



DATE: April 4, 2013

AGENDA ITEM # 2

TO: Planning and Transportation Commission
FROM: Zachary Dahl, Senior Planner
SUBJECT: 12-D-12 and 12-SD-01 – 86 Third Street

RECOMMENDATION:

Recommend approval of Design Review application 12-D-12 and Subdivision application 12-SD-01 to the City Council subject to the findings and conditions

PROJECT DESCRIPTION

This is a Design Review and Subdivision application for a new four-story mixed-use building. The project includes 5,525 square feet of office space in five units, 20 residential condominium units and one level of underground parking. The existing site contains surface parking, two offices buildings with a total of 5,315 square feet and multiple mature trees. Attachment A includes more information about the proposed project and Attachment B includes area and vicinity maps of the project location. The following table summarizes the project's technical details:

GENERAL PLAN DESIGNATION: Downtown Commercial
ZONING: CD/R3, Commercial Downtown/Multiple-Family
PARCEL SIZE: 21,311 square feet
MATERIALS: Asphalt single roofing, cement plaster, limestone veneer and fiber cement siding, wood clad windows and doors, metal trellis and railing details, precast planter boxes and wood fencing

| | Existing | Proposed | Required |
|----------------------|----------------------------|---|-----------------|
| FLOOR AREA: | 5,315 square feet (office) | 5,525 square feet (office) 28,135 square feet (res.) | N-A |
| SETBACKS: | | | |
| Front (Third Street) | 10 feet | 2 feet | 2 feet |
| Left Side (Plaza 8) | 0 feet | 2 feet | 2 feet |
| Right Side | 0 feet | 6 feet | 0 feet |
| Rear (alley) | 32 feet | 4 feet | 2 feet |
| HEIGHT: | 23 feet | 42 feet, 6 inches | 45 feet |
| PARKING: | 24 spaces | 59 spaces | 58 spaces |

BACKGROUND

Preliminary Project Review Study Session

On November 15, 2012, the Planning and Transportation Commission held a study session to consider a Preliminary Project Review application for a new project at 86 Third Street. The applicant noted that the goal was to develop a mixed-use building with office on the ground floor, around 20 condominium units and one level of underground parking. Multiple different schematic architectural designs and building materials were presented to the Commission. The Commission provided preliminary feedback on project design concept, potential building materials and other issues, such as traffic, that the applicant should address. Following the study session, the applicant formalized the project design and submitted project application on December 28, 2012.

Bicycle and Pedestrian Advisory Commission

On February 27, 2013, the Bicycle and Pedestrian Advisory Commission held a public meeting to consider the proposed project. The Commission was generally supportive of the proposed project, with some additional suggestions that the project should consider pedestrian safety, provide accessible bicycle parking in the garage and design the hallways, doors and elevators large enough to handle bicycles. Following the discussion, the Commission voted unanimously to recommend approval of the project. The meeting minutes are included as Attachment C.

Downtown Design Plan and Downtown Design Guidelines

The Downtown Design Plan (DDP) was adopted to reinforce the identity of downtown Los Altos as a retail center, to improve the visual quality of the area and to foster an attractive pedestrian environment. The project site is located along Third Street, adjacent to public parking Plaza 8, which is identified as the residential perimeter that supports the Downtown core. While this area is not explicitly addressed, the DDP encourages infill development that fosters a pedestrian friendly environment, maintains and improves the existing landscaping patterns, and relates to the scale and character of the Downtown Core.

Most projects in the downtown triangle are also subject to the Downtown Design Guidelines. However, since this site is located north of the public parking plazas, in the residential area of the downtown triangle, it is not located within any of the three districts and thus not subject to the Downtown Design Guidelines.

The CD/R3 District

In February of 2010, the City Council rezoned many of the properties along First Street and the Downtown edge, including the subject property, to the CD/R3 District. Specific Purposes of the CD/R3 District applicable to the project include, but are not limited to:

- Allow latitude for creative design and architectural variety within limits established;
- Preserve and improve the character of the area immediately surrounding the existing downtown pedestrian district;

- Provide for a full range of retail, office, and service uses appropriate to downtown; and
- Improve the visual appeal and pedestrian orientation of downtown.

DISCUSSION

General Plan Compliance

The General Plan land use designation for the subject site is Downtown Commercial, which encourages a range of commercial, office and residential uses that support the Downtown Core. General Plan goals for this land use include the preserving and enhancing the identity and unique character of Los Altos, increasing the appeal and attractiveness of Downtown to pedestrians and shoppers, and enhancing the economic vibrancy. This project meets these goals by enhancing the streetscape with a new building, providing a design that is compatible with the small-town village atmosphere, contributing to the architectural interest of the City and maintaining a pedestrian oriented scale. The project will also provide two below market rate housing (BMR) units, which supports the goals and policies of the City's Housing Element.

Zoning Compliance

The project complies with the zoning code requirements for the CD/R3 District. The proposed building has a two- to four-foot setback with landscaping along the Third Street frontage (front), a two- to 24-foot setback with some landscaping along the parking plaza frontage (side) and a four-foot setback without any landscaping along the alley frontage (rear). The landscaping in the setback will be further discussed in the development incentives section below. The trash enclosure is designed to be accessed via the rear alley and the rooftop mechanical is screened from view by the roof forms.

The building has a maximum height of 42 feet, six inches (measured to the midpoint of the highest sloping roof) for the two, fourth-story elements. However, since the fourth story elements are located in the middle of the building, the more perceptible height is the third-story roof, which has a height of 37 feet, six inches to the midpoint of the sloping roof. For comparison purposes, the adjacent residential building (Chartwell) has a maximum height of 38 feet, four inches to the top ridge line. The ground floor office spaces also have a ceiling height of 12 feet, which meets the CD/R3 District requirement for ground floor commercial.

With regard to parking, the project is not within the public parking plaza district and therefore required to provide onsite parking. As outlined in the City's parking requirements, the project needs to provide one space per 300 square feet for office uses, two spaces per residential unit and one guest space for every four residential units. However, for mixed-use projects, the spaces required for the office uses can also be used for guest parking spaces. For the 5,525 square feet of office, 18.41 or 18 parking spaces are required and 19 spaces are provided – seven surface spaces and 12 spaces in the underground garage. For the 20 residential units, 40 parking spaces are required, and 40 spaces in the underground parking garage are provided. The applicant's cover letter (Attachment A) provides more details on the use and access of these parking spaces for the office users.

Design Review Findings

The design has a contemporary inspired architectural style that uses a mixture of modern and traditional elements, such as gable roof forms, balconies and exposed wood details, which is complementary to the design character of the adjacent structures along Third Street. The project design uses rustic materials, pedestrian scale elements and is oriented to face both Third Street and the public parking plaza, which meets the intent of the Downtown Design Plan and the CD/R3 Design Controls.

The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design. The bulk and mass of this structure is articulated to create a smaller scale rhythm within each elevation, which creates an appropriate scale given the overall size of the project. The use of different materials, recessed balconies on the second and third floors and trellis overhangs create focal points, provides varying depths and avoids large blank surfaces.

The Third Street elevation (front or east) includes the driveway to the underground parking garage, the main entrance to the residential units and a secondary frontage for one of the office suites. The use of the limestone veneer and metal trellises differentiate the office portion of the building while creating interest at the pedestrian scale. The entrance to residential units includes a vertical bay element above it to create a focal point and uses the fiber cement siding (faux wood), building articulation and recessed patios and decks to transition the building to a more residential character.

The parking plaza elevation (side or south) creates the appearance of a mixed-use building with the commercial office facades on the ground level and more residential elements, such as recessed balconies, on the second and third floors. This design provides an active facade facing the parking plaza and relates well to the Downtown Core. The alley elevation (rear or west) is also well articulated with bay windows, balcony recesses and a mixture of materials.

Landscaping

The existing site has 18 trees, including 10 mature trees (four deodara cedars, three silk oaks, a coast live oak, a douglas fir and a canary island pine) with diameter that exceed 15 inches (equivalent to 48-inches in circumference, which is a City protected tree). The arborist report (Attachment D) identifies all of the mature trees as being in “fair” or “poor to fair” condition. Due to the size of the project’s underground parking garage, which fills the entire site, it would not be possible to retain any of the existing mature trees.

As outlined in the landscape plan (Sheet L1) there will be new landscaping in raised planters along all the property frontages and planted in the median within the Third Street right-of-way. To replace the trees that have been removed, the applicant will plant seven new Chinese Pistache street trees in median within the Third Street public right-of-way. There will also be pots with new landscaping in front of the office spaces that face the public parking plaza. The side elevation adjacent to the driveway includes a metal trellis with a climbing vine.

While there is limited space for new landscaping given the size of the project, there is still an opportunity for the applicant to include more robust landscaping and vertical vegetation to replace the loss of the existing mature trees and landscaping. The CD/R3 District also requires that a minimum of five percent of all on-site parking areas must have landscaping and street trees. Therefore, staff recommends that the applicant revise the landscape plan to increase the size of the planting pots to be able to handle trees, identify areas where additional trellises with climbing vines can be installed on the building, identify other ways that taller vegetation can be added to the project and update the size of all planting species to be a minimum of five gallons and trees to be 24-inch box (Condition No. 2). With this condition, staff can support the finding that the landscaping is generous and inviting.

Site Circulation and Offsite Improvements

The project is served by a driveway entrance on Third Street, a one-way drive isle in the public parking plaza and the 16-foot wide public alley along the rear. The driveway entrance on Third Street provides access to the underground parking garage. It is located adjacent to the Chartwell condominium's underground parking garage driveway and functions in a similar capacity, but with a driveway ramp that is not quite as steep. In order to ensure that vehicles exiting the garage are aware that the driveway crosses a public sidewalk, staff has added a condition install a "watch for pedestrians" sign at the top of the ramp (Condition No. 28). This was also a recommendation from the Bicycle and Pedestrian Advisory Commission.

In addition to the 52 parking spaces in the underground garage, the project has seven at-grade parking spaces that serve the office space. These parking spaces abut the public parking plaza and are served by a one-way drive aisle located within the public parking plaza. This parking plaza drive aisle currently serves some of the existing parking on the site, so this is an existing condition that would be maintained. However, in order to support the continued use of the public parking plaza to serve the project's surface parking, staff recommends that the seven surface spaces be unrestricted – meaning that the applicant would not put up any restrictive signage and they could be used by the public when the offices are closed (Condition No. 3). In addition, the applicant will be paying for pavement, drainage and landscape improvements in this area of the public parking plaza drive aisle. Condition Nos. 19 and 23 address how these improvements will be paid for and installed.

The site is also served by the public alley, which is located along the project's rear (west) property line. Due to the narrow width of the alley, no public parking for the project would be allowed to be accessed via the alley. But, the alley will provide access for trash and recycling pickup. The applicant will also be removing two existing utility poles that are located in the alley and undergrounding the associated overhead utilities. The removal of these poles will result in improved vehicle circulation and better aesthetics on the alley.

Affordable Housing and Development Incentives

Both the City's General Plan and the Multiple-Family Affordable Housing ordinance (Chapter 14.28) require new multiple-family housing projects to include below market rate (BMR) units. For residential projects over 10 units, a minimum of 10 percent of the for-sale units are required to be designated as BMR units. In order to meet this requirement, the applicant is proposing two of the

condominium units, 10 percent of the total units, be designated as BMR. Unit 102, a two-bedroom unit, will be affordable at the Moderate income level and Unit 104, a smaller two-bedroom unit, will be affordable at the Low income level. In order to help offset the cost incurred by the applicant to provide these affordable housing units, State law requires a jurisdiction, if requested by the applicant, to grant a density bonus and a development incentive when at least 10 percent of the residential units are designated as BMR for persons or families at a Moderate income level.

The CD/R3 District does not have a density limit, so the project is not bound by a maximum number of units. Therefore a density bonus is not needed, nor is it applicable, for this project. With regard to a development incentive, the two-foot setback along the rear alley is required to be landscaped; however, in order to provide access to the trash enclosure, a rear entrance to the building and a pedestrian pathway between the office spaces and the stairwell to the underground parking garage along the building, there is not space for any landscaping. Therefore, an exception from the CD/R3 District requirement for landscaping along the alley is recommended for the project's development incentive.

Condominium Subdivision

The project includes a condominium subdivision tentative map. The subdivision will divide the property into 20 separate residential condominium units and five office units, along with underground parking spaces, private open space patios and decks and a common use lobby area. Subdivisions must meet the permitted density allowed in the City's General Plan, cannot be injurious to public health and safety, must be suitable for the proposed type of development, and must not conflict with access easements.

Since the City's General Plan does not have a maximum density for residential development in this area, the project meets the allowed General Plan and zoning density. The site is an in-fill site with access to all public utilities and public right-of-way and does not conflict with any access easements. Therefore, the project meets all required subdivision findings.

ENVIRONMENTAL REVIEW

This project, which is defined as an infill project, qualifies for a categorical exemption provided that it meets the following five conditions:

1. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
2. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
3. The project site has no value as habitat for endangered, rare or threatened species.
4. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
5. The site can be adequately served by all required utilities and public services.

As discussed in earlier sections, the project is consistent with the General Plan land use and zoning designations as well as all applicable policies and regulations. The site is less than five acres,

surrounded by urban uses, does not provide any habitat for endangered, rare or threatened species, and can be served by all required utilities and public services. In addition, the project will not create any significant effects relating to air quality or water quality.

A traffic analysis was prepared for the project by Hexagon Transportation Consultants (Attachment E). As outlined in the analysis, the existing office uses generate 192 average daily trips, 13 AM peak hour trips and 19 PM peak hour trips, and the proposed office and residential uses will generate 358 average daily trips, 28 AM peak hour trips and 36 PM peak hour trips. This will result in a net increase of 166 average daily trips, 15 AM peak hour trips and 17 PM peak hour trips. Figure 1 in the traffic analysis shows the trip distribution for the new traffic and identifies which intersections will experience increased traffic during the AM and PM peak hours. Based on the relatively small increase in peak hour trips, none of the affected intersections or street segments will be significantly impacted or experience a reduction in level of service (LOS) as a result of this project.

Therefore, since this project is classified as an infill project and meets the required conditions, it is categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act.

Cc: Dave Luedtke, Applicant and Property Owner
Levy Design Partners, Project Architect

Attachments:

- A. Application and Applicant Cover Letter
- B. Area and Vicinity Map
- C. Bicycle and Pedestrian Advisory Commission Minutes, February 27, 2013
- D. Arborist Report, February 20, 2013
- E. Traffic and Parking Analysis, February 13, 2013

FINDINGS

12-D-12 and 12-SD-01 – 86 Third Street

1. The Planning and Transportation Commission finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines as amended on January 1, 2013 that the following Categorical Exemption findings can be made:
 - a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;
 - b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
 - c. The project site has no value as habitat for endangered, rare or threatened species;
 - d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
 - e. The site can be adequately served by all required utilities and public services.

2. The Planning and Transportation Commission finds in accordance with Chapter 14.78 of the Municipal Code that the following Design Review findings can be made:
 - a. The proposal meets the goals, policies and objectives of the General Plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area;
 - b. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
 - c. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays and balconies;
 - d. Exterior materials and finishes convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements;
 - e. Landscaping is generous and inviting and landscape and hardscape features are designed to complement the building and parking areas and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage;
 - f. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions;
 - g. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
 - h. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

3. The Planning and Transportation Commission finds in accordance with Section 66474 of the Subdivision Map Act of the State of California that the following summary findings for subdivision application 12-SD-01 can be made:
 - a. That the proposed subdivision is consistent with the Downtown Commercial General Plan land use;
 - b. That the site is physically suitable for this type and density of development;
 - c. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife;
 - d. That the design of the subdivision is not likely to cause serious public health problems; and
 - e. That the design of the subdivision will not conflict with public access easements.

CONDITIONS

12-D-12 and 12-SD-01—86 Third Street

GENERAL

1. Project approval is based upon the plans received on March 26, 2013, except as modified by these conditions.
2. Revise the landscape plan to include more generous and inviting landscaping. Specifically:
 - a. Increase the size of the planting pots to be able to handle smaller trees;
 - b. Identify areas where additional trellises with climbing vines can be installed on the building;
 - c. Identify other ways that taller vegetation can be added to the project; and
 - d. Increase the size of all planting species to be a minimum of five gallons and all trees to be 24-inch box.
3. The seven surface parking spaces accessed via the public parking plaza shall be considered be unrestricted and the owner shall not put up any restrictive signage to limit the use of these spaces.
4. An encroachment permit and/or a permit to open streets shall be obtained prior to any work done within the public right-of-way and it shall be in accordance with plans to be approved by the City Engineer.
5. The owner shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.
6. All improvements shall comply with Americans with Disabilities Act (ADA).
7. The project shall comply with the City of Los Altos Municipal Regional Stormwater (MRP) National Pollutant Discharge Elimination System (NPDES) Permit No. CA S612008, Order R2-2009-0074, Provision C.3 dated October 14, 2009. The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.
8. Any proposed sewer lateral connection shall be approved by the City Engineer.
9. The applicant shall remove the two utility poles located in the alley along the southwest property line and underground all associated utilities.
10. One condominium unit: Unit 102 (two-bedroom), shall be offered for sale to a moderate income household for a 30-year period or for rent at a price that is affordable to a low income household for a 30-year period in accordance with the City's Affordable Housing Agreement.

11. One condominium unit: Unit 104 (two-bedroom), shall be offered for sale to a low income household for a 30-year period or for rent at a price that is affordable to a low income household for a 30-year period in accordance with the City's Affordable Housing Agreement.
12. In the event it is necessary to acquire offsite easements or street rights-of-way, the owner shall enter into an agreement with the City prior to final map approval agreeing to pay all condemnation costs, for dedication of all required easements or street right-of-way. This agreement shall be recorded and require the owner to deposit all condemnation costs with the City within 21 days of Parcel Map approval. The owner shall agree to provide an initial cash deposit as determined by the City.
13. The owner agrees to hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

PRIOR TO BUILDING PERMIT SUBMITTAL

14. The owner shall execute an Affordable Housing Agreement with the City to retain the two below market rate units as required by the City Attorney and the Community Development Director.
15. The owner shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a Qualified Green building Professional.
16. The owner shall show the location of underground utilities pursuant to Section 12.68 of the Municipal Code.
17. The plans shall show that all exterior lighting on the building and balconies have shrouds and/or are directed downward to avoid impacts to the adjoining properties.

PRIOR TO ISSUANCE OF BUILDING PERMIT

18. The owner shall pay all applicable fees, including but not limited to sanitary sewer impact fees, parkland dedication in-lieu fees and traffic impact fees, as required by the City of Los Altos Municipal Code.
19. The owner shall submit the Final Subdivision Map for review by the City Engineer.
20. The owner shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) for the work in the public right-of-way. A separate cash deposit shall be submitted to match the cost estimate for the work within the public parking plaza, which includes replacement of the entire width of the driveway along the south east frontage of the site. The deposit shall also include an additional six percent of the construction cost estimate to cover the City's administration costs.

21. The owner shall submit detailed plans for any construction activities affecting the public right-of-way, include but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, to the City Engineer for review and approval. The owner shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by the City.
22. The owner shall submit a construction management plan for review and approval by the Community Development Director. The construction management plans shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The owner shall pay the applicable fees before the transportation permit can be issued by the City Traffic Engineer.
23. The owner shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The owner shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be roofed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the city's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure.
24. The owner shall provide drawings and specifications at no cost to the City for the work within the public parking plaza, which includes replacement of the entire width of the driveway along the south east side frontage of the site. The final drawings and specifications shall be reviewed and approved by the City Engineer. The City will utilize these plans to do the work within the public parking plaza. Owner agrees to reimburse the City for the cost of construction. Cost shall include the City's bid price for this work and any resulting change orders during construction plus the City's administration cost, which will be six percent of the construction cost. The City's construction contract will begin when applicant has completed the proposed trench drain along the southeast side of the site. Full payment for this work shall be made prior to final acceptance of the project.
25. The owner shall provide a Stormwater Management Plan (SWMP) in accordance with the City guidance document showing that 100 percent of the site is being treated and is in compliance with the MRP. The SWMP must be reviewed and approved by a City approved third party consultant and the City Engineer at the owner's expense. The recommendations from the SWMP shall be shown on the building plans.

PRIOR TO FINAL MAP RECORDATION

26. The owner shall dedicate public utility easements as required by the utility companies to serve the site.

PRIOR TO FINAL OCCUPANCY

27. The owner shall record the final subdivision map as directed by the City Engineer. Owner shall provide a sufficient fee retainer to cover the cost of the map review by the City.
28. The owner shall submit verification that the house was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
29. The owner shall install a “watch for pedestrians” sign at the top of the underground parking garage driveway ramp as approved by the City Engineer.
30. The owner shall provide an acoustical analysis that evaluates the noise generated by the rooftop and garage mechanical equipment to ensure that the project is in compliance with the City’s General Plan and Noise Ordinance.
31. The owner shall remove and replace the entire planter strip, sidewalk, curb and gutter along the project’s Third Street frontage as directed by the City Engineer.
32. A one-year, ten percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
33. The owner shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The owner shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.
34. All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer.
35. The owner shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the “NO DUMPING - FLOWS TO ADOBE CREEK” logo as required by the City.



ATTACHMENT A

CITY OF LOS ALTOS GENERAL APPLICATION

Type of Review Requested: *(Check all boxes that apply)*

Permit # 1105437

| | | |
|--|---|--|
| <input type="checkbox"/> One-Story Design Review | <input type="checkbox"/> Sign Review | <input checked="" type="checkbox"/> Multiple-Family Review |
| <input type="checkbox"/> Two-Story Design Review | <input type="checkbox"/> Sidewalk Display Permit | <input type="checkbox"/> Rezoning |
| <input type="checkbox"/> Variance(s) | <input type="checkbox"/> Use Permit | <input type="checkbox"/> R1-S Overlay |
| <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Tenant Improvement | <input type="checkbox"/> General Plan/Code Amendment |
| <input type="checkbox"/> Tentative Map/Division of Land | <input type="checkbox"/> Preliminary Project Review | <input type="checkbox"/> Appeal |
| <input checked="" type="checkbox"/> Subdivision Map Review | <input type="checkbox"/> Commercial Design Review | <input type="checkbox"/> Other: |

Project Address/Location: 86 Third Street, Los Altos, CA

Project Proposal/Use: Mixed-Use (Residential/Commercial)

Current Use of Property: Medical Office Building

Assessor Parcel Number(s) 167-39-131 Site Area: 21,311 SF

New Sq. Ft.: 61,980 SF Remodeled Sq. Ft.: 0 SF Existing Sq. Ft. to Remain: 0 SF

Total Existing Sq. Ft.: 5,000 SF (approx.) Total Proposed Sq. Ft. (including basement): 61,980 SF

Applicant's Name: Dave Luedtke

Home Telephone #: _____ Business Telephone #: (650) 823-1061

Mailing Address: 86 Third Street, LLC 280 Second Street

City/State/Zip Code: Los Altos, CA 94022

Property Owner's Name: Dave Luedtke

Home Telephone #: _____ Business Telephone #: (650) 823-1061

Mailing Address: 86 Third Street, LLC 280 Second Street

City/State/Zip Code: Los Altos, CA 94022

Architect/Designer's Name: Levy Design Partners Telephone #: (415) 777-0561

***** If your project includes complete or partial demolition of an existing residence or commercial building, a demolition permit must be issued and finalized prior to obtaining your building permit. Please contact the Building Division for a demolition package. *****

90 South Park
San Francisco CA 94107

415 777 0561 tel
415 777 5117 fax

ARCHITECTURE
LEVY DESIGN PARTNERS INC

28 March 2013

Mr. Zach Dahl
Planning Division
One North San Antonio Road
Los Altos, CA 94022



Re: New Mixed Use Residential Project - 86 Third Street; Los Altos

Dear Zach;

Attached please find our Design Review resubmission for a new residential mixed use project in downtown Los Altos.

The proposed project contains 20 residential units and 5,525 square feet of commercial/ office space. There are sixteen 3 bedroom units and four 2 bedroom units. We are offering 2 BMR units of the 20 total units. The commercial space is subdivided into 5 spaces, each with their own bathroom and access directly off of the North Plaza. Parking is provided in an underground garage as well as maintaining current parking spaces on the project site, directly off of North Plaza as angled guest and commercial parking. It will be buffered with landscaping between the angled parking and the front of the commercial spaces. The project proposes 52 spaces in the underground garage, of which one is tandem and seven spaces directly off of the North Plaza. The resulting 59 parking spaces meet the requirements for the residential units and commercial spaces, based on our request to the Commission and Council to combine residential visitor parking with the commercial parking as provided for in the CD/R3 zone.

The purpose of the design is to create a mixed use project that reflects its context, by responding the residential nature of Third Street and commercial setting of the North Plaza. We have taken our design cues from both the Chartwell project next door and other commercial buildings in the Los Altos downtown. The façade facing Third Street has a recessed residential entrance at the center, which is accented by a raised section of the sloped roof. It is modulated in scale, accenting the lower 2 levels, with an overhanging roof line to further bring down the scale. The commercial nature of the building begins to be visible along Third Street as it nears the North Plaza corner. The two lower floors are articulated and in various areas covered with stone or board siding. The upper level of the building and background will be cement plaster.

The various roof forms visible from the North Plaza also break down the scale. The residential units in the center of the North Plaza façade are set back further above the one story stone arcade element, thereby reducing the pedestrian scale and maximizing sunlight into the plaza. An angled roof form at the alley adds interest and natural daylight without increasing height on the Third Street and North Plaza elevations. Although the site carries a 45' height limit, we are proposing a 3 story structure plus lofts, at a height of 40'-6".

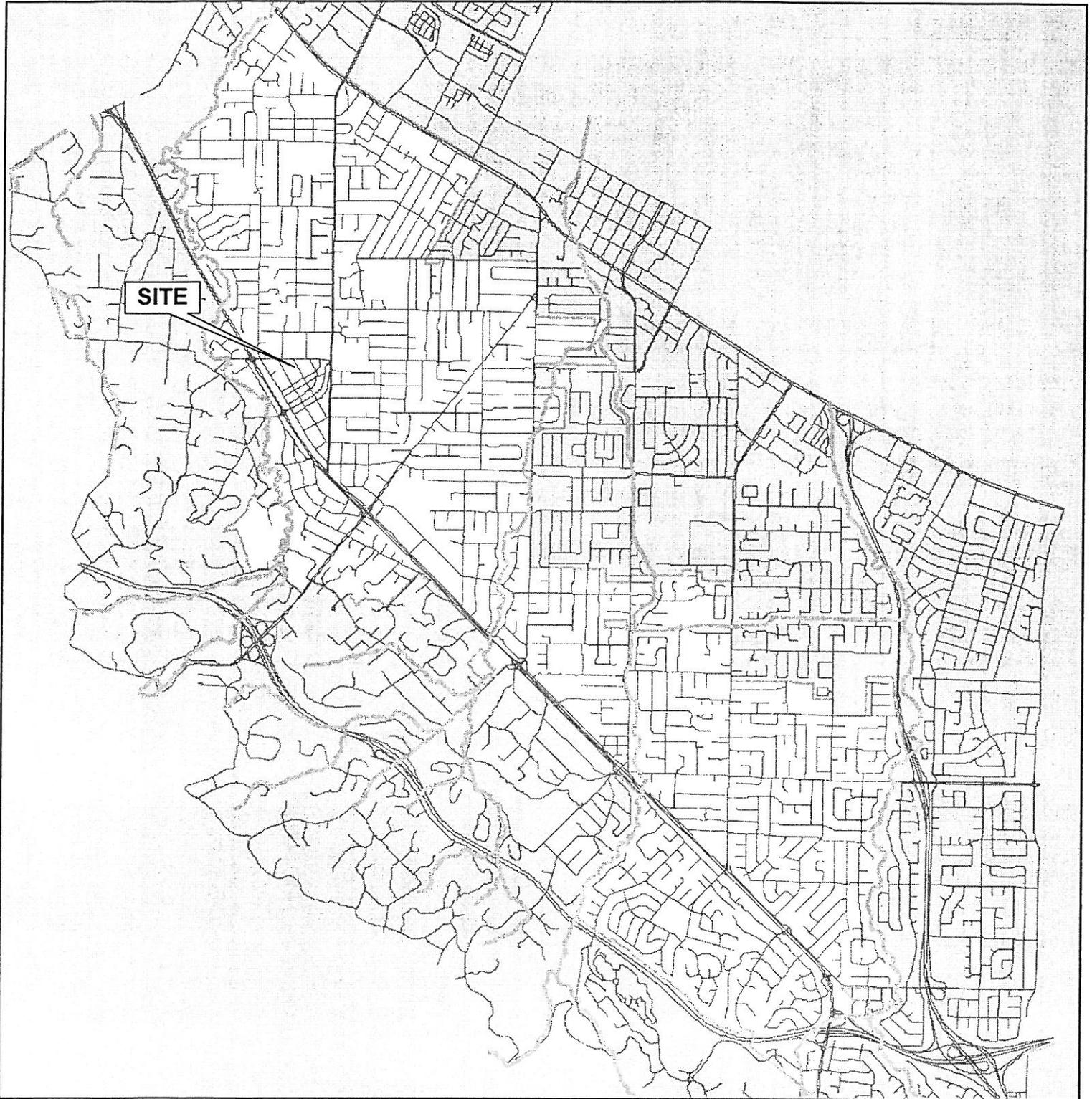
Thank you for your attention and please feel free to call me with any comments or questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Toby S. Levy". The signature is fluid and cursive, with the first name "Toby" being more prominent and the last name "Levy" following in a similar style.

Toby S. Levy FAIA
Architect and Principal

AREA MAP



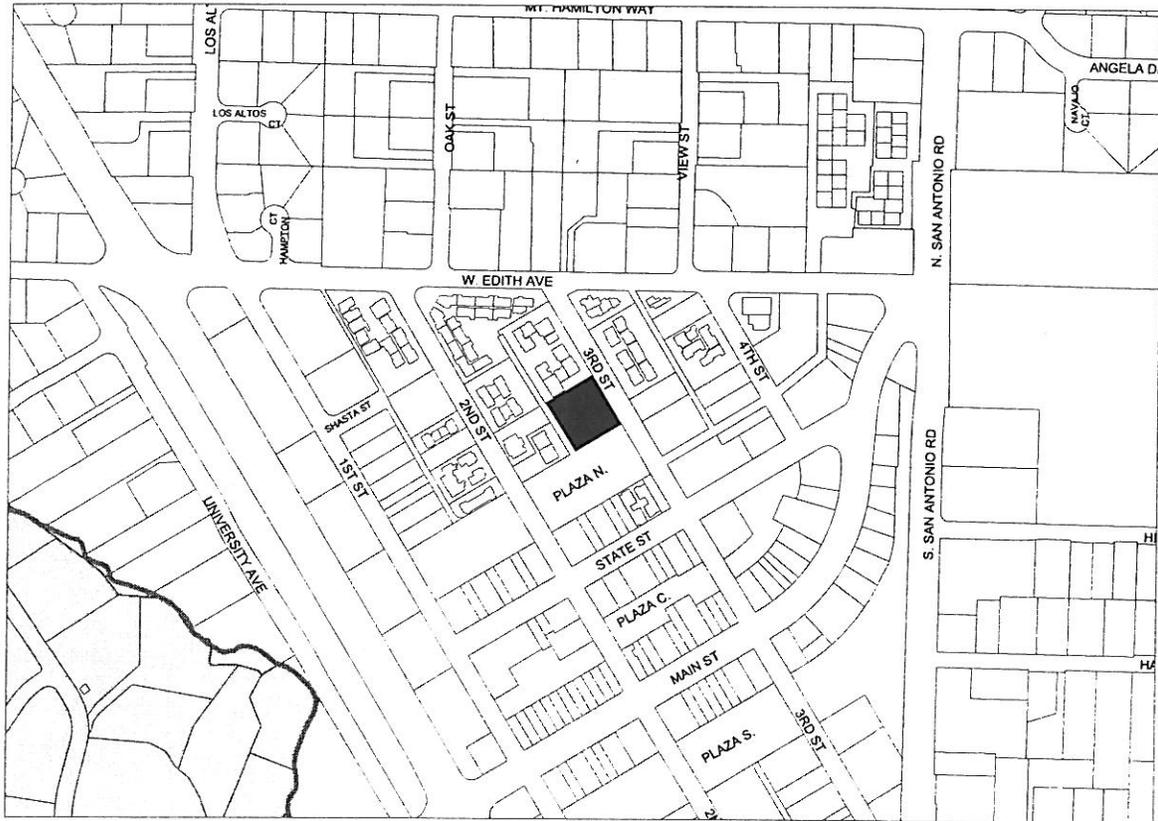
CITY OF LOS ALTOS

APPLICATION: 12-D-12 and 12-SD-01
APPLICANT: D. Luedtke
SITE ADDRESS: 86 Third Street

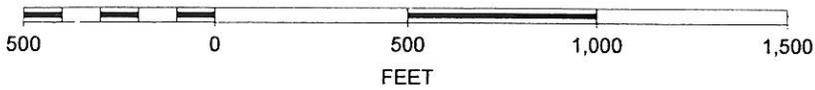


Not to Scale

VICINITY MAP



SCALE 1 : 6,000



CITY OF LOS ALTOS

APPLICATION: 12-D-12 and 12-SD-01
APPLICANT: D. Luedtke
SITE ADDRESS: 86 Third Street

MINUTES OF A REGULAR MEETING OF THE BICYCLE AND PEDESTRIAN
ADVISORY COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY,
FEBRUARY 27 AT 7:00 P.M. AT CITY HALL-COMMUNITY CHAMBERS, ONE
NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Suzanne Ambiel (Chair), Bill Crook, Chris Hlavka, Wes Brinsfield, Bill Sheppard, Karl Danz (Vice-Chair), Jim Fenton, Cedric Novenario (City Staff Liaison), Zach Dahl (Planning Staff), 86 Third Street Applicant, Jim Wing (Public in Attendance)

ABSENT: None

PUBLIC COMMENTS

Jim Wing provided comments on the design review application for 86 Third Street. See attached comments.

ITEMS FOR CONSIDERATION/ACTION

1. Commercial Design Review Application for 86 Third Street
 - Approval to of application 12-D-10 to the Planning and Transportation Commission with seven (6) suggestions
 - Move basement bike storage to center of aisle to accommodate 2-way bike parking.
 - Post sign at top of driveway for existing vehicles, "Watch for Pedestrians"
 - Provide wider door access for 1st and Basement floors where bicycle access is expected.
 - Consider additional bicycle racks in on Third Street in front of the building
 - Consider non-slip surface treatment in the interior lobby of the building for cyclists.
 - Consider low planting landscape where motorists, cyclist and pedestrian sight lines are needed, ie driveway exists.

On a motion by Jim Fenton, seconded by Wes Brinsfield, the following item is approved. Passed 7-0

2. Minutes

Approval of minutes, with the correction to include written comments from Members of the Public (Jim Wing), recognize that Commissioner Bill Sheppard was present, recognize Commissioners Karl Danz and Jim Fenton were absent for-Special Meeting of February 6, 2013- Passed 5-0, 2 abstain.

On a motion by Bill Crook, seconded by Jim Fenton, the item is approved.

3. Commission Accomplishments

- Approval of the 2012 BPAC Commission Accomplishments with the following suggestions:
 - Change "Listing of Potential Projects" to "Integrated Database of Bicycle/Pedestrian Issues"
 - List the following activities to "On-Going BPAC Activities"

- Community Outreach
- Bike to Work Day
- Design Review Applications
- VTA Liason
- Grant/Staff input
- Website Support

On a motion by Wes Brinsfield, seconded by Karl Danz, the item is approved.

4. 2013 Commission Work Plan
Staff presented and solicited input from the Commission for the 2013 BPAC work plan. Work plan to be reviewed and approved at the March regular meeting.
5. Update Suggested Route to School
Commission discussed the feasibility of updating the Suggested Routes to School Maps. Commission recommended that process and policy be developed as a first step.
6. Monthly Staff Reports
Staff liaison updated Commission on related Capital Improvement Projects and grant applications.

ADJOURNMENT

Chair Suzanne Ambiel adjourned the meeting at 9:17 p.m.

Cedric Novenario

From: James Wing [jameswing@msn.com]
Sent: Monday, February 25, 2013 3:01 PM
To: Cedric Novenario
Cc: Zach Dahl
Subject: BPAC 2/27/2013 Letter

Hi Cedric,

Enclosed is my letter to BPAC on 86 Third development. I tried to send using link on web site but it did not work so I sent directly to members.

Thanks, Jim Wing

BPAC Chair Ambiel and Commission Members,

Subject: BPAC 2/27/2013 Meeting Agenda Item 1, Development at 86 Third Street

Development drawings show bi-directional underground parking driveway exit to Third Street along the north property line. Visibility of pedestrians on sidewalk as cars exit underground parking is a concern. The developer should be required to provide a "ten feet triangle" visibility zone on both sides of driveway prior to sidewalk intersection. Landscaping in this zone should be no higher than three feet.

As cars exit underground parking, slope of driveway just prior to sidewalk is important. If slope is greater than 5% in the last 15 feet of driveway, cars will quickly roll back as they stop for pedestrians. When slope is greater than 5%, some drivers will drive onto sidewalk before stopping to prevent roll back. I recommend you request 5% slope in the last 15 feet rule for underground parking driveway exit.

ADA accessible pedestrian walkway is required along Parking Plaza 8 traffic lane on new development south property line from Third Street sidewalk to alley. Drawing does not show a walkway or pedestrian access to/from seven diagonal parking spaces that border Plaza 8. One of these parking spaces is handicapped. Developer's letter does note a 48" walkway along Plaza. Details of this walkway should be shown on drawing. Details like:

Short sidewalk curb between sidewalk and Plaza traffic line similar to curb on 91 Third Street across the street.

Sidewalk corners as it jogs around diagonal parking should have a radius for ADA access.

Walkway route going from sidewalk to alley.

Thank you for your consideration

Jim Wing

Milverton Road

Los Altos, CA

3/15/2013

ARBORIST REPORT

Submitted To:

**Mr. David Luedtke
86 Third Street LLC
280 Second Street
Los Altos, CA 94022**

Project Location:

**86-102 Third Street
Los Altos, CA**

Submitted By:

**McCLENAHAN CONSULTING, LLC
John H. McClenahan
ISA Board Certified Master Arborist, WE-1476B
member, American Society of Consulting Arborists
February 20, 2013
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McClenahan Consulting, LLC
Arboriculturists Since 1911

1 Arastradero Road, Portola Valley, CA 94028-8012
Telephone (650) 326-8781
Fax (650) 854-1267
www.spmcclenahan.com

February 20, 2013

Mr. David Luedtke
86 Third Street LLC
280 Second Street
Los Altos, CA 94022

RE: **86-102 Third Street**
Los Altos, CA

Assignment

As requested, I performed a visual inspection of 18 trees proposed for removal to determine species, size and condition.

Summary

This site is proposed for redevelopment. All of the trees are planned for removal except tree five. Replacement trees should be shown on the landscape plan. Tree five will sustain some impact from new curb.

Methodology

No root crown exploration, climbing or plant tissue analysis was performed as part of this survey.

In determining Tree Condition several factors have been considered which include:

Rate of growth over several seasons;
Structural decays or weaknesses;
Presence of disease or insects; and
Life expectancy.

The following guide for interpretation of Tree Condition as related to Life Expectancy is submitted for your information.

0 - 5 Years = Poor
5 - 10 Years = Poor to Fair
10 - 15 Years = Fair
15 - 20 Years = Fair to Good
20 + Years = Good

Tree Description/Observation

1: Chinese pistache (*Pistacia chinensis*)

Diameter: 6.2"

Height: 13' **Spread:** 15'

Condition: Fair

Location: Street tree

Observation: Dormant at time of inspection.

2: Deodar cedar (*Cedrus deodara*)

Diameter: 31.7"

Height: 70' **Spread:** 55'

Condition: Fair

Location: Entry to 86

Observation: Foliage is typical of the species. Existing asphalt and sidewalk create a poor root environment.

3: Chinese pistache

Diameter: 5.0"

Height: 12' **Spread:** 13'

Condition: Fair

Location: Street tree

Observation: Dormant at time of inspection. One sided.

4: Deodar cedar

Diameter: 45.7"

Height: 80' **Spread:** 60'

Condition: Poor to Fair

Location: Entry to 86

Observation: Bleeding at low trunk observed. Existing asphalt and sidewalk create a poor root environment.

5: Locust (*Robinia ambigua*)

Diameter: 7.1"

Height: 22' **Spread:** 14'

Condition: Fair

Location: Street tree

Observation: Dormant at time of inspection. Tree to remain. Any excavation within *Tree Protection Zone (TPZ)* of 5-feet must be accomplished by hand digging. Should this tree remain, a qualified arborist should supervise any cutting of roots greater than one inch diameter.

6: Deodar cedar

Diameter: 20.3"

Height: 55' **Spread:** 34'

Condition: Fair

Location: Front right of 86

Observation: Neighboring drive creates poor root environment. Slightly sparse.

Mr. David Luedtke

Page 3

7: Coast live oak (*Quercus agrifolia*)

Diameter: 22.0"

Height: 35' **Spread:** 30'

Condition: Fair

Location: Right setback

Observation: Narrow scaffold limb attachments. Neighbor's drive creates poor root environment.

8: Coast live oak

Diameter: 4.0"

Height: 12' **Spread:** 5'

Condition: Fair to Good

Location: Right setback

Observation: Cluster of 4 small volunteer live oaks.

9: Silk oak (*Grevillea robusta*)

Diameter: 11.8"

Height: 34' **Spread:** 18'

Condition: Poor

Location: Right setback

Observation: Crown previously topped. Branches exhibit weak attachments. Dieback observed.

10: Silk oak

Diameter: 18.3"

Height: 40' **Spread:** 22'

Condition: Poor to Fair

Location: Right rear of building

Observation: Crown previously topped. Branches exhibit weak attachments. Dieback observed.

11: Silk oak

Diameter: 20.1"

Height: 42' **Spread:** 20'

Condition: Poor to Fair

Location: Right rear of building

Observation: Crown previously topped. Branches exhibit weak attachments. Dieback observed.

12: Silk oak

Diameter: 24.4"

Height: 43' **Spread:** 24'

Condition: Poor to Fair

Location: Right rear of building

Observation: Crown previously topped. Branches exhibit weak attachments. Dieback observed.

13: Apricot (*Prunus armeniaca*)

Diameter: 7, 8.0" Multi trunk

Height: 12' **Spread:** 12'

Condition: Fair

Location: Rear parking

Observation: Dormant at time of inspection. Blossom stage.

14: Hollywood juniper (*Juniperus chinensis* 'Kaizuka')

Diameter: 5.1"

Height: 10' **Spread:** 6'

Condition: Fair

Location: Adjacent to building

Observation: Considered a shrub.

15: Deodar cedar

Diameter: 15.5"

Height: 38' **Spread:** 22'

Condition: Fair

Location: Left rear alley

Observation: Existing asphalt creates a poor root environment. Slightly sparse.

16: Canary Island pine (*Pinus canariensis*)

Diameter: 38.8"

Height: 70' **Spread:** 40'

Condition: Fair

Location: Left rear alley

Observation: Codominant leaders. Pruned for utility line clearance. Asphalt encompasses 70 percent of root environment.

17: Douglas fir (*Pseudotsuga menziesii*)

Diameter: 15.7"

Height: 45' **Spread:** 20'

Condition: Fair

Location: Left setback

Observation: Limited root environment.

18: Chinese pistache

Diameter: 8.3"

Height: 15' **Spread:** 15'

Condition: Fair

Location: Street tree

Observation: Dormant at time of inspection.

All written material appearing herein constitutes original and unpublished work of the Arborist and may not be duplicated, used or disclosed without written consent of the Arborist.

Mr. David Luedtke

Page 5

We thank you for this opportunity to be of service.

Should you have any questions, or if we may be of further assistance in these concerns, kindly contact our office at any time.

Very truly yours,

McCLENAHAN CONSULTING, LLC

A handwritten signature in black ink, appearing to read "John H. McClenahan". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

By: **John H. McClenahan**
ISA Board Certified Master Arborist, WE-1476B
member, American Society of Consulting Arborists

JHMc: pm



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ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like a medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures.

Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees.

Arborist:

John H. McClenahan

Date:

February 21, 2013



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 26, 2013
 To: Dave Luedtke, West Valley Properties
 Melissa Godfrey, Levy Design Partners
 From: Gary Black
 Matt Nelson
 Subject: Revised Traffic and Parking Analysis for 86 Third Street



Introduction

Hexagon Transportation Consultants, Inc. has completed a traffic and parking analysis for a mixed-use office and residential project proposed for a site at 86 Third Street in Los Altos. The site currently is occupied by buildings comprising 5,315 square feet of medical office space. The proposed project would replace the existing buildings with 5,525 square feet of office space, which could be used for medical offices, and 20 residential units. The project proposes 7 parking spaces at ground level and 52 parking spaces in a basement garage.

Hexagon evaluated the trip generation of the project, its potential impact on key nearby intersections, and the parking adequacy.

Trip Generation

Based on rates published in *Trip Generation, 9th Edition*, by the Institute of Transportation Engineers (ITE), the project would generate a net increase of 15 trips during the morning peak hour and 17 trips during the evening peak hour (see Table 1). This is a fairly minimal number of new trips and is unlikely to be noticed given existing traffic levels.

**Table 1
 Trip Generation Estimates**

| Land Use | Size | Units | Daily Rate | Daily Trips | AM Peak Hour | | | PM Peak Hour | | | | | |
|---------------------------------------|-------|-------|------------|-------------|--------------|-----------|-----------|--------------|------------|-----------|-----------|-----------|--|
| | | | | | Pk-Hr Rate | In | Out | Total | Pk-Hr Rate | In | Out | Total | |
| Proposed Uses | | | | | | | | | | | | | |
| Condominium ^{a/} | 20.0 | d.u. | 5.81 | 159 | 0.71 | 2 | 12 | 14 | 0.80 | 11 | 5 | 16 | |
| Medical Office Building ^{b/} | 5,525 | ksf | 36.13 | 200 | 2.39 | 10 | 3 | 13 | 3.57 | 6 | 14 | 20 | |
| <i>Proposed Uses Total:</i> | | | | 358 | | 13 | 15 | 28 | | 16 | 20 | 36 | |
| Existing Uses | | | | | | | | | | | | | |
| Medical Office Building ^{b/} | 5,315 | ksf | 36.13 | 192 | 2.39 | 10 | 3 | 13 | 3.57 | 5 | 14 | 19 | |
| Net New Trips: | | | | - | - | 3 | 12 | 15 | - | 11 | 6 | 17 | |

Notes:

/a/ Source: Based on Trip Generation Manual fitted curve equation, 9th Edition, ITE, 2012. Residential Condominium/Townhouse (230).
 /b/ Source: Rates based on Trip Generation Manual, 9th Edition, ITE, 2012. Medical-Dental Office Building (720).

Intersection Analysis

Based on City staff comments, Hexagon analyzed three signalized intersections. The study intersections are as follows:

1. San Antonio Road and Edith Avenue/Main Street
2. First Street/Los Altos Avenue and Edith Avenue
3. Foothill Expressway and Edith Avenue

Hexagon has traffic counts on file for the intersections for the AM and PM peak hours from 2007 and 2008. The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 1). The new peak-hour trips generated by the proposed project (the project trips) were added to the roadway network in accordance with the project trip generation and distribution described above. Based on the addition of the net new project trips to the roadway, none of the study intersections would operate at an unacceptable level of service (see Table 2). While it would be desirable to have traffic counts more recent than 2007 and 2008, even with new counts, the net increase in project trips would not have any intersection impacts.

Table 2
Intersection LOS

| Intersection | Peak Hour | Count Date | Existing | | Existing + Project | | | | |
|--|-----------|------------|-----------|-----|--------------------|-----|----------------------|--------------------|--|
| | | | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | |
| Signalized Intersections: | | | | | | | | | |
| 1 San Antonio Rd and Edith Ave/Main St | AM | 06/03/08 | 19.9 | B | 20.0 | C | 0.1 | 0.004 | |
| | PM | 05/08/07 | 35.0 | D | 35.2 | D | 0.1 | 0.002 | |
| 2 First St/Los Altos Ave and Edith Ave | AM | 02/14/07 | 9.6 | A | 9.6 | A | 0.0 | 0.001 | |
| | PM | 02/14/07 | 10.0 | B | 10.0 | B | 0.0 | 0.004 | |
| 3 Foothill Expwy and Edith Ave | AM | 02/15/07 | 23.2 | C | 23.3 | C | 0.0 | 0.001 | |
| | PM | 02/15/07 | 20.0 | C | 20.0 | C | 0.0 | 0.001 | |

Bold indicates a substandard level of service.
Bold indicates a significant project impact.

Pedestrian and Bicycle Analysis

The project is located in downtown Los Altos, which is conducive to walking trips. Downtown Los Altos has a complete sidewalk system and crosswalks at all intersections. There are a number of services available within walking distance for the future residents at 86 3rd Street. Although no trip discount was taken for walking trips, it is likely that many of the residents would walk to destinations such as stores, parks, classes, and some jobs. Also, the employees of the offices could walk to lunch and to other services.

Downtown Los Altos also is well-served by the bicycle transportation network. Bike lanes exist on Foothill Expressway, San Antonio Road, and westbound Edith Avenue. Although the downtown streets do not have bike lanes, they are relatively low speed, low volume streets that are conducive to bicycling. Although no trip reduction was applied, it is likely that some trips by residents, employees, and visitors at 86 3rd Street would be made by bicycle.

The site plan shows 12 bicycle lockers in the garage. These could be used by residents and office employees. VTA guidelines recommend one storage unit per 6,000 s.f. for office space and one storage unit per 3 homes for residential units. By these standards, the project should provide 8 bicycle lockers. The project proposes to exceed this guideline. In addition, bicycle racks are shown on the site plan on the ground floor. These racks could be used by residential and office visitors.

Parking Analysis

Hexagon completed a parking analysis using two different rates: the Los Altos Parking Code and the ITE manual entitled *Parking Generation*. According to the City code, the project should provide 2.25 spaces per unit for the dwelling units and 3.33 spaces per 1,000 square feet for the offices (see Table 3). The City parking code does not differentiate between medical offices and regular offices. This adds up to 64 parking spaces. The City code allows the guest parking spaces to be shared with the offices. This reduces the required number to 59 spaces since the guest requirement is one space per four units. Hexagon also completed a shared parking analysis using the Urban Land Institute (ULI) methodology to make sure that shared parking between the medical offices and residential units would result in demand for 59 spaces or less (see Table 4). The results show that if all parking is shared, the parking demand would be for 54 spaces or less, based on the City code.

Table 3
Parking Analysis – Los Altos Requirements

| Land Use | Size | Rate | Parking Required |
|-------------------------------------|------------|--------------------------|------------------|
| Condominium: | | | |
| 2+ Bedrooms | 20 | 2 per unit (underground) | 40 |
| Visitor | | 1 per 4 units | 5 |
| Total Residential Parking Required: | | | 45 |
| Office | 5,525 s.f. | 1 per 300 s.f. | 19 |
| Total Parking Required: | | | 64 |

Source: City of Los Altos off-street parking Chapter 14.74.

Table 4
Shared Parking Analysis (Total Spaces per Hour) – Based on Los Altos Parking Requirements

| Hour of Day | Residential | | Total Weekday |
|-------------|-------------------|----------------------|------------------|
| | Office Weekday | (non CBD) Weekday | |
| 600am | 1 | 45 | 46 |
| 700am | 6 | 41 | 46 |
| 800am | 14 | 38 | 53 |
| 900am | 18 | 36 | 54 |
| 1000am | 19 | 34 | 53 |
| 1100am | 19 | 32 | 51 |
| 1200pm | 17 | 29 | 46 |
| 100pm | 17 | 32 | 49 |
| 200pm | 19 | 32 | 51 |
| 300pm | 19 | 32 | 51 |
| 400pm | 17 | 34 | 51 |
| 500pm | 10 | 38 | 48 |
| 600pm | 5 | 41 | 45 |
| 700pm | 2 | 44 | 46 |
| 800pm | 1 | 44 | 45 |
| 900pm | 1 | 45 | 46 |
| 1000pm | 0 | 45 | 45 |
| 1100pm | 0 | 45 | 45 |
| 1200am | 0 | 45 | 45 |

Source: ULI *Shared Parking, Second Edition, 2005.*

We also ran the parking analysis using parking demand data from ITE. According to ITE data, the 85th percentile parking demand for condominiums is about 1.5 spaces per unit, which includes guest parking. The 85th percentile demand for medical office space is about 4.3 spaces per 1,000 square feet (see Tables 5 and 6). Based on ITE rates, the project would create parking demand for 59 spaces if the medical office and residential uses are considered separately or 53 spaces assuming shared parking.

Whether considering the Los Altos Parking Code or the ITE data and assuming shared parking, the proposed parking supply of 59 spaces is adequate.

**Table 5
Parking Analysis – ITE Rates**

| Use | Size | Weekday | |
|--|------------|---|--------------------------------------|
| | | 85 th Percentile Rate ¹ | Parking Demand (Spaces) ² |
| Condominiums | 20 units | 1.52 per unit | 33 |
| Medical Office | 5,525 s.f. | 4.27 per 1,000 s.f. | 26 |
| Total Estimated Parking Demand: | | | 59 |

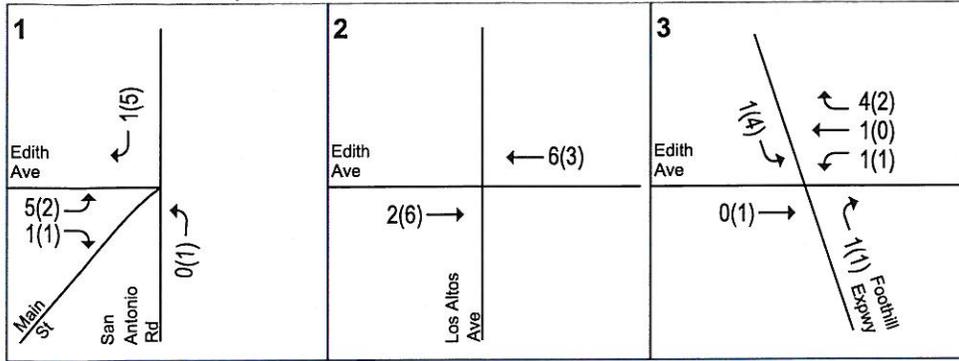
Source: Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition, 2010.
¹ 85th percentile peak period parking demand used per *Parking* by Weant and Levinson.
² Parking demand is 85th percentile plus 10% safety factor per *Parking* by Weant and Levinson.

**Table 6
Shared Parking Analysis (Total Spaces per Hour) – Based on ITE Parking Requirements**

| Hour of Day | Office | Residential | Total |
|-------------|---------|----------------------|-------|
| | Weekday | (non CBD) Weekday | |
| 600am | 1 | 33 | 34 |
| 700am | 9 | 30 | 39 |
| 800am | 21 | 28 | 49 |
| 900am | 27 | 26 | 53 |
| 1000am | 28 | 25 | 53 |
| 1100am | 28 | 23 | 51 |
| 1200pm | 25 | 21 | 47 |
| 100pm | 25 | 23 | 48 |
| 200pm | 28 | 23 | 51 |
| 300pm | 28 | 23 | 51 |
| 400pm | 25 | 25 | 50 |
| 500pm | 14 | 28 | 42 |
| 600pm | 7 | 30 | 37 |
| 700pm | 3 | 32 | 35 |
| 800pm | 2 | 32 | 34 |
| 900pm | 1 | 33 | 34 |
| 1000pm | 0 | 33 | 33 |
| 1100pm | 0 | 33 | 33 |
| 1200am | 0 | 33 | 33 |

Source: ULI *Shared Parking, Second Edition, 2005.*

86 Third Street Analysis



LEGEND

-  = Site Location
-  = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Trips

Figure 1
Project Trip Distribution and Trip Assignment

