m. Drew Combs, Acting Chair, presiding.

Present - Right to Left

1. Katherine Strehl
2. Henry Riggs
3. Larry Kahle - Vice Chair
4. Drew Combs - Chair
5. Susan Goodhue
6. Andrew Barnes
7. John Onken
8. Betsy Nash

Others

John Hanna
Dick Poe
Ken Hayes
Daniel Maiel
Richard Draeger
Tony Draeger
Camas Steinmetz
Joyce Schmidt
Magnus Barber

Staff

Katie Meador - Associate Planner
Thomas Rogers - Principal Planner

CHAIR COMBS: … I think that if you have this parcel being developed, then Evelyn immediately goes away as, as a loading zone. I mean, so where irrespective of different options or where the driveway is, it’s like you're essentially, the City is going to have a loading zone servicing one building in front of another building thereby diminishing all of the ability of that, that owner to, to get value from his building.

I think if that is a route the City goes, then I think the City is going to have itself a cause of action where it’s the defendant very, very quickly.

So I don't -- I think if this parcel is being developed, Evelyn goes away.

You cannot have it as a loading zone, again, specifically servicing one building or one, one other business.

It just to me becomes, becomes a little bit of a moot point. I think we all agree that, that Draeger’s is an institution, obviously, and the family has been in the city for a long time. And, and I think no one discounts the value of the market to, to the City, and specifically to the downtown.

But I think in this issue it's if, if you want to sort of encumber another property to that extent for your business, then you buy that property.

That’s the option you have.

But, but I don’t think that the City, City sort of condoning it, or allowing it, is, is, is, is, is something that the City should be in the business of. And I don’t think that like in this case, and like I said, I think the City would be getting itself on the wrong side of a cause of action.

Exhibit - DD

McCUTCHEN
McCUTCHEN, DOYLE, BROWN & ENERSEN, LLP

March 22, 2002

Direct: (650) 849-4812
cdillon@mdbe.com

VIA FACSIMILE

Arlinda Heineck
Chief Planner
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025-3483

Draeger's Supermarkets

Dear Arlinda:

Attached to this letter is a revised plan for the loading zone on Evelyn, which reduces the loading area so that the southerly curb cut is no longer included in the loading zone. Please take whatever actions are necessary to modify the conditions to the Draeger's approved plan to reflect this change.

Although Draeger's believed it was clear from the recent City Council discussions that access to the Troglio/Walker property would always be taken into consideration in the approval of development plans for that property, it has come to our attention that the Troglio/Walkers may desire more immediate vehicular access to the property and we therefore want to be sure that our plan in no way interferes with that access.

Draeger's will continue to work towards complete elimination of the loading zone on Evelyn and expects to deliver a further revision to the plan in the near future.

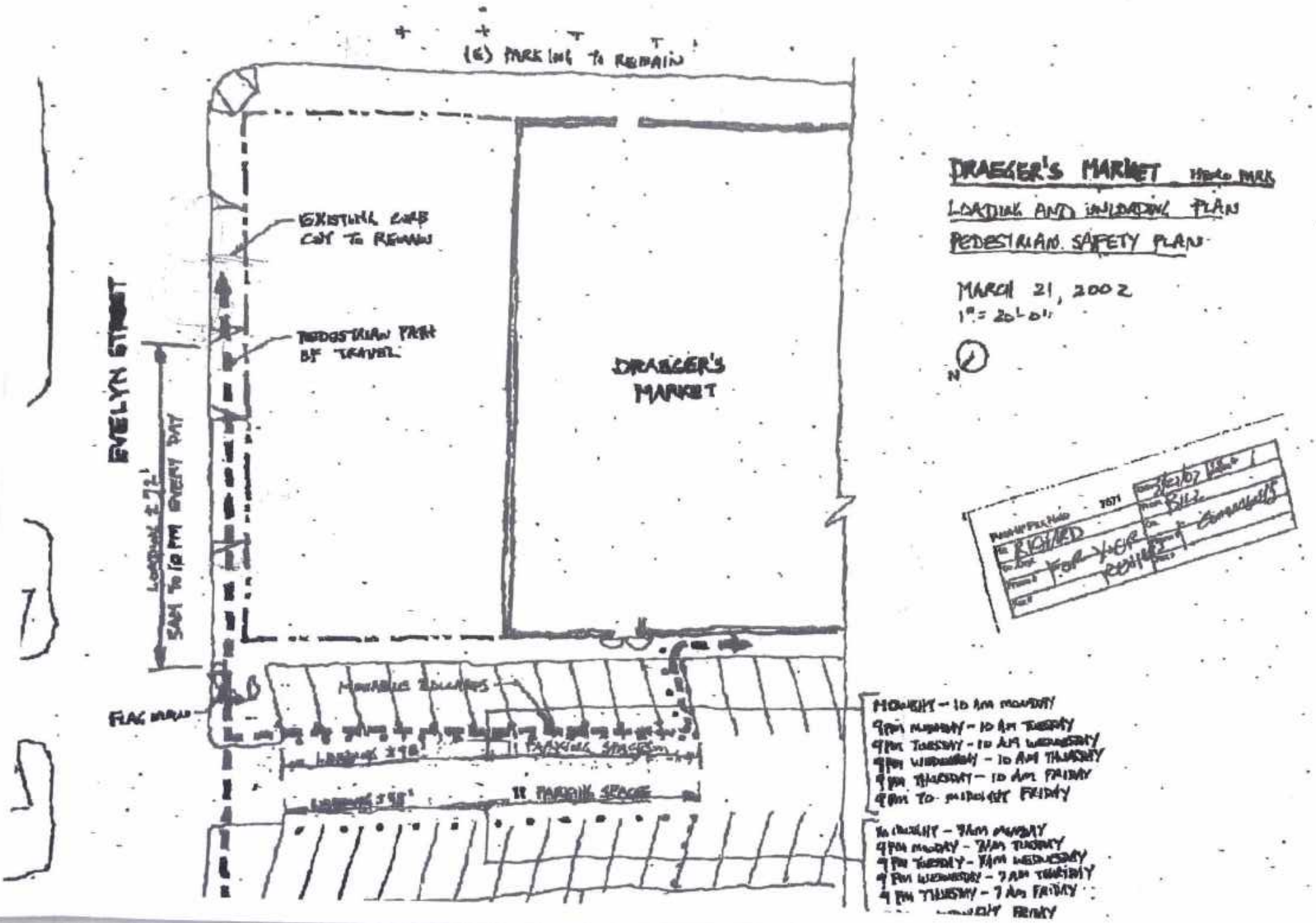
If you have any questions, please let me know.

Very truly yours,

Carol K. Dillon

Carol K. Dillon

cc: William McClure, Esq.
Joseph Carcione, Esq.


(E) PARKING TO REMAIN
EXISTING CURB CUT TO REMAIN
PEDESTRIAN PATH OF TRAVEL
DRAEGER'S MARKET
EVELYN STREET
LOADING ±72' 9AM TO 10 PM EVERY DAY
FLAG POLE
MOVABLE BOLLARDS
PARKING SPACES
11' PARKING SPACE
DRAEGER'S MARKET
LOADING AND UNLOADING PLAN
PEDESTRIAN SAFETY PLAN
MARCH 21, 2002
1" = 20'-0"
N
RIGHTED
FOR YOUR
REVIEW
HOURLY - 10 AM MONDAY
9 PM MONDAY - 10 AM TUESDAY
9 PM TUESDAY - 10 AM WEDNESDAY
9 PM WEDNESDAY - 10 AM THURSDAY
9 PM THURSDAY - 10 AM FRIDAY
9 PM TO MIDNIGHT FRIDAY
9 PM MONDAY - 7 AM TUESDAY
9 PM TUESDAY - 7 AM WEDNESDAY
9 PM WEDNESDAY - 7 AM THURSDAY
9 PM THURSDAY - 7 AM FRIDAY

McCutchen, Doyle, Brown & Enersen, LLP
ATTORNEYS AT LAW
Tel. (650) 849-4400 Fax (650) 849-4800
http://www.mccutchen.com

Fax Cover Page

Date: March 22, 2002

	Name	Fax	Phone
To:	Arlinda Heineck City of Menlo Park	(650) 328-7935	(650) 858-3400
	William L. McClure, Esq. City of Menlo Park	(650) 324-0227	(650) 324-9300
	Joseph W. Carcione, Jr., Esq. Law Offices of Joseph W. Carcione, Jr.	(650) 367-0367	(650) 367-6811
From:	Carol K. Dillon cdillon@mdbe.com	(650) 849-4800	(650) 849-4812

Pages (including this cover page): 3

Subject:

Message:

JWC
CM

Carol K. Dillon

Carol K. Dillon

cc: William McClure, Esq.
Joseph Carcione, Esq.

ATTORNEYS AT LAW
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Walnut Creek
Affiliate Office
Taipei

CITY COUNCIL AND COMMUNITY DEVELOPMENT AGENCY MINUTES

Regular Meeting
Tuesday, March 5, 2002
7:30 p.m.
Menlo Park Council Chamber
801 Laurel Street, Menlo Park

ROLL CALL – Mayor Schmidt called the meeting to order at 7:35 p.m. Mayor Pro Tem Kinney and Councilmembers Borak, Collacchi, and Jellins were present. Staff present included City Manager Boesch, City Attorney McClure, Assistant City Manager Seymour, City Clerk Ramos and other department heads.

A. PRESENTATIONS AND PROCLAMATIONS

1. Presentation by the Child Care Action Campaign for quality childcare in San Mateo County.

Jan Stokely, Co-Chair, Child Care Action Campaign, provided an overhead presentation and responded to Council questions.

Staff responded to Council questions regarding the City's zoning regulations for childcare.

B. ANNOUNCEMENTS, APPOINTMENTS AND REPORTS

1. Housing Commission (one vacancy), Library Commission (one vacancy), and the Planning Commission (three vacancies). The deadline for applications for the Housing and Library Commissions is March 19, 2002 and the deadline for the Planning Commission is April 16, 2002.

Mayor Schmidt announced the current vacancies and the application deadlines.

2. Councilmember Reports: Schmidt, Kinney, Borak, Collacchi, Jellins

Councilmember Kinney reported on the San Francisquito Creek Joint Powers Authority meeting that included a discussion on the Authority's budget next year and the City's role in providing facility assistance. He also commented about a federal long-term project for flood protection and the maintenance of the creek's natural and environmental qualities.

Mayor Schmidt reported on the SamTrans meeting to discuss Caltrain crossing issues, noting that they are continuing to find ways to reduce noise from train horns and improve safety. He said that recent state budget cuts have delayed the construction of grade separations to six years. He commented about a tour of the Millbrae and San Francisco train stations by the SamTrans Board that is open to the public.

Councilmember Jellins reported about a meeting with a consultant and the Safe Routes Task Force this week to review safety concerns in the Oak Knoll area and invited the public to attend.

C. PUBLIC COMMENT #1

Nancy Travers, Menlo Park, said that the presentation about childcare is timely especially with the discussions about a childcare center since the passage of Measure T. She would like to know if the Council has a definitive opinion about the proposed childcare center.

Mayor Schmidt replied that discussions are ongoing and the City will keep the public posted on any new development.

Irene Searles, Menlo Park, commented about the importance of the City's children's programs and she would like to know how to become involved in continuing to make child care a priority in Menlo Park. She applauded the efforts of the childcare campaign that was presented earlier.

Mayor Schmidt replied that there is a study session on March 19 at 6:00 p.m. at City Hall to provide direction regarding the childcare program. He invited the public to attend and express comments.

Steve Blanton, Silicon Valley Association of Realtors, urged the Council not to pass the proposed heritage tree ordinance. He asked that the Council allow the real estate community to provide its comments. He stated that the issue about the ordinance is that it is a bit overreaching and restrictive to homeowner rights. He said he would be happy to assist in providing alternatives to some of the provisions in the ordinance.

Discussion ensued about some of the provisions in the ordinance including tree removal, size and comparisons to other similar ordinances in the area.

Mary Kenney, Menlo Park, spoke on her own behalf to urge the Council to adopt the proposed ordinance. She noted its good qualities, the extensive research that was done by staff and the more than adequate public process. She said it would be wrong to reject the ordinance at this point. She noted that the email that was circulated had incorrect information which caused concerns from some of the residents. She reminded the Council and the public of the true intent and spirit of the ordinance to preserve Menlo Park trees into the future.

Ms. Kenney, speaking as a Environmental Quality Commission member, commented that the ordinance may trigger an increase in tree appeals and that the ordinance would facilitate the collection of information about the City's tree activities. She suggested that if the ordinance becomes problematic or creates concern after its implementation, then the Council could bring it back for reconsideration.

Staff provided a chronological summary of the noticing and public process that has taken place.

Karen Cotter, Menlo Park, expressed support and noted some of the benefits of the ordinance including reducing the diameter of the tree.

Susan Hart, Menlo Park, expressed opposition noting that this is a property rights issue and urged the Council to reject it or take the matter to the voters.

D. CONSENT CALENDAR

Mayor Schmidt read the consent calendar as listed. Councilmember Jellins requested to pull items 3, 5 and 6.

M/S Borak/Kinney to approve consent items 1, 2 and 4 as presented. Motion passed 5-0.

1. Approval of audited bills for period 35 ending February 22, 2002 and pay period 4 February 9, 2002.
2. Adopt a Resolution endorsing the efforts of the San Mateo County Child Care Action Campaign.
4. Adopt a Resolution authorizing Destruction of Obsolete City Records.

PULLED ITEM

3. Approve and authorize the City Manager to enter into agreements with US Bancorp Piper Jaffray, for up to a maximum of $9.00 per $1,000 of the par amount of bonds, as Financial Advisor/Investment Banker; Kelling, Northcross and Nobriga (KNN), in the amount of $14,000, as pricing advisor; and Jones Hall, in the amount of $10,000, as disclosure counsel related to the Menlo Parks and Recreation General Obligation Bond Issue.

Staff responded to questions about total costs and the selection process.

Councilmember Jellins stated he is not convinced that the subject contract is the best contract for the City and questioned staff's selection process, noting his fiduciary responsibility to his constituents as a Council member. He said that he needs more information to justify the selection of Piper Jaffray as the investment banker for the subject General Obligation Bond.

M/S Borak/Collacchi to approve consent item 4 as presented. Motion passed 4-0-1, Councilmember Jellins abstained.

PULLED ITEM

5. Adoption of the amendments to the Heritage Tree Ordinance.
    a. Waive reading
    b. Adopt ordinance

Questions and discussion ensued regarding ordinances from other cities, size of tree, removal of tree, and the permitting process.

Councilmembers Collacchi and Jellins suggested allowing time to receive additional input from the real estate community.

Councilmember Borak reiterated her concern about reducing the size of a heritage tree, nevertheless, she stated that a good and adequate public process has occurred. She said that the reactions and concerns that have recently come forward could be a result of misinformation that was disseminated. She would support adopting the ordinance tonight with a condition to revisit at a designated future time to allow those groups to comment if problems with the ordinance occur.

Mayor Schmidt expressed support for revisiting the ordinance in one year from its effective date.

Councilmember Kinney reiterated that the public process has been more than adequate and the email that was disseminated contained inaccurate information. He responded to a comment about property owner rights by noting that the City has other rules and regulations that affect private properties like construction and development. He added that the City is known for its trees which have become an important aspect so it is essential that the City should take steps to preserve them. He expressed support of the ordinance and revisiting it in one year.

Councilmember Collacchi said that although he viewed the public process as a fairly short one, he supported revisiting the ordinance in one year. He liked the idea by Mr. Blanton about offering to plant trees and thought that there might be some benefit to getting more buy-in from the community.

Councilmember Jellins concurred with Councilmember Collacchi and suggested a motion to table the ordinance to a date certain to allow time to receive comments from the professional community.

Discussion ensued about a date certain on which the matter might come back to Council.

M/S Jellins/Collacchi to table the adoption of the ordinance to the meeting of April 16, 2002 to allow time to receive additional comments and input from the professional community. If changes to the ordinance are recommended, based on the comments received, they would be submitted to the Environmental Quality Commission for its review and recommendation to the Council.

There was no voted taken on this motion.

City Attorney McClure clarified that if there are changes to the ordinance recommended by the Commission, then the ordinance would be before the Council for a re-introduction. If there are no changes to the ordinance, then the Council can adopt the ordinance on that date.

M/S Borak/Kinney to waive the reading of the ordinance in its entirety (requires a unanimous vote). Motion failed 4-1, Councilmember Jellins dissenting.

The entire ordinance was read.

M/S Borak/Kinney to adopt the ordinance as proposed. Motion passed 4-1, Councilmember Jellins dissenting.

Councilmember Jellins explained that although he supports the intent of the ordinance, he does not agree that the process has fully afforded the Council opportunity to listen to all of the comments.

There was consensus of the Council to bring the ordinance back to the Environmental Quality Commission one year after its effective date to review a report from staff on the activities that have occurred since its implementation. The Commission will then present its recommendation to the Council. In the interim, if a problem occurs, staff will bring the ordinance forward to the Commission for its recommendation to the Council.

6. Approval of City Council Minutes for the Special Meeting of February 7, 2002 and the City Council meeting of February 12, 2002.

Councilmember Jellins corrected the minutes of February 12, 2002 to add the word "potential" such that his statement about his abstention under agenda item no. 4 related to a potential conflict of interest.

M/S Jellins/Collacchi to approve the minutes of February 7 as presented and February 12, 2002 as amended. Motion passed 5-0.

Mayor Schmidt declared a recess at 9:20 p.m. and reconvened the meeting at 9:30 p.m.

E. PUBLIC HEARING

1. Consideration of a long-term plan for market operations including the continued use of loading zones on Evelyn Street and in public parking Plaza #4 for Draeger's Supermarket, located at 1010 University Drive, and review of a food processing and delivery operations study.

Arlinda Heineck, Chief Planner, presented the staff report highlighting the ten elements of the Draeger's Market plan. She noted that ten additional letters have been received since the distribution of the staff report, nine in opposition to and one in support of the proposal. She introduced Mr. John Harold, a consultant whom staff has been working with during the review.

The consultant and staff responded to questions about delivery patterns, loading zone, access, parking, the proposed consolidation plan, timeline, and loss of sales tax revenue.

Richard Draeger, Applicant, commented about the improved loading operations and the success of the operational plan that is in place. He supported staff's recommendation and the conditions of approval and concurs with the findings of the study. He noted that Draeger's could complete deliveries by 10:00 a.m. without the consolidation plan and would prefer to invest the high cost of the consolidation plan towards new kitchen facilities in another location. He said that there is nothing in the proposal that would prevent the Troglios from developing their property. He urged the Council's approval.

Mayor Schmidt opened the public hearing at 10:35 p.m.

Joseph Carcione, Attorney, reiterated that the delivery activities are causing inaccessibility and are an infringement on the Troglio property. He commented about Draeger's breach of contract and noted that the applicant has received a lot of consideration from the City.

L.E. Gates, Menlo Park, questioned why Draeger's is held to higher standards than other stores who also have loading and truck delivery activities. She does not want Draeger's to leave and would like to see some consideration be placed on their efforts to resolve the concerns and conform with the City's conditions and recommendations.

Questions and discussion ensued about the impact on the Troglio property.

City Attorney McClure explained that the Troglio property is currently unimproved and cannot be used for parking because the City does not allow parking on unimproved lots, and therefore, there is no impact on the use of their property. He further stated that any future development on the Troglio property would go through an application review process at which time, different receiving and shipping activities would have to be implemented.

Carol Dillon, Draeger's Attorney, clarified that Draeger's has complied with the agreement referred to by Mr. Carcione and it should not be an issue.

Teresa Morris, San Jose, commented that she works in Menlo Park and frequently shops at Draeger's. She noted that there are delivery trucks all over Menlo Park and it might be an inconvenience for some neighbors but one should learn to live with it if it is a convenient place to shop and an important business in the community.

Anthony Draeger, Menlo Park, commented about the consolidation plan and its cost effects and believes there's a better solution.

Sue Flood, Menlo Park, opposed the project and referred to some inaccuracy in the Draeger's/Troglio contract. She said that it is unreasonable to block access to the Troglio property since the owners have a right to use their property.

There was consensus to close the public hearing at 11:06 p.m.

Questions and discussion ensued regarding the schedule to move the bakery component, delivery activities when the Troglio property is developed, the completion of deliveries by 10:00 p.m., loading activities on Evelyn, employee parking and the status of relocation of facilities.

Mayor Schmidt asked the pleasure of the Council.

Discussion ensued regarding Attachment A of the staff report which lists the conditions for a long term plan for receiving operations at Draeger's, the timeline and the process if development where to occur on the Troglio property, and transit incentive programs.

Councilmember Collacchi stated his support to not require delivery consolidation at this time because the cost for that could go to Draeger's facility in South San Francisco. At the same time, he would prefer to see a set date for the transfer of the bakery to occur instead of giving it an 18-month period, which would put that date to September 2003. He would still like to see a plan to expedite the discontinuation of the use of the loading zone on Evelyn Street.

M/S Kinney/Schmidt to approve the conditions listed in Attachment A and the following additions:

- **Condition 19: Draeger's shall use its best efforts to develop a receiving program that eliminates the loading zone on Evelyn Street within 24 months of approval;**
- **Condition 20: Draeger's shall implement an incentive program for employees that do not drive to work, such programs to include an equivalent payment to such employees equal to a Caltrain pass or bus fare for the employees from their residence to work;**
- **Condition 14 additional language to the last line: "…to promote the program among employees and report annually to the City."**

Councilmember Jellins asked and City Attorney McClure clarified the delivery hours as follows:

- Item b of Attachment A would read as follows, "Continuation of the loading zone in Public Parking Plaza #4, with modified receiving hours from 9:00 p.m. on Sunday to 10:00 a.m. on Monday; 9:00 p.m. on Monday to 10:00 a.m. on Tuesday; 9:00 p.m. on Tuesday to 10:00 a.m. on Wednesday; 9:00 p.m. on Wednesday to 10:00 a.m. on Thursday; 9:00 p.m. on Thursday to 10:00 a.m. on Friday. These hours will also apply to Condition 3 in Attachment A.

Councilmember Jellins suggested amending the motion to change the language in Item j and Condition 14 regarding the reimbursement for commute trips to reflect a reimbursement of at least 50 percent in lieu of up to 50 percent. Council concurred.

Motion as amended passed 5-0.

F. REGULAR BUSINESS

1. Authorization of a letter of comment relative to the University Palms Project in East Palo Alto.

Jamal Rahimi, Transportation Manager, presented the staff report.

Questions and discussion ensued regarding Dumbarton Rail, impacted intersections of Willow Road and Bayfront Expressway.

Staff clarified that basically staff is expressing concern about adding traffic to the University corridor because it will impact the Willow corridor.

The Council recommended adding the following items to the draft letter:

- Dumbarton Rail's contribution to the mobility or access to jobs south of East Palo Alto and south of Menlo Park on the Caltrain corridor coming from the east bay
- Identify the impacted intersections as Bayfront Expressway and Willow Road
- Request for East Palo Alto's proposed mitigations for Willow Road

- Copy letters to the City of Palo Alto, C/CAG, and the Metropolitan Transportation Commission (MTC)

Mayor Schmidt clarified that a revised letter will be prepared based on Council's comments and forwarded to the City of East Palo Alto.

2. Consideration of legislative items listed in the League of California Cities Bulletin(s), or items referred to in Written Communications or Information Items, including decisions to support or oppose any such legislative, communication or information item – None.

G. WRITTEN COMMUNICATIONS - None

H. INFORMATION ITEMS

1. Fiscal Year 2001-2002 Mid-year Report.

Staff responded to questions about franchise fees. The report was noted and filed.

I. PUBLIC COMMENT #2 – None.

J. ADJOURNMENT - 11:57 p.m.

Respectfully submitted,

Susan A. Ramos, CMC
City Clerk

https://www.almanacnews.com/morgue/2002/2002_03_13.mpdraegers.html

Publication Date: Wednesday, March 13, 2002

Menlo Park: Draeger's market wins OK to load, unload on Evelyn St.

Menlo Park council approves delivery plan, with conditions to protect neighbor's rights.

By Pam Smith

Almanac Staff Writer

When Menlo Park council members decided last week that Draeger's market can continue loading and unloading on Evelyn Street, they were clear that they did not want the market's activity to infringe on the property rights of the Troglio-Walker family.

But the Troglio-Walkers do not feel protected. "We are not happy," said Doni James, whose husband, Charles Troglio, and his sister, Gloria Walker, own the lot between the market and its curbside loading zone.

The council voted 5-0 March 5 to allow Draeger's to load on Evelyn Street from 5 a.m. to 10 p.m., and in the public parking lot next to the store from 9 p.m. to 10 a.m.

The vote essentially gave Draeger's long-term permission to continue what it has been doing on a trial basis since last September, with a few notable exceptions: Overnight hours are eliminated on Evelyn Street, and activity in the parking lot is allowed to take up more space in the early morning hours, and continue overnight.

The Evelyn Street loading essentially blocks one side of the Troglio-Walkers' lot, including two driveways. The lot has been vacant since negotiations for a new lease with Draeger's, which used the lot for more than 40 years for its delivery operations, failed last year.

The family plans to develop it, said Ms. James. "As long as it just sits there, it's not of much value."

But the city has virtually "condemned" it, she said, so long as it's lined with trucks. The city has encouraged her family to continue negotiating, but by granting public space to Draeger's has eliminated any incentive for the market to negotiate, she said

Council members said last week they wanted to protect the Troglio-Walkers' rights. "I don't want to set anything in concrete tonight that we might want to change when looking at an application for that property," said Councilwoman Mary Jo Borak.

One condition of the approval says that the council will reconsider the matter when the Troglio-Walkers submit an application to develop the property into a parking lot or building.

"We're going to surrender as soon as [the Troglio-Walkers] come up with something," Councilman Paul Collacchi told the Draegers.

Another condition, also to encourage the market to be hasty moving some functions to South San Francisco, tells Draeger's to eliminate its need for the Evelyn Street space within two years.

It's not a mandate, but "they'd be well advised to complete that within two years," said City Attorney Bill McClure. Otherwise, he added, the city could mandate a consolidation program _ where vendors deliver to an off-site location and combine into fewer, larger deliveries that come to the store.

Business Logistics, an independent consulting firm that studied Draeger's operations, said that consolidation is the only way Draeger's could maintain all of its deliveries today without Evelyn Street.

Joe Carcione, attorney for the Troglio-Walkers, advocated for consolidation now, but Richard Draeger told the council his family's small chain could not afford it.

Mayor Steve Schmidt also floated an idea to move the loading across Evelyn Street immediately, but crossing the street with deliveries would cause safety problems, said Transportation Manager Jamal Rahimi.

Two weeks ago, 34 of the store's 284 deliveries had to take place on Evelyn Street, said Mr. Draeger.

He said the store can get that number down to zero once it relocates its bakery kitchen to a new South San Francisco facility, which he said will happen within 18 months.

Ms. Borak said she recalled hearing the same projection six months ago _ thus the two-year condition.

Exhibit - EE

COMMUNITY DEVELOPMENT DEPARTMENT

Council Meeting Date: March 5, 2002
Staff Report #:02-053

Agenda Item #:E1

PUBLIC HEARING: Consideration of a Long-Term Plan for Market Operations Including the Continued Use of Loading Zones on Evelyn Street and in Public Parking Plaza #4 for Draeger's Supermarket, Located at 1010 University Drive, and Review of a Food Processing and Delivery Operations Study.

RECOMMENDATION

Staff recommends that the City Council approve the Long-Term Plan for Market Operations for Draeger's Supermarket, subject to the conditions as outlined in Attachment A.

BACKGROUND

Early in 2001, Draeger's Supermarket, hereinafter referred to as "Draeger's", requested approvals from the City to make several changes to its receiving functions. The requests included approval of architectural control for physical changes to the rear and side elevations of the market building, approval of a use permit for the location and design of a proposed trash enclosure in Public Parking Plaza #4, and an encroachment permit for the location of the trash enclosure in the public parking plaza and for the establishment of loading zones in the public parking plaza and on Evelyn Street.

The Planning Commission conducted a review of the architectural control and use permit requests, approving both requests on June 4, 2001. Several property owners and residents, including Charles Troglio, Gloria Walker, Barbara Finnegan, Olga Devincenzi and Carol Malcolm, appealed the decision of the Commission.

The Transportation Commission reviewed the request for the construction of the trash enclosure in the public parking plaza and for the establishment of the loading zones on May 9, 2001. Following its review, the Commission forwarded its recommendations on the proposal to the City Council.

The City Council reviewed the appeal of the Planning Commission's action and the recommendation of the Transportation Commission at two meetings held on July 10 and July 24, 2001. At the second meeting, the Council acted to uphold the decision of the Planning Commission to approve architectural control for the exterior modifications to the building, including (a) the closure of all openings across the rear of the building, (b)

the construction of a new service and emergency exit door on the Menlo Avenue side of the building, and (c) installation of a new awning over the existing doors on the parking plaza side of the building. The Council also upheld the use permit and approved the encroachment permits that allowed for the trash enclosure to be located in the public parking plaza and for the establishment of the loading zones, subject to specific conditions. The conditions are included as Attachment F.

One of the key conditions (condition k) limits the term of the approval of the trash enclosure and loading zones to March 1, 2002, with a possible extension up to September 1, 2002 based on a demonstrated need for completion of a long-term plan. The condition further requires that two documents be prepared for review and approval by the City Council prior to the expiration period. The two documents include a Long-Term Plan for Market Operations prepared by Draeger's and a Food Processing and Delivery Operations Report prepared by an independent consultant.

Draeger's has completed the architectural changes to the market building and implemented the loading zones in accordance with all required conditions. Draeger's chose not to implement two elements of the approval. First, Draeger's devised a plan for handling compacted waste material inside of the building, eliminating the need for construction of the approved trash facility in the parking plaza. Second, Draeger's has implemented a program for recyclables that uses Draeger's-owned vehicles and does not rely on the doors on Menlo Avenue for removal of the materials. The original approval would have allowed the doors on Menlo Avenue to be used for this purpose twice per week.

ANALYSIS

The primary purpose of the Council's review is to consider whether to adopt a long-term plan for the operation of Draeger's Supermarket. In accordance with the conditions appended to the interim approval, Draeger's has submitted such a plan. To assist the Council in its review of the long-term plan, an independent study has been prepared specifically to address food processing services and delivery logistics. The independent study and long-term plan are further discussed below.

Food Processing and Delivery Operations Study

A Food Processing and Delivery Operations Study was prepared by Business Logistics (Attachment B). Business Logistics is a consulting and management firm specializing in helping clients to manage their warehousing and delivery operations and optimize their overall distribution operations. The firm's experience is centered in food manufacturing and grocery product distribution.

The purpose of the study is to evaluate Draeger's operations and to identify improvements that have the potential to reduce adverse impacts of the business on the community. The study addresses both food processing services and delivery logistics, each of which is described in more detail below.

Food Processing Services

The study presents an overview of Draeger's food processing services, describing the specific activities and services for the Menlo Park store as compared to the other Draeger's stores, the catering activities, the amount of building area used for food preparation activities, the number of employees involved in this activity and an analysis of the relocation of the food processing services.

The focus of the discussion is the proposal by Draeger's to relocate most of the food processing services to a new facility located in South San Francisco. The study states that the relocation of these services off-site would produce the greatest benefit to the immediate area. The major benefit would be an increase in the amount of available public parking. The proposed relocation of the food preparation services would eventually result in moving between 45 and 55 bakery and deli workers to the South San Francisco site, freeing an estimated 30 public parking spaces. However, the study indicates that this increase in available parking may be partially offset by the use that would replace the 4,200 square feet currently dedicated to food preparation services. If replaced with some type of storage, the estimated increase in public parking may be fully realized, but any other type of use could result in either additional employees or patrons to the store.

The proposed relocation is not expected to result in significant changes in the number of trucks delivering to the Menlo Park store. Vendors currently delivering food preparation products also deliver to other store departments. Although no reduction in the number of trucks would be expected, some delivery times may be shortened as a result of fewer products to deliver. In addition, the relocation would eliminate the loading of trucks with shipments of prepared foods destined to the other stores. However, this would be partially offset by deliveries made from the new South San Francisco facility to the Menlo Park store. Some minimal benefits may be seen since Draeger's-owned vehicles would be used to deliver the products from the warehouse, thereby allowing for easier control of the size of the trucks and the delivery hours.

Delivery Logistics

The study presents an overview of Draeger's delivery operations, describing the number, type and purpose of the delivery vehicles, the truck routes and loading areas that are used by the vehicles, and inbound and outbound deliveries for the store. The report also briefly describes receiving operations for stores other than Draeger's in the immediate area and an assessment of loading and unloading operations for other grocery stores.

The study uses the information contained in the overview to analyze feasible methods for minimizing adverse impacts to the immediate area as a result of deliveries. The study assesses four methods, including a shipment consolidation program, changes to the currently prescribed loading and unloading operations, changes in the size of trucks currently delivering to the store, and the use of common carriers.

First, in reference to a shipment consolidation program, the study states that this is a very effective way to reduce the number of trucks delivering to a store. These programs accumulate products from multiple vendors at a remote warehouse location, combining them to create larger, less frequent deliveries to stores. It should be noted that most consolidation programs do not include "jobber" deliveries (deliveries made by drivers who perform additional services such as stocking shelves). When jobber deliveries are included in the shipment consolidation, stores use their own personnel to perform tasks normally done by jobbers. The study indicates that Draeger's uses inbound consolidation services for about 18 percent of the items sold at the Menlo Park store. The study states that this could be increased by adding a "cross-dock" delivery arrangement, whereby "non-jobber" vendors that sell directly to Draeger's would make deliveries to a consolidation warehouse instead of the store. The products would then be included in the regular consolidated shipments. The study states that this addition to the current consolidation services could reduce the number of large trucks to the store.

An off-site, cross-dock consolidation program would result in higher operating costs to Draeger's. The study presents consolidation pricing information from several companies with cross-dock consolidation services. These initial estimates are presented under two scenarios. The first is a situation in which there are no changes to the three largest deliveries currently being made at the store, but a cross-dock consolidation program is established for all other vendors. The second scenario looks at a consolidation program that would also exempt the three largest deliveries, but would only be applied to other vendors not able to be made deliveries within the established loading zone hours. For both cases, include costs for pallets, loose cases and delivery charges. For the first scenario, estimates of the cost to implement consolidation range from approximately $188,000 to $249,000 annually. For the second scenario, the estimates range from $67,500 to $87,000 annually. The study emphasizes that the costs are based on preliminary bids and that if such a program were to be implemented, further refinement of a program and negotiations with consolidation companies would be necessary.

Second, the study considered possible changes to the current loading and unloading operations. In regard to loading operations, the study references the relocation of the food preparation services to off-site as the most effective way to reduce the number of loading operations. However, as described earlier, this would be partially off-set by Draeger's trucks making deliveries to the Menlo Park store from the South San Francisco facility.

In regard to unloading operations, the study notes that the changes that have been implemented appear to have reduced noise in the surrounding neighborhood and lessened congestion on Evelyn Street. The study recommends the retention of the loading zone on Evelyn Street. In addition, the study suggests that further benefits could be gained by changing the loading hours in the public parking plaza from the current 5:00 a.m. to 10:00 a.m. and 9:00 p.m. to midnight, to 9:00 p.m. to 10:00 a.m. This would be coupled with an effort by Draeger's to contact vendors and direct them to make deliveries prior to 10:00 a.m. The study states that this would allow for earlier deliveries resulting in reduced truck congestion in the parking plaza and on surrounding

streets. The noise implications of this extension in hours are discussed later in the report.

Third, the study states that a significant number of Draeger's vendors are using large trucks to make deliveries. The use of large trucks contributes to traffic congestion due to their longer length and the longer amount of time it takes them to maneuver into position. The study recommends that Draeger's contact the vendors to determine which ones can use smaller trucks and to make arrangements accordingly.

Fourth, the study comments that a number of deliveries are made by common carriers that arrive at various times in the afternoon. The study recommends that vendors be instructed to use common carriers that will commit to making deliveries before 10:00 a.m. The study identifies one common carrier willing to make such a commitment. The study emphasizes that this change should result in fewer deliveries after 10:00 a.m. resulting in less congestion and increased safety for pedestrians, bicyclists and drivers.

Summary of Study Recommendations

In summary, the study contains six recommendations for consideration by Draeger's in the preparation of the Long-Term Plan for Market Operations and by the City Council in its discussion of the plan. The six recommendations are listed below. Details of each recommendation may be found on page 25 of the study. Draeger's response to the recommendations is discussed later in the report.

1. Develop an expanded consolidation program at an off-site warehouse.

2. Modify loading zone hours of operation in the public parking plaza to the hours of 9:00 p.m. to 10:00 a.m., Monday through Friday.

3. Contact vendors and direct them to make deliveries prior to 10:00 a.m.

4. Retain current loading zones on Evelyn Street.

5. Contact vendors to determine which ones can use smaller trucks for deliveries and make arrangements for them to do so.

6. Instruct vendors that use common carriers to switch to one that will commit to making deliveries before 10:00 a.m.

Long-Term Plan for Market Operations

The long-term plan documents the changes in the receiving operations that Draeger's has made since September 2001. Based on its own experience and the fact that no complaints have been filed with the City in the past six months, Draeger's believes that the new receiving operations have been successful in reducing the amount of traffic congestion and noise on Menlo Avenue and Evelyn Street. Draeger's is proposing to continue the receiving functions as they are currently being conducted, with several

additional changes to further improve the operations. These additional changes are described in more detail in the following discussion.

Relocation of Market Operations to an Off-Site Location

Draeger's has purchased a warehouse facility in South San Francisco and is currently planning for the relocation of the bakery and delicatessen kitchens and the floral preparation services to the new site. Although architectural design work for the South San Francisco site is ongoing, Draeger's has commented that it cannot begin construction on the new project unless it is confident that it will be allowed to continue operations at the Menlo Park store. Once a long-term plan is approved, it is projected that the bakery kitchen, with approximately 30 employees, would be relocated to South San Francisco within 18 months. The long-term plan indicates that the relocation of the delicatessen kitchen and floral preparation services would be relocated thereafter, as soon as is economically feasible.

The relocation of these functions will make space available within the Menlo Park building. Draeger's has not indicated a new use for the space, but states that it will not be used for any activity that substantially increases employee headcount.

Draeger's has also relocated a substantial portion of its supply and equipment storage to the San Mateo store. Draeger's delivery trucks are being used to move supplies and equipment between the two stores.

Receiving and Deliveries

Draeger's has relocated the receiving functions from the rear of the building to the north side of the building, with access adjacent to the public parking plaza. In addition, Draeger's states that delivery times have been rescheduled where possible to occur earlier in the day and to be spaced more evenly throughout the week. Based on surveys conducted by Draeger's, this has resulted in a 28 percent reduction in deliveries after 10:00 a.m. Draeger's further comments that 34 additional employee hours have been scheduled per week to improve receiving functions, resulting in quicker and safer deliveries. All employees working in delivery operations have been required to read and acknowledge a set of receiving rules. Deliveries are being monitored by a closed circuit camera and reviewed daily to ensure enforcement of receiving rules. Draeger's has also distributed letters to its vendors clarifying acceptable truck routes through Menlo Park.

Draeger's states in the long-term plan that there is no feasible alternative to conducting receiving operations that does not result in the loss of or impediment to public or private parking spaces. Based on this determination, Draeger's is proposing to continue the current operations with modifications that are consistent with four of the recommendations made in the Food Processing and Delivery Operations Study. These include longer delivery hours in the parking plaza (9 p.m. to 10:00 a.m.) (Recommendation #2), contacting vendors and directing them to make deliveries before 10:00 a.m. (Recommendation #3), contacting vendors to determine if smaller trucks can be used for deliveries (Recommendation #5) and instructing vendors that use common

carriers to switch to a carrier that will commit to making deliveries before 10:00 a.m. (Recommendation #6). However, Draeger's comments that the adjustments already made by the vendors may be the extent of the modifications these vendors are able or willing to make based on the small size of the Draeger's company compared to larger market operations.

Draeger's comments that the current delivery hours and limited loading zone hinder its ability to accommodate more trucks during peak delivery hours, with the overflow going to Evelyn Street. For this reason, and in addition to the proposed expanded delivery hours in the parking plaza, Draeger's is proposing to use a larger portion of the parking plaza for overnight delivery. Draeger's is proposing to use 11 of the parking spaces that are directly opposite the drive aisle from the 11 spaces currently in use as a limited loading zone. The expanded area would only be available for deliveries between midnight and 7:00 a.m. (before the store opens). Draeger's notes that there is sufficient capacity in the parking plaza to accommodate this expansion in the early morning hours and that the expansion would allow for fewer deliveries on Evelyn Street. In direct relationship to the use of an expanded area in the parking plaza, Draeger's is proposing to limit deliveries on Evelyn Street to between 5:00 a.m. and 10:00 p.m., thereby further reducing impacts to neighbors. The Food Processing and Delivery Operations Study supports the proposed expansion of the delivery area in the plaza, so long as it is restricted to early morning hours.

Staff has prepared the following table to clearly indicate the location, number of parking spaces and hours associated with each of the currently approved and proposed loading zones.

	Location of Loading Zone/Trash Enclosure	**Number of Parking Spaces Impacted**	**Receiving Hours**
Current Operations (approved July 24, 2001)	Parking Plaza	11 spaces (loading zone	9:00 p.m. to Midnight and 5:00 a.m. to 10:00 a.m.
		2 spaces (trash enclosure)	Not Applicable
	Evelyn Street	2 spaces	No limits
Proposed Long-Term Plan	Parking Plaza	11 spaces (primary loading zone)	9:00 p.m. to 10:00 a.m.
		11 spaces (expanded loading zone	Midnight to 7:00 a.m.
		0 spaces (trash enclosure	Not Applicable
	Evelyn Street	2 spaces	5:00 a.m. to 10:00 p.m.

Draeger's commissioned a noise study by Charles M. Salter Associates, Inc. (included in the Long-Term Plan) to determine potential changes in the noise environment as a result of all receiving in the parking plaza and the extension of the loading hours. The study quantified the existing noise environment by evaluating the unloading activities for three days between February 4 and 7, 2002. The study found that the surrounding neighborhood is dominated by vehicle traffic noise at approximately 72 dBA along University Drive opposite the parking plaza and at the corner of Menlo Avenue and Evelyn Street. Noise levels from receiving operations ranged from 47 to 58 dBA along University Drive and from 51 to 61 dBA on Menlo Avenue.

The study also evaluated the noise impacts on the residences if all loading were to occur in the parking plaza. The study found that noise levels would increase by 2.5 dBA for the residences along University Drive. This is considered by the noise consultant to be a less than significant increase. The noise levels would actually decrease along Menlo Avenue by 4 dBA, which would be a noticeable difference according to the noise consultant.

Finally, the study analyzed noise level changes due to the extension of the loading hours. Using an assumption based on an estimate of two deliveries per hour from 9 p.m. to 4 a.m. and four deliveries from 4 a.m. to 5 a.m., the study determines that the extension of hours would result in a less than 1 dBA noise increase to both neighborhoods. The noise consultant explains that this amount of increase is considered less than significant. It should be noted that the study used a conservative estimate of the number of deliveries since fewer actual deliveries are made during these hours than was used for the study.

Draeger's notes that it does not believe that approval of a long-term plan, including the loading zone on Evelyn Street, will prevent development on the property located at the corner of Menlo Avenue and Evelyn Street. The applicant states that the City retains the discretion to approve an appropriate use of the site.

Related to receiving operations, Draeger's has commented on the recommendation in the Food Processing and Delivery Logistics Study for the consolidation of deliveries off-site (Recommendation #1). Draeger's currently uses consolidation services for 18 percent of the store inventory. Draeger's believes that further consolidation cannot be considered without extensive internal study, discussions with vendors and potential consolidators, and an in-depth economic evaluation. Draeger's is concerned that consolidation would result in increased operating costs that could not be recouped given the competitive environment in which it operates. Draeger's is proposing that its long-term plan be approved and implemented without a requirement for further consolidation. If the plan fails to adequately address the issues of concern to the City, or when the property at the corner of Evelyn Street and Menlo Avenue is developed, Draeger's would undertake the work of evaluating consolidation at the direction of the City Council.

As noted earlier, the Food Processing and Delivery Operations Study recommends implementation of a consolidation program as one of the key methods for reducing the impacts of receiving operations. However, the study would agree that additional evaluation as outlined by Draeger's would be needed.

Draeger's-Owned Delivery Trucks

Five Draeger's trucks, including two large panel trucks, two vans, and one waste disposal truck, are currently parked in the private parking lot when not making deliveries. The two panel trucks are parked from 1:00 p.m. to 4:30 a.m. weekdays and on weekends. They are proposed to be relocated to South San Francisco when the food preparation services are relocated to the new facility. The two vans are used for frequent deliveries from the Menlo Park store and Draeger's proposes to continue parking the vans in the private parking lot. The waste disposal truck would also remain parked at the Menlo Park store.

Waste Storage and Recycling

Draeger's is currently storing all waste within the building, with compaction equipment in individual departments. Waste removal is being accomplished by loading closed containers of compacted waste into a Draeger's truck dedicated for this purpose several times per day. Once per day, the collected waste is trucked to the BFI transfer station in Redwood City. When not in the process of collecting waste or disposing of the waste, the truck is parked in the private parking lot. By employing this system, construction of a trash facility in the parking plaza was not required, resulting in the retention of two parking spaces in the plaza. Based on this change, the use permit and encroachment permit for the trash facility on either a temporary or permanent basis is no longer necessary.

The approval granted by the City Council in July 2001, allowed Draeger's to install a new service door on Menlo Avenue. The door was to be used for emergency access and for the removal of recyclable materials twice per week. Draeger's has instead implemented a program for recyclables that uses Draeger's trucks and does not rely on the use of the doors located on Menlo Avenue for this purpose. However, the doors are being used once every few months to pump out the grease interceptor located in the rear of the store. Given the location of the grease interceptor, this is the only location from which it can be pumped. It had previously been pumped from the rear of the building near the corner of Evelyn Street and Menlo Avenue. This issue was not specifically addressed in the previous approvals. Draeger's is requesting that this occasional use of the door be explicitly included in any future approvals. It should be noted that this activity does result in noise and odor impacts on the immediate area, however, the impacts are substantially the same as when the grease interceptor was pumped from the rear of the building. For this reason, Draeger's schedules this activity to occur in the later evening.

Employee Commute Alternative Programs

Based on a survey conducted by Draeger's, 30 employees have expressed interest in alternative commute programs run by either Caltrain or SamTrans. Draeger's has agreed to reimburse all interested employees for 50 percent of the cost of commuting by public transportation. Draeger's has also stated that it will encourage new employees to take advantage of the program as they are hired.

Summary of the Long-Term Plan

The elements of the long-term plan for which Draeger's is requesting City Council approval are listed below:

- Continuation of the loading zone on Evelyn Street, with receiving hours restricted to between 5:00 a.m. to 10:00 p.m.;
- Continuation of loading zone in Public Parking Plaza #4, with modified receiving hours from 9 p.m. to 10:00 a.m., Monday through Friday;
- Expansion of the loading zone in Public Parking Plaza #4 by an additional 11 parking spaces, for a total of 22 spaces in the parking plaza, with the use of the expanded area only allowed between midnight to 7:00 a.m., Monday through Friday;
- Continuation of work with vendors to improve delivery operations by:
  - Requesting vendors to make deliveries before 10:00 a.m.;
  - Requesting that vendors use smaller trucks if feasible; and
  - Requesting vendors who use common carriers to switch to a carrier that will commit to making deliveries before 10:00 a.m.
- Continuation of efforts regarding internal operations to maximize the efficiency of the delivery operations including:
  - Scheduling sufficient employee hours related to receiving functions;
  - Requiring all employees involved in delivery operations to read and acknowledge the receiving rules; and
  - Monitoring receiving operations by a closed circuit camera to ensure enforcement of the receiving rules.
- Relocation of the bakery kitchen to a new facility in South San Francisco within 18 months of approval of the long-term plan and relocation of the delicatessen kitchen and floral preparation services thereafter;
- Provision of a system housed inside of the market building for the storage of waste and recyclables, including removal of waste and recyclable by Draeger's-owned vehicles in a manner that does not use the door on Menlo Avenue;
- Use of the private parking lot for the storage of up to two Draeger's-owned delivery vans and one waste disposal truck on a continuous basis, and storage of two panel trucks until the off-site food and floral preparation services are implemented;
- Pumping of the grease interceptor occasionally from the Menlo Avenue door; and
- Establishment of an employee commute program that includes reimbursement payments to all interested employees for 50 percent of their commute trip on public transportation and encouraging new employees to make use of the program.

Staff Evaluation and Recommendation Regarding the Long-Term Plan

Planning and Transportation staff have conducted an evaluation of the long-term plan. The following discussion is organized according to the various proposals contained within the plan and includes a comment on whether or not there is agreement on the

proposal between the independent study and plan, staff's evaluation of the proposal and any conditions that staff would recommend if the proposal were to be approved.

Off-Site Relocation

The long-term plan includes the relocation of the bakery and delicatessen kitchens and floral preparation services to a new facility in South San Francisco. The consultant's study has identified the proposed relocation as having a beneficial impact on the surrounding community and comments on three of the possible benefits.

First, the primary benefit would result from the relocation of between 45 and 55 bakery and delicatessen workers to the new facility, freeing an estimated 30 parking spaces in the downtown area. It is estimated by Draeger's that this relocation will also result in approximately 4,200 square feet of building area being vacated. Draeger's has not indicated a new use for the space, but states that it will not be used for any activity that substantially increases employee headcount. Without clear information on the new use of the 4,200 square feet, it is difficult to verify the benefit of a potential increase in available public parking. In order to address this issue, staff would recommend the following condition:

- The project sponsor shall obtain approval of a use permit prior to occupancy of the portion of the building vacated by the relocation of the bakery and delicatessen kitchens and floral preparation area (approximately 4,200 square feet) for any use of the area other than warehousing or storage.

Second, the consultant's study comments that the relocation would not result in a significant reduction in the number or frequency of delivery trucks since many of the trucks that deliver food processing products also deliver products to other departments. There would be some minor benefit from the potential for shorter unloading times given the assumption that fewer products would be delivered.

Third, the relocation would eliminate the loading of trucks with prepared foods to be delivered to other stores. However, this benefit would be partially offset by new deliveries of prepared foods from the South San Francisco facility to Menlo Park, resulting in an approximate 50 percent decrease in loading and unloading activities related to food processing.

Since there is a potential for some benefits as a result of the relocation, staff supports this proposal. Although staff understands the concern of Draeger's that the ability to relocate is tied to financial constraints, staff believes that it is also important to establish a clear timeline for the relocation. For this reason, staff would recommend the following condition.

- The relocation of the bakery kitchen shall be implemented within 18 months of the approval of the long-term plan by the City Council. The relocation of the delicatessen kitchen and floral preparation services shall be implemented within 24 months following the relocation of the bakery kitchen.

Receiving and Deliveries

Loading Zones

There are two key considerations for the receiving and delivery operations. The first is whether the loading zones should be retained, with or without modifications. The long-term plan proposes the retention of the zones and the consultant supports this position. The Transportation Division staff has observed that since initiation of the new loading operations in September 2001 there has been some improvement on Evelyn Street in terms of loading and unloading activities and truck traffic congestion, especially near Menlo Avenue. Photographs of loading operations in the parking plaza and on Evelyn Street before and after the interim approval in July 2001 are shown in Attachment E. In addition, the Transportation Division has determined that retaining the public parking on the opposite side of Evelyn Street has not resulted in any additional conflicts or problems, and would recommend that this public parking be retained. The Transportation Division will continue to monitor the traffic and parking conditions on Evelyn Street and, if it becomes warranted to eliminate these parking spaces, would recommend such action to the City Council.

In regard to the loading zone on Evelyn Street, staff and the City Attorney are concerned that the location of the loading zone may unreasonably impede access to the property located at the corner of Evelyn Street and Menlo Avenue if this property were to be developed. This is based on the belief that providing access to the site from Menlo Avenue would introduce significant safety concerns in the area. Staff believes that, from a safety perspective, it would be preferable to provide access to the corner property from Evelyn Street. Accordingly, staff would suggest the following condition.

- At such time as City approvals are actively pursued for the development of the property located at 840 Menlo Avenue, the City Council shall reconsider the placement, design and/or use of the loading zones on Evelyn Street.

Specific to the loading zone in the parking plaza, the consultant has recommended that the hours of operation for the zone be increased to allow for more deliveries to occur prior to 10:00 a.m. Draeger's agrees with this recommendation and both parties have suggested that the loading zone be operational from 9:00 p.m. to 10:00 a.m., Monday through Friday. Staff would agree with this change.

In order to minimize impacts of the receiving operations, the consultant has made several other recommendations, including contacting vendors and directing them to make deliveries prior to 10:00 a.m., contacting vendors to determine if smaller trucks can be used, and instructing vendors that use common carriers to switch to ones that will commit to making deliveries before 10:00 a.m. Draeger's has agreed to these recommendations. The Transportation Division supports these recommendations, noting that they would help to divert truck traffic when the parking demand is at its highest, reduce overall congestion in the area, and improve traffic and pedestrian safety. Accordingly, staff would suggest the following condition.

- The project sponsor shall submit on an annual basis written documentation to the Planning Division of efforts made to contact vendors and:
  - Request them to make deliveries prior to 10:00 a.m.;
  - Request that vendors use smaller trucks for deliveries if feasible; and
  - Request that vendors that use common carriers switch to one that will commit to making deliveries before 10:00 a.m.

Staff would also recommend that the current receiving rules in use by Draeger's for its employees involved in delivery operations be formally required by the following condition.

- The project sponsor shall submit on an annual basis written documentation to the Planning Division of efforts regarding internal operations to maximize the efficiency of the delivery operations including:
  - Scheduling sufficient employee hours related to receiving functions;
  - Requiring all employees involved in delivery operations to read and acknowledge the receiving rules; and
  - Monitoring of receiving operations by a closed circuit camera to ensure enforcement of the receiving rules.

Draeger's is proposing to expand the loading area in the parking plaza to the next row of parking to the north, thereby expanding the number of trucks that can make deliveries in the early morning in the parking plaza. The use of the expanded loading area would be used only between the hours of midnight and 7:00 a.m. The study consultant supports this proposal. This proposal would be coupled with a proposal to restrict loading operations on Evelyn Street during approximately the same hours as the expanded loading area would be in use (specifically 10:00 p.m. to 5:00 a.m.). These changes would potentially result in loading operations during the middle of the day taking place primarily on Evelyn Street and nighttime and early morning deliveries taking place primarily in the parking plaza. This should help to reduce traffic congestion in the parking plaza during the daytime and help to reduce noise impacts along Evelyn Street during the night. It should be noted that staff would not support the expanded loading area during other times of the day due to the higher potential for conflicts between automobile traffic and delivery activities. Staff would suggest the following conditions.

- Within 30 days of the approval of the long-term plan by the City Council, the project sponsor shall submit a plan for the loading zones that is consistent with the approved long-term plan and that ensures that all loading and unloading activities in Public Parking Plaza #4 and on Evelyn Street will be conducted in a manner that keeps the traffic aisles in the public parking plaza and Evelyn Street clear and passable at all times and that ensures clear and safe routes for pedestrians that are separate from the loading zones. The plan shall clearly denote the primary and expanded loading zones in Public Parking Plaza #4 and the loading zone on Evelyn Street. The plan shall show the number of parking spaces to be occupied by each zone and the hours each zone is to operate. The plan shall include measures that prevent interference and other potential conflicts with vehicular and pedestrian traffic. Measures such as warning signs, physical

barriers and/or flagmen, shall be used during loading and unloading to ensure vehicular and pedestrian safety. The plan and its implementation shall be subject to the review and approval of the Transportation Division.

- No loading or unloading of any type for Draeger's Supermarket shall occur on Evelyn Street, except within the designated loading hours of 5:00 a.m. to 10:00 p.m.

- No loading or unloading of any type for Draeger's Supermarket shall occur in any public parking plaza, except within the designated loading zone and during designated loading hours. All loading and unloading activities in the primary loading zone shall be conducted between 9:00 p.m. and 10:00 a.m., Mondays through Fridays All loading and unloading activities in the expanded loading zone shall be conducted between midnight and 7:00 a.m.

Shipment Consolidation Program

The second key consideration is based on a recommendation from the consultant for the implementation of a shipment consolidation program for non-jobber products at an off-site warehouse company. This recommendation is strongly supported by the Transportation Division as a way to reduce truck deliveries to the store. However, Draeger's has expressed serious concern over this recommendation, based primarily on the potential financial impacts.

There are a significant number of factors that determine the feasibility of a shipment consolidation program. Although both the consultant and Draeger's have presented a number of factors, it is clear that additional exploration would be necessary to fully understand the benefits and disadvantages of such a program.

Draeger's, the consultant and staff are in agreement that the changes that have been made to the receiving operations as a result of the interim approval granted in July 2001 have resulted in an improvement to the noise levels and traffic congestion in the area. Based on this, it may be reasonable to allow the current operations to continue without implementation of a consolidation program for some period of time, at the conclusion of which the decision to implement a consolidation program may be reconsidered by the City Council. This may serve as additional encouragement to maintain efficient, well-run receiving operations, allow the time necessary for at least a portion of the food preparation services to be located off-site, and allow time to fully evaluate the merits of a consolidation program. Given the timing of the relocation of the bakery kitchen off-site, staff would suggest a two-year time period. The Council may wish to consider the following condition.

- The City Council shall reconsider whether to require the implementation of a shipment consolidation program two years from the approval of the long-term plan. The reconsideration shall be based on the effectiveness of the receiving operations during the preceding two years and the anticipated relocation of food preparation activities.

Draeger's-Owned Delivery Trucks

Draeger's is proposing to store three trucks, including two delivery vans and one waste collection truck, in the private parking lot on a continuous basis. Draeger's is also proposing to park two additional delivery vehicles in the private lot on an interim basis, until the trucks can be relocated to the South San Francisco facility. The 1985 approval of the Draeger's Supermarket expansion did acknowledge that several Draeger's-owned trucks would be parked in the private lot when not in use. Based on observation over the past seven months, staff does not believe that the parking of the delivery vehicles has had an impact on parking availability in the private lot. Staff would support the parking of the trucks and would recommend the following condition.

- Up to three company vehicles, including two delivery vans and one waste collection truck, may be parked in the private parking lot. Up to an additional two delivery trucks may be parked in the private lot when not is use for a period of time not to exceed 42 months from the date of approval of the long-term plan by the City Council.

Waste Storage and Recycling

Staff appreciates the effort Draeger's has made to develop solutions for the storage and removal of waste materials and recyclables that minimize adverse impacts to the parking plaza and Menlo Avenue. Staff would note that the new system involves the use of a Draeger's vehicle for the overnight storage of waste in the private parking lot since waste is collected from the store and placed into the Draeger's truck three times per day at 6:00 a.m., 9:00 a.m. and 3:00 p.m, but only disposed of once per day at 9:00 a.m. Draeger's implemented this system several months ago. To date no complaints have been received and staff has not observed any issues related to odors or cleanliness. The system is also required to adhere to Section 7.04.070 of the Municipal Code related to cleanliness of collection vehicles. This section is noted below.

> *Section 7.04.070 Cleanliness of Collection Vehicles. All vehicles used in the collection, removal or hauling of garbage shall be watertight and equipped with a covering, maintained in place to prevent the needless escape of odors therefrom and the dropping of garbage from the vehicle. Such vehicles shall be thoroughly cleaned inside and outside with an approved disinfectant or with live steam after each day of use and shall be neatly painted and at all times present a cleanly appearance.*

Staff believes that this is a viable alternative to constructing a trash facility in the parking plaza. The conditions previously appended to the July 24, 2001 approval have been amended in Attachment A to remove references that allow for the construction of a trash facility in the parking plaza and the use of the Menlo Avenue door for of the removal of recyclables.

Staff further acknowledges the need of Draeger's to pump the grease interceptors from the Menlo Avenue door once every few months. Staff would suggest the following condition.

- The service door on Menlo Avenue shall only be used for emergency access and occasional pumping of the grease interceptor as required by the San Mateo County Health Department. The pumping shall occur between 9 p.m. and 11 p.m.

Employee Commute Program

Staff supports the implementation of the proposed employee commute program and recommends inclusion of the following condition.

- The project sponsor shall implement an employee commute program that reimburses all interested employees for 50 percent of the cost of commuting by public transportation. The program shall be developed in writing and submitted to the Transportation Division for review and approval within 30 days of the City Council approval of the long-term plan. Thereafter, the project sponsor shall submit an annual report to the Transportation Division on the employee utilization of the program and efforts made to promote the program among employees.

Based on the modifications to the conditions as represented in Attachment A, staff would recommend approval of the long-term plan.

IMPACT ON CITY RESOURCES

There is no direct impact on City resources associated with the action in this staff report.

POLICY ISSUES

The recommendation does not represent any change to existing City policy.

ENVIRONMENTAL REVIEW

At its meeting of July 24, 2001, the City Council determined that the establishment of the loading zones is exempt under Class 1 that provides for minor alterations to existing structures, including streets and similar infrastructure, and Class 4 that provides for minor alterations of land, including street right-of-ways of the current California Environmental Quality Act (CEQA) Guidelines.

Arlinda Heineck

Arlinda Heineck, Chief Planner
Report Author

PUBLIC NOTICE:

Public notification consisted of publishing a legal notice in the local newspaper and notification by mail of owners and residents within 300 feet of the subject property.

ATTACHMENTS

A. Draft Action and Conditions for Approval of a Long-Term Plan for Receiving Operations at Draeger's Supermarket
B. Food Processing and Delivery Operations Study of Draeger's Supermarket, dated February 26, 2002
C. Long-Term Plan for Market Operations prepared by Draeger's Supermarkets, Inc., undated
D. Photographs of loading activities on Evelyn Street and in the parking plaza before and after July 2001
E. Approved Project Plans
F. Approved Project Conditions, dated July 24, 2001
G. Excerpts of the Minutes of the July 10, 2001 Council Meeting
H. Excerpts of the Minutes of the July 24, 2001 Council Meeting

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Attachment A

DRAFT ACTION AND CONDITIONS FOR APPROVAL OF A LONG-TERM PLAN FOR RECEIVING OPERATONS AT DRAEGER'S SUPERMARKET

1010 University Drive

March 5, 2002

The City Council approves the Long-Term Plan for Market Operations, prepared by Draeger's Supermarkets as modified to include the following elements:

a. Continuation of the loading zone on Evelyn Street, with receiving hours restricted to between 5:00 a.m. to 10:00 p.m.;

b. Continuation of the loading zone in Public Parking Plaza #4, with modified receiving hours from 9 p.m. to 10:00 a.m., Monday through Friday;

c. Expansion of the loading zone in Public Parking Plaza #4 by an additional 11 parking spaces, for a total of 22 spaces in the parking plaza, with the use of the expanded area only allowed between midnight to 7:00 a.m., Monday through Friday;

d. Continuation of work with vendors to improve delivery operations by:
   - Requesting vendors to make deliveries before 10:00 a.m.;
   - Requesting that vendors use smaller trucks if feasible; and
   - Requesting vendors who use common carriers to switch to a carrier that will commit to making deliveries before 10:00 a.m.

e. Continuation of efforts regarding internal operations to maximize the efficiency of the delivery operations including:
   - Scheduling sufficient employee hours related to receiving functions;
   - Requiring all employees involved in delivery operations to read and acknowledge the receiving rules; and
   - Monitoring of receiving operations by a closed circuit camera to ensure enforcement of the receiving rules.

f. Relocation of the bakery kitchen to a new facility in South San Francisco within 18 months of approval of the long-term plan and relocation of the delicatessen kitchen and floral preparation services thereafter;

g. Provision of a system housed inside of the market building for the storage of waste and recyclables, including removal of waste and recyclable by

Draeger's-owned vehicles in a manner that does not use the door on Menlo Avenue;

h. Use of the private parking lot for the storage of up to two Draeger's-owned delivery vans and one waste disposal truck on a continuous basis, and storage of up to two panel trucks until the off-site food and floral preparation services are implemented;

i. Pumping of the grease interceptor occasionally from the Menlo Avenue door; and

j. Establishment of an employee commute program that includes reimbursement payments to all interested employees for 50 percent of their commute trip on public transportation and encouraging new employees to make use of the program.

The implementation of the Long-Term Plan for Market Operations shall be subject to the following conditions.

1. Within 30 days of the approval of the long-term plan by the City Council, the project sponsor shall submit a plan for the loading zones that is consistent with the approved long-term plan and that ensures that all loading and unloading activities in Public Parking Plaza #4 and on Evelyn Street will be conducted in a manner that keeps the traffic aisles in the public parking plaza and Evelyn Street clear and passable at all times and that ensures clear and safe routes for pedestrians that are separate from the loading zones. The plan shall clearly denote the primary and expanded loading zones in Public Parking Plaza #4 and the loading zone on Evelyn Street. The plan shall show the number of parking spaces to be occupied by each zone and the hours each zone is to operate. The plan shall include measures that prevent interference and other potential conflicts with vehicular and pedestrian traffic. Measures such as warning signs, physical barriers and/or flagmen, shall be used during loading and unloading to ensure vehicular and pedestrian safety. The plan and its implementation shall be subject to the review and approval of the Transportation Division.

2. No loading or unloading of any type for Draeger's Supermarket shall occur on Evelyn Street, except within the designated loading hours of 5:00 a.m. to 10:00 p.m.

3. No loading or unloading of any type for Draeger's Supermarket shall occur in any public parking plaza, except within the designated loading zone and during the designated loading hours. All loading and unloading activities

in the primary loading zone shall be conducted between 9:00 p.m. and 10:00 a.m, Mondays through Fridays. All loading and unloading activities in the expanded loading zone shall be conducted between midnight and 7:00 a.m., Mondays through Fridays.

4. No pallets, merchandise, garbage or any other materials or equipment shall be temporarily or permanently stored in the parking plaza or on public streets, except within the loading zones in the public parking plaza during actual loading and unloading operations within the designated loading hours.

5. The delivery doors on the north side of the building shall remain fully closed at all times, except during loading and unloading operations. When loading and unloading is occurring, the doors are to be maintained in a fully open position. The applicant shall maintain a warning or safety device to alert the public when the delivery doors are to be opened. The warning device shall be subject to the review and approval of the Planning and Transportation Divisions.

6. The project sponsor shall submit on an annual basis written documentation to the Planning Division of efforts made to contact vendors and:
   - Request them to make deliveries prior to 10:00 a.m.;
   - Request that vendors use smaller trucks if feasible; and
   - Request that vendors that use common carriers switch to one that will commit to making deliveries before 10:00 a.m.

7. The project sponsor shall submit on an annual basis written documentation to the Planning Division of efforts regarding internal operations to maximize the efficiency of the delivery operations including:
   - Scheduling sufficient employee hours related to receiving functions;
   - Requiring all employees involved in delivery operations to read and acknowledge the receiving rules; and
   - Monitoring of receiving operations by a closed circuit camera to ensure enforcement of the receiving rules.

8. A Police Business phone number shall be maintained for the public to register complaints related to the loading and unloading operations. Signs shall be posted in the parking plaza advising the public of the complaint line and the phone number. The sign text and placement shall be subject to review and approval of the Transportation and Engineering Divisions.

9. If and when the loading zone in the public parking plaza is discontinued, the project sponsor shall restore the Evelyn Street curb cut, landscaping,

and all street furniture to its pre-existing conditions. The restoration shall be to the satisfaction of the Planning, Engineering, and Transportation Divisions.

10. The service door on Menlo Avenue shall only be used for emergency access and occasional pumping of the grease interceptor as required by the San Mateo County Health Department. The pumping shall occur between 9 p.m. and 11 p.m.

11. The project sponsor shall make the parking spaces located in the Draeger's private parking lot located across Menlo Avenue available to the public for short-term parking from 9:00 p.m. to 10:00 a.m., Monday through Friday. In addition, the project sponsor shall designate and make available a number of spaces in the private lot to compensate for public spaces lost as a result of the establishment of the loading zone on Evelyn Street for short-term public parking. Signs shall be installed by the project sponsor in Parking Plaza #4 and in the Draeger's private lot indicating the availability of the parking. The private lot shall be made available for public parking until such time that full-time permanent parking is restored on Evelyn Street and in Public Parking Plaza #4. The design and placement of the signs shall be subject to the review and approval of the Planning and Transportation Divisions.

12. Up to three company vehicles, including two delivery vans and one waste collection truck, may be parked in the private parking lot. Up to an additional two delivery trucks may be parked in the private lot when not in use for a period of time not to exceed 42 months from the date of approval of the long-term plan by the City Council.

13. The relocation of the bakery kitchen shall be implemented within 18 months of the approval of the long-term plan by the City Council. The relocation of the delicatessen kitchen and floral preparation services shall be implemented within 24 months following the relocation of the bakery kitchen.

14. The project sponsor shall implement an employee commute program that reimburses all interested employees for 50 percent of the cost of commuting by public transportation. The program shall be developed in writing and submitted to the Transportation Division for review and approval within 30 days of the City Council approval of the long-term plan. Thereafter, the project sponsor shall submit an annual report to the Transportation Division on the employee utilization of the program and efforts made to promote the program among employees.

15. The project sponsor shall obtain approval of a use permit prior to occupancy of the portion of the building vacated by the relocation of the bakery and delicatessen kitchens and floral preparation area (approximately 4,200 square feet) for any use of the area other than warehousing or storage.

16. The City Council shall reconsider whether to require the implementation of a shipment consolidation program two years from the approval of the long-term plan. The reconsideration shall be based on the effectiveness of the receiving operations during the preceding two years and the anticipated relocation of food preparation activities.

17. At such time as City approvals are actively pursued for the development of the property located at 840 Menlo Avenue, the City Council shall reconsider the placement, design, and/or use of the loading zones on Evelyn Street.

18. The City Council reserves the right to terminate the encroachment permit and loading zones in Public Parking Plaza #4 and on Evelyn Street, and/or to impose additional limitations or restrictions on such permits and loading zones, including but not limited to, limiting hours of delivery, elimination of all or part of loading zones, etc., if, in the opinion of the City Council, the operations and activities resulting from any of these approvals create traffic, circulation, parking, safety, noise and/or other problems or negative impacts in the vicinity of the Draeger's market property.

FOOD PROCESSING AND DELIVERY OPERATIONS STUDY

Of

DRAEGER'S SUPERMARKET

Prepared for the City of Menlo Park, California

By

Business Logistics

February 26, 2002

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Food Processing and Delivery Operations Study
of
Draeger's Supermarket

Purpose of Study

The purpose of this study is to evaluate the food processing and delivery operations of Draeger's Supermarket in Menlo Park to determine:

1. **The current food preparation and delivery operations of the market and,**
2. **What changes can be made to reduce the impact of the market's food preparation and delivery operations on the surrounding community.**

Study Format

This Study comprises our analysis of two key areas of the operations of Draeger's Supermarket – food preparation services and delivery logistics. Each area contains related issues that we were asked by the City to evaluate, and these issues are highlighted with bullet points (•).

The Study identifies aspects of Draeger's operations that can be improved in order to minimize community impact, and our recommendations are included along with the anticipated benefits to be derived. Our estimates of the amount of time required to complete these recommendations are also included. *Please note that recommendations are sequentially numbered.*

The study ends with a summary of our recommendations for easy reference.

Background and Overview

Draeger's Supermarket in Menlo Park houses functions that include a grocery store, deli and take-out services, catering services, a restaurant, cooking classes and demonstrations, food preparation and warehousing. In total, goods are supplied to the store by approximately 6,000 vendors who use various sizes and types of vehicles, ranging from small vans to large tractor-trailer trucks of 50 feet in length.

Since discontinuing its use of a lot behind the store as a receiving area, Draeger's has been operating under an alternate and temporary receiving method based on the use of loading zones on Evelyn Street and in public parking plaza #4, adjacent to the market

building. Our firm was appointed by the City to conduct a Food Processing and Delivery Operations Study to evaluate Draeger's operations and to identify improvements in these areas that have the potential to reduce any negative impact of the business on the community. This assignment requested that we make recommendations for:

- Changes to the food preparation operations that would result in lesser impact to the immediate area of the market.

- Changes to the warehousing and loading and unloading operations that would result in increased efficiencies in deliveries (by reductions in the number and/or size of trucks and stronger control over delivery operations) and reduced impact to the immediate area.

We were also asked to review and comment on a long range plan for food preparation, receiving, and delivery operations to be submitted to the City by Draeger's, and to develop information regarding certain aspects of food preparation and delivery logistics. Each of these aspects is restated in this document along with information requested.

Information Sources

Information used to prepare this Study was derived from:

- Direct observations of
  - Draeger's delivery and food preparation operations
  - Receiving operations of other grocery stores in the general area

- Review of Draeger's receiving records and other materials listing 4,340 deliveries made to various store departments during a three-month period ending December 18, 2001

- Conversations with
  - Arlinda Heineck, City of Menlo Park Chief Planner
  - Jamal Rahimi, City of Menlo Park Transportation Manager
  - Draeger's management:
    - Richard Draeger
    - Steve Miller, Security Director
    - Wes Rose, Receiving Manager
  - Local non-grocery merchants and businesses
  - Managers of other local grocery stores
  - Draeger's primary grocery wholesaler (Unified Western Grocers)
  - Major suppliers to Draeger's delivering via large trucks
  - Representatives of trucking and warehouse companies

Food Preparation Services

- *Description of all current and projected food preparation activities*

  Draeger's in Menlo Park prepares all delicatessen and bakery products in its in-store kitchens and in an on-site "from scratch" bakery (pastry, bread, cakes, pies). Operations conducted include salad bar preparation, deli preparation, floral arranging, and gift basket assembly.

  These operations at the Menlo Park store facilities are used to supply Draeger's stores in Menlo Park, San Mateo, and Los Altos. Local catering orders are also prepared at the Menlo Park location.

- *Description of the food preparation services for the Menlo Park store and other stores*

  Approximately 42% of all items produced in Menlo Park are sold at the Menlo Park store. The kitchen stores ingredients for production but all remaining finished product is distributed immediately to the other stores in San Mateo and Los Altos.

- *Description of the catering business, including the local vs. regional customer base*

  Approximately 60% of all catering orders are placed in the Menlo Park store for clientele frequenting that store. Local customers pick up most orders, and orders not picked up are delivered to the communities of Menlo Park, Atherton, Portola Valley, and Woodside from the Menlo Park store using a company vehicle. Approximately 40% of catering orders are placed at the Los Altos and San Mateo Stores.

  Catering services are provided for groups of 6 people to 500 people ranging from buffets to sit-down dinners. Draeger's provides alcoholic beverages, floral and equipment rentals, party planning, and servers and bartenders if required.

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- *Description of area used for food preparation*

  Floor space of approximately 6,600 square feet on the second level is dedicated to kitchens and cold storage. A variety of ovens, ranges, sinks, mixers, and preparation tables are used. A "dumb waiter" is utilized to bring products to the downstairs bakery and deli sales areas. A 4-pallet freight elevator located at the rear of the building is utilized for deliveries into and out of the store.

- *Description of the jobs and number of employees in food preparation*

  Draeger's employs 33 bakery and 27 delicatessen employees. The jobs are all preparation in nature. Supervisory and ordering activities are conducted by 4 individuals in the bakery and 2 in the delicatessen, however, these same individuals are "hands on" in the production process.

- *Analysis of what portions of food preparation can be successfully relocated off-site and the beneficial and adverse impacts of the relocation, including reductions in employees at the market, reductions and/or increases in deliveries related to food preparation and reduction in square footage dedicated to food preparation*

  Draeger's is planning to construct a new $11 million, 49,000-square-foot food processing operation in South San Francisco with expectations of completing the transfer of most food preparation services to this new facility within 30 months. Operations that are slated to be transferred to this new facility include the delicatessen and bakery operations, "short order" food preparation conducted in the restaurant segment within the store will continue at its present location. The expected reduction in square footage dedicated to food preparation at the Menlo Park store is 4,200 square feet. This amount of space will be made available when the kitchens are moved out.

  The new operation will relocate 25-30 bakery employees initially, to be followed by another 20-25 employees when deli operations are moved. A primary benefit to the community will be increased availability of parking in the vicinity of the store resulting from relocating these employees to South San Francisco. Richard Draeger estimates that as many as 60% - 65% of these employees currently park during peak periods in the plaza and on the city streets. He further estimates that 30 parking spaces will become available when the move is completed.

  Approximately 10% of the products delivered to the store are for food preparation activities. Negligible differences in inbound delivery frequency or in the number of trucks are expected since the vendors who currently deliver to the food preparation facilities also deliver to the other departments of the store. The length of time per delivery may shorten somewhat, however, since lesser quantities of products would be unloaded with each delivery.

Draeger's shuttling of its own products to its other stores will decrease by 50% resulting from the relocation. Currently, 4 trips are made from Menlo Park to the other stores, and these moves will be replaced by a new inbound movement of 2 trips from South San Francisco to the Menlo Park store. The trips from the store are primarily loading which takes about 45 minutes each time or 3 hours in total. The 2 trips that will occur to the Menlo Park store once its preparation activities have been relocated will be unloading in nature which will require 30 minutes or 1 hour in total. Therefore, the expected time saved would be 2 hours per day.

- *Recommendations for changes to the food preparation operations that would result in lesser impact to the immediate area of the market*

  The planned off-site relocation of food preparation operations will produce the greatest benefits to the immediate area of the market in terms of an increase in the number of available parking spaces in the plaza and on the street (approximately 30 spaces per Draeger's estimate).

  Added benefits will come from the elimination of the loading of delivery trucks with shipments of prepared food products destined to the San Mateo and Los Altos stores. This activity will be offset in part, however, by deliveries made from the new South San Francisco facility to the Menlo Park store. We believe that there would be minimal traffic and noise impact on the surrounding neighborhood in Menlo Park since company-owned vehicles will perform these deliveries, allowing for easier control over hours of delivery.

  As previously indicated, about 10% of the products delivered to the store are destined to be used for food preparation. As such, the number of trucks and deliveries will remain the same since these same vendors deliver products to other departments of the store. The length of delivery time will decrease due to the reduction in volume per delivery.

  Catering activities, including deliveries to local customers, will continue in its current form since it is neighborhood based and "short order" in nature.

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Delivery Logistics

- *Description of the current loading operations, including the size and number of delivery vehicles, the type of products delivered by each vehicle and the aspect of market operations supported by the delivery*

  Note: All *loading operations* are conducted using Draeger's vehicles, and this section discusses these operations. *Unloading operations* consist primarily of deliveries made by vendors to Draeger's and are discussed elsewhere in this report.

  Draeger's operates seven company-owned vehicles. Eighty five percent of the activities performed by these trucks are in the support of the San Mateo and Los Altos stores with regular deliveries from Menlo Park.

  Below is a listing of the assigned roles of these trucks and their usual parking locations:

  1. Produce (35' truck, parked at the South San Francisco Produce Market)
  2. Floral (21' truck, parked in a private lot in San Francisco)
  3. San Mateo shuttle (23' truck, parked in Draeger's private parking lot)
  4. Los Altos shuttle (28.5' truck, parked in Draeger's private parking lot)
  5. Delivery van #1 (parked in Draeger's private parking lot)
  6. Delivery van #2 (parked in Draeger's private parking lot)
  7. Older van (used for garbage removal, parked in Draeger's private parking lot)

  Scheduled deliveries are as follows:

  1. Produce: Produce is delivered each weekday from the South San Francisco Produce terminal. Each delivery takes approximately 45 minutes. This vehicle supplies all fruits and vegetables available for resale in the produce department and used in the upstairs bakery and delicatessen kitchens.

  2. Floral: The floral vehicle delivers 3 times per week on Monday, Wednesday, and Friday from the San Francisco floral market that takes approximately 30 minutes each time. All floral merchandise and supplies for sale at the Menlo Park store depend on this vehicle.

  3. San Mateo shuttle: This truck makes 2 deliveries per day to the San Mateo store.

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4. Los Altos shuttle: This truck makes 2 deliveries per day to the Los Altos store.

5. Delivery van #1: There are no scheduled deliveries for this vehicle.

6. Delivery van #2: There are no scheduled deliveries for this vehicle.

7. Older van: This van is used for garbage removal which is performed at 9:00 am, Monday through Saturday.

Note: The two shuttles (#3 and # 4 above) consist of 2 bobtail style (23 feet and 28.5 feet) vehicles that are loaded with bakery and delicatessen foods prepared in Menlo Park (a bobtail truck is similar in type and size to a large U-Haul rental truck and often is equipped with a hydraulic or electric lift gate). Loading of these trucks takes approximately 45 minutes each. Additionally, cardboard bales, frozen food racks, and wooden pallets are transported to the San Mateo store for pickup by the appropriate vendors.

Freshly prepared sausages, cleaned baking racks, transport carts, sheet pans, and packaging supplies are backhauled to the Menlo Park store with each truck returning from the San Mateo store. Consolidated San Mateo deliveries of house wares, flowers, and wine are also backhauled. These trucks backhaul a minimal amount of other products to Menlo Park for resale such as volume discount buys of groceries that are stored at the San Mateo store.

- *Description of the truck routes used by each delivery vehicle.*

A. Los Altos shuttle truck (2 runs per day): Route is Santa Cruz Avenue to 280 and back.

B. San Mateo shuttle truck (2 runs per day): Route is Menlo/Ravenswood Avenue to 101 and back for the early run and then 280 to Menlo Avenue for a later run.

C. Produce truck (1 run per day): Route is 101 to Menlo Avenue at 9:00 am.

D. Floral delivery (3 runs per week): Route is 280 to Santa Cruz Avenue on Monday, Wednesday, and Friday at approximately 8:30 am.

E. Garbage removal: Route (6 runs per week) is Menlo Avenue to 101 and back along the same route at approximately 9:00 am Monday through Saturday, with a return by 11:30 am.

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- *Description of the loading and unloading areas used by each vehicle and the days and hours this activity takes place.*

  A. Los Altos and San Mateo shuttle early runs are staged along Evelyn Street at 4:00 am, 7 days per week.

  B. Los Altos and San Mateo shuttle later runs are staged on Evelyn Street at approximately 7:30 am, 6 days per week (not Sunday).

  C. Produce delivery is staged in the parking plaza at 9:00 am weekdays only.

  D. Floral delivery is staged in the parking plaza at approximately 8:30 am Monday, Wednesday, and Friday.

  E. Garbage removal is done with a 22' truck 6 days per week at 9:00 am in the parking plaza and 6:00 am and 3:00 pm on Evelyn Street for approximately 20 minutes each time.

- *Description of inbound and outbound deliveries, with specific reference to whether the deliveries are serving the Menlo Park grocery business or food preparation.*

Inbound deliveries: Approximately 6,000 vendors supply products to Draeger's. Products from these vendors are delivered directly by them, by distributors, and by grocery wholesalers.

Deliveries average about 35 per weekday. Approximately 15 deliveries are made before 9:00 am and the remaining deliveries are made at various times throughout the day. Trucks delivering to the store on a typical day consist of vans, straight trucks ranging to 20 feet in length, bobtail trucks ranging in length to 30 feet, and large tractor-trailer trucks in excess of 50 feet in length. Approximately 10% of all products delivered are specifically for use in the food preparation kitchens.

The largest single inbound delivery is made on Mondays, Wednesdays, and Fridays at 9:00 pm by Draeger's primary wholesale grocer, Unified. Using a large tractor-trailer truck, Unified delivers 16-20 pallets per delivery, representing about 18% of the store's inventory.

Outbound deliveries: These deliveries are made using Draeger's-owned trucks and are described above.

- *Description of loading and unloading activities, other than those related to Draeger's Supermarket, that takes place in the immediate area.*

Numerous common carrier deliveries occur for all the businesses on the opposite side of parking plaza #4 throughout the day a minimum of six days a week. Peet's

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own delivery trucks regularly utilize the loading zone on the opposite side of the plaza. Trucks delivering to businesses in parking plaza #5 regularly use parking spaces in the plaza, not just the loading areas. There appear to be no set delivery times or limitations on delivery hours for other businesses.

- *Analysis of loading and unloading operations for other grocery stores, including Safeway, Whole Foods, Mollie Stone's, Andronico's, and other Draeger's markets.*

We observed delivery operations at the following stores:

- Andronico's – Stanford
- Cosentino's
  - San Jose (South Bascom Ave.)
  - Santa Clara (Homestead Road)
- Draeger's, San Mateo
- Draeger's, Los Altos
- Lunardi's - Belmont
- Mollie Stone's - Palo Alto
- Safeway, Menlo Park
- Trader Joe's – Menlo Park
- Whole Foods – Palo Alto

Our focus during these observations was on the receiving areas of these stores and whether trucks must use public streets or parking plazas to make deliveries. We found that trucks delivering to both Andronico's and Lunardi's do travel through parking lots in order to access the delivery areas of these stores, and trucks delivering to Mollie Stone's use on-street parking (directly across from a high density residential complex) to accomplish deliveries. Photos of Draeger's receiving operations along with those of other stores appear in the attached Exhibit "A".

- *Analysis of the beneficial and adverse impacts if all or a portion of existing food preparation services and/or warehousing activities were located off-site; and recommendations for changes to the warehousing and loading and unloading operations that would result in increased efficiencies in deliveries (by reductions in the number and/or size of trucks and stronger control over delivery operations) and lesser impact to the immediate area.*

Off-site food preparation services. As previously noted, the benefits of locating food preparation services off-site include an increase in the availability of local parking and the elimination of scheduled outbound deliveries from Menlo Park to Draeger's other stores in San Mateo and Los Altos. There may be an adverse impact on Draeger's in reducing the ready and immediate availability of some prepared food items in Menlo Park since these items will have to be delivered from the remote location.

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The removal of food preparation services (not including catering and restaurant activities) in Menlo Park will free up about 4,200 square feet of space in the market building.

Warehousing and consolidation. A very effective way to reduce the number of trucks and deliveries is with an inbound shipment consolidation program operated at an off-site warehouse. These programs can accumulate products from multiple vendors, combining them to form larger, less frequent deliveries than the recipient stores would otherwise obtain. Grocery stores in Menlo Park that largely rely on consolidations include Safeway (products are stored and shipments are consolidated at a warehouse in Tracy), and Trader Joe's (using a warehouse in Modesto).

Most grocery consolidation programs are limited to those products that are not delivered by "jobbers" (i.e., companies using drivers that perform additional services such as stocking product on shelves, writing sales orders, rotating stock, removing product with expiring code dates, and arranging promotional merchandising displays). Typical jobber deliveries include bread and snack foods requiring this kind of in-store point-of-sale attention. Some stores, however, choose to have all products, jobber as well as non-jobber, included in their consolidation programs and use their own employees to perform many of these services.

As a three-store company, Draeger's is much smaller than Safeway or Trader Joe's but it does use inbound consolidation services to a certain extent. These services are provided by Unified Western Grocers, a wholesale grocery cooperative of which Draeger's is a member-owner. Unified operates a warehouse in Stockton where it makes large volume buys of products from numerous vendors and then consolidates these products for redistribution to its member stores. Approximately 18% of the inventory delivered to Draeger's arrives at its Menlo Park store via consolidated deliveries from Unified's warehouse in Stockton.

Draeger's has the potential to receive a much larger portion, or even all, of its products on a consolidated basis by expanding its inbound consolidation program. Through the addition of a "cross-dock" delivery arrangement at an off-site warehouse, vendors that currently sell and deliver directly to Draeger's would continue to sell directly but would make deliveries to the off-site warehouse instead of to Draeger's store.

We have identified four companies with "cross-dock" shipment consolidation capabilities that are interested in performing such a service for Draeger's. These companies are:

- Devincenzi Trucking. This company operates a facility in San Francisco.
- Prism Team Services, Inc. Prism operates a facility in Union City.
- Seaside Refrigerated Transport. Seaside performs delivery services of food products and is a delivering agent for FFE, one of the largest refrigerated food product transporters in the U.S. Seaside's facility is located in Hayward.

- Weber Distribution. Weber operates a warehouse in San Leandro and has confirmed to us that these services can be performed for Draeger's at its San Leandro facility.

Each of these companies is eager to work with Draeger's to establish a delivery consolidation program to the Menlo Park store.

Costs. An off-site cross-dock consolidation program would result in higher operating costs to Draeger's than those produced by the existing receiving method (not counting the expense of the formerly used receiving lot). On the other hand, Draeger's would receive fewer trucks and would have greater control over scheduling the receipt of a larger portion of the goods it receives.

We have obtained consolidation service pricing information from several candidate companies and have used this information to prepare initial estimates of the cost of an expanded consolidation program under two scenarios as follows (copies of correspondence from these companies indicating proposed service rates are attached as Exhibit "B"):

Scenario 1:

Draeger's major deliveries are made by Unified, Columbus, and Sysco. These deliveries are made within the current receiving hours of the parking plaza, and as such operate very efficiently. This scenario proposes establishing a cross-dock consolidation program for vendors other than these three.

The following costs represent what may be a "worst case" situation in that the average volumes are based on a heavier than normal week (January 28 – February 1, the week before Superbowl weekend). These volumes are (dry and refrigerated, jobber and non-jobber):

Average number of pallets/day:	14
Average number of loose cases/day:	907

Please note that loose case handling and delivery charges are included in the Seaside pallet charges):

	Devincenzi	*Prism*	*Seaside*	*Weber*
Pallets	$ 136.00	$ 102.00	$ 874.00	$ 81.60
Loose cases	$ 317.31	$ 543.96	$ -	$ 438.88
Delivery	$ 300.00	$ 350.00	$ -	$ 235.00
Totals	$ 753.31	$ 995.96	$ 874.00	$ 755.48
Annual totals	**$ 188,327.50**	**$ 248,990.00**	**$ 218,500.00**	**$ 188,870.00**

By Draeger's own estimates, 21 to 25 jobber deliveries are made to the store each day. Including traditional jobber merchandise in an off-site warehouse consolidation would result in additional labor costs to Draeger's since its own employees would perform services that are now being carried out by jobber delivery truck drivers. There may be some offsetting reductions in product and delivery costs to Draeger's, however.

Scenario 2:

An option that could minimize the impact of the cost of a consolidation program while providing many of the benefits of such a program to the community would be to limit off-site warehouse consolidation services to those deliveries that cannot otherwise be made between 9:00 pm to Midnight and 5:00 am to 10:00 am. This scenario provides initial estimates of costs under such a limited consolidation.

Using information provided by Draeger's for the same heavier-than-average time period used in the above example (and excluding Unified, Sysco, and Columbus deliveries), we have determined that these "worst case" estimated costs, based on non-negotiated bids, would apply for a modified program impacting only those deliveries that are not made within the established parking plaza receiving window. For this period, these deliveries averaged 9.2 trucks per day, 3.4 of which were jobber deliveries. Average quantities of products delivered were:

Average number of pallets/day:	1
Average number of loose cases/day:	63

	Devincenzi	Prism	Seaside	Weber
Pallets	$ 25.00	$ 20.00	$ 270.00	$ 30.00
Loose cases	$ 22.05	$ 31.50	$ -	$ 44.10
Delivery	$ 300.00	$ 275.00	$ -	$ 235.00
Totals	$ 347.05	$ 326.50	$ 270.00	$ 309.10
Annual totals	**$ 86,762.00**	**$ 81,625.00**	**$ 67,500.00**	**$ 77,275.00**

Please note that the costs determined in both scenarios are not final and further negotiations will be necessary. These costs are based on initial bids that should be refined using actual vendor detail such as the number of cases and pallets delivered by each vendor, vendor delivery schedule information, delivery schedules at Menlo Park, and other information. The application of minimum charges might also come into play in certain circumstances and may have an impact on these costs. Furthermore, cost reductions may be achieved by negotiating charges to based on per hour labor vs. per case fees.

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RECOMMENDATION:

1. Develop an expanded consolidation program at an off-site warehouse company. Implementing this process would include the following actions:

   A) Collect daily and weekly delivery volume information by vendor, including product case specifications and pallet counts;

   B) Negotiate specific prices for consolidation and delivery services, and;

   C) Develop operating procedures for the warehouse, vendors, and Draeger's;

   D) Contact vendors regarding the program and manage the transition to the new delivery method;

   E) Monitor results and make adjustments as nec essary.

   - Anticipated benefits of this recommendation: Will reduce the number of trucks delivering to the store.

   Estimated time to complete: We estimate that an expanded consolidation program can be phased in with completion in approximately 4-8 months.

Loading and Unloading Operations. *Loading operations* involve the use of Draeger's-owned trucks for the purposes of transporting prepared food items to other stores, for local deliveries of catering items, and for removal of garbage. These vehicles have a relatively minor impact on the local community as compared to the number of other delivering trucks and the amount of time these deliveries take to accomplish.

Draeger's has arranged to remove garbage from its store six days per week, eliminating the need for trash storage in the public parking plaza. This arrangement has resulted in two parking spaces being made available that would otherwise have been required for the previously proposed trash facility in the plaza.

The relocation of food preparation services to South San Francisco will reduce the amount of loading activity at the Menlo Park store since deliveries to other stores will be eliminated. This relocation will have the greatest impact on loading operations within the surrounding community and we recommend that it be vigorously pursued.

Unloading operations involve deliveries of products supplied by a multitude of companies that sell to Draeger's. Based on our observations, discussions with Draeger's management and employees, inbound truck drivers, and local merchants, the impact of unloading operations on the local neighborhood has actually improved since Draeger's began utilizing its present receiving plan. Improvements have been reported in terms of reduced noise (since trucks now unload farther away from residences and businesses on Menlo Avenue), and in terms of less traffic congestion on Evelyn near Menlo. Draeger's receiving manager, Wes Rose, has been aware of community concerns and

we have observed him as being very active in directing truck traffic in the area to minimize noise and traffic problems.

To our knowledge, the City has received no complaints since this receiving method has been in place.[1] We do feel, however, that additional improvements can be made to further minimize community impact on a long-term basis.

Draeger's plaza loading zone hours are 9:00 pm to Midnight and 5:00 am to 10:00 am, and an average of 35 deliveries are made daily. Although Draeger's has rescheduled some daytime deliveries to arrive before 10:00 am, trucks do arrive after this time and on into the afternoon when parking demand in the immediate area increases. Typically, the only nighttime delivery made from 9:00 pm to Midnight is a tractor-trailer truck from Unified that arrives at about 9:00 pm to make a major delivery. The remaining deliveries occur in the morning hours.

If these remaining deliveries were made within a 5:00 am to 10:00 am time window, Draeger's would receive about 7 deliveries per hour and there would not be enough room in the existing loading zones to accommodate the number of trucks that would be arriving. Extending the time window for receiving would give the delivering carriers more delivery time options and could considerably reduce the number of deliveries that are made after 10:00 am.

RECOMMENDATIONS:

2. Extend loading zone hours of operation in the public parking plaza to the hours of 9:00 pm to 10:00 am, Monday through Friday.

3. Contact vendors and direct them to make deliveries before 10:00 am. In our experience, many vendors will adjust delivery routes and schedules whenever possible to accommodate customer requests to do so.

4. Retain current loading zones on Evelyn Street.

    - Anticipated benefits of recommendations 2-4: Will allow for earlier deliveries resulting in reduced truck congestion in the public parking plaza, on Evelyn, and on surrounding streets. Will increase safety in these areas for pedestrians, drivers, and bicyclists.

    - Estimated time to complete: Loading zone hours of operation to be determined by City. Contacting vendors to advise them to deliver before 10:00 am will require approximately 30-45 days.

[1] The City has recently received one letter inquiring about the progress of Draeger's proposed changes.

Large trucks

A significant number of vendors are using large trucks (tractor-trailer trucks in excess of 40 feet in length) to make deliveries. These trucks contribute to traffic congestion due to their length and the longer amount of time it takes to maneuver them into place for unloading. Many of these trucks have to enter parking plaza #5 then back up into position alongside the receiving area next to the store (see accompanying photos in Exhibit "A").

Below is a list of vendors that are using these larger trucks for deliveries:

Alliance Gas
Alvarado St Bakery
Area Dist Co
Berkeley Farms Milk
Bi Rite Bakery
Britwhole Sale Imports
Buckwald
Cal Glass Works
Challenge Butter
Chicago Transport
Clover Milk
Coca Cola
Colombo
Columbus
Cooking Excellence
Coors West
E Waldo Ward
Ecolab
EFC Sushi
Falcon Trading
FCW Imports
Food West
Godiva
Grocery Credit
GSC Candy
Guistos Flour
IBC Baking
Ital Foods
J Buchwald
Jardines
JBS Bake Service
Kencroft
Label Specialties
M Schermaun
Melani
Mt People
No Cal
Nu Cal Foods
Old Thyme Kettle Corn
Orowheat
Otis Spunkmeyer
Pepsi
Preferred Freezer
Sysco
Unified
Western Foods
Wine Warehouse

RECOMMENDATIONS:

5. Contact vendors to determine which ones can use smaller trucks for deliveries and arrange for them to do so.

    - Anticipated benefits: Will reduce truck congestion in the plaza, on Evelyn, and on surrounding streets.

    - Estimated time to complete: Vendor compliance may take 6-8 weeks.

Common carrier deliveries

A number of deliveries are made via common carrier (non vendor owned or operated) to the Menlo Park store. These trucks arrive at various times in the afternoon depending upon the route delivery schedules of the each trucking company. These common carrier afternoon deliveries could be eliminated if vendors were to use the services of a carrier that has the ability to make morning deliveries.

RECOMMENDATION:

6. Instruct vendors that use common carriers to one that will commit to making deliveries before 10:00 am. We have identified a carrier (Viking Freight System) that has the ability to make this commitment, and we recommend that an am delivery program be developed with this or another carrier. Vendors should be instructed by Draeger's in writing and on purchase orders to use the selected carrier whenever making common carrier shipments to its Menlo Park store.

   We realize that not all vendors will be willing to comply with such a request, although in our experience many will comply as long as they do not have to pay higher freight charges to do so. Carriers are often willing to match freight charges in order to get the added business.

   - Anticipated benefits of this recommendation: Will reduce the number of deliveries made after 10:00 am, resulting in less traffic congestion and increased safety for pedestrians, drivers, and bicyclists.

   - Estimated time to complete: The time required to write and distribute letters to vendors would depend largely on the amount of time required to develop a vendor mailing list (we recommend sending letters to Draeger's sales contacts). Time required to achieve vendor compliance[2] should be about 2-3 months.

Review of Draeger's Long-Range Plan

1. Encroachment permit: We agree that the delivery operations should be allowed to continue in the public parking plaza and on Evelyn. Draeger's is requesting that the hours of receiving in the plaza be extended, and we support this request. Doing so can enable Draeger's to "move up" delivery timing to earlier hours in the day which may result in fewer deliveries arriving in the late morning and afternoon.

Draeger's is also asking to use the 11 parking spaces in the plaza opposite the current loading area. Use of this larger portion of the plaza was one of our original suggestions but was not included as a recommendation in this Study due to concerns over safety. We do support the request, however, under the limited use provisions (between Midnight and 7 am) as set forth in Draeger's plan so that vehicles exiting the plaza would not be impeded by the movement of pallets, hand trucks, and drivers.

2. Bakery and deli relocation: Draeger's states in a February 12, 2001 memo to us that the relocation of these functions to the new South San Francisco facility is expected to be should be accomplished in 30 months (see Exhibit "C"). The 55 people that will be relocated are expected to make about 30 parking spaces available. In early conversations with Richard Draeger we understood that about 4,000 square feet of space would be made available in the market building when the bakery and deli operations are moved out. It was

[2] In our experience, an upper range compliance rate of 65% to 75% could be expected.

our understanding at that time that this space would be used for storage, although we recently learned that it will not be dedicated to such use. In the event that the proposed use of this space is for any activity that could produce increased store traffic (such as restaurant expansion or a greater amount of sales floor space), the consequential impact on parking should be evaluated as the parking benefits of food processing relocation could be lost.

3. Waste removal: As indicated in this Study, Draeger's current waste removal program has eliminated the need for waste storage in the public parking plaza. We see this as a positive move that does not permanently eliminate parking spaces as previously envisioned.

4. Vendors: Draeger's states that it will continue to work with vendors to reduce the number of deliveries made to the store between 10:00 am and 9:00 pm. The Plan elsewhere states, however, that "the adjustments that have already been made by many vendors may be as much as they are willing to do", and that "a significant number of vendors who have not yet accommodated the modified delivery schedules are either unable or unwilling to make major modifications to their schedules to service a company as small as Draeger's.

We applaud Draeger's efforts to reschedule deliveries, and suggest that off-site consolidation services be considered for any vendors that are unable or unwilling to deliver between 9:00 pm and 10:00 am.

5. Receiving: We agree that there is no way that the store can operate without any impact on parking or traffic in the vicinity of the store, and we also agree that the current operation has produced improvements largely because receiving activities have been moved away from Menlo and Evelyn and because Draeger's is exercising greater control over these operations. We do feel, however, that the volume of truck traffic can be reduced through the sensible use of shipment consolidation services, which would have a positive impact on parking as trucks would no longer compete with automobiles after 10:00 am.

6. Deliveries: See comments in number 4.

7. Impact on Evelyn: In our observations, trucks parking and unloading on Evelyn pose problems with traffic on that street particularly after 10:00 am. Vehicles exiting the parking plaza have obscured views and the street can be occupied by a forklift offloading trucks and maneuvering freight to the store. While the current method may be an improvement in some ways, unloading operations that previously took place in the receiving lot are now being conducted on the sidewalk and street (see photos, Exhibit "A").

We feel that it is feasible to retain the loading zone on Evelyn but that greater efforts should be made to eliminate truck traffic on Evelyn after 10:00 am. Establishing an off-site consolidation program, even if limited to deliveries that cannot otherwise be made by vendors before 10:00 am, could eliminate congestion and improve safety.

8. Prospects for Alternative Receiving: We agree that the Troglio property is not essential for the operations of Draeger's and that in order to continue operating, Draeger's

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must be allowed some use of parking areas adjacent to the store. As previously stated, the use of an off-site consolidation program can alleviate problems associated with the use of these areas.

9. Development of Troglio property: We were not asked to study this option and have no comment.

10. Proposed changes to current use (encroachment) permit:

- Longer receiving hours. We are in agreement with this proposal.
- Use of a larger portion of the parking plaza. This option may be feasible if hours of receiving in the larger area are restricted (See comments in number 1).

11. Waste storage: See comments in number 3.

12. Equipment Storage: We did not observe any unsightly storage outside of the building.

13. Off-site locations for market operations: We understand Draeger's position in wanting to obtain assurances that market operations will continue before moving forward with South San Francisco construction plans.

14. Delivery truck parking: Our study reviews the parking of these trucks and we have no further recommendations.

15. Discussion of "Food Processing and Delivery Operations Study": While Draeger's is not the same kind of store as Safeway or Trader Joe's, a consolidation program can work to alleviate truck traffic and congestion in the area. A consolidation program can handle both palletized products and loose cases, and can be performed very efficiently at a San Francisco Bay Area location.

Jobber business can also be included in a consolidation program but would require Draeger's employees to perform the services normally conducted by jobber drivers, such as placing product on store shelves, rotating stock, and so on. Using store employees for these services is actually preferred by some stores including Trader Joe's and 7-Eleven Stores. We do agree, however, that additional economic evaluation is needed in order to assess the costs and benefits of including jobber business in a consolidation program. We have provided initial cost estimates for consolidation services in this report.

16. Recycling: We were not asked to review Draeger's recycling program.

17. Tree impact: We were not asked to review the impact of the market on trees.

18. Employee commutes: We were not asked to review Draeger's employee commute program.

Other Issues

Noise

When receiving operations were moved from the corner of Menlo and Evelyn, the concentration of noise-causing activity was also moved. Centered now on Evelyn and in the plaza, the noise produced by receiving activities is now located farther away from the business and residential areas on Menlo.

We reviewed the noise assessment study performed by Charles M. Salter Associates, Inc., and agree that any additional noise resulting from extended receiving hours in the plaza would be insignificant.

Parking Studies

We were provided with two parking studies for review:

1. A parking study prepared for the City by Wilbur Smith Associates dated March 15, 1999 and pertaining to parking within the downtown area in total.

2. A study commissioned by Draeger's and prepared by Multitrans dated June 20, 2001 and pertaining to the parking within the vicinity of Draeger's Supermarket.

The first study, while addressing the parking situation in general, does not comment on parking within public parking plaza #4 and the streets surrounding Draeger's specifically in the morning hours before 10:00 am. The study does, however, note that parking demand reaches nearly 100% of capacity in some areas at certain times.

The second study noted that Draeger's proposed receiving operations (which are now in place) would be feasible before 10:00 am. The study states that during the hours of 5:00 am and 10:00 am, "the total proposed parking supply of 170 spaces would exceed the anticipated parking demand of 130 parking spaces in the immediate project area".

Peak parking demand is experienced on Thanksgiving eve, Easter eve, and the six days before Christmas where the public parking plaza can reach capacity utilization by 9:00 am. We consider these holiday periods to be exceptions to the rule and note that Draeger's did operate under its current arrangement during these holiday periods in 2001 without complaint from neighbors or patrons. Recommendations in this report, when implemented, can alleviate parking problems during these peak periods.

Community Input

Attachments to the materials we were provided (pertaining to the City Council meeting of July 10, 2001) included a number of letters from individuals and businesses both in favor of and against Draeger's requested changes to its operations. We made an effort to contact merchants that lodged earlier complaints to assess their current sentiments now that some

time has passed since changes to receiving methods were made. Comments from merchants that we were successful in contacting are paraphrased on the following page (Note: In the cases of Mikado and Peet's we were unable to contact the original complainants but did obtain comments from other employees in these stores who chose not to give their last names).

Company	Address	Individual

1. Haight Investment Corp. **885 Santa Cruz Ave.** **David Haight**

Current comments: Draeger's does not impact his business now. Parking is tighter now - bearable but not ideal. He is concerned that trucks obscure views on Evelyn Street, as there are a fair number of elderly people that are "suspicious" drivers. Evelyn is the biggest concern. Trucks block the view.

2. Home & Garden **887 Santa Cruz** **Ann Huneke**

Current comments: Parking is main concern. Parking is much the same since Draeger's changed receiving operations.

Unrelated comment: Lots are designed poorly; cars can't turn into parking area easily because of the way lines are painted, causing them to hit one another sometimes.

3. Joyce Schmid, Ph.D., LMFT **830 Menlo Ave.** **Joyce Schmid**

Current comments: The current operation is a tremendous improvement. We no longer hear the noise from trucks backing up and beeping. Any receiving before 8:00 am on Menlo Avenue would be OK since no one is here until then.

4. Leather Center **640 Santa Cruz** **Nick Vadasz**

Current comments: A lady approached him talking about 'taking away' parking spaces. Mr. Vadasz really wasn't complaining about Draeger's but was just concerned about 'taking away' parking spaces. He hasn't noticed any difference in parking since Draeger's changed its receiving operations.

5. Mikado **889 Santa Cruz Ave.** **Grace**

Current comments: Draeger's operations really do not matter to them.

6. Northern Lights **826 Santa Cruz** **Anna Marie Van Horn**

Current comments: It's an awkward situation since Draeger's is a destination and a draw to Menlo Park. Problem is that it is inconvenient to go through Evelyn Street because of trucks in the area. Feels that Draeger's tries to minimize problems.

7. Peet's Coffee and Tea **899 Santa Cruz Ave.** **Barbara**

Current comments: Draeger's doesn't bother her or her patrons at all. Not a problem.

Summary of Recommendations

1. Develop an expanded consolidation program at an off-site warehouse. Implementing this process would include the following actions:

   A. Develop daily and weekly delivery volume information by vendor, including product case specifications and pallet counts;

   B. Negotiate specific prices for consolidation and delivery services, and;

   C. Develop operating procedures for the warehouse, vendors, and Draeger's;

   D. Contact vendors regarding the program and manage the transition to the new delivery method;

   E. Monitor results and make adjustments as necessary.

   - Anticipated benefits of this recommendation: Will reduce the number of trucks delivering to the store.

   Estimated time to complete: We estimate that an expanded consolidation program can be phased in with completion in approximately 4-6 months.

2. Extend loading zone hours of operation in the public parking plaza to the hours of 9:00 pm to 10:00 am Monday through Friday.

3. Contact vendors and direct them to make deliveries before 10:00 am. In our experience, many vendors will adjust delivery routes and schedules whenever possible to accommodate customer requests to do so.

4. Retain current loading zones on Evelyn Street.

   - Anticipated benefits of recommendations 2-4: Will allow for earlier deliveries resulting in reduced truck congestion in the public parking plaza, on Evelyn, and on surrounding streets. Will increase safety in these areas for pedestrians, drivers, and bicyclists.

   - Estimated time to complete: Loading zone hours of operation to be determined by City. Contacting vendors to advise them to deliver before 10:00 am will require approximately 30-45 days.

5. Contact vendors to determine which ones can use smaller trucks for deliveries and arrange for them to do so.

   - Anticipated benefits: Will reduce truck congestion in the plaza, on Evelyn, and on surrounding streets.

   - Estimated time to complete: Vendor compliance may take 6-8 weeks.

6. Instruct vendors that use common carriers to switch to one that will commit to making deliveries before 10:00 am. We have identified a carrier (Viking Freight System) that has the ability to make this commitment, and we recommend that an am delivery program be developed with this or another carrier. Vendors should be instructed by Draeger's in writing and on purchase orders to use the selected carrier whenever making common carrier shipments to its Menlo Park store.

   We realize that not all vendors will be willing to comply with such a request, although in our experience many will comply as long as they do not have to pay higher freight charges to do so. Carriers are often willing to match freight charges in order to get the added business.

   - Anticipated benefits of this recommendation: Will reduce the number of deliveries made after 10:00 am, resulting in less traffic congestion and increased safety for pedestrians, drivers, and bicyclists.

   - Estimated time to complete: The time required to write and distribute letters to vendors would depend largely on the amount of time required to develop a vendor mailing list (we recommend sending them to Draeger's sales contacts). Time required to achieve vendor compliance[3] should be about 2-3 months.

Progress Monitoring

There are many factors including vendor cooperation and routing compliance, shifts in vendor distribution patterns, Draeger's ability to implement changes, and other third-party situations that may alter the intended success of the recommendations we have presented. It may be advisable, therefore, to conduct a follow-up evaluation of the progress of improvements in Draeger's operations in approximately six to nine months.

Conclusion

The current receiving method incorporating loading zones on Evelyn and in the public parking plaza has enabled Draeger's to continue its operations since discontinuing its use of the receiving lot behind the store. While this method has allowed Draeger's to continue operating, we have identified ways to further reduce the store's impact within the community.

Following an initial meeting with Richard Draeger and City of Menlo Park Chief Planner Arlinda Heineck, we conducted meetings and discussions with Draeger's management (including managers of receiving and security), truck drivers, freight carrier representatives, Draeger's vendors, public warehouse companies, managers of other grocery stores, and merchants in the neighboring area. We used information obtained from these discussions to form a broad view of Draeger's situation from differing perspectives and to help us develop recommendations that will improve Draeger's operations and its impact on the community.

[3] In our experience, an upper range compliance rate of 65% to 75% could be expected.

We have paid special attention to parking during the preparation of this study. By consolidating shipments to reduce the duration and frequency of deliveries, by extending loading zone hours to allow for earlier deliveries, and by working with vendors to better control truck sizes and arrival times, the number of parking spaces available during peak demand periods should increase.

In terms of greatest benefit to the community, our single most important recommendation is the expanded consolidation arrangement (recommendation #1.). This arrangement can produce numerous positive results when properly implemented and administered.

In summary, this study lists six recommendations that, when implemented, will serve the public interest by reducing traffic congestion and noise in the vicinity of the market while increasing safety and the availability of parking during periods of peak demand.

***

Note: Representations of individuals and their affiliations is intended for interpretation in this document only. No intent is made to misrepresent, misquote, or misidentify any individual or his or her employer.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

1. Draeger's, Menlo Park

1.1 Early morning view of Evelyn St.

1.2 Certified truck in plaza #5 backing up to position alongside Draeger's receiving area in plaza #4.

1.3 Certified truck backing photo 2.

1.4 Morning deliveries as seen from plaza #5.

1.5 Receiving area and door alongside store.

1.6 Receiving area following expiration of permitted delivery hours.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

1. Draeger's, Menlo Park, page 2

1.7 Loading zones on Evelyn St.

1.8 Unloading on Evelyn St.

1.9 Unloading on Evelyn St. photo 2.

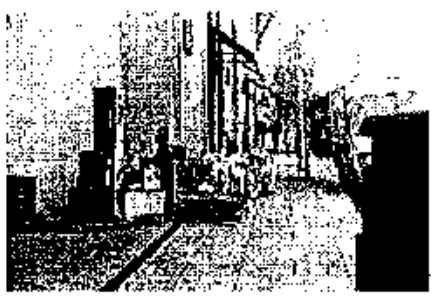
1.10 Menlo Ave. receiving door.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

2. Draeger's, San Mateo

2.1 Front store view.

2.2 Receiving doors allowing deliveries to be made inside building.



2.3 Recycling bundles on sidewalk. Trucks observed on-street making "jobber" deliveries.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

3. Draeger's, Los Altos

3.1 Store street view.

3.2 Receiving area accessed from street.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

4. Andronico's, Stanford

4.1 View from parking plaza.

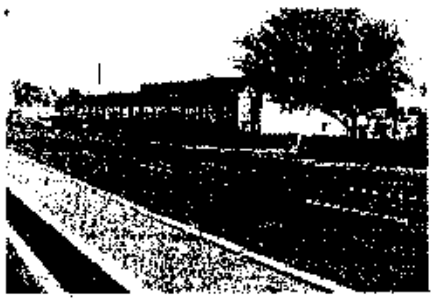
4.2 Receiving area accessed from public parking plaza.

4.3 Receiving and trash areas.

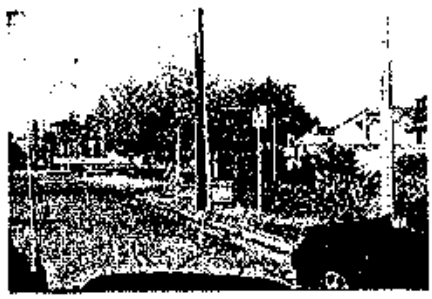
Comments: Trucks delivering to this store must travel through Stanford Shopping Center's public parking plaza in order to access the receiving area.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

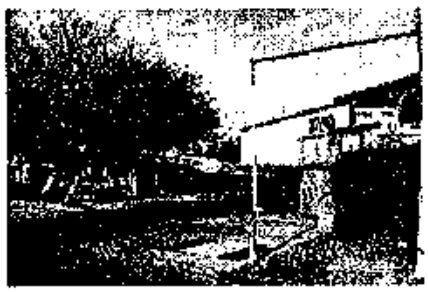
5. Cosentino's San Jose



5.1 Street view.



5.2 Receiving area accessed from street.



5.3 Receiving area photo 2.

5.4 Semi trailer in receiving area.

Comments: Trucks delivering to this store access the receiving area from the street and do not have to travel through a public parking area.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

6. Cosentino's Santa Clara

6.1 View from parking plaza.

6.2 Receiving area accessed from street.

6.3 Receiving area view from street.

6.4 Residential area across street from receiving area. Sign at left states: "Driveway Not Accessible to Cosentino's Delivery Drivers"

Comments: Trucks delivering to this store access the receiving area from the street. Large tractor-trailer trucks must back in, blocking the street and the residential driveway across the street. Receiving hours at this store are

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

7. Lunardi's, Belmont

7.1 View from parking plaza.

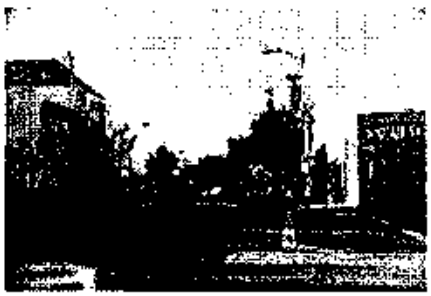
7.2 Receiving area accessed from parking plaza.

7.3 Receiving area.

Comments: Trucks delivering to this store access the receiving area from behind the public parking area. Trucks leaving the receiving area navigate through a busy parking lot to gain access to the street.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

8. Mollie Stone's, Palo Alto



8.1 Street view.

8.2 Receiving operations on street. Note residential area directly across street.

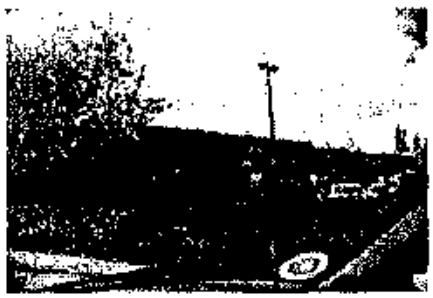
8.3 Semi on street backing into position.

8.4 Receiving operations on street.

Comments: Trucks delivering to this store access the receiving area from the street. A high-density residential area is located directly across the street. The receiving area also includes a trash containment unit.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

9. Safeway, Menlo Park



9.1 View from street.

9.2 Receiving area accessed from street.

Comments: Trucks delivering to this store access the receiving area from the street. A residential area is located directly across the street on Middle Avenue, which is also a busy thoroughfare.

Exhibit "A"
Deliveries to Draeger's and Other Grocery Stores

10. Whole Foods, Palo Alto

10.1 View from street.

10.2 Driveway to receiving area accessed from street.

10.3 Truck in receiving area.

Comments: Trucks delivering to this store access the receiving area from the street via a driveway leading to the receiving dock.

DEVINCENZI TRUCKING INC.
TRUCKING - WAREHOUSING
1598 CARROLL AVENUE - SAN FRANCISCO, CA 94124
PHONE (415) 822-5515 - FAX (415) 822-3148

JOHN HAROLD
PHONE-831-461-1180
FAX-800-878-5526

RE-DRAEGERS CONSOLIDATION

AS PER OUR CONVERSATION HERE ARE THE RATES YOU REQUESTED FOR CROSS-DOCK HANDLING, STORAGE AND DRAYAGE TO YOUR STORE IN MENLO PARK.

HANDLING/ STORAGE-$10.00 PER PALLET/UNIT ($25.00 MIN CHARGE)
INCLUDES HANDLING AND PICK UP OF ANY RETURN PRODUCTS OR CARTS AND OVERNIGHT STORAGE IF NECESSARY

HANDLING/STORAGE LOOSE CARTONS-$0.35 PER CASE ($7.50 MINIMUM CHARGE PER ORDER)

DRAYAGE CHARGES -$300.00 PER TRUCK LOAD
SPECIAL LATE NIGHT DELIVERY- $450.00 PER TRUCK LOAD

THANK YOU FOR THE OPPORTUNITY TO QUOTE ON YOUR CONSOLIDATION PROJECT. WE ARE VERY INTERESTED IN WORKING CLOSELY WITH YOU AND DRAEGERS TO MAKE THIS WORK. I THINK THAT IT IS A VERY FEASIBLE PLAN AND TOGETHER WE CAN DEVELOP A COST EFFECTIVE SOLUTION TO SATISFY EVERYONE CONCERNED.

DEVINCENZI TRUCKING IS FAMILY OWNED, OPERATED, AND HAS BEEN SERVICING THE ENTIRE BAY AREA FOR LAST 65 YEARS. OUR COMMITMENT TO ON-TIME QUALITY SERVICE WOULD BE A TREMENDOUS ASSET IN HELPING YOU BUILD A STRONG PRESENCE IN CALIFORNIA AND THE SAN FRANCISCO BAY AREA.

IF YOU NEED ANY OTHER ADDITIONAL INFORMATION PLEASE DON'T HESITATE TO CALL.

THANK YOU,
STEPHEN MALUCCHI
PRESIDENT

PRISM Team Services, Inc.

February 21, 2002

John,

Thank you for your call and consideration of Prism Team Services. I believe these rates should confirm your conversation with Jere and give you the delivery rates you were looking for.

The Union City facility receiving and unloading inbound cross dock merchandise;

A. on pallets at $7.50 per pallet
B. individual pieces $.60 per case or unit

Facility Receipt $20.00 minimum would apply.

Delivery to Menlo Park, Calif. from Union City, Calif.
Bobtail $275.00 including 1 hour to unload
45 ft. trailer $350.00 including 2 hours to unload
$50.00 per hour any additional time billed in half hour increments.

Toni Vecellio
Prism Team Services, Inc.
Sales Office
Toni@prismlogistics.com
707-987-9051

02/25/02 11:47 SEASIDE TRANSPORT → 1000705525 NO.124 00

SEASIDE
REFRIGERATED TRANSPORT

To: John Hecker
Company:
Fax:

Thank you for choosing
Seaside Refrigerated Transport, Inc.
Phone (510) 732-0472

Physical Address:
24951 Huntwood Avenue
Hayward, CA 94544

Mailing Address:
P. O. Box 3787
Hayward, CA 94540

Clerical Office Fax:
(510) 785-4184

Dispatch Office Fax:
(510) 785-3841

Federal EIN: 94-3054457
US DOT#: 299244

MC Permit#: CA87540
CHP#: CA87540

Dispatchers: Ken, Taquon, Lynn, Allan
Rates & Billing: Denise
Accounts Receivable & Contract Billing: Helen
Receptionist: Roselyn
Proof of Delivery: Paula
Insurance: Dianna
Accounts Payable: Beverly
Receiving Dock: Daniel
Night Dock Foreman: Richard

Seaside Refrigerated Transport has been in business since 1972. Seaside hauls refrigerated and frozen food throughout most of Northern California and Reno, Nevada. We specialize in "LTL" (less than load) type shipments.

We would like the opportunity to serve your transportation needs.

P.O. Box 3787, Hayward, California 94540 • (510) 732-0472 • Fax (510) 785-4184

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SEASIDE REFRIGERATED TRANSPORT
24951 HUNTWOOD AVE, HAYWARD, CA 94544

RATE QUOTE

DRAGER'S, MENLO PARK

REFRIGERATED FOOD PRODUCTS

PRODUCT TO BE DROPED OFF AT SEASIDE DOCK
AND SEASIDE TO DELIVER TO DRAGERS

# PALLETS	COST EACH	TOTAL COST
1	$80.00	$80.00
2	$70.00	$140.00
3	$60.00	$180.00
4	$52.00	$208.00
5	$50.00	$250.00
6	$45.00	$270.00
7	$42.00	$294.00
8	$40.00	$320.00
9	$39.00	$351.00
10	$40.00	$400.00
OVER 10	$38.00	

February 22, 2002

Mr. John Harold
BUSINESS LOGISTICS
johnharold@buslog.com

RE: Draeger's Consolidation/Crossdock Proposal

Dear John,

I am pleased to provide this proposal for your client's logistics needs.

Weber Distribution has handled grocery traffic for over 75 years. We are regularly inspected and receive the highest ratings by the American Sanitation Institute (ASI) and the American Institute of Baking (AIB).
We operate warehouses for Hain Celestial Food Group, Vons Grocery, and Ocean Spray. Our fleet of trucks in the West deliver both dry and refrigerated food products daily to all major grocery chains and food warehouses. Our resources include 13 buildings comprising over 2,000,000 square feet of warehouse space in California and Nevada, a statewide network of terminals and a fleet of trucks, and a transportation logistics network spanning North America and beyond.

We propose to provide receiving, cross-docking, and consolidation for your client through our San Leandro-based public warehouse DC, and delivery to Menlo Park through our local Bay Area fleet of trucks, which is domiciled in San Leandro. Our facility operates with flexible hours to accommodate our diverse base of customers.

Beyond the scope of the proposal, I would be remiss in not mentioning that we are willing and able to pick up and consolidate goods, whether in LTL or TL quantity, throughout the Bay Area or the entire United States.

I have attached our response to your RFP. Thank you very much for the opportunity; we'd be delighted to be your partner in quality.

Yours very truly,

R.E. Lilja

Bob Lilja
Vice President, Transportation Services

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Weber Proposal

Provided are rates for the two scenarios put forth in the RFP.

Scenario I

Receiving, crossdock, loading, and storage into a reefer 48' trailer
$6.00 per pallet, minimum $30.00 per inbound order
$0.48 per case, minimum $30.00 per inbound order

*Delivery of the consolidated dry truckload to Menlo Park**
$235.00 + FSC (0700-1700 hrs)
$325.00 + FSC (1700-0700 hrs)
*Delivery of the consolidated reefer truckload to Menlo Park**
$285.00 + FSC (0700-1700 hrs)
$375.00 + FSC (1700-0700 hrs)

Scenario II

Receiving, crossdock, loading, and storage into a reefer 48' trailer
$8.75 per pallet, minimum $30.00 per inbound order
$0.70 per case, minimum $30.00 per inbound order

Delivery of the consolidated dry shipment to Menlo Park
$50.00/pallet, minimum $100 + FSC (0700-1700 hrs)
$75.00/pallet, minimum $200 + FSC (1700-0700 hrs)
(maximum: default to TL rates in Scenario I)

Delivery of the consolidated reefer shipment to Menlo Park
$285.00 + FSC (0700-1700 hrs)
$375.00 + FSC (1700-0700 hrs)
(no pallet rates; reefer traffic will require dedicated trailer.)

Additional

1) We will support Saturday delivery at the rates proposed.

2) Note: If no Saturday delivery requirement, delivery rates are reduced by 10%.

3) Note: If temperature control is eliminated from this traffic, reduce the handling charges by 15%

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Exhibit "C"

Draeger's
SINCE 1925

2/12/02

John Harold, President
Business Logistics

John,

In answer to your questions,

1. 40% of catering orders placed in Menlo Park originate at the Los Altos and San Mateo stores. Approximately, 45% of the 60% (27% of overall) of orders placed in Menlo Park are for customers living within the Menlo Park City limits.

2. "Short order" is used to describe products that are individually "dished" versus large batches of product that transport more easily.

3. Our timeline is expected to be 18 months from the issuance of a permanent use permit for the bakery operations and 12 months later the delicatessen will relocate. This timeline is further dependant on knowledge of overall costs, which are unknown at this time, as well as local business conditions since it will be financed by internal cash flows and bank loans. At this time, construction documents are about 3 weeks from completion.

4. The actual count is 7 vehicles. Vehicle #8, a pickup truck, was sold last year and should be removed from the total. Vehicle #7, an older van, was originally used for catering and is now being used to remove garbage. It is regularly parked in Draeger's private parking lot.

5. The floral truck is parked in a private lot in San Francisco. The produce truck is parked at the South San Francisco Produce Market. The San Mateo and Los Altos shuttle trucks are parked in the Menlo Park private parking lot (specifically requested and approved during the public hearings last summer.). All remaining vehicles are regularly parked in Draeger's private parking lot.

6. All sausages are made in San Mateo for the entire company. Sausages are no longer made in Menlo Park. The only freshly prepared sausages that are backhauled are those made by us

7. There are no set schedules for the delivery or catering vehicles.

8. All return trips include backhauled merchandise.

9. We have an average of 125 jobber deliveries per week or 21 to 25 per day.

10. Freight charges are not separately itemized in our accounting system. However, the larger product category costs are as follows: 8.64% for grocery (5% of that is freight); 9.1% for frozen foods (approximately 5% of that is freight), 8.94% for deli or refrigerated foods (approximately 5% of that is freight). Health and Beauty Aid product is 7.91% for freight plus 10% for jobber charges for a total of 17.91%. Freight in general for all other palletized products is approximately 12%. These are for full 40-foot trucks. Freight charges are as high as 20% for nonpalletized products. Further, currently these deliveries are not handled at all by us. If consolidated, these products would be handled two times for both loading at the cross docked location and unloading at the store.

If you have any additional questions, give me a call at 650-470-8300.

Truly yours,

Richard Draeger
Draeger's Super Markets, Inc.

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Draeger's Supermarkets, Inc.
Long-Term Plan for Market Operations

The City Council asked Draeger's Supermarket's, Inc. to develop a long-term plan for store operations which minimizes the impact of its Menlo Park store on the surrounding neighborhood. This plan incorporates the steps Draeger's has already taken to modify its operations, the steps it intends to take in the future, and the suggestions made by Business Logistics in the "Food Processing and Delivery Operations Study" commissioned by the City Council (the ***"Study"***).

This plan includes the following major elements:

- Draeger's requests an encroachment permit and loading zone designation on Evelyn Street to allow it to continue its delivery operations both in the public parking plaza and on Evelyn, with the following modifications to the current temporary permit:
    - Longer receiving hours in the public parking plaza (9:00 p.m. through 10:00 a.m. Monday through Friday); and
    - Continued use of Evelyn for loading and unloading, excluding the hours from 10:00 p.m. to 5:00 a.m.); and
    - Limited use of the 11 parking spaces opposite the current loading area in the public parking plaza to accommodate more trucks between midnight and 7:00 a.m.
- Draeger's intends to relocate its bakery and deli kitchen operations to a new facility in South San Francisco, thereby eventually reducing its employee headcount in Menlo Park by approximately 55 people. The new facility has been purchased and is currently being designed. Kitchen operations will be relocated in phases, with the first phase (relocation of the bakery kitchen) expected to be completed within 18 months after the City Council's approval of a long-term plan for the Menlo Park store, and the relocation of the deli kitchen to occur as soon thereafter as is economically feasible.
- Draeger's is implementing an alternative commute plan at the Menlo Park store which reimburses employees 50% of the cost of using CalTrain or SamTrans to commute to and from work.
- Draeger's has developed a private system for removal of waste from the Menlo Park store which does not require the use of a waste receptacle in the public parking plaza and therefore no longer requires permission to construct such a receptacle.

- Draeger's will continue to work with its vendors to reduce the number of deliveries made to the store between 10:00 a.m. and 9:00 p.m., as recommended in the Study.

The remainder of this plan responds in detail to the Council's request for proposals and information regarding continued store operations, as required in connection with the temporary permit granted last fall. Each heading corresponds to a specific item requested by the Council.

I. Proposal for an alternative plan for (a) receiving functions, including loading and unloading operations, (b) the storage of compacted waste, and (c) the general storage of equipment, that does not require the loss of or impediment to any public or private parking spaces.

(a) Receiving. Prior to September 2001, Draeger's had been receiving deliveries through a loading area at the corner of Evelyn and Menlo streets, on property leased from the Troglio/Walker families (the ***"Troglio Property"***). As of September 1, 2001, Draeger's lost the right to use the Troglio Property, remodeled the store, and shifted its receiving operations to the north side of its building, with access adjacent to the public parking plaza. A complete description of the Draeger's delivery and receiving operations is contained in the Study.

Draeger's is committed to continue to improve its receiving functions, but cannot commit to a plan that assumes deliveries will occur without any impact on parking or traffic in the area of the store. Prior to September 2001, Draeger's delivery operations had a significant impact on neighboring homes and businesses, as noted in testimony to the City Council during deliberations over the current temporary permit. Trucks parked on Evelyn, and sometimes also on Menlo. Trucks arrived at all times of day. The activities in the rear yard located on the Troglio Property were unattractive and were a constant source of noise. The Study notes that "the impact of unloading operations on the local neighborhood has actually improved since Draeger's began utilizing its present receiving plan". In fact, not one single complaint has been lodged against the current operation.

There is no feasible alternative plan for receiving that does not require the loss of or impediment to *any* public or private parking spaces. The Study's suggestion that a shipment consolidation program could reduce the number of trucks and deliveries is probably not feasible for an operation the size of Draeger's, as discussed in Section V below. This plan does, however, present other proposals that should improve the receiving functions.

Deliveries. Delivery times have already been rescheduled where possible to occur earlier in the day and to be spaced more evenly throughout the week. With the exception of common carriers, this has been successful in reducing delivery traffic after 10 a.m. In fact, a comparison of two separate 14-day periods, one in October at the beginning of the new receiving operation, and the other in the beginning

of January, shows that deliveries after 10 a.m. have been reduced by 28% (see Exhibit A). Draeger's has scheduled 34 more employee hours per week to improve receiving functions, which has resulted in quicker and safer deliveries (see Exhibit B for description of flagman functions). All employees involved in delivery operations have been required to read and acknowledge the receiving rules (see Exhibit C). Deliveries are also monitored by a closed circuit camera which records all activities (see Exhibit D) and which is reviewed daily to assure enforcement of receiving policies. Finally, Draeger's has distributed letters to its vendors clarifying acceptable truck routes through Menlo Park.

Draeger's will continue to monitor and police its receiving functions if permitted to continue its operations under an approved long-term plan. Draeger's also agrees to work towards implementation of Recommendation Nos. 3, 5 and 6 of the Study, which call for more vendor cooperation in delivery times and vehicles. However, the adjustments that have already been made by many vendors may be as much as they are willing to do. Based on discussions with vendors that have occurred during the past six months, it appears that a significant number of vendors who have not yet accommodated the modified delivery schedules are either unable or unwilling to make major modifications to their schedules to service a company as small as Draeger's. In particular, vendors are not likely to accommodate the request for deliveries in smaller vehicles, since that could require investment in new equipment or adjustment of other customers' deliveries. Additionally, those vendors having national contracts with common carriers will not make changes in those relationships to accommodate one small customer.

Finally, the current delivery hours and limited loading zones hinder our ability to accommodate more trucks during peak delivery times. For that reason, Draeger's is proposing longer delivery hours and more space in the public parking plaza devoted to deliveries during the very early morning hours. Draeger's has commissioned an acoustical study which concluded that an extended delivery schedule would not significantly increase the noise levels in the surrounding neighborhood (see Exhibit E).

Impact on Evelyn. As already noted, the current operation has reduced the impact of the Draeger's operations on Evelyn Street and on the neighborhood to the south of the store. Previously, during peak delivery hours both sides of Evelyn were often occupied by large trucks. Delivery schedules show that the consolidation of deliveries in the parking plaza has reduced the number of deliveries occurring after 10:00 a.m. (see Exhibit A), which has reduced congestion on Evelyn during the day and virtually eliminated unauthorized truck parking on Menlo. Two parking spaces were permanently "lost" on Evelyn by the creation of a loading zone, but with the loading that was previously occurring at the back of the building during the prior operations, those spaces were generally occupied by trucks, or were unavailable because trucks being loaded and unloaded in the loading area protruded into the street. In addition, the elimination of store functions at the rear of the building has reduced noise levels and enhanced the appearance of the exterior. Previously, waste containers, carts, recycling materials, pallets, racks, hoses, trucks and employees filled the yard, and the level of

activity and the constant pages from the public address system made this a noisy and crowded area. All that is now gone.

Prospects for Alternative Receiving. Draeger's negotiated for more than seven months to acquire permanent rights to the Troglio Property, but was unable to reach any agreement with the landowner to allow the loading docks to remain. Draeger's is and remains willing to consider the purchase or long-term lease of the Troglio Property for parking or delivery operations. However, even if Draeger's does acquire the Troglio Property, the best result for the neighborhood is for Draeger's to continue to conduct receiving operations in the parking plaza, since the relocation of delivery functions to the side of the building has reduced noise and traffic impacts on our neighbors. If the Troglio Property became available for receiving functions, that portion of Evelyn would still be a loading zone, as it was prior to the modified operations undertaken this fall. The Troglio Property may be useful to the operation of Draeger's, but it is not essential, and it is not a solution to Menlo Park's traffic and parking problems.

If Draeger's is denied use the parking plaza or Evelyn for receiving, the only alternatives would be (a) to allow deliveries on Menlo or University Avenue, which are more heavily traveled, and which would more severely impact neighbors, or (b) to shut down the store.

Development of Troglio Property. Draeger's does not believe that approval of a long-term plan for continued grocery operations will prevent development of the Troglio Property. The City retains the discretion to approve an appropriate use of the site, given its size and parking limitations.

Proposed Changes to Current Encroachment Permit. In order to enhance the current efficiency of the receiving function, Draeger's proposes the following changes in its existing encroachment permit and loading zone designation:

- Longer receiving hours in the public parking plaza from 9:00 p.m. through 10:00 a.m. Monday through Friday (Study Recommendation No. 2).

- Use of a larger portion of the parking plaza during overnight delivery hours. There is sufficient excess capacity in the parking plaza to accommodate delivery truck in both parking lanes of the parking plaza during the very early morning hours. (This would occur only in the half of the plaza now used for deliveries, not on the side nearer to Santa Cruz Avenue.) Using more of the parking plaza during the very early morning hours will allow Draeger's to further reduce the number of deliveries that occur on Evelyn after 10:00 a.m. each morning. We propose to do so only during the hours before the store opens, since it would not be safe to allow

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deliveries to occur at later times, when private passenger vehicles might have to drive between large trucks to exit the plaza.

(b) ***Waste Storage.*** Storage of compacted waste previously occurred outside in the loading area on the Troglio Property. The temporary use permit approved by the City Council last summer allowed collection and storage of waste in the parking plaza, which if implemented would have eliminated two parking spaces in the parking plaza. Instead, Draeger's devised a system which avoided that consequence. Now all storage is occurring within the store, with compacting equipment in individual departments, leading to a more attractive exterior and avoiding construction of a storage facility within the public parking plaza. Waste removal is being accomplished in a Draeger's truck, so there is no traffic impact on the surrounding neighborhood from BFI waste removal. The truck is a small panel truck which was once used for catering, but is no longer used for any purpose other than waste collection and removal. Collection of closed containers of compacted waste occurs throughout the day, and once a day all collected waste is trucked to the BFI transfer station in Redwood City. When not in use for collection or disposal, the truck is parked in the Draeger's private lot. Although the vehicle is used to store collected waste prior to disposal, the truck is maintained in accordance with the cleanliness standards set forth in Menlo Park Municipal Code Section 7.04.070.

(c) ***Equipment Storage.*** Storage of equipment which was previously located on the Troglio Property is now occurring at Draeger's San Mateo store, eliminating the noisy and unsightly exterior operations that once existed on the Troglio Property. Section II discusses off-site storage in more detail.

II. Description of any use of off-site locations for portions of the market's operations.

Equipment and Supplies. As already noted, the Draeger's San Mateo store is being used for a significant amount of storage. Cardboard bales, frozen food racks, baking racks and wooden pallets, which were previously stored in the loading area on the Troglio Property, are now stored at the San Mateo store. Draeger's delivery trucks are being used to send bales, racks and pallets to San Mateo on the "deadhead" leg of delivery trips. Other bulky supplies, such as grocery bags and plastic containers, are also being stored in San Mateo and are brought to Menlo Park on an as-needed basis in trucks returning from delivery duties.

Use of South San Francisco Facility. Draeger's has acquired a warehouse facility in South San Francisco, and is currently in the process of planning for the relocation of its bakery kitchen, delicatessen kitchen, and floral preparation area to that site. As noted in the Study, the relocation will reduce the number of deliveries from the Menlo Park store and the duration of deliveries to the store, since there will be fewer supplies maintained at the store and there will be no deliveries from the store to other stores. The first phase, relocation of the bakery kitchen, will reduce employee headcount at the Menlo Park store by approximately 30 people. The subsequent

relocation of the deli operation will further reduce the employee headcount by 25 people, thereby having a major beneficial impact on parking in the vicinity of the Menlo Park store. The South San Francisco facility has already been acquired, and architectural design work is ongoing. Given the cost of the facility, however, Draeger's cannot feasibly commence construction of the new kitchens unless and until it has an approved long-term plan for the Menlo Park store so that continued operations are assured. Once the long-term plan has been approved, relocation of the bakery kitchen to South San Francisco can occur in approximately 18 months. Relocation of the deli kitchen will occur as soon thereafter as economically feasible, depending on the final cost and timing of construction of the first phase of the project, the current state of the economy, and Draeger's ability to obtain financing. The space in the Menlo Park store which is vacated will not be used for any activities which substantially increase employee headcount.

III. Proposal of a plan for the parking of Draeger's delivery trucks that does not eliminate public or private parking.

Five trucks, two of which are large panel trucks, one of which is the smaller waste disposal truck, and two of which are vans, are parked in the private lot when they are not making deliveries.

Vans. The vans have always been parked in the Draeger's private lot, and are needed for frequent deliveries. They come and go during the working day. Draeger's has no plan to eliminate their use or relocate them.

Panel Trucks. Under the old receiving system, the panel trucks were parked in the loading area on the Troglio Property. The large panel trucks are currently parked in the Draeger's private parking area only between 1:00 p.m. and 4:30 a.m. weekdays, and on weekends. During the hours from 4:30 a.m. to 1:00 p.m. the panel trucks are making deliveries. Once the bakery and deli kitchens move to South San Francisco, those trucks will be stored at that facility and will only return to Menlo Park to make deliveries. The small panel truck which is used for waste disposal will remain parked at the Menlo Park store.

IV. Proposal for the location of the storage of compacted waste on private property in a manner that is screened from public view, addresses odor and cleanliness issues, and does not result in a loss of existing public or private parking spaces.

See Section I for an explanation of why this is no longer necessary.

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V. Discussion of the "Food Processing and Delivery Operations Study", including what elements of the recommendations have been included in the plan, and, if recommendations are not included in the plan, an explanation of why they have not been included.

Draeger's has reviewed the Study, and as already noted by their incorporation into this plan, agrees with most of its observations and conclusions, with one major exception. Recommendation No. 1, the consolidation of deliveries off-site, is probably not economically feasible for an operation the size of Draeger's. The Study notes that consolidation programs are used by Safeway and Trader Joe's, but these are much larger multi-store companies, which have the purchasing power to take advantage of volume discounts and which have a scale of operations that makes consolidation cost effective. The Study also notes that consolidation is used by retailers in areas which are geographically remote, and therefore have trouble obtaining direct shipments from vendors. In those circumstances, all retailers in the area bear the same extra costs of consolidation, and no single merchant is disadvantaged.

Draeger's believes that the recommendation is premature and cannot be considered without extensive internal study by Draeger's, discussions with vendors and potential consolidators, and an in-depth economic evaluation. We are concerned that consolidation would result in increased operating costs that could not be recouped, given the competitive environment in which it operates. As noted in the Study, jobber deliveries cannot be consolidated, and those are the majority of individual vendors delivering to the store. Many of the direct vendor shipments received by Draeger's consist of small specialty items which are not received on large, easily consolidated pallets, but rather in loose cases, and therefore are not amenable to consolidation without further additional costs. In fact, many of those small deliveries are made by local companies who might not be willing to deliver to consolidation facilities, which are generally located in the Central Valley. Therefore, it may well be that the amount of additional product which could be consolidated would not be worth the effort.

Draeger's current consolidation vendor, Unified Western Grocers, Inc., makes consolidated deliveries to Draeger's of approximately 18% of the store's inventory. Based on preliminary discussions with Unified, there are obstacles to instituting such a program (see Exhibit F).

Draeger's requests that its long-term plan be approved and implemented without a requirement for further consolidation. If the plan as approved fails to adequately address the issues of concern to the City, or if the Troglio Property is actually developed, Draeger's will undertake the work of evaluating further consolidation at the Council's request.

VI. Documentation of the market's current recycling efforts and proposal for increasing the market's recycling.

The proposal presented to the City Council last summer included the use of a door on the Menlo Street side of the store for removal of recyclables at 7 a.m. twice a week. Instead, Draeger's devised a plan that removes recyclables in Draeger's trucks. The Menlo door is only being used once every few months to pump out the grease interceptor located within the store. The encroachment permit should specifically allow this occasional use of the Menlo door during the evening hours.

The only recycling done by Draeger's is cardboard. All cardboard is flattened, baled and sent to the San Mateo store for storage and eventual recycling. Draeger's recycles 334 tons (669,000 lbs.) of cardboard out of the Menlo Park store every year.

Other recycling (for example, empty bottles and cans used in the kitchens) has proven to be impractical due to health and storage issues. The Northern California Grocers' Association has explored methods for recycling organic materials, primarily by shipping them to farms for feed and other uses. To date, no feasible way to do so has been developed.

In addition to its recycling efforts, Draeger's participates in a variety of charitable food collection drives, and donated more than $113,000 worth of food to local charities last year.

VII. Analysis by a licensed arborist of any private or public trees potentially impacted by the plan, recommendations for avoiding, minimizing or mitigating those impacts and a plan for implementation of the mitigations.

Not applicable.

VIII. Description of existing and proposed plans for employee commute alternative programs, including documentation of the use to date of the programs.

Draeger's has recently conducted an employee survey to determine interest in alternative commute programs. Thirty employees expressed willingness to try an alternative commute plan, either through Caltrain or SamTrans. Draeger's has agreed to reimburse all such employees for 50% of the cost of commuting by public transportation, and Draeger's will encourage new employees to take advantage of the program as they are hired.

Conclusion:

Draeger's has made significant changes at substantial cost to modify its operations. Those changes were made necessary due to circumstances beyond the control of the company or the City. Draeger's listened to the concerns of its neighbors, and we believe that the current operations have two major benefits: they allow the store to stay in business and to contribute to the economy of downtown Menlo Park, and they are better for the community than the old way. Our long-term commitment is to make receiving functions even more efficient and to further reduce their impact on the community. Draeger's needs an approved long-term plan in order to justify the costs associated with this effort. We respectfully request your approval of this plan.

Draeger's Supermarkets, Inc.

Date	Vendor	Time	Truck
10/08/01	Lee Association	10.57	Van
10/08/01	Gourmet Global Trading	10.58	Van
10/08/01	Gourmet Global Trading	10.58	Van
10/08/01	Anju's Imports	11.30	Large Van
10/08/01	Clarisco Foods	11.30	Large Van
10/08/01	Picadilly Imports	11.30	Large Van
10/08/01	Musso's Cookies	11.50	Large Van
10/08/01	Monterey Pasta	1.30p.m	Van
10/08/01	Spice Hunter	12.00p.m	Large Van
10/08/01	Unified GCenc	12.37p.m	Large Bob Tail
10/09/01	The Silver Palace	10.00	Van Ford
10/09/01	Colombus BBQ	10.15	Semi 48ft
10/09/01	Colombus Bistro	10.15	Semi 48ft
10/09/01	Colombus Cheese	10.15	Semi 48ft
10/09/01	Colombus Kitchen	10.15	Semi 48ft
10/09/01	Colombus Produce	10.15	Semi 48ft
10/09/01	Wonder Bread	10.30	Large Van
10/09/01	Whole Grain Bread	11.10	Van
10/09/01	Klein Bros, Ltd	1.00p.m	Van
10/09/01	Grzelich Ranch	1.10p.m.	Bob Tail
10/09/01	Grzelich Ranch	1.10p.m.	Bob Tail
10/09/01	Klein Bros, Ltd	1.20p.m	Van
10/09/01	SF Deli Provision	1.25p.m.	Box Van
10/09/01	Old Thyme Kettlehorn	12.10p.m	Semi 40ft
10/09/01	Klutz	12.59p.m	
10/10/01	Sysco Bakery	10.20	Semi 48ft
10/10/01	Sysco Bistro	10.20	Semi 48ft
10/10/01	Sysco Kitchen	10.20	Semi 48ft
10/10/01	Sysco Kitchen	10.20	Semi 48ft
10/10/01	Sysco Produce	10.20	Semi 48ft
10/10/01	Judy's Breadsticks	11.35	Van
10/10/01	Marin Cheese	1.00p.m	Box Van
10/10/01	Marin Cheese	1.00p.m	Box Van
10/10/01	Marin Grocery	1.00p.m	Box Van

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Exhibit A

10/10/01	Marin Grocery	1.00p.m	Box Van
10/10/01	Superior Farms	12.00p.m	Large Bob Tail
10/10/01	Lettieri	12.05p.m	Bob Tail
10/11/01	Colombo	10.14	Van Large
10/11/01	Saporito Pasta	10.25	Van
10/11/01	Made in France	10.36	Van Box
10/11/01	Hanley Farms	10.50	Van
10/11/01	Gentry Magazines	11.35	Van
10/11/01	Wonder Bread	12.12	Large Van
10/11/01	Saags	12.40	Bob Tail
10/11/01	Saags	12.40	Bob Tail
10/12/01	Diestel Turkey	10.09	Van
10/12/01	SF Deli Provision	10.10	Box Van
10/12/01	SF Deli Provision	10.10	Box Van
10/12/01	Columbus	10.15	Box Van
10/12/01	Kelly's French Pastry	10.40	Box Van
10/12/01	Wild Bills Bakery	10.50	Van
10/12/01	De Choix Special	11.00	Small Bob Tail
10/12/01	Quiesarl Bakey	11.05	Van
10/12/01	Home Maid Ravoli	11.30	Van
10/12/01	Home Maid Ravoli	11.30	Van
10/12/01	Kelly's French Pastry	11.40	Box Van
10/12/01	Refridgeration Concepts	11.50	
10/12/01	Malta Beverage	12.00p.m	Van
10/12/01	Quong Hop Co.	12.05p.m	Box Van
10/12/01	Judy's Breadsticks	12.10p.m	Van
10/12/01	Real Soda of SF	12.10p.m	Box Van
10/15/01	Gourmet Global Trading	10.10	Van
10/15/01	Pacific Coast Bakery	10.20	Van
10/15/01	Gourmet Global Trading	10.37	Van
10/15/01	SF French Bread Inc	10.40	Out Truck
10/15/01	SF French Bread Inc	10.40	Out Truck
10/15/01	Monterey Pasta	11.53	Van
10/15/01	De Rosa Sales	12.00p.m	Trailer/ Station Wagon
10/15/01	Judy's Breadsticks	12.05p.m	Van
10/15/01	Musso's Cookies	12.10p.m	Van
10/15/01	Golden Gate	12.20p.m	Van

10/15/01	Golden Gate	12.20p.m	Van
10/15/01	Wonder Bread	12.25p.m	Large Van
10/15/01	Godiva	12.38p.m	Semi 45ft
10/15/01	GB Dist	2.35p.m	Van
10/15/01	GB Dist	2.35p.m	Van
10/16/01	Modesto	10.10	Bob Tail
10/16/01	Colombo	10.15	Box Van
10/16/01	Colombo Deli	10.15	Box Van
10/16/01	Quong Hop Co.	10.20	Van
10/16/01	Area Distribution	10.35	Van Box
10/16/01	Eduardo's	11.10	Van
10/16/01	Melani	11.15	Semi
10/16/01	BCP	11.50	Large Box Van
10/16/01	Chris Brooks Dist	11.50	Large Box Van
10/16/01	Destination Coffee	11.50	Large Box Van
10/16/01	J & J Baloons	11.50	Large Box Van
10/16/01	Jason Cooper	11.50	Large Box Van
10/16/01	John Sommer Inc	11.50	Large Box Van
10/16/01	Marinna Says	11.50	Large Box Van
10/16/01	Oregon Hill Farm	11.50	Large Box Van
10/16/01	Paprarnot co	11.50	Large Box Van
10/16/01	Santoro Graphics	11.50	Large Box Van
10/16/01	Steel's Gourmet	11.50	Large Box Van
10/16/01	Sundance Gourmet	11.50	Large Box Van
10/16/01	Sundance Gourmet	11.50	Large Box Van
10/16/01	Sundance Gourmet	11.50	Large Box Van
10/16/01	Western Shore Orchard	11.50	Large Box Van
10/16/01	White Cap	11.50	Large Box Van
10/16/01	SF Deli Provision	1.18p.m	Box Van
10/16/01	GizDich Ranch	1.36p.m	Van
10/16/01	Napa Valley Dist	1.45p.m	Van
10/16/01	Whole Grain Bread	12.01p.m	Van
10/17/01	Marin Cheese Co.	10.30	Box Van
10/17/01	Marin Cheese Co.	10.30	Box Van
10/17/01	Marin Cheese Co.	10.30	Box Van
10/17/01	Northwest Cheese Dist	11.00	Van
10/17/01	Wild Bills Bakery	11.00	Van

10/17/01	CBS Equipments	11.31	Brown Truck
10/17/01	Godiva	11.31	Box Van
10/17/01	Oat Quisine	11.31	Brown Truck
10/17/01	Uppercrust	11.31	Large Van
10/17/01	Peninsula Ice	11.45	Bob Tail Large
10/17/01	Napa Valley Dist	1.00p.m	Van
10/17/01	Judy's Breadsticks	12.08p.m	Van
10/18/01	Hanley Farms	10.26	Truck
10/18/01	San Francisco Bread	10.51	Box Truck
10/18/01	Wonder Bread	11.45	Large Van
10/18/01	Kencroft	1.00p.m	Semi 45ft
10/18/01	Whole Grain Bread	12.05p.m	Van
10/18/01	Saags	12.15p.m	Small Bob Tail
10/18/01	Casa Linda Kithens	12.45p.m	Truck
10/18/01	Saags Deli	12.50p.m.	Small Bob Tail
10/18/01	Saags Meat	12.50p.m.	Small Bob Tail
10/19/01	Delware Delight Foods	2.30	Van
10/19/01	Colombo	10.00	Small Bob Tail
10/19/01	Wise Selection	10.02	Box Van
10/19/01	Quong Hop Co.	10.10	Van Box
10/19/01	Vintners Exp	10.10	Van
10/19/01	Area Distributon-Deli	10.15	Small Bob Tail
10/19/01	Boars Head	10.15	Large Van
10/19/01	Caspari	10.20	Brown Van
10/19/01	Delsa Chocolatier	10.20	Brown Van
10/19/01	Bourbonccountry Inc	10.35	Brown Van
10/19/01	Daydots	10.35	Brown Van
10/19/01	Great West Distribution	10.35	Van
10/19/01	Lester Farms	10.35	Brown Van
10/19/01	Suzanne Pichett	10.35	Brown Van
10/19/01	Unified	10.35	Brown Van
10/19/01	Home Maid Ravoli	10.45	Van
10/19/01	Chrisco Foods	10.50	Brown Van
10/19/01	Gourmet Global Trading	10.50	Brown Van
10/19/01	Home Maid Ravoli	10.55	Van
10/19/01	Ozina Spec Foods	11.26	Van
10/19/01	Casa Linda Kithens	12.25	Van

10/19/01	Homestead Ravoli	1.15p.m	Van
10/19/01	J. Martin	1.40p.m	Bob Tail Large
10/20/01	Sapoin To Pasta Co	10.23	Van
10/20/01	SF French Bread Inc	10.40	Box Van
10/20/01	Judy's Breadsticks	11.25	Van
10/20/01	Just Natanel	11.30	Box Truck
10/20/01	Lutsolux Entermanns	1.00p.m.	Van
10/20/01	Whole Grain Bread	12.05p.m	Van
10/20/01	Judy's Breadsticks	12.30p.m.	Van
10/22/01	Colombo	10.31	Box Truck
10/22/01	Monterey Pasta	11.53	Van
10/22/01	Wonder Bread	11.58	Large Van
10/22/01	Munos Cookies	12.00p.m	Large Van
10/22/01	Judy's Breadsticks	12.10p.m	Van
10/23/01	Area Distribution Inc.	10.50	Box Van
10/23/01	Quong Hop Co.	11.15	Small Bob Tail
10/23/01	Gentry Magazines	11.16	Car
10/23/01	Market Jensen Honey	11.20	Van
10/23/01	SF Dew Prov	12.30	Box Van
10/23/01	SF Dew Prov	12.30	Box Van
10/24/01	Diestel Turkey	10.20	Box Van
10/24/01	Northwest Cheese Dist	10.35	Van
10/24/01	SF Deli Provision	11.20	Box Van
10/24/01	Saags Produce	1.05p.m	Large Van
10/24/01	Saags Produce	1.05p.m	Large Van
10/24/01	Area Dist	1.33p.m	Truck
10/24/01	Whole Grain Bread	12.08p.m	Van
10/24/01	Judy's Breadsticks	12.15p.m.	Van

First Two Weeks=172 Deliveries

01/02/02	DeChoix Spec Foods	12.29p.m	Small Bob Tail
01/02/02	DeChoix Spec Foods	12.29p.m	Small Bob Tail
01/03/02	Saporito	10.07	Van
01/03/02	Dale Cox	10.10	Box Van
01/03/02	SF Deli Provisions	10.10	Small Bob Tail

01/03/02	Wick Dist	10.10	Car
01/03/02	Joseph Schmidt	10.42	Large Van
01/03/02	John Sommer	10.50	Box Van
01/03/02	Real Soda	11.05	Bob Tail
01/03/02	PFX Pet Supply	11.20	Bob Tail
01/03/02	Whole Grain Bread	11.25	Bread Van
01/03/02	Durham Meat	12.25p.m.	Bob Tail
01/04/02	Hawaiian Flowers	10.15	
01/04/02	Starlight Building Maint	10.20	Box Van
01/04/02	Wonder Bread	10.50	Bread Van
01/04/02	Coors West Beer	11.05	Van
01/04/02	Homestead Ravoli	11.06	Bob Tail
01/04/02	Inter Baking	11.10	Bread Van
01/04/02	Northwest Cheese Dist	11.20	Bob Tail
01/04/02	Judy's Breadsticks	11.44	Van
01/04/02	Clover Farms	1.30p.m.	Bob Tail
01/04/02	Great Western Dist	12.10p.m.	
01/04/02	Great West Dist	12.10p.m.	Box Van
01/04/02	Baywater packing And Suppl	12.20p.m.	Box Van
01/05/02	Colombo	10.28	Bread Van
01/05/02	Whole Grain Bread	11.00	Van
01/07/02	Unified	10.40	Semi
01/07/02	Lee And Ass	10.45	Van
01/07/02	Colombo	10.45	Van
01/07/02	Wild Bills Bakery	11.10	Van
01/07/02	Wild Bills Bakery	11.10	Van
01/07/02	7-up	11.15	Van
01/07/02	The Cherry Tree	11.40	Van
01/07/02	The Cherry Tree	11.45	Van
01/07/02	Wonder Bread	11.47	Van
01/07/02	Quang Hop	11.50	Van
01/07/02	Judy's Breadsticks	11.50	Van
01/07/02	Monterey Pasta	12.10p.m.	Van
01/07/02	Area Distributors	12.10p.m.	Bob Tail
01/07/02	Area Distributors	12.10p.m.	Bob Tail
01/07/02	Area Distributors	12.10p.m.	Bob Tail
01/07/02	Area Distributors	12.10p.m.	Bob Tail

01/07/02	Musso's Cookies	12.15p.m.	Van
01/07/02	GB Distribution	12.25p.m.	Van
01/08/02	Coca Cola	10.05	Trailer
01/08/02	Biscotti Di Suex	11.02	Van
01/08/02	Berkeely Farms Milk	11.03	Trailer
01/08/02	Salsa Luna	11.25	Car
01/08/02	Whole Grain Bread	11.31	Bread Van
01/08/02	Gizdich Ranch	1.15p.m	Van
01/08/02	Alice's Trick Cookies	2.22p.m	Van
01/09/02	Judy's Breadsticks	11.45	Van
01/09/02	Edwards	11.52	Van
01/09/02	De Choix	12.25p.m.	Small Bob Tail
01/09/02	Mr.Lee	12.32p.m	
01/10/02	Renaissance	10.00	Van
01/10/02	Saag's	10.26	Van
01/10/02	Colombo	10.49	Van
01/10/02	Wonder Bread	10.50	Van
01/10/02	Mark Jensen	10.58	Van
01/10/02	Made in France	11.11	Van
01/10/02	Mark Jensen	11.16	Van
01/10/02	Sparanito Pasta	11.24	Van
01/10/02	7-up	11.28	Van
01/10/02	Bellissimi	12.42p.m.	Car
01/10/02	Suzannes	12.42p.m.	Car
01/11/02	Hawaiian Flowers	10.00	Van
01/11/02	De Choix	10.02	Bob Tail
01/11/02	De Choix	10.02	Bob Tail
01/11/02	De Choix	10.02	Bob Tail
01/11/02	Pacific Coast Bakery	10.05	Bread Van
01/11/02	Wild Bills Bakery	10.15	Bread Van
01/11/02	SF French Bread	10.18	Bread Van
01/11/02	Quong Hop	10.28	Van
01/11/02	Godiva Chocolates	1.01p.m.	Bob Tail
01/11/02	Home Maid Ravoli	1.06p.m.	Bob Tail
01/11/02	Home Maid Ravoli	1.06p.m.	Bob Tail
01/11/02	Phoenician Foods	1.08p.m.	Van
01/11/02	Gourmet Global Trading	1.20p.m.	Van

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01/11/02	Coors West Beer	1.32p.m.	Van
01/11/02	Homestead Ravoli	1.35p.m.	Bob Tail
01/11/02	International	12.45p.m.	Bob Tail
01/12/02	Wonder Bread	10.01	Bread Van
01/12/02	Colombo	10.48	Bread Van
01/12/02	Robert Lampert	11.30	Van
01/12/02	Judy's Breadsticks	11.30	Van
01/14/02	Ecolab	10.10	Bob Tail
01/14/02	Wild Bills Bakery	10.49	Van
01/14/02	Wild Bills Bakery	10.49	Van
01/14/02	Wild Bills Bakery	10.54	Van
01/14/02	Colombo	10.57	Van
01/14/02	Wonder Bread	11.10	Van
01/14/02	Lettieri Co Ltd	11.22	Van
01/14/02	Certified Kosher	11.49	Van
01/14/02	Monterey Pasta	11.56	Van
01/14/02	Sovia	1.10p.m.	Trailer
01/14/02	Musso's Cookies	12.05p.m.	Van
01/14/02	Judy's Breadsticks	12.10p.m.	Van
01/15/02	Friedlin Tossoc.	10.15	Van
01/15/02	Pepsi	10.15	Bob Tail
01/15/02	SF French Bread	10.15	Bread Van
01/15/02	SF French Bread	10.15	Bread Van
01/15/02	Meloni	10.20	Bob Tail
01/15/02	SF Deli Prov	10.35	Bob Tail
01/15/02	Suzannes	11.15	Car
01/15/02	Whole Grain Bread	11.45	Van
01/15/02	Saporaito Pasta	11.57	Van
01/15/02	Grdich Ranch	1.12p.m.	Bob Tail
01/16/02	De Chiox	1.10p.m	Van
01/16/02	De Chiox	1.10p.m	Van
01/16/02	Contry Magazines	1.30p.m.	Car
01/16/02	Snaps	11.40p.m.,	Car
01/16/02	Noble	12.20p.m	Trailer
01/16/02	Northwest Cheese Dist	12.21p.m	Small Bob Tail
01/16/02	Out Of Flower Ice Cream	12.30p.m.	Bob Tail
01/16/02	Judy's Breadsticks	12.57p.m.	Small Bob Tail

01/16/02	Stacays	2.12p.m.	Ups
01/16/02	Salsa De Luna	3.05p.m	Ups
01/21/02	Domestic Cheese	10.03	Van
01/21/02	Colombo	10.30	Van
01/21/02	7-up	11.17	Van
01/21/02	Wonder Bread	11.40	Van
01/21/02	Judy's Breadsticks	11.57	Van
01/21/02	Monterey Pasta	12.12p.m.	Van
01/21/02	Ecolab	12.40p.m.	Van
01/21/02	Musso's Cookies	12.45p.m.	Van

Last Two Weeks =125

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Exhibit B

JOB DESCRIPTION

FLAGMAN

- FLAGMAN SHALL BE RESPONSIBLE FOR ENSURING THE SAFETY OF PEDESTRIANS, AND THE SAFETY OF ALL VEHICLES IN THE RECEIVING AREA AS WELL AS THOSE EXITING ONTO EVELYN ST. FROM THE RECEIVING AREA.

- FLAGMAN SHALL DETERMINE THE MOST APPROPRIATE UNLOADING LOCATION FOR EACH DELIVERY AND SHALL DIRECT THE VEHICLE TO THAT LOCATION. FLAGMAN SHALL ALSO BE RESPONSIBLE FOR ENSURING THAT DELIVERY VEHICLES DO NOT PARK IN ANY LOCATION EXCEPT THOSE SPECIFICALLY DESIGNATED FOR DELIVERY, WITHIN THE DESIGNATED TIME LIMITS OF DRAEGER'S USE PERMIT.

- FLAGMAN SHALL BE RESPONSIBLE FOR ENSURING NO DELIVERY VEHICLES, WITH DELIVERIES FOR DRAEGER'S, PARK IN CITY PARKING AREA # 2 ON THE EAST SIDE OF EVELYN ST., OR IN ANY PORTION OF CITY PARKING LOT # 1 PARALLEL TO DRAEGER'S, EXCEPT IN THE DESIGNATED PARKING SPACES DURING THE DESIGNATED TIME ALLOWED. FLAGMAN WILL DIRECT ANY INAPPROPRIATELY PARKED VEHICLES TO RELOCATE

- FLAGMAN SHALL DIRECT ALL DELIVERY VEHICLES TO THE PROPER AREA FOR LOADING/UNLOADING, WHILE CONTINUOUSLY ENSURING THE SAFETY OF THOSE PERSONS UNLOADING VEHICLES, WALKING NEARBY, OR ENTERING/EXITING THE PARKING LOT IN A VEHICLE.

- FLAGMAN SHALL ENSURE THAT ALL CONDITIONS OF DRAEGER'S USE PERMIT, ISSUED BY THE CITY OF MENLO PARK, ARE STRICTLY ADHERED TO.

- FLAGMAN SHALL BE RESPONSIBLE FOR THE PLACEMENT OF ALL ORANGE TRAFFIC CONES AND DELINEATORS TO ENSURE FOR PROPER PLACEMENT, SEPARATION, AND SAFETY OF ALL VEHICLES, DELIVERY PEOPLE, AND PEDESTRIANS.

- FLAGMAN SHALL DIRECT ALL DELIVERY VEHICLES TO EVELYN ST. AT THE DESIGNATED CUTOFF TIME AND ENSURE THAT NO DELIVERY VEHICLES PARK IN ANY CITY PARKING LOT AFTER THE DESIGNATED CUTOFF TIME.

- FLAGMAN SHALL, AT THE DESIGNATED TIME, ENSURE THAT THE ORANGE SAFETY DEVICES ARE POSITIONED PROPERLY TO ALLOW PUBLIC PARKING AS WELL AS ALLOW RECEIVING ON THE APPROVED SIDEWALK FROM EVELYN ST. TO THE RECEIVING DOOR. FLAGMAN SHALL ALSO ENSURE ALL DEBRIS IS CLEANED UP AND THE DESIGNATED RECEIVING AREA IS CLEAN, CLEAR, AND UNOBSTRUCTED.

Exhibit C

Draeger's Supermarkets, Inc.

Draeger's Supermarkets, Inc.

Phone: 650-470-8380
FAX: 650-470-8342
email: Radraeger@aol.com

Memorandum

To: *All Menlo Park Store employees*
From: *Richard A. Draeger*
cc:
Date: *Friday, August 24, 2001*
Subject: *Store receiving policies*

Store employee:

As of Tuesday 8/28/01, Draeger's is commencing limited receiving operations in the City Parking and off of Evelyn Street. All employees working at Menlo Park store are heretofore bound by the following rules:

A.No loading or unloading of any type for Draeger's shall occur in any public parking plaza, except within the designated temporary loading zone and during the designated temporary loading hours. All loading and unloading activities in the designated loading zone of the public parking plaza shall be conducted between 5:00 and 10:00 a.m. And between 9:00 p.m. And Midnight, Mondays through Fridays.

B. Receiving is allowed from Evelyn Street any hour.

C. No loading or receiving is allowed at any time through the new door at the rear of the building on Menlo Avenue.

D. The new service door on Menlo Avenue shall only be used for the pickup and removal of recycled materials from the building. Pickups of the recycled materials shall be limited to a maximum of two times per week, each pick-up not lasting mroe than 30 minutes and being completed prior to 10 a.m.

E. BFI shall remove all garbage from Draeger's Menlo Park prior to 7 a.m.

F. The trash enclosure located in the public parking plaza is to be kept free of debris and clean at all times.

G. Parking shall be made available to the public in the Draeger's private parking lot during those hours receiving and loading are occurring in the public parking plaza.

H. Draeger's is designating 4 spaces for public use in its private parking lot until further notice.

F. No pallets, merchandise, garbage or any other materials or equipment shall be temporarily or permanently stored in the parking plaza or on public streets, except within the temporary loading zone in the public parking plaza during actual loading and unloading operations within the designated temporary loading hours.

G. The delivery doors on the north side of the building shall remain fully closed at all times, except during loading and unloading operations. When loading and unloading is occurring, the doors are to be maintained in a fully open position.

As an employee of Draeger's it is your responsibility to fully comply with these requirements and report to management *immediately* any violations. Employees found violating this policy will be subject to disciplinary measures which include possible suspension or termination of employment.

I have read and understand the above policy.

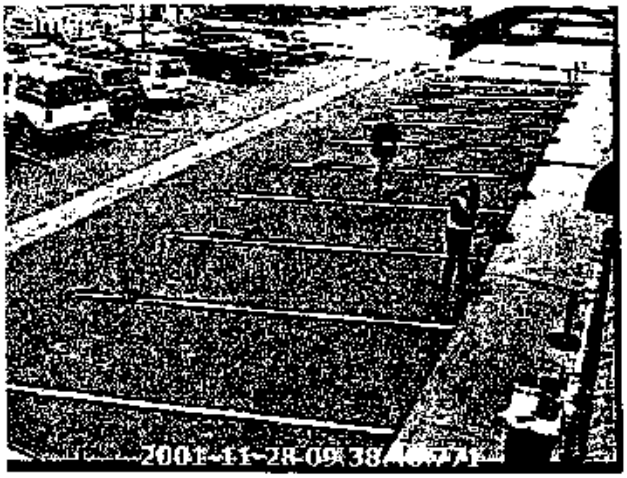
Signed: _____

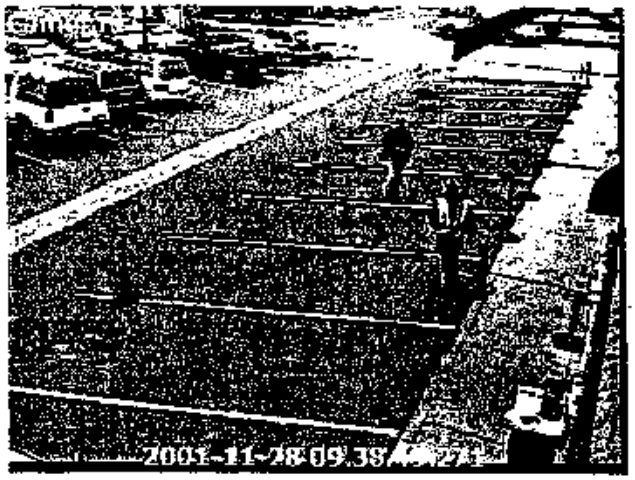
Date: ___/___/___

Copy must be returned to Cecelia in Personnel

Exhibit D

Lot cleared @ 9.38am (11/28/01-Wednesday)





C-22

Exhibit E

Charles M Salter Associates Inc

Consultants
in Acoustics
& Audio/Visual
Systems Design

130 Sutter Street
San Francisco
California 94104
Tel: 415 397 0442
Fax: 415 397 0454
email@charlessalter.com
www.charlessalter.com

February 15, 2002

Richard Draeger
Draeger's Market
100 Hamilton Avenue, Suite 401
Palo Alto, CA 94301
FAX: (650) 470-8344

DRAFT

Subject: Draft Environmental Noise Study
Draeger's Market – Menlo Park

Dear Richard:

This letter summarizes our noise assessment of delivery truck unloading activities in the night and morning hours at Draeger's Market in Menlo Park. In particular, we quantify the current noise environment and evaluate the noise effects of transferring all late night and morning unloading activities to the parking plaza. In summary, this will reduce unloading noise at the residences at the corner of Menlo Avenue and Evelyn Street and may increase noise levels along University Drive by an increment that is generally considered less-than-significant.

Charles M. Salter Associates has had an ongoing relationship with Draeger's Markets dating almost fifteen years. Our history of acoustical analysis at the Menlo Park market began in 1989.

General Description

Draeger's Market in Menlo Park is situated at the corner of University Drive and Menlo Avenue, one block east of Santa Cruz Avenue. The rear of the store is bordered by Evelyn Street, and a public parking plaza is situated along the northwest facade. The market receives daily replenishments, delivered in the parking plaza and along Evelyn Street, all entering the store through a door opening to the plaza.

Noise in the surrounding neighborhood is dominated by vehicle traffic along Menlo Avenue and University Drive. Noise from the market's replenishment

C-23

trucks is audible at the nearest residences, particularly those along University Drive and at the corner of Menlo Avenue and Evelyn Street.

Normal delivery hours for the market are between 9 pm and midnight, and between 5 am and 10 am, Monday through Friday. Typical delivery trucks consist of pickup trucks, vans, bob-tails, trailers and side loaders. These trucks park either in the plaza, specifically in the row of parking spaces between the plaza entry doors and Evelyn Street, or along Evelyn Street. Products are unloaded from the trucks and carried into the market by hand, using rolling carts, or pallet jacks.

Delivery trucks arriving at other hours of the day or night (approximately 15 percent during a three-day period studied) park along Evelyn Street. Products are then delivered to the store by the same methods described above, by hand, rolling cart or pallet jacks.

EXISTING NOISE ENVIRONMENT

To quantify the existing noise environment, we studied unloading activities for a period of three days, between the 4th and the 7th of February, 2002. In that period, the store received 85 percent of their deliveries between 5 am and 10 am. Table 1 shows typical sound levels measured at the nearest residences.

Table 1: Existing Noise Levels

Source	Sound levels along University Drive, opposite parking plaza	Sound levels at corner of Menlo Avenue and Evelyn Street
Lift gate from unloading truck[1]	47 dBA	51 dBA
Rolling cart[2]	50 dBA	54 dBA
Pallet jack[3]	58 dBA	61 dBA
Car pass on street	72 dBA	72 dBA
Distant train	59.5 dBA	58 dBA

To quantify the long-term noise environment at the nearest residences, we measured the Day/Night Sound Levels, DNL[4]. These existing DNL are summarized in Table 2.

[1] Noise source along Evelyn Street
[2] Noise source along Evelyn Street
[3] University Drive levels – noise source in plaza. Menlo / Evelyn levels – noise source along Evelyn.
[4] Day/Night Sound Level (DNL) — A descriptor established by the U.S. Environmental Protection Agency to describe the average day-night level with a penalty applied to noise occurring during the nighttime hours (10 pm - 7 am) to account for the increased sensitivity of people during sleeping hours.

Table 1: Existing Noise Levels		
Location	Date	DNL
Sound level at residents along University Drive, opposite parking plaza	6th to 7th February 2002	69 dBA
Sound level at residents at corner of Menlo Avenue and Evelyn Street	6th to 7th February 2002	66 dBA

FUTURE NOISE ENVIRONMENT

We have evaluated the effects of extending truck delivery hours in the plaza area, as well as parking nearly all delivery trucks in the plaza area during those hours.

University Drive Residences

To quantify the noise environment that residents along University Drive would experience due to unloading activities at the adjacent market, the noise source must be considered. Currently, many trucks unload products while parked along Evelyn Street. Noise from pallet jacks and rolling carts would typically remain the same, since the trucks would be no closer to the residents than the store's delivery entrance which these rolling tools currently enter. Noise levels would increase, by as much as 2.5 decibels for activities which currently take place on Evelyn Street. This would not be considered a significant increase.

Menlo Avenue / Evelyn Street Residences

If virtually all deliveries were unloaded in the northern section of the parking plaza, noise from typical unloading activities would decrease at the residences at the corner of Menlo Avenue and Evelyn Street. To provide a reference, if the lowering of a lift gate were measured to be 51 dBA at the residences with the delivery truck parked along Evelyn, residents could expect a 4 decibel decrease in noise for the same activity occurring inside the plaza area. This change could be considered significant.

By increasing the market's normal delivery hours from 9 pm to midnight and 5 am to 10 am to the hours between 9 pm and 10 am, nighttime deliveries may become more frequent[5]. During the three days we studied, only one percent of deliveries was received before 5 am. As a conservative estimate, we have calculated long-term average sound levels due to unloading activities assuming two deliveries per hour for each nighttime hour between 9 pm and 4 am. In the hour between 4 am and 5 am, we assumed that an additional four deliveries would be received. Based on this analysis, the long-term average sound levels, DNL, at the nearest residences along University Drive and at the corner of Menlo Avenue

[5] According to a phone conversation with Richard Dreeger, 15 February 2002.

and Evelyn Street would increase by less than 1 dB due to unloading activities. This increase would be insignificant.

This concludes our current comments on the subject project. Please call with any questions.

Sincerely,
CHARLES M. SALTER ASSOCIATES, INC.

Joshua M. Roper
Consultant

JMR

Exhibit F

UNIFIED
UNIFIED WESTERN GROCERS, INC.

To whom it may concern: February 13, 2002

I recently received a phone call from a consultant, for the city of Menlo Park, in regards to reducing the number of deliveries that Dreager's Supermarket received each week. He explained to me that they were looking for possible solutions to reduce the truck traffic caused by all of the vendors that deliver to the store.

He indicated that he was putting together a survey, on the behalf of Menlo Park, which would suggest solutions to the traffic problem. The idea was to consolidate product from outside vendors at a central location and then deliver a consolidated delivery to Dreager's.

In our conversation I informed him that we do a small (2-3 vendors) number of "Cross-Docks" with members in remote areas of the state. The program was one in which we adopted from a company we merged with over a year ago. Today most of our retailers have dropped the program because they could not operate with the inadequate service levels this created.

I explained to the gentleman that this is an extremely inefficient means of supplying product from both ends of the channel. He again asked, if we would be willing to at least listen to a proposal on this idea. Since we do not make decisions for our customers, I told him I would have to speak to Dreager's to get their input. He informed me he was working with Richard Dreager and that he was fully aware and wanted to explore the possibilities of such a program. My response to him was that we would certainly listen to the proposal.

This week a written report comes out that quotes me saying that UWG can offer this service without UWG even being presented the details of the program.

I spoke with Anthony Dreager about this and when he informed me that we were looking at 40+ vendors that would participate I was completely shocked! UWG services grocery across the western U.S. and nowhere in our company would we subject our members to such inefficiency as cross-docks from outside vendors. We currently do not have the infrastructure to perform such a task, and would not want to entertain the idea. The supply chain in the grocery business is the life-blood of their operations. The chain store supply chain operates this way because it enables them to compete in the marketplace by utilizing the infrastructure that is already established to supply their stores on a daily basis. We would only hamper their ability to compete in the market place if UWG acted as a freight consolidator.

Regards,

Bob Garibaldi
Director of Sales

3420A Pastoria Way • Suite A • San Ramon • California 94583
Tel: (925) 866-1684 • Sales Fax: (925) 866-2084 • Purchasing Fax: (925) 866-2199

CITY OF MENLO PARK

TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Draeger's Lot Deliveries(pao20005)

TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Draeger's Lot Deliveries(p9280005)

E-D

TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Evelyn Deliveries (pao20007)

D-3

TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Evelyn Deliveries(pao20003)

CITY OF MENLO PARK

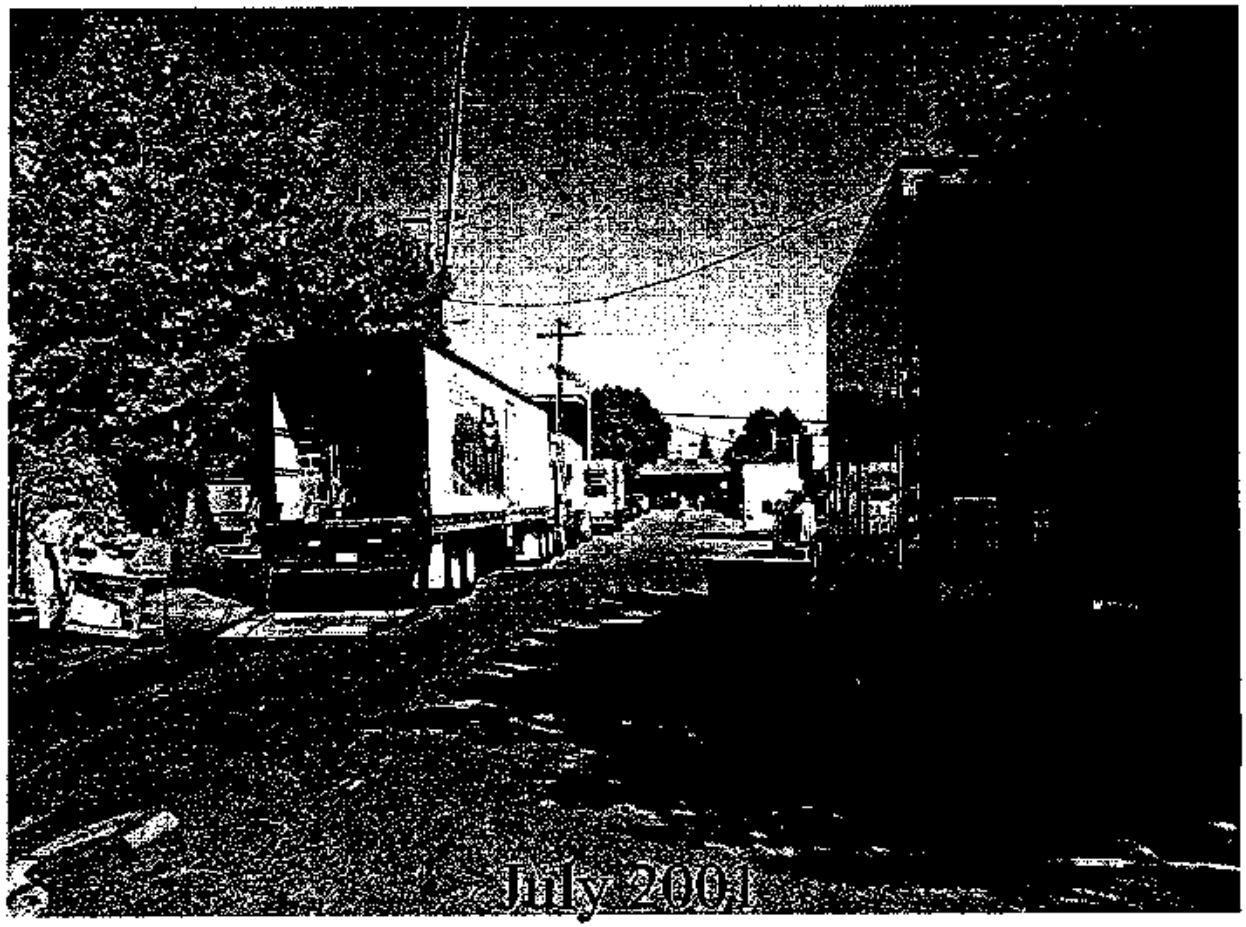
TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Evelyn Deliveries(p7030001)

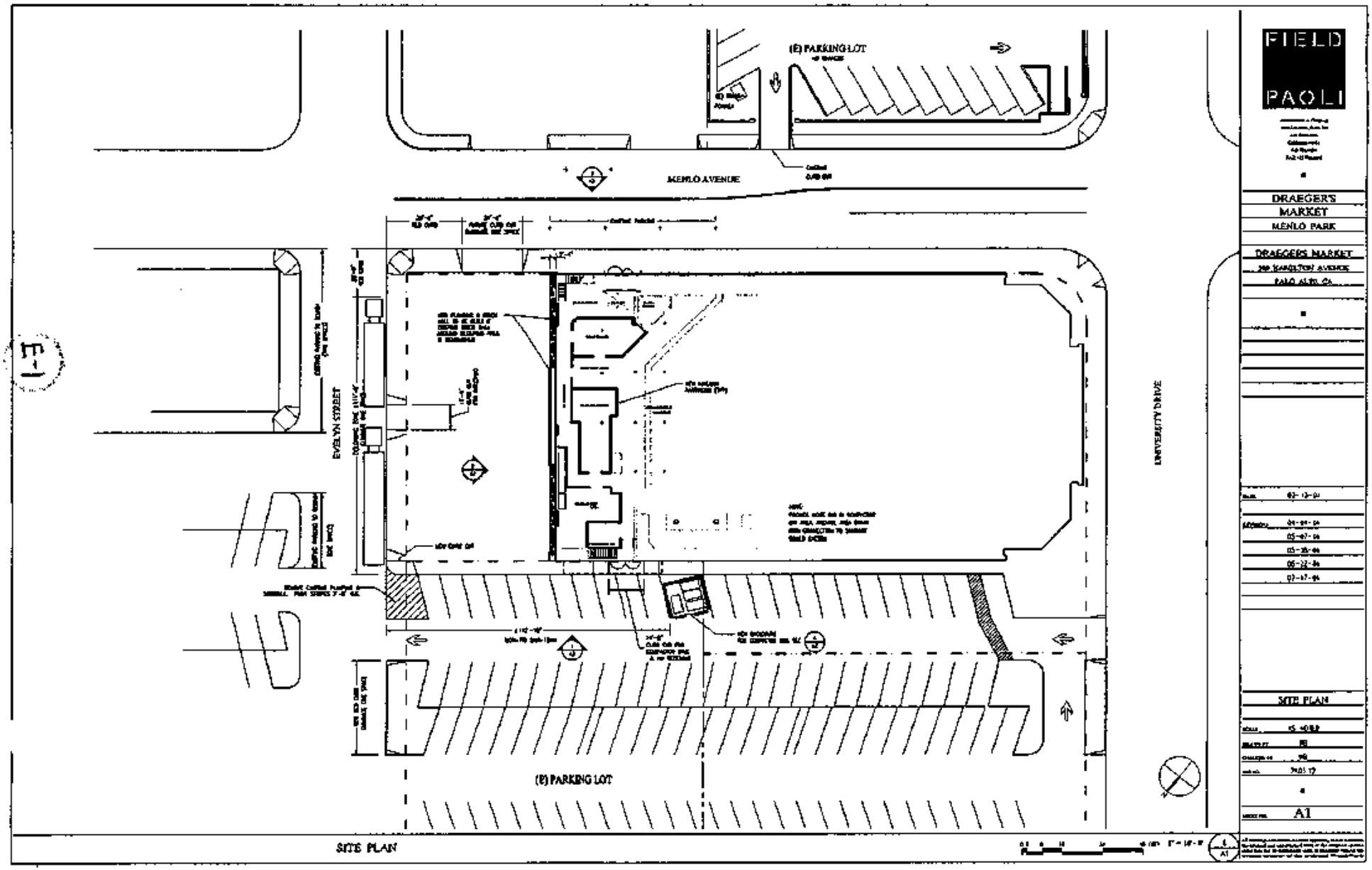
CITY OF MENLO PARK

TRANSPORTATION DIVISION
701 Laurel Street / Menlo Park, CA
94025

Evelyn Deliveries(p7020011)



D-6


(E) PARKING LOT
MENLO AVENUE
EVELYN STREET
UNIVERSITY DRIVE
(E) PARKING LOT
SITE PLAN
FIELD PAOLI
DRAEGER'S MARKET
MENLO PARK
DRAEGERS MARKET
SITE PLAN
A1

Approved Conditions for Draeger's Supermarket
July 24, 2001

General Conditions

a. Development of the project shall be substantially in conformance with the plans prepared by Field Paoli, Architecture & Planning, consisting of two plan sheets, dated July 17, 2001, and approved by the City Council on July 24, 2001, except as modified by the conditions contained herein.

b. Prior to building permit issuance, the project sponsor shall comply with all sanitary district, Menlo Park Fire Protection District, and utility companies regulations that are directly applicable to the project.

c. Prior to building permit issuance, the project sponsor shall comply with all requirements of the Building Division, Environmental Programs Management Division, Engineering Division, and Transportation Division that are directly applicable to the project.

d. If required by state or federal regulations, or by the Building Division, construction safety fences shall be installed around the periphery of the construction area. A plan for safety fences necessary during construction shall be submitted to and approved by the Building Division staff prior to issuance of a building permit.

Conditions for Changes to the Market Building

e. On or before August 9, 2001, the project sponsor shall apply for building permits to modify the rear exterior elevation of the market consistent with the approved plans, and shall diligently pursue approval and completion of the work. Such work shall be completed within 180 days of City Council approval of July 24, 2001.

f. On or before August 24, 2001, the project sponsor shall submit a detailed landscaping plan for the rear elevation to the Planning Division for review and approval, to the extent landscaping can be installed on the market property. The plan shall include the method of irrigation. The landscaping plan shall be implemented within 30 days of completion of the building modifications to the rear elevation assuming the landscaping can be installed on the market property and/or the adjacent property owner grants access for such installation.

(F-1)

g. Prior to the installation of any new signage, the project sponsor shall obtain an approved sign permit from the Planning Division.

h. Prior to issuance of building permits for the new awning, the project sponsor shall obtain approval of an encroachment permit from the Engineering Division. The submittal of the encroachment permit request shall include detailed plans that verify the consistency of the design of the awning with existing awnings on the building.

i. The new service door on Menlo Avenue shall only be used for the pickup and removal of recycled materials from the building. Pickups of the recycled materials shall be limited to a maximum of two times per week, each pick-up not lasting more than 30 minutes and being completed prior to 10:00 a.m.

j. Prior to final building inspection of the market building, the project sponsor shall submit written documentation of efforts made to mitigate noise outside the building from the existing, internal public address system. The Planning Division shall determine whether the efforts are adequate or whether additional efforts are required.

Conditions for the Trash Enclosure and Establishment of Loading Zones

k. Approval of the trash enclosure and loading zones shall expire on March 1, 2002, with a possible extension up to September 1, 2002 based on a demonstrated need for the extension in order to complete a long-term plan. Prior to the expiration, two documents shall be developed, presented to and approved by the City Council at a public hearing. The documents are further described below.

(i) Food Processing and Delivery Operations Report

The City shall hire independent consultants specializing in food processing operations and supermarket delivery logistics to analyze and prepare a report for consideration by the project sponsor, staff and the City Council addressing the matters set forth below. The consultants will also be responsible for review of a long-term plan for market operations that is to be prepared by the project sponsor. Draeger's Supermarket shall reimburse the City for all costs associated with the hiring of the consultants and all work conducted by the consultants for the City. Draeger's Supermarket shall also make all areas of the market's operations accessible to the consultants. Notwithstanding the following, the consultant shall not include in its report or make public, any

confidential and/or proprietary information provided by Draeger's. The report shall include the following elements:

Food preparation services

- Description of all current and projected food preparation activities;
- Description of the food preparation services for the Menlo Park store and other stores;
- Description of the catering business, including the local vs. regional customer base;
- Description of area used for food preparation;
- Description of the jobs and number of employees in food preparation;
- Analysis of what portions of food preparation can be successfully re-located off-site and the beneficial and adverse impacts of the relocation, including reductions in employees at the market, reductions and/or increases in deliveries related to food preparation, and reduction in square footage dedicated to food preparation; and
- Recommendations for changes to the food preparation operations that would result in fewer impacts to the immediate area of the market.

Delivery Logistics

- Description of the current loading operations, including the size and number of delivery vehicles, the type of products delivered by each vehicle and the aspect of market operations supported by the delivery;
- Description of the truck routes used by each delivery vehicle;
- Description of the loading and unloading areas used by each vehicle and the days and hours this activity takes place;
- Description of inbound and outbound deliveries, with specific reference to whether the deliveries are serving the Menlo Park grocery business or food preparation;
- Description of loading and unloading activities, other than those related to Draeger's Supermarket, that take place in the immediate area;
- Analysis of loading and unloading operations for other grocery stores, including Safeway, Whole Foods, Mollie Stone's, Andronico's, and other Draeger's markets;
- Analysis of the beneficial and adverse impacts if all or a portion of existing food preparation services and/or warehousing activities were located off-site; and
- Recommendations for changes to the warehousing and loading and unloading operations that would result in increased efficiencies in deliveries (by reductions in the number and/or size of trucks and stronger control over delivery operations) and fewer impacts to the immediate area.

F-3

(ii) Long-Term Plan for Market Operations

The project sponsor shall prepare and submit a long-term plan for the operation of the market for consideration by staff and the City Council. The plan shall include the following elements:

- Proposal for an alternative plan for receiving functions, including loading and unloading operations, the storage of compacted waste and the general storage of equipment, that does not require the loss of or impediment to any public or private parking spaces;
- Description of any use of off-site locations for portions of the market's operations;
- Proposal of a plan for the parking of Draeger's delivery trucks, that does not eliminate public or private parking;
- Proposal for the location of the storage of compacted waste on private property in a manner that is screened from public view, addresses odor and cleanliness issues, and does not result in a loss of existing public or private parking spaces;
- Discussion of the *Food Processing and Delivery Operations Report*, including what elements of the recommendations have been included in the plan, and, if recommendations are not included in the plan, an explanation of why they have not been included;
- Documentation of market's current recycling efforts and proposal for increasing the market's recycling;
- Analysis by a licensed arborist of any private or public trees potentially impacted by the plan, recommendations for avoiding, minimizing, or mitigating those impacts and a plan for implementation of the mitigations; and
- Description of existing and proposed plans for employee commute alternative programs, including documentation of the use to date of the programs.

l. Prior to building permit issuance for the trash enclosure, the project sponsor shall submit a plan for protecting motorists, pedestrians and bicyclists during use of the trash enclosure. The plan shall include measures such as warning signs, physical barriers and/or flagmen. The plan shall be subject to review and approval by the Planning, Transportation and Engineering Divisions.

m. Trash pick-up from the enclosure located in the parking plaza shall occur before 7:00 a.m.

n. Prior to issuance of building permits for the trash enclosure, the project sponsor shall submit detailed plans to the Planning and Transportation Divisions for review and approval that show that the enclosure, including the

roof of the structure, does not interfere with or eliminate more than two parking spaces. The plans shall also indicate the specific color of the structure.

o. The trash enclosure shall be kept free of debris and clean at all times.

p. Prior to final building inspection of the trash enclosure, the project sponsor shall make the parking spaces located in the Draeger's private parking lot located across Menlo Avenue available to the public for short-term parking from 5:00 a.m. to 10:00 a.m., Monday through Friday. In addition, the project sponsor shall designate and make available a number of spaces in the private lot equivalent to the number of public spaces lost as a result of the construction of the trash enclosure and the establishment of the loading zone on Evelyn Street for short-term public parking. Signs shall be installed by the project sponsor in Parking Plaza #4 and in the Draeger's private lot indicating the availability of the parking. The private lot shall be made available for public parking until such time that full-time permanent parking is restored on Evelyn Street and in Public Parking Plaza #4. The design and placement of the signs shall be subject to the review and approval of the Planning and Transportation Divisions.

q. No loading or unloading of any type for Draeger's Supermarket shall occur in any public parking plaza, except within the designated temporary loading zone and during the designated temporary loading hours. All loading and unloading activities in the designated loading zone of the public parking plaza shall be conducted between 5:00 and 10:00 a.m. and between 9:00 p.m. and Midnight, Mondays through Fridays.

r. No pallets, merchandise, garbage or any other materials or equipment shall be temporarily or permanently stored in the parking plaza or on public streets, except within the temporary loading zone in the public parking plaza during actual loading and unloading operations within the designated temporary loading hours.

s. Prior to commencement of loading operations within the parking plaza and on Evelyn Street, the project sponsor shall develop a plan that ensures that all loading and unloading activities in the public parking plaza and in the loading zone along Evelyn Street will be conducted in a manner that Evelyn Street and traffic aisles in the public parking plaza are kept clear and passable at all times and pedestrians have clear and safe routes that are separate from the loading zones. The plan shall include measures that prevent interference and other potential conflicts with vehicular and pedestrian traffic. Measures such as warning signs, physical barriers and/or flagmen, shall be used during loading and unloading to ensure vehicular and pedestrian safety. The plan

and its implementation shall be subject to the review and approval of the Transportation Division.

t. The delivery doors on the north side of the building shall remain fully closed at all times, except during loading and unloading operations. When loading and unloading is occurring, the doors are to be maintained in a fully open position. Prior to final building inspection of the market building, the applicant shall install a warning or safety device to alert the public when the delivery doors are to be opened. The warning device shall be subject to the review and approval of the Planning and Transportation Divisions.

u. Prior to building permit issuance, the existing curb cut on Evelyn Street shall be fully assessed by the Transportation and Engineering Divisions to determine if it is adequate to serve the proposed loading zone in the public parking plaza or whether modifications will be necessary. Necessary modifications shall be implemented prior to use of the new loading zones. If and when the part-time loading zone in the public parking plaza is discontinued, the project sponsor shall restore the curb cut, landscaping, and all street furniture to its pre-existing conditions. The restoration shall be to the satisfaction of the Planning, Engineering, and Transportation Divisions.

v. Prior to use of the new loading zones, a Police Business phone number shall be established for the public to register complaints related to the loading and unloading operations and/or operation of the compactor waste storage facility. Signs shall be posted in the parking plaza advising the public of the complaint line and the phone number. The sign text and placement shall be subject to review and approval of the Transportation and Engineering Divisions.

w. Within 45 days of implementation of the Evelyn Street loading zone, the Transportation Manager shall evaluate the retention of the on-street parking on the east side of Evelyn Street and determine whether the parking should be removed for safety reasons. The Transportation Manager shall report his findings to the City Council.

x. The City Council reserves the right to terminate the use permit, encroachment permit, and/or temporary loading zones in Plaza #4 and on Evelyn Street, and/or to impose additional limitations or restrictions on such permits and loading zones, including but not limited to, limiting hours of delivery, elimination of all or part of loading zones, relocating the trash enclosure, etc., if, in the opinion of the City Council, the operations and activities resulting from any of these approvals create traffic, circulation, parking, safety, noise and/or other problems or negative impacts in the vicinity of the Draeger's market property.

F-6

CITY COUNCIL AND COMMUNITY DEVELOPMENT AGENCY EXCERPT OF MINUTES

Regular Meeting
Tuesday, July 10, 2001
7:30 p.m.
Menlo Park Council Chamber
801 Laurel Street, Menlo Park

ROLL CALL – Mayor Jellins called the meeting to order at 7:40 p.m. All Councilmembers were present. Also present were City Manager Boesch, Assistant City Manager Seymour, City Attorney McClure, City Clerk Ramos and several department heads.

PUBLIC HEARING

Consideration of actions and recommendations of the Planning and Transportation Commissions regarding a proposal by Draeger's Supermarket, located at 1010 University Avenue, to relocate the market's receiving functions by (1) constructing minor alterations to the market building, (2) constructing a new trash containment facility in Public Parking Plaza #4, and (3) establishing loading zones on Evelyn Street and in Public Parking Plaza #4.

Chief Planner Heineck presented the staff report using overhead visual aids. She also noted receipt of additional letters since the completion of the staff report, one of which is in opposition with a request that it be read into the record. In this case, Ms. Heineck suggested that instead of reading the entire letter into the record, that she would highlight the following concerns: The tenants of the building along Menlo Avenue are opposed to any parking on the east side of Evelyn Avenue and request that conditions that relate to management of loading operations in the parking plazas be extended to Plaza 5 as well as Plaza 4.

Staff responded to questions regarding the sidewalk on Evelyn Street, Draeger's operational activities and noise and traffic issues thereof, the 1985 project conditions, loading zone and schedule, use restrictions related to warehousing and deliveries, parking issues, and the Draeger's lease.

Richard Draeger, Applicant, provided background including modifications to the proposed plan. He noted the market's pending eviction from the leased property and the importance of tonight's decision to prevent Draeger's closing. He also commented about Draeger's plan to institute an employee-parking program and to relocate a portion of its food preparation to a specific off-site location upon completion of that facility. He introduced the store's architect who was present, and provided the Mayor with support petitions containing thousands of signatures.

Bill Brigham, Field Paoli Architects, said that based on previous public comments, Draeger's was able to move the trash compactor inside the building with the exception of the compacted bins due to health department concerns. He also commented about the store's options to increase parking and about relocating portions of their operations to another facility.

Both the applicant and architect responded to Council questions regarding compacted trash, organic materials, the trash enclosure, proposed offsite facility and operations, the removal of

the screening wall, the parking structure, semi-truck delivery and pallets, and receiving schedules and activities.

Joseph Carcione, Attorney, representing the appellants, Charles Troglio and Gloria Walker, provided background about the lease and its expiration, commented about the negotiations between the appellants and Draeger's and the extensions of time that have been granted for the lease, the zoning and rezoning of the surrounding properties to commercial with the exception of the appellants property which was rezoned to parking and the impact unit's property value. He noted that Draeger's proposal would impact development on the property because of the trucks that frequent the area and lost parking. He noted the appellant's would support staff's proposed alternative to prevent permanent loss of parking by modifying the delivery schedules and location as stated on page 13 of the staff report. He commented about some of Draeger's unusual operational activities. He also noted that the appellants are willing to extend the Draeger's lease for another month. He displayed a photo that was taken at 10:00 a.m. today showing a congestion of delivery trucks on the street. Mr. Carcione also responded to Council questions regarding proposed development on the appellant's property, loading zones, and replied he is not interested in binding arbitration.

Staff responded to questions regarding FAR requirements in a C3 zoning district.

Mayor Jellins opened the public hearing at 9:37 p.m.

Joyce Schmid, Menlo Park, expressed appreciation for the modifications to the plan but continues to be concerned about the number of delivery trucks and the increased noise. She asked that the City continue to monitor and assess the increased noise in the area and noted that the Draeger's petition had incomplete information about the concerns and issues.

Elaine Knapp, Menlo Park, expressed support of the Draeger's proposal.

Lydia Cooper, Menlo Park, questioned the location of the proposed offsite facility. She felt that the lease negotiation between Draeger's and the landlord is the key issue and that Draeger's is looking to the residents, businesses and the City to solve its problem, when it should go back and renegotiate.

Laverne Clarke, Menlo Park, asked the Council to reject the Draeger's proposal and send Draeger's and the appellants back to the negotiation table.

Wendell Chambers, Menlo Park, felt the City should not get into the business of resolving lease agreements or private affairs and was uncomfortable about the whole matter.

Jacquie Schwartzman, Menlo Park, commended Draeger's good service and nice facility, but felt that the problem could be solved between the two parties, and if need be, Draeger's could move the manufacturing of food products to another site.

Roberta Carcione, Menlo Park, urged rejection of the Draeger's plan because of its impacts to parking. She said that she felt sorry for the appellants because Draeger's is land locking their lot with delivery trucks. She questioned the notification process for the rezoning of the appellant's property and suggested that it be looked into. She asked that the Council not make a decision until they have all of the information.

Virginia Blach, Menlo Park, does not want Draeger's to use the public parking lot and would like Draeger's to stay in business. She suggested they continue negotiations.

Robert Flood, Menlo Park, stated that parking in Menlo Park is saturated and that he was concerned that Draeger's plan was approved by the Planning Commission with restrictions when the City has no method or system to track or monitor these restrictions. She felt that this matter should go back to the two parties for renegotiation.

Ronald Shepherd, Menlo Park, commented that the City should have no business in negotiating Draeger's lease and it should remain between Draeger's and the property owners.

Barbara Finnegan, Menlo Park, opposes Draeger's using public parking for their deliveries and felt that both parties should renegotiate.

Robert McNamara, Menlo Park, supported Draeger's and asked Council to look at the big picture, noting that Draeger's serves as a magnet to draw people into downtown Menlo Park. He also noted some of the impacts if Draeger's were to close.

Lee Murphy, Menlo Park, expressed support for Draeger's proposal.

Cheryl Zaslawsky, Menlo Park, expressed support and asked Council to look at the big picture and also suggested considering eminent domain. She expressed concern about the newspaper article regarding the replacement the Park Theater with an office building and asked Council to consider subsidizing to recompense the landlord to avoid any losses so that the city can retain some of its culture and charm.

Emily Boltz, Menlo Park, expressed support for Draeger's proposal.

Mark Flegel, Menlo Park, expressed support for Draeger's proposal noting that the receiving and waste storage area requests are fair and reasonable. He said that every downtown business uses City property for unloading and receiving so it should not be any different for Draeger's.

Spence Leslie, Tyco Electronics/Chamber of Commerce Board member, expressed support and believes that the appellant's lease and property valuation issues are unreasonable under the property's current parking designation.

Larry Dahl, Menlo Park, read a verse he wrote supporting Draeger's.

Beth McGowen, Draeger's legal counsel, addressed some of the specific questions and issues raised and clarified the purpose of Draeger's request, which is to remodel its store and create some loading zones and not discuss or determine the value of the property. She also noted that after 11 months of negotiations, there has been no resolution and Draeger's has been provided a notice of eviction of August 1. She commented on the receiving and loading impacts to Draeger's if the lease is terminated. She said that the proposed warehouse and production site would not be located in Menlo Park. She also noted that Draeger's fleet of trucks would be accommodated in Draeger's private parking lot.

Mr. Carcione, appellant's legal counsel, commented that the reason for Draeger's request to extend its lease was because of the need to provide more information about the project such as the proposed off-site facility and its impact to vehicles and parking spaces. He noted that a key issue in this matter is Draeger's non-supermarket functions such as food preparation and warehousing functions that should not be allowed in downtown Menlo Park. He also commented about what he felt were misrepresentations by Draeger's to the Council during its previous expansion.

M/S Schmidt/Collacchi to close the public hearing at approximately 10:20 p.m. Motion passed 5-0.

Mayor Jellins declared a recess at 10:25 and reconvened the meeting at 10:35 p.m.

Councilmember Kinney commented he would like to see Draeger's continue its operations and be able resolve its loading, receiving, garbage and parking lot issues within a specified time frame by the City. He felt that the City could work with the appellants on any future development on their property. He noted that the loading activity on Evelyn could be a problem but is hopeful that it could be addressed at that time. He would also like to see long-term solutions to Draeger's problem without utilizing public parking.

Councilmember Borak concurred with Councilmember Kinney and that she too would not want to see Draeger's store closed, but is concerned that the proposal does not provide long term solutions to parking, loading and garbage issues. She felt the approval in 1985 should have identified long-term solutions. She is concerned about losing public parking spaces and would support an employee-parking program. She is concerned about the location of the trash bins in the public lot. She would like to see some long-term solutions come back to Council sooner than one year. For the short-term, she would support the use of the on-street parking and 5:00 to 10:00 a.m. truck-parking schedule.

In response to Councilmember Borak, City Attorney McClure replied regarding the penalty fee and process for citing illegal parking.

Staff responded to questions regarding curb cuts for compactor bins and the use of the parking spaces in those areas.

Mayor Pro Tem Schmidt commented he would not want to see parking issues motivate land use decisions. He would support the Planning Commission's recommendation and supports revisiting the project after one year. He supports the proposal to move some of Draeger's manufacturing functions off-site and instituting an employee parking incentive program. He hopes that the relocation of the recycling functions would not discourage Draeger's recycling program. He would like to see the new conditions made a part of the project's approval.

Councilmember Collacchi said that for the most part, he agrees with the comments expressed by the other Council members and would support the proposal, incorporating the items as discussed, and would like to revisit the project. He would strongly encourage conditioning the project with restrictions and managing it with constraint. He suggested adding a condition of approval to recover some monies for use of that public property (since the City is making a gift of public property), to be used by the City to hire an operations consultant to look at Draeger's trucking and food operations and provide recommendations to Council.

Mayor Jellins would like to see Draeger's remain in a manner that is compatible with the City's downtown. He noted that the City cannot force negotiation or agreement between the parties and therefore the Council's decision tonight should be related to land use issues.

Mayor Pro Tem Schmidt moved to uphold the Planning Commission's approval as conditioned, revisit the project in one year, hire an operation's consultant as suggested, and ensure that all conditions and mitigations are met.

City Attorney McClure referred to Option 2 listed in the staff report and some of its conditions, noting that this option addresses the Council's concerns.

Councilmember Collacchi suggested adding a condition regarding no loss of aggregate parking and constraining the plan by fixing a time limit on it.

City Attorney McClure clarified that option 2 addresses that concern also.

Councilmember Collacchi suggested that the language be tightened up, expressing concern over the loss in aggregate parking supply in the downtown area.

M/S Schmidt/Jellins moved to uphold the Planning Commission decision as written in Option 2 of the staff report to read: To approve architectural control for the exterior modifications of the building and the use permit for the trash facilities to be located in Public Parking Plaza 4, subject to a one year time limit. Approve for a one year period an encroachment permit for the construction of a new trash facility in Public Parking Plaza #4, and establish for a one year period new loading zones on Evelyn Street and in Public Parking Plaza #4 subject to all findings and conditions outlined in Option one above, with the following change in Condition K (listed in the staff report) to read: The use permit and encroachment permit for the compactor waste storage facility and the loading zones approved for Evelyn Street and Public Parking Plaza #4 shall expire one year after the facilities are fully implemented. During the one year, the applicant shall submit alternative plans for the compactor waste storage facility that provide for a location that is located on private property, does not eliminate public parking and is screened from view, and an alternative plan for the loading zones that does not permanently eliminate public parking. The alternative plans shall be subject to review by the Transportation Commission, Planning Commission and City Council at publicly noticed meetings. In addition to the alternative plans, the applicant shall submit information on commute alternative and/or cash-out parking programs established and implemented for the employees of Draeger's.

Mayor Pro Tem Schmidt added that the motion would ensure that all of the conditions and mitigations are met and revisited for evaluation of its effectiveness including the offsite manufacturing facility and the more efficient use of trucks. In addition, because of the management changes, that there would be no net loss of public or private parking to Draegers' customers or employees. Lastly, that the City would hire an operation's consultant to study the manufacturing food process operations of the store.

Discussion ensued regarding the one-year return date.

Councilmember Borak suggested tightening the date to nine months in lieu of 12 months.

City Attorney McClure clarified that the way the recommendation is worded is that the approvals would expire in one year, therefore Draeger's would likely submit its plans earlier than one year, maybe within three to six months, because it may take the City some period of time to review them from the time they are received. He suggested that to address the concern of Councilmember Borak, the Council could require Draeger's to submit its plans within six or nine months or some specific deadline to allow for review by the City.

Councilmember Collacchi noted he would like to see this project reviewed and finalized during the term of the current Council, which would be in approximately 14 months.

Councilmember Kinney concurred with a one-year expiration for this approval with the request that the plans be submitted in nine months.

Discussion continued.

Mayor Pro Tem Schmidt moved and Mayor Jellins seconded to add to the motion setting a nine-month due date for the plan and a 15-month due date for the implementation, noting that if there is a good faith effort being made, that would be considered.

Questions and discussion ensued regarding the loading zone and use of trucks.

City Attorney McClure suggested that Council direct staff to write the specific proposed conditions of approval, review those conditions with the applicant and appellant and come back to the Council in two weeks for consideration, assuming that the applicants receive a one month extension on their lease from the appellants.

In response to Mayor Jellins, Mr. Carcione replied there is an offer to extend the lease to September 1.

Following discussion, there was **Council consensus to include in the motion conditions to require no net loss of parking in the long term and to establish parameters for nighttime delivery on Monday through Friday after 9 p.m.**

Councilmember Borak requested an amendment to the motion to add a condition for a time limit associated with the daily trash enclosure pick up before 7:00 a.m. She also suggested having the trash enclosure adjacent to the building as opposed to it being in the middle of the parking lot.

There was consensus of the Council to add the conditions as stated by Councilmember Borak and direct staff to bring back a motion with the aforementioned conditions.

Staff responded to Council comments regarding the removal of parking on the east side of Evelyn Street.

Councilmember Borak commented about loss of trees along Evelyn Street or the parking lot and thought that it could be addressed as part of the long-term solution.

Discussion concluded and Mayor Jellins noted that the item would return to the Council on July 24, 2001 with the amendments.

CITY COUNCIL AND COMMUNITY DEVELOPMENT AGENCY EXCERPT OF MINUTES

Regular Meeting
Tuesday, July 24, 2001
7:30 p.m.
Menlo Park Council Chamber
801 Laurel Street, Menlo Park

ROLL CALL – Mayor Jellins called the meeting to order at 7:30 p.m. All Councilmembers were present with the exception of Mayor Pro Tem Schmidt. Staff present included City Manager Boesch, Assistant City Manager Seymour, City Attorney McClure, City Clerk Ramos and several department heads.

REGULAR BUSINESS

Consideration of a proposal by Draeger's Supermarket, located at 1010 University Avenue, to relocate the market's receiving functions by (1) constructing minor alterations to the market building, (2) constructing a new trash containment facility in Public Parking Plaza #4, and (3) establishing loading zones on Evelyn Street and in Parking Plaza #4 (Continued from July 10, 2001. As unfinished business, this item may be considered prior to agendized public hearings).

City Attorney McClure presented the staff report and responded to questions regarding parking spaces, loading area, dumpster location, delivery hours, landscaping, noise, confidentiality and proprietary information concerns, California Environmental Quality Act requirements, architectural review and demolition permits.

City Attorney McClure clarified that the conditions as presented by staff would require Draeger's to come up with a plan that would result in no permanent parking loss either on the street, in the parking plaza or in its private parking lot. This does not include temporary 5 a.m. to 10 a.m. parking because the hours could change.

City Attorney McClure also clarified that what Council is being asked to approve is for a one-year period for the temporary project to meet the required conditions of approval with no assurance to the applicant that the future project would be approved.

Richard Draeger, Applicant, expressed concern that since they would not be able to commence loading in the newly approved loading area until September 1, they are requesting that the date of the temporary permit also begin on September 1. Secondly, Draeger's is committed to move its food preparation activities out of Menlo Park to South San Francisco. He commented that Draeger's would want the study to provide value, understanding the need to focus on logistics and employee parking, but at the same time, establish a financial limit to stay within a budget. He stressed that the receiving delivery activities on Evelyn Street have to be on a 24 hours/7 days a week schedule because Draeger's does not have any control over out of state deliveries or small privately-owned vendors. He assured Draeger's would take the necessary steps to ensure morning deliveries. He asked that the City consider that Draeger's is replacing the public parking spaces with its own private parking spaces and would be creating more parking long-term when it moves its food preparation activities out of the existing building. Lastly, he said that Draeger's would proceed with the proposed off-site facility as quickly as possible, noting that kitchen type facilities are more complicated to build and may take some time.

Mr. Draeger also responded to Council questions regarding the allocated parking spaces from the private lot and the loading zone on Evelyn Street.

City Attorney McClure clarified that the conditions as presented eliminate the loading zone on Evelyn at the end of twelve months plus a three-month extension and any potential extension that might be granted beyond that. The only loading activities will be in the plaza between the hours of 5:00 a.m. and 10:00 a.m.

Mr. Draeger stressed the importance of maintaining receiving delivery activities on Evelyn Street.

Councilmember Borak said the Council would need to further discuss the loading zone on Evelyn Street since her understanding of the matter is that the Council does not want any permanent loss of parking on Evelyn Street.

Mr. Draeger clarified that moving the food preparation offsite alleviates some of the receiving activities and the permanent parking that has been used by its employees.

Joseph Carcione, Appellant, expressed disagreement with the premise that Draeger's would close its business if the permit were not granted. He commented about the environmental review and its exemptions, noting that there are exceptions to the exemptions, reading Code Section 15300, Part B or C, as referred to earlier by City Attorney McClure, regarding categorical exemptions. He also commented about delivery and warehousing and the safety issues associated with those activities. He clarified that the appellants do not want a place that would make it impossible for the adjacent property owners to develop their property in any way. He also responded to the Council that the short and long-term approvals will not work and could possibly create chaos partly because of the safety issues and lost parking spaces. He displayed aerial photos, which were taken at 11:30 a.m. today to illustrate the trucks and the parking lots. He also noted that a surveyor confirmed that Draeger's currently sits on City property by 15 inches.

Roberta Carcione, Menlo Park, asked the Council to think about all of the implications before making a decision.

There being no further public testimony, Mayor Jellins summarized the concerns raised including compliance with the California Environmental Quality Act process and the need for further environmental review and analysis, permanent impacts on parking and the surrounding property, permanent loss of parking on Evelyn on a 24 hour/7day a week basis, establishing a budget for the proposed study, whether the amount of time for the temporary use permit at 12 months plus 3-month extension is adequate and the possibility of an extension of the temporary permit to the end of next year, with a start date of not later than September 1, and whether confidentiality issues are adequately addressed.

Councilmember Borak expressed concern over the different direction that the discussion is going from the discussion that took place at a previous meeting, particularly in terms of long-term delivery and parking on Evelyn Street. She would also like more information about the grocery operations.

Mayor Jellins commented that Draeger's is an independent grocer and its method of operation is distinctly different than other large supermarkets or grocers and perhaps the proposed study will address this. He expressed concern about the impacts from Draegers' activities on downtown and the surrounding property. He felt that perhaps the temporary use permit process would provide additional information, which might help in making decisions for the long-term

plan. In the meantime, he is supportive of allowing the use of Evelyn for delivery activities during the temporary use period and is comfortable with the environmental determination and findings on a temporary basis. He would like to know whether these findings would sustain the City long-term and if the report shows otherwise, Council would have to revisit the project in 18 months.

Mayor Jellins moved to adopt the resolution with the modifications proposed by the City Attorney and allowing a 15-month plus one three-month extension, resulting in an 18-month temporary use permit. Councilmember Kinney seconded.

Mayor Jellins asked the pleasure of the Council.

Councilmember Kinney commented that the best approach would be for a temporary solution at this time and see how it works out and to look at it as a work-in-progress. He expressed concern about the long-term impacts on Evelyn Street from the loading activities.

Mayor Jellins also commented about the surrounding property owner's rezoning issues and felt it should be further looked into during the temporary use permit period.

Councilmember Collacchi expressed some confusion and uncertainty after hearing the discussion tonight. He is not sure if the City can resolve the concerns and impacts. He is not comfortable about the period for the temporary use permit and felt that checkpoints should be established throughout the temporary use and clear expectations should be made about Evelyn Street.

Mayor Jellins declared a recess at 10:45 p.m. and reconvened the meeting at 10:55 p.m.

Mayor Jellins deferred to Director of Community Development Kris Schenk, who commented that the City can expect to learn more about grocery operations and how they work from a best practices analysis which would help Council and staff in making an informed decision.

Discussion ensued regarding the timeline and setting checkpoints within the temporary review process.

Councilmember Borak expressed concern that 18 or 15 months might be too long and would rather revisit it sooner than later. She feels that Draeger's may need to have an interim plan to carry them from today to when their offsite food preparation facility is completed. She is concerned about the impact to the downtown before the off-site facility is completed and the food preparation operation is removed from the existing site.

Councilmember Collacchi commented that there should be clear direction from Council regarding permanent parking on Evelyn Street. A similar issue is the eleven spaces that are being proposed to be used in Parking Plaza 4 because it has been stated that that those spaces would be permanently needed for some time during the day, and although there has been an offer to provide private parking spaces to compensate for this loss, it does not solve the problem of keeping the parking demand in line with the parking supply. Therefore, there needs to be a discussion on what would be a suitable compensation for those eleven parking spaces. He would support a solution that would create new public parking spaces.

Mayor Jellins commented that the rest of Council has made a clear position to not lose permanent parking on Evelyn Street. He also noted, as was discussed at a previous meeting, that the City would contemplate a permanent solution containing some Transportation Demand Management (TDM) measures. Although it is not stated in the draft motion tonight, he would expect that it would be made part of the long-term requirements.

Discussion ensued about parking issues and requirements.

Mayor Jellins noted it is the Council's clear intention to address more fully the parking issues after the conclusion of the temporary permit period.

Councilmember Collacchi noted he would like to see some members of the Council meet and discuss this problem and look for opportunities to create new parking spaces that don't exist as a condition of this project. He stressed that this is a concern that needs to be addressed.

Councilmember Collacchi stated that he would not set any expectation on what an adequate replacement for those parking spaces is to be as a result of approving this temporary use permit. He also said he could not support the proposed timeframes. He would support a February 1 checkpoint and a conditional use permit that could be revoked at any time.

City Attorney McClure clarified the use permit process and extensions and revocations thereof, noting that it would be simpler for the enforcement process if there was a date certain attached to the permit. And if specific conditions are placed those could serve as checkpoints to trigger its revocation.

Discussion ensued about timeframes.

Councilmember Kinney moved to amend the motion on the floor to revisit the temporary use permit on March 1, 2002. Mayor Jellins seconded the amendment.

City Attorney McClure summarized the following modifications:

Action #2 on page A2: That the use permit and encroachment for the trash facilities to be located in Public Parking Plaza #4 would be for a period until March 1, 2002 subject to extension(s) not to exceed six months.

Action #3 on page A2: The new loading zones on Evelyn Street and in Public Parking Plaza #4 would be for a period until March 1, 2002 subject to extension(s) not to exceed six months.

Condition E on page A3: Clarified that under this condition, Draeger's would need to perform the described work in this condition regarding modifying the rear exterior elevation of the market consistent with the approved plans, unless the time period is extended by the owner's of the Troglio-Walker parcel.

Mayor Jellins asked the applicant to address the nature of changes and how they might impact its ability to return to a prior configuration.

Richard Draeger, Applicant, commented that the remodeling would cost $400,000 and the majority of this cost would be expended within two weeks. Two different appraisals have been received valuing at $830,000 to $860,000. The window of time for Draeger's to change directions is very short. An important point to consider is that after September 1, 2001, the lease is no longer in effect and Draeger's would have no rights to be on that property to do anything.

Discussion ensued regarding the Troglio-Walker's rezoning and building permit application process, the lease, and Draeger's proposed changes to its existing building.

Condition F on page A3: Add to the end of the first sentence, *"...to the extent landscaping can be installed on the market property"* and at the end of the third sentence, *"...assuming landscaping can be installed on the market property and/or the adjacent property grants access for such installation."*

Condition K on page A3: Approval of the trash enclosure and loading zones shall expire on March 1, 2002 subject to a possible extension(s) not to exceed six months.

City Attorney McClure added that unless there is a clear agreement as to what food preparation will be relocated to South San Francisco, which there is not, the food preparation service portion of the study would still need to be performed so Council would have something to evaluate on March 1, 2002 in connection with any extension.

Add Condition X: That the City Council reserves the right to terminate the use permit, temporary loading zones in Plaza 4 and on Evelyn Street and/or impose additional limitations or restrictions including but not limited to limiting hours of delivery, elimination of loading zones, relocating trash enclosures, etc. In the opinion of the City Council, the use permit and loading zones create traffic, circulation, safety, noise, and/or other problems or negative impacts in the vicinity of the Draeger's property.

Mr. Carcione asked and City Attorney McClure replied that Council would consider the parking and loading issues for long-term impacts during the period of March 1, 2002 to September 1, 2002.

Mayor Jellins called for the vote on the motion. Motion passed 4-0, Mayor Pro Tem Schmidt absent.

H-5

Exhibit - FF

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August 27, 2018

By e-mail, only: piohtaki@menlopark.org
Peter I. Ohtaki, Mayor
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

Re: Troglio Request to Develop Their Property Behind Draegers

Dear Honorable Peter I. Ohtaki:

On the agenda for the August 28, 2018 Council meeting, an item described at G1. states:

> "Consider an appeal of the Planning Commission approval of architectural control for a new mixed-use office and residential building at 840 Menlo Avenue, and consider modifications to the long-term plan for receiving operations at Draeger's Market at 1010 University Drive (Staff Report #18-169-CC)

Should the recently posted recommendation be adopted, the City of Menlo Park will have effectively been involved in the taking of private property without compensation to the land owner. The property being taken is the Troglio's 7,000 *sf* lot that, today, sits vacant behind a fence contiguous to the rear of Draeger's Market. Draegers use of the frontage of the Troglio property that is on Evelyn would make the Troglio development impossible. Most of the length of the Evelyn's exposure to the Troglio property would be used for deliveries, commercial parking, even including double parking. The rest of the portion of Evelyn contiguous to the Troglio property would be used by delivery personnel utilizing pallet jacks and hand trucks.

Nobody in their right mind could develop the Troglio property with such a configuration. The property becomes worthless.

75 YEARS OF TROGLIO OWNERSHIP

Seventy-five years ago, the Troglios bought a little house in Menlo Park. That home sat on the 7,000 *sf* lot that today is behind Draegers.

Years after the Troglio purchase, Draegers built its market. The Troglios leased the property to Draegers to be used as a loading dock, and moved.

For 40 years, Draegers paid the Troglio family a monthly payment. For a number of years prior to 2002, Draegers paid $5,000 per month to rent the Troglio lot behind their store and used it for a loading dock and storage. That stopped in 2002. Since 2002, Draegers has not used that lot and has not paid the Troglio's a dime. Instead, Draegers has used Evelyn Street as their loading dock ... for free.

SOME VERY RELEVANT HISTORY OF DRAEGERS AND THE TROGLIOS

Starting in 2001, the Troglio's attempted to get an increase in the rent that Draegers was paying. Mediations were held with Hon. Peter Stone (Ret.). Some progress was made until the City of Attorney for the City of Menlo Park indicated that the City of Menlo Park may take the Troglios lot by eminent domain. I have attached a letter from the City Attorney, Bill McClure, stating that the City would try to take that lot by eminent domain. [See Exh. 1]

When Menlo Park took that position, the bargaining and mediations stopped entirely.

In 2002, the City Council of the City of Menlo Park put a loading zone on the sidewalk on Evelyn Street and granted to Draegers the right to unload trucks, etc. there ***for two years***.

The City of Menlo Park made that concession based almost entirely upon statements by Richard Draeger made before the City Council at a City Council meeting on March 5, 2002. Mr. Draeger indicated at that meeting that Draegers would be able to stop using Evelyn Street at all within that two years without difficulty. As a matter of fact, he indicated that there were only 24 trucks that were being unloaded there and he felt that he could cut back on that rather promptly. The reason that he gave for his confidence in being able to stop using Evelyn, was his telling the City Council that Draegers was building a warehouse in South San Francisco on Utah Street and that Draegers would utilize the warehouse up in South San Francisco to take deliveries that would otherwise come through multiple purveyor trucks to Menlo Park. Those multiple purveyor trucks would unload in the warehouse and all of those goods would be put on Draegers' trucks that would go straight from the warehouse to the Draegers store in Menlo Park. Having the purveyors of food trucks deliver to South City and then consolidating those items onto a truck for Draegers would cut down *dramatically* the number of trucks that would need to go to Draegers.

The vast majority of supermarkets have exactly that type of warehouse operation. The Lunardi trucks, Mollie Stone trucks, Safeway trucks, etc., all come out of their own company warehouses eliminating vast numbers of purveyor trucks from needing to go to stores located in the downtown areas of so many cities. Draegers was rather unique not having such a warehouse. Their operation obviously needed it since they have stores in Danville, San Mateo, Menlo Park and Los Altos. The South San Francisco locale is obviously right in the middle and is close to the Golden Gate Produce Terminal where the majority of their fresh produce comes from.

The argument made by Mr. Richard Draeger in front of the City Council was persuasive and made the day. Draegers was allowed to use Evelyn Street as their warehouse/loading dock for two years while the South San Francisco warehouse was being built.

But, it was only to be used for two years. Indeed, Richard Draeger indicated he would stop using Evelyn in 18 months.

An Almanac article quotes Richard Draeger at the pivotal City Council meeting. The article provides the following Draeger representations ...

> "Two weeks ago, 34 of the store's 284 deliveries had to take place on Evelyn Street, said Mr. Draeger. He said the store can get that number down to zero once it relocates its baker kitchen to a new South San Francisco facility, which he said will happen within 18 months." [See Exh. 2]

Additionally, Draegers hired an expert who prepared a report that talked about how traffic would be reduced and how Evelyn would not be necessary by using the method virtually all other supermarkets use to avoid catastrophic traffic, a warehouse. Richard Draeger promised it, lawyers touted it and an expert lent credibility to the grand solution ... a warehouse. A simple – we are going to get it done – warehouse would solve all of these problems.

The City Council March, 2002 plan at #19 stated:

> The project sponsor shall use its best efforts to develop a receiving program that eliminates the loading zone on Evelyn Street within 24 months of approval of the long-term plan (March 5, 2004) [See Exh. 3]

That Evelyn was going to stop being used *very soon* because of the warehouse being built in South San Francisco was pivotal and described clearly at the City Council meeting. Two years was the outside. It has been 16 years now.

Furthermore, though it was basically understood that Draegers' using *for free* Evelyn Street would greatly damage the value of the Troglio property, the City Council made a point that the property rights of the Troglio family were to be protected. It was basically understood that this use of Evelyn would be catastrophic to the value of the Troglio property. Hence, City Council members stated in that March 5, 2002 Conditions for Draegers Supermarkets at #17 that:

> "At such time as City approvals are actively pursued for the development of the property located at 840 Menlo Avenue, the City Council shall reconsider the placement, design, and/or use of the loading zones on Evelyn Street." [See Exh. 3]

There was no question but that the City understood that allowing Draegers to use Evelyn for free was temporary and also that when the owners of the Troglio property came forward with a plan for the property, that the City would likely look upon that quite positively.

However, Draegers simply did not stop using Evelyn Street as their loading dock. True ...

they did build that large warehouse in South San Francisco and competed it well within the two year deadline set forth by the City Council. But, Draegers did nothing to cut back on the use of Evelyn.

It must be understood that a central warehouse is used by virtually any store that needs large deliveries to keep their store running. The fact absolutely is that the warehouse in South San Francisco IS USED by Draegers today. And, for the past 16 years, as a place to bring a tremendous amount of merchandise that is delivered to the individual stores. All of the produce that is used by all of the Draegers store is delivered NOT to the Draegers stores but to the warehouse. Further, Draegers has loading docks at every other store that they own. The ONLY exception is Menlo Park. No other city allows their streets to be used as a loading dock.

It is very simple why Draegers uses Evelyn Street for free as a loading dock. It's for FREE. For 40 years, Draegers paid $5,000 per month to the Troglio family to use their lot as a loading dock. But, for the past 16 years they have paid the Troglio's zero. The City's provision of a public street for this private purpose has cost the Troglio's 16 years of rent. Even at $5,000 per month, Draegers has saved $960,000 in rent – rent that they have been paying for the previously 4 decades.

They finished the warehouse in South San Francisco FOURTEEN (14) YEARS ago. They never, however, stopped using Evelyn like Richard Draeger promised the City Council in 2002.

No rent for 16 years. Free use of the City street for 16 years. A broken promise to stop using the City street that is itself 14 years old.

And, there were no negotiations at all with the Troglio family to pay rent for Troglio property or to end Draegers "ownership" of Evelyn Street simply because Draegers didn't have to. The reason they didn't have to is because the City of Menlo Park took a position that made it virtually impossible for the Troglios to do anything about the preposterous situation that the Troglios found themselves in. Draegers had no reason to negotiate because they were getting for free that which they had paid for ... for decades.

The reason Draegers was able to put a wall around 7,000 *sf* of property owned by the Troglio family for 8 decades and thumb their nose at the Troglios was because of a position that the City of Menlo Park took.

Simply put, the reason the Troglios could do nothing was because the City of Menlo Park threatened to take, by eminent domain, the lot the Troglios had owned for decades and decades and decades.

EMINENT DOMAIN

Attached as Exhibit 1 hereto is a letter written, on January 2, 2001, by City Attorney Bill McClure to the undersigned, as attorney for the Troglios, as well as to Carol Dillon, the attorney

for Draegers.

The second paragraph of that letter took away all necessity for Draegers to do anything to end the horrific situation that the Troglios had. That paragraph says:

> "First, let me be very clear that the City of Menlo Park does not presently have any intention of initiating an eminent domain proceeding to acquire the parcel in question. The only circumstance under which the City might contemplate initiating such a proceeding would be if the parties are unable to reach an agreement for an ongoing lease of that parcel." [Emphasis in original.]

There was absolutely no negotiations after the City Council gave Draegers the street for free. Why in the world would Draegers negotiate a lease when they have the street for free? And, the Troglios were, of course, afraid that the City would take the property by eminent domain. The power was all in the hands of Draegers. There was no need for them to negotiate because the City had stepped in and said that it may take the property by eminent domain.

An additional letter written to the undersigned, also from McClure, brought a similar response. The threat is clear. If Troglio does not cut a deal with Draegers then the City may take the land over. When the City put loading zones on Evelyn, which only serve a single commercial establishment, Draegers had absolutely no incentive to enter into a deal. Why should they? Why pay for something the City gave them for free?

CURRENT DEVELOPMENT

The Troglios could do nothing. They lost at least $960,000 in rent from Draegers over the past 16 years. Any attempt at development was futile given the status of the street. Attached hereto as Exhibit 4 are some photographs that show trucks lining both sides of the street. Huge trucks. Trucks that stand 15 feet tall. There is no one who wants to develop property or rent offices or residences with trucks constantly parked in front of their building.

In the last couple of years, the City of Menlo Park adopted a specific plan that indicated that the Troglio property could be developed. This was an exciting event. Certainly, with the advent of the specific plan, the past City blockage of use by Troglios would disappear. The Troglio just couldn't be the only property in the specific plan that would be blocked by City intransigence.

The Troglios developed a plan that the Planning Commission felt would be a building that would be a true asset for the City of Menlo Park. Many, many hours and $400,000 in planning and legal costs were expended by the Troglios. It appeared not to have been expended in vain. The approval by the Planning Commission, hopefully, was the last hurdle.

It was not.

Draegers jumped into the fray again.

Draegers without any reference to the years of failure on their part to comply with their promises to the City more than a decade ago, screeched that their business would be dramatically interfered with if they couldn't get Evelyn Street for free.

No mention was made of:

- their promise to make sure that trucks didn't use Evelyn;
- their promise to make sure that their trucks didn't use Evelyn when they had their South San Francisco warehouse;
- the statements by Richard Draeger himself that Evelyn would soon be clean of trucks;
- the expert who said a warehouse would solve all the problems and clean up Evelyn;
- their previous use of the lot for decades that allowed Evelyn to be clear but which cost Draegers rent money; and,
- their total failure to negotiate with the Troglios AT ALL about their using the lot ...which they used for 40 years ... but, built a wall around for 16 years.

This time, apparently, the City is not jumping in with threats of eminent domain. This time. But this time, the City is considering giving to Draegers this loading zone in perpetuity ... I guess.

The concept is absolutely preposterous. The City of Menlo Park is making the Troglio property worthless to benefit Draegers – a company that breached its promise to the City given 16 year ago.

Draegers can absolutely cut down on the deliveries just like they promised 16 years ago. They do have the warehouse in South San Francisco to allow that to happen. There is no city that allows trucks to line city streets, bins to line streets, workers using pallet movers up and down streets and parking areas. Only Menlo Park allows this. Only Menlo Park allows this for one commercial establishment ... Draegers.

In this letter I have tried to hit the highlights of the story that shows the utter inequity and the relative treatment of Draegers and the Troglios. The City's actions, either consciously or unconsciously, have caused tremendous harm to the Troglio family. Should the City Council want additional information, I am available and I have documents available upon your request. Simply put, for 16 years, Draegers avoided paying the rent it had paid for 40 years ... by using a City street and by breaking its word to the City Council.

This unjust treatment needs to end. The Troglios development needs to be approved. This type of "taking" of the Troglio property cannot be allowed to go on. The Troglios have lost over $1 million in rent and now their $400,000 invested in this project seems to be following a similar fate.

Draegers should be given a month or two months or three months to stop taking deliveries on Evelyn – just like Richard Draeger promised the City Council in 2002.

Very truly yours,

Joseph W. Carcione, Jr.

JWC/db
Enclosure(s)

P.S. If the project is approved with Evelyn Street continuing to be used as a loading dock for Draegers, the Troglios will have little choice but to commence litigation against the City. It is, therefore, requested that the City of Menlo Park preserve any and all communications between and/or amongst Draegers and the City and/or its representatives. The Troglios need to trace the history and reasoning (and reasons) behind treatment that is so clearly inequitable relative to the rights of two private land owners. The Troglios will be filing Freedom of Information Act requests (FOIA's) tracking any and all communications between and or amongst the City of Menlo Park, all Council members (past and present from 2000 to date), all lawyers working for Menlo Park, including William McClure, and any and all representatives, family members, employees and agents of Draegers, etc.

CITY OF MENLO PARK

OFFICE OF THE CITY ATTORNEY

1100 ALMA STREET / MENLO PARK, CA 94025 / 650.324.9300 / FAX 650.324.0227

January 2, 2001

Joseph W. Carcione, Jr.
P. O. Box 3389
Redwood City, CA 94064

Carol K. Dillon
McCutchen, Doyle, et al.
3150 Porter Drive
Palo Alto, CA 94304-1212

Re: Draeger/Toglio Lease

Dear Joe and Carol:

The purpose of this letter is to respond and follow up on various communications and correspondence that I have had with one or the other of you regarding the ongoing dispute between your respective clients for the lease of the parcel which currently serves as a parking/loading/delivery area at the rear of the Draeger's store at the corner of Evelyn and Menlo Ave.

First, let me be very clear that the City of Menlo Park does not presently have any intention of initiating an eminent domain proceeding to acquire the parcel in question. The only circumstance under which the City might contemplate initiating such a proceeding would be if the parties are unable to reach an agreement for an ongoing lease of that parcel.

Second, the City would consider all reasonable alternatives for allowing the Draeger's business to continue operating, including but not limited to installing a roll-up door on the Menlo Avenue side of the building, modifying the doors and parking on the parking lot side of the building, etc., to allow deliveries from other locations other than the Troglio parcel, before it would contemplate initiating eminent domain proceedings. If there is a viable alternative that is acceptable to the City, the City would have no interest in initiating eminent domain proceedings.

Third, the City has no interest in interfering with the negotiations between your respective clients. The City's sole desire is to see this matter resolved in a mutually satisfactory manner that will have the least impact on the City of Menlo Park, including the

traffic circulation and parking in the vicinity of the Draeger's store. The City has not and will not "take sides" in this matter, nor will the City expend any time or effort in reviewing the correspondence between the two of you to try to determine who is "right", who is acting "reasonably" or who is or is not "negotiating in good faith."

Fourth, representatives of the Draegers have not requested that the City of Menlo Park initiate eminent domain or any other proceedings to acquire the Troglio parcel. Myself and others have met with representatives of the Draegers to discuss what could/would happen if the Troglio parcel is not available to the Draegers for deliveries, etc., including discussions regarding alternatives to or for new doors on Menlo Avenue, the procedures for processing necessary applications, etc. (The primary purpose of the meeting was to discuss plans to install loading doors on Menlo Ave. and to consider other parking/delivery restrictions to facilitate deliveries from alternate sites other than the Troglio parcel–not to discuss "taking" the Troglio parcel.)

Fifth, if negotiations between your respective clients reach an impasse, the Troglios terminate the Draeger's right to occupy the parcel and it is determined by the City that other alternatives for deliveries to the Draeger's store, garbage disposal, etc. are not viable/acceptable, then the City may have no choice but to consider its options, which may include contemplating the potential acquisition of the Troglio parcel. If it comes to that, the City will comply with all laws regulating the City's acquisition of real property. As I indicated to Joe, this requires that the City first make an offer of the full fair market value for the property to the property owner before the City can initiate eminent domain proceedings. Before the City can make any such offer, the City Council would have to provide negotiating authority to the City Attorney to do so. In order to obtain any such authority, we would have to place the matter on a City Council agenda. Mr. Carcione and/or any one else has the right to address the City Council on any subject that appears on a City Council agenda. Please be advised that I will notify you in advance if this matter is to be scheduled for City Council consideration.

I hope and trust that this communication sets the record straight. I have not and do not intend to correct some of the other misstatements that may have appeared in previous communications from either one of you. If either of you requires any clarification of any of the above statements, please feel free to contact me.

Sincerely,

William L. McClure,
City Attorney

cc: David S. Boesch, City Manager

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https://www.almanacnews.com/morgue/2002/2002_03_13.mpdraegers.html

Publication Date: Wednesday, March 13, 2002

Menlo Park: Draeger's market wins OK to load, unload on Evelyn St.

Menlo Park council approves delivery plan, with conditions to protect neighbor's rights.

By Pam Smith

Almanac Staff Writer

When Menlo Park council members decided last week that Draeger's market can continue loading and unloading on Evelyn Street, they were clear that they did not want the market's activity to infringe on the property rights of the Troglio-Walker family.

But the Troglio-Walkers do not feel protected. "We are not happy," said Doni James, whose husband, Charles Troglio, and his sister, Gloria Walker, own the lot between the market and its curbside loading zone.

The council voted 5-0 March 5 to allow Draeger's to load on Evelyn Street from 5 a.m. to 10 p.m., and in the public parking lot next to the store from 9 p.m. to 10 a.m.

The vote essentially gave Draeger's long-term permission to continue what it has been doing on a trial basis since last September, with a few notable exceptions: Overnight hours are eliminated on Evelyn Street, and activity in the parking lot is allowed to take up more space in the early morning hours, and continue overnight.

The Evelyn Street loading essentially blocks one side of the Troglio-Walkers' lot, including two driveways. The lot has been vacant since negotiations for a new lease with Draeger's, which used the lot for more than 40 years for its delivery operations, failed last year.

The family plans to develop it, said Ms. James. "As long as it just sits there, it's not of much value."

But the city has virtually "condemned" it, she said, so long as it's lined with trucks. The city has encouraged her family to continue negotiating, but by granting public space to Draeger's has eliminated any incentive for the market to negotiate, she said

Council members said last week they wanted to protect the Troglio-Walkers' rights. "I don't want to set anything in concrete tonight that we might want to change when looking at an application for that property," said Councilwoman Mary Jo Borak.

One condition of the approval says that the council will reconsider the matter when the Troglio-Walkers submit an application to develop the property into a parking lot or building.

"We're going to surrender as soon as [the Troglio-Walkers] come up with something," Councilman Paul Collacchi told the Draegers.

Another condition, also to encourage the market to be hasty moving some functions to South San Francisco, tells Draeger's to eliminate its need for the Evelyn Street space within two years.

It's not a mandate, but "they'd be well advised to complete that within two years," said City Attorney Bill McClure. Otherwise, he added, the city could mandate a consolidation program _ where vendors deliver to an off-site location and combine into fewer, larger deliveries that come to the store.

Business Logistics, an independent consulting firm that studied Draeger's operations, said that consolidation is the only way Draeger's could maintain all of its deliveries today without Evelyn Street.

Joe Carcione, attorney for the Troglio-Walkers, advocated for consolidation now, but Richard Draeger told the council his family's small chain could not afford it.

Mayor Steve Schmidt also floated an idea to move the loading across Evelyn Street immediately, but crossing the street with deliveries would cause safety problems, said Transportation Manager Jamal Rahimi.

Two weeks ago, 34 of the store's 284 deliveries had to take place on Evelyn Street, said Mr. Draeger.

He said the store can get that number down to zero once it relocates its bakery kitchen to a new South San Francisco facility, which he said will happen within 18 months.

Ms. Borak said she recalled hearing the same projection six months ago _ thus the two-year condition.

15. The project sponsor shall obtain approval of a use permit prior to occupancy of the portion of the building vacated by the relocation of the bakery and delicatessen kitchens and floral preparation area (approximately 4,200 square feet) for any use of the area other than warehousing or storage.

16. The City Council shall reconsider whether to require the implementation of a shipment consolidation program two years from the approval of the long-term plan (March 5, 2004). The reconsideration shall be based on the effectiveness of the receiving operations during the preceding two years and the anticipated relocation of food preparation activities.

17. At such time as City approvals are actively pursued for the development of the property located at 840 Menlo Avenue, the City Council shall reconsider the placement, design, and/or use of the loading zones on Evelyn Street.

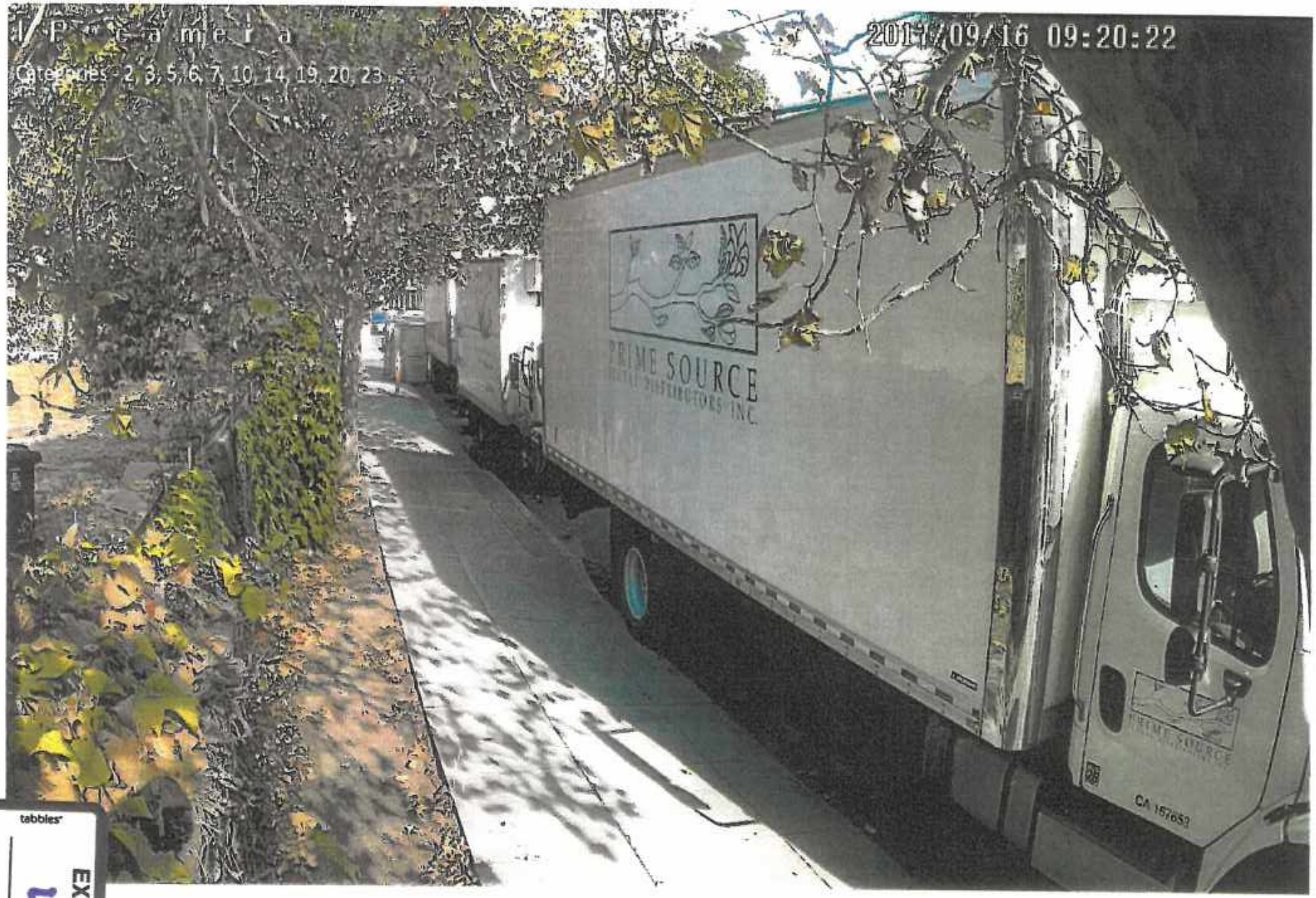
18. The City Council reserves the right to terminate the encroachment permit and loading zones in Public Parking Plaza #4 and on Evelyn Street, and/or to impose additional limitations or restrictions on such permits and loading zones, including but not limited to, limiting hours of delivery, elimination of all or part of loading zones, etc., if, in the opinion of the City Council, the operations and activities resulting from any of these approvals create traffic, circulation, parking, safety, noise and/or other problems or negative impacts in the vicinity of the Draeger's market property.

19. The project sponsor shall use its best efforts to develop a receiving program that eliminates the loading zone on Evelyn Street within 24 months of approval of the long-term plan (March 5, 2004).

20. The project sponsor shall implement an incentive program for employees that do not drive to work. Such program shall include an equivalent payment to such employees equal to not less than 50 percent of Caltrain or bus fare from the employee's residence to work. The program shall be developed in writing and submitted to the Transportation Division for review and approval within 30 days of the City Council approval of the long-term plan (April 5, 2002). Thereafter, the project sponsor shall submit an annual report to the Transportation Division on the employee utilization of the program and efforts made to promote the program among employees.

EXHIBIT 3

Camera 1 – Evelyn Street. 3 box all facing forward. Sidewalk blocked by Bakery racks. This is a solid wall front of 840 Menlo Avenue.

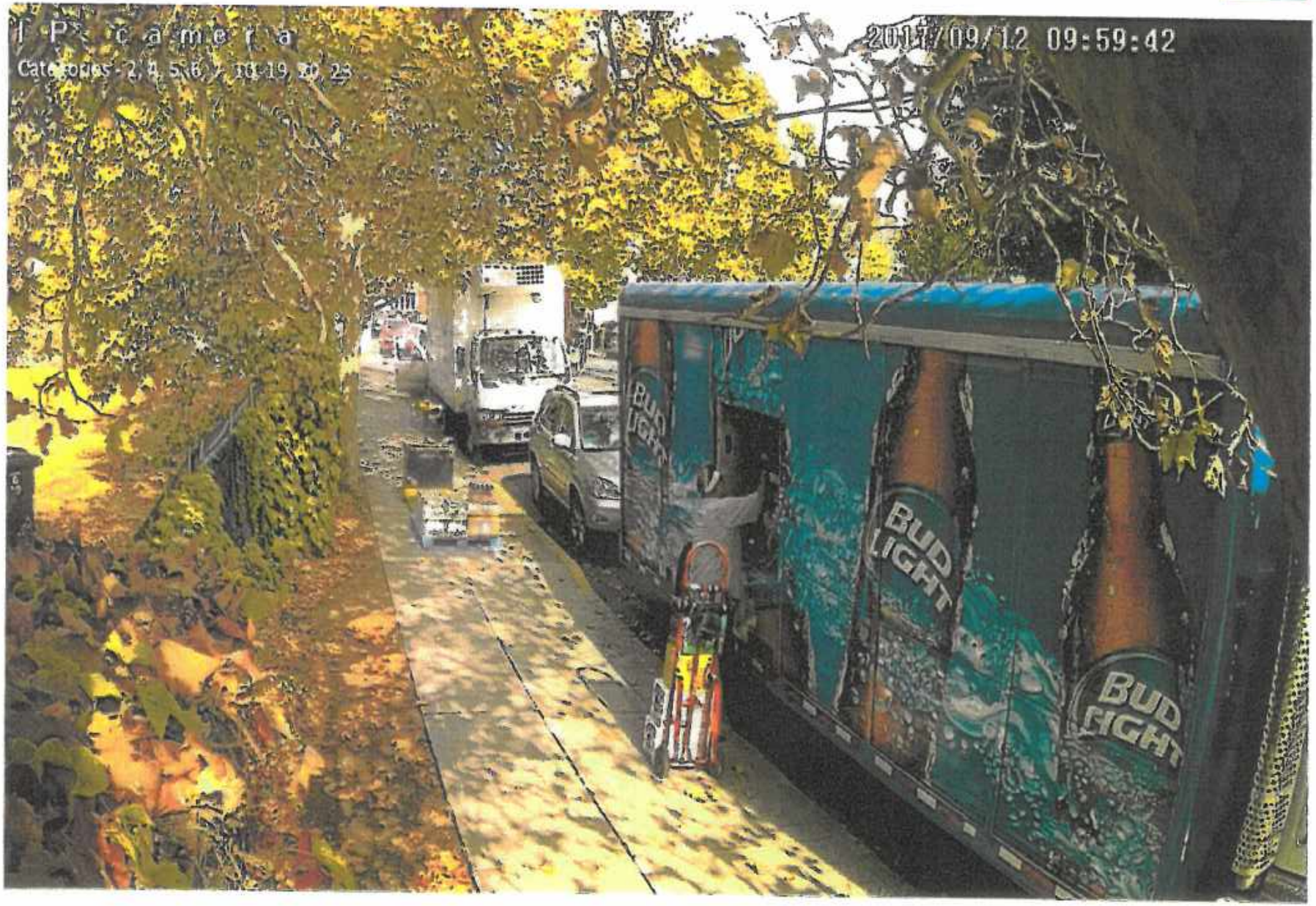


tabbies

EXHIBIT 4

Camera 1 – Evelyn Street. 2 trucks. Large beverage truck. Box truck. Freight blocking sidewalk in two locations.

27



Camera 2 – Parking Plaza 4. 1 truck. Box truck. Driver hauling freight in middle of PP4 aisle. Unsightly mess strewn all over PP4.

31

Camera 1 – Evelyn Street.

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August 27, 2018

Mr. Charlie Troglio
1940 Kay Drive
Los Altos, CA 94024

Re: 840 Menlo Avenue
Menlo Park, CA

Dear Charlie,

We have enjoyed working with you and your family over the past 3.5 years on the design of the new, mixed-use building at the above address, the location of your former home. In total, it has been more than 5.5 years in the entitlement process, knowing that you and your family started this project two years before my involvement. However, as designed and approved by the Planning and Transportation Commission, the building will be a welcome addition to the pedestrian-oriented kind of development envisioned by the Downtown Specific Plan.

The redevelopment of this property is going to require a sizeable financial investment on the part of your family for construction drawings, city fees, building construction costs, leasing commissions and tenant related expenses. With the recent appeal of your project's Architectural Control approval by the Draegers, because they want to maintain loading zones along the frontages of your property, your financial investment in this project will be in jeopardy. What commercial tenant would want to lease a building with loading zones next to their front door, with views blocked by truck trailers, with sidewalks encumbered by hand trucks and goods stacked on pallets? What homeowner would want to live just above this chaos and have their children attempt to navigate this danger zone to get to the front door of their building? Even if one could find a tenant or a homeowner that would, it would be at a severe discount to the true value of your investment.

I am writing you to advise you that this project was not envisioned with loading zones flanking the sides; with them the project is not viable. The building was meticulously designed to respond to the Downtown Specific Plan:

1. The building's glass entrance is located on the building's corner closest to the activity of the downtown, creating a strong pedestrian connection with the downtown;
2. The parking garage entrance is located next to the main pedestrian entrance, a safe distance away from the corner of Menlo Ave and Evelyn Street, where cars can slow down and easily navigate to the entry;
3. Having the vehicular entry and pedestrian entry linked aids the building users in way-finding and understanding the building;
4. Having the vehicular entry off of Evelyn Street, instead of Menlo Avenue, creates a more efficient parking garage design where thirteen spaces are provided;
5. The office floor has a continuous glass façade that wraps three sides of the building allowing for abundant natural day-lighting and views inside and out, supporting pedestrian oriented design concepts;

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6. The residential units and their balconies face away from the noisy and unsightly rooftop mechanical equipment on top of the Draeger's store and overlook Evelyn and Menlo Avenue treetops.

In my opinion, loading zones along any of the frontages undermine the safe, aesthetically pleasing, pedestrian-friendly design; they decrease the desirability of the building, and put the inherent value of your investment at additional risk.

As a way to justify their continued mis-use of the contiguous frontages of 840 Menlo Avenue as loading zones, the Draegers have submitted two alternatives, Options A and B, for the parking garage entrances and garage configurations that do not comply with the transportation division's requirements for driveway locations and result in inefficient garage layouts, losing five cars in Option A and two cars in Option B. Additional comments regarding the appellant's options include:

- Appellant's **Option A**
  - Would place the entrance/exit of the building's garage on a narrow, heavily-traveled street in a location which has been opposed by Staff on safety grounds for the past 16 years. The opposition is in written Staff reports, and the Applicant has heretofore been expressly and repeatedly instructed not to place a garage entrance or exit on Menlo Ave.
  - Only allows for a 7 foot wide loading zone given that Evelyn is only 34 feet wide, curb to curb and two 10 foot drive lanes are needed.
  - Mis-states the required driveway "flare" radius as 5' when City of MP Guidelines require a minimum of 10' and a maximum of 15'.
  - Would require the complete redesign of the building including the exterior circulation and stair enclosure.
  - Would accommodate only 8 parking spaces within the building where 13 are currently provided.
  - Requires the permanent removal of 2 or 3 mature London Plane trees which Staff has heretofore refused to allow the Applicant to even replace.
  - Creates a building which is poorly oriented, commercially non-viable, and has significant wayfinding problems, degrading traffic safety and increasing congestion.
  - Violates the walkablity and village atmosphere goals of the DSP, and
  - Exposes building occupants and the community to the significant safety, blight, noise, environmental, and congestion problems of the Draegers' loading operations on Evelyn Street.

- Appellant's **Option B**
  - Places the garage entrance/exit too close to Evelyn Street.
  - Only allows for a 7 foot wide loading zone given that Evelyn is only 34 feet wide, curb to curb and two 10 foot drive lanes are needed.

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- Mis-states the required driveway "flare" radius as 5' when City of MP Guidelines require a minimum of 10' and a maximum of 15'.
- Measures the required driveway "flare" radius from the wrong position at the intersection of Evelyn St and Parking Plaza #4.
- Contains a major error - nearly 50% - in the length of its proposed loading zone. It is 41'-8", not 62' as Appellants wrongly claim and insufficient for 65' semi -trucks.
- Would accommodate only 11 parking spaces within the building where 13 are currently provided.
- Interrupts a DSP mandatory major building modulation.
- Violates the walkablity and village atmosphere goals of the DSP, and
- Exposes building occupants and the community to the significant safety, blight, noise, environmental, and congestion problems of the Draegers' loading operations on Evelyn Street.

After reviewing the recently published staff report for the project, the city is supporting a third concept, Option C, that has not been properly drawn, since the loading zone is depicted as 59' and not the proposed 40' as stated in the staff report. When properly drawn, this proposal has all of the same issues discussed above for Options A and B, but introduces a new, safety issue regarding site line distances.

With the loading zone occupied by a truck only 16 feet back from the Menlo intersection, this concept does not comply with AASHTO's (American Association of State Highway Officials) requirements for site line distances. A vehicle leaving the garage has less than 1 second to react to a car that appears from behind the parked truck because the truck is completely blocking any view of the intersection or approaching cars. AASHTO recommends 7.5 seconds and according to our engineer, this concept provides less than 1 second.

I am happy to discuss any of my concerns with you personally.

Sincerely,

Ken Hayes, AIA
Principal

Encl:

Draeger's Exhibit 3 (Option A)
Draeger's Exhibit 4 (Option B)
Hayes Group Architect's drawing of Draeger's Option A
Hayes Group Architect's drawing of Draeger's Option B

2657 Spring Street, Redwood City, CA 94063 Phone 650.365.0600 Fax 650.365.0670 thehayesgroup.com *Architecture and Interiors*

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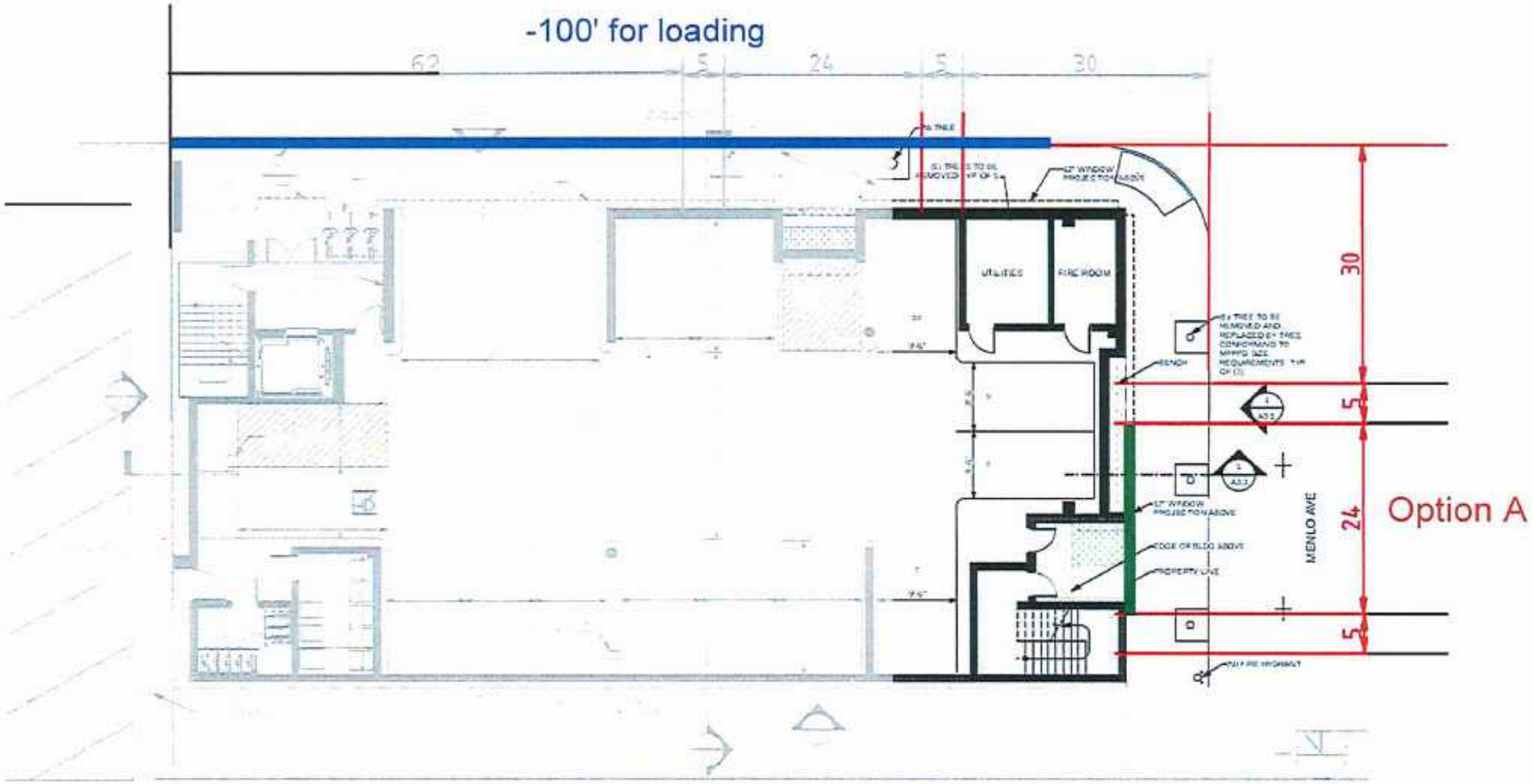
Transportation's Driveway Guidelines
Option C from staff report
BKF drawing of Option C site distances

Cc: Richard Poe
John Hanna, Hanna Van Atta

2657 Spring Street, Redwood City, CA 94063 Phone 650.365.0600 Fax 650.365.0670 thehayesgroup.com *Architecture and Interiors*

Exhibit 3

Alternate Driveway Locations, per Guidelines

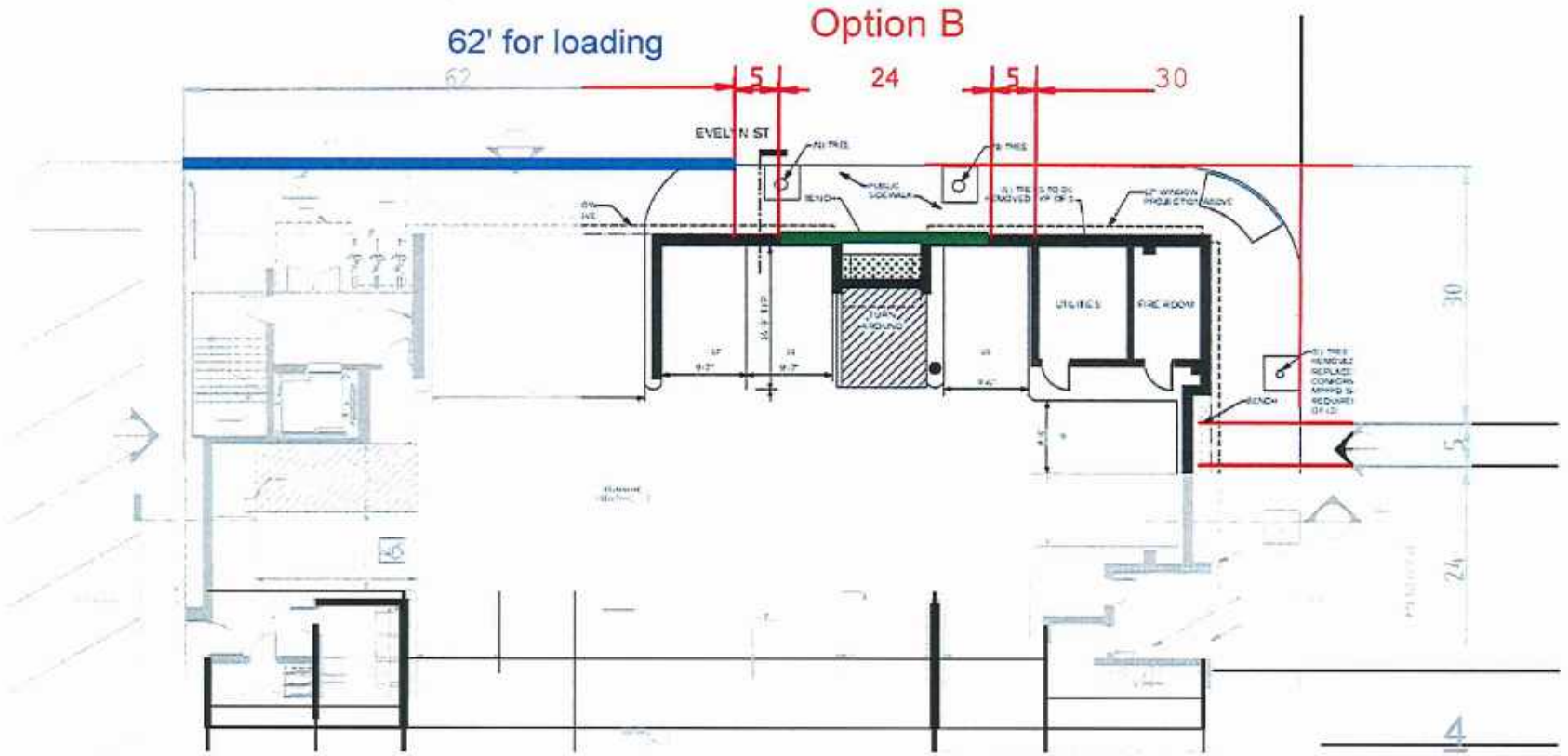


ATTACHMENT F

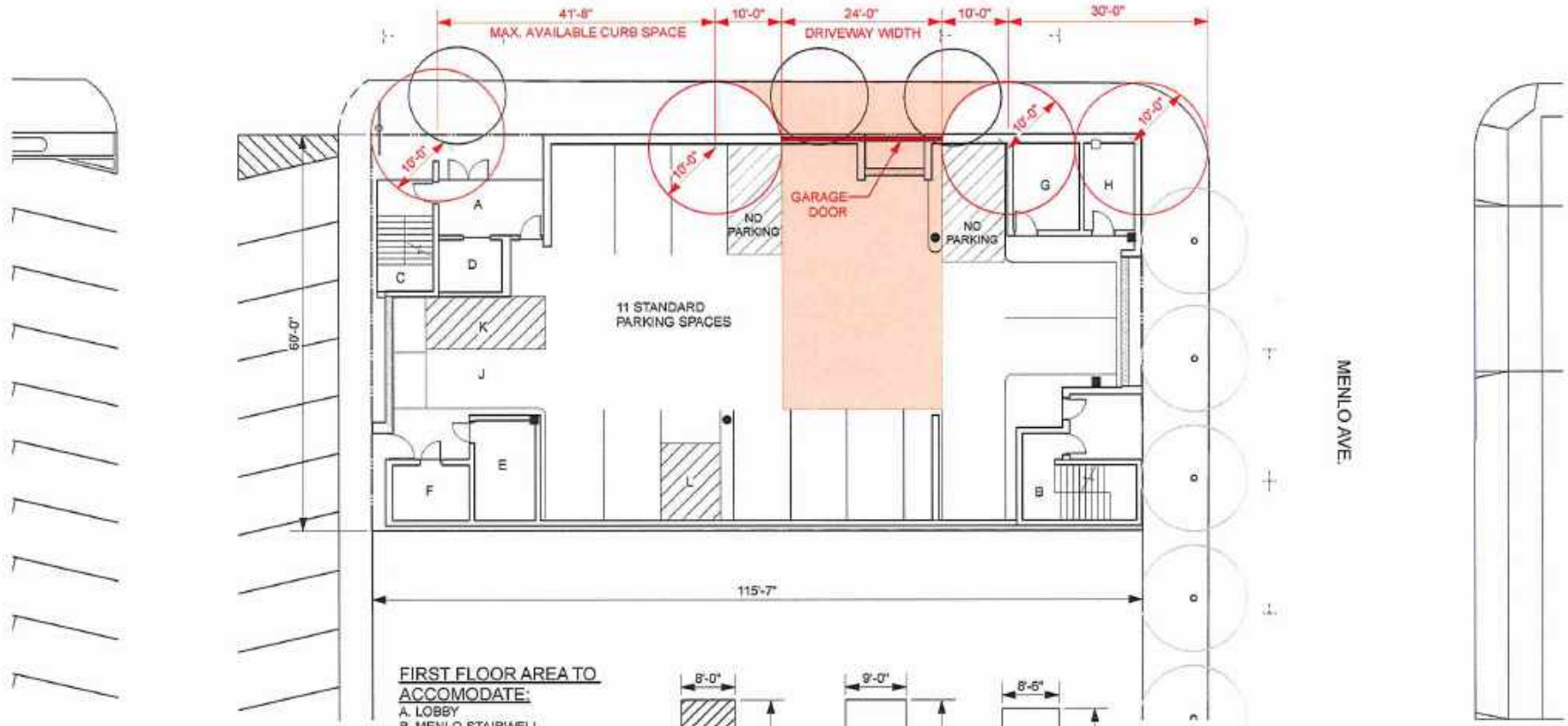
Option C: Loading Between Development Driveway and Crosswalk

Exhibit 4

Alternate Driveway Locations, per Guidelines

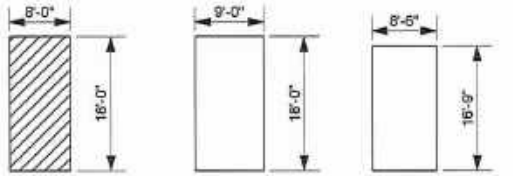


EVELYN ST.



FIRST FLOOR AREA TO ACCOMODATE:

A. LOBBY
B. MENLO STAIRWELL
C. EVELYN STAIRWELL
D. ELEVATOR
E. TRASH/RECYCLING ROOM
F. BICYCLE ROOM
G. UTILITY ROOM
H. FIRE ROOM
I. 12 STANDARD PARKING STALLS
J. ACCESSIBLE VAN PARKING STALL
K. VAN PARKING LOADING ZONE
L. VEHICLE TURN AROUND SPACE



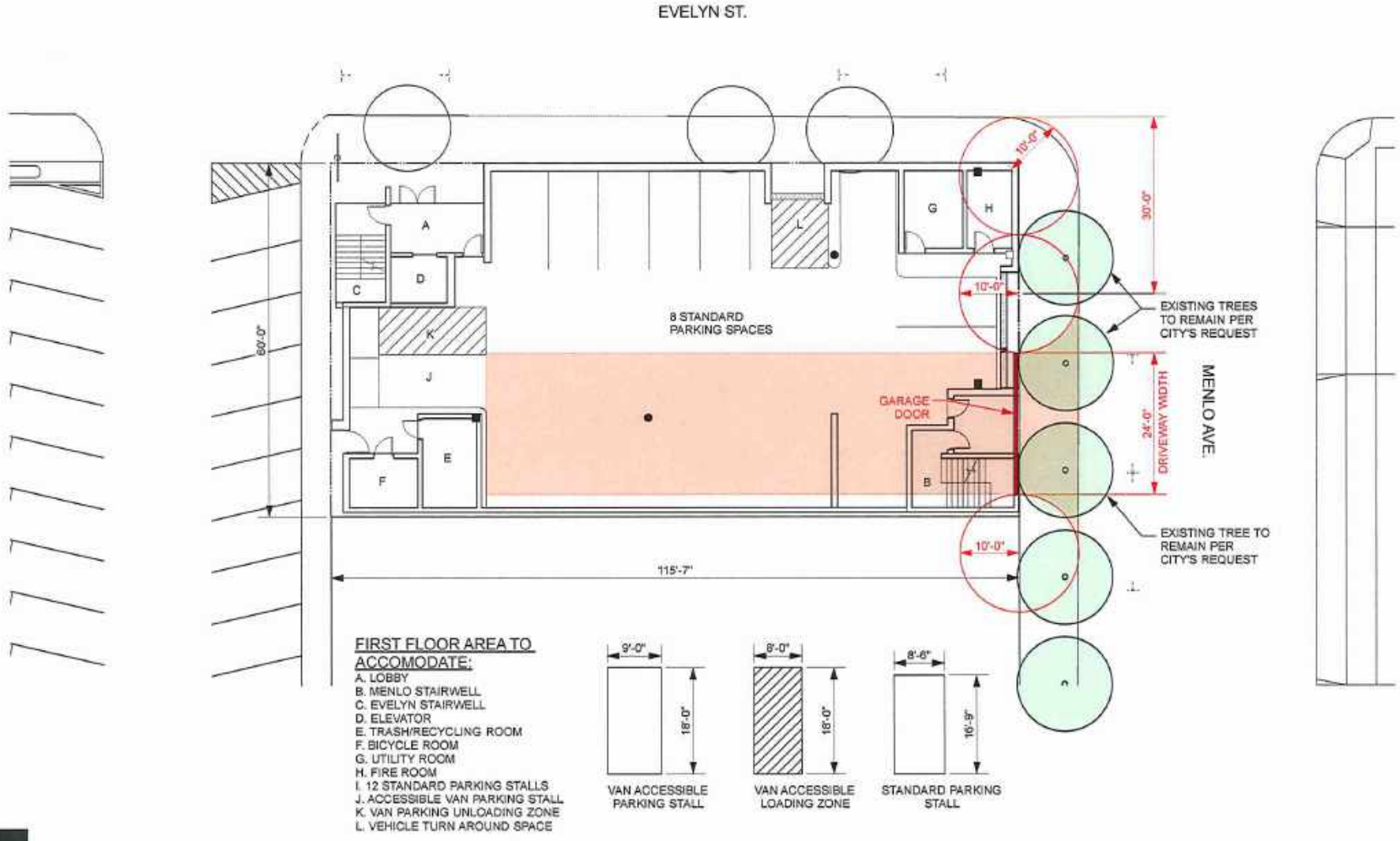
HAYES GROUP ARCHITECTS

840 MENLO AVE.

06.28.18 | HG PROJECT #1537.00

EVELYN ST. LOADING ZONE DIAGRAM DIAGRAM

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



HAYES GROUP ARCHITECTS

840 MENLO AVE.

06.28.18 | HG PROJECT #1537.00

MENLO AVE. DRIVEWAY DIAGRAM

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

Departure Sight Triangle for Viewing Traffic Approaching the Minor Road from the Left

Departure Sight Triangle for Viewing Traffic Approaching the Minor Road from the Right

Departure Sight Triangles (Stop-Controlled)

Table 9-5. Time Gap for Case B1, Left Turn from Stop

Design Vehicle	Time Gap (t_g)[s] at Design Speed of Major Road
Passenger car	7.5
Single-unit truck	9.5
Combination truck	11.5

Note: Time gaps are for a stopped vehicle to turn left onto a two-lane highway with no median and with grades of 3 percent or less. The table values should be adjusted as follows:

For multilane highways—For left turns onto two-way highways with more than two lanes, add 0.5 s for passenger cars or 0.7 s for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle.

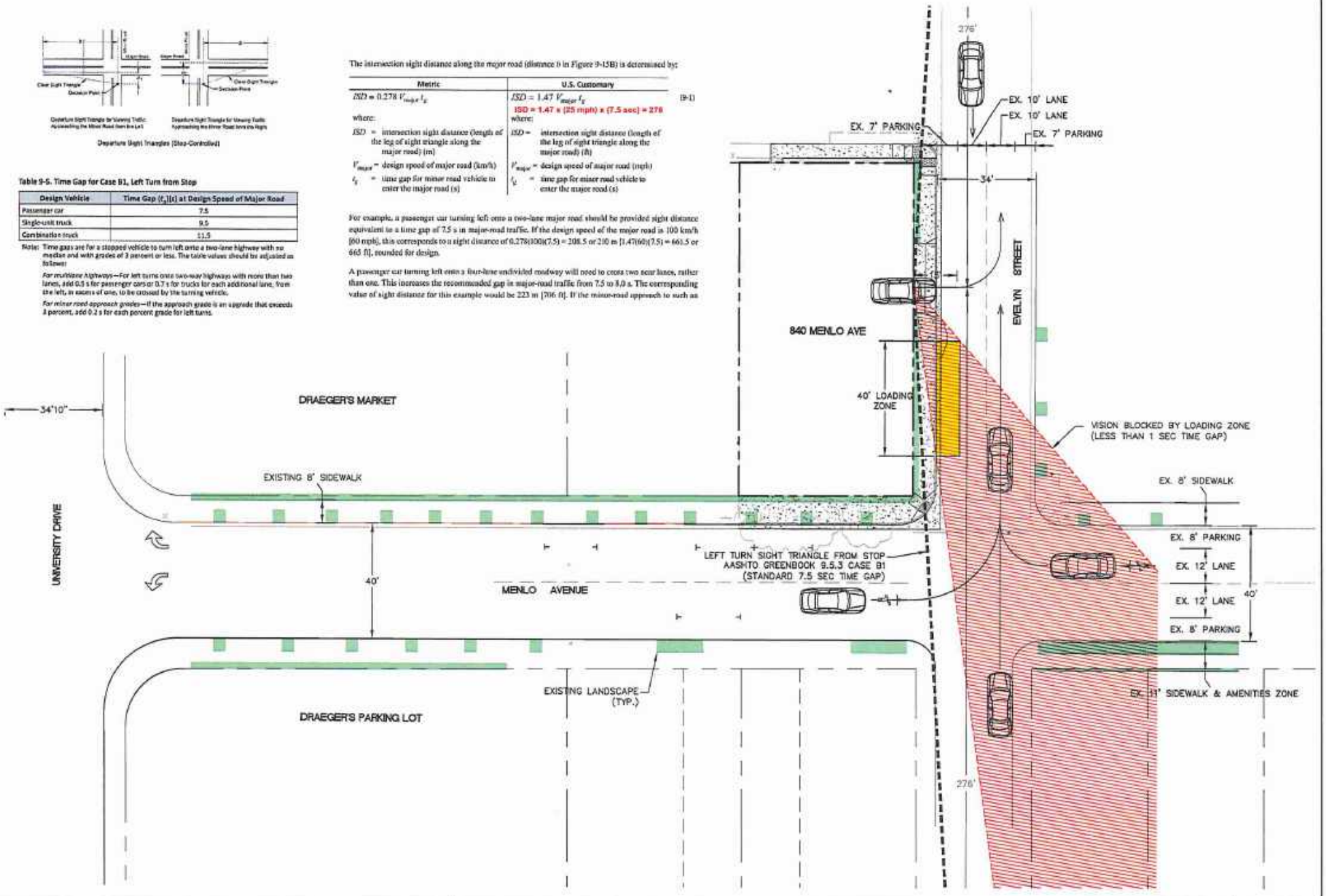
For minor road approach grades—If the approach grade is an upgrade that exceeds 3 percent, add 0.2 s for each percent grade for left turns.

The intersection sight distance along the major road (distance b in Figure 9-15B) is determined by:

Metric	U.S. Customary
$ISD = 0.278\ V_{major}\ t_g$	$ISD = 1.47\ V_{major}\ t_g$ (9-1)
	ISD = 1.47 x (25 mph) x (7.5 sec) = 276
where:	where:
ISD = intersection sight distance (length of the leg of sight triangle along the major road) (m)	ISD = intersection sight distance (length of the leg of sight triangle along the major road) (ft)
V_{major} = design speed of major road (km/h)	V_{major} = design speed of major road (mph)
t_g = time gap for minor road vehicle to enter the major road (s)	t_g = time gap for minor road vehicle to enter the major road (s)

For example, a passenger car turning left onto a two-lane major road should be provided sight distance equivalent to a time gap of 7.5 s in major-road traffic. If the design speed of the major road is 100 km/h [60 mph], this corresponds to a sight distance of 0.278(100)(7.5) = 208.5 or 210 m [1.47(60)(7.5) = 661.5 or 665 ft], rounded for design.

A passenger car turning left onto a four-lane undivided roadway will need to cross two near lanes, rather than one. This increases the recommended gap in major-road traffic from 7.5 to 8.0 s. The corresponding value of sight distance for this example would be 223 m [706 ft]. If the minor-road approach to such an



HAYES GROUP ARCHITECTS

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INTERSECTION STOPPING SIGHT DISTANCE
840 MENLO AVE

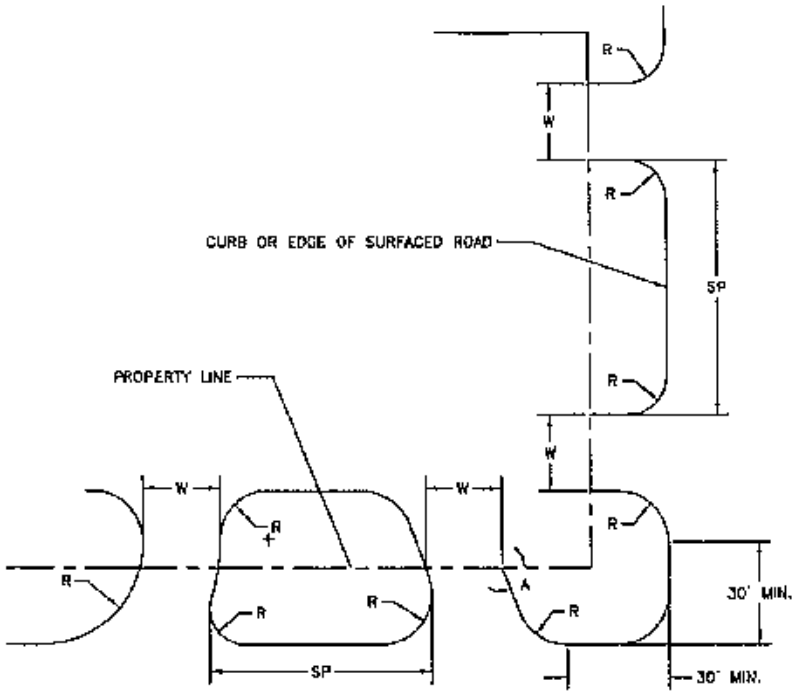
SAN MATEO COUNTY — MENLO PARK — CALIFORNIA

DATE 06.15.2017
SCALE 1"=20'
JOB NO. 20166016

EX 1

REFERENCE: ITE – GUIDELINES FOR DRIVEWAY LOCATION AND DESIGN

T–3



DRIVEWAY APPROACH STANDARDS:

Type	Width (W) ft. Min.	Width (W) ft. Max.	Radius (R) ft. Min.	Radius (R) ft. Max.	Min. Spacing (SP) ft. Between Drives
Residential					
Single Family	10	24	5 (FLARE)	10 (FLARE)	10
Multi-family	24	36	10	15	20
Commercial					
Office	24	36	10	15	20
Retail	24	36	10	15	40
Industrial	24	50	10	20	40

GENERAL REQUIREMENTS

1. One–way commercial driveways shall meet the same standards as two–way driveways, except for width (minimum 15 ft. – maximum 25 ft.). Proper signs will be posted and maintained by the owner.
2. Driveways shall not be constructed within the curb return of street intersection. A minimum distance of 30 feet will be maintained between the point of a curb cut for driveway and the point of intersection of the projected curb lines at an intersection.
3. The angle of driveway approach shall be approximately 90 degrees to the street curb line for all two–way driveways. One–way driveways and service station driveways shall be 30 to 90 degrees.
4. No head–in–parking will be permitted for commercial driveways.
5. The Transportation Manager shall have the authority to alter these design standards or to deny issuance of a permit if, in the opinion of the Transportation Manager, it is in the best interest of public safety. Deviation from the driveway approach standards would take into consideration the peak driveway approach volume and the driveway storage capacity in conjunction with the peak street volume and the street storage capacity.

dwgstd.dwg

TRANSPORTATION DIVISION
CITY OF MENLO PARK

DRIVEWAY DESIGN GUIDELINES

APPROVED: Transportation Manager

DATE: 3/25/96

840 Menlo Avenue - CC Hearing Appeal 28, 2018

Katie Meador– planner, Charlie Troglio, sister Gloria Walker and families, Dick Poe- advisor and John Hanna attorney

1. **APPROVED IN MARCH**
   - **A. Overall Site**
     1. Project is at corner of Menlo Avenue and Evelyn
        a. Adjacent to Draeger's Market, Parking Plaza #4
   - **B. Approved project**
     a. Main lobby, feature stair, second floor offices and residential units
   - **C. Site Plan**
     a. Main Lobby located on corner to create stronger connection to downtown
     b. Vehicular entry is located next to main Lobby, off Evelyn, a safe distance from Menlo intersection
     c. Coupling Main Lobby and vehicular entrance assists in way-finding and understanding bldg.
     d. Having vehicular entrance off Evelyn produces a higher parking yield in the garage
     e. Vertical circulation highlighted in yellow – coupled with main lobby and along Draeger's Side
   - **D. Office Floor**
     a. Office floor wrapped with glass providing views out and daylighting within supporting pedestrian oriented design
     b. Circulation and core functions are organized along the Draeger's solid edge
     c. Trucks loading and unloading outside the office windows destroys the enjoyment of the bldg.
   - **E. Living Units**
     a. Three living units have their views and living spaces face away from the Draeger's noisy rooftop mechanical equipment and overlook Menlo and Evelyn.
     b. Stairs and outdoor circulation are organized along the Draeger's solid edge.
     c. Trucks loading and unloading below the balconies destroy the enjoyment of the building and a loading zone directly in front of the main lobby puts the building's occupants, including families, at risk.

2. **Loading zones along any of the building's street frontages, not to mention the majority of the block of Evelyn, undermine the safe, aesthetically pleasing, pedestrian-friendly design goals envisioned in the Specific Plan and decrease the desirability of the building, putting my client's investment at risk.**

3. **To find a way to continue the mis-use of the majority of Evelyn street as a loading zone, the Draeger's have submitted two alternatives, A and B, to the city. We oppose both.**

OPTION A (100' loading zone on Evelyn) Draeger's version and our redrawn version
Requires redesign of the entire building by placing the garage entrance on Menlo, a heavily travelled street
Reduces parking to 8 from 13
Mis-states the required driveway flare as 5 ft when it is 10 ft-pushing the drive aisle towards Draeger's
Requires removal of London Plane trees that the city has said cannot be removed
Conflicts with building wayfinding, orientation and stairways
Loading zone on Evelyn does not support the pedestrian oriented goals of the DSP

OPTION B (62' Loading zone on Evelyn) Draeger's version and our redrawn version
Places entrance/exit to garage too close to Menlo - unsafe
Reduces parking to 11 from 13
Mis-states the required driveway flare as 5 ft when it is 10 ft-thus reducing the loading zone to 41'-8"
Places loading zone directly in front of the building's main entrance
Conflicts with building wayfinding

STAFF OPTION
40 foot loading zone on Evelyn – 16 feet from the intersection!

Violates AASHTO -American Association of State Highway Officials requirements (adopted and used as the standard in Menlo Park) for site distances for cars leaving, arriving the site and for cars travelling on Evelyn. It is a non-starter.

The Evelyn Block Loading Zone does not support the pedestrian oriented goals of the DSP and exposes the building occupants AND the community to the significant safety, noise, congestion and pervasive chaos associated with the 905 delivery trucks per month and renders the project too risky to undertake

John Hanna

From: John Hanna
Sent: Monday, August 20, 2018 11:49 AM
To: 'Camas Steinmetz'
Subject: RE: Evelyn Loading Zone Alternative - Option C

Ok. One less thing to be concerned with.
Are you able to answer the question posed in my August 18th email?
Regards, John

John Paul Hanna, Esq.
HANNA & VAN ATTA | 525 University Avenue, Suite 600 | Palo Alto, CA 94301
Tel: (650) 321-5700; Fax: (650) 321-5639
E-mail: jhanna@hanvan.com

HANNA & VAN ATTA

Recognized by Best Lawyers® in America 2017 for Real Estate Law; Community Association Law; and Land Use and Zoning Law; and in 2018 for Land Use and Zoning Law Lawyer of the Year in N. California

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From: Camas Steinmetz [mailto:csteinmetz@adcl.com]
Sent: Monday, August 20, 2018 11:41 AM
To: John Hanna
Subject: RE: Evelyn Loading Zone Alternative - Option C

John,

Since proposing the alternative I proposed below (a 40 ft. loading zone on Evelyn between the project driveway as proposed and Menlo Ave.), Draeger's has received new information that several of its shipments formerly delivered in smaller trucks are now being delivered in 52 ft. trucks and therefore has determined that the alternative we discussed and I summarized in my email below is in fact not viable for Draeger's and therefore Draeger's is unable to support it. Therefore, unless another solution arises between now and the Council hearing, Draeger's will be maintaining its position stated in its appeal that the project driveway must be relocated in order to preserve at least a 60 ft. loading zone on Evelyn St.

Best,
Camas

Camas J. Steinmetz
Aaronson, Dickerson, Cohn & Lanzone
1001 Laurel Street, Suite A
San Carlos, CA 94070

GREYSTAR

August 28, 2018

Menlo Park City Council
Peter Ohtaki
Ray Mueller
Catherine Carlton
Richard Cline
Kirsten Keith

cc: Mark Muenzer
Deanna Chow
Ori Paz
Ron LaFrance
Leigh Prince

Dear City Council Members,

I'm writing to recommend Council NOT pass the EV Charging Station Ordinance (staff report number: 18-168-CC).

My name is Andrew Morcos and I'm the Development Director for Greystar in Menlo Park. We built Elan Menlo Park on Haven Ave. and are pursuing other developments in the City of Menlo. I commend the City of Menlo for continuing to pursue ambitious and environmentally conscious policies in Menlo Park. These are worthy subjects to understand and for Council to responsibly consider for the well-being of the City.

I have sought the opinions of expert consultants in Environmental Green Building (VCA Green), Parking Design (Watry Design), and EV consultants (EV Charing Pros) and I offer three major concerns from these professionals:

1. **Lack of Justification** – current market conditions do not support the proposed requirements.
    a. Proposed residential requirements are 15% EVSE installation and 1 EV per unit wiring AND conduit when only 5% of new car sales in CA are EV, less than 1% of cars in the US are EV, far below the proposed requirement (see "Exhibit A, Watry Design – 18079 EV Parking Memo 2018.08.27")
2. **Issues with Proposed Implementation** – various proposed requirements are already unnecessary and new technology will make proposed requirements obsolete (see "Exhibit B, EV Charging Pros – MP Ordinance 8.27.2018")
    a. Although conduit would be helpful to solve for future demand, wiring for each unit is unnecessary and inconsistent with how EV charging stations are currently installed and used
    b. Technology will change, so forcing wiring for an unknown solution is expensive and already obsolete
    c. There is no discussion of Load Management, which is an EV industry accepted standard and should be a core concept in any policy recommendation this significant
3. **NO other cities have regulations as stringent as those Menlo Park has proposed (see "Exhibit C, VCA Green – Menlo park EV Ordinance Letter")**
    a. Information from other cities regulations, implementation, and results should be used to determine feasibility and justification for this significant policy change

b. California is on the leading edge of environmental regulations in the US and Menlo Park's proposed regulations are orders of magnitude more extreme than the next most extreme regulations
    1. **EV wiring and Conduit** – City of Menlo Proposed EV wiring and Conduit is 1 per unit vs. the next most stringent regulation in the City of Fremont of up to 10% of parking spaces
    2. **EVSE (EV Charging Stations)** – The City of Menlo already has the most stringent EVSE requirements at 6 spaces + 1% of parking and proposed EVSE is 15% of parking spaces vs. the next most stringent regulation in Santa Monica which is less than 3% of parking stalls (3 EVSE for the first 99 spaces and 1 EVSE for next 50 parking spaces)

Based on these compelling additions to the discussion, I respectfully request that you DO NOT approve this proposed ordinance.

Thank you for your consideration.

Andrew Morcos

Andrew Morcos
Greystar - Development Director
amorcos@greystar.com
415-489-2911

EXHIBIT A, Watry Design - 18079 EV Parking Memo 2018.08.27

WATRY DESIGN, INC.

City of Menlo Park - Residential EV Charging Requirements:

August 27, 2018

Current EV Trend in US

- Less than 1% of the vehicles on the road in US
- 2017 auto 'sale' market share of EV: 1% in US, 5% in CA

EV requirements in California (Cal-Green 4.106.4):

- No EVSE is required to be installed at the time of construction
- 3% of total residential parking spaces to be provided with conduits for future EVSE installation

EV requirements in major cities in Bay Area:

➢ **City of San Francisco**

- No EVSE is required to be installed at the time of construction
- 100% of total residential parking spaces to be ready for future EVSE installation:
  - First 10%: full circuit including conduits, wiring & elec. capacity
  - Second 10%: conduits & elec. capacity (no wiring)
  - Remaining 80%: conduit & 20% of elec. capacity (no wiring)

➢ **City of Oakland**

- No EVSE is required to be installed at the time of construction
- 100% of total residential parking spaces to be ready for future EVSE installation:
  - First 10%: full circuit including conduits, wiring & elec. capacity
  - Remaining 90%: conduit only (no wiring)
  - Elec. capacity to be 20% of total

➢ **City of San Jose**

- Same as Cal Green code
- No EVSE is required to be installed at the time of construction
- 3% of total residential parking spaces to be provided with conduits for future EVSE installation

As shown above, the electric vehicles on the road are still less than 1% in US, and 95% of the vehicles sold even in CA last year (2017) were still non-Electric Vehicles. The demands for EV charging spaces are definitely growing, but it will take some time to get to the point that every family has at least one electric vehicle, and there is also a possibility that the growth of the autonomous vehicle may reduce the demands of private vehicles parking & charging in residential.

If you look at the trends of EV requirements in major cities in Bay Area, it is more common that the EV charging stations are not required to be installed on day-1, and only the conduits for the future installations are required. So the 15% min. EV charging stations of total parking counts which is currently proposed in the city of Menlo Park seems to be too high, and our recommendation would be around 3%-5%, which is still higher than any other cities in Bay Area.

EXHIBIT B, EV Charging Pros - MP Ordinance 8.27.2018

EV Charging Pros

Independent Advice on Electric Vehicle Charging Systems

August 27, 2018

Andrew Morcos
Development Director
Greystar
450 Sansome St #500,
San Francisco, CA 94111

Dear Andrew,

Thanks for asking EV Charging Pros to take a look at the EV Ordinances being proposed by the City of Menlo Park. As we discussed, there are certainly a few areas where Greystar can suggest alternatives within the City Staff criteria of feedback incorporating "greater clarity", "implementation costs" and "feasibility and potential for changing technology".

Upon review of the proposed ordinance I believe there are three significant issues where you might provide comments:

1. Requiring the wiring of 100 % of the spaces for EVSE use is expensive and unnecessary, especially as the wiring may never be used in a specific parking location. Providing conduct from the electrical room to those locations would be acceptable as part of the building construction phase. This issue relates to clarity and costs.

2. The required building power infrastructure to support "1 EVSE per unit" could create a "hardship" and may trigger requests for exemptions. This issue relates to costs.

3. Adding Load Management language to the Ordinance could mitigate the potential for hardship and provides for appropriate power infrastructure for the building and those tenants who drive EV's. This issue relates to both cost and changing technology.

1) Wiring Required

The Menlo Park Ordinance states that wiring is to be installed:

MP - 5.106.5.3.2 Multiple charging space requirements. When multiple charging spaces are required to be installed per Table 5.106.5.3.3, raceways(s) and wiring, is/are required to be installed at the time of construction and shall be installed in accordance with the California Electric Code. Construction plans and specifications shall include, but are not limited to, the following:

Greystar could suggest that it would be appropriate to install conduit at the time of construction however it should not be required to install wiring to potential charging locations

until required to install an EVSE. Since Menlo Park is only requiring 15% of all parking spaces have an EVSE installed until required by an additional tenant requesting charging it would be reasonable to assume that wiring of the spaces could wait.

Here is some language from the San Francisco EV Ready Ordinance Draft of December 2016 that also addresses this concern.

SF - EC. 4.106.4.2.4. MULTIPLE EV SPACES REQUIRED.
(c)shall indicate the raceway termination point to supply an EV charger with a 40-ampere minimum branch circuit. ***Electrical engineering design and construction documents shall provide information on amperage of future EVSE, raceway method(s), wiring schematics****, anticipated EV load management system design(s), and electrical load calculations to verify that the electrical panel service capacity and electrical system, including any on-site distribution transformer(s), can charge all EV Space and EVSEs required by sections (a) and (b) simultaneously at the full rated amperage of the EVSE. An EV load management system may be necessary in order to provide EV charging at EV Spaces required by section (c). Raceways and related components that are planned to be installed underground, enclosed, inaccessible or in concealed areas and spaces shall be installed at the time of original construction.*

As well as the Oakland EV Ordinance 13419 as of February 16, 2016.

Oakland - 4.106.4.2.4 Inaccessible raceway.
Construction documents shall indicate wiring schematics*, raceway methods, the raceway termination point and proposed location of future EV spaces and EV chargers. Raceways and related components that are planned to be installed underground, enclosed inaccessible or in concealed areas and spaces shall be installed at the time of original construction.*

2) Power Infrastructure

The Menlo Park Ordinance states that the electrical infrastructure must support all parking spaces having a 40-amp dedicated circuit.

MP - 5.106.5.3.2 Multiple charging space requirements.
4 – Plan design shall be based upon 40-ampere minimum branch circuits.
5 – Electrical calculations shall substantiate the design of the electrical system to include the rating of equipment ***and any on-site distribution transformers and have sufficient capacity to simultaneously charge all required EV's at its full rated amperage.***
6 – The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for future installation of the EVSE.

However, the Staff Report also states:

MP Staff Report – Pg 4 - Planning Commission recommendation
At its meeting June 4, the Planning Commission recommended approval of the proposed ordinance with a modification to provide an exception for providing an electrical panel related to EV infrastructure where it would result in a significant cost. The recommended edit would be in conflict with the building standards code, which requires a service panel or subpanel to have sufficient capacity to accommodate a minimum 40 ampere dedicated branch circuit for the future installation of the EVSE. ***However, staff is proposing to add language, consistent with language elsewhere in the building standards code that would allow for an applicant to provide for an exemption from the EV requirements, if a hardship is demonstrated such as additional infrastructure as a result of local regulations.***

In the Development Cycle the Developer must calculate and request from Utilities an appropriate amount of power for the building to be dedicated to electric vehicle charging. This required amount for Menlo Park would be 40 amps per parking space, based on one space for each unit in the building.

It may be possible to suggest that requiring infrastructure to support power for a large number of parking spaces could actually be a hardship for the Developer, with no guarantee the building would actually require the infrastructure.

The proposed ordinance assumes the following:

Development Size	Parking Stalls to be EV Capable	Spaces with Installed EV Stations
10,000 sf to 25,000 sf	1 per unit	15%
25,000 sf to 100,000 sf	1 per unit	15%
over 100,000 sf	1 per unit	15%

Adding a scaled number of anticipated units to the proposed building sizes gives the number of EVSE to be installed at 15% of units and the number of potential EVSEs that eventually might be required.

Development Size	Parking Stalls to be EV Capable	Spaces with Installed EV Stations	Assumed Units	15% EVSE Installed	Remaining 85% of units to be installed
10,000 sf to 25,000 sf	1 per unit	15%	200	30	170
25,000 sf to 100,000 sf	1 per unit	15%	500	75	425
over 100,000 sf	1 per unit	15%	1,000	150	850

For each EVSE to have a dedicated charging station as required by the building code at 208/240v 32-amp output, 40-amp breaker.

Development Size	Parking Stalls to be EV Capable	Spaces with Installed EV Stations	Assumed Units	15%	Initial Power	Additional Required Electrical Capacity
10,000 sf to 25,000 sf	1 per unit	15%	200	30	1,200a	6,800a
25,000 sf to 100,000 sf	1 per unit	15%	500	75	3,000a	17,000a
over 100,000 sf	1 per unit	15%	1,000	150	6,000a	34,000a

This required additional electrical capacity could easily trigger a request for an exemption from the EV requirement as a Developer could demonstrate the additional infrastructure is a hardship and a result of local regulation. I would recommend Greystar support hardship language be included in the Ordinance.

Here is the language about "hardship" from the SF EV Ordinance which references the CA Building Code hardship definition.

SEC. 4.106.4. ELECTRIC VEHICLE (EV) CHARGING FOR NEW CONSTRUCTION AND MAJOR ALTERATIONS.

Exceptions:

On a case-by-case basis, where the local enforcing agency Director has determined EV charging and infrastructure are not feasible based upon one or more of the following conditions:

1. Where there is no commercial power supply.

1. *2. Where there is evidence substantiating that meeting the requirements will alter the local utility infrastructure design requirements on the utility side of the meter so as to increase the utility side cost to the homeowner or the developer by more than $400.00 per dwelling unit parking space. In such cases, buildings subject to Section 4.106. 4 shall maximize the number of EV Charging Spaces, up to* ***a utility side cost of a maximum of $400 per space. Cost shall be determined bv dividing the increase in local utility infrastructure cost attributable to compliance with this section by the sum of parking spaces and Electric EV Charging Spaces.***

3) Load Management

Given the multifamily apartment building is a residence, parking in the building could be characterized as a long dwell environment – where tenant's vehicles are generally parked for 8-10 hours at a stretch. With this understanding, it is appropriate for a Developer to offer tenants charging as an amenity providing range to the vehicle to support the average daily use of the vehicle. On average Americans drive 29.2 miles per day[1]. Under generally recognized conditions a 40 amp charger can deliver 20 miles of range to a vehicle in an hour, thereby providing more than the daily use of the vehicle in 2 hours' time. It is easy to see that the buildings conforming to this Ordinance will be overproviding electrical infrastructure for the majority of driver needs.

The alternative to providing massive amounts of building power to serve EV's is to have the Ordinance provide for the use of a Load Management system. This technology provides the building with a charging network algorithm that reads the request for charging power from the vehicles on the network and dynamically provides power based on the driver's real-time needs. Some vehicles get full-rate charging while others are receiving lower amps, due to individual vehicle types and battery requirements. Load Management enables many cars to charge simultaneously and provides the property owner the ability to add charging stations to the network without additional power requirements.

In addition, the driver interface to the Load Management system can calculate potential demand requests in a time of use format, which is critical to the Utility provider's ability to manage the purchase and delivery of power in efficient and optimized cycles. This ability to integrate Demand Response capabilities is currently being requested, although not required, by local utilities from charging station manufacturers.

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[1] https://newsroom.aaa.com/2015/04/new-study-reveals-much-motorists-drive/

The Menlo Park Ordinance does not mention Load Management. However, there was a suggestion for the use of such a system in a letter from Tesla included as Attachment I in the Staff Report. Here is the Staff comment on the Tesla letter:

MP Staff Report – Pg 4 - Correspoondence

The letter also suggests including language for power management, which would enable the installation of more equipment without requiring more electrical capacity. In these situations, less than the required amps would be allocated to a vehicle to increase the number of EVCS. ***At this time, staff is not proposing an exception to the building standards code.***

In my opinion, the omission of Load Management to the Ordinance is due to a lack of understanding by Staff regarding the actual technical process of vehicle charging, the requirements for "range" by individual drivers and the growing availability of charging at non-residential locations, not understanding the trends in charging technology, and the direction being taken by Utilities who need to manage both providing dedicated power resources and meeting real-time energy requirements.

If such an addition to the Ordinance was made then I believe the hardship that may exist from trying to provide Power Infrastructure would be mitigated. The cost of load management technologies should be significantly less than scaling the power infrastructure.

As an aside, I agree with the Tesla letter that providing minimum power to support 20% of the parking spaces for vehicles charging simultaneously will provide sufficient power infrastructure to scale to support charging at 100% of parking spaces. Load management based on 20% of simultaneous charging is also supported in the San Francisco EV Ordinance.

SF - EC. 4.106.4.2.4. MULTIPLE EV SPACES REQUIRED.

d) Related documents, shall demonstrate that the electrical service capacity and electrical system, including any on-site distribution transformer(s) can charge EVSE at a minimum of 20% of the total number of EV spaces simultaneously, at the full rated amperage of the EVSE or a minimum of 40 amperes per branch circuit, as modified by Section 4.106.4.2.4.1 Electric Vehicle Fast Charging Spaces. ***As appropriate construction documents shall provide information on raceway method(s) wiring schematics, anticipated EV load management system design(s) and electrical load calculations.***

Andrew, I'll look forward to our Discussion about these topics on Monday August 27 at 11:30am.

Regards,

John

John Kalb | Founder | EV Charging Pros
p - 415.209.6585 | c - 415.717.5241
Web www.evchargingpros.com
Twitter @evchargingpros
Email johnk@evchargingpros.com

EXHIBIT C, VCA Green - Menlo Park EV Ordinance Letter

VCA Green

City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

RE: Menlo Park EV Ordinance

August 28, 2018

To Whom It May Concern,

After reviewing the proposed changes to EV parking space requirements for the City of Menlo Park (both for mandatory pre-wiring and installed EV charging stations), we believe the new proposed ordinance is excessive and unwarranted.

The pre-wiring increase in section 4.106.4.2 of the California Green Building Code would make the City of Menlo Park one of the most stringent enforcers of EV parking requirements in California. The current iteration of EV parking requirements is more than sufficient for the purposes of supporting residents with electric vehicles. Additionally, the 15% EVSE requirement for new construction projects would be much more expensive with no foreseeable returns to offset the cost. It is understood that the City of Menlo Park is proud of their innovative measures, but in order to allow property developers time to adjust to the rising costs, the increases must either be lessened or revoked entirely. 100% pre-wiring and 15% EVSE requirements are admirable, but these numbers must be achieved gradually for developers to accommodate these needs over time.

As you can see by the table below, even the most populated and progressive cities in California do not require such strict EV parking measures. These cities understand that not only can the developers not afford to abide by such measures, but that their EV needs are not nearly as high despite some of the denser populations (specifically the City of Los Angeles). The report by Watry Design, Inc. goes into more detail about the EV trends in the United States which dictate the numbers seen in the table below.

The City of Menlo Park is correct in predicting the need for higher EV parking requirements in the future, but the costs of such a drastic increase in the short term will undoubtedly deter property developers from choosing the City as an attractive locale for their projects in the long term. In the interest of fairness, we highly suggest a reconsideration of the proposed requirements by, at the very least, maintaining the current requirements since they are already some of the highest in the state by a large margin.

Thank you,

Moe Fakih
Vice President, VCA Green

T: (714) 363-4700 | F: (714) 363-4747 | www.vca-green.com | 1845 W. Orangewood Ave., Ste. 220 | Orange, CA 92868

VCA Green

	CALGreen July 2018	City of Los Angeles	City of Santa Monica	City of West Hollywood	City of Fremont	City of Menlo Park (Current)	City of Menlo Park (Proposed)
4.106.4 New one and two family dwellings and town houses with attached private garage	1 for each	1 for each	1 for each	1 for each	1 for each	1 for each	1 for each
4.106.4.2 Future EVSE with more than 17 dwellings	3%	**5%**	**5%**	3%	**Up to 10%**	**Up to 5%**	**1 per unit**
EV Charging station	0	0	*25-49 parking spaces:* 1 charging station. *50-99 parking spaces:* 2 charging stations, plus one for each additional 50 parking spaces.	0	0	6 spaces plus 1% of the total parking stalls	**15%**
5.106.5.3.3 future EVSE	Up to 6%	Up to 6%	Up to 6%	Up to 6%	Up to 10%	Minimum 15%	Minimum of 10%
EV Charging station	Up to 6%	Up to 6%	Up to 6%	Up to 6%	Up to 10%	10%	**EVSE in 1plus 1% of the total required number of parking stalls in charging space(s).**

ELECTRIC VEHICLE (EV) ORDINANCE

City Council – August 28, 2018

OVERVIEW

- Background
- Current EV Charging Space Requirements
- Proposed EV Charging Space Requirements
- Actions & Next Steps

BACKGROUND

BACKGROUND

- Green building regulations adopted as part of ConnectMenlo/M-2 Area Zoning Update – December 2016
- City Council expressed interest to increase the requirements and expand the regulations citywide – Feb 2017
- Local amendment to CalGreen to implement EV charger requirements from ConnectMenlo – March 2017
- City Council Appointed Subcommittee Council Members Carlton and Cline – May 2017

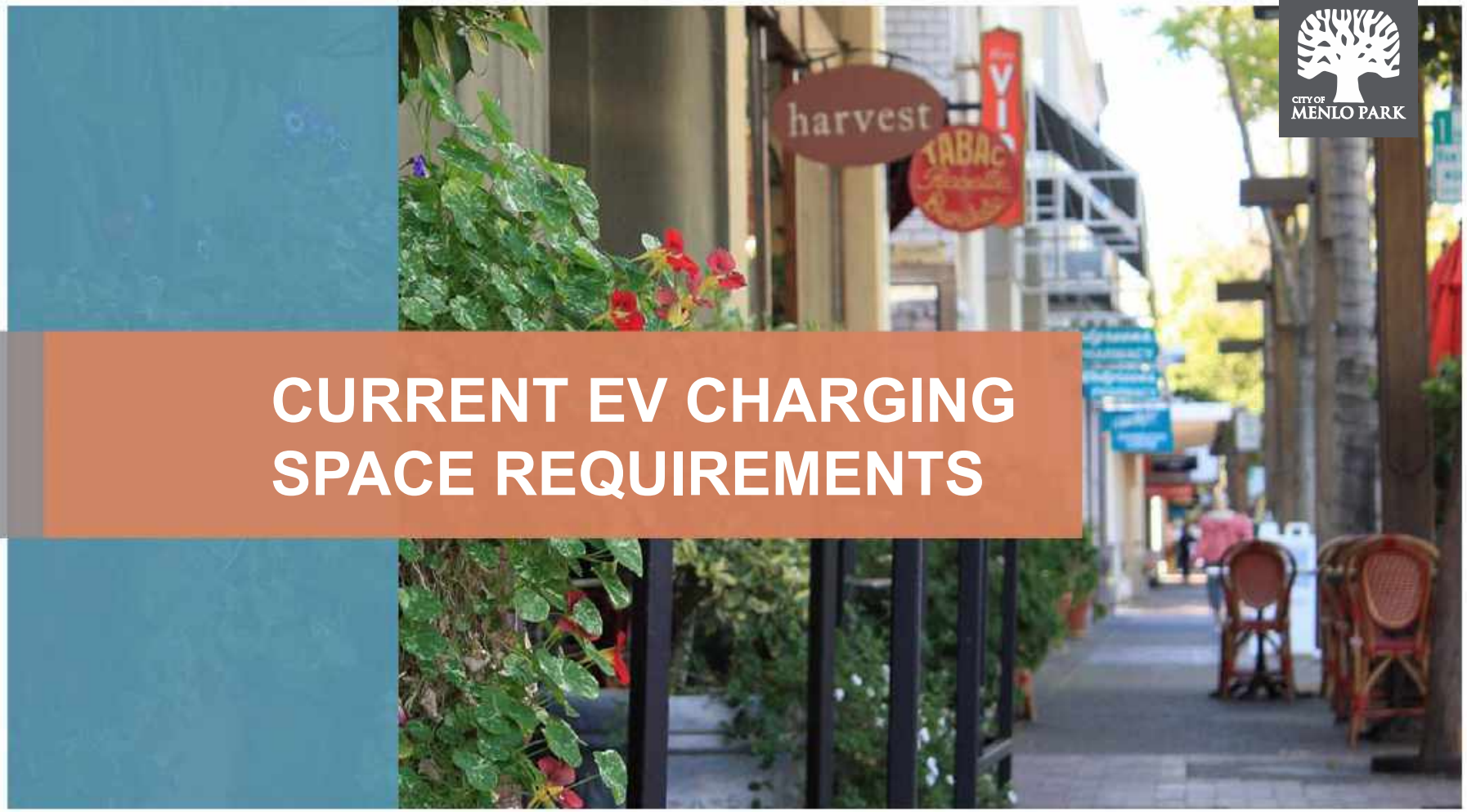
PUBLIC OUTREACH

- Two Stakeholder Meetings
  - September 11 and 14, 2017
- Community Meeting
  - October 25, 2017
- Planning Commission Public Hearings
  - January 22, 2018 and June 4, 2018
  - Recommended approval of the proposed ordinance changes
- City Council Public Hearing
  - August 28, 2018

CONSIDERATIONS

- Refine the requirements and expand to citywide
- New construction versus additions/alterations
- Residential vs. nonresidential regulations
- Clarity in implementation
- Consistency in terminology
- Hardship exemption
- Load management provision

CURRENT EV CHARGING SPACE REQUIREMENTS



CURRENT CALGREEN MEASURES: EV CHARGING SPACE REQUIREMENTS FOR NEW CONSTRUCTION

Non-residential CALGreen EV Charging Space Requirements			
Total Number of Actual Parking Stalls	Number of EV Charging Spaces – Mandatory	Number of EV Charging Spaces – Tier 1 (voluntary)	Number of EV Charging Spaces – Tier 2 (voluntary)
0-9	0	0	1
10-25	1	2	2
26-50	2	3	4
51-75	4	5	6
76-100	5	7	9
101-150	7	10	12
151-200	10	14	17
201 and over	6 percent of total	8 percent of total	10 percent of total

Current Menlo Park CALGreen requirement

Residential CALGreen EV Charging Space Requirements		
	Single-Family Residence/ Duplex	17+ Units
Number of EV Charging Spaces	1	3% of total number of parking spaces

CALGreen charging spaces require:

- Space in electric panel identified as EV capable
- Conduit
- **NO** chargers are required to be installed

ZONING-SPECIFIC REQUIREMENTS

- El Camino Real/Downtown Specific Plan Area
  - 1 for every 20 residential parking spaces
- R-4-S Zoning District
  - 5% EV spaces & 3% EV Supply Equipment (EVSE) installation
- C-2-B Zoning District
  - 5% pre-wire EV spaces, with minimum of 2 plus 1% of parking with EVSE installation
- Bayfront Area (O, LS and R-MU Zoning Districts)
  - Non-residential developments: applicable to new construction and additions/alterations
  - Residential developments: applicable to new construction only
  - Requirement is greater for new construction than additions/alterations
  - Requirement increases with square footage of affected area

PROPOSED EV CHARGING SPACE REQUIREMENTS

PROPOSED EV CHARGING SPACE REQUIREMENTS

NON-RESIDENTIAL

- **New Construction** (Conduit and Wiring)
  - 15% conduit and wiring vs. 5% (current)
  - 10% EVSE installation vs. minimum 2 and up (current)

- **Additions and Alterations** (Conduit Only)
  - Phased Approach Over Next 3 Years
    - 10,000 sf to 25,000 sf – 1%, 3%, 5% vs. 5%, min. 2 spaces (current)
    - 25,001 sf and above – 2%, 5%, 10% vs. 5%, min. 2 + 1% (current)

PROPOSED EV CHARGING SPACE REQUIREMENTS

RESIDENTIAL

- **New Construction**
  - Applicable to 3 or more units vs. 10,000 sq. ft. or more
  - Conduit, wiring and space in the panel per unit vs. conduit and wiring in 5% of required parking
  - EVSE installation – 15% vs. minimum of 2, depending on sq. ft.

- **Additions and Alterations** (Voluntary) – No Change

PROPOSED CLARIFICATIONS

- EV spaces are included in the total number of parking spaces for the site
- EV installation may be located anywhere on a subject site, so long as other codes are met
- Chargers shall be universal and can be used by all standard EVs
- Installation of proprietary chargers allowed when parking exceeds required parking or through approval of administrative permit
- Calculation of EV space requirements based on *affected* area
- Cap established for additions/alterations

COUNCIL ACTIONS AND NEXT STEPS

- Title 12 Ordinance Amendment (Attachment E and G)
  - EV charging space regulations
  - Permit streamlining per AB1236
- Title 16 Ordinance Amendment (Attachment F)
- Review and Action – August 28, 2018
- Second Reading/Adoption – September 11, 2018
- Ordinance becomes effective 30 days after adoption

THANK YOU