

City-wide Parking Ad Hoc Committee
 Wednesday, March 18, 2015
 MEETING MINUTES

Call to Order

Co-chair Mordo opened the meeting at 9:17 a.m.

Roll Call (✓ = Committee members in attendance)

✓	Ronit Bodner (arrived at 9:22)	✓	Jean Mordo
✓	Jeannie Bruins	✓	Mark Rogge
✓	Kim Cranston	✓	David Rock
✓	Gary Hedden		Jason Strubing
✓	Jack Kelly	✓	Marcia Somers, CM
✓	Bill Maston (arrived at 9:26)	✓	James Walgren, CDD
✓	Mike McTighe		

Meeting Schedule

Reviewed meeting schedule.

Approval of March 11, 2015 meeting minutes

Motion to approve the minutes M/S: Jack Kelly/David Rock. Motion approved with David Rock and Mike McTighe abstaining.

Review City-wide zoning maps and current codes

Discussed material distributed. Several questions and comments were generated.

- Is there separate consideration for shared parking (parking plazas) vs. onsite parking?
- Are there ways to accommodate changes in use of existing buildings?
- Need clarification on how credits are given in parking district
- Concern regarding properties immediately adjacent to plazas will result in bleed over due to the business' customer lack of awareness of where to park
- Need to understand intent and guiding principles
- Member of the public suggested the 2009 Fehr & Peers report and the 2007 DMJM Harris report be distributed to committee members
- Do we have consistent documentation and definitions regarding the parking district?
- Would signage directing clients/customers/patients to onsite parking help?

Review parking calculations

Discussed parking at 400 Main, 145 First and 288 First. Two of the three properties changed from a retail use to a restaurant. The third project was a new development and parking requirement was set at 3/1000 for office use on second story and 5/1000 for retail use on first story. After development, a restaurant is going into a portion of the ground floor. Restaurant parking requirements are calculated based on seating. Using the restaurant parking requirements would show the projects are under-

parked. This raised questions regarding “use by right” and what assumptions should be made regarding use(s) of a project during the planning of the development improvements. Other discussion points to explore are captured in an attachment to these minutes.

Public comments

Comments were received from Ted Sorensen, Bart Nelson, Rebecca Maguire, King Lear.

Next meeting

April 1, 2015, 9:15 a.m.-10:45 a.m. at Hillview Community Center, Room 2, 97 Hillview Avenue. Agenda and minutes will be posted in advance.

Suggested projects for review: Hotel, Safeway, Los Altos Grill, 240 Third Street, Forest at First. Jean and Jeannie will consider these inputs in setting the next agenda.

Adjournment

Meeting was adjourned at 10:47 a.m.

Attachment

ADDITIONAL TOPICS

- Some uses are “by right” – new tenant going in and property is zoned for that use
- Not all uses have the same parking requirement therefore a “Use by Right” may result in a parking shortfall (e.g., retail vs. restaurant)
- Look at what other cities do that have parking districts
- Review parking ratios in other cities
- Develop scenarios
 - Use by right (existing bldg.), new development
 - Types of use – mixed, long-term, short-term
 - Properties in the parking district, abutting a parking plaza
 - Use by time of day – peak time, complementary uses
 - Shared parking concepts
- Understand mix – today vs. future
- Discuss “shopping center” model; the City does not have control over the mix of tenants



MEMORANDUM

TO: City-wide Parking Committee

FROM: James Walgren, Community Development Director

SUBJECT: City-wide Parking Committee meeting information

BACKGROUND

The City-wide Parking Committee held its second meeting on March 18, 2015 and following discussion regarding several past project approvals, the Committee moved to meet on April 1, 2015 and consider the following:

Parking calculations and available parking for development projects:

- 86 Third Street
- 240 Third Street
- One Main Street

The Committee also wanted to continue their discussion of current parking codes and ratios. To that end, the March 18, 2015 parking code materials are included with this report – Attachment 1.

DISCUSSION

86 Third Street – Office and Residential Project

This mixed-use project includes 5,525 square feet of office on the ground floor and 20 residential condominium units on the second and third floors. The office space is parked at 3.3 spaces per each 1,000 square feet of net building area with 19 parking spaces (18 spaces required), and the 20 residential units are parked at two spaces per unit with after-hours and weekend office parking serving as guest parking. There may be some shared parking with the office uses in the public parking plazas for people who are visiting Downtown and then doing business at 86 Third Street, but since the building is fully parked it will not likely be an issue. Plus, business appointments are pretty specific events versus visiting Downtown to shop and eat.

The City Council staff report and project plans can be viewed on the City's website under the "Agendas" tab for the May 28, 2013 meeting.

240 Third Street – Office and Residential Project

This mixed-use project includes 7,183 square feet of office on the ground floor, 8,447 square feet of office on the second floor and two residential units on the third floor. Retail on the ground floor is

permitted, but real estate professionals have shared with staff that they do not believe a retail business would be successful at this location.

The office space is parked at 3.3 spaces per each 1,000 square feet of net building area with 53 parking spaces (52 required), and the two residential units are parked at two spaces per unit, again with after-hours and weekend office parking serving as guest parking. If the ground floor were used for retail, the project would be under-parked by 11 spaces. This was understood and accepted by the City Council in 2008 based on a shared parking analysis that a retail business would not necessarily be a single car-trip visit but would include a proportion of Downtown shared use visitors.

The City Council staff report and project plans can be viewed on the City's website for the April 22, 2008 meeting.

One Main Street – Enchante Hotel

The two above projects are outside the parking district. The Enchante Hotel is in the public parking district and parking is not required for the first 100% of floor area ratio. The 10 parking spaces required for the additional floor area above the 100% ratio were not required by the City Council based on the economic public benefit findings of having a hotel Downtown on this long-vacant parcel, and the dedication of the private plaza for public use. The staff report analysis included the following parking discussion:

“With regard to parking requirements, the site is located within the public parking district. As such, no on-site parking is required for the first 100 percent of the site's floor area ratio. Since the floor area for the project is approximately 200 percent of the lot size, the Code requires that half of the proposed hotel parking be provided on-site. For hotel uses, the Code requires one parking space for every three employees, plus one additional space for each sleeping room or suite. For a hotel with 19 rooms (18 rooms plus the manager's unit) and two to three employees on-site at any one time, a total of 20 parking spaces would be required. Therefore 10 spaces, half of the total required, would need to be provided on-site.

While the project's floor area is 200 percent of the site area, the hotel use will generate substantially less parking demand than an equivalently sized retail and/or office building. Based on the City's parking requirements, a commercial building (office and/or retail) of up to 6,067 square feet (100 percent of the lot size) would require between 20 and 30 parking spaces, respectively, without needing to provide any on-site parking. By use, the hotel will require only 20 parking spaces. Therefore, even though the project is larger in terms of overall square footage, the hotel use requires parking that is equal to a 6,000 square foot office building, and requires 10 fewer spaces than a 6,000 square foot retail building.”

The staff report and project plans can also be viewed on the City's website for the September 14, 2010 meeting. In addition to the public benefit findings that were determined, Council also noted that the hotel parking demand is primarily in the afternoons and evenings when there is plentiful public parking available.

Allowed Zoning Uses

The City's commercial zoning districts allow certain business uses as “permitted-by-right” or “conditionally permitted”, or outright prohibited if not included in one of these categories. In the

Downtown Commercial Retail Sales (CRS) zoning district, the only two permitted-by-right business uses for ground floor buildings on Main Street, State Street and First Street are retail and restaurants.

A variety of office and personal services uses are allowed by-right on the above-grade floors. Conditionally permitted uses, meaning they require that a conditional use permit be approved with findings by the Planning and Transportation Commission, include businesses like “cocktail lounges”, which is essentially an independent bar not associated with a restaurant. The CRS zoning ordinance is included with this report – Attachment 2.

Restaurants do often have a different parking demand than retail businesses. There are two approaches to regulating restaurants in retail districts, excluding shopping centers where shared parking has been factored in:

1. Maintain allowing restaurants in retail districts as a permitted-by-right use, or
2. Require a conditional use permit for restaurants that are displacing a retail business and include in the permit requirement that a parking demand analysis be done.

The latter is what the City Council recently adopted for medical clinics based on parking concerns. This would though create an approximately eight week public hearing process and the need to do a parking demand analysis for each proposed new restaurant.

It should be clarified that the 12,464 square feet of ground floor space at 400 Main Street is parked at 5 spaces per 1,000 square feet of net building area with 63 parking spaces (62 required) and that the restaurant will have a Downtown shared use component – not everyone who goes to lunch at Cetrella will be driving. Office workers that are already Downtown will patronize the restaurant, as opposed to a restaurant on El Camino Real, for example, that may only generate car-trip customers. It is also worth noting that the Pharmaca business will have a low-parking demand.

Attachments:

1. March 18, 2015 Committee Report
2. CRS Zoning Ordinance



TO: City-wide Parking Committee

FROM: James Walgren, Community Development Director

SUBJECT: City-wide Parking Committee meeting information

BACKGROUND

At the first City-wide Parking Committee meeting held on March 11, 2015, the Committee members introduced themselves and expressed their interest in participating on the Committee. Following discussion, direction was then given to provide the following information for the March 18, 2015 meeting:

1. City-wide zoning map and current codes regarding parking
2. Parking calculations and available parking for development projects:
 - 145 First Street
 - 288 First Street
 - 400 Main Street

DISCUSSION

City-wide Zoning Map

Attached is the City zoning map with a legend describing the individual districts. The corresponding zoning codes can be viewed online at [www.municode.com/library/ca/los altos/codes](http://www.municode.com/library/ca/los%20altos/codes). These districts range from predominantly single-family residential to multiple-family, commercial and institutional. Commercial districts allow a wide range of business activities and mixed-use developments that may have different parking demand requirements. A mixed-use project with retail on the ground floor, office on the second floor and residential units on the third floor would have three independent parking requirements. In summary, the most common parking demand requirements are as follows:

Office	3.3 parking spaces per 1,000 square feet of net building area
Service	5 parking spaces per 1,000 square feet of net building area
Retail	5 parking spaces per 1,000 square feet of net building area
Restaurant	1 parking space for every three chairs plus 1 per very three employees
SFR Housing	2 parking spaces per unit
MFR Housing	2 parking spaces per unit plus 1 guest parking space for every four units

The aforementioned are a cursory summary of the most common land use types. The attached parking ordinance represents the full range of parking standards that may apply. For unique land uses such as medical clinics and hospitals, private schools or senior living facilities, parking demand needs to be evaluated based on that specific activity model via a conditional use permit and parking demand analysis – there is no single parking standard that would be adequate. These analyses need to consider how many employees, users, special events, support staff, etc., will occupy the project site at a peak period.

Parking Calculations and Available Parking for Development Projects

145 First Street – Bumble Restaurant

This CD/R3 zoned building was formerly an antiques retail store. It is an existing nonconforming building in that with four parking spaces it was under-parked for that business. Existing nonconforming businesses are allowed to continue up until the point where a property is redeveloped. The Bumble restaurant project included a significant remodel and renovation of this then-aging building and initiated a revitalization of this section of First Street.

The restaurant provides four parking spaces and is under-parked for either a retail business or a restaurant. Since both activities are allowed uses in the CRS and the CD/R3 zoning districts, the restaurant was allowed to establish in this nonconforming building.

288 First Street – Voyageur du Temps Restaurant

The Voyageur restaurant occupies the historic Train Depot building, the actual train depot when Foothill Expressway still operated as the SPRR corridor. This historic building, built in 1913, was also extensively renovated in 2011 when it was converted from Maria's Antiques to the current restaurant. Prior to Maria's, the building had been used for a restaurant and a bank at different points in time.

The restaurant provides 14 parking spaces and is also under-parked for either a retail business or a restaurant. An again, since both activities are allowed uses in the CRS and the CD/R3 zoning districts, the restaurant was allowed to establish in this nonconforming building. This is consistent with how shopping centers and the Downtown Public Parking District are regulated.

400 Main Street – Mixed-Use Retail/Restaurant and Office Building

As part of the Option to Purchase Agreement negotiations between the City Council and now property owner Jeffrey Morris, the Council also approved a Development Agreement in 2011 that included an implementing ordinance and supporting CEQA documents for 400 Main Street. These documents were reviewed and approved by the Planning Commission and City Council at publicly noticed meetings.

For reference, the public hearing dates were:

September 14, 2010

City Council approves an Option to Purchase Agreement

January 6, 2011

Planning Commission considers CEQA documents and Development Agreement

January 25, 2011

City Council adopts CEQA documents

April 12, 2011

City Council approves the Development Agreement

When the Option to Purchase and Development Agreements were approved, and prior to design plans going through extensive public review, it was determined that the ground floor of the new building would be limited to retail and restaurant uses pursuant to the CRS zoning regulations and the expectations for Main and State Streets. Prior to that action, First Street was allowed to have service uses on the ground floor such as beauty salons, nail parlors, typewriter repair, dry cleaners, and other similar business activities. It was agreed that retail and restaurant would foster economic support for the Downtown retail core and provide the best visitor and pedestrian experience. Since there was no business proposal at that time – i.e., no restaurant plan with chairs to count – the 12,464 square feet of ground floor space was parked at 5 parking spaces per 1,000 square feet of net building area. The 18,541 square feet of second floor office space was parked at 3.3 parking spaces per 1,000 square feet of net building area as follows:

First floor: 12,464 sq. ft. x 5/1,000 = 62 required parking spaces (63 provided)

Second floor: 18,541 sq. ft. x 3.3/1,000 = 61 required parking spaces (62 provided)

The design plans reviewed and recommended by the Planning and Transportation Commission and approved by the City Council, at public meetings, represented restaurant uses with outdoor plaza dining. The plaza use agreement was specifically drafted to both allow outdoor dining and to allow public access to this private plaza.

Attachments

1. Chapter 14.74 of the Municipal Code – Parking Regulations
2. City-wide Zoning Map

March 18, 2015

City-wide Parking Committee

Chapter 14.74

OFF-STREET PARKING AND LOADING

Sections:

- 14.74.010 R-1 District requirements.
- 14.74.020 Reserved.
- 14.74.030 R3-5 District requirements.
- 14.74.040 R3-4.5 District requirements.
- 14.74.050 R3-3 District requirements.
- 14.74.060 R3-1.8 District requirements.
- 14.74.070 R3-1 District requirements.
- 14.74.080 Residential uses in CN, CD, CD/R3, CRS/OAD, CRS and CT Districts.
- 14.74.090 Reserved.
- 14.74.100 Office uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.
- 14.74.110 Commercial uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.
- 14.74.120 Community facilities.
- 14.74.130 Plant nurseries.
- 14.74.140 Other uses.
- 14.74.150 Mixed use development.
- 14.74.160 Off-street loading spaces.
- 14.74.170 Common parking facilities.
- 14.74.180 Off-street parking and loading spaces.
- 14.74.190 Reduction of off-street parking and loading spaces.
- 14.74.200 Development standards for off-street parking and truck loading spaces.

14.74.010 R-1 District requirements.

A. Not less than two parking spaces, one of which shall be covered, shall be required for each living unit, including second living units developed under the provisions of Chapter 14.14 of this title.

B. All required parking spaces shall be provided on-site.

C. No commercial vehicle or trailer over a gross vehicle weight of six thousand (6,000) pounds shall be parked, stored, or otherwise left unattended at any place within the R-1 District, except while actually engaged in pickup or delivery activities, or during the course of the actual construction, alteration, or repair of structures in the immediate proximity, or unless kept entirely in an enclosed parking structure or behind a solid fence or wall not less than six feet in height. (Prior code § 10-2.2301)

14.74.020 Reserved.

Editor's note—Ord. No. 2012-375, § 8, adopted Jan. 24, 2012, repealed § 14.74.020 which pertained to R1-10 district requirements and derived from § 10-2.2302 of the prior code.

14.74.030 R3-5 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part); prior code § 10-2.2303)

14.74.040 R3-4.5 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part); prior code § 10-2.2304)

14.74.050 R3-3 District requirements.

Not less than two parking spaces for each dwelling unit in a multiple-family unit or apartment, one of which shall be covered, shall be required. (Ord. 07-312 § 9 (part))

14.74.060 R3-1.8 District requirements.

A. Two spaces, one of which shall be covered, for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchen and bathrooms shall be required.

B. One and one-half spaces, one of which shall be covered, for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchen and bathrooms shall be required.

C. One on-site visitor space shall be required for every four multifamily residential dwelling units or fraction thereof. (Ord. 07-312 § 9 (part); Ord. 02-410 § 4; prior code § 10-2.2305)

14.74.070 R3-1 District requirements.

A. There shall be two underground off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchens and bathrooms.

B. There shall be one and one-half underground off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchens and bathrooms.

C. Projects with a site area less than thirty thousand (30,000) square feet may provide up to a maximum of one-half of the required parking above-ground. The proposed parking plan shall be subject to the approval of the commission and council.

D. One on-site visitor space shall be required for every four multiple-family residential dwelling units or fraction thereof. (Ord. 07-312 § 9 (part); prior code § 10-2.2305.1) (Ord. No. 2012-375, § 9, 1-24-2012)

14.74.080 Residential uses in CN, CD, CD/R3, CRS/OAD, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required as follows for any net square footage in excess of one hundred (100)

percent of the lot area and for those properties which did not participate in a public parking district:

A. There shall be two off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchens and bathrooms.

B. There shall be one and one-half off-street parking spaces for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchens and bathrooms.

C. One on-site visitor space shall be required for every four multiple-family residential dwelling units or fraction thereof. Mixed use projects may substitute nonresidential parking spaces for visitor use in-lieu of providing dedicated visitor parking spaces, subject to approval of the commission and council. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part)) (Ord. No. 2012-375, § 10, 1-24-2012)

14.74.090 Reserved.

Editor's note—Ord. No. 2012-375, § 11, adopted Jan. 24, 2012, repealed § 14.74.090 which pertained to office uses in the OA-1, OA-4.5 and CN district and derived from § 10-2.2306 of the prior code: Ord. No. 05-294, § 3(part); Ord. No. 07-312, § 9(part); and Ord. No. 10-348, § 7, adopted April 13, 2010.

14.74.100 Office uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required for any net square footage in excess of one hundred (100) percent of the lot area and for those properties which did not participate in a public parking district and shall be not less than one parking space for each three hundred (300) square feet of net floor area. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2307) (Ord. No. 10-348, § 8, 4-13-2010; Ord. No. 2012-375, § 12, 1-24-2012)

14.74.110 Commercial uses in CRS/OAD, OA, CN, CD, CD/R3, CRS and CT Districts.

For those properties which participated in a public parking district, no parking shall be required for the net square footage which does not exceed one hundred (100) percent of the lot area. Parking shall be required as follows for any net square footage in excess of one hundred (100) percent of the lot area and for those properties which did not participate in a public parking district.

A. For intensive retail uses and personal services, not less than one parking space for each two hundred (200) square feet of net floor area:

B. For extensive retail uses, not less than one parking space for each five hundred (500) square feet of net floor area;

C. For business, professional and trade schools, one parking space for every three employees, including teachers and administrators, plus one additional space for every two students;

D. For bars, cafes, nightclubs, restaurants, and soda fountains, one parking space for every three employees, plus one space for every three seats provided for patrons, and such additional parking spaces as may be prescribed by the commission;

E. For bowling alleys, one parking space for every three employees, plus six additional parking spaces for each alley;

F. For pool halls, one parking space for every three employees, plus one additional parking space for each pool table;

G. For other types of commercial recreation establishments, one parking space for every three employees, plus such additional parking spaces as may be prescribed by the planning commission;

H. For hotels and motels, one parking space for every three employees, plus one additional space for each sleeping room or suite, and additional parking spaces as prescribed in subsection A of this section for any store, service establishment, shop, or studio located on the site, and

additional parking spaces as prescribed in subsection C of this section for any bar, cafe, nightclub, restaurant, or soda fountain located on the site:

I. For mortuaries, one parking space for every three employees, and one additional space for each hearse and funeral car owned or hired by the mortuary, plus the number of spaces prescribed by the planning commission for visitors and persons attending funerals;

J. For theaters and auditoriums, one parking space for every four seats, plus one additional space for every three employees; and

K. For automobile display or salesrooms, bus depots, drive-in banks, drive-in restaurants, repair garages, and storage garages, one parking space for every three employees, plus such additional parking spaces as prescribed by the planning commission or city council. (Ord. 07-312 § 9 (part); Ord. 07-306 § 7; Ord. 05-294 § 3 (part); prior code § 10-2.2308)

(Ord. No. 2012-375, § 13, 1-24-2012)

14.74.120 Community facilities.

Parking space requirements shall be as follows:

A. For public, parochial, and private schools and for nursery schools, church schools, and colleges, one parking space for every two employees, including teachers and administrators, plus sufficient space for the safe, convenient loading and unloading of students, and such additional area for student and visitor parking as may be prescribed by the commission;

B. For public playgrounds, parks, community centers, and other public buildings, structures, and facilities, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

C. For day-care centers and private nonprofit recreation facilities, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

D. For churches, not less than one parking space for every three and one-half seats in the main sanctuary, plus one additional space for each

church official resident on the premises, and one additional space for every two employees, plus such additional parking area as may be prescribed by the commission:

E. For monasteries, convents, and other religious institutions, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission:

F. For golf courses, country clubs, and private commercial clubs, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission:

G. For private noncommercial clubs, other than country clubs, one parking space for every two employees, plus one parking space for every three members, or, in the alternative, such additional parking area for members as may be prescribed by the commission;

H. For libraries, museums, and noncommercial art galleries, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

I. For institutions of an educational or philanthropic nature, one parking space for every two employees, plus such additional parking area as may be prescribed by the commission;

J. For public utility service structures or installations, one parking space for every two employees;

K. For hospitals, one parking space for every two patient beds, plus one additional space for each staff doctor and one space for every three employees, including nurses. Loading space for ambulances and similar vehicles shall not be included therein;

L. For nursing home and convalescent hospitals, one-half of one parking space for each bed, plus additional parking space as may be determined by the planning commission and city council;

M. For retirement homes, three-fourths of one parking space for each dwelling unit, plus additional parking spaces as may be determined by the planning commission and city council; and

N. For residential care homes for aged persons on sites containing ten thousand (10,000) to forty-three thousand five hundred sixty (43,560) square feet, not less than one garage or carport, plus one parking space; provided, however, in the event there are more than two vehicles, additional space shall be provided for each additional vehicle beyond the required front yard setback in accordance with plans approved by the commission. The occupants of the care home shall be prohibited from parking their vehicles off site. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2311)

14.74.130 Plant nurseries.

Parking space requirements shall be as follows:

A. Ten (10) parking spaces for each acre, or fraction thereof, contained in the site, plus such additional parking spaces as may be prescribed by the commission; or

B. One parking space for every three employees, plus such additional parking spaces as may be prescribed by the commission. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2312)

14.74.140 Other uses.

Other uses not specifically set forth in the foregoing sections of this chapter shall furnish parking as prescribed by the commission. In determining the off-street parking requirements for such uses, the commission shall use the foregoing requirements as a general guide and shall determine the minimum number of parking spaces necessary to avoid undue interference with the public use of streets and alleys. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2313)

14.74.150 Mixed use development.

Where more than one use is included in one building or on a single parcel, the parking requirements shall be the sum total of the requirements of all the uses; provided, however, when determined by the city that a conflict in demand for parking

will not occur, parking requirements may be combined. Appropriate legal documents, as approved by the city attorney, shall be executed when such combination is approved. Any use or building requiring five-tenths or more parking space shall be deemed to require a full space. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2314)

(Ord. No. 10-348, § 10, 4-13-2010)

14.74.160 Off-street loading spaces.

Loading spaces shall be provided on the site of each of the permitted uses in the CN, CN-T, CD, CT, Community Facilities, and Plant Nursery districts when found by the commission to require the receipt or distribution of materials by vehicles or when found to be necessary for the public safety or welfare. The number of spaces shall be determined on the basis of the number of anticipated truck movements. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2315)

14.74.170 Common parking facilities.

Parking space requirements prescribed in this chapter may be satisfied by the permanent allocation of the required area or number of spaces for each permitted use in a common parking facility, cooperatively established and operated, either under private auspices or a public assessment district, which includes the site of any use permitted under this chapter, provided the total number of spaces allocated shall be not less than the sum of the individual requirements, and provided also that the parking facility shall be within three hundred (300) feet of the site of the permitted use, and further provided that the parking facility meets the design standards set forth in this chapter. When off-site parking spaces are provided as prescribed, appropriate legal documents, as approved by the city attorney, shall be executed to insure permanent use of such spaces. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2316)

14.74.180 Off-street parking and loading spaces.

No parking space or loading space provided on one site for a structure or a use in compliance

with the regulations for the district in which it is located shall be deemed to provide a parking space or loading space for a structure or use on any other site. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2317)

14.74.190 Reduction of off-street parking and loading spaces.

No parking space or truck loading space provided for a structure or use in compliance with the regulations for the district in which it is located shall be reduced in area or capacity without sufficient additional area or capacity being provided to comply with the district regulations. (Ord. 07-312 § 9 (part); Ord. 05-294 § 3 (part); prior code § 10-2.2318)

14.74.200 Development standards for off-street parking and truck loading spaces.

A. Off-street parking facilities shall conform to the following standards:

1. Perpendicular parking space size. Each standard parking space shall consist of an area not less than nine feet wide by eighteen (18) feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file in the office of the planning department.

2. Handicapped persons perpendicular parking space size. Parking stalls for the use of the physically handicapped shall comply with the requirements set forth in Part 2 of Title 24 of the California Administrative Code and Chapter 9 of Division 11 of the Vehicle Code of the state.

3. Truck loading space size. Truck loading spaces shall not be less than ten (10) feet wide by twenty-five (25) feet long.

4. Clearance. Standard and compact parking spaces shall have a vertical clearance of at least seven feet over the entire area. In addition, the spaces shall be clear horizontally (for example, pillars in a basement or parking structure shall not be located in required parking spaces). Truck loading spaces shall have a vertical clearance of at least fourteen (14) feet.

B. Each parking and loading space shall be accessible from a public street or alley.

C. The parking and loading area shall be paved with an all-weather asphaltic concrete or portland cement concrete pavement and marked in accordance with the city engineering standards (not applicable for single-family dwellings).

D. Concrete bumper guards or wheel stops shall be provided for all parking spaces, except as provided in this section. The concrete curb around a perimeter landscaped area shall not be used as a bumper stop unless approved by the commission and the council. In such cases, the commission and the council may allow a parking space length to be reduced by two feet.

E. Lighting shall be deflected downward and away from any residential property.

F. No advertising or sign, other than identification or direction signs, shall be permitted in the parking or loading area.

G. No repair or servicing of vehicles shall be permitted in the parking or loading area.

H. No area which lies within the precise plan line for a public street or alley adopted by the council shall be computed as satisfying the parking and loading space requirements of this chapter.

I. A parking area abutting on property in an R District or across a street or an alley from property in an R District shall be screened, subject to the approval of the planning department, by a solid fence or wall or a compact evergreen hedge or other screening not less than six feet high, subject to the provisions of Chapter 14.72 of this title regulating fences (not applicable for single-family dwellings).

J. The minimum width of a one-way drive shall be twelve (12) feet.

K. The minimum width of a two-way drive shall be eighteen (18) feet.

L. Space for turning around on the site shall be provided for parking areas of three or more spaces so that no cars need back into the street (not applicable for single-family dwellings).

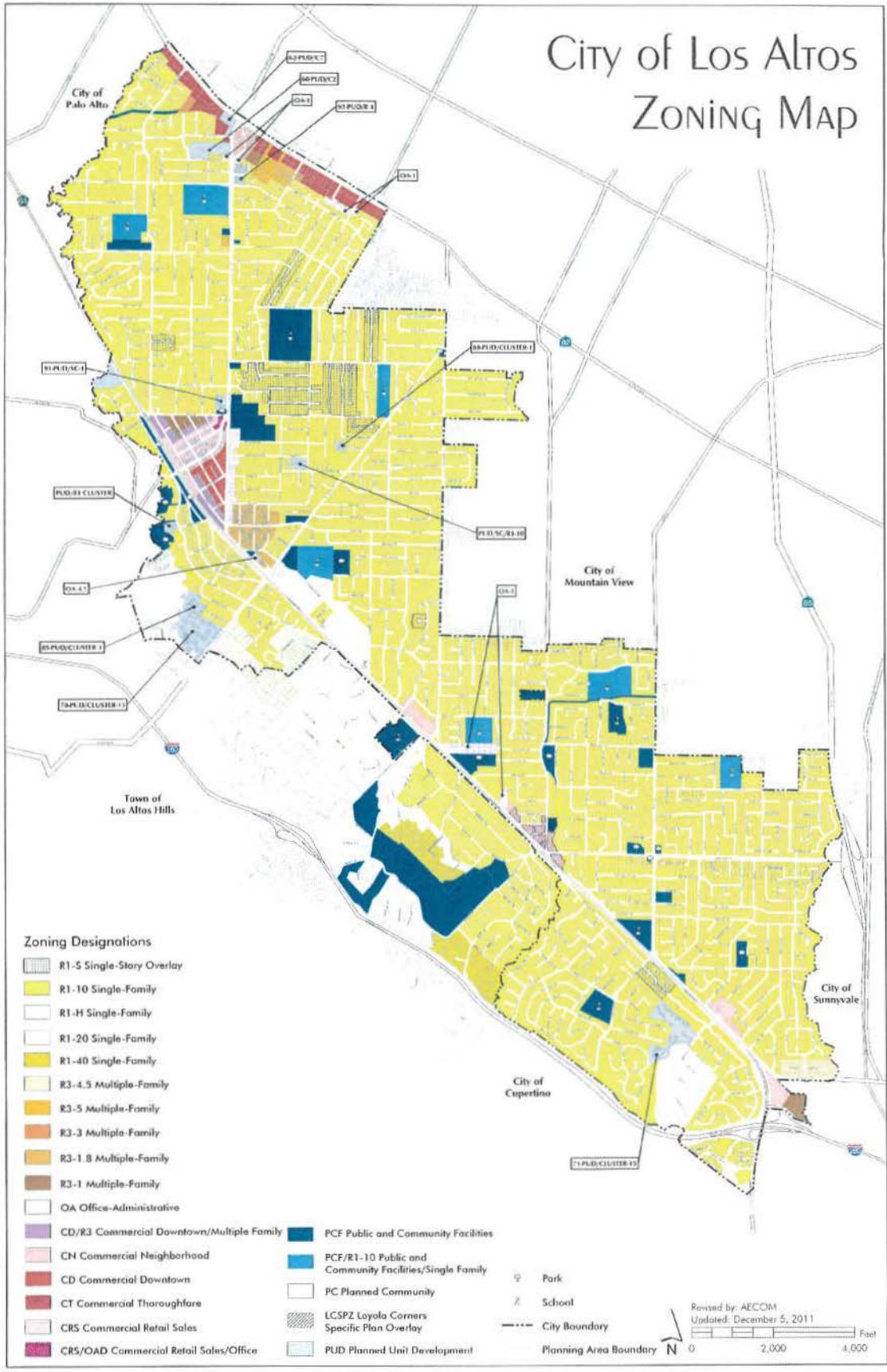
M. Parallel and acute angle parking shall be designed for one-way traffic only, unless otherwise specified by the commission.

N. The minimum standards for the design of off-street parking areas shall be in accordance with those shown on the drawing labeled "Parking Standards Exhibit A" on file in the office of the planning department.

O. If found to be necessary or desirable by the city, the design standards set forth in this section may be waived for public and community facility uses or commercially operated public parking facilities in order to permit attended or supervised parking.

P. District requirements resulting in one-half or greater parking space shall be deemed to require a full space.

Q. For the purposes of this section, "net square footage" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of inner courts or shaft enclosures. (Ord. 07-312 §§9 (part), 10; Ord. 05-294 § 3 (part); prior code § 10-2.2319) (Ord. No. 10-348, § 11, 4-13-2010; Ord. No. 2012-375, § 14, 1-24-2012)



Chapter 14.48**CRS COMMERCIAL RETAIL SALES
DISTRICT*****Sections:**

- 14.48.010 CRS District.**
- 14.48.020 Vision statement and specific purposes (CRS).**
- 14.48.030 Permitted uses (CRS).**
- 14.48.040 Conditional uses and structures (CRS).**
- 14.48.050 Required conditions (CRS).**
- 14.48.060 Front yard (CRS).**
- 14.48.070 Side yards (CRS).**
- 14.48.080 Rear yard (CRS).**
- 14.48.090 Off-street parking (CRS).**
- 14.48.100 Common parking facilities (CRS).**
- 14.48.110 Off-street loading and refuse collection (CRS).**
- 14.48.120 Height of structures (CRS).**
- 14.48.130 Design control (CRS).**
- 14.48.140 Nonconforming use regulations (CRS).**
- 14.48.150 Signs (CRS).**
- 14.48.160 Fences (CRS).**
- 14.48.170 Restoration of nonconforming structures (CRS).**
- 14.48.180 Exceptions for public benefit (CRS).**

* Editor's Note: The title of Chapter 14.48 was amended by Ord. 06-295 § 5.

14.48.010 CRS District.

The regulations, general provisions, and exceptions set forth in this chapter and in Chapter 14.66 of this title shall apply in the CRS District. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); prior code § 10-2.1901)

14.48.020 Vision statement and specific purposes (CRS).

The city shall retain and enhance the downtown Los Altos village atmosphere and shall seek

to attract businesses to the village. The primary characteristics of the desired village atmosphere include:

A. A mix of uses emphasizing retail businesses and services that meet the needs of community residents and visitors, and with housing located aboveground floor businesses;

B. Buildings and streetscape elements that enhance the pedestrian experience, reflect quality design, present a diversity of appearances, and contribute to the architectural and historical interest of the village;

C. An attractive, pedestrian-oriented shopping environment that encourages social interaction, with substantial landscaping and open space, and adequate public parking;

D. Business and specialty stores that will attract customers from the local community and surrounding region; and

E. Encouragement of activities that enhance and extend commercial vitality, including nighttime activities.

In addition to the vision statement, the specific purposes for the CRS District are as follows:

A. Promote the implementation of the downtown urban design plan;

B. Encourage pedestrian-scale design and minimize blank walls and other dead spaces at the ground level;

C. Continue the pattern and scale established by existing buildings by requiring building designs that express the underlying twenty-five (25) foot frontages originally established, either by building structure or by architectural design;

D. Create continuous building frontage without major interruption by disallowing driveways and parking lots on shopping street frontages;

E. Allow latitude for creative design and architectural variety within limits established;

F. Provide pedestrian amenities such as paseos, outdoor public spaces and outdoor seating;

G. Establish a sense of entry into the downtown;

H. Encourage historic preservation for those buildings listed on the city's historic resources inventory;

I. Encourage the upgrading of building exteriors, signs, passageways, and rear entries; and

J. Encourage the use of solar, photovoltaic, and other energy conserving devices. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 01-397 § 4; prior code § 10-2.1902)

14.48.030 Permitted uses (CRS).

The following uses shall be permitted in the CRS District:

A. Business, professional, and trade schools located above the ground floor;

B. Offices located above the ground floor;

C. Parking spaces and loading areas incidental to a permitted use;

D. Personal services, except when located in a ground floor building space that fronts directly onto First Street, Main Street or State Street;

E. Private clubs, lodges, or fraternal organizations located above the ground floor;

F. Restaurants, excluding drive-through services;

G. Retail; and

H. Uses which are determined by the city planner to be of the same general character. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 05-280 § 7 (part); Ord. 05-270 § 2; Ord. 04-268 § 1) (Ord. No. 10-348, § 4, 4-13-2010)

14.48.040 Conditional uses and structures (CRS).

Upon the granting of a use permit in accordance with the provisions of Chapter 14.80 of this title, the following uses shall be permitted in the CRS District, except when they displace a retail business located in a ground floor building space that fronts directly onto First Street, Main Street or State Street:

A. Any new building that has an area greater than seven thousand (7,000) gross square feet, and any addition to an existing building which would result in the total building area exceeding seven

thousand (7,000) gross square feet, including additions to buildings which presently exceed seven thousand (7,000) gross square feet in area;

B. Cocktail lounges;

C. Commercial recreation;

D. Day care centers, except when located in a ground floor building space that fronts directly onto First Street, Main Street or State Street;

E. Hotels;

F. Housing located above the ground floor; and

G. Uses which are determined by the planning commission to be of the same general character. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 05-280 § 7 (part); Ord. 05-270 § 3; Ord. 04-268 § 3) (Ord. No. 2012-375, § 6, 1-24-2012)

14.48.050 Required conditions (CRS).

The following conditions shall be required of all uses in the CRS District:

A. Any ground floor office that is voluntarily discontinued pursuant to Section 14.66.110 of this title shall be converted to a conforming use, or receive a conditional use permit to maintain an office at that location pursuant to Section 14.80.060(H) of this title.

B. All businesses, services, and processes shall be conducted within a completely enclosed structure, except for parking and loading spaces, sale of gasoline and oil at service stations, incidental sales and display of plant materials and garden supplies occupying no more than one thousand five hundred (1,500) square feet of exterior sales and display area, outdoor eating areas operated incidental to permitted eating and drinking services, and as otherwise allowed upon the issuance of an outdoor display permit. Exterior storage is prohibited.

C. No use shall be permitted and no process, equipment, or materials shall be employed which are found by the commission to be objectionable by reason of odor, dust, noise, vibration, illumina-

tion, glare, unsightliness or electrical disturbances which are manifested beyond the premises in which the permitted use is located.

D. No property owner, business owner and/or tenant shall permit or allow operation of a business which violates the required conditions of this chapter, including the following general criteria:

1. Refuse collection. Every development, including applications for tenant improvements, shall be required to provide suitable space for solid waste separation, collection, and storage and shall provide sites for such that are located so as to facilitate collection and minimize any negative impact on persons occupying the development site, neighboring properties, or public rights-of-way. Refuse collection areas are encouraged to be shared, centralized, facilities whenever possible.

2. Lighting. Lighting within any lot that unnecessarily illuminates any other lot and/or substantially interferes with the use or enjoyment of such other lot is prohibited. Lighting unnecessarily illuminates another lot if: (i) it clearly exceeds the minimum illumination necessary to provide for security of property and the safety of persons using such roads, driveways, sidewalks, parking lots, and other common areas and facilities, or (ii) if the illumination could reasonably be achieved in a manner that would not substantially interfere with the use or enjoyment of neighboring properties.

3. Air pollution. Any use that emits any "air contaminant" as defined by the Bay Area air quality management district shall comply with applicable state standards concerning air pollution.

4. Maintenance of common areas, improvements, and facilities. Maintenance of all common areas, improvements, facilities, and public sidewalks adjacent to the subject property shall be required. In the case of public sidewalks, maintenance shall be limited to keeping the sidewalk clean and free of debris, markings, and food and drink stains by means of sweeping, cleaning with water and/or steam cleaning.

5. Odors. No use may generate any odor that may be found reasonably objectionable as deter-

mined by an appropriate agency such as the Santa Clara County health department and the Bay Area air quality management district beyond the boundary occupied by the enterprise generating the odor.

6. Noise. No person shall operate, or cause to be operated, any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property either incorporated or unincorporated, to exceed standards as set forth in Chapter 6.16 of the Los Altos Municipal Code.

In order to attenuate noise associated with commercial development, walls up to twelve (12) feet in height may be required at a commercial/residential interface. Other conditions may be applied such as, but not limited to, muffling of exterior air conditioning facilities. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 05-287 § 3; Ord. 04-268 § 2 (part); prior code § 10-2.1905)

14.48.060 Front yard (CRS).

With the exception of landscaping, all development in the CRS District must be built to the back of the sidewalk. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1907)

14.48.070 Side yards (CRS).

No side yards shall be required, and none shall be allowed, except where the side property line of a site abuts a public parking plaza, the minimum width of the side yard shall be two feet which shall be landscaped. A required side yard may be used for parking except for the area required to be landscaped. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1908)

14.48.080 Rear yard (CRS).

No rear yard shall be required except as follows:

A. Where the rear property line of a site abuts a public parking plaza, the minimum depth of the rear yard shall be two feet, which shall be landscaped.

B. Where the rear property line of a site abuts an existing alley, the minimum depth of the rear yard shall be ten (10) feet, of which the rear two feet shall be landscaped. A required rear yard may be used for parking, except for the area required to be landscaped. (Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1909)

14.48.090 Off-street parking (CRS).

Parking facilities shall be provided in accordance with Chapter 14.74 of this title. In addition, parking facilities shall:

A. Reduce the visual impact of parking structures and parking lots by locating them at the rear or interior portions of building sites;

B. Minimize the street frontage of the lot or structure by placing its shortest horizontal edge along the street;

C. When parking structures must be located at street frontage because other locations are proven infeasible, the ground level frontage shall either be used for commercial space or shall provide a landscaped area not less than five feet in width between the parking area and the public right-of-way;

D. Not be accessed from State or Main Streets unless no other access is feasible, in which case the number of direct entrances to parking facilities from streets shall be kept to a minimum;

E. Provide a landscaped buffer not less than five feet in width between a parking lot or structure and street frontage or buildings. Where the landscaped strip adjoins a public street or pedestrian walkway, the landscaped strip may be required to include a fence, wall, berm, or equivalent feature;

F. Provide a minimum of interior landscaping for unenclosed parking facilities as follows: where the total parking provided is located on one site and is fourteen thousand nine hundred ninety-nine (14,999) square feet or less, five percent of total parking area; where the parking is fifteen thousand (15,000) through twenty-nine thousand nine hundred ninety-nine (29,999) square feet, seven and one-half percent of total parking area; and

where the facility is thirty thousand (30,000) square feet or greater, ten (10) percent of total parking area;

Parking Area (in square feet)	Minimum Landscaping (% of Parking Area)
< 15,000	5
15,000 — 29,999	7.5
> 30,000	10

G. Trees in reasonable number shall be provided; ground cover alone is not acceptable. Interior landscaping shall be distributed throughout the paved area as evenly as possible. Provision shall be made for automatically irrigating all planted area. All landscaping shall be protected with concrete curbs or other acceptable barriers. All landscaping shall be continuously maintained. (Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1910)

14.48.100 Common parking facilities (CRS).

(As provided in Chapter 14.74 of this title.) (Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1911)

14.48.110 Off-street loading and refuse collection (CRS).

A. Where buildings are served by alleys, all service-delivery entrances, loading docks, and refuse collection facilities shall be located to be accessed from the alley. No loading area shall be located at the street frontage or building facade.

B. A minimum of thirty-two (32) square feet of covered refuse collection area shall be provided and shall not be located in any front or street side yard. Where an alley exists, the refuse collection area shall be accessed from the alley. Refuse collection areas shall be on site, but are encouraged to be shared, centralized, facilities whenever possible.

C. On sites not served by an alley, service areas shall be located to the rear, side, or at an

internal location where visibility from public streets, public parking plazas and neighboring properties will be minimized.

D. Refuse collection areas shall be enclosed by a screen wall of durable material and planting as necessary to screen views from streets, public parking plazas and neighboring properties. (Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1912)

14.48.120 Height of structures (CRS).

No structure shall exceed thirty (30) feet in height. The first story shall have a minimum interior ceiling height of twelve (12) feet to accommodate retail use, and the floor level of the first story shall be no more than one foot above sidewalk level. (Ord. 08-331 § 1; Ord. 08-321 § 2; Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1913)
(Ord. No. 10-349, § 5, 4-27-2010)

14.48.130 Design control (CRS).

A. No structure shall be built or altered including exterior changes in color, materials, and signage in the CRS District except upon approval of the city planner or as prescribed in Chapter 14.78 of this title.

B. Reduction of apparent size and bulk:

1. As a general principle, building surfaces should be relieved with a change of wall plane that provides strong shadow and visual interest.

2. Every building over twenty-five (25) feet wide shall have its perceived height and bulk reduced by dividing the building mass into smaller-scale components by:

- i. A change of plane;
- ii. A projection or recess;
- iii. Varying cornice or roof lines;
- iv. Providing at least one entrance for every twenty-five (25) feet of building frontage; or
- v. Other similar means.

3. The proportions of building elements, especially those at ground level, should be kept inti-

mate and close to human size by using recesses, courtyards, entries, or outdoor spaces along the perimeter of the building to define the underlying twenty-five (25) foot lot frontage.

C. The primary access to the ground floor for all buildings shall be directly to the street or parking plazas, with the exception of arcade or interior courtyard spaces.

D. Consideration should be given to the relationship of the project and its location in the downtown to the implementation of goals and objections of the downtown urban design plan. Evaluation of design approval shall consider one or more of the following factors:

1. The project location as an entry, edge, or core site;
2. The ability to contribute to the creation of open space on-site or in designated areas;
3. Enhancement of the pedestrian environment through the use of pathways, plantings, trees, paving, benches, outdoor dining areas or other amenities;
4. Building facade improvements including, paint, signage, service areas, windows and other features;
5. On or off-site improvements; and/or
6. Public or private landscape improvements.

E. Opaque, reflective, or dark tinted glass should not be used on the ground floor elevation. Sixty (60) percent of the ground floor elevation should be transparent window surface.

F. Courtyards should be partially visible from the street or linked to the street by a clear circulation element such as an open passage or covered arcade.

G. Rooftop mechanical, venting, and/or exhausting equipment must be within the height limit and screened architecturally from public view, including views from adjacent buildings located at the same level. (Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); amended during 2/06 supplement; Ord. 04-268 § 2 (part); Ord. 01-397 §§ 10, 11, 12; prior code § 10-2.1914)

14.48.140 Nonconforming use regulations (CRS).

(As provided in Chapter 14.66 of this title.)
(Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1915)

14.48.150 Signs (CRS).

(As provided in Chapter 11.04 of this code.)
(Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); Ord. 01-397 § 13; prior code § 10-2.1916)

14.48.160 Fences (CRS).

(As provided in Chapter 14.72 of this title.)
(Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1917)

14.48.170 Restoration of nonconforming structures (CRS).

(As provided in Chapter 14.66 of this title.)
(Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1918)

14.48.180 Exceptions for public benefit (CRS).

A. To implement the downtown design plan, minor exceptions from the provisions of this chapter may be granted in the context of the project's benefit relative to its location. Since these are not required by law, they are to be allowed at the complete discretion of the city, provided the following findings are made:

1. The benefits to the downtown will be significant;
2. The benefits to the city derived from granting the exception is an appropriate mitigation when considered against the cost to the developer;
3. The project and mitigation will result in a public benefit to the downtown; and
4. The resultant project and mitigation are consistent with the general plan and promote or accomplish objectives of the downtown design plan.

B. For the purposes of this chapter, such exceptions may include, but are not limited to, setbacks, height of structure, height of the first floor, on-site parking, and other zoning regulations. "Height of structure" shall only apply to building height exceptions that support the project's architectural integrity.

C. For the purposes of this section, significant public benefits identified in the downtown design plan, include, but are not limited to, projects that accomplish the following:

1. Provide for additional public parking, beyond minimum code requirement project needs;
2. Provide additional public outdoor plazas and gathering and eating spaces, visible from the public right-of-way, to enhance the ambiance of the downtown;
3. Create prominent, recognizable, entry points into the downtown area;
4. Preserve the historic character of downtown by renovating existing historic buildings;
5. Create strong pedestrian linkages to the Civic Center and residential areas adjacent to downtown; and
6. Develop pedestrian walkways or "paseo" passage ways where they are needed, to better link rear parking plazas to the businesses along State and Main Streets. (Ord. 08-320 § 3 (part); Ord. 05-294 § 2 (part); Ord. 05-289 § 2 (part); Ord. 04-268 § 2 (part); prior code § 10-2.1919) (Ord. No. 10-348, § 5, 4-13-2010; Ord. No. 2012-388, § 1, 11-13-2012)

Final Report

**City of Los Altos Downtown Wide
Traffic and Parking Impact Analysis**

Submitted to:



Prepared by:

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Table of Contents

1.0	INTRODUCTION.....	1-1
1.1	Study Area.....	1-1
1.2	Phase One Study Results	1-3
2.0	PROJECT CONDITIONS	2-1
2.1	Trip and Parking Generation Rates	2-1
2.2	Trip Distribution and Assignment.....	2-3
3.0	TRAFFIC AND PARKING ANALYSIS	3-1
3.1	Intersection Analysis Methodology	3-1
3.2	Intersection Performance	3-2
3.3	Potential Mitigation Measures	3-12
3.4	Parking Analysis	3-14
4.0	CONCLUSION	4-1

List of Figures

Figure 1.1	Study Area and Study Intersections	1-2
Figure 1.2	Downtown Los Altos Land Use Plan	1-4
Figure 2.1	Project Trip distribution.....	2-4
Figure 3.1	Existing Intersection Lane Configuration	3-3
Figure 3.2	Existing Intersection Traffic Volumes	3-4
Figure 3.3	No-Build Intersection Traffic Volumes	3-5
Figure 3.4	Scenario 1a Intersection Traffic Volumes.....	3-6
Figure 3.5	Scenario 1b Intersection Traffic Volumes.....	3-7
Figure 3.6	Scenario 2a Intersection Traffic Volumes.....	3-8
Figure 3.7	Scenario 2b Intersection Traffic Volumes.....	3-9
Figure 3.8	Downtown Parking Plan	3-15

List of Tables

Table 2.1	Intensification Scenarios.....	2-2
Table 2.2	Proposed Additional Office and Dwelling Units	2-3
Table 3.1	Signalized Intersection Level of Service Definitions	3-1
Table 3.2	Unsignalized Intersection Level of Service Definitions	3-2
Table 3.3	Performance of Studied Intersections	3-10
Table 3.4	Potential Mitigation Measures	3-13
Table 3.5	Number of Public Parking Spaces.....	3-14
Table 3.6	Average Parking Occupancy (%)	3-14
Table 3.7	Availability of Parking Spaces	3-16
Table 3.8	Parking Demand for Proposed Intensification	3-16

1.0 INTRODUCTION

The Los Altos City Council wished to study the impact of modifying the zoning regulations for three primary downtown commercial districts, namely the central downtown core Commercial Retail Sales district, the south triangle area Commercial Downtown district and the Commercial Service district at First Street. The City Downtown Zoning Committee recommended the following changes:

Central Downtown Core Commercial Retail Sales district

- Eliminating the 100% FAR restriction

South Triangle Commercial Downtown District

- Increasing the allowable building envelope from two stories in height, to three stories
- Eliminating the 80% FAR restriction

Commercial Service District at First Street

- Eliminating the 50% FAR restriction
- Requiring retail businesses greater than 15,000 sq. ft. in size to remain retail

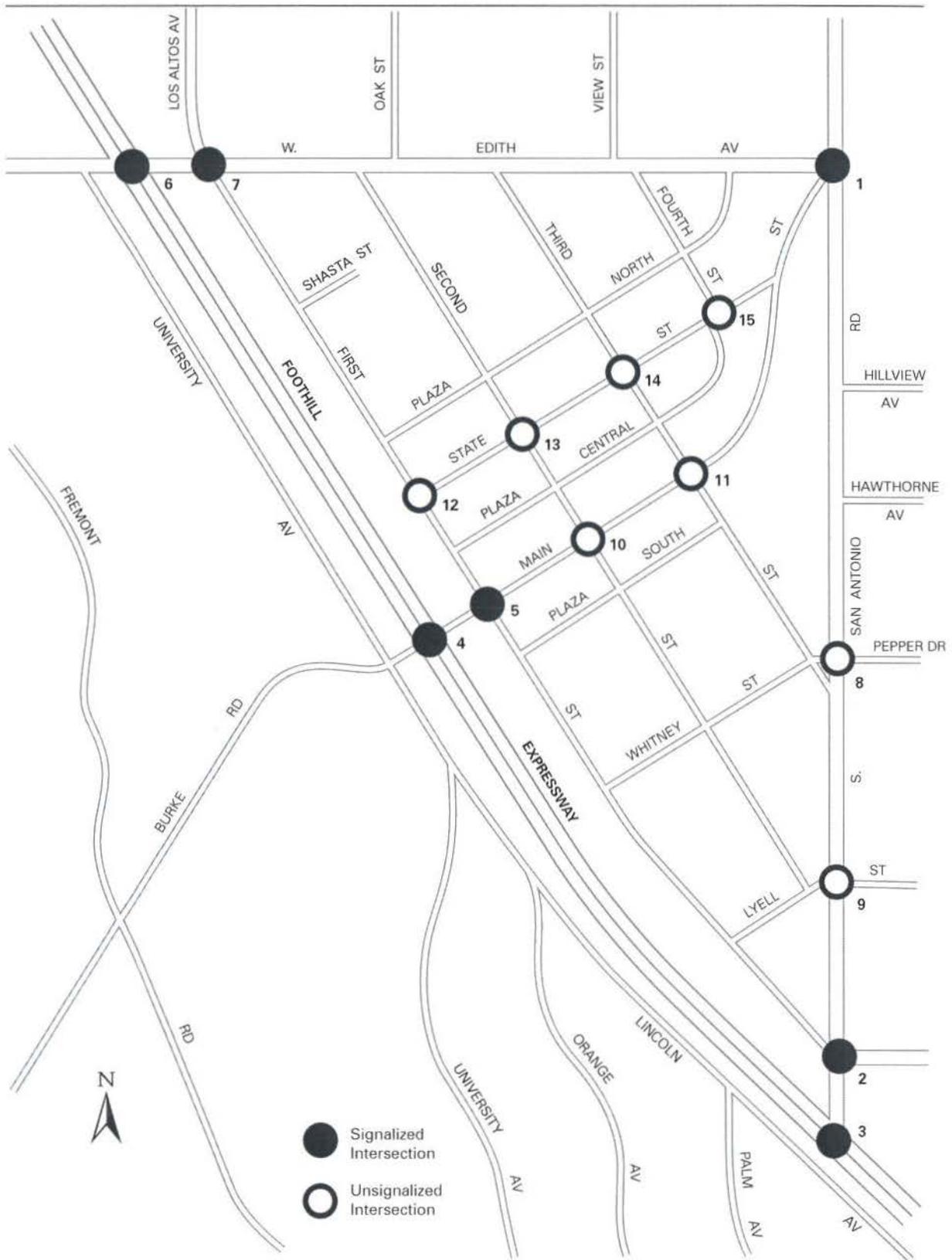
A two phase approach to this study was proposed and accepted by the City. In the first phase, traffic count data at fifteen intersections and parking from the downtown parking lots and on-street parking areas were gathered to determine current traffic and parking conditions. The results of the first phase were submitted to the City in May 2007. The second phase looks at the impact of potential future development intensification as outlined above. After further discussion with the City of Los Altos, the original proposal was expanded to include a second scenario that examines the impact of having three-story developments in the entire downtown area (not just limited to South Triangle as in the original proposal). This second phase focuses on the effect on downtown parking caused by the proposal zoning changes. The findings of the second phase are presented in this report.

1.1 Study Area

The City of Los Altos downtown is essentially bounded by San Antonio Road, Foothill Expressway and Edith Street, forming a triangular area. Figure 1.1 shows the study area, including the intersections examined in this study.

There are seven signalized intersections in the downtown area:

- San Antonio Road / Edith Avenue / Main Street
- San Antonio Road / First Street
- San Antonio Road / Foothill Expressway
- Main Street / Foothill Expressway
- Main Street / First Street
- Edith Avenue / Foothill Expressway
- Edith Avenue / First Street



Study Intersections

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 1.1

STUDY AREA AND STUDY INTERSECTIONS

In addition, there are eight unsignalized intersections in the downtown area which are considered important in this study:

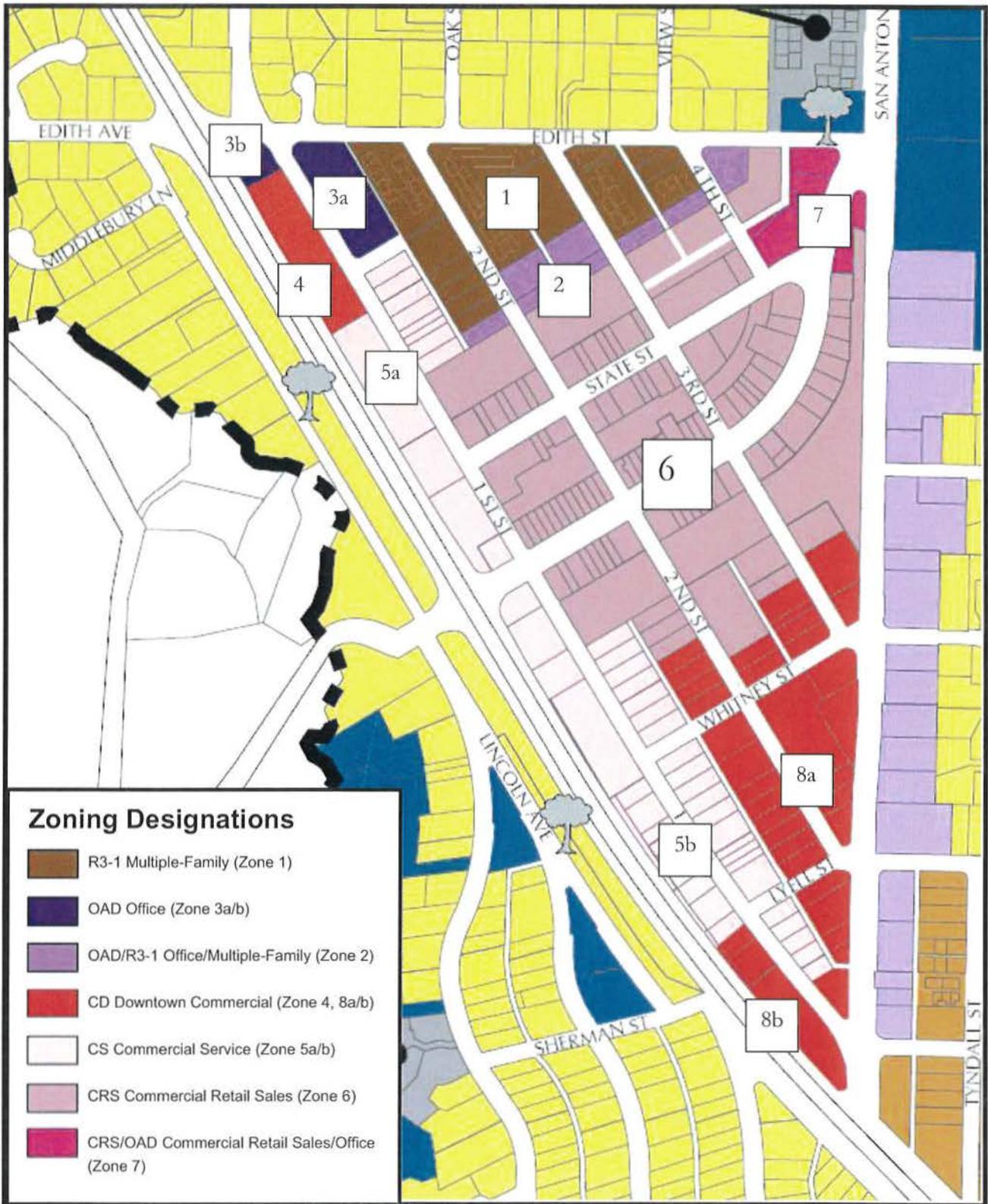
- San Antonio Road / Pepper Drive
- San Antonio Road / Lyell Street
- Main Street / Second Street
- Main Street / Third Street
- State Street / First Street
- State Street / Second Street
- State Street / Third Street
- State Street / Fourth Street

The land use plan for the downtown area is presented in Figure 1.2. The study area has been divided into zones, based on the different land uses. The central portion of the downtown is primarily retail business, surrounded by other commercial services, and offices located mainly north of the retail businesses. The commercial services include food and beverage outlets.

1.2 Phase One Study Results

All the signalized intersections in the study area operate at Level of Service (LOS) C or better under the current traffic conditions during both the Noon and PM peak hours. Six out of the eight unsignalized intersections perform at LOS C or better. San Antonio Road / Pepper Drive and San Antonio Road / Lyell Street operate at LOS F under the existing conditions. This is due to the high through traffic volume on San Antonio Road, resulting in a long waiting time for the side-street traffic. As determined in the Phase One study report, this can be mitigated by signalizing one or both of these intersections. Signalizing these two intersections would bring the level of service to A. All intersections in the study area operate within acceptable levels of service under today's traffic condition during Noon and PM peak hours.

The parking survey conducted under Phase One of the study showed that the current parking supply in the downtown area meets the current demand. Peak parking demand occurs during the weekday lunch hour when both on-street and off-street parking exceeds 85% occupancy. Parking demand during weekend lunch hour is also close to 'full' occupancy.



Downtown Land Use Plan

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 1.2
DOWNTOWN LOS ALTOS LAND USE PLAN

2.0 PROJECT CONDITIONS

Based on the proposed changes to the Los Altos Downtown area as outlined in Section 1.0, four future project scenarios were proposed. Analysis was conducted to determine the traffic and parking impacts of each scenario. Full build-out of each scenario is assumed to be in 20 years.

The four scenarios are presented in Table 2.1. Briefly, in Scenarios 1a and 1b, all development in the downtown area will be build out to 2 stories. While most additional development will be a mixture of residential and offices, the 2nd story addition in Zone 6 will be 100% office in Scenario 1a and 100% residential in Scenario 1b. Scenario 2 further expands the proposed intensification to build out of 3 stories in the downtown area. Similarly, in Scenario 2a, the additional development in Zones 6 and 7 will be 100% office whereas in Scenario 2b, the additional development in these two zones will be 100% residential. The corresponding additional office and dwelling units based on the scenarios are shown in Table 2.2.

Office units are calculated based on 1000 square feet of the Gross Floor Area (GFA) and residential units are based on dwelling units of 1200 square feet of the GFA. These are in line with the ITE trip and parking generation rates used for the study analysis.

2.1 Trip and Parking Generation Rates

Trip (ITE Trip Generation 7th ed, 2003) and parking (ITE Parking Generation 3rd Ed, 2004) generation rates used in this study analysis are as follow:

Trip generation rates

Zone 2

Mid rise apartment (223) - Based on DU

	<u>Peak Hour trips/unit</u>	<u>Inbound (%)</u>	<u>Outbound (%)</u>
AM	0.3	31	69
PM	0.39	58	42

Zone 3 – 8a/b

General office building (710) - Based on per 1000 s.f. of GFA

	<u>Peak Hour trips/unit</u>	<u>Inbound (%)</u>	<u>Outbound (%)</u>
AM	1.55	0.88	0.12
PM	1.49	0.17	0.83

Zone 4 – 8a/b

Low rise residential (221) - Based on occupied DU*

	<u>Peak Hour trips/unit</u>	<u>Inbound (%)</u>	<u>Outbound (%)</u>
AM	0.46	0.21	0.79
PM	0.58	0.65	0.35

*assumed 100% occupied

Table 2.1 Intensification Scenarios

Zone #	Existing		Proposed Scenario 1a	Proposed Scenario 1b	Proposed Scenario 2a	Proposed Scenario 2b
1	R3-1 Multi-Family	Multi-family developments (Residential)	No change to existing			
2	OAD / R3-1 Office / Multi Family	Mostly offices with some residential developments	No change to existing	No change to existing	Redeveloped to 100% residential, 3-story	Redeveloped to 100% residential, 3-story
3a/b	OAD Office	Offices	No change to existing	No change to existing	Up to 3 rd story addition will be a 100% office	Up to 3 rd story addition will be a 100% office
4	CD Commercial Downtown	USPS Post Office	Eliminate 80% FAR regulation. 2 nd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. 2 nd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)
5a/b	CS Commercial Service	Mostly 1 story commercial	Eliminate 50% FAR restriction. However, to remain as retail if area > 15,000s.f.	Eliminate 50% FAR restriction. However, to remain as retail if area > 15,000s.f.	Eliminate 50% FAR restriction. However, to remain as retail if area > 15,000s.f.	Eliminate 50% FAR restriction. However, to remain as retail if area > 15,000s.f.
			2 nd story addition will be a mixture of office and residential	2 nd story addition will be a mixture of office and residential	Up to 3 rd story addition will be a mixture of office and residential	Up to 3 rd story addition will be a mixture of office and residential
			5a – 30% office, 70% residential			
			5b – 80% office, 20% residential			
			1 hotel proposed within 5a			
6	CRS Commercial Retail Sales	1 st floor are all commercial / retail	Eliminate 100% FAR regulation.			
			2 nd story addition will be 100% office	2 nd story addition will be 100% residential	Up to 3 rd story addition will be 100% office	Up to 3 rd story addition will be 100% residential
7	CRS / OAD Commercial Retail Sales / Office	As #6 above	No change to existing	No change to existing	Eliminate 100% FAR regulation. Up to 3 rd story addition will be 100% office	Eliminate 100% FAR regulation. Up to 3 rd story addition will be 100% residential
8a	CD Commercial Downtown	Also known as the South Triangle – mainly commercial and offices	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)
8b*	CD Commercial Downtown	As #8a above	Eliminate 80% FAR regulation. 2 nd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. 2 nd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)	Eliminate 80% FAR regulation. Up to 3 rd story addition will be a mixture of office (80%) and residential (20%)

* Zone 8b includes parcels along both sides of First Street

To note that properties are allowed to develop up to property line and historical buildings will not be redeveloped

Parking generation rates

Zone 2, 4 – 8a/b

Low / mid rise Apartment (221)

peak period = 12-5am

Average peak period parking demand = 2 veh / DU

Average off-peak period parking demand* = 0.2 veh / DU

Zone 3 – 8a/b

Office bldg (701)

peak period = 9am-12pm, 2-4pm

Average peak period parking demand = 2.84 veh / 1000sf of GFA

Average off-peak period parking demand* = 0.284 veh / 1000sf of GFA

*Off peak parking demand is assumed to be 10% of peak hour parking.

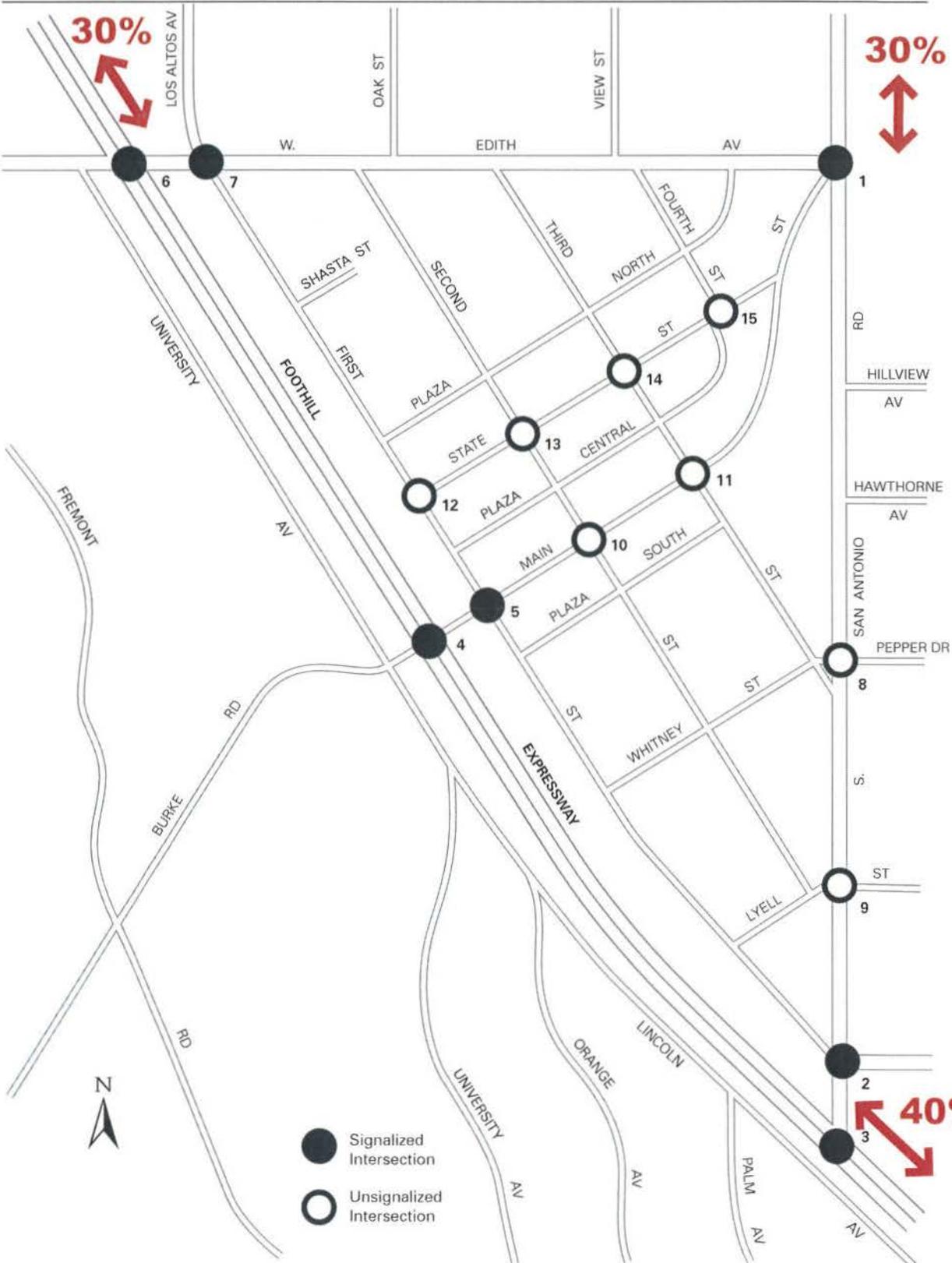
Table 2.2 Proposed Additional Office and Dwelling Units

Scenario	1a		1b		2a		2b	
	Office (1000 s.f.)	Residential (DU)						
2	-	-	-	-	-	222	-	222
3a/b	-	-	-	-	124	-	124	-
4	57	12	57	12	91	19	91	19
5a	106	37	106	37	200	71	200	71
5b	284	59	284	59	529	110	529	110
6	635	-	-	529	1366	-	-	1139
7	-	-	-	-	126	-	-	105
8a	553	115	553	115	553	115	553	115
8b	33	7	33	7	140	29	140	29
Total	1667	230	1032	759	3005	345	1512	1589

In addition, a hotel has been proposed in Zone 5. Relevant hotel trip generation information was extracted from the traffic analysis report for 'Downtown Los Altos Hotel Project' (Hexagon Transportation Consultants, Inc, February 2007) for used in this study. As the hotel is expected to provide its own private off-street parking, it will not be considered in this project's parking analysis.

2.2 Trip Distribution and Assignment

Trips generated by each zone under the different scenarios were distributed according to the percentage presented in Figure 2.1. The percentages were estimated based on the local knowledge of the existing travel pattern surrounding the study area. They were then assigned to each of the 15 intersections within the study area. Performance of these intersections will be discussed in detail in the next chapter of this report.



Project Trip Distribution

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 2.1
PROJECT TRIP DISTRIBUTION

3.0 TRAFFIC AND PARKING ANALYSIS

This chapter of the report looks at the impact of the proposed development intensification on traffic and parking conditions within the study area. Traffic and parking information obtained from Phase One of the study and traffic count information from 'Downtown Los Altos Hotel Project' (Hexagon Transportation Consultants, Inc, February 2007), have been used.

Traffic conditions for the four proposed scenarios are being compared to the 'No Build' scenario of the future. The background growth rate used for this study is 1% for the first 10 years and 0.5% for the next 10 years, a total of 20 years for full build-out. Any adverse impacts are highlighted and potential mitigation measures are discussed.

Public parking in the downtown area required for the different intensification scenarios have been determined and compared to the current supply. Any changes in the public parking demand are discussed and adverse impacts highlighted.

3.1 Intersection Analysis Methodology

Level of service (LOS) is both a quantitative and qualitative description of an intersection's operations, ranging from LOS A, or free-flow conditions, to LOS F, or highly congested conditions. The level of service method specified by the Congestion Management Program (CMP) evaluates an intersection's operation based on the average stopped vehicular delay. The average delay is calculated using TRAFFIX software and is then correlated to a level of service. Service definitions are listed in Table 3.1. The CMP has established LOS E as the minimum acceptable level of service.

Table 3.1 Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	<10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delays values indicating poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Source: 2000 Highway Capacity Manual, Transportation Research Board

There is no specific methodology for analyzing unsignalized intersections in the CMP. For this report, the Highway Capacity Manual (HCM 2000) methodology for unsignalized intersection, supported by TRAFFIX software, is used for the unsignalized intersection LOS calculation. Table 3.2 lists the thresholds for different LOS.

Table 3.2 Unsignalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Little or no delay	delay ≤ 10.0
B	Short traffic delays	10.0 < delay ≤ 15.0
C	Average traffic delays	15.0 < delay ≤ 25.0
D	Long traffic delays	25.0 < delay ≤ 35.0
E	Very long traffic delays	35.0 < delay ≤ 50.0
F	Extreme traffic delays with intersection capacity exceeded	delay > 50.0

Source: HCM 2000.

LOS rating for unsignalized intersection is based on the weighted average control delay expressed in seconds per vehicle for all approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration. At two-way or side-street controlled intersections, LOS is calculated for each controlled movement, not for the intersection as a whole. For approaches with a single lane, the control delay is computed as the average of all movements in that lane. The threshold values for unsignalized intersections are different than the threshold for signalized intersections due to different driver expectations of level of performance. Higher delay for the same LOS is acceptable at a signalized intersection as a signalized intersection is expected to serve larger traffic volumes.

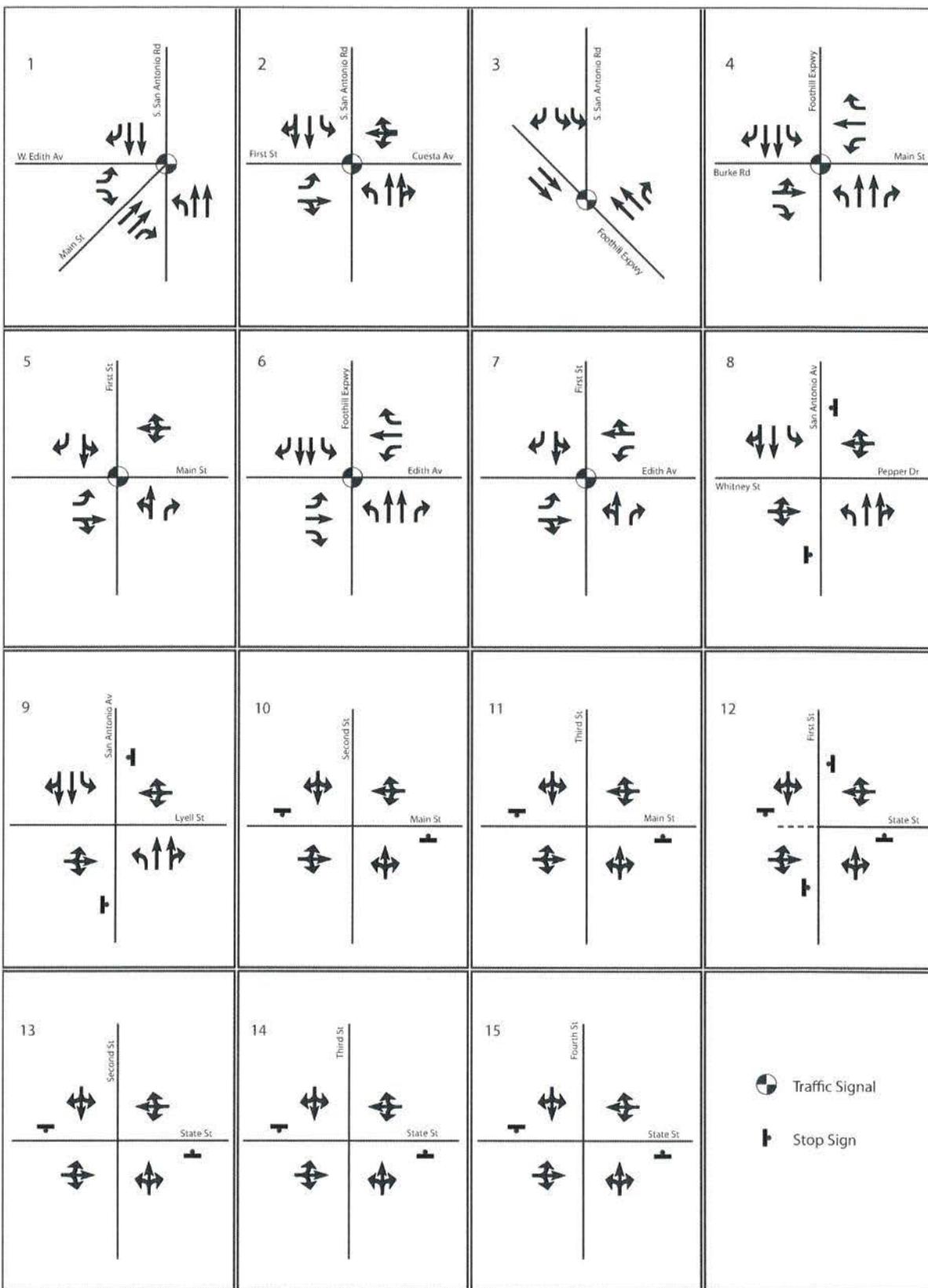
In addition, the project is considered to have adverse impact on a signalized intersection in the City of Los Altos if:

1. The level of service at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions, or
2. The level of service at the intersection is at an unacceptable LOS E or F under baseline conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume / capacity (V/C) ratio to increase by 0.01 or more.

3.2 Intersection Performance

This section examines the performance of the studied intersections. The current lane configuration of the 15 intersections are presented in Figure 3.1. Existing AM and PM peak hour traffic volume are shown in Figure 3.2. As discussed with the City of Los Altos, AM peak hours traffic volumes were based on information from 'Downtown Los Altos Hotel Project' (Hexagon Transportation Consultants, Inc, February 2007) while PM peak hour volumes were collected during Phase One of this study.

Traffic volumes for the future 'No-Build' scenario are shown in Figure 3.3, followed by the four project scenarios in Figure 3.4 to Figure 3.7. It is assumed that the lane configuration for these intersections remains unchanged in the future. A summary of TRAFFIX results for all 15 intersections is tabulated in Table 3-3. Detailed information is attached in Appendix A - E.

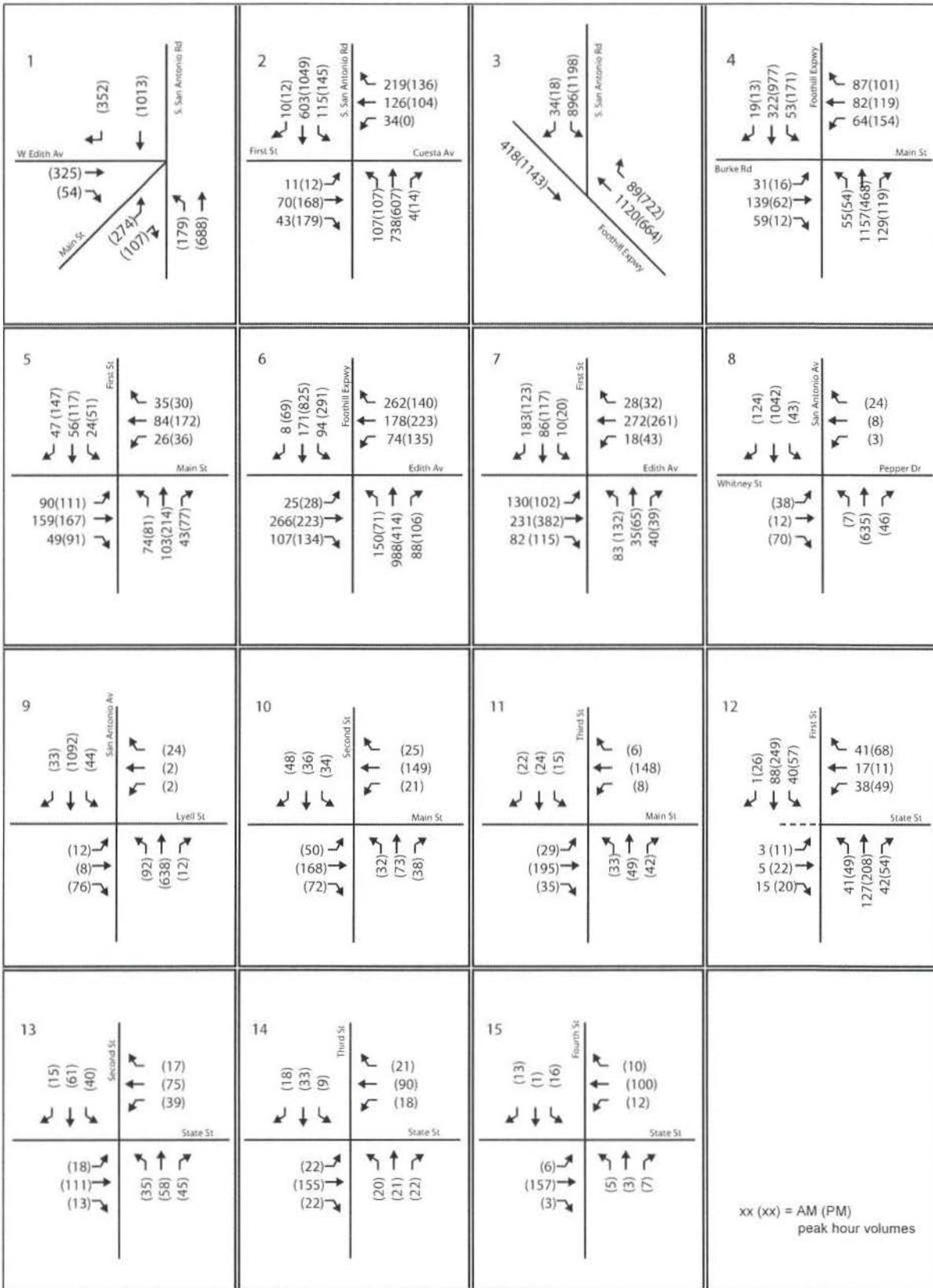


Ernsting Geometry, Inc.

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.1

EXISTING INTERSECTION LANE CONFIGURATION

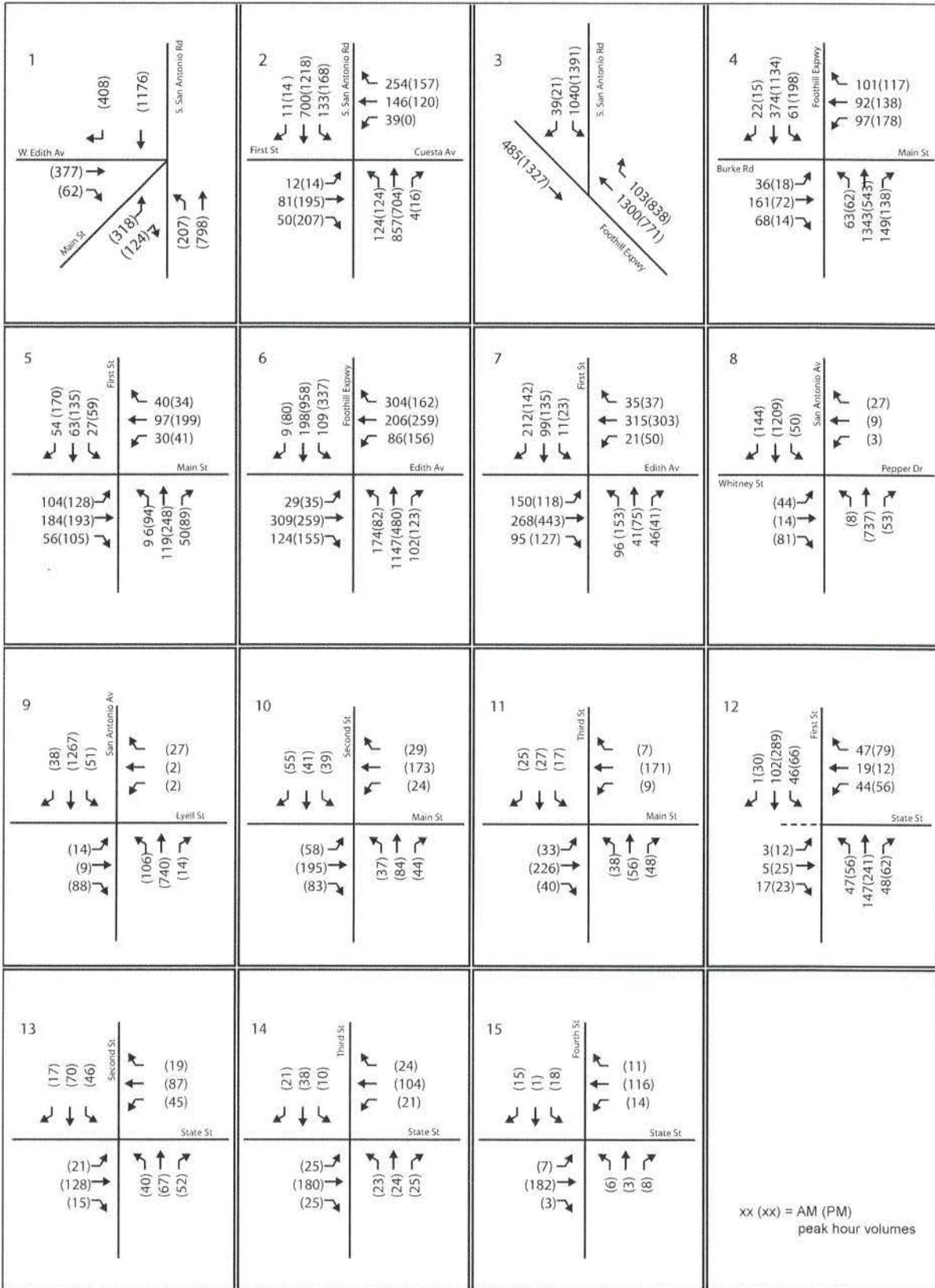


Existing Volume #1

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

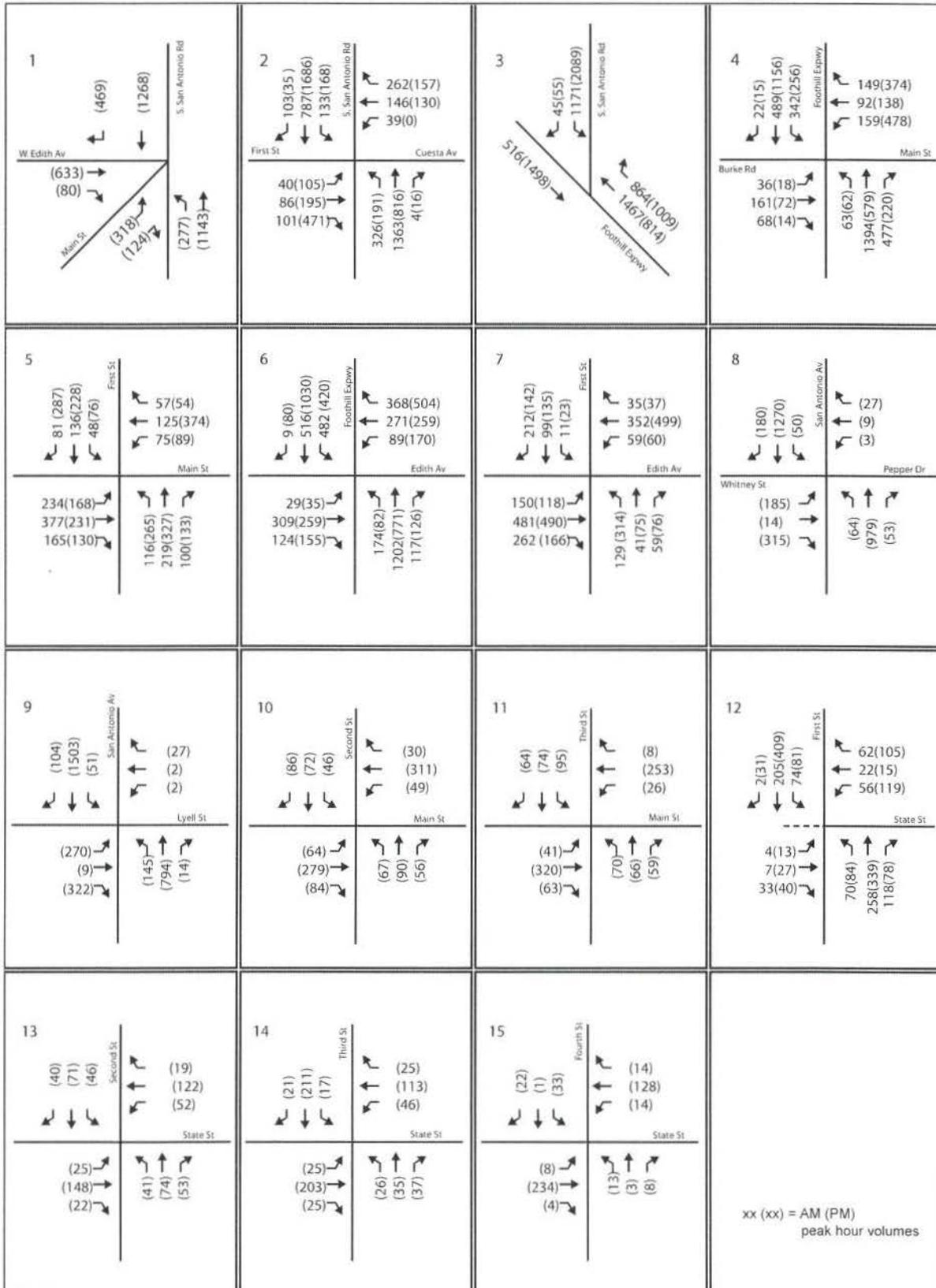
Figure 3.2

EXISTING INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour



LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.3
NO-BUILD INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour

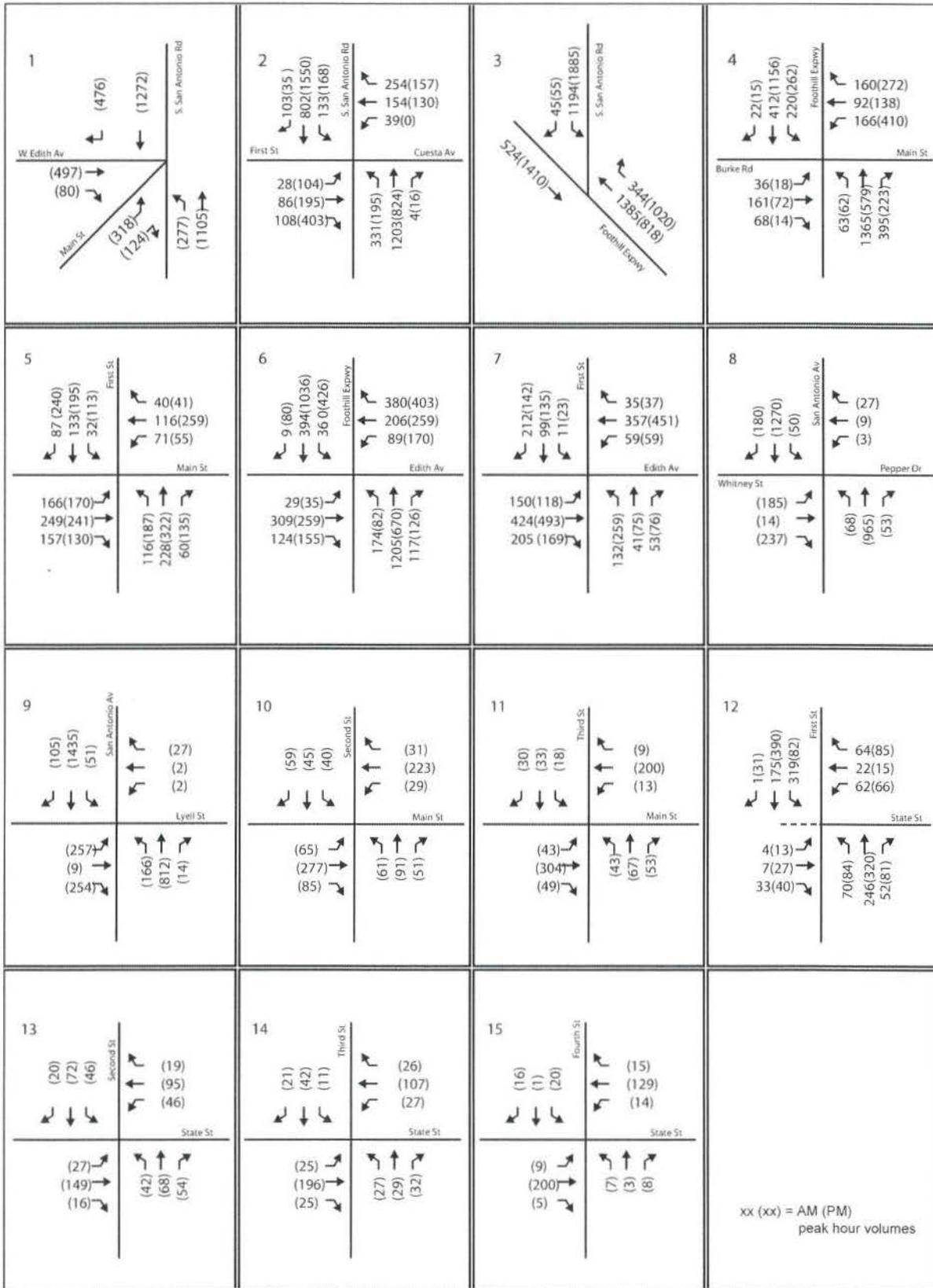


Existing volumes

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.4

SCENARIO 1a INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour



LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.5

SCENARIO 1b INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour

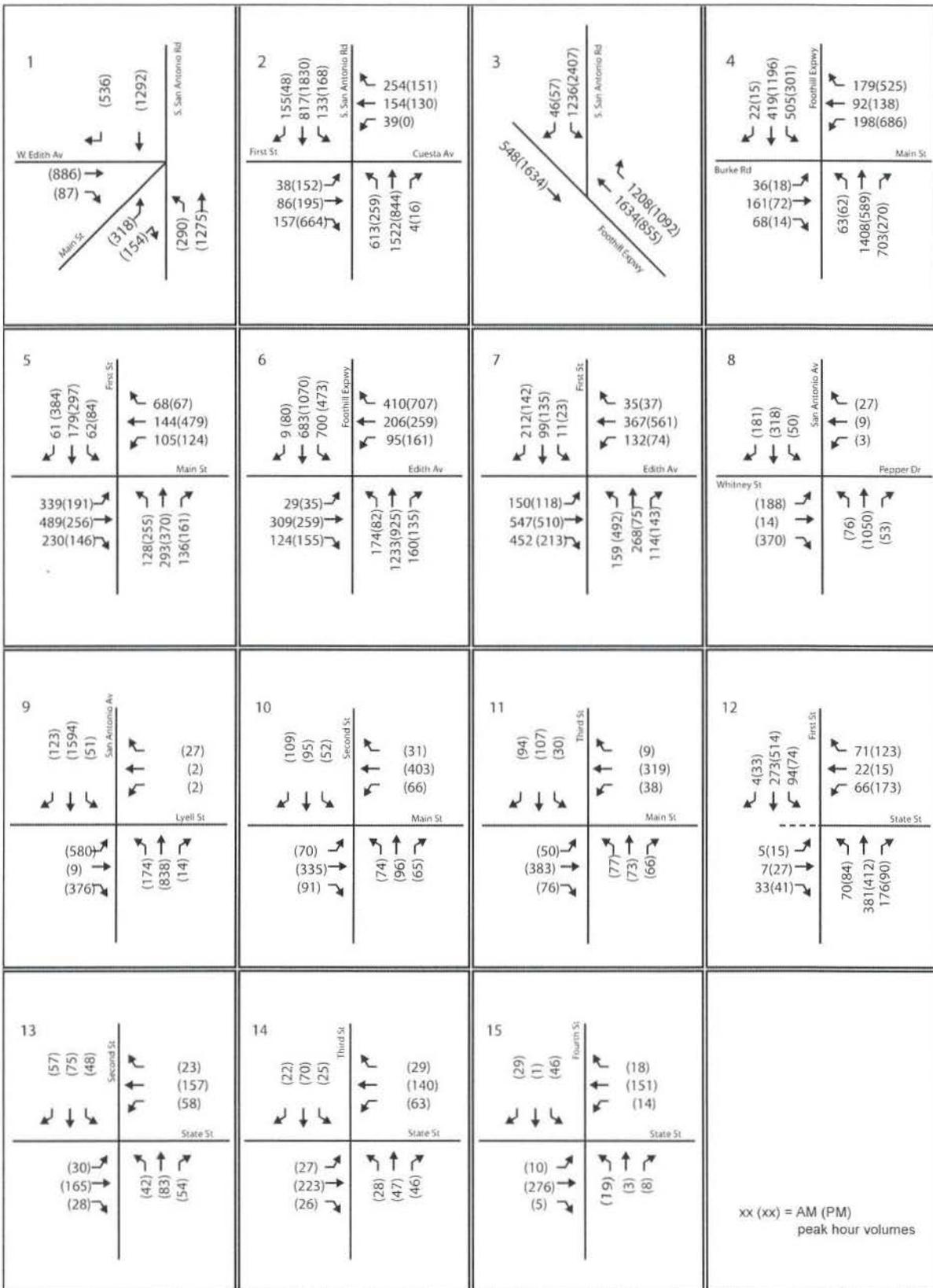
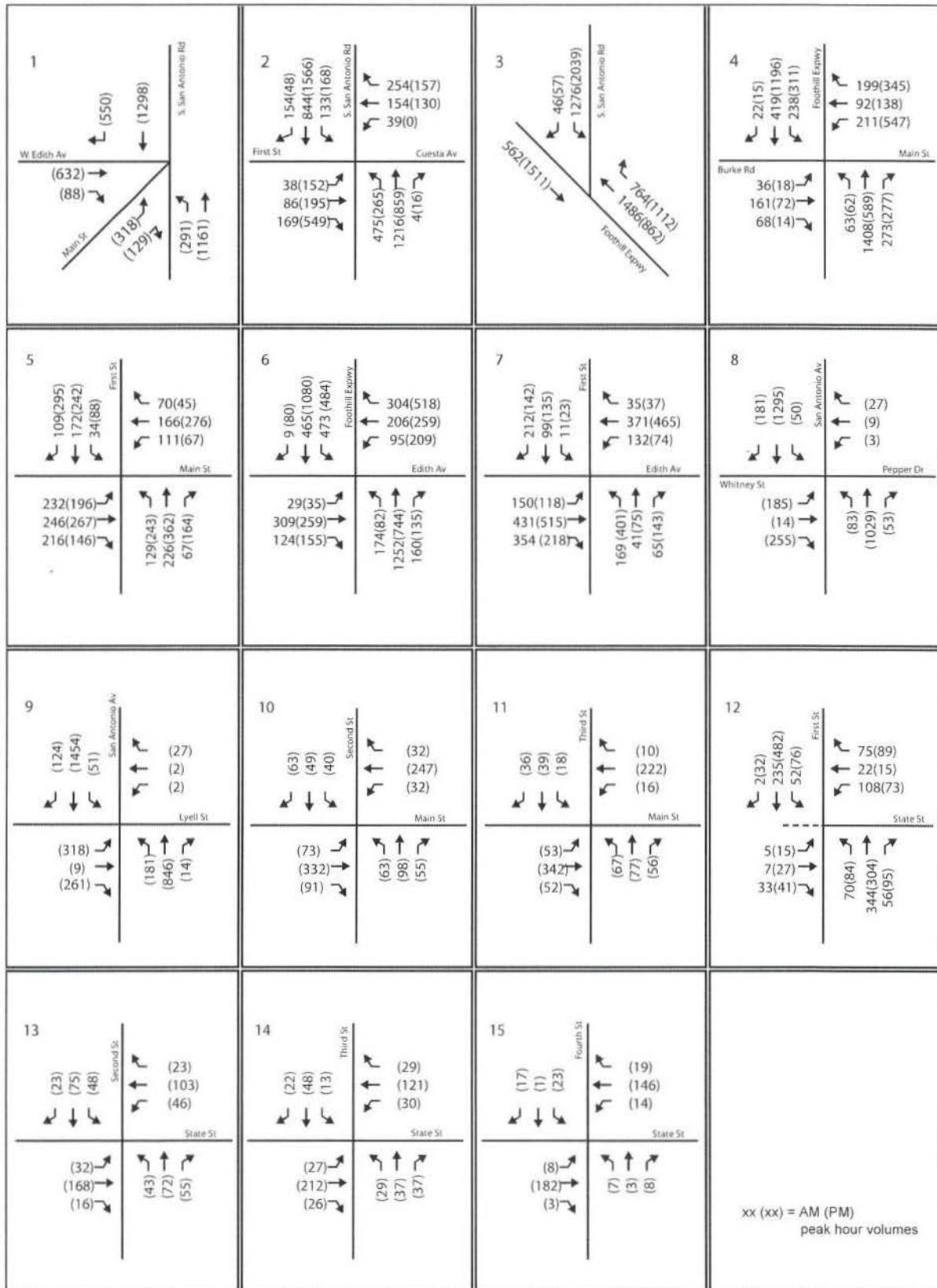


Exhibit Volume A

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.6

SCENARIO 2a INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour



Existing Volumes

LOS ALTOS DOWNTOWN TRAFFIC AND PARKING STUDY

Figure 3.7

SCENARIO 2b INTERSECTION TRAFFIC VOLUMES
AM (PM) Peak Hour

Table 3.3 Performance of Studied Intersections

	Signalized Intersections	Existing	No Build	Scenario 1a	Scenario 1b	Scenario 2a	Scenario 2b
		LOS (AM/PM)					
1.	Edith Ave. / Main St./ San Antonio Road	- C	- C-	- E	- D-	- F	- E
2.	San Antonio Road / First Street	B B	B- B	C C+	C C+	D C-	C C
3.	San Antonio Road / Foothill Expressway*	B+ B	B C	C+ F	C+ E	C F	C F
4.	Main Street / Foothill Expressway*	B- B-	B- C+	C- C-	C C	D- D-	C- D
5.	Main Street / First Street	B B	B B-	B C-	B C+	C D-	C+ C
6.	Edith Avenue / Foothill Expressway	C C+	C C	D C	D+ C	E D+	D C-
7.	Edith Avenue / First Street	A C+	B- C+	C+ C-	C+ C	E D-	C D
	Unsignalized Intersections#	Existing	No Build	Scenario 1a	Scenario 1b	Scenario 2a	Scenario 2b
		LOS (AM/PM)					
8.	San Antonio Road / Pepper Drive	- F	- F	- F	- F	- F	- F
9.	San Antonio Road / Lyell Street	- F	- F	- F	- F	- F	- F
10.	Main Street / Second Street	- C	- C	- F	- D	- F	- F
11.	Main Street / Third Street	- B	- B	- E	- C	- F	- D
12.	State Street / First Street	A B	A B	B D	C C	D F	C F
13.	State Street / Second Street	- B	- B	- C	- B	- C	- C
14.	State Street / Third Street	- B	- B	- C	- B	- C	- B
15.	State Street / Fourth Street	- B	- B	- B	- B	- B	- B

*CMP monitored intersections

LOS for two-way controlled intersection is calculated for each of the controlled movement; not for the intersection as a whole.

The level of service standard defined as acceptable by the City of Los Altos is LOS D or better for City controlled intersections. Whereas, the Valley Transportation Authority (VTA) defines the acceptable operating level of service as LOS E or better for Congestion Management Program (CMP) designated intersections. However, even CMP intersections within the City of Los Altos are expected to meet the City's LOS requirements.

Signalized Intersections

Scenarios with more office development generate more traffic and hence, intersections perform at a lower level under Scenarios 1a and 2a when compared with 1b and 2b respectively. The LOS for the Edith Avenue / Main Street / San Antonio Road intersection changes from C- (No Build) to E under Scenarios 1a and 2b, and to F for Scenario 2a during the PM peak. It is within the acceptable level under Scenario 1b at LOS D-. With additional development, traffic is expected to increase in and around the downtown area. Mitigation measures at this intersection will be necessary if Scenario 1a, 2a or 2b is adopted.

The intersection of San Antonio Road / First Street is expected to perform within acceptable levels of service under all four scenarios during both the AM and PM peak hours.

While the performance of the San Antonio Road / Foothill Expressway intersection meets both the City and CMP criteria during the AM peak, it becomes unacceptable during the PM peak for all the four scenarios. The average delay experienced by a vehicle is shorter for Scenario 1b and 2b when compared to 1a and 2a respectively. Under Scenarios 1a and 2a, there are more office developments that generate more trips. Intersections are expected to perform at a lower level under these scenarios. This can be seen during the AM peak as well, where the average delays are higher for Scenarios 1a and 2a.

The Main Street / Foothill Expressway intersection and the Main Street / First Street intersection are expected to perform within acceptable levels under all four scenarios during both the AM and PM peak hours.

The intersections of Edith Avenue / Foothill Expressway and Edith Avenue / First Street are expected to perform within acceptable levels for all four scenarios except during the AM peak of Scenario 2a. As discussed above, Scenario 2a has the highest number of trips generated among the four scenarios. It is therefore expected that intersections may perform below acceptable level under this scenario. Mitigation measures at these intersection will be necessary if Scenario 2a is adopted for development eventually.

Unsignalized Intersections

Since neither the CMP nor the City of Los Altos have standards for unsignalized intersection, the minimum acceptable LOS will be defined at level D for the purpose of this study. As seen from Table 3.3, the two unsignalized intersections along San Antonio Road are already at LOS F under the existing traffic condition. As discussed in the Phase One report, LOS for two-way controlled intersection is calculated for each of the controlled movement; not for the intersection as a whole. San Antonio Road is a four-lane divided arterial, with a landscaped median island. Traffic volume on San Antonio Road is high. Drivers from the side-streets have to wait for gaps on both approaches (along San Antonio Road) which can take some time, especially during peak hours. As such, it is not surprising to see these intersections

remain at LOS F under the four proposed scenarios since traffic volume along San Antonio Road is expected to be higher in the future.

The intersection of State Street / First Street did not meet the satisfactory levels of service during the PM peak hour under Scenarios 2a and 2b. The Main Street / Third Street intersection LOS falls below acceptable level under Scenario 1a and 2a, also during the PM peak hours. The intersection of Main Street / Second Street does not meet the acceptable criterion during the PM peak of Scenarios 1a, 2a and 2b. Mitigation measures for these intersections should be investigated if the City decides to proceed with any of the intensification scenarios.

The three unsignalized intersections along State Street will not be adversely impacted by any of the proposed scenarios. These intersections, namely State Street / Second Street, State Street / Third Street and State Street / Fourth Street, will perform at LOS C or better under all scenarios. There is sufficient capacity to meet the expected increased in traffic volume due to the proposed intensifications.

3.3 Potential Mitigation Measures

The Phase One report examined the merits of signaling one or both of the (currently) unsignalized intersections along San Antonio Road. Looking at these two intersections independently, signaling them will certainly improve their performance to LOS D or better under all four scenarios. The side streets could also be re-stripped to provide either an exclusive left-turn or right-turn lane where possible to optimize the signalization capacity.

However, as stated in the Phase One report, it may be more appropriate to signalize only the intersection of San Antonio Road / Pepper Drive due to the proximity of these two intersections. Signalizing this intersection will maintain smooth traffic flow on San Antonio Road while providing timed opportunities for side-street traffic to cross or turn left onto San Antonio Road. Drivers at the San Antonio Road / Lyell Street intersection can use the gaps in San Antonio Road traffic created by this traffic signal at Pepper Drive to also cross or turn onto San Antonio Road. If signalizing both San Antonio Road / Pepper Drive and San Antonio Road / Lyell Street is desirable, the signals should be interconnected to ensure smooth flow along San Antonio Road and to reduce drivers' frustration. A corridor computer simulation of San Antonio Road using a tool such as Synchro should be performed prior to making a decision on additional traffic signals for the corridor. Signalizing these intersections may encourage through traffic in the residential area, which would not be welcomed by the local residents. An alternative to signalizing these intersections is closing off the median island and allowing only right turns from the downtown area. This would also improve the level of service of these intersections to acceptable levels of service

The Edith Avenue / Main Street / San Antonio Road intersection would operate at LOS F under Scenario 2a due to the high left turning volumes from Edith Avenue to San Antonio Road. An additional eastbound left-turn lane would improve the LOS of this intersection. The LOS will improve to an acceptable level under the worst case.

Widening Edith Avenue will improve the performance of both the Edith Avenue / Foothill Expressway and Edith Avenue / First Street intersections. Another through lane on both approaches will bring the performance of Edith Avenue / Foothill Expressway to LOS D during the AM peak of Scenario 2a. Widening Edith Avenue would allow the provision of a through

and exclusive right-turn lane on both approaches at the intersection with First Street. The adverse impacts of the rezoning will be alleviated during the AM peak hour in Scenario 2a as well.

For the two unsignalized intersections along Main Street, signalization is the only mitigation measure to improve the level of service. Widening the intersections without signalizing them would not be effective. However, signalizing these intersections with their existing lane configuration will improve conditions to an acceptable level of service.

The intersection of State Street / First Street is the only 4-way stop intersection in the study area. Under the worst case scenario, through traffic along each approach of First Street ranges between 400-500 vehicles during the PM peak hour of Scenario 2b. An unsignalized intersection would not be able to accommodate this traffic volume; signalization is the only way to mitigate the undesirable level of service. Reconfiguring First Street to provide an exclusive left-turn lane for both approaches will allow protected left-turns and thereby further improve the LOS. A summary of the potential mitigation measures are presented below in Table 3.4:

Table 3.4 Potential Mitigation Measures

	Signalized Intersections	Mitigation Measures	Estimated Cost
1.	Edith Ave. / Main St./ San Antonio Road	2 nd left-turn lane eastbound along Edith Ave	Cost dependent on availability of right-of-way
6.	Edith Avenue / Foothill Expressway	Additional lane along Edith Ave for both approaches	Cost dependent on availability of right
7.	Edith Avenue / First Street	Shared right-turn in both directions change to exclusive right and through lanes	Cost dependent on availability of right
	Unsignalized Intersections	Mitigation Measures	Estimated Cost
8.	San Antonio Road / Pepper Drive	Signalization	\$250,000
9.	San Antonio Road / Lyell Street	Signalization	\$250,000
10.	Main Street / Second Street	Signalization	\$225,000
11.	Main Street / Third Street	Signalization	\$225,000
12.	State Street / First Street	Signalization	\$225,000

3.4 Parking Analysis

A parking demand survey was conducted for all the public parking within the study area during Phase One of the study. Tables 3.5 and 3.6 show the supply of spaces and their average occupancy respectively under existing conditions. The locations of public parking within the study area are presented in Figure 3.8.

Table 3.5 Number of Public Parking Spaces

Location	Regular Spaces	Handicap Spaces
Plaza 1	127	4
Plaza 2	126	6
Plaza 3	204	5
Plaza 4	61	1
Plaza 5	53	6
Plaza 6	68	4
Plaza 7	123	6
Plaza 8	122	9
Plaza 9	134	7
Plaza 10	90	2
Sub-Total	1108	50
Public Parking @ First & Main	70	1
<i>State Street*</i>	67	0
<i>Main Street</i>	144	0
<i>1st Street</i>	44	0
<i>2nd Street</i>	13	0
<i>3rd Street</i>	12	0
Total (1509)	1458	51

*One on-street parking spot along State Street unavailable for use due to construction
Italic denotes on-street parking

Table 3.6 Average Parking Occupancy (%)

	Weekday	
	Off-Street	On-Street
10am	68.5	56.9
11am	77.1	63.3
12 noon	86.3	84.5
1pm	90.2	85.2
2pm	85.0	75.0
3pm	76.4	68.8
4pm	73.9	68.6
5pm	70.6	51.3
6pm	58.9	71.6
7pm	30.9	65.0
8pm	29.4	39.8
9pm	20.2	21.7
10pm	10.7	5.5

DOWNTOWN LOS ALTOS PARKING

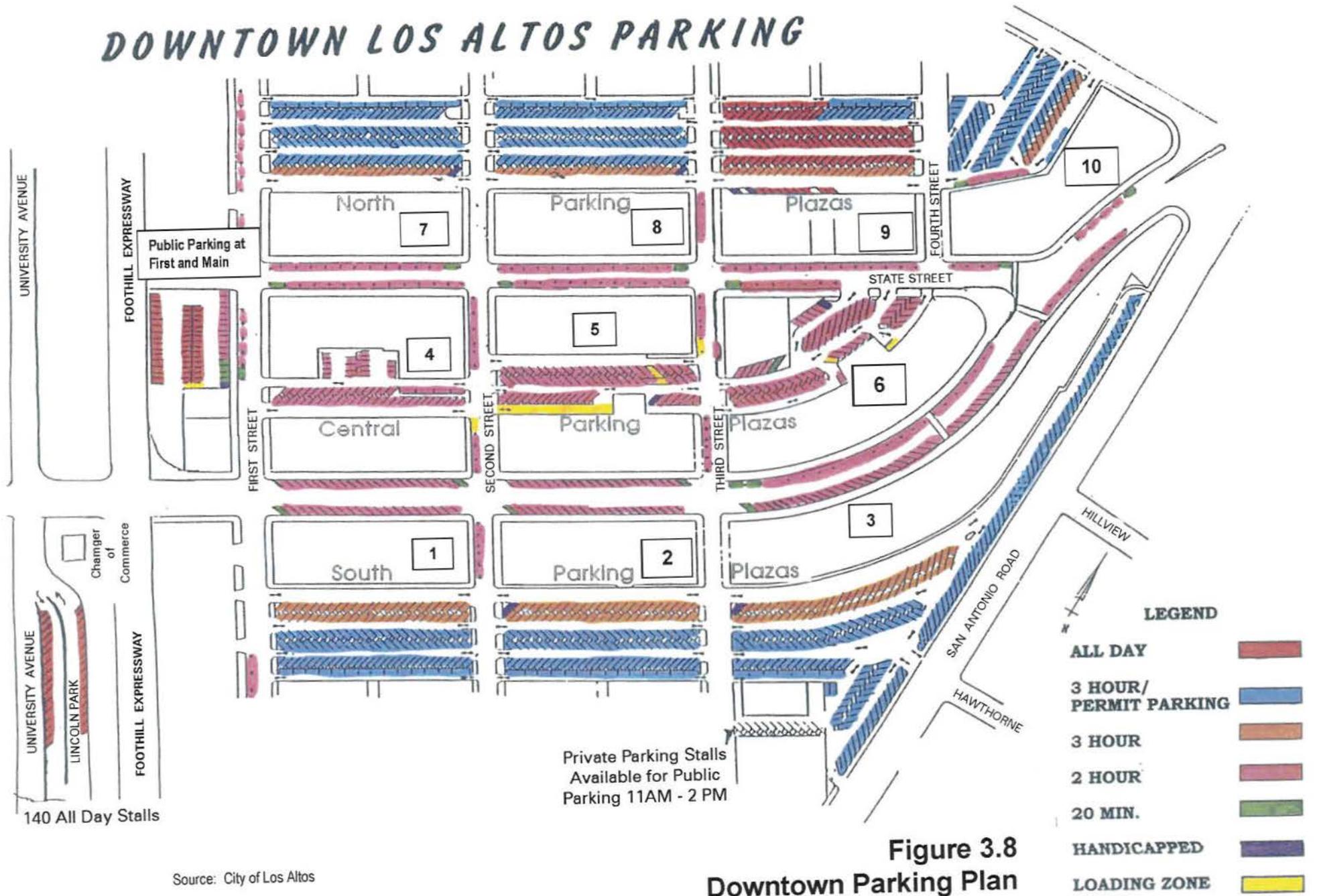


Figure 3.8
Downtown Parking Plan

Source: City of Los Altos

According to the ITE Transportation Planning Handbook, 85% occupancy of a parking lot is considered full for all practical purposes in parking studies. Under this condition, a driver looking for a parking space would have to circulate through several aisles of a parking lot or structure, or drive around one or more blocks for on-street parking, to find an available space. Driver frustration and complaints of insufficient parking increase rapidly when parking areas experience 85% or more occupancy.

Currently, lunch time has the highest occupancy for both on-street and off-street parking and these parking facilities are considered 'fully occupied'. The amount of available parking during the peak periods are presented in Table 3.7.

Table 3.7 Availability of Parking Spaces

Parking	Total Number	12 Noon		1pm		5pm		6pm	
		%	# of spaces	%	# of spaces	%	# of spaces	%	# of spaces
On-Street	280	15.5	43	14.8	41	48.7	136	29.4	82
Off-Street	1178	13.7	161	9.8	115	28.4	334	41.1	484
Off-Street (Plaza 1-10)	1108	13.7	151	9.8	108	28.4	314	41.1	455

Off-Street parking in Plaza 1 -10 is of particular concern in this study. The City considers these areas as the 'downtown parking district'. The proposed intensifications will have direct impact on these areas, particularly under Scenarios 2a and 2b. As such, the discussion that follows will look at situations within the downtown parking district in more detail. The expected parking demand for the different zones under the four proposed project scenarios are presented in Table 3.8. This is based on the parking availability at 1pm and 5pm when parking demand is the highest.

Table 3.8 Parking Demand for Proposed Intensification

Scenarios	1a		1b		2a		2b	
	Noon	PM	Noon	PM	Noon	PM	Noon	PM
Zones								
6	1803	180	106	106	3051	305	179	179
7	-	-	-	-	220	22	13	13
Total	1803	180	106	106	3271	327	192	182
Existing Availability	108	314	108	314	108	314	108	314
Additional Space needed*	1695	-	-	-	3163	13	84	-

The proposed development intensifications could have an impact on all existing public parking. Based on the parking survey results, the peak hours for parking in the downtown area are 12 noon – 2pm and 5pm – 7pm. Provision of handicap spaces will be based on Americans with Disability Act and City guidelines but is not expected to have significant adverse impact.

The future parking demand presented in Table 3.8 is the net parking required for each zone under the different scenarios. Zones 6 and 7 are within the downtown parking district and will have direct impact on the parking supply. The analysis took into consideration any shared parking possibilities between residential and office development during each time period. Parking provided for office development that has high usage during the day will be available for returning residents in the evening. As such, meeting the parking demand during the day would certainly meet the parking needs during the evening.

Parking generated as a result of any additional office development would be competing with existing demand during the peak period in the day (i.e. the noon peak). In the downtown parking district as seen in Table 3.7, only 108 spaces are available for any additional development during the busiest parking hour (noon peak). This is significantly lower than the estimated demand for the future. Therefore, to meet the parking demand of the four future scenarios, up to 3200 more parking spaces are needed, depending on which intensification scenario is eventually adopted. Given the high number of parking spaces needed, a parking structure would be most probable to meet the demand.

As seen from Table 3.8, adopting Scenario 2a will require the most number of additional parking spaces whereas adopting Scenario 1b will require no additional parking at all within the parking district. Adopting Scenario 2b will require less than 100 additional parking within the downtown parking district. Development of additional office buildings will generate more parking demand during the weekday peak hours but will also result in having a large number of empty spaces during the off-peak periods (for example during the weekends).

4.0 CONCLUSION

Four development intensification scenarios were analyzed to determine their impact on the intersections within the study area, as well as the amount of additional parking necessary to support the proposed intensification.

Given the intensity of the proposed changes, most signalized intersections need some improvements in order to support the increased traffic. This is especially true for scenarios that have high office developments. Many of the mitigation measures suggested in this report can be built into the long-term development plan of the City. The scenario that requires the least amount of intersection improvement work would be Scenario 1b, which is mostly residential development.

As the current supply of public parking spaces is close to its demand, additional development requires an increase in the parking supply. The study shows that up to 3200 additional parking spaces might be necessary to support the proposed changes to the Los Altos downtown area. This parking demand can be mitigated by a parking structure or by developing additional parking lots in the downtown area.



MEMORANDUM

Date: June 2, 2009
 To: James Walgren, City of Los Altos
 From: Joe Fernandez and Sohrab Rashid
 Subject: **Los Altos Office and Retail Parking Standards**

SJ07-993

This memorandum documents our review of office and retail parking standards for the City of Los Altos. The purpose of this study is to determine if changes to the City's parking standards for office and retail uses are justified. A brief summary of the key findings is provided below, followed by a detailed description of the study approach and results.

SUMMARY

The study includes three main components:

- determine the parking demand characteristics at existing office and retail sites in the City of Los Altos,
- review parking standards for nearby cities and industry-standard rates, and
- recommend changes, if appropriate, to the City's parking standards.

Parking occupancy counts were conducted at three office sites and three retail sites in Los Altos. Table 1 shows that significant variation occurred in the parking demand at the individual sites, but on average the demand was well below the supply required by the Los Altos Municipal Code.

	Observed Peak Demand (spaces/1,000 square feet) ¹				Code-Required Supply (spaces/1,000 square feet) ²
	Site 1	Site 2	Site 3	Average	
Office Sites	1.89	2.08	2.57	2.06	4
Retail Sites	4.74	2.21	5.98	3.82	5

1. Demand is based on mid-week counts conducted October 18 & 20, 2007. The highest demand observed on either day is presented for each site. The average is the average peak of all surveyed days.
 2. Los Altos Municipal Code §14.74.080, 14.74.100.
 Source: Fehr & Peers, 2007

A review of parking standards for nearby jurisdictions shows a range of 3.33 to 4.44 spaces required per 1,000 square feet (s.f.) of office uses and a range of 4 to 5.56 spaces required per

1,000 s.f. of retail uses. The nearby jurisdictions' standards are within the range of rates provided in published references from the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI). The City of Los Altos' parking standards are on the high end of both of these ranges, particularly for office uses.

Reducing the number of parking spaces required for office uses is justified based on the information above. The maximum observed demand for office uses was 2.57 spaces per 1,000 s.f. Based on requirements from other jurisdictions and industry-standard publications, it is likely that some offices will generate demand that would exceed this rate. *We recommend a parking requirement of 3.33 spaces per 1,000 square feet for office uses.*

Limited justification can be made for changing the parking requirement for retail uses, because: 1) demand at one of the surveyed locations exceeded the code-required supply, and 2) retail parking demand in October (when the surveys were conducted) is typically below the peak demand in December. *We do not recommend any changes to the retail parking requirements.*

STUDY APPROACH AND CONCLUSIONS

This section documents the study approach and results, and describes the process used to develop the conclusions above.

Parking Occupancy Counts of Existing Uses

We conducted parking occupancy counts at three existing office and retail locations within the City of Los Altos on October 18 & 20, 2007. These locations were selected in consultation with the City, and were all isolated locations with designated parking lots. The office parking lots were counted on an hourly basis from 9:00 AM to 3:00 PM, and the retail parking lots were counted on an hourly basis from 11:00 AM to 4:00 PM to capture the peak parking demand periods for each of these uses. The October counts were supplemented with another count on February 12, 2008 to check the accuracy of the initial counts. The raw counts are attached to this document.

The City of Los Altos provided the square footage of the buildings served by the surveyed parking lots. The peak parking demand for each of the surveyed locations was calculated by dividing the maximum number of occupied spaces by the building size to yield the spaces demanded per 1,000 square feet of building area. The resulting demand rates are summarized above in Table 1.

Comparisons to Other Jurisdictions

The parking standards for five nearby cities were reviewed and compared to Los Altos' standards, as summarized in Table 2.

Sunnyvale has the highest office rate (4.44 per 1,000 s.f.), followed by Los Altos and Palo Alto (4 per 1,000 s.f.). For retail uses, most surveyed jurisdictions required either 4 or 5 spaces per 1,000 s.f., with the exception of Sunnyvale, which has a sliding scale depending on the size of the shopping center.

TABLE 2: CITY PARKING STANDARDS		
Jurisdiction	Office Rate (per 1,000 s.f.)	Retail Rate (per 1,000 s.f.) ¹
Los Altos ²	4	5
Cupertino ³	3.51	4
Mountain View ⁴	3.33	4
Palo Alto ⁵	4	5
Redwood City ⁶	3.33 – 4	5
Sunnyvale ⁷	4.44	4.44 – 5 – 5.56
Rates in Special Districts		
Los Altos ²	5	N/A
Palo Alto ⁵	3.22 – 3.33	4.17
Redwood City ⁶	3.33	N/A
Notes:		
1 Rates for intensive retail uses reported when differentiated from extensive uses.		
2 Los Altos Municipal Code §14.74.080, 14.74.090, 14.74.100. Special districts are OA-1, OA-4.5, and CN.		
3 Cupertino Municipal Code §19.100.040.		
4 Mountain View City Code §36.37.040.		
5 Palo Alto Municipal Code §18.83.050. Special district office rates for buildings in the California Avenue (3.22) and LM (3.33) districts.		
6 Redwood City Zoning Code §30.2.2. Office rates for buildings generating less than 100 trips (4) and 100 or more trips (3.33) during the PM peak period.		
7 Sunnyvale Municipal Code §19.46.050. Retail rates for shopping centers smaller than 20,000 s.f. (5.56), 20,000 – 50,000 s.f. (5), and larger than 50,000 s.f. (4.44).		
Sources: Codes retrieved online, October 19, 2007.		

Comparison to Industry-Standard Rates

ITE's *Parking Generation* and ULI's *Shared Parking* manuals provide parking supply and demand rates based on surveys of similar land uses across the country. Table 3 summarizes the data provided in these documents.

TABLE 3: INDUSTRY-STANDARD RATES ¹			
	ITE's <i>Parking Generation</i> (3 rd Edition) ²		ULI's <i>Shared Parking</i> (2 nd Edition) ³
	Average Peak Demand	85 th Percentile Demand	Recommended Supply
Office Uses	2.84	3.44	3.8
Retail Uses	3.76	5.06	3.6
1. All units are spaces per 1,000 square feet floor area, and weekday rates are reported.			
2. Office land use code 701, suburban area. Retail land use code 820 (shopping center), in December.			
3. Office land use reported for <25,000 s.f. size; rates drop for larger offices. Retail land use is community shopping center, <400,000 s.f., in December.			

ITE provides parking demand rates, while ULI provides recommended supply rates. The demand rates are based on the peak occupancy of surveyed parking lots. The average peak demand refers to the average of the maximum demand rates observed at the surveyed sites, while the 85th percentile demand is the point where 85 percent of the surveyed rates are below, and 15 percent of the rates are above it.

The recommended supply is typically estimated by adding a circulation factor to the observed demand. This factor, which varies by land use type, represents the inherent inefficiencies of parking lots and reflects the fact that parking lots are effectively full once 85 to 95 percent of the available spaces are occupied. A circulation factor of 90 percent is commonly applied at office sites because most of the parking is occupied by employees who are familiar with the site, and because employees typically park for a long time, resulting in low levels of parking turnover. A lower circulation factor, typically 85 percent, is applied to retail parking supplies due to large amounts of turnover and because shoppers typically have the flexibility to shop elsewhere if they think that no spaces are available. Accordingly, a parking supply can be equated to parking demand by multiplying the supply by the circulation factor. For example, an office parking lot with a supply of 100 spaces would be expected to accommodate a peak demand of 90 vehicles (90 percent of 100).

ULI's *Shared Parking* also provides demand rates by month of the year, based on surveys of shopping centers throughout the country. The parking demand for retail uses peaks during the December shopping season. Retail parking demand during December is about 30 percent higher than during October. Parking demand for office uses is consistent throughout the year, with little variation from month to month.

Conclusions

Both the ITE and ULI rates presented above represent conditions on a weekday in December. In October, surveys from ULI's *Shared Parking* show that parking demand at retail uses is about 70 percent of the demand in December. Office parking demand is the same in October and December.

Because retail parking demand is approximately 30 percent higher in December than October, it is likely that the surveyed retail sites would experience higher parking demand during December than what we observed in the field in October. Increasing the average observed peak demand of 3.82 (from Table 1) by 30 percent yields a demand of 5 spaces per 1,000 s.f. This, in conjunction with the rates from nearby jurisdictions and the industry-standard rates, suggests that the current parking standard for retail uses is appropriate, and there is little justification to change the retail parking requirements. *We do not recommend any changes to the retail parking requirements.*

No such disparity between October and December parking demand is expected for offices, which experience consistent demand levels throughout the year. The highest parking demand at the three surveyed locations was 2.57 spaces per 1,000 s.f. A supply rate of 2.86 spaces per 1,000 s.f. would accommodate this demand, assuming a 90 percent circulation factor ($2.86 \times 90 = 2.57$). This rate is well below the rates required by nearby jurisdictions as well as the industry-standard rates, so we do not recommend using it directly, but instead suggest adding a 0.5 space per 1,000 s.f. buffer to this rate to account for potential higher demand rates at unsurveyed sites. This yields a supply rate of 3.33 spaces per 1,000 s.f., which is within the range of rates for nearby jurisdictions and industry standard publications. *We recommend changing the parking requirement for offices to 3.33 spaces per 1,000 square feet.*



**APPENDIX:
Data Summary
Raw Counts**

Los Altos Parking Summary

Office Sites	Survey Dates	Peak Occupancy	Peak Demand
Packard Foundation	10/17/2007	32	1.55
200 Second Street	10/18/2007	39	1.89
Multi-tenant office building	10/17/2007	159	2.08
5150 El Camino Real	10/18/2007	157	2.05
Real estate offices	10/17/2007	84	2.57
161 & 167 So. San Antonio Rd.	10/18/2007	72	2.20
		Average peak	2.06
		Min	1.55
		Max	2.57

Los Altos Parking Summary

Retail Sites	Survey Dates	Peak Occupancy	Peak Demand
Foothill Plaza 2310 & 2350 Homestead Rd.	10/18/2007	248	4.74
	10/20/2007	225	4.3
Elephant Pharmacy 4470 El Camino Real	10/18/2007	21	1.5
	10/20/2007	31	2.21
Village Court Shopping Center 4546 El Camino Real	10/18/2007	220	5.98
	10/20/2007	153	4.16
		Average peak	3.82
		Min	1.5
		Max	5.98

Office Sites

	Size (square feet)
Packard Foundation 300 Second Street	20,632
Multi-tenant office building 5150 El Camino Real	76,400
Real estate offices 161 - 167 So. San Antonio Rd.	32,738

Retail Sites

Foothill Plaza 2310 & 2350 Homestead Rd.	52,315
Elephant Pharmacy 4470 El Camino Real	14,004
Village Court Shopping Center 4546 El Camino Real	36,800

161-167 San Antonio

DATE:10-17-07

RECORDER: MARWIN

# SPACES	SEVILLE	FINANCIAL	HANDICAPPED	UNMARKED	LOWER LEVEL	TOTAL
	41	41	2	6	39	129
9:00	15	11	0	1	9	36
9:30	17	17	0	2	11	47
10:00	21	21	0	2	10	54
10:30	17	19	0	4	12	52
11:00	18	20	0	2	12	52
11:30	21	24	0	3	13	61
12:00	27	20	0	4	12	63
12:30	24	22	0	3	15	64
1:00	24	26	0	4	17	71
1:30	22	24	0	5	14	65
2:00	26	24	0	5	14	69
2:30	26	22	0	6	17	71
3:00	35	27	0	3	19	84

161-167 San Antonio

DATE:10-18-07

RECORDER: MARWIN

# SPACES	SEVILLE	FINANCIAL	HANDICAPPED	UNMARKED	LOWER LEVEL	TOTAL
	41	41	2	6	39	129
9:00	11	9	0	1	8	29
9:30	15	14	0	6	9	44
10:00	18	16	0	6	10	50
10:30	20	15	0	6	12	53
11:00	22	19	0	3	12	56
11:30	20	23	0	4	14	61
12:00	24	20	0	3	12	59
12:30	22	22	0	4	10	58
1:00	23	24	0	5	15	67
1:30	25	26	0	4	17	72
2:00	31	17	0	6	12	66
2:30	27	23	0	5	11	66
3:00	30	23	0	5	13	71

2310-2350 Homestead Road
 Foothill Plaza

DATE:10-18-07

RECORDER: A. LEONARD

# SPACES	UNMARKED	10 MIN	WELLS FARGO	MOTORCYCLE	HANDICAP	UNDEFINED	TOTAL
	298	3	6	4	9	45	365
11:00	166	2	5	0	3	33	209
11:30	178	2	5	0	2	33	220
12:00	190	2	5	0	5	36	238
12:30	172	3	5	0	3	40	223
1:00	196	2	5	0	4	41	248
1:30	187	3	5	0	3	34	232
2:00	193	2	6	0	5	29	235
2:30	177	2	6	0	6	30	221
3:00	170	3	6	0	6	23	208
3:30	177	3	5	0	4	27	216
4:00	172	3	6	0	3	28	212

Foothill Plaza

DATE:10-20-07

RECORDER: A. LEONARD

# SPACES	UNMARKED	10 MIN	WELLS FARGO	MOTORCYCLE	HANDICAP	UNDEFINED	TOTAL
	298	3	6	4	9	45	365
11:00	196	2	6	0	3	16	223
11:30	190	2	6	0	5	19	222
12:00	180	3	6	0	5	18	212
12:30	163	3	6	0	3	19	194
1:00	192	3	6	0	4	17	222
1:30	178	2	6	0	0	19	205
2:00	191	2	6	0	1	19	219
2:30	191	3	5	0	3	20	222
3:00	168	2	4	0	1	18	193
3:30	178	3	6	0	2	19	208
4:00	198	3	5	0	2	17	225

4470 El Camino Real

Elephant Pharm

DATE:10-18-07

# SPACES	UNMARKED	HANDICAP	TOTAL
	65	3	68
11:00	15	0	15
11:30	9	0	9
12:00	15	0	15
12:30	21	0	21
1:00	18	1	19
1:30	19	1	20
2:00	17	1	18
2:30	16	0	16
3:00	17	0	17
3:30	16	0	16
4:00	15	0	15

Elephant Pharm

DATE:10-20-07

# SPACES	UNMARKED	HANDICAP	TOTAL
	65	3	68
11:00	25	0	25
11:30	31	0	31
12:00	24	0	24
12:30	9	0	9
1:00	26	0	26
1:30	20	0	20
2:00	21	0	21
2:30	25	0	25
3:00	21	0	21
3:30	25	0	25
4:00	14	0	14

4546 El Camino Real

Village Court

DATE:10-18-07

RECORDER JIM LEONARD

# SPACES	UNMARKET	15 MIN	HERITAGE	30 MIN	HANDICAP	TOTAL
	266	3	10	2	4	285
11:00	142	1	1	1	0	145
11:30	163	1	1	2	1	168
12:00	185	2	3	3	2	195
12:30	200	3	3	3	1	210
1:00	212	2	3	1	2	220
1:30	190	2	2	1	1	196
2:00	154	2	1	2	1	160
2:30	140	1	2	1	0	144
3:00	127	1	2	1	0	131
3:30	124	2	1	2	1	130
4:00	125	1	1	2	1	130

Village Court

DATE:10-20-07

RECORDER JIM LEONARD

# SPACES	UNMARKET	15 MIN	HERITAGE	30 MIN	HANDICAP	TOTAL
	266	3	10	2	4	285
11:00	106	1	1	1	0	109
11:30	106	1	2	2	1	112
12:00	116	3	4	2	1	126
12:30	113	3	5	1	1	123
1:00	144	3	3	1	2	153
1:30	140	2	3	1	1	147
2:00	128	1	2	2	0	133
2:30	88	1	2	1	0	92
3:00	88	1	1	1	1	92
3:30	80	1	1	2	1	85
4:00	70	1	1	2	1	75

5150 ECR DATE:10-17-07

# SPACES	290	4	TOTAL
9:00	68	0	68
9:30	91	0	91
10:00	106	0	106
10:30	119	0	119
11:00	134	0	134
11:30	132	0	132
12:00	129	0	129
12:30	125	1	126
1:00	127	0	127
1:30	131	0	131
2:00	134	0	134
2:30	148	0	148
3:00	159	0	159

5150 ECR DATE:10-18-07

# SPACES	290	4	TOTAL
9:00	64	0	64
9:30	73	0	73
10:00	99	0	99
10:30	114	0	114
11:00	126	0	126
11:30	131	0	131
12:00	137	0	137
12:30	138	0	138
1:00	144	0	144
1:30	141	0	141
2:00	146	0	146
2:30	151	0	151
3:00	157	0	157

300 2nd Street

PACKARD

DATE:10-17-07

RECORDER HARVEY

# SPACES	UNMARKEE	VISITOR	HANDICAP	UNMARKEE	MAIL VAN	HANDICAP	TOTAL
	7	10	1	63	1	3	85
9:00	5	1	0	20	0	0	26
9:30	5	3	0	21	0	0	29
10:00	5	3	0	21	0	0	29
10:30	4	2	0	22	0	0	28
11:00	3	3	0	22	0	0	28
11:30	5	4	0	21	0	0	30
12:00	3	3	0	22	0	0	28
12:30	4	3	0	22	0	0	29
1:00	4	3	0	21	0	0	28
1:30	4	4	0	21	0	0	29
2:00	4	6	0	22	0	0	32
2:30	4	6	0	22	0	0	32
3:00	4	5	0	22	0	0	31

PACKARD

DATE:10-18-07

RECORDER HARVEY

# SPACES	UNMARKEE	VISITOR	HANDICAP	UNMARKEE	MAIL VAN	HANDICAP	TOTAL
	7	10	1	63	1	3	85
9:00	7	7	0	21	0	0	35
9:30	7	7	0	22	0	0	36
10:00	7	9	0	23	0	0	39
10:30	7	8	0	24	0	0	39
11:00	5	8	0	25	0	1	39
11:30	6	7	0	24	0	0	37
12:00	6	7	0	24	0	0	37
12:30	5	7	0	24	0	0	36
1:00	5	8	0	24	0	0	37
1:30	5	5	0	24	0	0	34
2:00	4	4	0	23	0	0	31
2:30	4	4	0	23	0	0	31
3:00	4	4	0	23	0	0	31