



PUBLIC HEARING

Agenda Item # 7

AGENDA REPORT SUMMARY

Meeting Date: October 10, 2017

Subject: Loyola Corners Specific Plan Update

Prepared by: David Kornfield, Planning Services Manager—Advance Planning

Reviewed by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):

1. Resolution No. 2017-41
2. Planning and Transportation Commission Minutes, draft, dated September 7, 2017
3. Memorandum to the Planning and Transportation Commission, dated September 7, 2017
4. Correspondence from the San Antonio Hills Homeowners Association

Initiated by:

City Council

Previous Council Consideration:

April 20, 2017 Study Session with the Planning and Transportation Commission

Fiscal Impact:

None anticipated

Environmental Review:

Negative Declaration

Policy Question(s) for Council Consideration:

- For the Loyola Corners Specific Plan Area:
 - Should the City change the way building height is measured and can rooftop mechanical equipment extend above this limit?
 - Should the City increase the residential growth potential?
 - Should the City amend the policies for Specific Parcels?
 - Should the City change the circulation plan?

Summary:

- This recommendation includes Specific Plan amendments to design guidelines, height limit, residential units, permitted uses, circulation, and policies for specific parcels.

Staff Recommendation:

Move to adopt a Negative Declaration of environmental impact and adopt Resolution No. 2017-41 updating the Loyola Corners Neighborhood Commercial Center Specific Plan as recommend by the Planning and Transportation Commission



Subject: Loyola Corners Specific Plan Update

Purpose

The purpose of the Loyola Corners Specific Plan update is to update the plan to reflect new development standards that reflect community expectations.

Background

At its September 7, 2017 meeting the Planning and Transportation Commission held a public hearing on the latest proposed changes to the Loyola Corners Specific Plan. Following public input and discussion, the Commission unanimously (5-0; Bodner recused, Samek absent) to recommend adoption of a Negative Declaration of environmental impact and approval of the Resolution with the following changes:

1. Emphasize in the Resolution that mechanical equipment will be architecturally integrated in buildings;
2. Maintain a 30-foot building height but measure it to the highest ridge rather than the mid-point for sloping roofs;
3. Exclude the exceptions that allow rooftop mechanical equipment above the maximum roof height;
4. Limit the remaining residential construction to 22,500 square feet rather than limit density or absolute number of units and establish a minimum unit size;
5. In SP – 3, strike the sentence related to providing a plaza if feasible; and
6. In SP – 6, clarify that a redevelopment by California Water Service Company requires a use permit and change the wording for the policy to an “active” verb tense.

Additionally, the Planning and Transportation Commission recommended the following regarding the Circulation portion of the Feasibility study:

- a. Consider Commissioner McTighe’s traffic circulation alternative related to using a signal as part of Alternative 2 (A Street, One-Way eastbound) at the intersection of A Street and Miramonte Avenue to allow for coordinated turning movements, and amend the Negative Declaration if necessary; and
- b. That the City should incorporate the bike and pedestrian improvements including bike lanes, ramps and sidewalk widening as recommended in the conclusions of the Circulation Feasibility study into the implementation of the Specific Plan (e.g., page 56 of the Circulation Feasibility study).



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Discussion/Analysis

Staff prepared a Negative Declaration of environmental impacts (see Initial Study and Negative Declaration as Attachment C of Attachment 2). The Negative Declaration was primarily based on the August 4, 2017 Feasibility Study for Circulation Improvements at Loyola Corners. The feasibility study included a buildout analysis for the existing Specific Plan buildout scenario, which included the net building area permitted plus adding 20 additional housing units. The Initial Study did not identify any significant impacts related to these potential specific plan amendments and supports a Negative Declaration.

The proposed Resolution is the means to modify the Specific Plan. The Resolution covers such topics as Administrative Design Guidelines, Building Height, Residential Development, Retail and Office Uses, Traffic Circulation and Policies for Specific Parcels. The Resolution will be an attachment to and become part of the Specific Plan. This Resolution along with others previously adopted can serve as the basis for text updates to the specific plan update itself, but shall always be an element of the Specific Plan unless amended by Council. The Resolution as recommended by the Planning and Transportation Commission accomplishes the following:

- Administrative Design Guidelines—the administrative design guidelines build on the existing Specific Plan Community Design and Beautification standards including such concepts as using informal architecture, small-scale building elements, simple sloping roof forms, rustic and natural materials, integrating rooftop mechanical equipment into building architecture, retaining and providing a covered arcade along Fremont Avenue, and incorporating streetscape elements as practical per the Loyola Corners Concept Plan;
- Building Height—building heights are restricted to 30-feet and two-stories. For sloping roofs, building heights are measured to the highest ridge rather than the midpoint as called for in the zoning regulations. Rooftop mechanical equipment is limited to the 30-foot height for structures;
- Residential Development—additional residential development is limited by a 22,500-square-foot cap in residential square footage. The existing Plan has a 20-residential unit limit; of these 12 units have been built for a remainder of eight additional units. While staff recommended allowing an additional 20 dwellings for a net total of 28 units allowed to be built, the Planning and Transportation Commission recommended a square-footage cap. The Commission stated, however, that there should be a minimum unit size to avoid increasing density with small units and reduce the potential density bonus/development incentive issues.



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If the Council supports a cap on residential square footage, then staff recommends a minimum size of 1,000 sq. ft. per unit. Such a limit accomplishes the following: a) it makes the dwellings more affordable by design in that 1,000 square feet roughly equates to a two-bedroom unit; b) it furthers the City's housing goals by allowing as many as 22 additional units; and c) and it is slightly larger than the 800-square-foot limit for accessory dwelling units;

- Retail and Office Uses—retail and personal service uses are permitted at the ground floor throughout the Loyola Corners area; office uses are allowed throughout the district on either floor except for along Fremont Avenue; and all permitted uses are allowed above the ground floor;
- Policies for Specific Parcels—language is added to SP – 3 (999 Fremont Avenue) to clarify the permitted use of the property for retail and restaurant use at the ground level and office/residential use at the second story. New policies are created for SP – 6 (1555-1579 Miramonte Avenue) to acknowledge and facilitate the use of the site for California Water Service Company for its future office, customer service center and corporation yard. Such use is subject to a use permit and the CN District and Specific Plan restrictions including two-story, 30-foot tall development; and
- Traffic Circulation—this update freezes the circulation changes envisioned in the Specific Plan based on the latest circulation study, unless otherwise approved by the City Council.

With specific regard to the traffic circulation in Loyola Corners, the Feasibility Study indicated that there are two problematic intersections under the existing condition that operate at Level of Service E:

- Foothill Expressway on/off ramps at Loyola Drive in the PM peak hour; and
- Fremont/Miramonte/Foothill Expressway off-ramp in the AM peak hour.

The Feasibility Study also considered the existing Specific Plan development scenario plus adding 20 more dwellings and found that the two problematic intersections noted above remained at Level of Service E and other impacted intersections remained at Level of Service D or better consistent with the City's General Plan threshold for acceptability. The Feasibility Study noted that turning A Street into a one-way street benefited the general traffic circulation but also increased the stress levels for bicycles. The Feasibility Study studied other circulation



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changes outlined in the Specific Plan such as two-way Fremont Avenue and relocating the on-ramp to Foothill Expressway and found that they caused undesirable Levels of Service E or F under the existing Specific Plan development scenario. For these reasons staff does not recommend further implementation of the Loyola Corners Specific Plan circulation changes without further analysis.

After the Planning and Transportation Commission hearing, staff received a letter from a San Antonio Hills Homeowners Association board member expressing concern about changing A Street to a one-way street based on that change complicating the intersection movements (Attachment 3).

Independent of the Specific Plan update, the Planning and Transportation Commission recommended Implementing bicycle and pedestrian improvements per the Feasibility Study. The Feasibility Study concluded that the level of stress for bicycles and pedestrians could be reduced by widening through lanes, striped parking and creating bike lanes in area, as well as adding sidewalks and ramps at locations where they are absent. Staff notes that the City's adopted Bicycle Transportation Plan calls for adding a Class II bike lane on Fremont Avenue between Miramonte Avenue and Dolores Avenue and bicycle lane improvements along Miramonte Avenue. The Miramonte Avenue bike lane project is currently under design with construction between Covington Road and Berry Avenue planned for Summer 2018 and the remainder between Berry Avenue and Fremont Avenue planned for later depending on grant funding.

The Planning and Transportation Commission also recommended that the City Council receive a report from Commissioner McTighe regarding an alternate to the A Street One-Way circulation alternative that adds a traffic signal to the A Street/Miramonte Avenue intersection. This alternative was studied in a previous traffic report by the City, which found that there was not a sufficient warrant for a signal at that intersection. Thus, staff does not recommend considering this alternative.

Options

- 1) Move to adopt a Negative Declaration of environmental impact and adopt Resolution No. 2017-41 as recommend by the Planning and Transportation Commission.

Advantages: Generally implements the City Council's most recent direction and maintains the existing Specific Plan limitations for commercial development and adds a modest increase in residential potential.



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Disadvantages: Controls the size of residential units, which limits the flexibility and potential conformance with the Housing Element Program 2.1 to allow a range of housing sizes and densities. Additionally, the more restrictive height measurement such as to the highest ridge rather than the mid-point for sloping roofs may limit the flexibility in designing mixed-use buildings.

- 2) The City Council could allow a certain number of additional dwelling units (e.g., 20 units) rather than limit the additional floor area of residential development, and maintain the existing height measurement to the mid-point of sloping roofs but restrict the mechanical equipment to the 30-foot building height limit.

Advantages: Would provide more flexibility in allowing residential development by restricting the total number of units rather than their size. Since each project would be considered on its own merits and constraints, housing unit sizes in each project would be considered in relation to conforming with Housing Element Policy 2.1 to accommodate the varied housing needs of families and an appropriate mix of affordable housing meeting the community needs, as determined by the City Council. Option 2 also maintains the normal height measurement for buildings consistent with all other commercial districts in the City.

Disadvantages: There are no perceived disadvantages to Option 2.

Recommendation

The staff recommends Option 1

RESOLUTION NO. 2017-41

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
UPDATING THE LOYOLA CORNERS NEIGHBORHOOD COMMERCIAL
CENTER SPECIFIC PLAN**

WHEREAS, the State of California Government Code, Section 65453, provides for the amendment of a Specific Plan in the same manner as a General Plan;

WHEREAS, the California Government Code, Section 65454, requires an amendment to a Specific Plan to be consistent with the General Plan;

WHEREAS, the City Council finds pursuant to Government Code Section 65358, that the Specific Plan amendment is in the best public interest, and finds that the action serves to further enhance the goals and policies outlined in the Specific Plan;

WHEREAS, the Planning and Transportation Commission and the City Council held duly noticed public hearings and considered such input; and

WHEREAS, the City Council certifies that the Negative Declaration of environmental impact for this amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan is appropriate and prepared pursuant to the California Environmental Quality Act and applicable Guidelines.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby adopts an amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan making the following changes:

Administrative Design Guidelines—in conjunction with the existing Community Design and Beautification polices in the Loyola Corners Specific Plan, the following administrative design guidelines will be emphasized by staff during the review process for projects:

1. Informal architecture—incorporating familiar architectural elements where possible;
2. Small scale building elements—using moderately small scale building elements to emphasize the human scale;
3. Simple, sloping roof forms and materials—using simple, sloping roof forms that visually tie structures together and materials that reflect the residential character of the area;
4. Rustic, natural materials—using rustic, natural materials such as wood and cement plaster siding conducive to maintain a small scale, warm, human quality;

5. Integrate rooftop mechanical equipment into building architecture—locate rooftop mechanical equipment in roof wells below ridge lines and avoid locating rooftop mechanical equipment on flat roofs screened by parapets with the goal of concealing the height of such mechanical equipment without increasing the building height;
6. Retain and provide covered arcade element along Fremont Avenue—use this as a principle, unifying architectural design element; and
7. Incorporate Streetscape elements—incorporate the streetscape design elements per the Loyola Corners Concept Plan where feasible and practical, but not as to produce a patchwork effect leaving the more unifying elements to the City to implement.

Building Height—building heights are limited to 30 feet and two stories. For sloping roofs, building heights are measured to the highest ridge rather than the midpoint. Notwithstanding Municipal Code Sections 14.40.010 and 14.42.010, rooftop mechanical equipment shall conform to the 30-foot height limit for structures.

Residential Development—the residential development is limited to a total increase of 22,500 square feet floor area over the existing entitled residential building area. Such units shall have a minimum size of 1,000 square feet.

Retail and Other Uses—retail and personal service uses are only permitted at the ground level fronting on Fremont Avenue from Miramonte Avenue to Dolores Avenue; and office uses are permitted on the ground level in the Specific Plan area except fronting on Fremont Avenue between Miramonte Avenue and Dolores Avenue; and all permitted uses in the CN District are allowed above the ground level.

Traffic Circulation—the City will cease further implementation of the traffic circulation changes shown in the Phase I and Phase II Illustrative Plans for the Loyola Corners Neighborhood Commercial Center Specific Plan unless otherwise approved by the City Council.

Policies for Specific Parcels—add the following language to SP – 3 Photo Drive Up:

The SP – 3 site allows retail or restaurant uses on the ground floor and office/residential use on the second floor, not to exceed two stories and 30 feet in height.

Add the following language for a new Specific Policy:

SP – 6 California Water Service Site

Location: 1555 to 1579 Miramonte Avenue
 Assessors Parcel No.: 193-40-030, 193-40-31 and 193-40-43

California Water Service has their service yard located at 1555 Miramonte Avenue and their parking lot at 1579 Miramonte Avenue (the former Echo Restaurant site). California Water Service Company presently rents office space at 949 B Street. The intent of this specific

policy is to encourage California Water Service Company to remain at Loyola Corners and to allow the relocation of their office to their owned properties. This allows California Water Service Company to vacate their present office use on B Street, which becomes available for office or retail use in the core of the Loyola Corners triangle. Consolidation of their facilities helps California Water Service Company remain in Los Altos and facilitates their service and emergency responsiveness.

To implement this change, the California Water Service properties at 1555-1579 Miramonte Avenue is designated for public utility and public service structures as a conditional use subject to the zoning regulations in the underlying Commercial Neighborhood District. Any future development of the site is subject to the City's development review process, the granting of a use permit, and the Santa Clara Valley Water District's Guidelines and Standards for Land Uses Near Streams to help ensure an appropriate relationship to the adjacent land uses including the residential properties across Permanente Creek.

Should the California Water Service Company not use the site for its quasi-public use, then the allowable uses revert to the Commercial Neighborhood District and as permitted by the Specific Plan.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ____ day of ____, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mary Prochnow, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

**MINUTES OF A REGULAR MEETING OF THE PLANNING AND
TRANSPORTATION COMMISSION OF THE CITY OF LOS ALTOS, HELD ON
THURSDAY, SEPTEMBER 7, 2017 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY
HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS,
CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Chair Meadows, Vice-Chair Bressack, Commissioners Bodner, Enander, McTighe and Oreizy

ABSENT: Commissioner Samek

STAFF: Community Development Director Biggs and Advance Planning Services Manager Kornfield

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning and Transportation Commission Minutes**
Approve the minutes of the August 17, 2017 Regular Meeting.

Action: Upon motion by Vice-Chair Bressack, seconded by Commissioner Bodner, the Commission approved the minutes of the August 17, 2017 Regular Meeting as clarified by Chair Meadows and Commissioner McTighe. The motion was approved by the following vote: AYES: Bressack, Bodner, Enander, Meadows and Oreizy; NOES: None; ABSTAIN: McTighe; ABSENT: Samek. (5-0-1)

Chair Meadows moved agenda item #3, up to be heard as item #2.

INFORMATIONAL

2. **Hillview Community Center Task Force**
Receive an update from the Hillview Community Center Task Force. *Project Manager: J Logan*
THIS ITEM WAS CONTINUED FROM THE AUGUST 17, 2017 PTC MEETING

Advance Planning Services Manager Kornfield presented the staff report.

The Commission discussed the project and offered the following comments:

- Commissioner McTighe:
 - Wondered who is the “your” in serving your public; and
 - Asked why present tense was not used in the Vision Summary.
- Commissioner Bodner:
 - Needs to show connection to downtown and Vision; and
 - Plan needs to account for future phases and expansion.

- Commissioner Enander:
 - Allow design for expansion;
 - Map current use in the layout; and
 - Map and verify activity into the plans.

- Chair Meadows:
 - Do not fall into a trap in thinking that if it is not something I do, I won't support it;
 - Map and identify exterior space allocation; and
 - Data is needed to appropriately program uses and space needs.

- Vice-Chair Bressack:
 - New building will provide only 80 percent of current functions;
 - Need space and time allocation; and
 - Child care needs dedicated space indoors and outside and noted this is a fundamental function of the town.

Public Comment

Resident Roberta Phillips stated that public use, service use and private uses need to be differentiated, the process should not account for the Children's Corner at this stage.

Commissioner Bodner recused herself from agenda item #3 because she owns property at 1000 Fremont Avenue, which is part of the Loyola Corners Specific Plan area.

PUBLIC HEARING

3. Loyola Corners Update

Recommendation to the City Council for an Update to the Loyola Corners Specific Plan and adoption of a Negative Declaration of Environmental Impact. *Project Planner: Kornfield* ***THIS ITEM WAS CONTINUED FROM THE AUGUST 17, 2017 PTC MEETING***

Advance Planning Services Manager Kornfield presented the staff report.

Public Comment

Unincorporated lands resident and San Antonio Hills Board member Pete McSweeney stated that Loyola should be maintained as-is with a two-story height limit and a maximum height of 30 feet. He also asked that A Street not be made into a one-way street, which would need more circulation changes, and most problems were solved with the bridge.

Resident Tom Ferry spoke about the number of allowed units, wanted clarification of how the State's Density Bonus laws will impact the area, and said key variables are the number of buildings over 30 feet and having two-stories.

Resident Andrew Pejack stated his concerns with more than 20 dwelling units.

Los Altos commercial property owner Gregg Bunker provided an appraisal of his three-story project at 999 Fremont Avenue, said he wants a 35-foot height limit and three-stories for all parcels on Fremont Avenue, and noted correspondence he had submitted.

Unincorporated lands resident and San Antonio Hills Association Board member Ted Brown encouraged keeping A Street as a two-way street and stated his concerns with traffic getting worse in Loyola Corners, which is making it undesirable to go there.

Resident and LAND member Teresa Morris stated that a specific height needs to be defined at 30 feet, it should be limited to two-stories and height limit should be measured to the peak of the roof. She said to define what businesses cannot be in the commercial spaces of the CN district and to introduce traffic calming on Fremont Avenue to discourage cut-through traffic.

Resident Debbie Skelton stated her concerns with the traffic report, the number of units and size, and asked for clarification of the policies for the Cal Water property.

Resident Katherine Wurzburg gave her support for keeping the two-story height limit, to preserve the plan and unique location, and asked about the status of the welcome directories and banners in Loyola Corners.

The Commission discussed the Negative Declaration of Environmental Impact, Resolution, and changes to the Loyola Corners Specific Plan.

Action: Upon motion by Vice-Chair Bressack, seconded by Commissioner Oreizy, the Commission recommended adoption of a Negative Declaration of Environmental Impact to the City Council. The motion was approved by the following vote: AYES: Bressack, Enander, Meadows, McTighe and Oreizy; NOES: None; ABSTAIN: None; ABSENT: Samek. (5-0)

Action: Upon motion by Commissioner Enander, seconded by Commissioner Oreizy, the Commission recommended approval of the Resolution to the City Council with the following changes:

1. Emphasize that the mechanical equipment must be architecturally integrated in buildings;
2. Maintain a 30-foot building height but measure it to the ridge or the highest point for all sloping roofs;
3. Exclude the exceptions that allow rooftop mechanical equipment above the maximum roof height;
4. Limit the remaining residential construction to 22,500 square feet rather than limit density or absolute number of units and establish a minimum unit size; (to be suggested by staff)
5. In SP – 3, strike the sentence related to providing a plaza, if feasible; and
6. In SP – 6, clarify that a redevelopment by California Water Service Company requires a use permit and change the verb tense in the Specific Plan Policy to an “active tone.

Additionally, the Planning and Transportation Commission recommended the following regarding a portion of the Circulation Feasibility Study:

- a. Consider Commissioner McTighe’s traffic circulation alternative related to using a signal as part of Alternative 2 (A Street, One-Way eastbound) at the intersection of A Street and Miramonte Avenue to allow for coordinated turning movements, and conduct a revised environmental impact analysis if necessary; and
- b. That the City should incorporate the bike and pedestrian improvements including bike lanes, ramps and sidewalk widening as recommended in the conclusions of the Circulation

Feasibility study into the implementation of the Specific Plan (e.g., page 56 of the Circulation Feasibility study).

The motion was approved by the following vote: AYES: Bressack, Enander, Meadows, McTighe and Oreizy; NOES: None; ABSTAIN: None; ABSENT: Samek. (5-0)

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner McTighe posed a question about whether the City of Los Altos needs to change the Municipal Code to reflect the state's changes regarding medical and recreational marijuana. Commissioner Enander reported on the August 22, 2017 and September 12, 2017 City Council meetings.

POTENTIAL FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chair Meadows adjourned the meeting at 9:55 P.M.

Jon Biggs
Community Development Director



DATE: September 7, 2017

AGENDA ITEM # 2

TO: Planning and Transportation Commission
FROM: David Kornfield, Planning Services Manager—Advance Planning
SUBJECT: Loyola Corners Specific Plan Update (Addendum)

RECOMMENDATION:

Recommend to the City Council adoption of 1) a Negative Declaration of Environmental Impact, and 2) a Resolution amending the Loyola Corners Specific Plan

BACKGROUND

This agenda item was continued from the August 17, 2017 Planning and Transportation Commission meeting as an unheard item due to the Commission's impacted agenda.

Staff used this opportunity to refine the proposed Resolution to clarify the policies related to the SP – 3 (Photo Drive-Up) and SP – 6 (California Water Service) sites.

DISCUSSION

Regarding the specific policy language for SP – 3 (Photo Drive-Up), the revised text clarifies the development potential and encourages providing a publicly accessible plaza at the corner of Fremont Avenue and A Street.

Regarding the specific policy language for SP - 6 (California Water Service), the revised text clarifies adding the public utility and public service structures as a conditional use for the site, outlines that the CN District development regulations apply, and plans for the potential future even if the California Water Service discontinues its use of the property.

Attachments:

- A. Resolution No. 2017-__ (Revised)
- B. Memorandum to the Planning and Transportation Commission, dated August 17, 2017 with Initial Study/Negative Declaration, and Feasibility Study for Circulation Improvements at Loyola Corners
- C. Correspondence

ATTACHMENT A

RESOLUTION NO. 2017-___ (REVISED)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS UPDATING THE LOYOLA CORNERS NEIGHBORHOOD COMMERCIAL CENTER SPECIFIC PLAN

WHEREAS, the State of California Government Code, Section 65453, provides for the amendment of a Specific Plan in the same manner as a General Plan;

WHEREAS, the California Government Code, Section 65454, requires an amendment to a Specific Plan to be consistent with the General Plan;

WHEREAS, the City Council finds pursuant to Government Code Section 65358, that the Specific Plan amendment is in the best public interest, and finds that the action serves to further enhance the goals and policies outlined in the Specific Plan;

WHEREAS, the Planning and Transportation Commission and the City Council held duly noticed public hearings and considered such input; and

WHEREAS, the City Council certifies that the Negative Declaration of environmental impact for this amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan is appropriate and prepared pursuant to the California Environmental Quality Act and applicable Guidelines.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby adopts an amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan making the following changes:

Administrative Design Guidelines—in conjunction with the existing Community Design and Beautification polices in the Loyola Corners Specific Plan, the following administrative design guidelines will be emphasized by staff during the review process for projects:

1. Informal architecture—incorporating familiar architectural elements where possible;
2. Small scale building elements—using moderately small scale building elements to emphasize the human scale;
3. Simple, sloping roof forms and materials—using simple, sloping roof forms that visually tie structures together and materials that reflect the residential character of the area;
4. Rustic, natural materials—using rustic, natural materials such as wood and cement plaster siding conducive to maintain a small scale, warm, human quality;
5. Integrate rooftop mechanical equipment—locate rooftop mechanical equipment in roof wells below ridge lines and avoid locating rooftop mechanical equipment on flat roofs screened by parapets;

ATTACHMENT A

6. Retain and provide covered arcade element along Fremont Avenue—use this as a principle, unifying architectural design element; and
7. Incorporate Streetscape elements—incorporate the streetscape design elements per the Loyola Corners Concept Plan where feasible and practical, but not as to produce a patchwork effect leaving the more unifying elements to the City to implement.

Building Height—building heights are limited to 30 feet and two stories.

Residential Development—the residential development is limited to a total of 28 additional dwelling units (eight remaining units under the existing Plan plus 20 dwelling units).

Retail and Other Uses—retail and personal service uses are only permitted at the ground level fronting on Fremont Avenue from Miramonte Avenue to Dolores Avenue; and office uses are permitted on the ground level in the Specific Plan area except fronting on Fremont Avenue between Miramonte Avenue and Dolores Avenue; and all permitted uses in the CN District are allowed above the ground level.

Traffic Circulation—the City will cease further implementation of the traffic circulation changes shown in the Phase I and Phase II Illustrative Plans for the Loyola Corners Neighborhood Commercial Center Specific Plan unless otherwise approved by the City Council.

Polices for Specific Parcels—add the following language to SP – 3 Photo Drive Up:

~~The owner may propose to privately develop the~~ The SP – 3 site ~~for allows~~ retail or restaurant uses on the ground floor and office/residential use on the second floor not to exceed two stories and 30 feet in height. It is strongly encouraged that a future project on the site ~~provided the project incorporates~~ incorporate a publicly accessible plaza on the corner of Fremont Avenue and A Street if feasible.

Add the following language for a new Specific Policy:

SP – 6 California Water Service Site

Location: 1555 to 1579 Miramonte Avenue
Assessors Parcel No.: 193-40-030, 193-40-31 and 193-40-43

California Water Service has their service yard located at 1555 Miramonte Avenue and their parking lot at 1579 Miramonte Avenue (the former Echo Restaurant site). California Water Service Company presently rents office space at 949 B Street. The intent of this specific policy is to encourage California Water Service Company to remain at Loyola Corners and to allow the relocation of their office to their owned properties. This will allow California Water Service Company to vacate their present office use on B Street, which will become available for office or retail use in the core of the Loyola Corners triangle. Consolidation of their facilities will help California Water Service Company remain in Los Altos and facilitate their service and emergency responsiveness.

ATTACHMENT A

To implement this change, the California Water Service properties at 1555-1579 Miramonte Avenue would be designated for ~~Public and Community Facility land use~~ public utility and public service structures as a conditional use subject to the zoning regulations in the underlying Commercial Neighborhood District. Any future development of the site is subject to the City's ~~public~~ development review process and the Santa Clara Valley Water District's Guidelines and Standards for Land Uses Near Streams to help ensure an appropriate relationship to the adjacent land uses including the residential properties across Permanente Creek.

Should the California Water Service Company not use the site for its quasi-public use, then the allowable uses revert to the Commercial Neighborhood District and as may be modified by this Specific Plan.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ____ day of ____, 2017 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Mary Prochnow, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

ATTACHMENT B



DATE: August 17, 2017

AGENDA ITEM # 5

TO: Planning and Transportation Commission
FROM: David Kornfield, Planning Services Manager—Advance Planning
SUBJECT: Loyola Corners Specific Plan Update

RECOMMENDATION:

Recommend to the City Council adoption of 1) a Negative Declaration of Environmental Impact, and 2) a Resolution amending the Loyola Corners Specific Plan

BACKGROUND

On April 20, 2017, the City Council held a study session with the Planning and Transportation Commission regarding the update to the Loyola Corners Neighborhood Commercial Center Specific Plan (Specific Plan). Following public comment and a discussion with the Commission, the City Council directed staff to:

1. Not explore methods to incentivize redevelopment;
2. Strengthen and follow design standards as currently stated in Specific Plan;
3. Do not increase height or reduce parking requirements;
4. Expand the amount of residential development allowed, but at a lower rate than the proposed 8 dwelling units per acre;
5. Take no action on vacating B Street until after the circulation study is completed;
6. Allow retail (goods and services) on the ground floor throughout Loyola Corners, allow office on the ground floor except fronting Fremont Avenue, allow all uses above the ground floor; and
7. Refine circulation alternatives per the recent circulation study.

The Council's study session minutes are attached for reference.

Staff's approach to updating the Specific Plan is to create a Resolution outlining the various changes to the document to guide future development in the Loyola Corners area. The Specific Plan will serve as the underlying regulatory document, and the Resolution will help focus the initial review of development proposals. Staff is also taking this opportunity to modify the Policies for Specific Parcels

to refine the potential for SP – 3 Photo Drive Up Site (999 Fremont Avenue) and add policy language for the California Water Service property.

DISCUSSION

Design Review Standards

The adopted Loyola Corners Specific Plan (Specific Plan) has a policy section on Community Design and Beautification (Specific Plan, Page 47). In summary, its main design objectives are to create a harmonious and coordinated visual identity for the area, and to provide a convenient, safe and attractive environment that complements the character of the adjacent residential area and the entire City. Supporting these objectives are guidelines related to Architectural Design, Building Materials, Colors, Signs, Awnings, Covered Arcade, Lighting, Landscaping, Paving, Street Furniture and Utilities (Specific Plan, Pages 58-67).

After reviewing these guidelines and recent development proposals, staff recommends emphasizing the following elements in our review:

1. Informal architecture—incorporating familiar architectural elements where possible;
2. Small scale building elements—using moderately small scale building elements to emphasize the human scale;
3. Simple, sloping roof forms and materials—using simple, sloping roof forms that visually tie structures together and materials that reflect the residential character of the area;
4. Rustic, natural materials—using rustic, natural materials such as wood and cement plaster siding conducive to maintain a small scale, warm, human quality;
5. Integrate rooftop mechanical equipment—locate rooftop mechanical equipment in roof wells below ridge lines and avoid locating rooftop mechanical equipment on flat roofs screened by parapets;
6. Retain and provide covered arcade element along Fremont Avenue—use this as a principle, unifying architectural design element; and
7. Incorporate Streetscape elements—incorporate the streetscape design elements per the Loyola Corners Concept Plan where feasible and practical, but not as to produce a patchwork effect leaving the more unifying elements to the City to implement.

Height and Parking

Council determined that existing Specific Plan limits development to a maximum height of 30 feet and two stories. The zoning implementation district for the area (Municipal Code Chapter 14.42, LC/SPZ Loyola Corners Specific Plan District) requires one parking space for every 300 square feet of gross floor area. There are no amendments to the Specific Plan that change these elements.

Expanded Residential Development

Staff recommends allowing an additional 20 dwelling units to the Specific Plan area. The adopted Specific Plan limits residential development to 20 dwellings, 12 of which were built or entitled. Thus, effectively adding 28 units over the existing condition. The overall potential of 40 dwellings in the approximately 17-acre area including those built equals a density of approximately 2.4 dwellings per acre. This seems an appropriate number given the potential of the area and the housing goals.

Vacating B Street

If desired by the City Council, staff could initiate a traffic study to consider vacating B Street. The intent of vacating B Street was to create an enhanced sense of place for Loyola Corners allowing special uses and more of a pedestrian emphasis in the core of the district. In the meantime, the City Council could allow periodic use of B Street for farmers' markets, street fairs, et cetera such as is allowed in Downtown.

Retail and Other Uses

Staff interprets the Council direction to allow retail and personal services on the ground floor throughout Loyola Corners Specific Plan area. Staff interprets the allowance of office on the ground floor except fronting Fremont Avenue, and to allow all uses above the ground floor, as allowing all uses above the ground floor consistent with the permitted uses in the underlying CN (Commercial Neighborhood) District. Both changes require a subsequent zoning code amendment, which staff will implement if Council approves the Resolution establishing them.

Traffic Circulation

The August 4, 2017 Feasibility Study for Circulation Improvements at Loyola Corners (Feasibility Study) considers the implementation of the circulation changes outlined in the existing Specific Plan (see Appendix of the attached Initial Study of Environmental Impact). The Feasibility Study included five alternatives:

- Alternative 1—Existing Conditions—No Change;
- Alternative 2—A Street to One Way Eastbound;
- Alternative 3—A Street to One Way Westbound;
- Alternative 4—Fremont Avenue to Two Way and Miramonte Avenue to One Way Northbound, and realignment of the Foothill Expressway On Ramp to Dolores Avenue; and
- Alternative 5—Fremont Avenue to Two Way and Keep Miramonte as is, and realignment of the Foothill Expressway On Ramp to Dolores Avenue.

Per the Feasibility Study, all the alternatives were evaluated compared to the existing traffic volumes. Alternatives 1 through 4 were also evaluated with the potential additional trips by the existing Specific Plan scenario and a hypothetical unrestrained buildout scenario. The Feasibility Study concluded that

the existing Specific Plan development scenario, including the additional 28 dwellings, maintained a Level of Service (LOS) of D or better, except for two problematic intersections that remain at LOS E.

For the existing conditions, the Level of Service (LOS) of the eight subject intersections (Table 6) shows that all the intersections operate at LOS D or better except for:

- Intersection No. 3 (Foothill Expressway on/off ramp at Loyola Drive), which operates at LOS E in the afternoon peak hour; and
- Intersection No. 5 (Fremont/Miramonte/Foothill Expressway off ramp), which operates at LOS E in the morning peak hour.

In accordance with the City's General Plan Circulation Element Implementation Program C8, only after preparation of an environmental impact report (EIR) is the City to accept a Level of Service E or F after finding that no practical and feasible improvements can be implemented to mitigate to a lower level of service. Since the existing LOS is E for the two problematic intersections and that is not exacerbated no further environmental review is necessary to allow the existing Specific Plan development scenario.

Table 7 in the Feasibility Study shows that Alternatives 2 and 3 provide the highest reduction of delay, or improvement in Level of Service, improving intersection No. 5 from LOS E to C and D in the morning, respectively. Per the feasibility study, no further analysis was conducted for Alternatives 4 and 5 as they did not improve intersection operations under existing conditions.

As shown in Table 9, adding in the existing Specific Plan development growth scenario plus 28 new dwellings, Alternatives 1 and 2 operate similar to the existing conditions with a slight increase in delay. However, for Alternative 3, Intersection No. 5 in the morning degrades from a LOS D to an unacceptable LOS E. This analysis suggests maintaining the existing circulation or implementing Alternative 2 (A Street One Way Eastbound) to allow the existing Specific Plan development growth scenario without the need to elevate the review to an Environmental Impact Report.

When evaluating a maximum growth scenario (beyond the existing Specific Plan scenario described above), a significant increase in delay is calculated under Alternatives 1, 2 and 3. The unacceptable Level of Service impacts (LOS E or F) are limited to the Foothill Expressway off ramps (Intersections 3 and 5). If this level of impact is desired, then the City would need to elevate the review to an Environmental Impact Report.

Based on this analysis, the proposed changes to the Specific Plan are limited to maintaining the existing development scenario called out in the Specific Plan plus the additional 28 dwellings. Allowing the existing development scenario maintains the existing LOS E at the two problematic intersections and thus conforms to the City's Circulation Element Implementation Program C8. Implementing Alternative 2 (making A Street one way to the east) improves the Level of Service but causes an increase in the level of stress (LTS) for bicycles at the A Street intersections.

The feasibility study analyzes the Bicycle and Pedestrian Level of Stress (LTS) for the Loyola Corners Specific Plan area for circulation Alternatives 2 and 3 only. An LTS designation of 1 indicates a relatively low stress level and an LTS of 4 indicates a relatively high stress level.

Regarding bicycles, the study notes that Fremont Avenue, within the study area, has an LTS of 3 and A Street has a LTS of 2. Implementing circulation Alternative 2 increases the LTS from 2 to 3 on at intersection No. 2 and increases the LTS from 2 to 4 at intersection No. 3, and that mitigations are recommended. It should be noted that the City's Bicycle and Transportation Plan, adopted in April of 2012, includes developing a Class II bike lane on Miramonte Avenue from Fremont Avenue to the City Limit on Covington (under design, funded) and a future Class II bike lane along Fremont Avenue from Miramonte Avenue to Dolores Avenue (unfunded). These Class II bike lanes should improve the LTS ranking of the affected streets.

Regarding pedestrian level of stress, most of the Loyola Corners area has a high stress LTS of 4 primarily due to the lack of sidewalks, marked crossings and ramps at intersections. The feasibility study reviewed the LTS rating related to Alternatives 2 and 3 and found that these alternatives did not increase the level of stress. Staff points out, however, that if implemented, Alternative 2 (and 3) would include complete sidewalks and improve the pedestrian rating of A Street. Moreover, the City's Loyola Corners Concept Plan, adopted in August 2009 (also known as the streetscape plan) if funded by the City Council would reduce the level of stress for pedestrians as it improves sidewalks and intersection designs area wide. It is staff's policy to require implementation of the Loyola Corners Concept Plan when reasonable and practical with individual developments.

Finally, regarding the feasibility study, as part of analyzing the existing conditions, the report evaluated the signalization of the conjoined Fremont/A Street/Miramonte/Foothill Expressway off ramp area versus using stop controls. The analysis concluded that the current signal controls were the most appropriate means to control the intersections for vehicle, pedestrian and bicycle safety.

Based on this analysis staff is not recommending further implementation of the Specific Plan circulation changes. Alternative 2 (A Street One Way Eastbound) could be recommended contingent upon adopting mitigations related to improving the bicycle and pedestrian facilities. However, Alternative 2 has been rejected by many residents the San Antonio Hills Association based on past testimony.

Policies for Specific Parcels

As per Resolution No. 93-43, the Loyola Corners Specific Plan has five parcels earmarked for special development policies (SP – 5 Loyola Center at 1000 Fremont Avenue was added). The Policies for Specific Parcels are intended to guide land use decisions for key parcels in the Loyola Corners area.

SP – 3 regarding the Photo Drive Up Site at 999 Fremont Avenue seeks to combine the property with part of Miramonte Avenue to provide an area for a pedestrian plaza, improve traffic safety and to create a highly visual space along Fremont Avenue at the Foothill Expressway off ramp. The policy envisions removing the existing building, or if this is not financially feasible, relocating the business or moving the building to orient along the Miramonte Avenue axis. The feasibility to implement these policies was dependent on a parking assessment district to be formed by the Loyola Corners property owners, which was never formed. Given this history, staff recommends adding the following language to the SP – 3:

The owner may propose to privately develop the site for retail or restaurant uses on the ground floor and office/residential use on the second floor not to exceed two stories and 30 feet in

height provided the project incorporates a publicly accessible plaza on the corner of Fremont Avenue and A Street.

Staff also recommends adding specific policy language for the California Water Service properties at 1555-1579 Miramonte Avenue. The intent is to recognize the existing quasi-public land use of the site and the desire to maintain such a land use to maintain and provide appropriate water service in the community including rapid response to local emergencies. Thus, staff recommends the following addition:

SP – 6 California Water Service Site

Location: 1555 to 1579 Miramonte Avenue
Assessors Parcel No.: 193-40-030, 193-40-31 and 193-40-43

California Water Service has their service yard located at 1555 Miramonte Avenue and their parking lot at 1579 Miramonte Avenue (the former Echo Restaurant site). California Water Service Company presently rents office space at 949 B Street. The intent of this specific policy is to encourage California Water Service Company to remain at Loyola Corners and to allow the relocation of their office to their owned properties. This will allow California Water Service Company to vacate their present office use on B Street, which will become available for office or retail use in the core of the Loyola Corners triangle. Consolidation of their facilities will help California Water Service Company remain in Los Altos and facilitate their service and emergency responsiveness.

To implement this change, the California Water Service properties at 1555-1579 Miramonte Avenue would be designated for Public and Community Facility land use. Any future development of the site is subject to the City's public development review process and the Santa Clara Valley Water District's Guidelines and Standards for Land Uses Near Streams to help ensure an appropriate relationship to the adjacent land uses including the residential properties across Permanente Creek.

Attachments:

- A. Minutes of the City Council April 20, 2017 Study Session
- B. Resolution No. 2017-__
- C. Initial Study and Negative Declaration dated August 10, 2017

ATTACHMENT A

City Council Minutes

April 20, 2017

Page 1 of 2

**MINUTES OF THE SPECIAL MEETING OF THE CITY COUNCIL
AND PLANNING AND TRANSPORTATION COMMISSION OF THE
CITY OF LOS ALTOS, HELD ON THURSDAY, APRIL 20, 2017,
BEGINNING AT 6:00 P.M. AT LOS ALTOS CITY HALL, 1 NORTH SAN
ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ESTABLISH QUORUM

PRESENT: (Council): Mayor Prochnow, Vice Mayor Mordo, Councilmembers Bruins, Lee Eng and Pepper; and (Planning and Transportation Commission): Vice Chair Meadows, Commissioners Bressack, Enander, McTighe, Oreizy and Samek

ABSENT: Commissioner Bodner

ITEM FOR CONSIDERATION

1. Loyola Corners Specific Plan Update: Review and discuss the draft Plan, provide input and suggest modifications, and direct staff to move forward with the environmental analysis and scheduling of the public hearings

Public Comments

Los Altos resident Dr. Stuart encouraged improvements to traffic circulation within Loyola Corners.

Los Altos residents Teresa Morris, representing Los Altans for Neighborly Development, and Roberta Phillips opposed buildings higher than two stories within Loyola Corners.

Los Altos residents Debbie Skelton and Pat Marriott stated that the proposed changes did not reflect residents' input.

Gregg Bunker requested that his property, 999 Fremont Avenue, be zoned for three stories.

Direction: Councilmembers provided feedback to staff which included the following: 1) do not explore methods to incentivize revitalization; 2) strengthen and follow design standards as currently stated in Specific Plan; 3) do not increase height or reduce parking requirements; 4) consider increasing the amount of residential development allowed, but at a lower rate than the proposed 8 dwelling units per acre; 5) take no action on vacating B Street until after the circulation study is completed; and 6) allow retail (goods and services) on the ground floor throughout Loyola Corners, allow office on the ground floor except fronting Fremont Avenue, and allow all uses above the ground floor.

Direction: Councilmembers directed staff to draft changes to the Specific Plan based on the feedback provided at this meeting and incorporating the circulation study, and to publish the draft changes at least two weeks prior to the Planning and Transportation Commission hearing.

ADJOURNMENT

Mayor Prochnow adjourned the meeting at 7:53 p.m.

Mary Prochnow, MAYOR

Jon Maginot, CMC, CITY CLERK

ATTACHMENT B

RESOLUTION NO. 2017-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS UPDATING THE LOYOLA CORNERS NEIGHBORHOOD COMMERCIAL CENTER SPECIFIC PLAN

WHEREAS, the State of California Government Code, Section 65453, provides for the amendment of a Specific Plan in the same manner as a General Plan;

WHEREAS, the California Government Code, Section 65454, requires an amendment to a Specific Plan to be consistent with the General Plan;

WHEREAS, the City Council finds pursuant to Government Code Section 65358, that the Specific Plan amendment is in the best public interest, and finds that the action serves to further enhance the goals and policies outlined in the Specific Plan;

WHEREAS, the Planning and Transportation Commission and the City Council held duly noticed public hearings and considered such input; and

WHEREAS, the City Council certifies that the Negative Declaration of environmental impact for this amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan is appropriate and prepared pursuant to the California Environmental Quality Act and applicable Guidelines.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby adopts an amendment to the Loyola Corners Neighborhood Commercial Center Specific Plan making the following changes:

Administrative Design Guidelines—in conjunction with the existing Community Design and Beautification polices in the Loyola Corners Specific Plan, the following administrative design guidelines will be emphasized by staff during the review process for projects:

1. Informal architecture—incorporating familiar architectural elements where possible;
2. Small scale building elements—using moderately small scale building elements to emphasize the human scale;
3. Simple, sloping roof forms and materials—using simple, sloping roof forms that visually tie structures together and materials that reflect the residential character of the area;
4. Rustic, natural materials—using rustic, natural materials such as wood and cement plaster siding conducive to maintain a small scale, warm, human quality;
5. Integrate rooftop mechanical equipment—locate rooftop mechanical equipment in roof wells below ridge lines and avoid locating rooftop mechanical equipment on flat roofs screened by parapets;

ATTACHMENT B

6. Retain and provide covered arcade element along Fremont Avenue—use this as a principle, unifying architectural design element; and
7. Incorporate Streetscape elements—incorporate the streetscape design elements per the Loyola Corners Concept Plan where feasible and practical, but not as to produce a patchwork effect leaving the more unifying elements to the City to implement.

Building Height—building heights are limited to 30 feet and two stories.

Residential Development—the residential development is limited to a total of 28 additional dwelling units (eight remaining units under the existing Plan plus 20 dwelling units).

Retail and Other Uses—retail and personal service uses are only permitted at the ground level fronting on Fremont Avenue from Miramonte Avenue to Dolores Avenue; and office uses are permitted on the ground level in the Specific Plan area except fronting on Fremont Avenue between Miramonte Avenue and Dolores Avenue; and all permitted uses in the CN District are allowed above the ground level.

Traffic Circulation—the City will cease further implementation of the traffic circulation changes shown in the Phase I and Phase II Illustrative Plans for the Loyola Corners Neighborhood Commercial Center Specific Plan unless otherwise approved by the City Council.

Policies for Specific Parcels—add the following language to SP – 3 Photo Drive Up:

The owner may propose to privately develop the site for retail or restaurant uses on the ground floor and office/residential use on the second floor not to exceed two stories and 30 feet in height provided the project incorporates a publicly accessible plaza on the corner of Fremont Avenue and A Street.

Add the following language for a new Specific Policy:

SP – 6 California Water Service Site

Location: 1555 to 1579 Miramonte Avenue
Assessors Parcel No.: 193-40-030, 193-40-31 and 193-40-43

California Water Service has their service yard located at 1555 Miramonte Avenue and their parking lot at 1579 Miramonte Avenue (the former Echo Restaurant site). California Water Service Company presently rents office space at 949 B Street. The intent of this specific policy is to encourage California Water Service Company to remain at Loyola Corners and to allow the relocation of their office to their owned properties. This will allow California Water Service Company to vacate their present office use on B Street, which will become available for office or retail use in the core of the Loyola Corners triangle. Consolidation of their facilities will help California Water Service Company remain in Los Altos and facilitate their service and emergency responsiveness.

ATTACHMENT B

To implement this change, the California Water Service properties at 1555-1579 Miramonte Avenue would be designated for Public and Community Facility land use. Any future development of the site is subject to the City's public development review process and the Santa Clara Valley Water District's Guidelines and Standards for Land Uses Near Streams to help ensure an appropriate relationship to the adjacent land uses including the residential properties across Permanente Creek.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ____ day of ____, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Mary Prochnow, MAYOR

Attest:

Jon Maginot, CMC, CITY CLERK

Environmental Initial Study and
Negative Declaration

Loyola Corners Neighborhood
Commercial Center
Specific Plan Update

Prepared by the
City of Los Altos



August 10, 2017

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APPENDIX

Feasibility Study for Circulation Improvements at Loyola Corners, dated August 4, 2017

1. INTRODUCTION AND PURPOSE

This initial study of environmental impacts conforms to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Los Altos. This initial study evaluates the potential environmental impacts that may result from updating the Loyola Corners Specific Plan.

The City of Los Altos is the Lead Agency under CEQA and prepared this initial study.

2. PROJECT INFORMATION

PROJECT TITLE

Loyola Corners Neighborhood Commercial Center Specific Plan Update

LEAD AGENCY CONTACT

David Kornfield, Planning Services Manager—Advance Planning
City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

Telephone: (650) 947-2632
Email: dkornfield@losaltosca.gov

PROJECT LOCATION

City of Los Altos, County of Santa Clara, California

The project area is defined as the approximately 17-acre area defined by the existing Loyola Corners Neighborhood Commercial Center Specific Plan.

PROJECT PROPONENT

City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

GENERAL PLAN AND ZONING DESIGNATIONS

The project area has a General Plan land use designation of Neighborhood Commercial and zoning designations of Commercial Neighborhood District (CN) and Loyola Corners Specific Plan Zone District (LC/SPZ).

PUBLIC AND AGENCY REVIEW

Pursuant to Section 15063 of the *State CEQA Guidelines* (Title 14, California Code of Regulations, Sections 15000 et seq.), an Initial Study is a preliminary environmental analysis that is used by the lead agency (the public agency principally responsible for approving or carrying out the project) as a basis for determining whether an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration is required for a project. The *State CEQA Guidelines* require that an Initial Study contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

The purpose of this Initial Study is to evaluate the potential environmental impacts of the Loyola Corners Neighborhood Commercial Center Specific Plan update, which may include increases in the number of housing units, commercial area and road circulation changes, to determine what level of additional environmental review, if any, is appropriate.

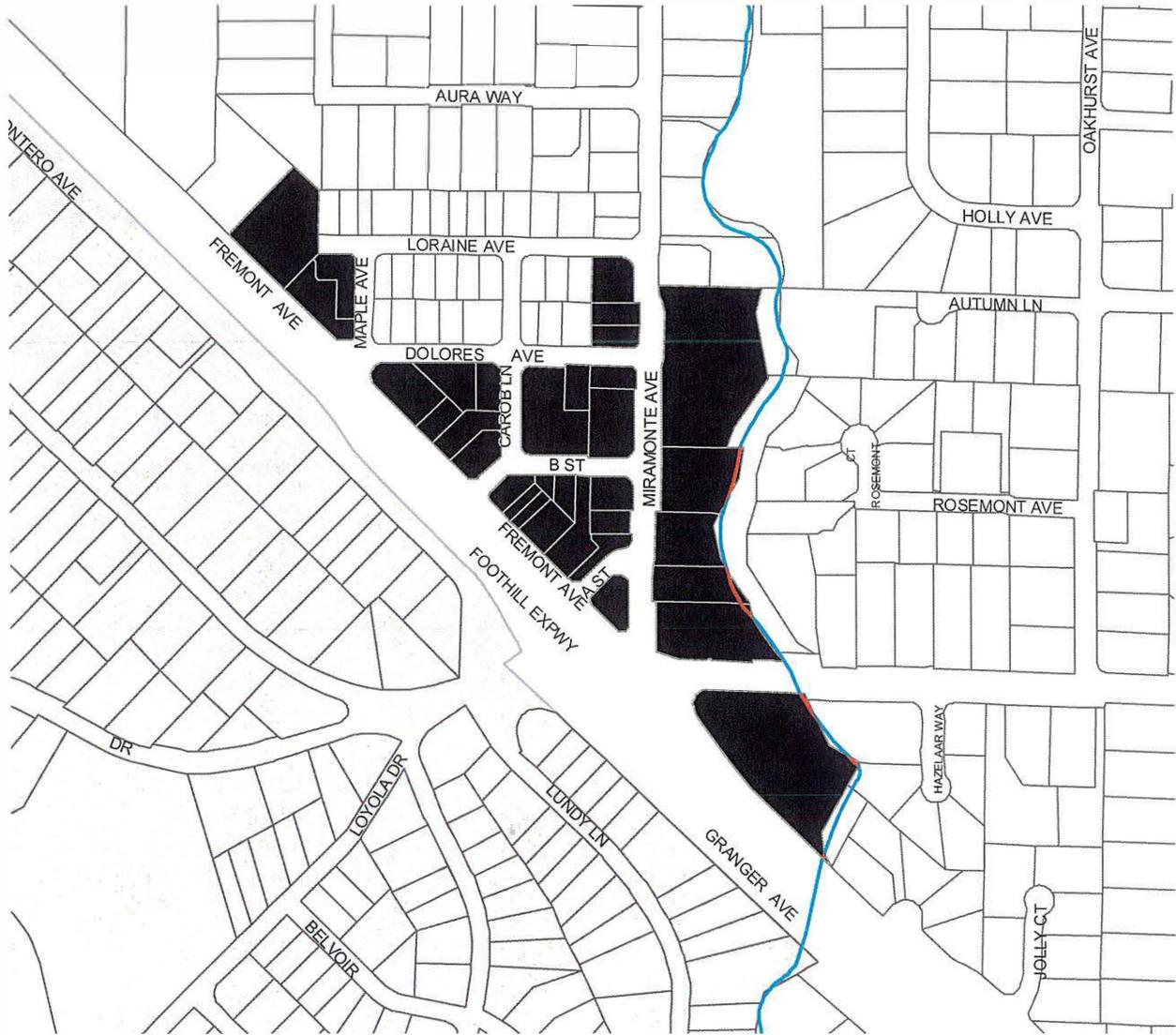
As shown in the Determination in Section Four of this document, and based on the analysis contained in this Initial Study, the City of Los Altos has determined that the project would not result in potentially significant impacts with incorporation of mitigation measures identified in this Initial Study; therefore, a Mitigated Negative Declaration (MND) will be prepared.

This Initial Study will be circulated with the Draft Negative Declaration for public and agency review from Friday August 11, 2017 to September 8, 2017. Copies of this document are available for review at City Hall in the Planning Division of the Community Development Department. Comments on this Initial Study must be received by 5:00 PM on September 8, 2017 and can be sent or emailed to the address below:

David Kornfield, Planning Manager—Advance Planning
City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, California 94022

Telephone: (650) 947-2632
Email: dkornfield@losaltosca.gov

FIGURE 1: PROJECT LOCATION (HIGHLIGHTED)



3. PROJECT DESCRIPTION

The project includes updating the Loyola Corners Commercial Neighborhood Center Specific Plan (Specific Plan) clarifying the development regulations, the number of housing units permitted, and analyzing changes to the street circulation. Specifically, the project considers:

- Reaffirming the area’s emphasis on ground-floor retail development along Fremont Avenue between Miramonte Avenue and Dolores Avenue and allowing all other permitted uses in the CN District elsewhere;
- Reconsidering the growth limits of allowing an additional 20 residential units to the previously allowed 20-unit limit (with eight units remaining from the original Specific Plan allotment), 19,000 square feet of additional retail (15,000 square feet in the original Specific Plan allotment)

plus 4,000 square of removed retail area in the Specific Plan area), 4,000 square feet of additional service area and 4,000 square feet of additional office area; and considering if the growth limits should be increased;

- Allowing quasi-public land use on the California Water Service site without providing retail area on the ground floor;
- Clarifying the design guidelines for the area;
- Reaffirming the two-story, 30-foot height limit; and
- Analyzing the feasibility of the Loyola Corners Specific Plan circulation plan.

The Specific Plan area is approximately 17 acres including the streets. Approximately nine acres of the area is commercially zoned. The area contains approximately 89,400 square feet of development.

The City of Los Altos adopted the Specific Plan in 1990.

4. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

5. CEQA DETERMINATION

On the basis of the initial evaluation that follows:

I find that the project WOULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponents that would avoid or reduce any potential significant effects to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the project MAY have a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.



8-10-17

David Kornfield, Planning Services Manager—Advance Planning

Date

6. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the project is implemented. Mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

6.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1 and 2) There are no scenic resources on the project site or scenic vistas identified by the City, nor are there state-designated scenic highways near the project site). The City of Los Altos General Plan (2002) does not identify scenic vistas, highways or corridors within or near Los Altos. There would be no impact.

(3) As a Specific Plan amendment affecting development and design policies and regulations, no specific projects are vested or entitled. Any future development is subject to the City's design review regulations and if approved, will maintain and/or improve the visual character of the area as determined by the City Council. Any impact would be less than significant.

(4) After any Specific Plan changes, future development may include sources of glare such as building lights and on-site and on-street lighting. The conceptual lighting plan for the any subsequent project would be evaluated during the City's development review process to ensure that it complies with the City's requirements and minimizes glare. The development review process and compliance with the City's lighting requirements would ensure that new lighting associated with the development would be directed away from surrounding uses. Also, in accordance with the applicable design guidelines, any projects in the Loyola Corners area would not be constructed of materials that would be highly reflective. The update to the Specific Plan itself would not create any daytime glare. The impact would be less than significant.

The City of Los Altos is urbanized and the area is predominantly developed; therefore, the aesthetic impact of reasonably foreseeable development would not substantially degrade the visual character of the City's suburban setting. The cumulative impacts to visual resources would be less than significant.

6.2 AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(1 to 5) Consistent with the commercial use of the site, the Farmland Mapping and Monitoring Program identifies the entire site as urban and built-up land and no portion of the property is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2010). No portion of the project site is zoned for agricultural use or forest land or timberland. In addition, there is no Williamson Act contract applicable to the project area. Therefore, the project would not involve any changes that could cause conversion of Farmland to non-agricultural use. There would be no significant impact.

No land in the City of Los Altos planning area is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2010). Thus, anticipated future development in Los Altos, including future development in the Loyola Corners area, would not result in the loss of Important Farmland. In addition, land in the City is zoned for urban uses. Therefore, anticipated future development in Los Altos would not displace land zoned for agricultural use or forest land or timberland, and would not conflict with land under a Williamson Act contact. The cumulative impact on agricultural and forest resources would be less than significant.

6.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-5) As an update of an existing specific plan, the project itself does not create any new development. The plan changes may allow an increased amount of development in the area compared to the existing plan, which may have a cumulative effect on air quality. Any future development, however, will be considered on its own merits about its environmental impacts.

6.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

The project is in an urbanized area. No biological resources are identified in the immediate area. The project area is adjacent to Permanente Creek, which has an established riparian corridor. The City's adoption of the Santa Clara Valley Water District guidelines for development near creeks does not allow development near or within the creek bank and riparian area.

An update of the Specific Plan would not in itself result in adverse effects on special status plant or wildlife species and would not contribute to cumulative impacts to these species. The future development would have a less than significant impact to nesting birds or heritage trees and be subject to the City's development review process and environmental review; therefore, it would have less than significant cumulative impacts to these resources. The project would therefore have no significant impact regarding the remaining criteria.

6.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1) There are no historic resources in the project area.

(2-4) No existing known archaeological sites are in the project area. Anticipated future development in creek side areas of the City of Los Altos has the potential to adversely affect cultural resources. However, the City’s policies and regulations regarding protection of cultural resources, together with the requirement for environmental review and mitigation for future projects, would minimize these potential impacts. With mitigation, future development of the project would have no project-level impacts on cultural resources. Therefore, the cumulative impact on cultural resources would not be cumulatively considerable.

6.6 GEOLOGY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1)(a) The project site is not located within a State of California Earthquake Fault Zone or a Santa Clara County Earthquake Hazard Zone for fault rupture.

(1)(b) While there are no known faults passing through the site, an earthquake of moderate to high magnitude generated within the San Francisco Bay Region could cause considerable ground shaking on the project site, thus resulting in potential damage to infrastructure, structures and people. Adherence to the California Building Code (CBC) and Seismic Hazards Mapping Act would reduce the adverse impacts of seismically generated ground shaking on infrastructure, structures, and people to less than significant levels.

(1) (c) The site is not located within an area zoned by the State of California as having potential for seismically induced liquefaction hazards, or within a Santa Clara County Geologic Hazard Zone for Fault Rupture, Landslide, Compressible Soils, and Dike Failure. For these reasons, the project site is not expected to be subject to liquefaction.

(1)(d) The project area is generally level and is not located within an area zoned by the State of California as having potential for seismically induced landslide hazards. The impact would be less than significant.

(2) The Specific Plan update itself does not involve any construction. Future projects relying on the Specific Plan would be required to follow the City’s best practices and conform to Stormwater runoff regulations that include an erosion control plan, which include sediment and erosion controls to limit on-site erosion and off-site sedimentation, and to keep construction pollutants from encountering storm water. The impact would be less than significant.

(3) Slope stability issues are addressed under response 6(a)(d) above, and liquefaction is addressed under response 6.6(1)(c). The impact would be less than significant.

(4) Any future project relying on the Specific Plan will be designed and constructed in accordance with standard engineering safety techniques and in conformance with design-specific geotechnical reports prepared for the site. With the use of standard engineering and seismic design techniques, construction of the project would result in less than significant geology or soils impacts, and would not significantly expose people or structures to adverse seismic risks. There would be no significant impact.

(5) Any future project would not be allowed to use septic tanks or alternative wastewater disposal systems; such projects would be connected to the City's sanitary sewer system by ordinance.

6.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1) Bay Area Air Quality Management District's (BAAQMD) *CEQA Air Quality Guidelines* include thresholds for greenhouse gas emissions. Under these thresholds, if a project would result in operational-related greenhouse gas emissions of 1,100 metric tons (or 4.6 metric tons per service population) of carbon dioxide equivalents a year or more, it would make a cumulatively considerable contribution to greenhouse gas emissions and result in a cumulatively significant impact to global climate change. As a policy document, the Specific Plan update does not generate any greenhouse gas itself; future projects will be considered on their own merits regarding environmental impacts including greenhouse gas emissions.

(2) The project site is within the jurisdiction of the BAAQMD, which is the governing authority for air quality planning in the region. As discussed above, the BAAQMD CEQA Guidelines are intended to meet the requirements of Assembly Bill 32 (AB 32), which are the basis for controlling and reducing Greenhouse Gas (GHG) emissions in California. The BAAQMD GHG significance thresholds were developed such that projects with emissions below the threshold would not impair attainment of AB 32 requirements within the jurisdiction of the BAAQMD. Any emissions associated with future development would be compared to the BAAQMD thresholds. The Specific Plan update itself does not conflict with plans, policies or regulations for reducing GHG emissions. The project will have a less than significant impact.

6.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-3) The Specific Plan update, a policy document, does not create any development or involve the use of any hazardous materials. Any future construction relying on the Specific Plan would be considered on its own merits regarding hazardous impacts. There are no schools within one-quarter mile of the project area.

(4) The Specific Plan area is not included on a list of hazardous materials sites subject to corrective action compiled pursuant to Government Code Section 65962.5 (Cortese List) and would not pose a related health hazard to the public or the environment.

(5-6) The Specific Plan area is not located within an airport land use plan or within two miles of an airport or private airstrip.

(7-8) Emergency response in the City of Los Altos is governed by the City's Emergency Plan. Emergency response would be considered with any future development in the project area in relation to implementation of or physically interfere with the emergency response or evacuation plans. There would be no impact.

(8) The project site is in an urbanized area at a substantial distance from the closest wildland areas in Los Altos Hills. There would be no impact.

6.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1 and 6) As a policy document, the Specific Plan update does not create any development. Any future development would be subject to the City's best practices and Stormwater regulations, which help assure compliance with water quality standards. Such regulations are the National Pollution Discharge Elimination System (NPDES), including preparation of a Storm Water Control Plan or erosion control plan during construction and post construction, and all development would be required to control runoff in accordance with the conditions of the Municipal Regional Stormwater NPDES Permit. The project area is served by the City's storm drain system, which has adequate capacity per the Engineering Division of the City.

(7-10) No properties within the project area have their development area within a regulated floodplain. The future development of any creek side properties would be required to avoid any overbank runoff and therefore avoid any significant impacts to the floodway. The project area is outside the drainage basin for the Stevens Creek Reservoir and Dam avoiding any impacts from dam failure. The project area is not subject to any hillsides or water bodies and inundation by seiche, tsunami or mudflow.

6.10 LAND USE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-3) The Loyola Corners Specific Plan policies and circulation plan do not physically divide an established community. As a policy document, the Specific Plan update by nature will be consistent with the City’s General Plan as a sub-element of the General Plan. If necessary, the area’s Land Use Map and zoning regulations will be changed to be consistent with any Specific Plan changes as adopted. The project area is not subject to a habitat conservation plan or natural community conservation plan.

The Specific Plan update adds language to outline further development potential to the property at 999 Fremont Avenue (SP – 3 Photo Drive Up Site) consistent with the underlying zoning and adds Specific Policy language for the properties at 1555-1579 Miramonte Avenue (SP – 6 California Water Service Company). These policies do not expand the overall development potential allowed in the Specific Plan area.

6.11 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-2) Per the City of Los Altos General Plan (2002), minerals are not found to any appreciable extent in the City. Thus, no known or potential mineral resources of state, regional, or local importance are in the project area.

6.12 NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project result in:					
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-4) The project area is adjacent to Foothill Expressway, which subjects the area to noise. As a policy document, it creates no development itself or noise impacts. Any future development is subject to the City's General Plan policies for development in areas subject to noise impacts, which mitigate potential impacts. Future development may increase the ambient noise level; however, any future development will be subject to the City's noise regulations which will ensure that projects do not create excessive noise. The project area is not near any airports or airstrips.

6.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-3) The Specific Plan update may induce housing growth to the area. Currently, the Specific Plan allows up to 20 housing units in the Specific Plan area, 12 of which have been built or entitled. The Specific Plan update may allow an additional 20 dwelling units in the area over the remaining eight dwelling units allowed for a total of 28 multiple-family dwellings over the existing conditions. Based on the 2010 Census the average household size in Los Altos increased to 2.66 persons per household, adding a net of 20 multiple-family dwellings over the existing plan could add approximately 53 people to the area over time, which is a less than significant impact to population growth

Any future development in the project area could displace one nonconforming house in the Specific Plan area. Since the nonconforming single-family residence is owner-occupied and may remain under the City's regulations until such land use is changed to a conforming commercial use or the structure removed, this is a less than significant impact under the control of the property owner.

6.14 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

(1) As a policy document the Specific Plan update does not create any public service demands. Future projects relying on the Specific Plan update would be considered on their own merits for impacts to public services. Public services such as Fire and Police protection are provided by the City and funded from the General Fund. Future projects in the Specific plan area would create an incremental increase in demand in public services mostly offset by a rise in property values and property tax revenue to the City. Development projects are required to provide park land or pay fees in-lieu of land to help fund the City's parks. Development projects are also required to pay traffic impact fees and school impact fees to help provide for cost increases in public service.

(1) (e) The Specific Plan update designates the three properties owned by California Water Service Company for Public and Community Facility land use (1555-1579 Miramonte Avenue). This change

from a Neighborhood Commercial land use to Public and Community Facility land use recognizes California Water Service Company's longstanding quasi-public land use of the site as a local headquarters and maintenance yard. Designating the property for Public and Community Facility land use may help maintain the facility in Los Altos and help maintain responsive water service for the community especially in times of crisis. Any future development of the site would be reviewed by the City in its public review process ensuring an appropriate relationship to the surroundings. This is a beneficial environmental impact based on keeping the quasi-public water utility.

6.15 RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(1-2) As a policy document, the Specific Plan update does not create any development. Future development may include additional housing units, which may incrementally increase the use of neighborhood, regional parks and recreational facilities. Parks are funded by park in-lieu fees by development. Recreational facilities are fee-for-service. Increases in park and recreation facility uses are less than significant.

6.16 TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1 and 2) As a policy document, the Specific Plan update maintains the previously adopted circulation plan for the project area. The feasibility of implementing such circulation changes is studied in a report by TJKM dated August 4, 2017 (see Appendix). The feasibility study included five alternatives:

- Alternative 1—Existing Conditions—No Change;
- Alternative 2—A Street to One Way Eastbound;
- Alternative 3—A Street to One Way Westbound;
- Alternative 4—Fremont Avenue to Two Way and Miramonte Avenue to One Way Northbound, and realignment of the Foothill Expressway On Ramp to Dolores Avenue; and
- Alternative 5—Fremont Avenue to Two Way and Keep Miramonte as is, and realignment of the Foothill Expressway On Ramp to Dolores Avenue.

Per the feasibility study, all the alternatives were evaluated compared to the existing traffic volumes. Alternatives 1 through 4 were also evaluated with the potential additional trips by the existing Specific Plan scenario and a hypothetical unrestrained buildout scenario.

For the existing conditions, the Level of Service (LOS) evaluation for the eight subject intersections (Table 6) shows that all the intersections operate at LOS D or better except for:

- Intersection No. 3 (Foothill Expressway on/off ramp at Loyola Drive), which operates at LOS E in the afternoon peak hour; and
- Intersection No. 5 (Fremont/Miramonte/Foothill Expressway off ramp), which operates at LOS E in the morning peak hour.

In accordance with the City’s General Plan Circulation Element Implementation Program C8, only after preparation of an environmental impact report (EIR) is the City allowed to accept a Level of Service E or F after finding that no practical and feasible improvements can be implemented to mitigate to a lower level of service.

The feasibility study (Table 7) shows that Alternatives 2 and 3 provide the highest reduction of delay, or improvement in Level of Service, and improving intersection No. 5 from LOS E to C and D in the morning, respectively. Per the feasibility study, no further analysis was conducted for Alternatives 4 and 5 as they did not improve intersection operations under existing conditions.

Adding in the existing Specific Plan development growth scenario with 28 new dwellings (eight left over plus 20 net new for the Plan), (Table 9) Alternatives 1 and 2 operate similar to the existing conditions with a slight increase in delay. However, for Alternative 3, Intersection No. 5 in the morning degrades from a LOS D to an unacceptable LOS E. This analysis suggests maintaining the existing circulation or implementing Alternative 2 (A Street One Way Eastbound) to allow the existing Specific Plan development growth scenario without the need to elevate the review to an Environmental Impact Report.

When evaluating a maximum growth scenario (beyond the existing Specific Plan scenario described above), a significant increase in delay is calculated under Alternatives 1, 2 and 3. The unacceptable Level of Service impacts (LOS E or F) are limited to the Foothill Expressway off ramps (Intersections 3 and 5). If this level of impact is desired, then the City would need to elevate the review to an Environmental Impact Report.

Based on this analysis, the proposed changes to the Specific Plan are limited to maintaining the existing development scenario called out in the Specific Plan plus adding a net of 20 additional dwellings. The addition of 20 net new dwellings to the Specific Plan area is to partially facilitate a limited amount of redevelopment. Allowing the existing development scenario maintains the existing LOS E at the two problematic intersections and thus conforms to the City's Circulation Element Implementation Program C8. Implementing Alternative 2 (making A Street one way to the east) improves the Level of Service but causes an increase in the level of stress (LTS) for bicycles at the A Street intersections.

The feasibility study analyzes the Bicycle and Pedestrian Level of Stress (LTS) for the Loyola Corners Specific Plan area for circulation Alternatives 2 and 3 only. An LTS designation of 1 indicates a relatively low stress level and an LTS of 4 indicates a relatively high stress level.

Regarding bicycles, the study notes that Fremont Avenue, within the study area, has an LTS of 3 and A Street has a LTS of 2. Implementing circulation Alternative 2 increases the LTS from 2 to 3 on at intersection No. 2 and increases the LTS from 2 to 4 at intersection No. 3, and that mitigations are recommended. It should be noted that the City's Bicycle and Transportation Plan, adopted in April of 2012, includes developing a Class II bike lane on Miramonte Avenue from Fremont Avenue to the City Limit on Covington (under design, funded) and a future Class II bike lane along Fremont Avenue from Miramonte Avenue to Dolores Avenue (unfunded). These Class II bike lanes should improve the LTS ranking of the affected streets.

Regarding pedestrian level of stress, most of the Loyola Corners area has a high stress LTS of 4 primarily due to the lack of sidewalks, marked crossings and ramps at intersections. The feasibility study reviewed the LTS rating related to Alternatives 2 and 3 and found that these alternatives did not increase the level of stress. Staff points out, however, that if implemented, Alternative 2 (and 3) would include complete sidewalks and improve the pedestrian rating of A Street. Moreover, the City's Loyola Corners Concept Plan, adopted in August 2009 (also known as the streetscape plan) if funded by the City Council would reduce the level of stress for pedestrians as it improves sidewalks and intersection designs area wide. It is staff's policy to require implementation of the Loyola Corners Concept Plan when reasonable and practical with individual developments.

Finally, regarding the feasibility study, as part of analyzing the existing conditions, the report evaluated the signalization of the conjoined Fremont/A Street/Miramonte/Foothill Expressway off ramp area versus using stop controls. The analysis concluded that the current signal controls were the most appropriate means to control the intersections for vehicle, pedestrian and bicycle safety.

(3) The current 30-foot and two-story height limit in the Specific Plan area are relatively low compared to heights that would affect air traffic patterns, air traffic levels or locations.

(4-5) Implementing any circulation changes would be considered in the context of current traffic engineering studies to avoid hazardous design features such as sharp curves and dangerous intersections. Any circulation changes would maintain appropriate emergency access

(6) Implementing and/or modifying the adopted Specific Plan circulation changes will assist the City in implementing adopted vehicle, bicycle and pedestrian facilities plans, which is a beneficial impact. Such benefits include realigning streets at problematic intersections (e.g., A Street at Miramonte Avenue), adding bicycle lanes and facilities on Miramonte Avenue, Fremont Avenue and A Street, and potentially widening and providing sidewalks such as on A Street.

6.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

(1-4) The Specific Plan update will not allow significant changes in land use or development capacity that will exceed the City’s wastewater (sanitary sewer) treatment capacity. Future projects would be considered for their instant impacts for any necessary changes to the wastewater conveyance system and upgraded if necessary.

In accordance with City regulations and stormwater permit requirements, any future development will be designed to maintain stormwater runoff on-site and/or treat any effluent to minimize any impacts to the stormwater drainage facilities and creeks which convey stormwater.

Water in the project area is adequately served by California Water Service Company.

(5-7) since 1972 the City of Los Altos has contracted with the Palo Alto Regional Water Quality Control Plant. The City’s contract allows for 3.6 million gallons of water treatment per day, which per the City’s General Plan, will accommodate the future development of vacant sites and the intensification of commercial areas.

There are no existing or planned solid waste facilities within the Los Altos planning area. The Los Altos solid waste stream is collected by a franchised hauler and transferred to landfills in San Jose. In accordance with the California Integrated Waste Management Act of 1989, Los Altos complies with its solid waste reduction requirements.

6.18 MANDATORY FINDINGS OF SIGNIFICANCE – The lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur. Where prior to commencement of the environmental analysis a project proponent agrees to mitigation measures or project modifications that would avoid any significant effect on the environment or would mitigate the significant environmental effect, a lead agency need not prepare an EIR solely because without mitigation the environmental effects would have been significant (per Section 15065 of the State CEQA Guidelines):

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<p>3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Discussion

(1) The Specific Plan area is an urban area bordered by Permanente Creek. Permanente Creek has a riparian area within and along its creek banks. The General Plan designates the creekside as Open Space and prohibits development within the creek bank area and helps maintain the quality of the riparian environment.

(2) An analysis of whether the potential impacts of the project combined with other current projects and probable future projects and projected regional growth in the surrounding area would result in significant cumulative impacts is included in each topical discussion in Items 6.1 through 6.17 above. No significant cumulative impacts were identified.

(3) An analysis of whether the potential impacts of the project did not conclude that environmental effects would cause adverse effects on human beings, which would result in significant cumulative impacts, is included in each topical discussion in Items 6.1 through 6.17 above. No significant cumulative impacts were identified.

6.19 SUPPORTING INFORMATION SOURCES

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Feasibility Study for Circulation Improvements at Loyola Corners City of Los Altos



Final Project Report
August 4, 2017



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INTRODUCTION

Loyola Corners, located in the City of Los Altos, is a 17-acre neighborhood commercial area located near Foothill Expressway, between Fremont and Miramonte Avenues. In 1990, the City of Los Altos adopted the Loyola Corners Neighborhood Commercial Center Specific Plan as a tool to focus on the goals to create an attractive and functional shopping and commercial area, while maintaining and preserving the surrounding residential neighborhood. After a Specific Plan Amendment in 1993, TJKM had the privilege of preparing the Loyola Corners Commercial Area Traffic Circulation Study in 2008. With Council authorization to update the Specific Plan, this feasibility study will look at traffic circulation and operations, pedestrian and bicycle facilities and parking facilities under existing and the future setting, incorporating the developments and infrastructure improvements that have occurred from the original Specific Plan.

The goals of the project are:

- Enhance vehicular, pedestrian and bicycle safety;
- Minimize potential for cut-through traffic on streets within the plan area including Dolores Avenue and Fremont Avenue; and
- Provide optimal access of commercial traffic to businesses on Fremont Avenue and Miramonte Avenue.

The purpose of the Loyola Corners Circulation Improvements Feasibility Study is to review and develop recommendations, from a multi-modal circulation and safety standpoint.

The overall project objectives are to evaluate vehicular, bicycle and pedestrian safety, preserve the surrounding residential neighborhoods by minimizing potential cut-through commercial traffic and provide optimal access to the commercial businesses on Fremont Avenue and Miramonte Avenue.

The purpose of this report is to present the existing level of service (LOS) and operational impacts of the selected study intersections, alternatives for circulation improvements within the study area and LOS and delay benefits obtained, and estimating the impact of Existing Specific Plan and Maximum Buildout scenario trips on existing conditions and proposed alternatives. Additionally, bicycle and pedestrian level of stress under existing conditions and proposed alternatives will be evaluated.

This report includes the following sections: 1) Introduction, 2) Existing Conditions, 3) Synchro Model Development, 4) Study Methodology, 5) Existing Conditions Analysis Results, 6) Proposed Alternatives Analysis, 7) Alternatives Analysis with Existing Specific Plan trips, 8) Alternatives Analysis with Maximum Buildout Trips, 9) Bicycle Level of Stress Analysis, 10) Pedestrian Level of Stress Analysis and 11) Conclusion.

Study Intersections

TJKM evaluated traffic conditions at eight study intersections during the a.m. (7:00 a.m. – 9:00 a.m.), school p.m. (2:00 p.m. – 4:00 p.m.), and p.m. (4:00 p.m. – 6:00 p.m.) peak periods for a typical weekday. The

study intersections were selected in consultation with the City staff. The study intersections and associated traffic controls are as follows and the project study area is illustrated in **Figure 1**.

1. Fremont Avenue/Dolores Avenue (One-Way Stop)
2. Fremont Avenue/A Street (Signalized)
3. Foothill Expressway On & Off Ramps/Loyola Drive (One-Way Stop)
4. Frontero Avenue-Granger Avenue/Country Club Drive-Loyola Drive (Two-Way Stop)
5. Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp (Signalized)
6. Miramonte Avenue/A Street (One-Way Stop)
7. Miramonte Avenue/Dolores Avenue (One-Way Stop)
8. Miramonte Avenue/Lorraine Avenue (One-Way Stop)

Proposed Alternatives

As a part of this project, TJKM evaluated several alternatives for circulation and safety improvements within the Loyola Corners study area. This report details six alternatives after discussions with the City Staff.

The six alternatives developed and analyzed for the study are described below.

1. **Alternative 1 – Existing Conditions – No change:** This alternative evaluates and documents all the study intersections based on existing traffic volumes, lane geometry, and traffic controls. Alternative 1 will be used as the baseline to compare the proposed alternatives with. **Figure 2** illustrates the existing lane geometry.
2. **Alternative 2 – A Street to One Way Eastbound:** Under this alternative, the westbound movements at the intersection of Fremont Avenue/A Street and southbound right-turn and northbound left-turn movements at the intersection of Miramonte Avenue/A Street will be prohibited. This reduces the conflicting movements at the intersections of Fremont Avenue/A Street and Miramonte Avenue/A Street to improve circulation and reduce delays. **Figure 3** illustrates the proposed alternative.
3. **Alternative 3 – A Street to One Way Westbound:** Under this alternative, the eastbound movements along A Street, eastbound through and northbound right-turn movements at the intersection of Fremont Avenue/A Street will be restricted to reduce the conflicting movements at the intersections of Fremont Avenue/A Street and Miramonte Avenue/A Street to improve circulation and reduce delays. **Figure 4** illustrates the proposed alternative.
4. **Alternative 4 – Fremont Avenue to Two Way and Miramonte Avenue to One Way Northbound:** Under this alternative, Fremont Avenue, between Dolores Avenue and Miramonte Avenue will be converted to a two-way street, southbound movements along Miramonte Avenue, between A Street and Fremont Avenue will be restricted, and northbound on-ramp will be realigned with the intersection of Fremont Avenue/Dolores Drive. **Figure 5** illustrates the proposed alternative.
5. **Alternative 5 – Fremont Avenue to Two Way and keep Miramonte Avenue as is:** Under this alternative, Fremont Avenue between Dolores Avenue and Miramonte Avenue will be converted

to a two-way street and the Foothill Expressway northbound on-ramp will be realigned with the intersection of Fremont Avenue/Dolores Drive. **Figure 6** illustrates the proposed alternative.

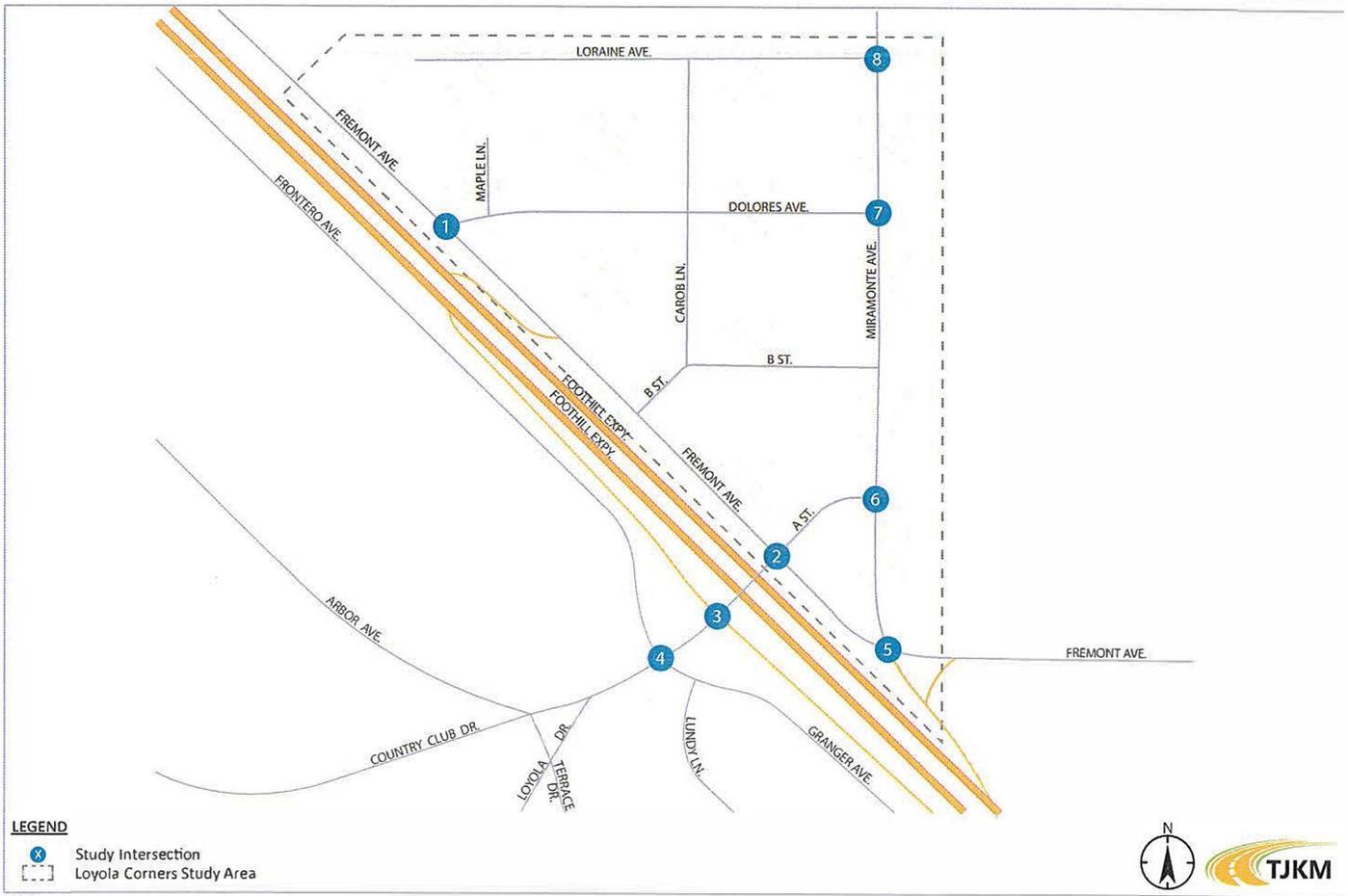
Study Scenarios

As discussed above the proposed alternatives were evaluated with existing volumes. In addition, Alternatives 1 through 4 were also analyzed with the addition of trips generated as a result of new developments within the study area to assess the impact of the new developments on existing conditions and the proposed feasible alternatives based on discussions with the City of Los Altos Staff.

The scenarios evaluated as a part of this study are:

1. **Existing Conditions – No Development:** Alternatives were evaluated with existing traffic volumes.
2. **Existing Conditions plus Existing Specific Plan Trips:** Alternatives were evaluated with the addition of trips generated from the proposed developments as provided in the Existing Specific Plan. These include 27,000 square feet of commercial area plus 28 multiple-family units:
 - a. 19,000 sf. of retail area;
 - b. 4,000 sf. of second level retail/service; and
 - c. 4,000 sf. of second level office
3. **Existing Conditions plus Maximum Buildout Scenario Trips:** Alternatives were evaluated with the addition of trips generated from the maximum buildout scenario expected within the study area. This includes 57,000 sf. of commercial area plus 28 multiple-family units:
 - a. 28,500 sf. of retail; and
 - b. 28,500 sf. of office;

Vicinity Map



196-015

Figure 1

Figure 2: Alternative 1 – Existing Conditions – No Change



Figure 3: Alternative 2 - A Street to One Way Eastbound

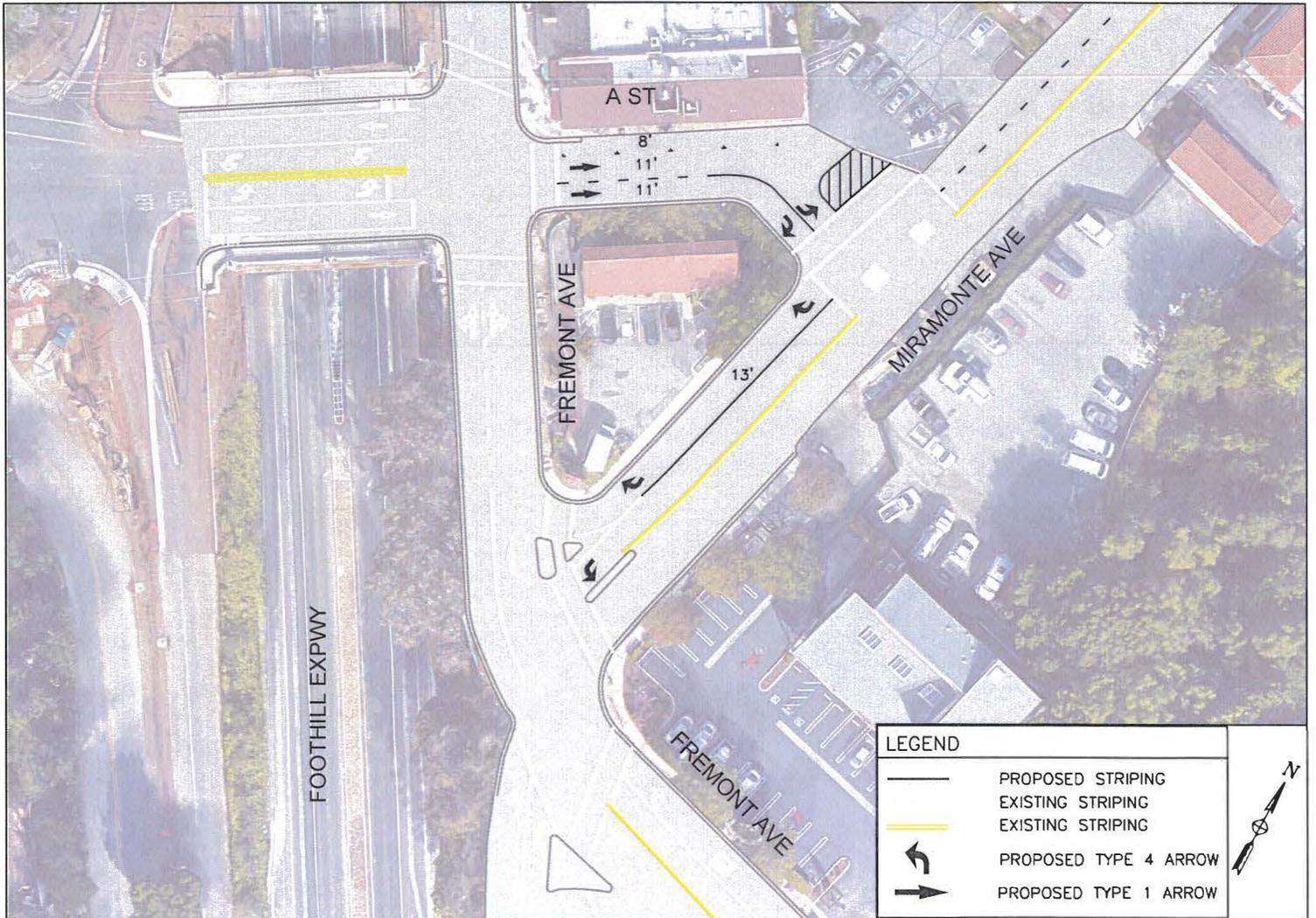


Figure 5: Alternative 4 - Fremont Avenue to Two Way and Miramonte to One Way Northbound

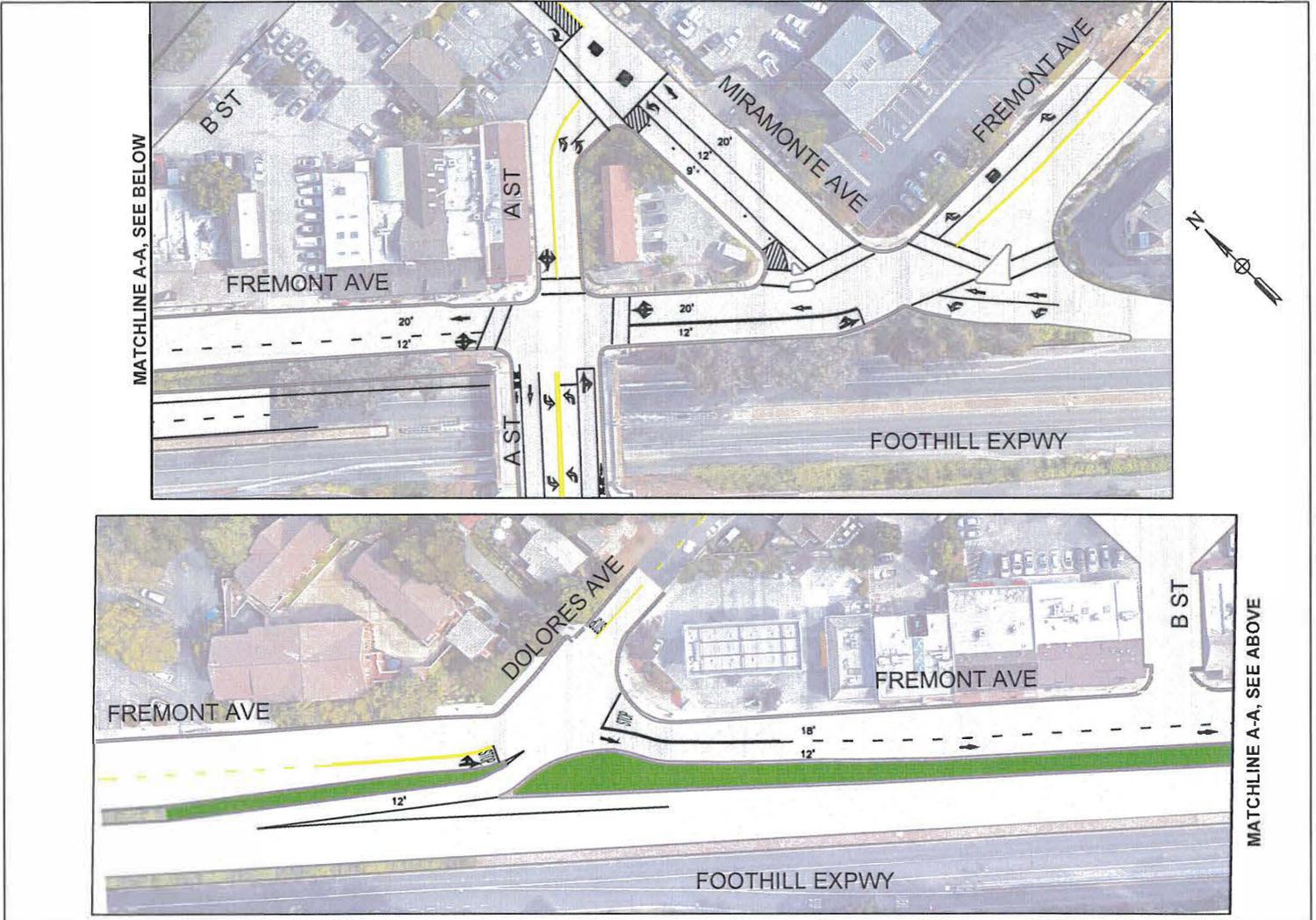
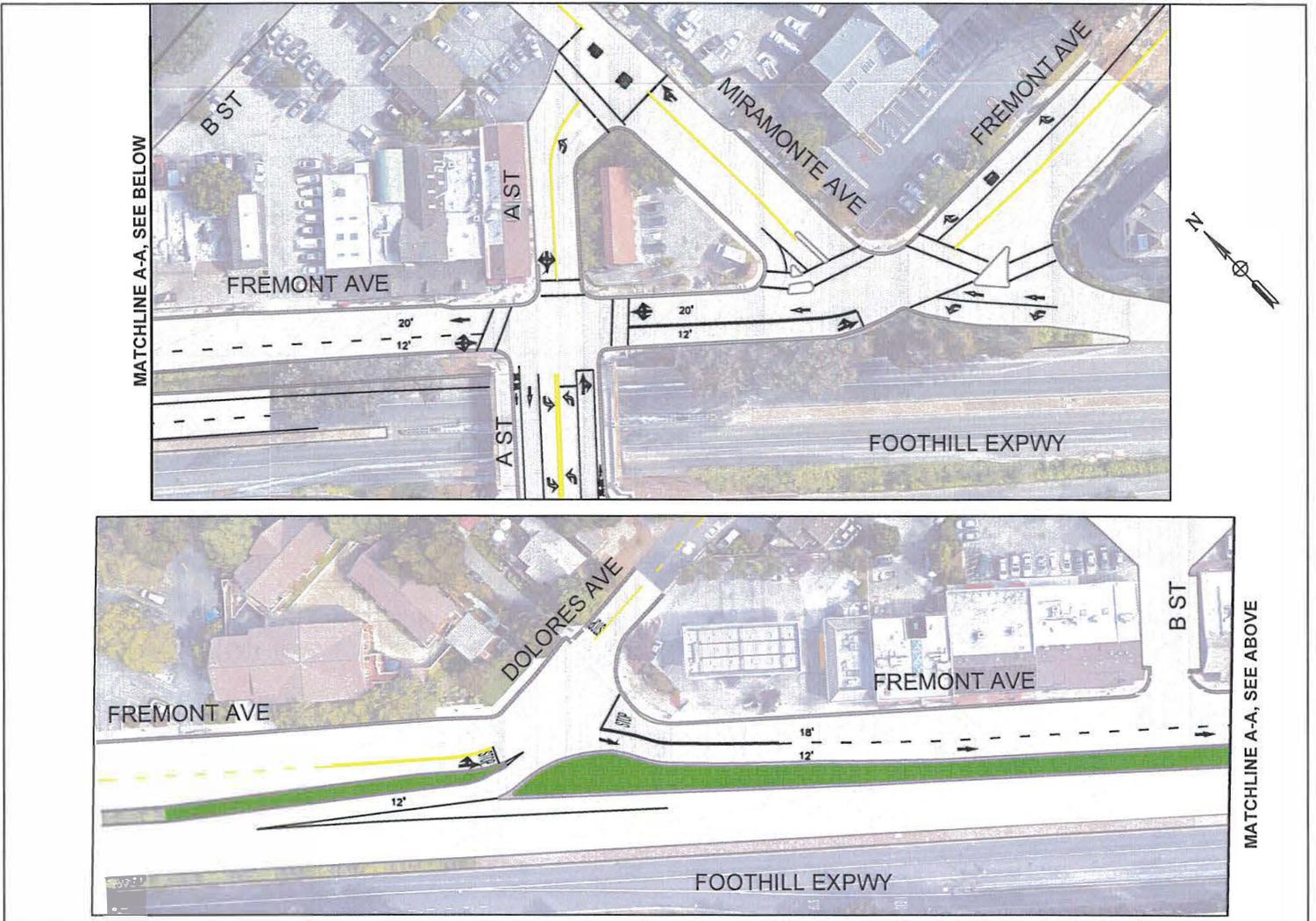


Figure 6: Alternative 5 - Fremont Avenue to Two Way and keep Miramonte as is



STUDY METHODOLOGY

Level of Service Methodology for Study Intersections

Level of service (LOS) is a standard measure of traffic service along a roadway or at an intersection. It ranges from A to F, with LOS A being best and LOS F being worst. In very general terms, LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable and average travel speeds are more unstable. LOS E indicates significant delays and average travel speeds vary greatly and are unpredictable; traffic volumes are generally at or close to capacity. Finally, LOS F characterizes traffic flow at very slow speeds (stop-and-go) and significant delays with queuing at unsignalized intersections; which typically means traffic demand on the roadway exceeds the roadway's capacity.

This study uses the level of service criteria established in the Highway Capacity Manual (HCM), 2000 Edition published and updated by the Transportation Research Board for signalized and unsignalized intersections.

Signalized intersection LOS is based on the capacity of the intersection as a whole, and average delay experienced by a driver. Unsignalized intersection LOS is defined by the average delay experienced by a driver for the minor approach worst movement or major approach critical movement. **Table 1** provides the relationship between LOS rating and delay for signalized and unsignalized intersections.

Table 1: Level of Service Thresholds Based on Intersection Delay

<i>Level of Service</i>	<i>Signalized Intersection Delay (sec)</i>	<i>Unsignalized Intersection Delay (sec)</i>
A	$0 \leq D \leq 10$	$0 \leq D \leq 10$
B	$10 < D \leq 20$	$10 < D \leq 15$
C	$20 < D \leq 35$	$15 < D \leq 25$
D	$35 < D \leq 55$	$25 < D \leq 35$
E	$55 < D \leq 80$	$35 < D \leq 50$
F	$80 < D$	$50 < D$

Source: Highway Capacity Manual (HCM), 2000 Edition

Level of Service Standards for City of Los Altos

Various LOS policy standards have been established for evaluating observed traffic, future development plans and circulation system modifications. At the regional planning level, the Caltrans and County controlled facilities are monitored as part of the Congestion Management Program (CMP) and use a minimum LOS E operating standard. As per the Los Altos General Plan, the performance criterion for evaluating operations at City-controlled intersections is LOS D.

Bicycle Level of Traffic Stress (BLTS) Methodology

The Bicycle Level of Traffic Stress methodology classifies roadway segments into four levels for measuring the effects of traffic and roadway characteristics on bicycles on roadway segments. The methodology was obtained from the paper, "**Low Stress Cycling and Network Connectivity**", Mineta Transportation Institute, Report 11-19, May 2012. This methodology quantifies the perceived safety of bicycles on a roadway segment based on the proximity to vehicles in terms of speed and distance. It allows for a quick assessment of system connectivity without the need of extensive data collection such as traffic volumes, roadway lane widths, etc. The four levels of traffic stress classifications are described in **Table 2. Appendix A** contains the Bicycle Level of Stress Methodology.

Table 2: Bicycle Levels of Traffic Stress (BLTS)

BLTS 1	<p>Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross.</p> <p>Typical locations: Residential local streets, Separated bike paths/cycle tracks</p>
BLTS 2	<p>Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right-turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults.</p> <p>Typical locations: Collector Streets with bike lanes, Central business district</p>
BLTS 3	<p>More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities. Offering cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low speed. Crossings may be longer or across higher-speed roads than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians.</p> <p>Typical locations: Low speed arterials with bike lanes, Moderate speed non-multilane roadways</p>
BLTS 4	<p>A level of stress beyond LTS3. LTS 4 represents high stress and is suitable for experienced and skilled cyclists. Traffic speeds are moderate to high and roadways can have two to over five lanes in both directions. Intersections are wide, with heavy traffic volumes and speeds and difficult to cross.</p> <p>Typical locations: High speed or multilane roadways with narrow or no bike lanes</p>

Source: "Low Stress Cycling and Network Connectivity", Mineta Transportation Institute, Report 11-19, May 2012 & "Analysis Procedure Manual Version 2", Oregon Department of Transportation, September 2016

Pedestrian Level of Traffic Stress (PLTS) Methodology

The Pedestrian Level of Traffic Stress methodology creates a high-level inventory and a walkability and connectivity performance rating of pedestrian facilities without the need of extensive data collection. The PLTS methodology was created as a companion of the BLTS methodology and is similarly categorized into four levels of traffic stress experienced by pedestrians on a roadway segment. The methodology was obtained from the "*Analysis Procedure Manual Version 2*", Oregon Department of Transportation, September 2016. Oregon Department of Transportation developed new techniques to support the pedestrian segment method while the intersection crossings were adopted from the "*Low Stress Bicycling and Network Connectivity*", Mineta Transportation Institute, Report 11-19, May 2012. The four levels of traffic stress classifications are described in **Table 3. Appendix A** contains the Pedestrian Level of Stress Methodology.

Table 3: Pedestrian Levels of Traffic Stress (PLTS)

PLTS 1	Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people and people using a wheeled mobility device (WhMD3). The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable on the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume. All users are willing to use this facility.
PLTS 2	Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. This would be suitable for children over 10, teens and adults. All users should be able to use the facility but, some factors may limit people using WhMDs. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this facility.
PLTS 3	Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a WhMD and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this facility.
PLTS 4	Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multilane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. This could include evident trails next to roads or 'cut through' trails. Only the most confident or trip-purpose driven users will use this facility.

Source: "*Analysis Procedure Manual Version 2*", Oregon Department of Transportation, September 2016

EXISTING CONDITIONS

Before providing recommendations for improvement of circulation of traffic, signal timing and safety for all modes of transportation including auto, pedestrian and bicycles, it is crucial to evaluate the study intersections based on existing lane geometry, traffic volumes, signal timing information and transit facilities and to observe traffic patterns and parking trend and occupancy in the field. Existing conditions were evaluated using Synchro and Simtraffic traffic operational models. Traffic operational models were developed using existing data collected and field observations conducted at the study intersections and along roadway segments within the study area.

This section summarizes existing roadway network, data collection, development, validation and calibration of the traffic operational models developed for the project. It also summarizes the existing level of service and delay results at all study intersections and serves as the baseline for comparison with proposed alternatives.

Existing Roadway Network

Study Corridors and Lane Geometry

This section describes existing conditions roadway facilities including pedestrian and bicycle facilities within the study area.

Foothill Expressway is a north-south four-lane limited access expressway. Posted speed limit along this corridor is 45 miles per hour (mph) in the project vicinity. Foothill Expressway provides access to residential and commercial land uses and connects to State Route (SR) 280 towards the south. No designated bike lanes and sidewalks are provided.

Fremont Avenue is a north-south collector street with one travel lane in each direction. It becomes a one-way street with two travel lanes at the Loyola Corners commercial area from Miramonte Avenue to Dolores Avenue. It also runs parallel to the Foothill Expressway at this section. The posted speed limit is 25 mph in the project vicinity. Fremont Avenue provides local access to residential and commercial land uses within the study area. There are sidewalks present on both eastbound between Miramonte Avenue and Dolores Avenue. On-street parking is provided from A Street to Dolores Avenue. No dedicated bike lanes are present between Miramonte Avenue and Dolores Avenue.

Miramonte Avenue is a two-lane north-south collector street with one travel lane in each direction. It connects the residential neighborhoods to the north with the Loyola Corners commercial area and Fremont Avenue. Miramonte Avenue within the project area extends from Loraine Avenue in the north and Fremont Avenue in the south. The posted speed limit is 25 mph in the project vicinity. Discontinuous sidewalks are present in both northbound and southbound directions within the project area. No dedicated bike lanes are present.

A Street/Loyola Drive is a two-lane east-west local collector street that connects the western residential neighborhoods in Santa Clara County with the Loyola Corners commercial area, with an overpass on Foothill Expressway. The posted speed limit is 25 mph in the project vicinity. No dedicated bike lanes and sidewalks are present on this roadway.

Dolores Avenue is a two-lane east-west local street with one travel lane in each direction. Dolores Avenue provides local access to residential land uses within the study area. Dolores Avenue within the project area extends from Miramonte Avenue in the east to Fremont Avenue in the west. The posted speed limit is 25 mph in the project vicinity. No dedicated bike lanes and sidewalks are present on this roadway.

Frontero Avenue is a two-lane east-west local collector street with one travel lane in each direction. Frontero Avenue provides local access to residential land uses within the study area. The posted speed limit is 25 mph in the project vicinity. It also runs parallel to the Foothill Expressway. No dedicated bike lanes and sidewalks are present on this roadway.

Loraine Avenue is a two-lane east-west local street with one travel lane in each direction. Loraine Avenue provides local access to residential land uses within the study area. The posted speed limit is 25 mph in the project vicinity. No dedicated bike lanes and sidewalks are present on this roadway.

B Street is a two-lane east-west local street with one travel lane in each direction. B Street provides local access to commercial land uses within the study area. The posted speed limit is 25 mph in the project vicinity. No dedicated bike lanes and sidewalks are present on this roadway.

Carob Lane is a two-lane north-south local street with one travel lane in each direction. Carob Lane provides local access to residential and commercial land uses within the study area. The posted speed limit is 25 mph in the project vicinity. This roadway contains discontinuous sidewalks in the northbound direction and no sidewalks in the southbound direction. No dedicated bike lanes are present on this roadway.

The existing lane geometries and traffic control at each study intersection listed in the previous sections of the report are illustrated in **Figure 7**.

Existing Lane Geometry and Traffic Controls

Intersection #1 Fremont Ave./ Dolores Ave.	Intersection #2 Fremont Ave./ A St.	Intersection #3 Foothill Expy. SB Ramps/ Loyola Dr.	Intersection #4 Frontero Ave./Granger Ave./ Country Club Dr./Loyola Dr.	Intersection #5 Fremont Ave./Miramonte Ave./ Foothill Expy NB Off Ramp
Intersection #6 Miramonte Ave./ A St.	Intersection #7 Miramonte Ave./ Dolores Ave.	Intersection #8 Miramonte Ave./ Lorraine Ave.		



LEGEND

- Study Intersection
- Traffic Signal
- Stop Sign



Field Review

Field observations within the immediate vicinity of the proposed project along the roadway segments and study intersections were conducted in November 17, 2016 to observe overall operations for all modes of transportation. The field review focused on observing vehicle, bicycle, and pedestrian travel patterns, interaction, and behavior. Based on the observations conducted, the peak hour traffic demand occurs between 8:00 a.m. – 9:00 a.m. during the a.m. peak period, 2:30 p.m. – 3:30 p.m. during the school peak period and 4:30 p.m. – 5:30 p.m. during the p.m. peak period within the study area. It was observed that the queues developed due to the traffic demand on the northbound Foothill Expressway off-ramp on to Fremont Avenue was substantial but did not spillover onto Foothill Expressway mainline during all peak periods. The queues developed on Fremont Avenue were around 10 to 15 vehicles and cleared after every signal cycle.

During the a.m. peak period, several bicyclists were observed along A Street. Due to the heavy traffic demand, the bicyclists from A Street found it difficult to find gaps turning left onto Miramonte Avenue (one-way stop controlled intersection). The schools in the vicinity of the project area include Loyola Elementary School, Georgina P Blach Intermediate School and St. Francis High School which can be accessed via Miramonte Avenue.

Additionally, the vehicles on A Street queued up beyond Foothill Expressway, however, they cleared after every signal cycle. The traffic demand experienced during the a.m. peak period was heaviest during the school drop-off and pick-up times.

Traffic Volumes

Intersection Turning Movement Counts (TMC)

TJKM collected turning movement counts on Wednesday, November 16, 2016 at the study intersections on a typical weekday when schools were in session. The turning movement counts were collected for weekday a.m. (7:00 a.m. – 9:00 a.m.), school p.m. (2:00 p.m. – 4:00 p.m.) and p.m. (4:00 p.m. – 6:00 p.m.) peak periods. The vehicular TMC's are illustrated in **Figure 8** and the bicycle and pedestrian counts are illustrated in **Figure 9**. **Appendix B** contains the vehicle, pedestrian, and bicycle counts for the study intersections.

Average Daily Traffic (ADT)

24-hour bi-directional tube counts were collected for seven days from Wednesday, November 30, 2016 through Tuesday, December 06, 2016 at the following seven locations:

1. Fremont Avenue, between A Street and Dolores Avenue
2. Dolores Avenue, between Maple Lane and Carob Lane
3. Miramonte Avenue, between B street and A Street
4. B Street, between Carob Lane and Miramonte Avenue
5. Fremont Avenue, east of Miramonte Avenue
6. Loyola Drive, south of Frontero Avenue
7. Miramonte Avenue, between Loraine Avenue and Dolores Avenue

The ADT volumes are summarized in **Table 4. Figure 10** illustrates the ADT collected at each of the seven locations. **Appendix B** contains the ADT counts collected at all seven locations.

Table 4: Average Daily Traffic Summary

<i>Location</i>	<i>Period</i>	<i>EB Average Volumes</i>	<i>WB Average Volumes</i>	<i>Total</i>
Dolores Avenue, between Maple Lane and Carob Lane	Weekday (M-F)	1,883	492	2,376
	Weekend (S-S)	1,203	289	1,492
B Street, between Carob Lane and Miramonte Avenue	Weekday (M-F)	353	796	1,149
	Weekend (S-S)	324	482	806
Fremont Avenue, east of Miramonte Avenue	Weekday (M-F)	2,809	4,439	7,248
	Weekend (S-S)	1,890	2,952	4,842
Fremont Avenue, between A Street and Dolores Avenue	Weekday (M-F)	5,110	-	5,110
	Weekend (S-S)	3,639	-	3,639
<i>Location</i>	<i>Period</i>	<i>NB Average Volumes</i>	<i>SB Average Volumes</i>	<i>Total</i>
Loyola Drive, south of Frontero Avenue	Weekday (M-F)	3,016	4,090	7,106
	Weekend (S-S)	2,379	3,354	5,733
Miramonte Avenue, between B Street and A Street	Weekday (M-F)	3,992	5,287	9,278
	Weekend (S-S)	2,472	3,314	5,786
Miramonte Avenue, between Loraine Avenue and Dolores Avenue	Weekday (M-F)	4,068	4,101	8,169
	Weekend (S-S)	2,488	2,486	4,974

Percentage of Truck Volumes

The percentage of heavy vehicle traffic (truck/bus), as compared to the overall traffic volume, is typically considered to be 2%. The typical industry accepted percent of heavy vehicle traffic of 2% was used in the development of traffic operational models based on the average heavy truck percentage obtained from TMCs collected at the intersections.

Existing Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates bus, light rail transit, and paratransit service throughout Santa Clara County. Bus transit service within the City of Los Altos includes three fixed routes (Routes 40, 52 and 81) and free shuttle services to light rail transit stations. Route 22 and Rapid 522 are available along El Camino Real which borders the Los Altos city limits, north of Fremont Avenue and Foothill Expressway.

Existing Conditions Peak Hour Traffic Volumes

Intersection #1 Fremont Ave./ Dolores Ave.	Intersection #2 Fremont Ave./ A St.	Intersection #3 Foothill Expy. SB Ramps/ Loyola Dr.	Intersection #4 Frontero Ave./Granger Ave./ Country Club Dr./Loyola Dr.
<p>71 [155] (146) 37 [46] (23) 155 [65] (76) 22 [18] (42)</p>	<p>25 [33] (23) 189 [312] (335) 176 [107] (107) 201 [189] (170) 112 [134] (121) 503 [251] (204) 1 [2] (1)</p>	<p>54 [62] (86) 0 [0] (0) 43 [83] (112) 183 [251] (250) 119 [200] (199) 340 [215] (159) 93 [87] (79)</p>	<p>2 [2] (2) 3 [4] (4) 22 [18] (22) 15 [20] (18) 180 [226] (242) 42 [68] (112) 2 [1] (0) 295 [205] (142) 7 [8] (14) 17 [6] (11) 10 [7] (16) 113 [70] (41)</p>
Intersection #5 Fremont Ave./Miramonte Ave./ Foothill Expy NB Off Ramp	Intersection #6 Miramonte Ave./ A St.	Intersection #7 Miramonte Ave./ Dolores Ave.	Intersection #8 Miramonte Ave./ Lorraine Ave.
<p>9 [29] (20) 133 [213] (317) 91 [60] (56) 524 [266] (236) 89 [100] (89) 144 [123] (91) 18 [14] (10)</p>	<p>212 [350] (343) 77 [176] (225) 136 [116] (79) 70 [79] (106) 5 [1] (2) 232 [180] (157)</p>	<p>20 [25] (29) 257 [433] (446) 21 [36] (34) 25 [30] (22) 7 [11] (12) 58 [104] (122) 20 [11] (5) 336 [237] (204) 15 [54] (23)</p>	<p>7 [5] (6) 278 [428] (451) 9 [4] (9) 2 [13] (13) 2 [7] (7) 368 [301] (248)</p>

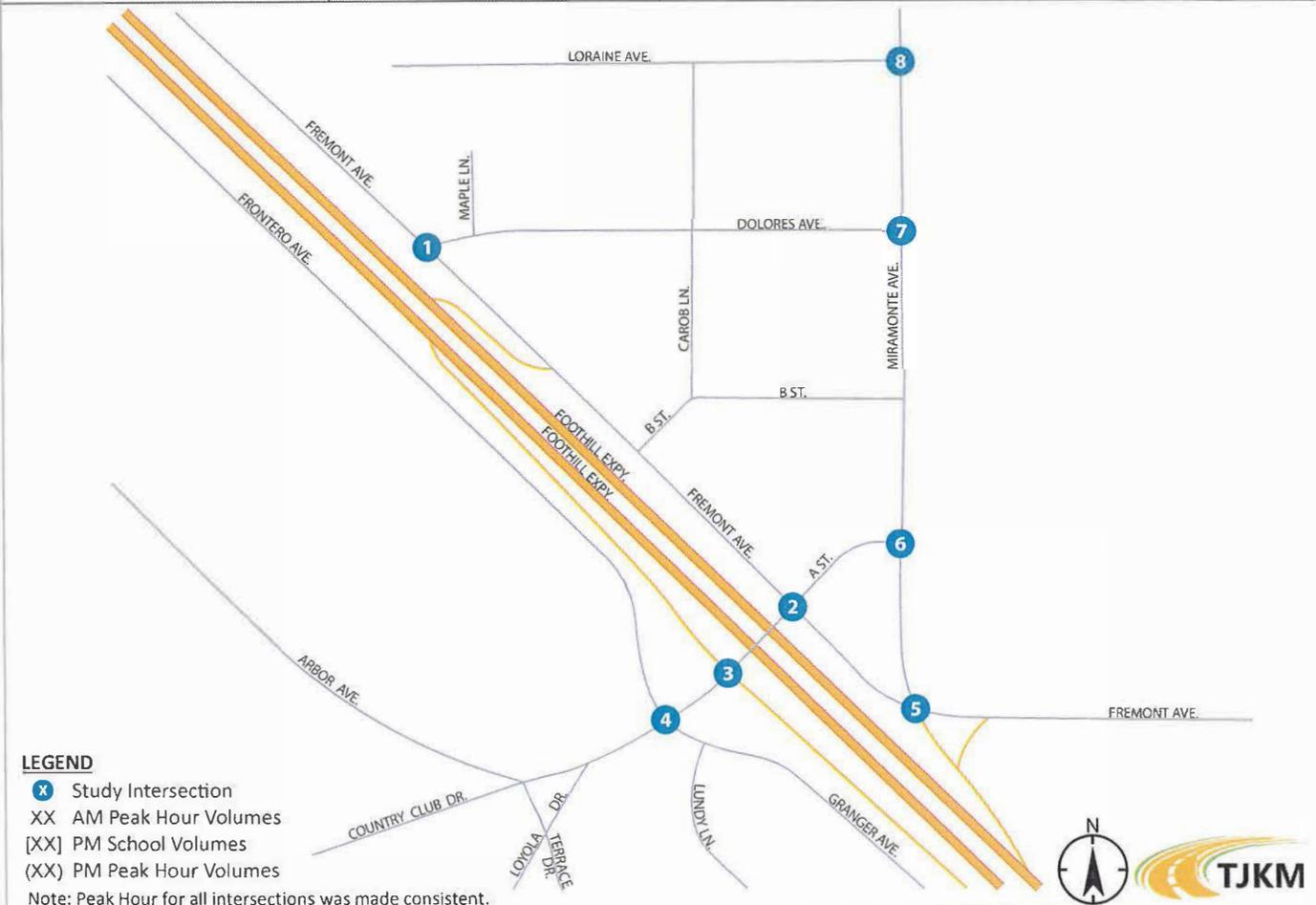


Figure 8

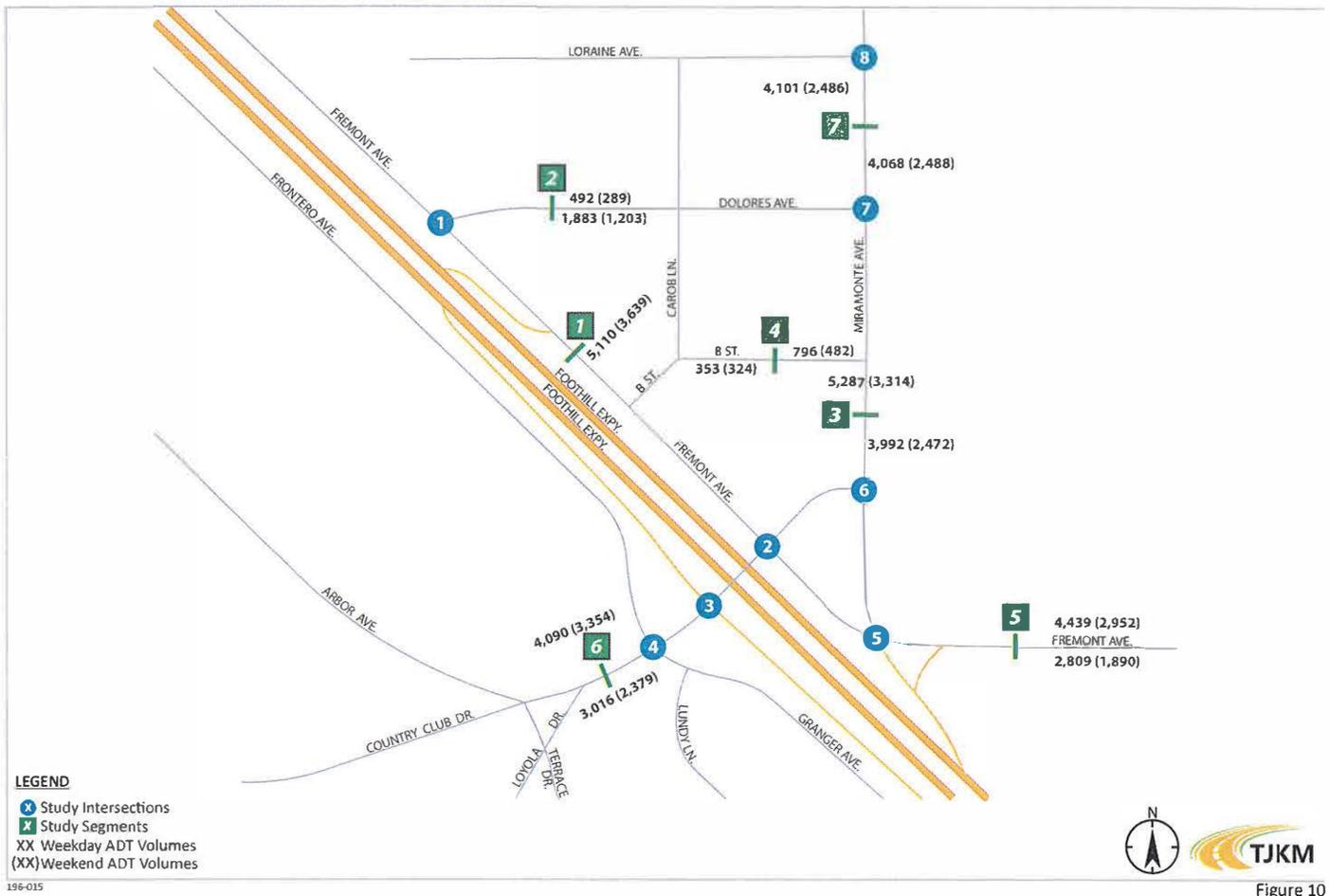
Existing Bicycle and Pedestrian Peak Hour Turning Movement Volumes

Intersection #1 Fremont Ave./ Dolores Ave.	Intersection #2 Fremont Ave./ A St.	Intersection #3 Foothill Expy. SB Ramps/ Loyola Dr.	Intersection #4 Frontero Ave./Granger Ave./ Country Club Dr./Loyola Dr.
<p> Fremont Ave. (Northbound): 1 [0] (0) Ped, 2 [0] (3) Bike Dolores Ave. (Westbound): 1 [0] (1) Bike Fremont Ave. (Southbound): 4 [1] (0) Ped, 1 [0] (0) Bike Dolores Ave. (Eastbound): 4 [13] (7) Ped Fremont Ave. (Southbound): 1 [2] (1) Ped </p>	<p> Fremont Ave. (Northbound): 26 [9] (1) Ped A St. (Westbound): 0 [0] (1) Bike Fremont Ave. (Southbound): 3 [10] (3) Bike A St. (Eastbound): 4 [0] (2) Ped, 10 [3] (5) Bike Fremont Ave. (Southbound): 5 [1] (3) Ped A St. (Westbound): 0 [4] (1) Ped, 8 [0] (1) Bike Fremont Ave. (Southbound): 3 [5] (3) Ped </p>	<p> Foothill Expy. SB Ramps (Northbound): 23 [1] (6) Ped Loyola Dr. (Westbound): 1 [1] (1) Bike, 3 [0] (0) Ped Foothill Expy. SB Ramps (Southbound): 0 [1] (0) Ped, 0 [3] (0) Bike, 2 [1] (2) Ped Loyola Dr. (Eastbound): 21 [1] (5) Ped, 0 [1] (0) Bike Foothill Expy. SB Ramps (Southbound): 2 [1] (3) Ped </p>	<p> Frontero Ave. (Northbound): 22 [6] (13) Ped Granger Ave. (Westbound): 1 [0] (1) Ped, 0 [13] (5) Bike Loyola Dr. (Westbound): 1 [2] (6) Ped Country Club Dr. (Westbound): 7 [3] (8) Ped Frontero Ave. (Southbound): 1 [0] (0) Ped Granger Ave. (Eastbound): 1 [0] (0) Ped, 12 [2] (4) Ped, 0 [2] (1) Ped Country Club Dr. (Eastbound): 3 [0] (0) Ped, 1 [0] (0) Ped, 3 [1] (2) Ped Loyola Dr. (Eastbound): 3 [0] (3) Ped </p>
Intersection #5 Fremont Ave./Miramonte Ave./ Foothill Expy NB Off Ramp	Intersection #6 Miramonte Ave./ A St.	Intersection #7 Miramonte Ave./ Dolores Ave.	Intersection #8 Miramonte Ave./ Lorraine Ave.
<p> Miramonte Ave. (Northbound): 9 [2] (4) Ped Fremont Ave. (Westbound): 8 [0] (2) Bike Foothill Expy NB Off Ramp (Southbound): 0 [1] (0) Ped, 3 [2] (0) Bike Fremont Ave. (Southbound): 1 [0] (2) Ped Miramonte Ave. (Southbound): 4 [5] (5) Ped </p>	<p> Miramonte Ave. (Northbound): 0 [1] (0) Ped, 3 [7] (4) Bike, 0 [1] (4) Ped A St. (Westbound): 6 [0] (1) Ped, 2 [2] (4) Bike Miramonte Ave. (Southbound): 2 [0] (0) Ped, 0 [1] (1) Ped A St. (Eastbound): 0 [1] (0) Ped </p>	<p> Miramonte Ave. (Northbound): 8 [5] (2) Ped, 4 [7] (4) Ped Dolores Ave. (Westbound): 1 [0] (0) Bike Miramonte Ave. (Southbound): 10 [1] (2) Ped, 8 [0] (9) Ped </p>	<p> Miramonte Ave. (Northbound): 5 [4] (0) Ped, 4 [1] (1) (2) Bike Lorraine Ave. (Westbound): 2 [0] (1) Ped Miramonte Ave. (Southbound): 12 [2] (3) Ped </p>



Figure 9

Existing Average Daily Traffic (ADT) Volumes



Parking Occupancy Study

On-Street parking occupancy data was collected within the study area along Fremont Avenue, Miramonte Avenue, Dolores Avenue, B Street and Carob Lane. The segments included in the study are listed below.

1. Dolores Avenue, between Fremont Avenue and Miramonte Avenue
2. Miramonte Avenue, between Dolores Avenue and Fremont Avenue
3. Fremont Avenue, between Miramonte Avenue and Dolores Avenue
4. B Street, between Fremont Avenue and Carob Lane
5. B Street, between Carob Lane and Miramonte Avenue
6. Carob Lane, between B Street and Dolores Avenue
7. Carob Lane, between Dolores Avenue and Loraine Avenue

The data collection was conducted on Wednesday, November 16, 2016 and Wednesday, February 07, 2017 under typical weather conditions. The data consists of parked vehicles and their parking durations at a block face level for every hour, between 9:00 a.m. to 7:00 p.m. Based on parking allowed, the seven study segments were broken down into twelve block faces. **Appendix C** contains the occupancy counts and analysis results at each block face level. **Figure 11** shows the study block faces, where data was collected.

Parking Supply

Assumptions: The standard length of a parking space, 20 feet, was used to identify parking supply. Some engineering judgement was applied to determine if a vehicle could between two driveways. With the above assumptions taken into account, under existing conditions there are total of 59 on-street parking spaces within the study segments. Most of these parking spaces are unmarked.

Parking Occupancy

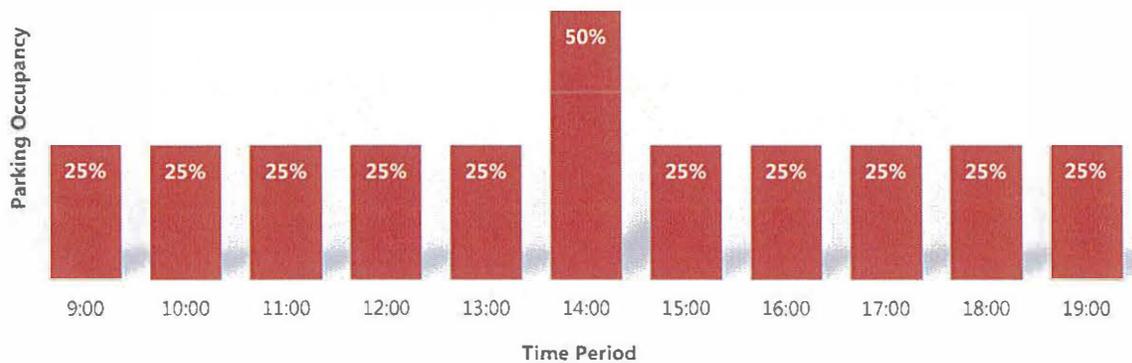
Assumptions: Driveways at some locations on the study blocks were unconventionally used for street parking. These vehicles were recorded as illegal parking in the study, and were not included in the calculation of parking occupancy.

Parking Occupancy Study Locations (Block Faces)



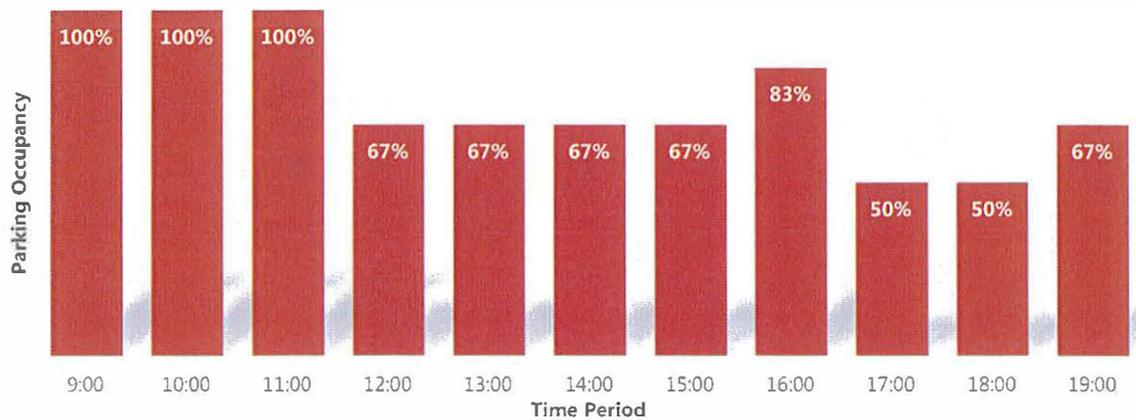
Block Face #1: Parking occupancy counts were collected along Dolores Avenue on both sides of the roadway between Fremont Avenue and Carob Lane. However, parking is prohibited on the south side of the roadway from Fremont Avenue to Carob Lane. All the parking spaces are unmarked. The average occupancy within this block face ranges between 25 to 50 percent with the peak occurring at 2:00 p.m. as shown in **Figure 12**.

Figure 12: Parking Occupancy from Fremont Avenue to Carob Lane (Block Face #1)



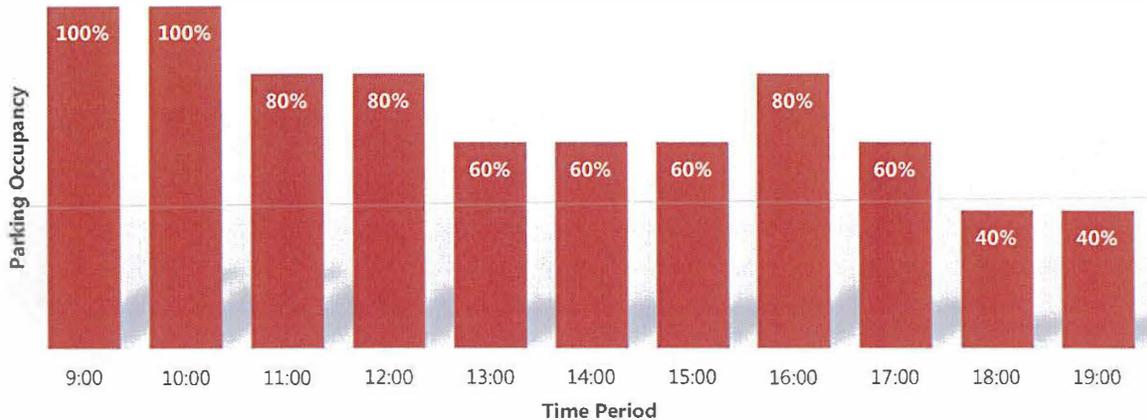
Block Face #2: Parking occupancy counts were collected along Dolores Avenue on both sides of the roadway between Carob Lane and Miramonte Avenue. All the parking spaces are unmarked. The average occupancy along this block face ranges between 50 to 100 percent with the peak occurring from 9:00 a.m. to 11:00 a.m. as shown in **Figure 13**.

Figure 13: Parking Occupancy from Carob Lane to Miramonte Avenue (Block Face #2)



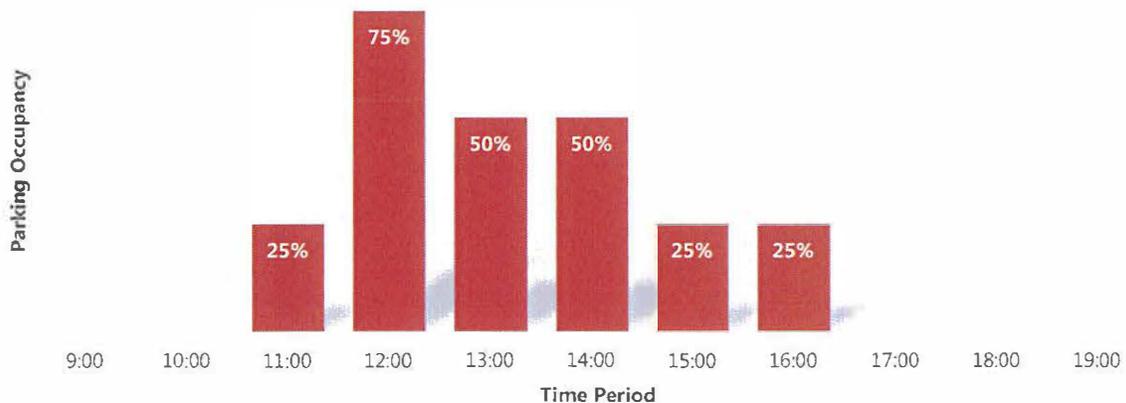
Block Face #3: Parking occupancy counts were collected along Miramonte Avenue on both sides of the roadway between Dolores Avenue and B Street. All the parking spaces are unmarked. The average occupancy within this block face ranges between 40 to 100 percent with the peak occurring at 9:00 a.m. and 10:00 a.m. as shown in **Figure 14**.

Figure 14: Parking Occupancy from Dolores Avenue to B Street (Block Face #3)



Block Face #4: Parking occupancy counts were collected along Miramonte Avenue on both sides of the roadway between A Street and B Street. However, parking is prohibited on one side of the roadway from B Street to A Street. All the parking spaces are unmarked. The average occupancy within this block face ranges between 25 to 75 percent with the peak occurring at 12:00 p.m. as shown in **Figure 15**.

Figure 15: Parking Occupancy from B Street to A Street (Block Face #4)

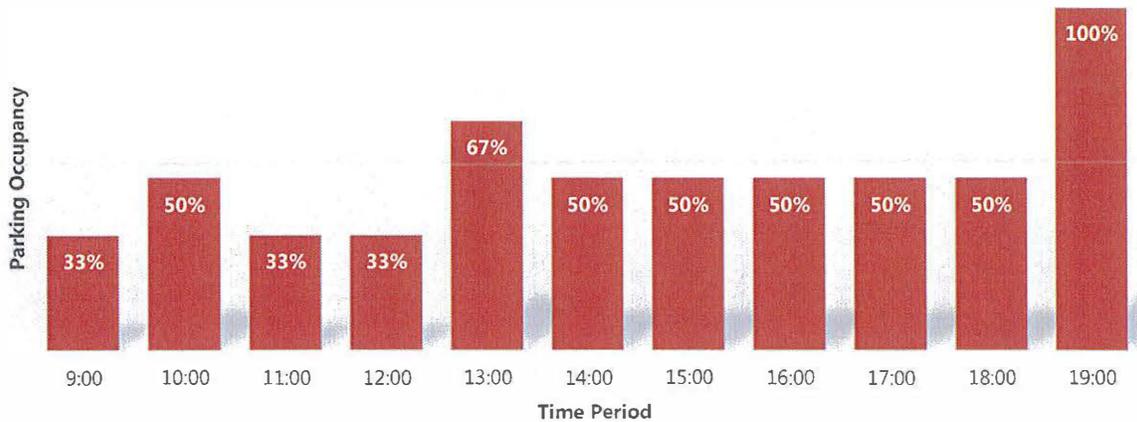


Block Face #5: Parking is prohibited on Miramonte Avenue between A Street and Fremont Avenue on both the sides of roadway.

Block Face #6: Parking is prohibited on Fremont Avenue between Miramonte Avenue and A Street on both the sides of roadway.

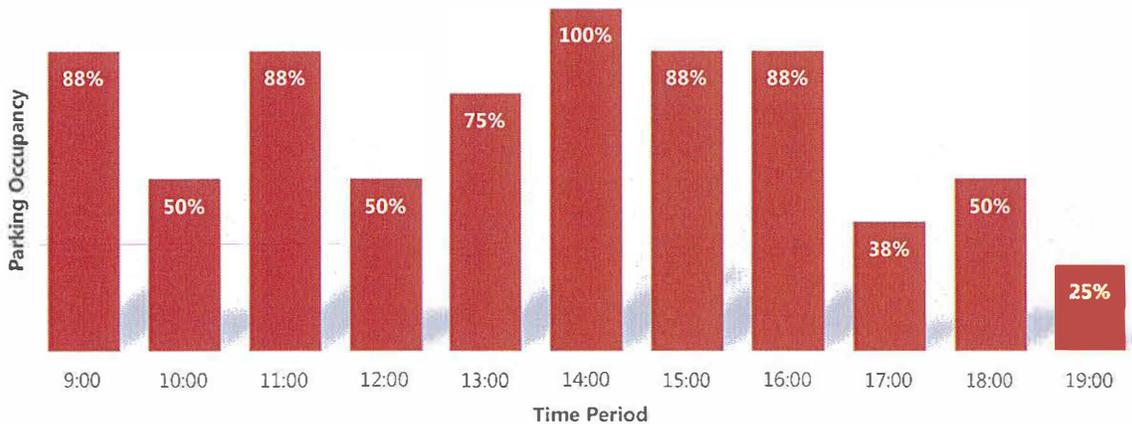
Block Face #7: Parking occupancy counts were collected along Fremont Avenue on both sides of the roadway between A Street and B Street. This stretch of roadway is one-way and parking is allowed only one side of the roadway towards Dolores Avenue. All the parking spaces are marked. The average occupancy along this block face ranges between 33 to 100 percent with the peak occurring at 7:00 p.m. as shown in **Figure 16**.

Figure 16: Parking Occupancy from A Street to B Street (Block Face #7)



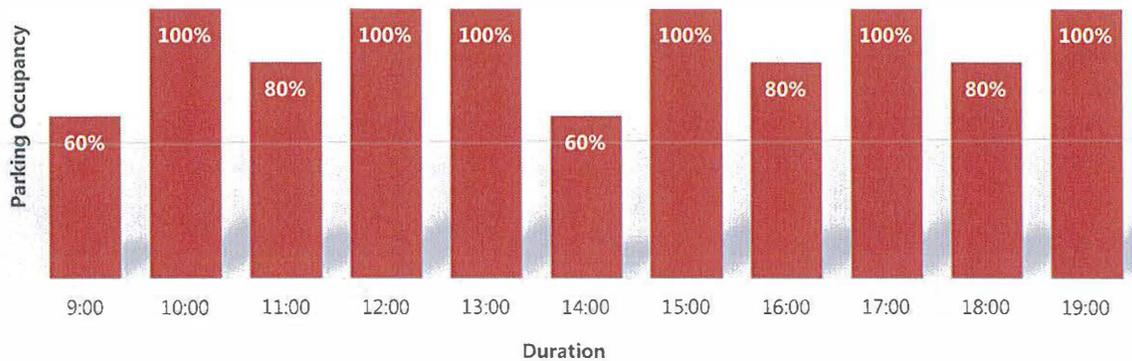
Block Face #8: Parking occupancy counts were collected on Fremont Avenue on both sides of the roadway between B Street and Dolores Avenue. This stretch of the roadway is one-way and parking is allowed only on one side of the roadway towards Dolores Avenue. All the parking spaces are unmarked. The average occupancy along this block face ranges between 25 to 100 percent with the peak occurring at 2:00 p.m. as shown in **Figure 17**.

Figure 17: Parking Occupancy from B Street to Dolores Avenue (Block Face #8)



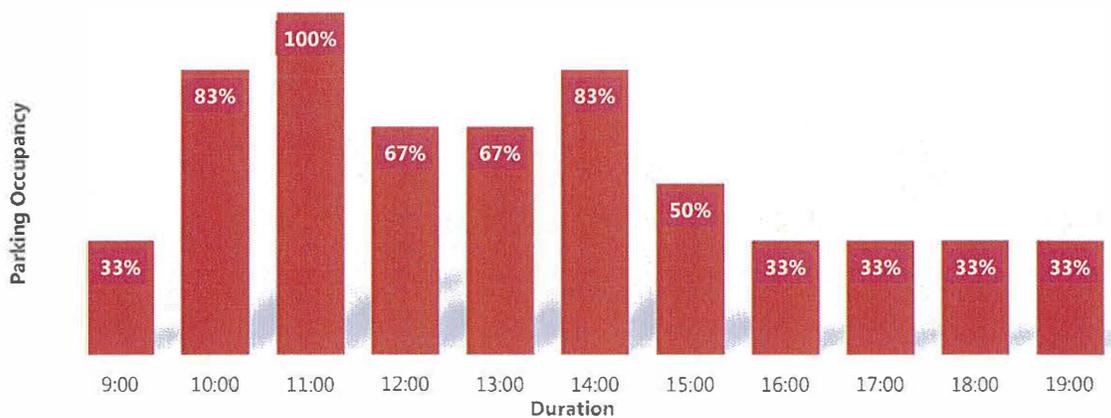
Block Face #9: Parking occupancy counts were collected along B Street on both sides of the roadway between Fremont Avenue and Carob Lane. All the parking spaces are unmarked. The average occupancy along this block face ranges between 60 to 100 percent with the peak occurring at 10:00 a.m., 12:00 p.m., 1:00 p.m., 3:00 p.m., 5:00 p.m., and 7:00 p.m. as shown in **Figure 18**.

Figure 18: Parking Occupancy from Fremont Avenue to Carob Lane (Block Face #9)



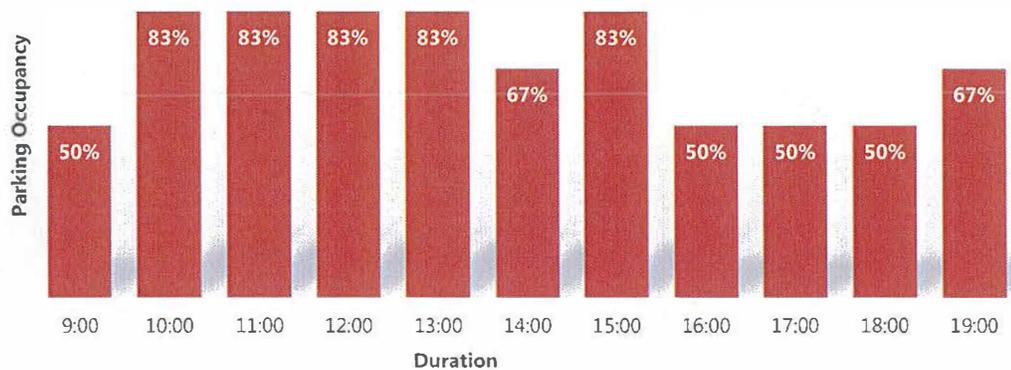
Block Face #10: Parking occupancy counts were collected along B Street on both sides of the roadway between Carob Lane and Miramonte Avenue. Parking is prohibited on south side of the roadway between Miramonte Avenue and Carob Lane. Most of the parking spaces are unmarked. The average occupancy along this block face ranges between 33 and 100 percent with the peak occurring at 11:00 a.m. as shown in **Figure 19**.

Figure 19: Parking Occupancy from Carob Lane to Miramonte Avenue (Block Face #10)



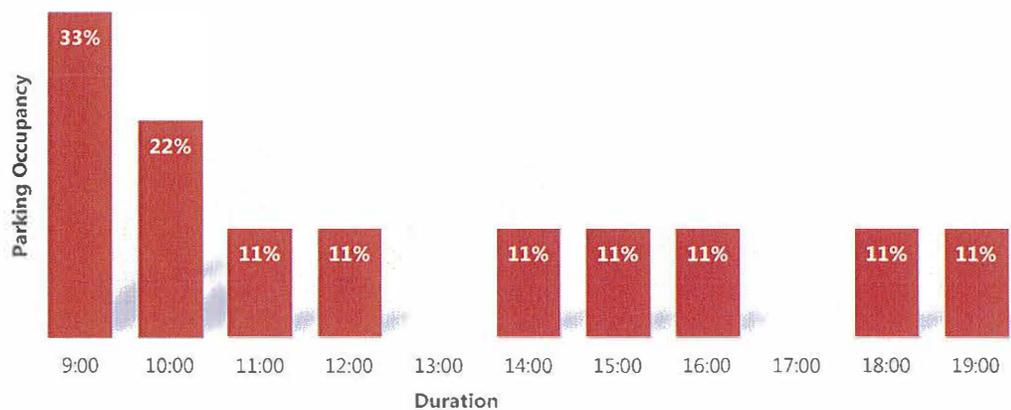
Block Face #11: Parking occupancy counts were collected along Carob Lane on both sides of the roadway between B Street and Dolores Avenue. Parking is prohibited on the west side of the roadway from Dolores Avenue to B Street. All the parking spaces are unmarked. The average occupancy along this block face ranges between 50 to 83 percent with the peak occurring at 10:00 a.m., 11:00 a.m., 12:00 p.m., 1:00 p.m., and 3:00 p.m. as shown in **Figure 20**.

Figure 20: Parking Occupancy from B Street to Dolores Avenue (Block Face #11)



Block Face #12: Parking occupancy counts were collected along Carob Lane on both sides of the roadway between Dolores Avenue and Loraine Avenue. Most of the parking spaces are unmarked. The average occupancy along this block face ranges between zero to 33 percent with the peak occurring at 9:00 a.m. as shown in **Figure 21**.

Figure 21: Parking Occupancy from Dolores Avenue to Loraine Avenue (Block Face #12)



Based on the analysis, the average occupancy of the study area yields 45 percent occupancy between 9:00 a.m. and 7:00 p.m.

Synchro Model Development

Existing and proposed traffic operational conditions were evaluated using Synchro 9 software. The analysis uses procedures documented in the Highway Capacity Manual, 2000 Edition (HCM 2000), published by the Transportation Research Board.

The model development process included the input of geometric configurations, traffic flow, and traffic control and signal timings at the study intersections under existing conditions. The operational model was developed for the weekday a.m. school p.m. and p.m. peak hours, based on data collected for this project.

The existing conditions Synchro model was calibrated to replicate existing conditions using factors such as driver behavior, driver performance, vehicle fleet mix, vehicle performance, conflicting pedestrians and bicycles and number of pedestrians per hour. For this project, the following operational model parameters were subject to adjustment.

- Vehicle fleet composition/Heavy vehicles (%)
- Peak hour factor
- Link speed
- Conflicting Pedestrians and Bicycles
- Number of Pedestrians per hour at signalized intersections

Vehicle fleet composition/Heavy vehicles (%)

The percentage of heavy vehicle (truck/bus) traffic as compared to the overall traffic volume is typically considered 2%. This study uses the default Synchro value of 2% for analysis.

Peak Hour Factor (PHF)

The hourly traffic volumes used for analysis are adjusted to reflect the peak 15-minute flow rate occurring within the peak hour. The relationship between the peak 15-minute flow rate and the full hourly volume is given by PHF. The PHF is obtained by dividing the hourly volume by the highest 15-minute counts. Based on the TMC's collected for each 15-minute period within the peak periods, the PHF's were updated for each approach at all study intersections.

Link speed

The link speed at each approach was updated based on the posted speed limits along the study corridors and side streets.

The operational model was calibrated by replacing the following default values with the values as shown in **Table 5**.

Table 5: Calibration Adjustments for Existing Conditions

<i>Parameter</i>	<i>Default Value</i>	<i>Adjusted Value</i>
Vehicle fleet Composition	2%	-
Peak Hour Factor	0.92	Peak Hour Turning Movement Counts
Link Speed	30 mph	Posted Speed Limit

Conflicting Pedestrians and Bicycles per hour

The number of pedestrians per hour that conflict with permitted left and right-turns are inputted in Synchro which affect the saturation flow rate for the permitted left and right-turns. Similarly, the number of bicycles conflicting with the right-turn movement are inputted in Synchro as well.

Number of Pedestrians per hour

For signalized intersections, the number of pedestrian push button calls for pedestrian phases are inputted. This value determines how many cycles per hour the pedestrian phase is activated.

Existing Conditions Analysis Results

Table 6 summarizes the results of the existing conditions traffic LOS analysis for the weekday a.m., school p.m. and p.m. peak hours. **Appendix D** contains the Synchro HCM 2000 delay and LOS analysis results.

Table 6: Traffic Level of Service (LOS) and Motor Vehicle Delay Analysis for Existing Conditions

#	Study Intersection	Control	Peak Hour	Delay ¹ (sec)	LOS
1	Fremont Avenue/Dolores Avenue	One-Way Stop Control	A.M.	11.6	B
			School P.M.	10.5	B
			P.M.	10.8	B
2	Fremont Avenue/A Street	Signalized	A.M.	37.3	D
			School P.M.	25.6	C
			P.M.	23.9	C
3	Foothill Expressway On/Off Ramps/Loyola Drive	One-Way Stop Control	A.M.	19.1	C
			School P.M.	31.1	D
			P.M.	42.5	E
4	Frontero Avenue-Granger Avenue/Country Club Drive-Loyola Drive	Two-Way Stop Control	A.M.	22.7	C
			School P.M.	18.1	C
			P.M.	24.1	C
5	Fremont Avenue/Miramonte Avenue/Foothill Expressway Off Ramp	Signalized	A.M.	60.0	E
			School P.M.	34.6	C
			P.M.	28.8	C
6	Miramonte Avenue/A Street	One-Way Stop Control	A.M.	11.8	B
			School P.M.	11.4	B
			P.M.	11.2	B
7	Miramonte Avenue/Dolores Avenue	One-Way Stop Control	A.M.	14.8	B
			School P.M.	19.4	C
			P.M.	17.3	C
8	Miramonte Avenue/Lorraine Avenue	One-Way Stop Control	A.M.	14.2	B
			School P.M.	12.8	B
			P.M.	13.3	B

Notes: ¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way stop-control intersections; and critical movements on minor street approaches for one-way stop-control or two-way stop-control intersections.

Bold text indicates potentially unacceptable intersection operations.

Under existing conditions, the intersection of Foothill Expressway On/Off Ramps/Loyola Drive operates at LOS E during the p.m. peak hour and the intersection of Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp operates at LOS E during the a.m. peak hour. All other intersections operate at the acceptable LOS D or better. Southbound left-turn movements at the intersection of Foothill Expressway On/Off-Ramps/Loyola Drive experience significant delay at the intersection. Heavy traffic at the

uncontrolled approaches reduces the number of gaps available for the left-turning vehicles at the stop controlled approach. Heavy westbound right-turning movement at the intersection of Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp experiences significant delays and as a result, impacts the overall intersection operation.

Signalization versus Stop Control Evaluation

As a part of the existing conditions analysis, TJKM evaluated the feasibility of converting the intersections of Fremont Avenue/A Street and Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp to stop control. The analysis was documented in the "***Conversion of Existing Signal at Fremont Avenue/A Street and Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp to All-Way Stop Control***" technical Memorandum dated April 2017. Based on the analyses conducted, the current signal control at the two intersections was considered most feasible and has been maintained. All analyses conducted as a part of this study is based on the existing signal control at the two intersections.

Appendix E contains the aforementioned technical memorandum.

TRAFFIC OPERATIONS ENHANCEMENT STRATEGIES

As discussed in the previous sections, TJKM developed alternatives to improve the circulation within the study area, reduce existing traffic delay at the intersections, especially the signalized intersections of Fremont Avenue/A Street and Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp and improve the safety for all modes of transportation within the study area. The alternatives were evaluated with Fremont Avenue/A Street and Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp as both signalized as is under existing conditions and operating with all-red flashing operation (all-way stop control). Alternatives 3, 4, 5 and 6 require rerouting of existing traffic as a result of the restrictions to certain movements as discussed in earlier sections of the report. This section discusses all evaluated alternatives in detail and provides the LOS and delay comparison with respect to existing conditions.

Rerouting of Traffic for Proposed Alternatives

1. **Alternative 1 – Existing Conditions – No Change:** This alternative evaluates all the study intersections based on existing traffic volumes, lane geometry, and traffic controls, no rerouting of traffic was required.
2. **Alternative 2 – A Street to One Way Eastbound:** Under this Alternative, A Street is restricted to eastbound only traffic. Traffic turning right from Miramonte Avenue will not have access to A Street. These vehicles will have to turn right on to Fremont Avenue from Miramonte Avenue. This results in the westbound left-turn, through and right-turn movements along A Street to be restricted. Southbound right-turn and northbound left-turn movements at the intersection of Miramonte Avenue/A Street would also be restricted. The traffic making the southbound right-turn at the intersection of Miramonte Avenue/A Street is rerouted to go through in the southbound direction along Miramonte Avenue, make a right-turn at the intersection of Fremont Avenue/Miramonte Avenue and use the intersection of Fremont Avenue/A Street to make a northbound left-turn onto A Street or go through along Fremont Avenue. The traffic making the northbound left-turn at the intersection of Miramonte Avenue/A Street is rerouted to go through at the intersection of Fremont Avenue/A Street.
3. **Alternative 3 – A Street to One Way Westbound:** Under this Alternative, eastbound left-turn and right-turn movements along A Street are restricted. Eastbound through and northbound right-turn movements at the intersection of Fremont Avenue/A Street are also restricted. The traffic making the eastbound through movement onto A Street is rerouted to make the eastbound left-turn and northbound right-turn at the intersection of Fremont Avenue/B Street. The traffic making the northbound right-turn at the intersection of Fremont Avenue/A Street is rerouted to go through and make a right turn at the intersection of Fremont Avenue/B Street.
4. **Alternative 4 – Fremont Avenue to Two Way and Miramonte Avenue to One Way Northbound:** Under this Alternative, Fremont Avenue between Dolores Avenue and Miramonte Avenue is converted to a two way street. The eastbound through traffic going onto A Street from Fremont Avenue and making a right-turn at Miramonte Avenue is rerouted to make the right-turn at Fremont Avenue. Additionally, the southbound approach along Miramonte Avenue between A Street and Fremont Avenue would be restricted as well. The southbound traffic would have to

make a right-turn at Dolores Drive, B Street or A Street in order to be on Fremont Avenue. Additionally, the Foothill Expressway northbound on-ramp is realigned with the intersection of Fremont Avenue/Dolores Drive making it a four-legged intersection.

5. **Alternative 5 – Fremont Avenue to Two Way and keep Miramonte Avenue as is:** Under this Alternative, Fremont Avenue between Dolores Avenue and Miramonte Avenue is converted to a two way street. The eastbound through traffic going onto A Street from Fremont Avenue and making a right-turn at Miramonte Avenue is rerouted to make the right-turn at Fremont Avenue. Additionally, the Foothill Expressway northbound on-ramp is to be realigned with the intersection of Fremont Avenue/Dolores Drive making it a four-legged intersection.

Proposed Alternatives Analysis Results

Table 7 compares the traffic LOS and delay results for each of the proposed alternatives. **Appendix F** contains the Synchro HCM 2000 LOS Analysis Reports for the proposed alternatives.

Based on the LOS and delay analyses of the proposed alternatives, Alternatives 2 and 3 provide the highest reduction in LOS and delay.

Table 7: Traffic LOS and Motor Vehicle Delay Analyses for Proposed Alternatives

#	Study Intersection	Peak Hour	Alternative 1		Alternative 2		Alternative 3		Alternative 4		Alternative 5	
			Delay ¹ (sec)	LOS								
1	Fremont Avenue/Dolores Avenue	A.M.	11.6	B	11.6	B	11.6	B	10.0	A	10.0	B
		School P.M.	10.5	B	10.5	B	10.5	B	9.1	A	9.0	A
		P.M.	10.8	B	10.8	B	10.8	B	8.8	A	8.7	A
2	Fremont Avenue/A Street	A.M.	37.3	D	14.3	B	34.5	C	73.0	E	75.7	E
		School P.M.	25.6	C	8.2	A	23.7	C	57.3	E	29.4	C
		P.M.	23.9	C	8.9	A	22.6	C	84.7	F	59.3	E
3	Foothill Expressway On/Off Ramps/Loyola Drive	A.M.	19.1	C	19.1	C	19.2	C	19.1	C	19.1	C
		School P.M.	31.1	D	31.1	D	32.1	D	31.1	D	31.1	D
		P.M.	42.5	E	42.5	E	44.0	E	42.5	E	42.5	E
4	Frontero Avenue-Granger Avenue/Country Club Drive-Loyola Drive	A.M.	22.7	C								
		School P.M.	18.1	C								
		P.M.	24.1	C								
5	Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp	A.M.	60.0	E	26.0	C	53.0	D	60.7	E	97.9	F
		School P.M.	34.6	C	17.2	B	33.6	C	42.5	D	31.6	C
		P.M.	28.8	C	19.3	B	28.3	C	70.3	E	85.2	F
6	Miramonte Avenue/A Street	A.M.	11.8	B	19.8	C	0.2	A	12.0	B	13.5	B
		School P.M.	11.4	B	20.9	C	0.0	A	10.4	B	12.6	B
		P.M.	11.2	B	18.9	C	0.1	A	9.7	A	12.1	B
7	Miramonte Avenue/Dolores Avenue	A.M.	14.8	B	14.9	B	14.8	B	14.8	B	14.8	B
		School P.M.	19.4	C								
		P.M.	17.3	C								
8	Miramonte Avenue/Lorraine Avenue	A.M.	14.2	B								
		School P.M.	12.8	B								
		P.M.	13.3	B								

Notes: ¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way stop-control intersections; and critical movements on minor street approaches for one-way stop-control or two-way stop-control intersections.

Bold text indicates potentially unacceptable intersection operations.

ALTERNATIVES ANALYSIS WITH EXISTING SPECIFIC PLAN TRIPS

Existing conditions analyses of the alternatives as discussed in the previous sections resulted in Alternatives 2 and 3 providing the highest reduction in LOS and delay. Based on discussions with the City Staff, TJKM evaluated Alternatives 1, 2 and 3 with the addition of trips generated from the developments provided in the City of LOS Altos Existing Specific Plan to assess the impact of the proposed developments at the study intersections. The analysis was conducted for the a.m. and p.m. peak periods.

1. Alternative 1 – Existing Conditions – No Change
2. Alternative 2 – A Street to One Way Eastbound; and
3. Alternative 3 – A Street to One Way Westbound

No further analyses was conducted for Alternatives 4 and 5 as they did not improve intersection operations under existing conditions. The proposed development included 27,000 square feet of commercial area plus 28 multiple-family units:

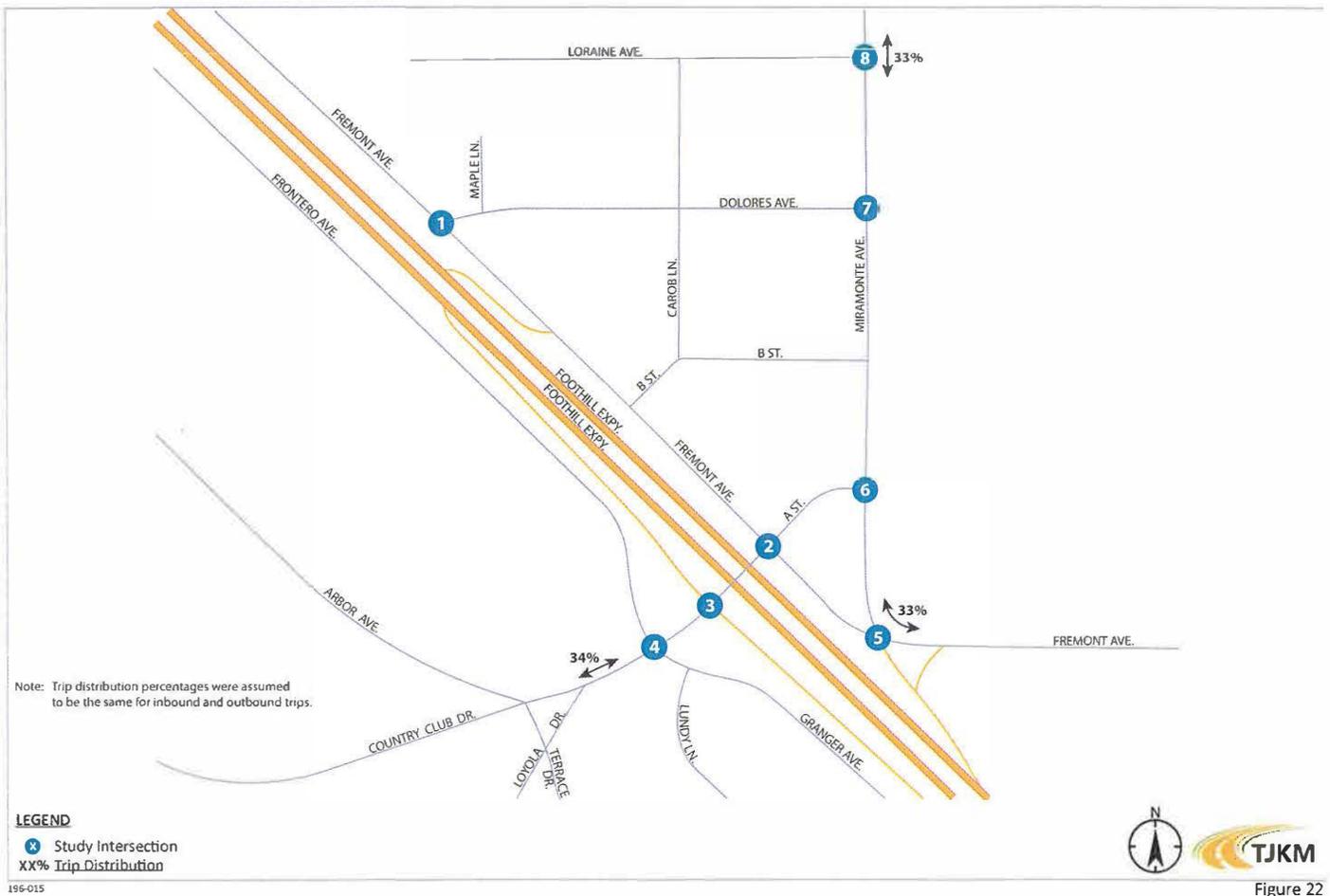
- a. 19,000 sf. of retail area;
- b. 4,000 sf. of second level retail/service; and
- c. 4,000 sf. of second level office

TJKM developed estimated project trip generation for the proposed development based on published trip generation rates from the Institute of Transportation Engineers (ITE) publication Trip Generation (9th Edition). Trip rates for the ITE land uses Retail – Shopping Center (ITE Code 820), Multiple Family Units – Apartment (ITE Code 220) and Office – General Office Building (ITE Code 710) were used. For purposes of forecasting net peak hour trips, TJKM applied 34 percent pass-by trip reduction for Retail land use consistent with ITE recommended average rates for conservative estimate of net-total trips.

Pass-by trips are the trips that make an intermediate stops on the way from an origin to a primary trip destination without a route diversion. They account for trips that are already on the roadway but will stop/divert to the new development on their way to their final destinations. Pass by trips are attracted from traffic passing the land use on an adjacent street or roadway that offers direct access to the generator and are not diverted from another roadway.

Table 8 shows the vehicle trips projected to be generated by the proposed project. The proposed project is projected to generate approximately 879 daily vehicular trips with 43 vehicle trips (22 inbound and 21 outbound) during the a.m. peak hour and 80 vehicle trips (39 inbound and 40 outbound) during the p.m. peak hour. The trips generated with the proposed development were distributed as illustrated in **Figure 22**.

Trip Distribution for Existing Specific Plan and Maximum Build-out Scenario Development



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Table 8: Trip Generation for Existing Specific Plan Development

Land Use (ITE Code)	Size ¹	Unit	Daily		A.M. Peak Hour						P.M. Peak Hour					
			Rate	Trips	Rate	In%	Out%	In	Out	Total	Rate	In%	Out%	In	Out	Total
Retail - Shopping Center ¹ (820)	23.0	ksf	42.70	982	0.96	62	38	14	8	22	3.71	48	52	41	44	85
Multiple-Family Units - Apartment ² (220)	28.0	du	6.65	186	0.51	20	80	3	11	8	0.62	65	35	11	6	17
Office - General Office Building ³ (710)	4.0	ksf	11.03	44	1.56	88	12	5	1	6	1.49	17	83	1	5	6
Retail Peak hour Pass By Trip Reductions ⁴ (ITE), 34%				334										14	15	29
Total Net Project Trips			-	879				22	21	43				39	40	80

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012.

Notes: ksf = One Thousand Square Feet, du = Dwelling Unit

¹ITE trip rates per 1,000 s.f. for retail use

²ITE trip rates per dwelling unit for apartments

³ITE trip rates per 1,000 s.f. for office building use

⁴TJKM applied a pass-by reduction rate of 34%, for retail land use consistent with ITE recommended average rates for conservative estimate of net-total trips.

The LOS and delay for the alternatives as aforementioned was evaluated with the additional trips generated by the proposed project added to existing volumes to identify potential impacts to the study intersections. The LOS and delay results are presented in **Table 9. Appendix G** contains the Synchro HCM 2000 Reports for the Existing Specific Plan Development Scenario.

Table 9: Traffic LOS and Motor Vehicle Delay Comparison for Existing Specific Plan Development

#	Study Intersection	Peak Hour	Alternative 1		Alternative 2		Alternative 3	
			Delay ¹ (sec)	LOS	Delay ¹ (sec)	LOS	Delay ¹ (sec)	LOS
1	Fremont Avenue/Dolores Avenue	A.M.	11.6	B	11.6	B	11.6	B
		P.M.	10.8	B	10.8	B	10.8	B
2	Fremont Avenue/A Street	A.M.	37.9	D	14.5	B	35.5	D
		P.M.	25.1	C	9.3	A	23.6	C
3	Foothill Expressway On/Off Ramps/Loyola Drive	A.M.	19.5	C	19.6	C	19.7	C
		P.M.	47.6	E	47.8	E	50.7	F
4	Frontero Avenue-Granger Avenue/Country Club Drive-Loyola Drive	A.M.	23.3	C	23.4	C	23.4	C
		P.M.	25.5	D	25.5	D	25.5	D
5	Fremont Avenue/Miramonte Avenue/Foothill Expressway Off Ramp	A.M.	63.2	E	26.6	C	55.5	E
		P.M.	29.0	C	20.1	C	28.3	C
6	Miramonte Avenue/A Street	A.M.	12.0	B	20.5	C	0.6	A
		P.M.	11.3	B	19.7	C	1.0	A
7	Miramonte Avenue/Dolores Avenue	A.M.	15.5	C	15.9	C	15.8	C
		P.M.	19.2	C	19.2	C	19.2	C
8	Miramonte Avenue/Lorraine Avenue	A.M.	14.4	B	14.4	B	14.4	B
		P.M.	13.5	B	13.5	B	13.5	B

Notes:

¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way stop-control intersections; and critical movements on minor street approaches for one-way stop-control or two-way stop-control intersections.

Bold text indicates potentially unacceptable intersection operations.

Based on the evaluation conducted for Existing Specific Plan Development scenario, a minor increase in delay is experienced under the three alternatives. Alternatives 1 and 2 operate similar to existing conditions with a slight increase in delay. However, with the addition of project trips, the intersection of Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp has unacceptable LOS E versus LOS D under existing conditions for Alternative 3.

ALTERNATIVES ANALYSIS WITH MAXIMUM BUILDOUT SCENARIO TRIPS

Similar to the Existing Specific Plan Development scenario, TJKM evaluated the aforementioned alternatives with the addition of trips generated from a maximum buildout scenario as provided by the City of Los Altos Staff.

The proposed development included 57,000 square feet of commercial area plus 28 multiple-family units:

- a. 28,500 sf. of retail; and
- b. 28,500 sf. of office;

Similar to Existing Specific Plan Development scenario, TJKM developed estimated project trip generation for the proposed development based on published trip generation rates from the Institute of Transportation Engineers (ITE) publication Trip Generation (9th Edition). Trip rates for the ITE land uses Retail – Shopping Center (ITE Code 820), Multiple Family Units – Apartment (ITE Code 220) and Office – General Office Building (ITE Code 710) were used. For purposes of forecasting net peak hour trips, TJKM applied 34 percent pass-by trip reduction for Retail land use consistent with ITE recommended average rates for conservative estimate of net-total trips.

Table 10 shows the vehicle trips expected to be generated by the proposed project. The proposed project is projected to generate approximately 1,224 daily vehicular trips with 80 vehicle trips (58 inbound and 22 outbound) during the a.m. peak hour and 122 vehicle trips (47 inbound and 75 outbound) during the p.m. peak hour. The trips generated with the proposed development were distributed as illustrated in **Figure 22**.

Table 10: Trip Generation for Maximum Buildout Scenario

Land Use (ITE Code)	Size ¹	Unit	Daily		A.M. Peak Hour						P.M. Peak Hour					
			Rate	Trips	Rate	In%	Out%	In	Out	Total	Rate	In%	Out%	In	Out	Total
Retail - Shopping Center ¹ (820)	29	ksf	42.70	1,217	0.96	62	38	17	10	27	3.71	48	52	51	55	106
Multiple-Family Units - Apartment ² (220)	28	du	6.65	186	0.51	20	80	3	11	14	0.62	65	35	11	6	17
Office - General Office Building ³ (710)	29	ksf	11.03	314	1.56	88	12	39	5	44	1.49	17	83	7	35	42
Retail Peak hour Pass By Trip Reductions ⁴ (ITE), 34%				414										17	19	36
Total Net Project Trips			-	1,304				59	27	86				52	78	130

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012.

Notes: ksf = One Thousand Square Feet, du = Dwelling Unit

¹ITE trip rates per 1,000 s.f. for retail use

²ITE trip rates per dwelling unit for apartments

³ITE trip rates per 1,000 s.f. for office building use

⁴TJKM applied a pass-by reduction rate of 34%, for retail land use consistent with ITE recommended average rates for conservative estimate of net-total trips.

The LOS and delay for the alternatives as aforementioned were evaluated with the additional trips generated by the proposed project added to existing volumes to identify potential impacts to the study intersections. The LOS and delay results are presented in **Table 11. Appendix H** contains the Synchro HCM 2000 Reports for the Maximum Buildout scenario.

Table 11: Traffic LOS and Motor Vehicle Delay Comparison for Maximum Buildout Scenario

#	Study Intersection	Peak Hour	Alternative 1		Alternative 2		Alternative 3	
			Delay ¹ (sec)	LOS	Delay ¹ (sec)	LOS	Delay ¹ (sec)	LOS
1	Fremont Avenue/Dolores Avenue	A.M.	11.6	B	10.9	B	11.6	B
		P.M.	10.8	B	10.8	B	10.8	B
2	Fremont Avenue/A Street	A.M.	38.4	D	15.0	B	36.2	D
		P.M.	25.9	C	9.6	A	24.0	C
3	Foothill Expressway On/Off Ramps/Loyola Drive	A.M.	20.1	C	20.1	C	20.3	C
		P.M.	65.0	F	51.6	F	66.4	F
4	Frontero Avenue-Granger Avenue/Country Club Drive-Loyola Drive	A.M.	24.1	C	24.2	C	24.2	C
		P.M.	26.4	D	26.5	D	26.5	D
5	Fremont Avenue/Miramonte Avenue/Foothill Expressway Off Ramp	A.M.	67.4	E	27.4	C	57.7	E
		P.M.	29.1	C	20.8	C	28.2	C
6	Miramonte Avenue/A Street	A.M.	12.6	B	21.3	C	0.9	A
		P.M.	11.4	B	20.3	C	1.1	A
7	Miramonte Avenue/Dolores Avenue	A.M.	16.0	C	16.2	C	16.2	C
		P.M.	21.2	C	21.4	C	21.4	C
8	Miramonte Avenue/Loraine Avenue	A.M.	14.6	B	14.7	B	14.7	B
		P.M.	13.6	B	13.7	B	13.7	B

Notes:

¹Delay: Average control delay in seconds per vehicle, reported values are overall for signalized and all-way stop-control intersections; and critical movements on minor street approaches for one-way stop-control or two-way stop-control intersections.

Bold text indicates potentially unacceptable intersection operations.

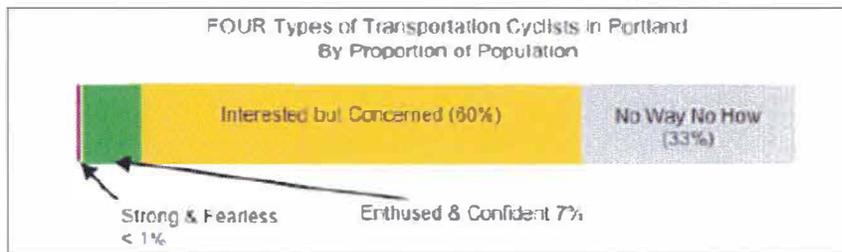
Based on the evaluation conducted for Maximum Buildout scenario, an increase in delay is experienced under the three alternatives. Alternatives 1 and 2 operate similar to existing conditions with an increase in delay and the LOS changing from E to F. However, with the addition of project trips, the intersection of Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp has unacceptable LOS E versus LOS D under existing conditions for Alternative 3.

Based on the analysis conducted for existing conditions, and addition of trips under the Existing Specific Plan and Maximum Buildout scenarios for all alternatives, Alternative 2 which assumes A Street to be converted to a one-way street going eastbound from Fremont Avenue to Miramonte Avenue proves to be the preferred alternative. This alternative reduces the conflicting movements, reduces delay at the two signalized intersections and improves circulation within the study area.

BICYCLE LEVEL OF STRESS (LTS) ANALYSIS

As a part of this study, a Bicycle Level of Stress (LTS) analysis was conducted for the existing roadway network and with the alternatives proposed (Alternatives 2 and 3). The Level of Stress methodology was obtained from the paper, "**Low Stress Bicycling and Network Connectivity**", Report 11-19, May 2012 developed by the Mineta Transportation Institute. This methodology evaluates the traffic stress experienced by a bicyclist using a route to go to where they want to go. Traffic stress is the safety issue perceived by a bicyclist while riding in or adjacent to vehicle traffic. The Level of Stress methodology breaks roadway segments into four classifications based on the effect of traffic stress on riders. The four Levels of Traffic Stress were derived from the paper, "**Four Types of Transportation Cyclists in Portland**" by Roger Geller (2006). **Figure 23** illustrates the bicycle rider groupings as percentage of population.

Figure 23: Bicycle Rider Groupings as Percentage of Population

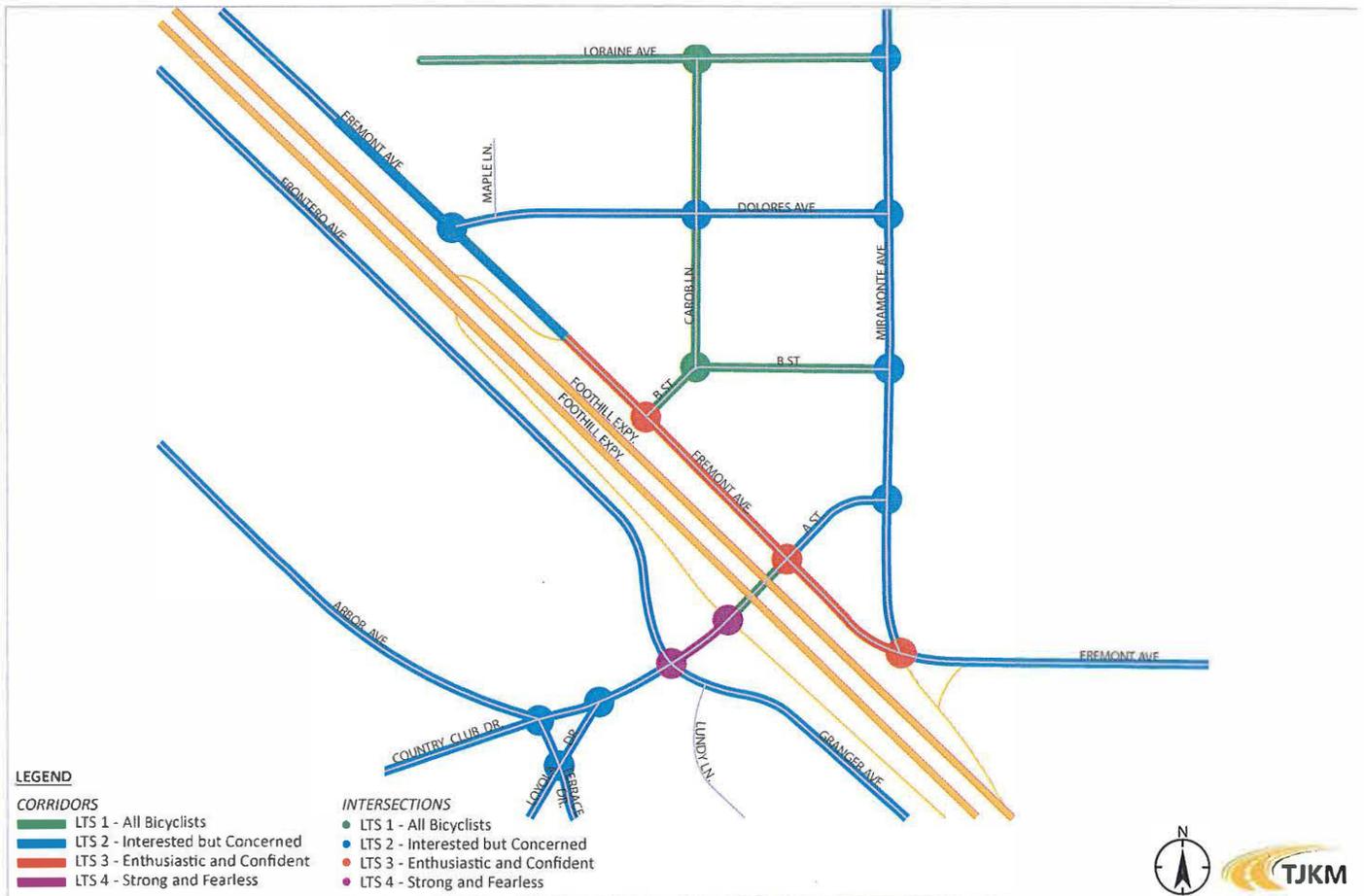


The methodology uses three out of the four groupings illustrated in **Figure 23**. These include the "Interested but Concerned" group (LTS 1 and 2) who would ride if the roadway conditions were perceived to be safe, the "Enthusied and Confident" group (LTS 3) who represent advanced cyclists who can travel on most roadways but would avoid high speed and traffic volume conditions and the "Strong and Fearless" group (LTS 4) who would travel on any roadway conditions. **Table 2** describes the four Bicycle Level of Stress classifications.

The roadway segments within the Loyola Corners study area were evaluated based on the above methodology based on the applicable traffic stress criteria for roadway segments. The traffic stress criteria for roadway segments and intersection approaches are summarized in **Table 12**. The Bicycle Level of Stress methodology is provided in **Appendix A**.

Additionally, the intersections were assigned Level of Stress based on the intersection approaches and segments. **Figure 24** illustrates the Bicycle Level of Stress for the existing roadway segments and intersections.

Existing Bicycle Level of Stress (LTS)



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Figure 24

Table 12: Criteria for Bicycle Level of Traffic Stress

Level of Stress Criteria for Roadway Segments
Physically Separated Bikeways
Bike Lanes
Street Width
Presence of Parking Lane
Posted Speed Limit or Prevailing Speed
Bike Lane Blockages
Mixed Traffic
Level of Stress Criteria for Intersection Approaches
Pocket Bike Lanes
Mixed Traffic in the Presence of Right-turn Lanes
Level of Stress Criteria for Crossings
Presence of Median Refuge

Existing Conditions Bicycle LTS Analysis Results

As **Figure 24** illustrates, most of the roadway segments and intersections operate with Bicycle LTS 2, with a few roadway segments operating with LTS 1 or 3 and one segment operating with LTS 4. Based on the methodology described in the **“Low Stress Bicycling and Network Connectivity”** paper, the segments where bicyclists shared the road with vehicular traffic (mixed traffic conditions), deemed as residential streets, with speeds up to 25 miles per hour (mph) and were without a marked centerline were assigned LTS 1. As **Figure 24** illustrates, Loraine Avenue, Carob Lane and B Street fall under this category. Segments with posted or prevailing speeds up to 25 mph with mixed traffic conditions and marked centerline were assigned LTS 2. Miramonte Avenue, Fremont Avenue from Foothill Expressway NB On-Ramp to Manor Way, Dolores Avenue, A Street and Loyola Drive fall under this category. The segment of Loyola Drive between Frontero Avenue and Foothill Expressway SB Ramps is short with asymmetric configuration resulting in potential conflicts to bicyclists from vehicular turning movements and was assigned LTS 4 based on knowledge of the study area. One-way Streets were not included in the Bicycle Level of Stress methodology; however, the usual set of criteria was applied with one modification: the number of lanes were doubled. Fremont Avenue between Miramonte Avenue and Foothill Expressway NB On-Ramp is a one-way street with two through lanes. The two through lanes would have the same stress as would be on a two-way street with four lanes divided by a median. Hence, this segment would be classified as LTS 3. LTS 3 and 4 segments act as gaps in the system breaking the connectivity between the LTS 1 and 2 systems wherein cyclists classified as “Interested but Concerned” would have to travel through high stress segments to get to the other side.

Additionally, based on discussions with the City Staff and prior studies conducted, it was observed that the prevailing speed within the study area is greater than the posted speed limit of 25 mph especially on collector streets such as Fremont Avenue and Miramonte Avenue. This results in the LTS 2 segments to be classified as LTS 3 which would reduce the connectivity within the study area even more. As no speed surveys were conducted to ascertain the existing prevailing speeds, TJKM has maintained the analysis to be based on the posted speed limits. However, TJKM recommends conducting speed surveys within the study area and update

the analysis based on prevailing speeds. **Table 13** documents each of the study segments evaluated and the LTS score applied. The highlighted segments in the table below act as gaps in the bicycle network connectivity.

Table 13: Bicycle LTS Score for Existing Roadway Segments

#	Location	From	To	Bikeway Facility	Roadway Conditions	Bicycle LTS Score
1	Loraine Avenue	Bank of America Financial Center	Carob Lane	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, no marked centerline, posted speed limit of 25 mph	1
2	Loraine Avenue	Carob Lane	Miramonte Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, no marked centerline, posted speed limit of 25 mph	1
3	Carob Lane	Loraine Avenue	Dolores Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, no marked centerline, posted speed limit of 25 mph	1
4	Carob Lane	Dolores Avenue	B Street	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, no marked centerline, posted speed limit of 25 mph	1
5	B Street	Fremont Avenue	Carob Lane	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	1
6	B Street	Carob Lane	Miramonte Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	1
7	A Street	Foothill Expressway SB Ramps	Fremont Avenue	Class II Bike Lanes (approximately six feet wide)	Two-way Local Collector Street with One Exclusive Left-turn and through lane per direction, Class II bike lanes present, no parking lanes alongside bike lanes, no bike blockages, posted speed limit of 25 mph	1
8	Fremont Avenue	Foothill Expressway NB On-Ramp	Dolores Avenue	Mixed Traffic (no Sharrow's present)	One-Way Collector Street with one lane, posted speed limit of 25 mph	2
9	Dolores Avenue	Fremont Avenue	Carob Lane	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	2
10	Dolores Avenue	Carob Lane	Miramonte Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	2
11	Miramonte Avenue	Aura Way	Loraine Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph	2
12	Miramonte Avenue	Loraine Avenue	Dolores Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph	2
13	Miramonte Avenue	Dolores Avenue	B Street	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph	2

#	Location	From	To	Bikeway Facility	Roadway Conditions	Bicycle
						LTS Score
14	Miramonte Avenue	B Street	A Street	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph, exclusive right-turn pocket of approximately 45 feet	2
15	Miramonte Avenue	A Street	Fremont Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Street, with marked centerline, posted speed limit of 25 mph, exclusive right-turn pocket of approximately 45 feet	2
16	A Street	Fremont Avenue	Miramonte Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Collector Street, with marked centerline, posted speed limit of 25 mph	2
17	Fremont Avenue	Hazelaar Way	Miramonte Avenue	Class II Bike Lanes (approximately five feet wide)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph, exclusive right-turn pocket of approximately 90 feet	2
18	Fremont Avenue	Dolores Avenue	Manor Way	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph	2
19	Frontero Avenue	Country Club Drive	Loyola Drive	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Collector Street, with marked centerline, posted speed limit of 25 mph	2
20	Granger Avenue	Larnel Place	Loyola Drive	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	2
21	Loyola Drive	Arbor Avenue-Terrace Drive	Frontero Avenue-Granger Avenue	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, with marked centerline, posted speed limit of 25 mph	2
22	Fremont Avenue	Miramonte Avenue	A Street	Mixed Traffic (Bike Detection present)	One-Way Collector Street with two lanes, marked centerline, posted speed limit of 25 mph	3
23	Fremont Avenue	A Street	B Street	Mixed Traffic (no Sharrow's present)	One-Way Collector Street with two lanes, marked centerline, posted speed limit of 25 mph	3
24	Fremont Avenue	B Street	Foothill Expressway NB On-Ramp	Mixed Traffic (no Sharrow's present)	One-Way Collector Street with two lanes, marked centerline, posted speed limit of 25 mph	3
25	Loyola Drive	Frontero Avenue-Granger Avenue	Foothill Expressway SB Ramps	Mixed Traffic (no Sharrow's present)	Two-Lane Bi-directional Local Street, Asymmetrical lane configuration, marked centerline, short segment with several intersecting streets, posted speed limit of 25 mph	4

Proposed Alternatives Bicycle LTS Analysis Results

The Bicycle Level of Stress analysis was also conducted for Alternatives 2 and 3. The results of the analysis are discussed below.

Alternative 2 – A Street to One Way Eastbound

This alternative converts A Street to a one-way street with one exclusive left and one right-turn lane in the eastbound direction. It also converts Miramonte Avenue to one exclusive right-turn lane and a left-turn lane in the southbound direction. This affects the Bicycle LTS along A Street between Fremont Avenue and Miramonte Avenue and along Miramonte Avenue between A Street and Fremont Avenue. The Bicycle LTS along A Street between Fremont Avenue and Miramonte Avenue changes from LTS 2 to LTS 3 and on Miramonte Avenue between A Street and Fremont Avenue, from 2 to 4. The Bicycle LTS increases for these segments as a result of the lengthening of the right-turn pocket at the two segments which creates a perception of stress for bicyclists. Certain measures can be included in Alternative 2 to avoid negative effects on Bicycle LTS.

Some of the recommendations to decrease Bicycle Level of Stress for Alternative 2 are provided below:

- Instead of providing additional parking spaces along A Street between Fremont Avenue and Miramonte Avenue, contra-flow westbound bike lane with a buffer can be provided. Additionally, sharrows should be provided in the eastbound direction in the curb lane and an eastbound bike turn pocket for left-turning cyclists. It should be noted that the westbound contra-flow bike lane would require additional analysis to ascertain the impact on the traffic level of service and motor vehicle delay.
- Installation of a bike-box for the eastbound direction at the intersection of Fremont Avenue/A Street will allow bicyclists to move to the left rather than forcing them to merge in the intersection.
- The southbound approach at Miramonte Avenue/Fremont Avenue would benefit by adding a southbound bike-pocket for the left-turning bicyclists.

These recommendations would decrease the Bicycle LTS at both the segments to LTS 2 as in existing conditions.

Alternative 3 – A Street to One Way Westbound

This alternative converts the eastbound approach at the intersection of Fremont Avenue/A Street to dual left-turns and converts A Street between Fremont Avenue and Miramonte Avenue to a one-way street with one through lane and one exclusive right-turn lane in the westbound direction. This affects the Bicycle LTS along A Street between Foothill Expressway SB Ramps and Fremont Avenue and between Fremont Avenue and Miramonte Avenue. The Bicycle LTS along A Street between Foothill Expressway SB Ramps and Fremont Avenue changes from LTS 1 to LTS 3 and between Fremont Avenue and Miramonte Avenue, from 2 to 3. The Bicycle LTS increases along A Street between Foothill Expressway SB Ramps and Fremont Avenue as a result of the dual left-turns at the intersection of Fremont Avenue/A Street. A Street between Fremont Avenue and Miramonte Avenue sees an increase in Bicycle Level of Stress as a result of the lengthening of the westbound right-turn pocket which creates a perception of stress for bicyclists. Certain measures can be included in Alternative 3 to avoid negative effects on Bicycle LTS.

Recommendations to decrease Bicycle Level of Stress for Alternative 3 are provided below:

- Similar to Alternative 2, instead of providing additional parking spaces along A Street between Fremont Avenue and Miramonte Avenue, contra-flow eastbound bike lane with a buffer can be provided with sharrows in the westbound direction in the curb lane. In this alternative, a Class II bike lane in the westbound direction, separating the bicyclists from the right-turning vehicles would be preferred.
- Installation of a bike-box for the eastbound direction at the intersection of Fremont Avenue/A Street will allow bicyclists to move to the left rather than forcing them to merge in the intersection.
- The southbound approach at Miramonte Avenue/Fremont Avenue would benefit by adding a southbound bike-pocket for the left-turning bicyclists.

These recommendations would decrease the Bicycle LTS at both the segments to LTS 2 as in existing conditions.

Additionally, conversion of A Street to a one-way street does not affect the route choice of the bicyclists greatly as the additional distance that would need to be covered is approximately 200 feet (0.04 miles). **Table 14** compares the Bicycle Level of Stress for existing conditions and the proposed alternatives.

Table 14: Comparison of Bicycle LTS for Proposed Alternatives

#	Location	From	To	Alternative 1	Alternative 2 (as is)	Alternative 3 (as is)	Alternative 2 (with proposed recommendations)	Alternative 3 (with proposed recommendation)
1	A Street	Foothill Expressway SB Ramps	Fremont Avenue	1	1	3	1	2
2	A Street	Fremont Avenue	Miramonte Avenue	2	3	3	2	2
3	Miramonte Avenue	A Street	Fremont Avenue	2	4	2	2	2

Solutions to Decrease Bicycle LTS Level

There are a number of ways to lower stress levels for bicyclists on roadway segments, approaches and crossings. Some of the measures applicable to the study area are listed below.

- Creating conventional bike lanes, buffered bike lanes, raised bike lanes and bike boulevards
- Increase width of outside lanes on roadways too narrow for striped bike lanes to create more buffer space and room for bicyclist's
- Paving/widening shoulders or removing parking
- Installing road markings such as sharrows and way-finding signs
- Enforcement of speed limit and reduce speeds by narrowing lane widths and other using other traffic calming measures

PEDESTRIAN LEVEL OF STRESS (LTS) ANALYSIS

TJKM evaluated the Pedestrian Level of Stress (LTS) for the existing roadway network and with the alternatives proposed (Alternatives 2 and 3). The Pedestrian Level of Stress methodology was obtained from the "**Analysis Procedure Manual Version 2**", September 2016 developed by the Oregon Department of Transportation (ODOT) which builds on the paper, "**Low Stress Bicycling and Network Connectivity**", Report 11-19, May 2012 developed by the Mineta Transportation Institute. The Pedestrian LTS classifications remain similar to the Bicycle Level of Stress Methodology. **Table 3** describes the four Pedestrian LTS classifications.

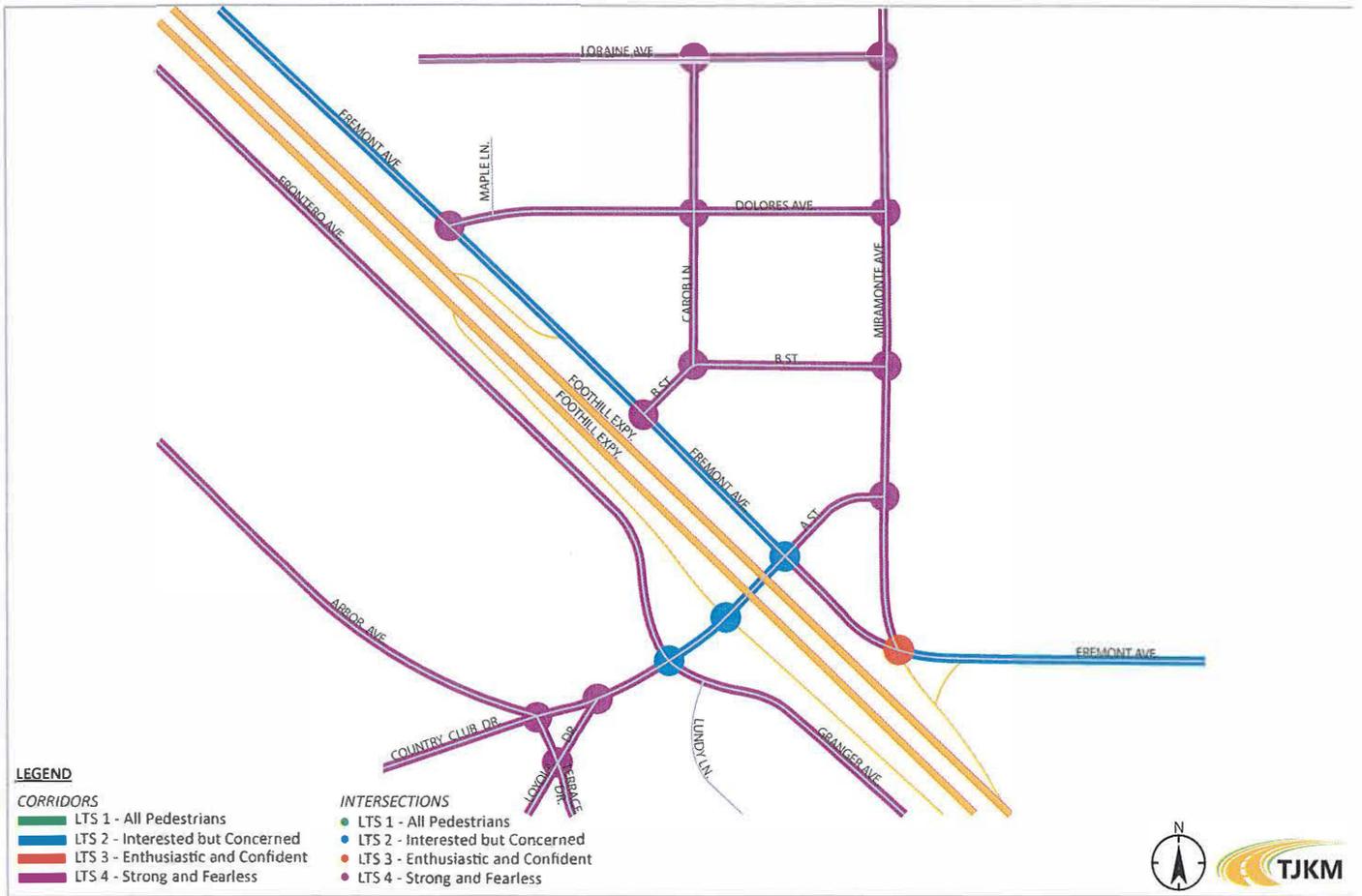
The Pedestrian Level of Stress methodology classifies roadway segments according to the level of stress experienced by pedestrians and sidewalk users. The traffic stress criteria for roadway segments and intersection approaches are summarized in **Table 15**. The Pedestrian Level of Stress methodology is provided in **Appendix A**.

Additionally, the intersections were assigned Level of Stress based on the intersection approaches and segments. **Figure 25** illustrates the Pedestrian Level of Stress for the existing roadway segments and intersections.

Table 15: Criteria for Pedestrian Level of Traffic Stress

<i>Level of Stress Criteria for Roadway Segments</i>
Sidewalk Condition and Width
Physical Buffer Type and Width
Total Number of Travel Lanes and Posted Speed Limit
General Land Use
Parking Width
Illumination Present
Bike Lane Width
<i>Level of Stress Criteria for Crossing</i>
Functional Class
Total Number of Travel Lanes and Posted Speed Limit
Roadway Average Daily Traffic (ADT)
Sidewalk Ramps
Median Refuge and Illumination Present
General Signalized Intersection Features

Existing Pedestrian Level of Stress (LTS)



Existing Conditions Pedestrian Level of Stress Analysis Results

Based on the Level of Stress Analysis conducted for the Loyola Corners Study area, it was observed that majority of the roadway segments and intersections could be classified as Pedestrian LTS 4. Some of the factors other than the methodology adopted for analysis were pedestrian network continuity, provision of sidewalks, crossings and ADA compliant ramps. Segments were assigned LTS 4 if there are any segments or intersection approaches where sidewalks or ADA compliant ramps for crossing were absent. Lack of continuity between segments was also considered in the analysis. The general consideration while assigning the LTS scoring system was that all pedestrians including children, adults and people with impairments can safely and comfortably travel from one point in the system to another. Lack of continuous sidewalks, ADA compliant ramps and marked crossings would affect the perception of safety and deter many pedestrians from using the route. As observed in **Figure 25**, the segments of Fremont Avenue and Loyola Drive-A Street between Frontero Avenue-Granger Avenue and Fremont Avenue operate at Pedestrian LTS 2, while the rest of the study area operates at LTS 4. **Table 16** documents each of the study segments evaluated and the LTS score applied.

The Pedestrian Level of Stress analysis was also conducted for Alternatives 2 and 3. The analysis showed no change in the Level of Stress scoring in comparison to existing conditions. However, it should be noted that under Alternative 2, the eastbound approach at Fremont Avenue/A Street would operate as a permissive eastbound left-turn requiring a "Turning Traffic Must Yield to Pedestrians" sign for the crosswalk on the north leg of Fremont Avenue.

Solutions to Decrease LTS Level

There are a number of ways to lower stress levels for pedestrians on roadway segments, approaches and crossings. Some of the measures applicable to the study area are listed below.

- Installing pedestrian facilities or expanding pedestrian facilities where pedestrian routes exist
- Create paved surfaces where worn paths are evident
- Improving the condition of sidewalk including limiting vertical change and smoothing the surface
- Infilling gaps in sidewalk to create connectivity
- Installing additional crossing enhancements at unsignalized crossings (beacons, lighting, curb extensions)
- Redesigning buffer to include trees, large vegetation and/or street furniture

Table 16: Pedestrian LTS Score for Existing Roadway Segments

#	Location	From	To	Pedestrian Facility	Roadway Conditions	LTS Score
1	Lorraine Avenue	Bank of America Financial Center	Carob Lane	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
2	Lorraine Avenue	Carob Lane	Miramonte Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
3	Carob Lane	Lorraine Avenue	Dolores Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
4	Carob Lane	Dolores Avenue	B Street	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
5	B Street	Fremont Avenue	Carob Lane	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
6	B Street	Carob Lane	Miramonte Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
7	A Street	Foothill Expressway SB Ramps	Fremont Avenue	Sidewalks Present (approximately 5 feet wide)	Two Lane Bi-directional Local Collector Street with One Exclusive Left-turn and through lane per direction, sidewalks in good condition, approximately 5 feet wide with ADA compliant ramps, no buffer between sidewalk and roadway, posted speed limit of 25 mph	2
8	Fremont Avenue	Foothill Expressway NB On-Ramp	Dolores Avenue	Sidewalk Present on the Eastside	One-Way Collector Street with one lane, posted speed limit of 25 mph, continuity between segments throughout Fremont Avenue	2
9	Dolores Avenue	Fremont Avenue	Carob Lane	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
10	Dolores Avenue	Carob Lane	Miramonte Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
11	Miramonte Avenue	Aura Way	Lorraine Avenue	No Sidewalk Present	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph	4
12	Miramonte Avenue	Lorraine Avenue	Dolores Avenue	Discontinuous Sidewalk Present	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph	4

#	Location	From	To	Pedestrian Facility	Roadway Conditions	LTS Score
13	Miramonte Avenue	Dolores Avenue	B Street	Discontinuous Sidewalk Present	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph	4
14	Miramonte Avenue	B Street	A Street	Discontinuous Sidewalk Present	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph	4
15	Miramonte Avenue	A Street	Fremont Avenue	Discontinuous Sidewalk Present	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph	4
16	A Street	Fremont Avenue	Miramonte Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Collector Street, posted speed limit of 25 mph	4
17	Fremont Avenue	Hazelaar Way	Miramonte Avenue	Sidewalk Present with Vertical Buffers	Two-Lane Bi-directional Collector Street, posted speed limit of 25 mph, sidewalks with vertical buffers present in both directions of travel	2
18	Fremont Avenue	Dolores Avenue	Manor Way	Sidewalk Present on the Eastside	Two-Lane Bi-directional Collector Street with one lane in each direction, posted speed limit of 25 mph, continuity between segments throughout Fremont Avenue	2
19	Frontero Avenue	Country Club Drive	Loyola Drive	No Sidewalk Present	Two-Lane Bi-directional Street, posted speed limit of 25 mph	4
20	Granger Avenue	Larnel Place	Loyola Drive	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
21	Loyola Drive	Arbor Avenue-Terrace Drive	Frontero Avenue-Granger Avenue	No Sidewalk Present	Two-Lane Bi-directional Local Street, posted speed limit of 25 mph	4
22	Fremont Avenue	Miramonte Avenue	A Street	Sidewalk Present on the Eastside)	One-Way Collector Street with two lanes, posted speed limit of 25 mph, continuity between segments throughout Fremont Avenue	2
23	Fremont Avenue	A Street	B Street	Sidewalk Present on the Eastside)	One-Way Collector Street with two lanes, posted speed limit of 25 mph, continuity between segments throughout Fremont Avenue	2
24	Fremont Avenue	B Street	Foothill Expressway NB On-Ramp	Sidewalk Present on the Eastside)	One-Way Collector Street with two lanes, posted speed limit of 25 mph, continuity between segments throughout Fremont Avenue	2

#	Location	From	To	Pedestrian Facility	Roadway Conditions	LTS Score
25	Loyola Drive	Frontero Avenue- Granger Avenue	Foothill Expressway SB Ramps	Sidewalks Present (approximately 5 feet wide)	Two-Lane Bi-directional Local Street, sidewalks in good condition, approximately 5 feet wide with ADA compliant ramps, no buffer between sidewalk and roadway, posted speed limit of 25 mph	2

CONCLUSION

As discussed in previous sections, TJKM conducted a detailed analysis of the existing roadway network and study intersections with respect to vehicular traffic, existing parking conditions, and bicycle and pedestrian safety. The results of the analyses are summarized below.

Parking Supply and Occupancy

Parking occupancy data was collected along 12 segments within the Loyola Corners study area. It was observed that a majority of the parking spaces were unmarked except for the eastside of Fremont Avenue between Miramonte Avenue and Dolores Avenue. Based on the analysis conducted, the average occupancy of the study area yields 45 percent occupancy between 9:00 a.m. and 7:00 p.m. with the following segments generally resulting in an occupancy greater than 50% throughout the day.

- Dolores Avenue, between Carob Lane and Miramonte Avenue
- Miramonte Avenue, between Dolores Avenue and B Street
- Fremont Avenue, between B Street and Dolores Avenue
- B Street between Carob Lane and Fremont Avenue
- Carob Lane, between B Street and Dolores Avenue

Existing Conditions Intersection Analysis

TJKM analyzed the level of service (LOS) and delay for the intersections selected for the study to ascertain which intersections were operating acceptably per the City of Los Altos standards (LOS D) and the intersections that were failing to meet the acceptable standards. Based on the analyses conducted, it was observed that all intersections operated acceptably with the exception of the intersection of Foothill Expressway On/Off Ramps/Loyola Drive which operates at LOS E during the p.m. peak hour and the intersection of Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp which operates at LOS E during the a.m. peak hour.

Additionally, TJKM evaluated the feasibility of converting the existing signalized intersections of Fremont Avenue/A Street and Fremont Avenue/Miramonte Avenue-Foothill Expressway Off-Ramp to stop control. The analysis was documented in an interim technical memorandum also attached in **Appendix E**. The analysis resulted in signalization being the preferred method of operation for the two intersections and proved to be safer for all modes of transportation including vehicular traffic, bicyclists and pedestrians.

Proposed Alternatives Analysis

Based on the field observations conducted for the existing circulation through the project area and results of the existing conditions analysis, TJKM developed and evaluated four alternatives to accommodate and improve the existing circulation within the Loyola Corners project area.

The analysis was also conducted for Existing Specific Plan Conditions and Maximum Buildout scenario by incorporating the additional trips generated by the developments proposed over the existing traffic volumes. The results of the analyses dictated Alternatives 2 and 3 to be the most feasible alternatives maintaining the LOS and delay of the study intersections close to existing conditions.

Comparison of the alternatives under all scenarios showed that Alternative 2 which assumes A Street to be converted to a one-way street going eastbound from Fremont Avenue to Miramonte Avenue resulted in the highest reduction in delay, especially at the intersection of Fremont Avenue/Miramonte Avenue – Foothill Expressway Off-Ramp during the a.m. peak hour where it operates unacceptably under existing conditions. This is primarily because Alternative 2 reduces the conflicting movements at the intersection of Fremont Avenue/A Street, reducing the delay at both the signalized intersections which operate on one controller, and thereby improving circulation within the study area.

Bicycle Level of Stress Analysis

The existing roadway segments and intersections were evaluated to ascertain the level of stress faced by bicyclists to travel within the study area from one point to another. Traffic stress is the perceived safety issue faced by bicyclists to share the roadway facilities with vehicular traffic. Each segments and intersection was classified based on four roadway level of stress classifications with level of stress (LTS) 1 being for all users to LTS 4 for the advanced users. Based on the analysis conducted, it was seen that most roadway segments within the study area operated with LTS 2 with some segments operating with LTS 1, 3 and 4. This creates a discontinuity within the system for bicyclists to go from one point to another. The proposed alternatives though improve vehicular circulation within the project area, have an impact on the existing Bicycle LTS along certain segments. The recommendations proposed in the previous sections would decrease the LTS at the segments and maintain them at Bicycle LTS under existing conditions. Additionally, it is our recommendation to widen outside through lanes and provide striped parking and bike lanes within the project area especially on Fremont Avenue and Miramonte Avenue to enable a safer environment for bicyclists and create a system with majority LTS 2 segments.

Pedestrian Level of Stress Analysis

Similar the bicycle level of stress, pedestrian level of stress along the roadway segments was evaluated. The entire Loyola Corners study area has discontinuous sidewalks, non ADA compliant ramps and crossings which put majority of the segments under LTS 4 classification with few segments operating at LTS 2. It is our recommendation to update the state of facilities, add sidewalks and ADA compliant ramps at locations where they are absent to create a continuity for pedestrians using the system.

Vision That Moves Your Community



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ATTACHMENT C

David Kornfield

From: David Kornfield
Sent: Tuesday, August 15, 2017 3:54 PM
To: Jon Biggs
Subject: FW: Letter to Planning and Transportation Commissioners

Jon,

Here are my draft **responses** to the LAND letter.

Any suggestions?

David

From: LAND
Sent: Tuesday, August 15, 2017 10:12 AM
To: David Kornfield <DKornfield@losaltosca.gov>
Subject: Letter to Planning and Transportation Commissioners

Subject: Clarifications of Loyola Corners Specific Plan Update

Dear Planning & Transportation Commissioners and Mr. Kornfield:

LAND members have begun reading the Staff Recommendations for the Loyola Corners Specific Plan Update. We find we have a few questions as we begin the process and would appreciate your help in providing answers to our questions below. We apologize for the short notice but would be grateful for your response prior to the Planning & Transportation Commission meeting this Thursday, August 17.

Respectfully yours,

Teresa Morris on behalf of (LAND) Los Altans for Neighborly Development

RECOMMENDATION

Page 3

Expanded Residential Development

“Staff recommends allowing an additional 20 dwelling units to the Specific Plan area. The adopted Specific Plan limits residential development to 20 dwellings, 12 of which were built or entitled. Thus, effectively adding 28 units over the existing condition. The overall potential of 40 dwellings in the approximately 17-acre area including those built equals a density of approximately 2.4 dwellings per acre. This seems an appropriate number given the potential of the area and the housing goals.”

1. Please explain to us given the California Density Bonus Law how many buildings will exceed two stories and 30 feet? **This can only be determined by the City Council at time of an entitlement application, if and only when a project meets the requirements of the Density Bonus Regulations.**
2. Is the additional 20-unit recommendation before or after the California Density Bonus Law is added? **By definition in the Density Bonus Regulations, any density bonus units are granted over and above any general plan, and by extension specific plan, and zoning limits. Without a density limit, such as the CN district**

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Policies for Specific Parcels

SP-3 Regarding the Photo Drive Up Site at 999 Fremont Avenue

"The owner may propose to privately develop the site for retail or restaurant uses on the ground floor and office/residential use on the second floor not to exceed two stories and 30 feet in height provided the project incorporates a publicly accessible plaza on the corner of Fremont Avenue and A Street."

1. Why modifying SP3? *This is to clarify the development potential.*

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SP-6 California Water Service Site

Location: 1555 to 1579 Miramonte Avenue

Parcel No.: 193-40-030, 193-40-31 and 193-40-43

"California Water Service has their service yard located at 1555 Miramonte Avenue and their parking lot at 1579 Miramonte Avenue (the former Echo Restaurant site). California Water Service Company presently rents office space at 949 B Street. The intent of this specific policy is to encourage California Water Service Company to remain at Loyola Corners and to allow the relocation of their office to their owned properties. This will allow California Water Service Company to vacate their present office use on B Street, which will become available for office or retail use in the core of the Loyola Corners triangle. Consolidation of their facilities will help California Water Service Company remain in Los Altos and facilitate their service and emergency responsiveness.

To implement this change, the California Water Service properties at 1555-1579 Miramonte Avenue would be designated for Public and Community Facility land use. Any future development of the site is subject to the City's public development review process and the Santo Claro Valley Water District's Guidelines and Standards for Land Uses Near Streams to help ensure an appropriate relationship to the adjacent land uses including the residential properties across Permanente Creek."

1. With regards to the recommendation for 1555 to 1579 Miramonte Avenue, what does it mean to designate the three lots for Public and Community Facility land use? *This means that future development by CalWater would need to be consistent with that land use category as approved by the City Council. The intent is that if CalWater vacated the site then we would revert to the underlying commercial potential.*
2. How do the building limitations differ from the rest of Loyola Corners? *The PCF District is the corresponding zoning district for this category. It has the same two-story and 30-foot height limit.*
3. The stated intent is to encourage California Water Service Company to remain at Loyola Corners. How does designating the site for Public and Community land use encourage the California Water Service Company to stay? *This gives CalWater some certainty in the desired land use. It gives them the ability to seek a use permit to develop their office building and re-work their corps yard. The use permit allows the City Council more discretion in mitigating land use impacts.*

ATTACHMENT C

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6. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

6.1 AESTHETICS

Discussion item 4

1. Why will the conceptual lighting plan for any subsequent project be evaluated vs the city's requirements. Shouldn't they be evaluated vs the Specific Plan requirements? *The City's requirements include the Specific Plan requirements for any property | Loyola Corners.*

David Kornfield

From: Sharon Simonson
Sent: Thursday, August 17, 2017 11:26 AM
To: David Kornfield; Jeannie Bruins; Jean Mordo; Mary Prochnow; Lynette Lee Eng; Jan Pepper
Subject: Redevelopment of Loyola Corners

Hello Mr. Kornfield and council people,

I hope this message finds you all well. Please know that I appreciate and value your public service.

I, and I suspect many others, received an email message this morning from the developer Mr. Gregg Bunker soliciting support to allow three-story development on this site. I did respond to Mr. Bunker to tell him that I could NOT support that level of development intensity at that location. I don't see how the roadways in that area could handle the increased traffic, even with the new larger bridge across the expressway. Two-lane, residential Miramonte Avenue was very obviously never intended to support commercial traffic, and poor little two-lane Fremont Avenue is already being used as a transit route for thousands of commuters to pass through our community every single work day, morning and night. Beginning at about 3 p.m. and lasting until about 6:30 p.m., the traffic is unbelievable and dangerous. There was a serious accident just this week at Fallen Leaf Lane and Fremont. (An ambulance and fire engines and police presence.) This proposal will only intensify those conditions. The specter of MORE traffic is really pretty frightening. How can we allow that to happen? Does someone have to die for us to take action? What are we doing to reduce commuter traffic through our town, which has reached crisis proportions, polluting our air, endangering residents and children, while bringing no offsetting benefit that I can see? To me, we should be engaged in a full-throttled effort to connect all corners of Los Altos via protected bike lanes, including soliciting federal and state grants and contributions for such improvements from Mr. Bunker and all others who wish to benefit from the quality of life we have, and, let's face it, the ready and expansive disposable income that makes Los Altos such an attractive development location. I, for one, would travel everywhere in town by bike if I felt it were safe enough, and I am not a young person.

I accept change. I accept that we have to make way for other people who want to live in our region for its many personal and professional advantages. But it can't come at the expense of existing residents, and it is, in spades. It's very disheartening.

Thank you for your time and consideration.

Sharon Simonson

Los Altos, CA 94024

David Kornfield

From: Linda Hayes
Sent: Thursday, August 17, 2017 1:31 PM
To: David Kornfield
Cc: 'peter mcsweeney'
Subject: FW: Request for your help

Hello David,

I am **100% against this proposal from Gregg Bunker**. I live in the Loyola neighborhood, and his proposal will absolutely ruin the area. I'm sure Gregg doesn't live here; however, if he did, he would understand how horrible the traffic has become with adding three-story buildings and condominiums to our charming shopping district, not to mention how it would destroy the delightful place we now have. And...by the way, I do frequent Loyola Corners to spend my money.

See you this evening.

Sincerely,
Linda Hayes

PS: Melody Grandell, who sent this email to me, is a realtor. I wonder if Gregg blanketed all the local realtors with this message. How unfortunate.

From: Melody Grandell
Subject: FW: Request for your help

Did you also get this from Gregg?

From: [Gregg](#)
Sent: 8/17/2017 9:09 AM
To: [Melody Grandell](#)
Subject: Request for your help

Hello Friends and Colleagues!

I'm requesting your help! We are developing a project at Loyola Corners in Los Altos that would provide mixed use, including retail/office and living quarters. Los Altos will not allow a 3 story building of 35 feet in height to be built there unless they hear from YOU. Can you please copy and paste the following message and email it to dkornfield@losaltosca.gov by 5 pm today?

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more

housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,

Gregg Bunker
Director, Silicon Valley Property Management Group
Owner, Silicon Valley Business Center
Principal, Executive Real Estate Investors Group

1900 Camden Ave San Jose CA 95124 United States

You may [unsubscribe](#) or [change your contact details](#) at any time.



David Kornfield

From: Chris
Sent: Thursday, August 17, 2017 12:44 PM
To: David Kornfield
Subject: RE: Loyola Corners Development

I am NOT in favor of allowing a 3-story building of this nature being built a Loyola Corners in Los Altos.

Sargon Eshagh
Los Altos, CA

Begin forwarded message:

From: "Gregg" _____
Subject: Request for your help
Date: August 17, 2017 at 9:07:59 AM PDT
To: "Chris Campbell" _____
Reply-To: _____

Hello Friends and Colleagues!

I'm requesting your help! We are developing a project at Loyola Corners in Los Altos that would provide mixed use, including retail/office and living quarters. Los Altos will not allow a 3 story building of 35 feet in height to be built there unless they hear from YOU. Can you please copy and paste the following message and email it to dkornfield@losaltosca.gov by 5 pm today?

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,

**Gregg Bunker
Director, Silicon Valley Property Management Group**

David Kornfield

From:
Sent: Thursday, August 17, 2017 12:49 PM
To: David Kornfield
Subject: Fwd: Request for your help

Dear Planning & Transportation Commission-

I am NOT in support of the development of a 3-story building at Loyola Corners as described below.

Please do not allow it.

Chris Campbell
President
Civilized World Inc
PO Box 5816
San Jose, CA 95150
Main: 408-279-9400
Direct: 408-279-9401
Cel: 408-603-8282

Begin forwarded message:

From: "Gregg"
Subject: Request for your help
Date: August 17, 2017 at 9:07:59 AM PDT
To: "Chris Campbell" <
Reply-To:

Hello Friends and Colleagues!

I'm requesting your help! We are developing a project at Loyola Corners in Los Altos that would provide mixed use, including retail/office and living quarters. Los Altos will not allow a 3 story building of 35 feet in height to be built there unless they hear from YOU. Can you please copy and paste the following message and email it to dkornfield@losaltosca.gov by 5 pm today?

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,

**Gregg Bunker
Director, Silicon Valley Property Management Group
Owner, Silicon Valley Business Center
Principal, Executive Real Estate Investors Group**

1900 Camden Ave San Jose CA 95124 United States

You may [unsubscribe](#) or [change your contact details](#) at any time.



David Kornfield

From: [REDACTED]
Sent: Thursday, August 17, 2017 12:57 PM
To: David Kornfield
Subject: Loyola corners height limit

Hello,

I am firmly opposed to raising the height limits allowing 3 story construction in my neighborhood at Loyola corners. There is already too much traffic and parking issues in that area. I am not interested in more housing there which will add to the congestion in that area. This used to be a quiet cozy area! No longer true. Any further housing development should be along the el Camino real corridor where there is ample public transportation.

Sincerely,

Ellen Naruns
Country club dr.

Sent from my iPhone

David Kornfield

From: Pat Marriott
Sent: Thursday, August 17, 2017 12:09 PM
To: Los Altos Planning Transportation Commission
Subject: Loyola Corners

Commissioners:

Regarding the property at 999 Fremont, the staff report says:

The owner may propose to privately develop the site for retail or restaurant uses on the ground floor and office/ residential use on the second floor not to exceed two stories and 30 feet in height provided the project incorporates a publicly accessible plaza on the corner of Fremont Avenue and A Street.

I agree with the height limitations, but it makes no sense to require the developer to include a public plaza on the triangle. It's a small odd-shaped parcel and any plaza would be miniscule.

I assume this recommendation is a hold-over from the assumption that the city would purchase the triangle and put a plaza there. Since it's clear that's never going to happen, it's time to either put that option back on the table or delete all references to it.

Thanks,
Pat Marriott

David Kornfield

From: Ben Murray
Sent: Thursday, August 17, 2017 9:22 AM
To: David Kornfield
Subject: LOYOLA CORNERS

Dear Planning & Transportation Commission,

I **DO NOT** support making Loyola Corners a mixed use property to allow more

housing and provide walkable retail/office space to those in the neighborhood. Please **DO**

NOT consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you

BEN MURRAY

David Kornfield

From: Heather Larkin
Sent: Wednesday, August 16, 2017 9:41 PM
To: David Kornfield; Los Altos Planning Transportation Commission
Subject: Loyola Corners Specific Plan

Dear Mr. Kornfield and Commissioners,

I appreciate receiving the notice of the upcoming public hearing regarding Loyola Corners.

I have read the draft of the recommended plan, and I am happy to see reference to maximum 2 story 30' buildings.

I have concerns about density bonuses. My thought is that the bonuses are in the best interest of developers. My request is that such bonuses don't undermine the intent of the draft plan as I read it. Maximum 2 story 30' buildings really means just that.

Thank you,
Heather Larkin

David Kornfield

From: Andrew Murray
Sent: Thursday, August 17, 2017 10:05 AM
To: David Kornfield
Cc: Andrew Murray
Subject: In Support of Three Stories

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Andrew D. Murray, P.E.

Principal Engineer

Murray Engineers, Inc.

www.murrayengineers.com

650-533-6191 (M) 650-559-9980 (O) 650-559-9985 (F)

Bay Area Regional Offices

Peninsula 935 Fremont Avenue, Los Altos, CA 94024 | 650-559-9980

North Bay 110 Tiburon Boulevard, Mill Valley, CA 94941 | 415-888-8952

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David Kornfield

From: Vicki Ferrando
Sent: Thursday, August 17, 2017 3:58 PM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I'm in support of keeping Loyola corners planned project to TWO stories.

Vicki Ferrando

Realtor | Top Producing Agent Year Over Year
Vice President, [Intero Foundation](#)

Intero Real Estate Services—a Berkshire Hathaway affiliate
Direct 650.947.4719 | BRE# 01418802
[Website](#) | Connect with me on [Facebook](#) and [LinkedIn!](#)

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David Kornfield

From: David Marsh
Sent: Thursday, August 17, 2017 2:36 PM
To: David Kornfield
Subject: Loyola Corners

Please keep and strictly enforce the current height limits at Loyola Corners (no exceptions).

Thank you,

David Marsh

David Kornfield

From: [REDACTED]
Sent: Thursday, August 17, 2017 9:08 AM
To: David Kornfield
Subject: Request for your help

Hello Friends and Colleagues!

I'm requesting your help! We are developing a project at Loyola Corners in Los Altos that would provide mixed use, including retail/office and living quarters. Los Altos will not allow a 3 story building of 35 feet in height to be built there unless they hear from YOU. Can you please copy and paste the following message and email it to dkornfield@losaltosca.gov by 5 pm today?

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,

**Gregg Bunker
Director, Silicon Valley Property Management Group
Owner, Silicon Valley Business Center
Principal, Executive Real Estate Investors Group**

1900 Camden Ave, San Jose, CA 95124, United States

You may [unsubscribe](#) or [change your contact details](#) if any time

 GetResponse

David Kornfield

From: Ankur Kuchlous
Sent: Thursday, August 17, 2017 9:11 AM
To: David Kornfield
Subject: Loyola Corners in Los Altos

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

**Thank you
Ankur Kuchlous**

David Kornfield

From: Jeremy Konecny
Sent: Thursday, August 17, 2017 9:12 AM
To: David Kornfield
Subject: Please allow this project

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Jeremy Konecny

David Kornfield

From: Themm,Jeff
Sent: Thursday, August 17, 2017 9:10 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

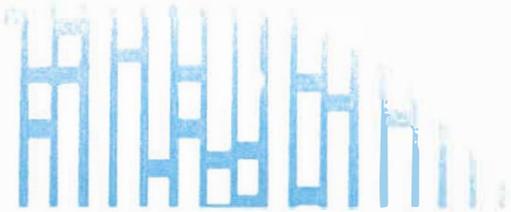
Thank you

Jeff

Jeff Themm

Western Regional Manager

E: jthemm@tab.com tab.com



Optimizing your critical information.

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David Kornfield

From:
Sent: Thursday, August 17, 2017 9:12 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you



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650-591-0119 o

650-591-0116 f

hector@hhrosas.com

www.peninsulaprimerealty.com

David Kornfield

From: Triedgrant
Sent: Thursday, August 17, 2017 9:13 AM
To: David Kornfield
Subject: mixedproperty

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you, thanks for your consideration, Ed Grant

David Kornfield

From: Irene Borz, Broker ✉
Sent: Thursday, August 17, 2017 9:14 AM
To: David Kornfield
Cc: Gregg Bunker; Nelia Matos; Yvonne Barraza
Subject: I support making Loyola Corners a mixed use property

Importance: High

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood.

Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you!

Irene Borz, Broker
1 TEAM REALTORS
CA BRE # 01228057
Office: 408-599-7007
Cell: 408-603-6189
www.bestpriceforyourhome.com
My Clients Say: www.SOLDwithIRENE.com

David Kornfield

From: Charlie Smith
Sent: Thursday, August 17, 2017 9:14 AM
To: David Kornfield
Subject: Loyola Corners, Los Altos

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighbourhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you for your consideration.

Yours sincerely,

Charlie Smith
Managing Director

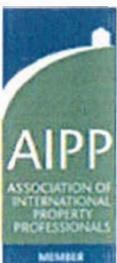
Prime New Developments.com Ltd

D: +44 (0) 20 3327 2750

M: +44 (0) 7747 603 287

E: charlie.smith@primenewdevelopments.com

www.PrimenewDevelopments.com



David Kornfield

From: Arthur Whipple <
Sent: Thursday, August 17, 2017 9:19 AM
To: David Kornfield
Cc: Sandra Whipple; Arthur Whipple
Subject: Proposed Loyola Corners development

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you.

Regards,

Sandra and Arthur Whipple

Los Altos, CA 94024

David Kornfield

From: Julieann M. Powers
Sent: Thursday, August 17, 2017 9:21 AM
To: David Kornfield
Cc:
Subject: new development...

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Julieann M. Powers
ciao bella Interiors
Direct: 415-515-4566
www.ciaobellainteriors.com

David Kornfield

From: Brian Hey <
Sent: Thursday, August 17, 2017 9:21 AM
To: David Kornfield
Subject: Loyola Corners in Los Altos

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you

Brian Hey

David Kornfield

From: Mary Alvarez Vargas
Sent: Thursday, August 17, 2017 9:25 AM
To: David Kornfield
Subject: Loyola Development

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Mary Alvarez Vargas, Broker Associate
Windermere Real Estate/Valley Properties
1295 E. Dunne Ave, #220, Morgan Hill
521 Charcot Ave, #111-E, San Jose
1191-A N Main St, Salinas
(408) 781-6600 direct
(866) 439-7143 fax
MAV@Windermere.com
www.mary.withwre.com
BRE lic. #01229005

David Kornfield

From: Michael Nguyen
Sent: Thursday, August 17, 2017 9:25 AM
To: David Kornfield
Subject: To whom it concern: Regarding Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Best regards,
Michael Nguyen

1900 Camden Ave.
San Jose, CA 95124
Office: 408-664-0500
Cell: 408-202-9357
Fax: 888-277-1783
<https://www.yelp.com/biz/surequest-insurance-services-san-jose>

David Kornfield

From: Mattie C. Baker
Sent: Thursday, August 17, 2017 9:25 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood.

Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

I believe it would be a great asset to the community.

Thank you
Gratefully At Your Service,



Mattie C. Baker, Broker

Silicon City Commercial

Managing Director

KW Silicon City

mattie@kw.com

408-460-4272

BRE#00898114

 [Schedule a Call](#)  [Schedule a Meeting](#)

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Petition to Los Altos Planning and Transportation Commission

And Los Altos City Council

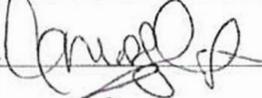
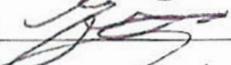
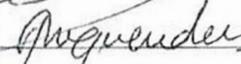
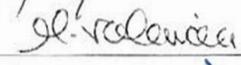
Petition summary and background	Loyola Corners Specific Plan Update
Action petitioned for	We, the undersigned, are concerned citizens would like to request that the Loyola Corners Specific Plan be updated to allow buildings to 35 feet in height and specifically allow 3 stories.

Printed Name	Signature	Address	Comment	Date
NELIA MATOS			We need more housing!	8/16/17
Yvonne Barroza			More housing!	8/16/17
KEN RARON			modern corner @ least 25' High building	8/16/17
Diem Tram			housing huge prob	
Taura Bolafshan			we need more housing	
Amir Azim			We need more opportunities to own a home!	8-16-17
Monica B			more housing-	8/16/17
Brigitte Jones			more housing	8/16/17
DANIEL MOSKOWITZ			Needs more	8/16/17
MICHAEL MOWEN			need more housing	8/16/2017
			Neal MORELL	8/16/17



Petition to Los Altos Planning and Transportation Commission And Los Altos City Council

Petition summary and background	Loyola Corners Specific Plan Update
Action petitioned for	We, the undersigned, are concerned citizens would like to request that the Loyola Corners Specific Plan be updated to allow buildings to 35 feet in height and specifically allow 3 stories.

Printed Name	Signature	Address	Comment	Date
Tory Guenther			I Approve	8/16/17
James Noreen			I Approve	8/16/17
Anri Pretorius			I Approve, housing	8/16/17
Gregg Bunker			Need more housing	8/16/17
Efrain Trujillo			I approve	8/16/17
ROBERT MARGOT-PICCOLI (US Bank) - DFR			I Approve	8/16/17
Moises Valencia (US Bank)			I approve	8-16-17.
Conson Bunker			I approve	8/16/17
Cat Miller			I approve	8/16/17
TERRY WILD			BRAXTON	8/16/17

David Kornfield

From: Dennis Bettencourt <
Sent: Thursday, August 17, 2017 9:30 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Dennis Bettencourt
Innovestors Real Estate Solutions

David Kornfield

From: Steve Heath
Sent: Thursday, August 17, 2017 9:44 AM
To: David Kornfield
Subject: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Stephen D. Heath | Director of Middle Markets
The Greenwich Group International, LLC
Two Transamerica Center | 505 Sansome Street | Suite 450
San Francisco, CA 94111
(Office) 415.985.7282
(Mobile) 415.971.6841
www.greenwichgrp.com



THE GREENWICH GROUP
INTERNATIONAL LLC
REAL ESTATE INVESTMENT BANKING

David Kornfield

From: Carlos Camargo
Sent: Thursday, August 17, 2017 9:43 AM
To: David Kornfield
Cc:
Subject: Please support regional economic development for small businesses in the Bay Area

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

While I'm a resident of San Leandro, and a Realtor in Oakland, I've become a frequent visitor to San Jose since my tenure as Director of Foundation Relations at The Tech back in the mid-aughts. Today, as a realtor, I often visit the city for business and professional development and market development activities and highly value the services of sites like Loyola Corners. Shared-space is a valuable tools and stimulator of economic growth since it allows small business folks like myself the opportunity to have a "pop-up presence" in the city. That can be priceless ... sometimes, considering that one never knows where one's next listing may come from.

Kindest regards and thank you
Carlos

David Kornfield

From: Diem Pham
Sent: Thursday, August 17, 2017 9:42 AM
To: David Kornfield
Subject: Planning & Transportation Commission

Dear Planning & Transportation Commission,

**I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.
Thank you**

David Kornfield

From: Dana Wellington
Sent: Thursday, August 17, 2017 9:39 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Warmest Regards,

As always, please be sure to share my contact information with anyone you know who may need real state advice.

Let Real Estate be the GPS to Your Future!



Dana Wellington, Broker Associate

GRI, ABR, MIRM, Green, CDPE, CHS (HAFA), ePro, CMP, RSPS, GBI, HUD certified.
Danville Area Chamber of Commerce Director, Membership Chair for Rotary Club of Alamo,
Alamo Rotarian of the Year 2015-2016, Chair of the Blackhawk Museum Fashion Show,
Wheelchair Foundation member, property manager, trainer, speaker, writer, former Contra Costa District III Commissioner for Women, Leadership Contra Costa Alumni Assoc. alumna, Past President Contra Costa Women's Council of Realtors, former member of CCAR Diversity Committee

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D. (925) 785-6445/text message F 925.855.8333

CALBRE #00665689 Gen'l Contractors Lic. 500424 NMLS Id 211087

Member of Keller Williams International Realty

David Kornfield

From: David Hertzberg
Sent: Thursday, August 17, 2017 9:37 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

David Hertzberg

David Kornfield

From: Sergio Perez
Sent: Thursday, August 17, 2017 10:13 AM
To: David Kornfield
Subject: Loyola corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,

Sergio Perez

David Kornfield

From: Nancy LaScola
Sent: Thursday, August 17, 2017 10:08 AM
To: David Kornfield
Subject: Loyola Corners Project

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. The developer of this project has a long history of outstanding community involvement and treats all with respect and kindness. His good and solid reputation should be a compensating factor in your decisions on the Loyola Corners project. Change can sometimes be difficult for an established community to initially accept. However, this proposed project will bring many benefits to your community, while continuing to remain consistent with it's surrounding neighborhood. Additionally, this developers willingness to involve the community speaks volumes of his intentions for improvement. I strongly urge you to work together to come to terms on the positive improvements this project offers the community.

**Sincerely,
Nancy LaScola**

David Kornfield

From: Shadman
Sent: Thursday, August 17, 2017 10:07 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you

Best Regards

Michael Shadman, MS, S.E.
Shad Design Group
Architectural, Planning & Engineering
Firmus Design Build, Inc. License #993100
Construction Management

Please note our new address:

3550 Stevens Creek Blvd. Suite 220
San Jose, California 95117
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Office: +1 408 648-2244
Fax: +1 408 877-1528

Emails: TellShadman@gmail.com
Michael@shadengineers.com

"Quality is never an accident;
It is always the result of high intention, sincere effort, intelligent direction and skillful
execution;
It represents the wise choice of many alternatives. "

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David Kornfield

From: Ricky Wright FundingByRicky.com >
Sent: Thursday, August 17, 2017 9:58 AM
To: David Kornfield;
Subject: Loyola Corners
Attachments: fundingbyrickylogo.jpg; sdvob.jpg; federalcontractorLOGO.png; sanjosedotcomnew.jpg; sanfranciscodotcomnew.jpg; angieslistnew.png; yelpnew.jpg; verificonew.jpg; shopsmalllogo.jpg; dunnsmbiz.jpg; GOLDENGATEDAYTIME-GOOD-600x450.png
Importance: High

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Respectfully submitted:

San Francisco Financial Consultant Ricky Wright

Ricky Wright
Financial Consultant, CEO, SEO Consultant.
Entrepreneur, Start-up Specialist SEO + Finance
Real Estate Investments, Real Estate Finance, Buy Real Estate Using BITCOIN
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CREDIT REPAIR RESTORATION BBB Listed NO ADVANCE FEE

David Kornfield

From: Leon Le
Sent: Thursday, August 17, 2017 1:35 PM
To: David Kornfield
Subject: RE: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Leon Le
Founder / Broker
Certified Negotiation Expert®
Pacificwide Business Group, Inc. *"Passion To Success"*
3005 Silver Creek Rd #214, San Jose, CA 95121
Tel: (408) 646-0893
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David Kornfield

From: KAZIM MUNIF
Sent: Thursday, August 17, 2017 11:34 AM
To: David Kornfield
Subject: Loyola Corners in Los Altos

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Kazim Munif

Realtor

BRE # 01457085

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Pleasanton, CA 94588

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Office: 925-398-6808 Ext 154

Fax: 866-795-0565

www.TeamERM.com



David Kornfield

From: Tammy Patterson
Sent: Thursday, August 17, 2017 11:33 AM
To: David Kornfield
Subject: Loyola Corners mixed use property

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you!

David Kornfield

From: Nini Abdala >
Sent: Thursday, August 17, 2017 11:28 AM
To: David Kornfield

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Nini Abdala
Sereno Group Los Altos
Broker - associate
CalBRD 00935740
Sent from my iPhone

David Kornfield

From: Sheila Menezes
Sent: Thursday, August 17, 2017 10:20 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you,

Sheila Menezes

David Kornfield

From: Jim Couder
Sent: Thursday, August 17, 2017 10:22 AM
To: David Kornfield
Subject: Planning Commission

*

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you

Jim Couder

David Kornfield

From: Shelly Roberson
Sent: Thursday, August 17, 2017 10:23 AM
To: David Kornfield
Subject: Loyola Corners Project Support

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you,

Shelly Roberson

David Kornfield

From: Christina Nguyen
Sent: Thursday, August 17, 2017 10:29 AM
To: David Kornfield
Subject: Loyola corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Christina Nguyen

David Kornfield

From: Michael Lam
Sent: Thursday, August 17, 2017 10:31 AM
To: David Kornfield
Subject: Please allow 3 story

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

David Kornfield

From: Angela Roegner <Angela@jntdevelopers.com>
Sent: Thursday, August 17, 2017 10:35 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Angela Roegner
469.286.5853
Angela@jntdevelopers.com
Business Development
JNT Developers

Thank You,



Angela Roegner
Business Development



General & Roofing Contractor

10860 Switzer Ave Ste 114 Dallas, TX 75238

Mobile: 469-286-5853

Office: 972-885-5053

Email: Angela@JNTDevelopers.com

Website: www.JNTDevelopers.com

[Click Here to see why JNT was Voted "Best of the Best!"](#)

David Kornfield

From:
Sent: Thursday, August 17, 2017 10:41 AM
To: David Kornfield
Subject: Loyola

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,

Mary Tonna

David Kornfield

From: David Roberson
Sent: Thursday, August 17, 2017 10:48 AM
To: David Kornfield
Subject: Loyola Corners

I support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you.



David Roberson, Esq.
Principal at Silicon Valley Property Management Group

A 1900 Camden Avenue, San Jose, CA 95124
P 1-408-559-5649 **M** 1-408-838-5113 **E** david@svpmg.net **W** <http://www.svpmg.net>
California BRE #01942886



 [How To Legally Rent Out Your House](#)Practical Guide to Rental Property Risks

David Kornfield

From: Scott Eschen
Sent: Thursday, August 17, 2017 10:54 AM
To: Jennifer Quinn; David Kornfield; Administration
Subject: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I whole-heartedly support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Importantly, please know that this is not just my personal preference nor uninformed opinion, but also clear and excellent good “village-style” land use & planning as clearly stated by the nationally known and highly respected Urban Land Institute (<https://uli.org>). This non-profit organization provides proven thought leadership in responsible use of land and in creating & sustaining thriving communities. If you want villages that have quaint character and interesting & authentic architecture, it is imperative that form-based zoning mixed-use buildings up to 35 feet be allowed. This has been proven out time and again in other quaint villages in the USA and Europe — there is no need to reinvent the wheel on this matter (so to speak).

I also encourage you to do a little research about what land use & zoning truly works in making a vibrant and interesting “village” by reading through the ULI’s website.

Thank you.

Please confirm receipt of this email by kindly sending a quick reply to my email address above.

Scott Eschen
SeaCoast Partners LLC
650-395-7799 Office
866-202-3098 Fax

David Kornfield

From: fran turano
Sent: Thursday, August 17, 2017 10:56 AM
To: David Kornfield
Subject: thank you for your time

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you Fran Turano

David Kornfield

From: Kamran Mohammadi
Sent: Thursday, August 17, 2017 11:13 AM
To: David Kornfield
Subject: Dear Planning & Transportation Commission

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Sent from my iPhone

David Kornfield

From: Gary Kolegraff
Sent: Thursday, August 17, 2017 11:14 AM
To: David Kornfield
Subject: Project at Loyola Corners in Los Altos - Urgent Request

August 17, 2017 11:07 AM

Dear Mr. Kornfield

I'm requesting your help! My colleague Mr. Gregg Bunker is developing a project at Loyola Corners in Los Altos that would provide mixed use, including retail/office and living quarters. Los Altos will not allow a 3 story building of 35 feet in height.

In the interest of furthering technology growth in Silicon Valley I would like to

--
Gary Kolegraff, Founder
Kolegraff VC Network
(408) 396-2299
(408) 569-6758 - Alternate Cell
Twitter: [@kolegraffvclink](https://twitter.com/kolegraffvclink)
LinkedIn: <http://tinyurl.com/kajng64>
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Website: <https://sites.google.com/site/kolegraffhome/>
Email: kolegraffvcnetwork@gmail.com

David Kornfield

From:
Sent: Thursday, August 17, 2017 11:23 AM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

David Kornfield

From: Brian Vose
Sent: Thursday, August 17, 2017 4:22 PM
To: David Kornfield
Subject: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,

Brian Vose

 Virus-free. www.avast.com

David Kornfield

From: Cobb, LynJason
Sent: Thursday, August 17, 2017 4:21 PM
To: David Kornfield
Subject: Fwd: Loyola corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,

Lyn

Sent from Lyn Jason Cobb
650-464-2622
Coldwell Banker BRE # 01332535
International President's Premier Team
CallLyn.com
LynJason.Cobb@cbnorcal.com

This email may be confidential. If you are not the intended recipient, please notify us immediately and delete this copy from your system. Nothing in this email creates a contract for a real estate transaction, and the sender does not have authority to bind a party to a contract via written or verbal communication.

David Kornfield

From: Maria S
Sent: Thursday, August 17, 2017 4:06 PM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,

Maria Sanchez

David Kornfield

From: Christa Huffman
Sent: Thursday, August 17, 2017 2:52 PM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you!!

Sincerely,

Christa Huffman

David Kornfield

From: Trina Borja
Sent: Thursday, August 17, 2017 2:21 PM
To: David Kornfield
Cc: Proposals; Andrew Fairbairn
Subject: Loyola Corners in Los Altos

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thanks,
t-

Trina Borja
Office Manager
Service First Permits
331 14th St., Suite 200
Denver, CO 80202
720-498-7111

trina@s1permits.com

comments@s1permits.com

www.servicefirstpermits.com

Link to pick up plans/docs/checks: [SFP Pickups](#)

Link for project proposals: [SFP Proposals](#)

David Kornfield

From: Bobby Rahim
Sent: Thursday, August 17, 2017 1:59 PM
To: David Kornfield
Subject: Loyola Corners

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thanks
Bobby Rahim

Enrolled Agent
B & R Accounting
1900 Camden Ave #204
San Jose CA 95124
408-247-5626 Office
408-899-8727 Fax
www.BandRaccounting.com

David Kornfield

From: Dave Dacus (The ADDRESS Company)
Sent: Thursday, August 17, 2017 1:55 PM
To: David Kornfield
Subject: Loyola Corners - Support of 35' Height

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Dave Dacus, on behalf of
[TheADDRESS.Company](#)
925.272.4750 ext 101
415.694.2335 (cell)

David Kornfield

From: Joseph Dickly
Sent: Thursday, August 17, 2017 4:28 PM
To: David Kornfield
Subject: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,
Joseph Dickly

David Kornfield

From: Brian Vose
Sent: Thursday, August 17, 2017 4:38 PM
To: David Kornfield
Subject: Loyola Corners Specific Plan

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you,

Eric Beeders

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David Kornfield

From: Charlie Noreen
Sent: Tuesday, August 15, 2017 4:50 PM
To: David Kornfield
Subject: I support the Loyola Corners Specific Plan

Hi David,
I have lived in South Los Altos in the Loyola Corners neighborhood for over 27 years. I understand that the Planning and Transportation Commission will be reviewing the Loyola Corners Specific Plan on Thursday. I strongly recommend that the City Council allow buildings to be 3 stories and 35 ft in height.

I think that it is important that Los Altos encourage commercial development to benefit our great neighborhood.

Best Regards,
Charlie

--
Charlie Noreen

Los Altos, CA 94024

David Kornfield

From: Gregg Bunker ·
Sent: Tuesday, August 15, 2017 3:56 PM
To: David Kornfield
Subject: PTC meeting August 17th

David,

Please include our request as commercial property owners in Loyola Corners at 999 Fremont Ave to have the Loyola Corners Specific Plan be updated to include buildings to be allowed to build up to 3 stories and a height of 35 ft. Thank You.

Gregg Bunker-SVBC/SVPMG

gregg@greggbunker.com

gregg@svpmg.net

408-781-1725

David Kornfield

From: Boost Agency
Sent: Thursday, August 17, 2017 5:51 PM
To: David Kornfield
Subject: Attn: D Kornfield

Hello,

I writing to support Loyola Corners being made into a mixed use property.

At the same time it can provide walkable retail/office space to those in the neighborhood, it can also allow more housing.

Please consider permitting the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building.

Thank you.

Sincerely,

Maralissa Thomas
Boost, Agency Director
www.Boost-Agency.com
hello.boost.agency@gmail.com

David Kornfield

From: Ramin Gmail
Sent: Friday, August 18, 2017 9:56 PM
To: David Kornfield
Subject: Change is good

Dear Planning & Transportation Commission,

I would like to support making Loyola Corners a mixed use property to allow more housing and provide walkable retail/office space to those in the neighborhood. Please consider allowing the Loyola Corners Specific Plan to be developed as a 3 story, 35 feet tall building. Thank you

Thank you for your support!

Sincerely,
Sent from my iPhone

David Kornfield

From: Joan Takenaka
Sent: Sunday, August 20, 2017 10:55 PM
To: David Kornfield
Subject: Please do NOT allow 999 Fremont to be too tall!

Dear Mr. Kornfield and the Planning & Transportation Commission--

I understand there is still debate regarding the property in Loyola Corners at 999 Fremont becoming a mixed use property to allow more housing and retail/office space. As a resident of this neighborhood for more than ten years, I urge you **NOT** to modify the Loyola Corners Specific Plan to allow a 3-story, 35 foot tall building. Such a building would absolutely not fit with the look of the area, rather it would be an eyesore. I also worry that adding that many residential units and businesses to such a small area would make the traffic at that intersection more dangerous for both drivers and pedestrians. (My family and I walk to restaurants and businesses in that area several times a month.) Thank you for your consideration.

--Joan Takenaka

Joan K. Takenaka



REC. 8-22-17

Greg

April 10, 2017

Mrs. Lynett Lee Eng, Councilmember

Los Altos, CA 94024

Dear Mrs Eng,

My name is Greg Rivera, owner of JP Liquors Deli in Loyola Corners. I've been in my location for 41 years. I am also a resident of Los Altos for almost 40 years.

In 1990, I was on the committee to establish the Loyola Corners Specific Plan of which there are only two members left, Eli Elcheck and myself. In 1994, I was on the Association Board of Directors to establish the Business Improvement District of the Loyola Corners.

It has come to my attention that Project Planner, Jon Biggs, in the new Specific Plan, wants to change my mixed use zoning. I am not in agreement with this plan.

In the 90's, the City Council, including Marge Bruno and Penny Ley, former Mayors, designated the Anderson property at 931 Dolores Lane and JP liquors to mixed use so as to conform with the zoning of Loyola Corners. The. post office on one side of the street, 931 Dolores- Anderson Property and JP liquors across the street are in conformance of all the Loyola Corners.

We had hoped that some time in the future, the Anderson Property and my property at JP Liquors could combine to make the entire corner one big project mixed use. This would be an improvement to the Loyola Corners and an asset to the community.

I sincerely hope you will not have JP liquors rezoned.

Thank you



Greg Rivera

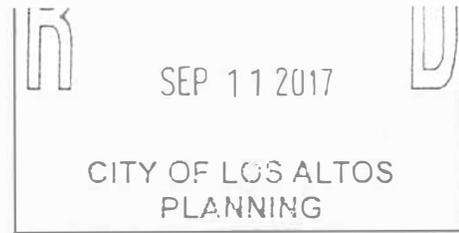
ATTACHMENT 4

September 11, 2017

To: Los Altos City Council

From Ted Brown

Subject: Retain "A" Street at Loyola Corners as a two way street



My name is Ted Brown and I have lived at 1360 Country Club Dr. in the unincorporated area of Los Altos for 50 years. I serve on the San Antonio Hills Homeowners Association board of directors, and for many years served as the chairman of the Santa Clara County Roads Commission.

There are about 1100 properties in the unincorporated San Antonio Hills area and we basically enter and exit our home area via either Magdalena Ave. or through Loyola Corners. "A" Street for many years has been a two-way street for cars and this has worked rather well, especially given the number of streets that come together in the greater Loyola Corners area. I understand that one of the options advanced for a new traffic flow pattern for Loyola Corners would make "A" Street a one-way street. A one-way "A" Street would create significant traffic jams in this area. An example of the increased congestion that a one-way "A" Street would cause is: traffic Westbound on Miramonte wanting to turn right onto Foothill Expressway would have to crisscross the Eastbound traffic on the same road twice within one short block, whereas today they flow past each other unimpeded. It has been suggested that installation of coordinated stop lights at "A" Street and Miramonte would alleviate the flow problems but I seriously doubt it would do much to correct the multiple traffic problems that a one-way "A" Street would cause. Additionally, such a stop light system could cost up to \$250,000.00.

When the County Board of Supervisors was reviewing the alternative traffic flow patterns across the bridge they recognized the importance to the residents in the County area of the traffic flow pattern in the adjacent Los Altos/Loyola area and therefore included a formal request that the City of Los Altos address the concerns of the county community in regard to street design.

Attached is a copy of a petition to Los Altos from people living in the affected area. There are 262 signatures to the petition calling on Los Altos to maintain "A" Street as a two-way street. 260 signers were in favor of keeping "A" Street a two-way street and 2 were against.

Thank you for your consideration of this matter which is very important to the neighboring county residents of Los Altos and to the many Los Altos residents who transit this area. I also believe this issue will be of importance to future business in Loyola Corners.

Sincerely,

A handwritten signature in black ink, appearing to read "TB", followed by a long horizontal line extending to the right.

Ted Brown

Los Altos, CA 94024

ATTACHMENT: COPY OF PETITION

3 encls

Petition to the Los Altos City Council - Concerning Keeping "A" Street a Two Way Street

Please sign if you haven't previously done so.

We are users of the streets and the bridge at Loyola Corners and strongly oppose any plans to make "A" Street a one way street. We believe that such a plan will create both safety hazards and major traffic congestion for those who transit and do business in that area.

Name JOSEPH VANDEN WYMELENBERG

Address _____

Print

J. Vanden Wymelenberg
Signature

Signature