



CITY OF CAMPBELL
Community Development Department

October 30, 2015

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Campbell has set the time of 7:30 p.m., or shortly thereafter, on Tuesday, **November 10, 2015**, in the City Hall Council Chambers, 70 North First Street, Campbell, California, for a Public Hearing to consider the application of Scrambl'z Restaurant for a Modification (PLN2015-311) to a previously approved Administrative Planned Development Permit (PLN2014-159) and a Parking Modification Permit (PLN2015-312) to allow outdoor seating, an increase in the number of approved seats, and a reduction in the number of required on-site parking spaces, for property located at **2125 S. Winchester Boulevard, Suite 120**. Staff is recommending that this application be deemed Categorically Exempt under CEQA.

Interested persons may appear and be heard at this hearing. Please be advised that if you challenge the nature of the above project in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this Notice, or in written correspondence delivered to the City of Campbell Planning Commission at, or prior to, the Public Hearing. Questions may be addressed to the Community Development Department at (408) 866-2140.

Plans and architectural drawings may be viewed at the Planning Division office during normal business hours (8:00 a.m. – 5:00 p.m.) and on the City's 'Public Notices' web page (<http://www.cityofcampbell.com/501/Public-Notices>) under 'Planning Commission'.

Decisions of the Planning Commission may be appealed to the City Council. Appeals must be submitted to the City Clerk in writing within 10 calendar days of an action by the Commission.

In compliance with the Americans with Disabilities Act, listening assistive devices are available for all meetings held in the Council Chambers. If you require accommodation, please contact the Community Development Department at (408) 866-2140, at least one week in advance of the meeting.

PLANNING COMMISSION
CITY OF CAMPBELL
PAUL KERMOYAN
SECRETARY

PLEASE NOTE: When calling about this Notice,
please refer to: **2125 S. Winchester Boulevard, Suite 120**

Project Location Map

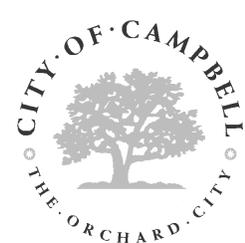
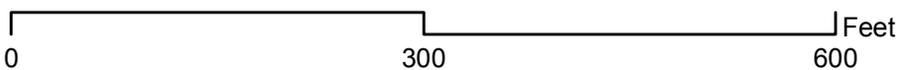


Project Location: 2125 S. Winchester Boulevard, Ste. 120

Application Type: Mod. to Admin. P-D Permit and Parking Modification Permit

Planning File No.: PLN2015-311, PLN2015-312

Description: Seating increase for Scramblz restaurant



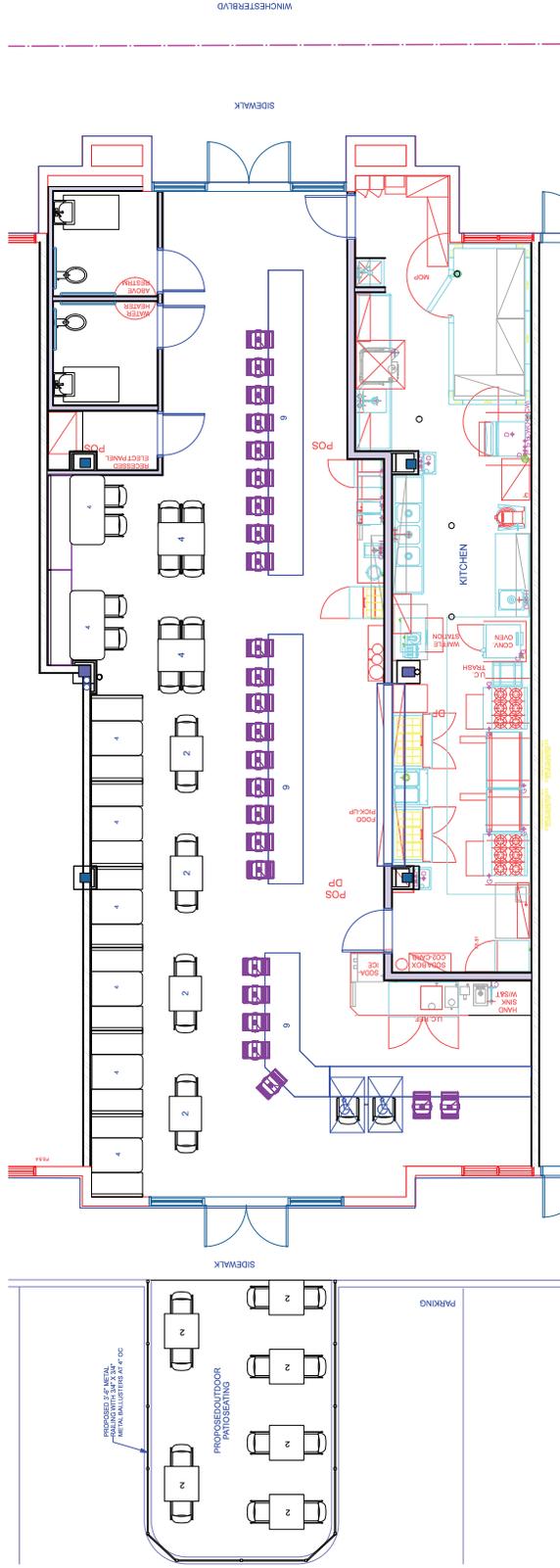
Community Development Department
Planning Division

NO.	DATE	DESCRIPTION
1	10-29-15	CONCEPT DESIGN
2	7-8-15	SCHEMATIC DESIGN
3	8-8-15	CONCEPT PLAN
4	12-18-14	CITY COMMENTS
5	12-18-14	CITY COMMENTS

SCALE: PROJECT NO: 14-000
 MODEL FILE: SCRAMBLZ.VBK
 DRAWN BY: MS
 CHECKED BY: MS
 COPYRIGHT: MARK STOKLOSA ARCHITECT INC

DRAWING TITLE: PROPOSED SEATING ALTERNATE

FOR REVIEW

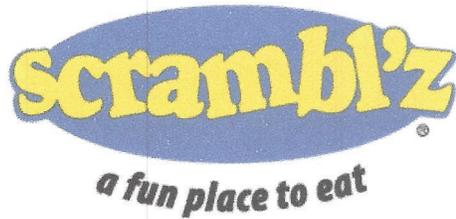


PROPOSED INTERIOR SEATING = 75
 PROPOSED PATIO SEATING = 12

1 OWNER PROPOSED SEATING ALTERNATE

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

LEFT



From: Jim Angelopoulos

To: City planning dept.

Subject: Scramblz 2125 s. Winchester blvd. Campbell, CA 95008

Dear Sirs:

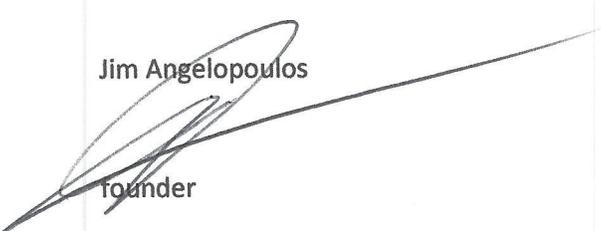
I am requesting you allow extra seating at the just opened Scramblz breakfast restaurant in Campbell. The current 49 seats does not maximize our ability to be profitable and the restaurant will fail if kept at this minimal seating. Full service restaurants require additional staff from bussers and hosts to cooks and servers and therefore have a higher breakeven point.

Please keep in mind that 49 capacity does not mean 49 customers. Restaurants fill rate is 60-70% of capacity so at any given time 49 seats means 30-35 guests that will sit for about one hour. Turning tables over five times means about 150 customers. This is not enough to sustain profitability. We need the extra tables inside and patio to serve 300-400 guests which we have been doing and have never had a parking issue.

The additional patio seating in front of Winchester will add to the cities extension of the downtown to and bring more appeal to the area.

I would hope that you consider the added seating as a must for this restaurant to survive. Thanks for your consideration.

Jim Angelopoulos



founder

RECEIVED

AUG 28 2015

Merrill Gardens at Campbell

Proposed Parking Program

CITY OF CAMPBELL
PLANNING DEPT.

August 18, 2015

The following proposal outlines Merrill Gardens at Campbell's ("MG") proposed parking plan to address the parking imbalance, primarily caused by the senior housing ("SH") portion of this mixed use project. This plan is based on the current parking calculations and utilization, with the premise that 1) there exists adequate parking for the retail, as per code and for the current and targeted tenant mix, and 2) that prior to implementation of this plan, a supply and demand imbalance existed within the SH. As such, this Proposed Parking Program ("PPG") primarily addresses the parking supply and demand for the SH.

Current Parking Demands

As per the previously approved PD permit, the MG's parking areas have a total of 141 parking stalls, 52 stalls for the Merrill Gardens Facility (7 stalls behind the memory care ("MC"), 45 stalls within the garage, and 89 stalls for retail use, in a combination of on grade and below grade parking. All retail stalls are marked with signage indicating the stalls are reserved for "retail customers only." The Merrill Gardens staff recognized that during peak business hours the SH parking demand, encompassing SH residents, employees and visitors for has exceeded the total number of stalls available. This excess demand was primarily driven by the following:

- 1) Employees: Employee usage had exceeded the available employee parking available. This excess usage has been driven by two factors:
 - a. The availability of plentiful, no cost parking in the retail parking areas upon the opening of the community and prior to the occupancy of the retail.
 - b. MG's initial failure to implement a public transportation program upon the opening of the community.
- 2) Residents: Similar to most MG's communities and the industry, many senior residents initially brought their personal vehicles upon entering the community. Over time, the vast majority of these residents will not utilize their vehicles and will ultimately cease to store them within the community. As such, our communities typically see peak residential parking demand within the first 12 to 18 months of opening. As the community matures, and the move-in rate slows, the residential parking demand will typically slow also as residents elect to utilize the community transportation and not pay to store their vehicles in the garage. We have already seen this occurring at this community, as resident parking has already decreased from its peak of approximately 70 resident stalls to the current level of 45 resident cars. Residents who do choose to park in the garage are currently charged \$75 per month, which also serves to limit the number of residents who retain their personal vehicles, as most use them infrequently.
- 3) Visitors:
 - a. Typically, a MG's community would provide easily accessible parking (for example, on grade, close to the entrance) for visitors. In this case, the entire visitor parking is in the

garage. Due to the availability of parking upon opening and the lack of open retailers, visitors initially had been utilizing the retail parking area when visiting the community. Through our valet program and resident outreach, this is no longer occurring and visitors are utilizing the free valet parking option.

- 4) Parking by general public for offsite activities: MG's staff noticed significant and regular usage of the parking areas for offsite activities. Due to increased policing of the retail parking area by the valet and MG's staff, this activity has decreased significantly.

Proposed Parking Plan By Use

1) Employee

- a. Public Transportation Program - MG's has instituted their standard employee public parking transportation program, where MG's will reimburse an employee in full for the cost of public transportation. In return, the employee commits to using public transportation to/from work in lieu of private transportation. To date, 15 employees have enrolled in this program.
- b. Designated Employee Parking Area
 - i. Employees have been instructed that there is a "no tolerance" policy for utilizing the retail parking areas, as well as the SH parking stalls in the garage.
 - ii. The parking located behind the MC have been dedicated to employee parking, including the two community vehicles. Utilizing a "stacked" parking method, up to 15 vehicles can be parked in this area.
- c. Targeted Result - Peak employee demand is 15 stalls during the day, reducing to 10 by 7 PM and 5 between the hours of 9 PM and 7 AM. Between the usage of the public transportation program and dedicated, stacked employee parking, adequate employee parking is provided.

2) Senior Housing Residents & Visitors

- a. As per above, resident parking demand typically decreases as a community matures. That has been the case with this community, with peak resident parking demand of 70 stalls having occurred in November, 2014. Current resident parking is 45 stalls, which we expect to decrease to 40 stalls by year end, 2015.
- b. MG's has hired a parking company to provide on-site, valet parking for the SH residents and visitors. This valet program allows additional, stacked parking in the designated SH portion of the garage, allowing this area to accommodate a total of approximately 67 vehicles. Valet parking will be required of all residents and guests between the hours of 9 AM and 7 PM, seven days per week. With current (peak) resident demand of 45 stalls and peak visitor (hourly) demand of 10 stalls, this area will provide adequate parking to service this demand, as well as excess supply in the event of an increase beyond ordinary demand.
- c. At a future date, MG's may discontinue the services of the 3rd party valet company and, in order to better accommodate the needs of the residents, provide these services directly to the residents and their visitors.

- 3) The third party parking manager also patrols the retail parking areas to enforce the time limits addressed on the retail signage and issue citations and/or tow vehicles that are not in compliance. This addresses the non-approved usage of the retail parking areas by both SH

employees, residents and visitors, as well as by others using the MG's parking lot for offsite uses.

Conclusion

By utilizing an onsite valet service, with stacked parking, for the garage, the northwest surface lot for employees, and promoting and supplementing other forms of public transportation to the employees, Merrill Gardens has been able to support and surpass its current vehicle demand. As a consequence, the current pressure seen on the designated 89 retail stalls has been alleviated and these stalls are solely available for retail customers.

PARKING SUPPLY

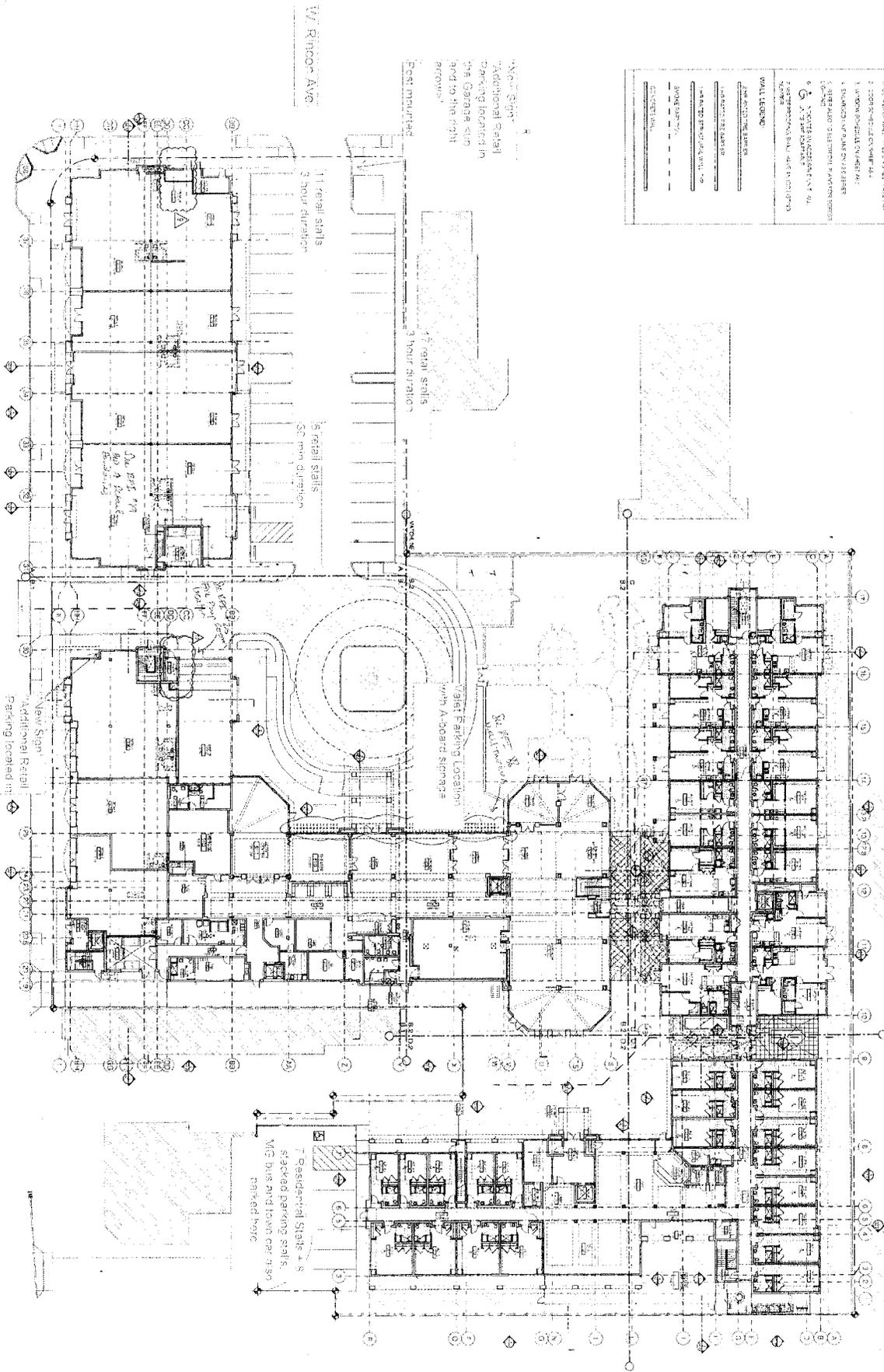
AS PER PD PERMIT

Retail (surface)	34	
Retail (garage)	55	
	<hr/>	
	89	Total Retail Stalls
Residential (garage)	42	
MG Staff (surface)	7	
MG Staff (garage)	4	
	<hr/>	
	142	Total Stalls

MG PROPOSED MANAGED PARKING SUPPLY

Retail (surface)	34	
Retail (garage)	55	
	<hr/>	
	89	Total Retail Stalls
Resident & Visitor Stalls (Valet)	45	
Resident & Visitor Stacked Parking (\	22	
MG Staff (surface)	15 (7 stalls + 8 stacked)	
	171	Total Stalls

- GENERAL NOTES**
1. SEE GENERAL NOTES ON SHEET A1.1
 2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
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 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
- WALL LEGEND**
- 1. 12" CMU WITH INTERIOR FINISH
 - 2. 8" CMU WITH INTERIOR FINISH
 - 3. 4" CMU WITH INTERIOR FINISH
 - 4. 2" CMU WITH INTERIOR FINISH
 - 5. 1" CMU WITH INTERIOR FINISH
 - 6. 1/2" CMU WITH INTERIOR FINISH



11 retail stalls
3 hour duration

7 retail stalls
3 hour duration

18 retail stalls
30 min duration

7 residential stalls + 8
stacked parking stalls,
car, van and 3-4 sq ft
parked bike

New Sign
Additional Retail
Parking located in
the Garage and
to the right
arrows

Account on the
building



SHEET
A1.1

DATE: 08/11/11
SCALE: 1/8" = 1'-0"
DRW: [Name]
CHK: [Name]

SUBMITTALS/REVISIONS:

- 1. POST PERMIT REV. 08/27/11
- 2. POST PERMIT CORR. 08/28/11
- 3. POST PERMIT CORR. 08/28/11
- 4. CORRECTIONS 08/28/11
- 5. ADDENDUM #4 - 12/14/2011

KEY PLAN:

**MERRILL GARDENS
AT
CAMPBELL, CA**

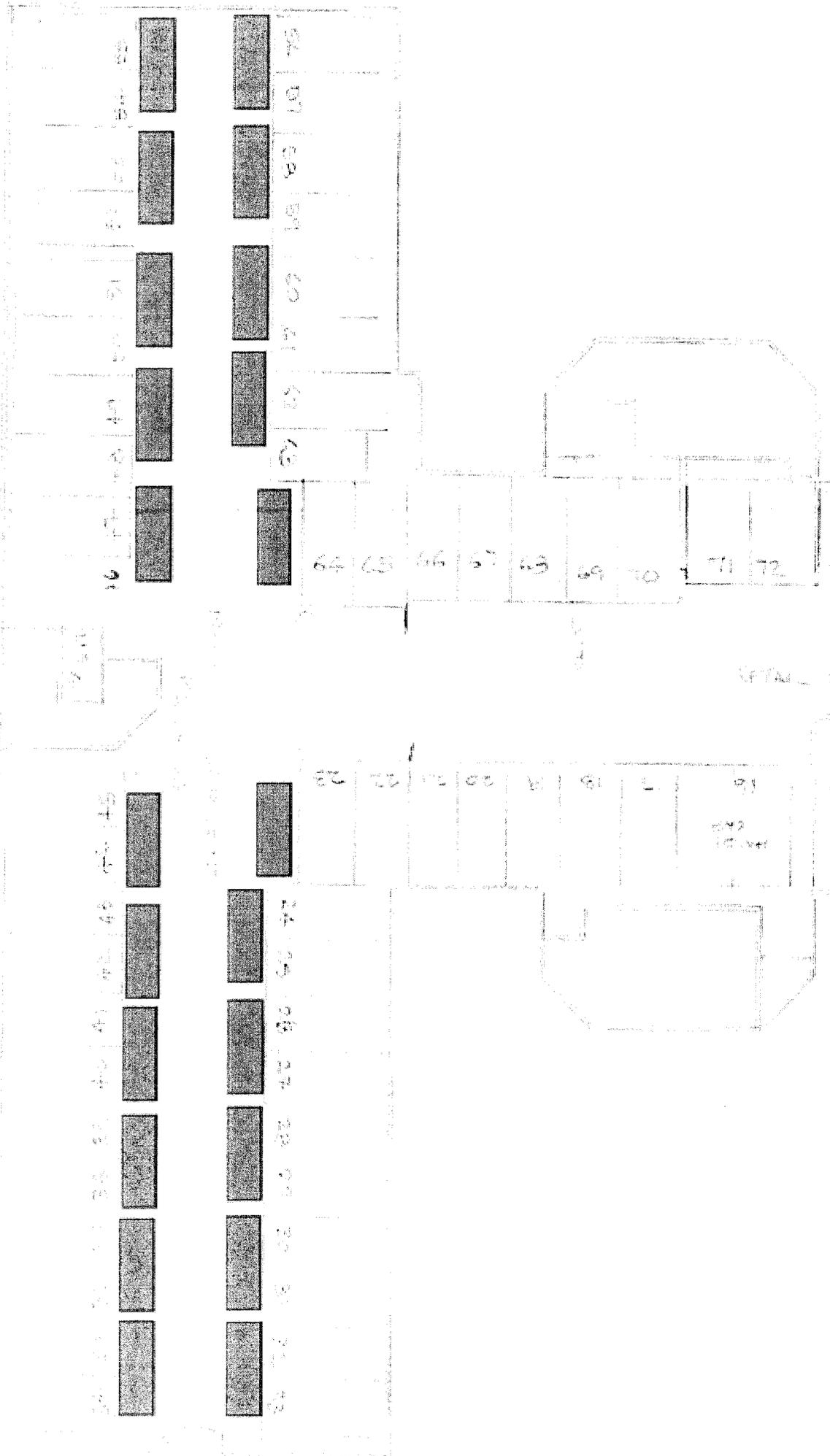
**2105
S. WINCHESTER BLVD.
CAMPBELL, CA
95008**

**PROJECT/CLIENT: [Name]
[Address]
[City, State, Zip]**

**KEY PLAN:
LEVEL 01**

**RUNBERG
ARCHITECTURE
group**

2105 S. WINCHESTER BLVD.
CAMPBELL, CA 95008
TEL: (415) 499-1100
WWW.RUNBERGARCHITECTURE.COM



MERRILL GARDENS

**RETAIL
PARKING
ONLY**

**3
HOUR**



**HOUR
PARKING**

MERRILL GARDENS

**RETAIL
PARKING
ONLY**

**30
MINUTES**



**HOUR
PARKING**

UNAUTHORIZED VEHICLES PARKED
IN DESIGNATED ACCESSIBLE
SPACES NOT DISPLAYING
DISTINGUISHING PLACARDS OR
SPECIAL LICENSE PLATES ISSUED
FOR PERSONS WITH DISABILITIES
WILL BE TOWED AWAY
AT THE OWNER'S EXPENSE
TOWED VEHICLES
MAY BE RECLAIMED AT
City of Grand Island
OR BY TELEPHONING

Additional
Retail Parking
located in the Garage
→



UNAUTHORIZED VEHICLES PARKED
IN DESIGNATED ACCESSIBLE
SPACES NOT DISPLAYING
DISTINGUISHING PLACARDS OR
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TOWED VEHICLES
MAY BE RECLAIMED AT
REBELLOS TOWING
OR BY TELEPHONING
408-370-6454

Additional
Retail Parking
located in the Garage



1	5
2	6
3	7
4	8
	OUTGOING MAIL



MERRILL

SINCE 1953

**FREE VALET
PARKING
FOR
RESIDENTS &
VISITORS**

EXN
Exterior Signage
Manufacturing
Company



THE UNIVERSITY OF TEXAS AT AUSTIN
SCHOOL OF ARCHITECTURE
1980-1985
BY [unreadable]