



DISCUSSION ITEMS

Agenda Item # 17

AGENDA REPORT SUMMARY

Meeting Date: July 10, 2018

Subject: Story Pole Policy Exemption Request for 4856 El Camino Real Development

Prepared by: Zachary Dahl, Planning Services Manager

Reviewed by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachments:

1. Story Pole Policy Exemption Request Letter
2. May 8, 2018 City Council Meeting Minutes
3. City of Los Altos Story Pole Policy

Initiated by:

Applicant

Previous Council Consideration:

May 8, 2018

Fiscal Impact:

None

Environmental Review:

Not applicable

Policy Question(s) for Council Consideration:

- Does the request for an exemption from certain story pole requirements meet the criteria outlined in the City's Story Pole Policy?

Summary:

- The applicant for the development proposal at 4856 El Camino Real is requesting an exception from the City's Story Pole Policy due to safety concerns and impairment of the use of the existing structures and parking on the site.
- The applicant is proposing to install two 61-foot tall story poles along the El Camino Real frontage and two 35-foot tall story poles along the rear of the site, but claims the project is unable to meet the other requirements in the City's Story Pole Policy

Staff Recommendation:

Consider granting a story pole exemption request for this project based on a public health and safety concern, and that such an installation would impair the use of existing buildings and parking on the site and result in the displacement of the existing business tenants.



Subject: Story Pole Policy Exemption Request for 4856 El Camino Real Development

Purpose

Consider a request from the applicant of the development proposal at 4856 El Camino Real for an exemption from the City's Story Pole Policy due to safety concerns and impairment of the use of existing structures on the site that would result in the displacement of the existing business tenants. The applicant's request, with support information, is included as Attachment 1.

Background

The City Council adopted an Open Government Policy on March 24, 2015 that included a requirement that all commercial, multiple-family and mixed-use development projects subject to Planning Commission and City Council review must have story poles erected as part of the application process. On August 22, 2017, the City Council amended the Story Pole Policy to require that any exemptions to the Policy must be reviewed and approved by the Council. The criteria for reviewing and approving an exemption is as follows:

1. The City Council may grant exceptions to the Story Pole Policy due to: a) a public health and/or safety concern, or b) that such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible. Some form of poles and netting and/or on-site physical representation of the project may be required, even if an exception is granted.
2. The Story Pole Plan may be limited in scope at the discretion of the City Council. In such cases such as where there are multiple detached structures proposed and where identifying the locations of key structures would suffice, the story poles may be limited to the outline(s) of key structures and/or showing a structure(s) greatest height and mass.
3. In granting an exception, the City Council may require additional digital imagery simulations, computer modeling, built to-scale models or other visual techniques in-lieu of the story pole requirements.

The Council originally considered a story pole exemption request for this project on May 8, 2018 and, after discussing the request, approved a modified story pole design. A copy of the May 8, 2018 meeting minutes is included as Attachment 2 and the City's Story Pole Policy is included as Attachment 3.

Discussion/Analysis

The applicant has submitted a development application for a new 50-unit multiple-family building at 4846 and 4856 El Camino Real. The application has been deemed complete by staff and reviewed by the Complete Streets Commission at a public meeting, and is ready to be scheduled for review by the Planning Commission. The outcome of the story pole exemption request will determine when a Planning Commission public hearing can be scheduled. As specified in the City's Story Pole Policy, story poles must be installed at least 20 days before the first public hearing of the Planning Commission and shall remain in place until final action has been taken by the City Council. This means



Subject: Story Pole Policy Exemption Request for 4856 El Camino Real Development

that story poles for a project will remain in place for at least three to four months to cover the time period during Planning Commission and City Council review.

Following the action of the City Council on May 8, 2018, the applicant proceeded with installation of the story poles as directed by the Council. However, after further consultation with his original story pole consultant, they determined that even installation of the modified plan would render the existing commercial buildings inaccessible and result in the displacement of the existing business tenants. Thus, the applicant is coming back to Council with a nearly entire story pole policy exemption request.

To respond to the requirement in Exception 1, which states that some form of poles and netting and/or on-site physical representation of the project may be required even if an exception is granted, the applicant is proposing the following:

- Installation of two 61-foot tall story poles to represent the two front outer corners of the proposed building along the El Camino Real frontage with a string and flags connecting the two poles. As noted in the applicant's request, the placement of these two poles and guy wires could be done without obstructing the public sidewalk or driveways.
- Installation of two 35-foot tall story poles to represent the two rear corners of the proposed building adjacent to the rear property line with a string and flags connecting the two poles. As noted in the applicant's request, the placement of these two poles and guy wires would eliminate the use of two parking spaces.
- Placement of five billboard boards (four feet x eight feet) at the five main corners of the building. The billboards would include images of the building as seen from that location both in elevation and in perspective.
- A 3D animation that shows the building massing from both a pedestrian level and from an aerial fly around. The animations would be posted online and a link to the animation would be provided on each of the billboards placed on the site.

Recommendation

Consider granting a story pole exemption request for this project based on a public health and safety concern, and that such an installation would impair the use of existing buildings and parking on the site and result in the displacement of the existing business tenants.

Altos One – Story Poles Partial Installation Exception Request

Luxone LLC, the Owner/Developer of 4846 and 4856 El Camino Real, Los Altos (the “Premises”), hereby requests an exception to the City of Los Altos story pole requirements for the proposed development project at the Premises.

This request is based on the following Exception set forth in the City of Los Altos Story Pole Policy:

The City Council may grant exceptions to the Story Pole Policy due to:

- a) A public health and/or safety concern, or
- b) That such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible.

Previously Approved Exception

When Luxone LLC requested the previous exception to the Story Pole Policy, they were unaware of the extent of the required guy wires to support the Story Poles. They agreed to a plan involving the installation of 15 story poles (See Exhibit A) without realizing that such an installation would require complete closure of the existing parking lots, thereby rendering the existing commercial office buildings completely useless to their existing tenants (See Exhibit B). They first became aware of the extent of the wires on May 29th when the contractor came to the site to install the poles. At that time they were provided with the Radius Plan (Exhibit B) and were forced to put a halt on the installation of the Story Poles. Mr. Voskerician takes full responsibility for not realizing sooner that he and his Story Pole consultant were not on the same page regarding the on-going operation of the premises. If we had known at the time of the previous request that this was the case, we would have asked the City Council for a Complete Story Pole Waiver rather than a Partial Waiver.

Existing Tenants

All 6 commercial tenants, which include a student learning center for high school students (Think Tank Learning), a medical office, a dog rescue non-profit (Cooper’s Dream Rescue) and a housing startup (HubHaus), are under lease agreements through December 31, 2018, and they all had options to extend for 3 months due to the inconvenience of moving during the holiday season. 5 out of the 6 tenants have already exercised their option to stay through March 31, 2019.

Neighborhood Out-Reach

In our opinion, one of the main reasons for the Story Pole requirement is so that the project neighbors can see what is being proposed. Therefore it is important to note that Luxone LLC scheduled a meeting on June 11, 2018 from 7-9 PM so that the neighbors surrounding the property would have a chance to review the proposal and ask questions or voice their concerns. Invitations were emailed (See Exhibit F) to the rear neighbors (R3 rental apartments) and the side neighbors (See's Candy, Los Altos Square, Whole Foods). None of the neighbors attended this meeting.

A) Public Health and Safety

Due to the fact that this site is still being actively used by 6 tenants who have several hundred clients accessing the property daily, we feel that the installation of the story poles and the requisite guy wires would be a hazard. Even if the parking was not an issue, and clients entered the site by foot, the required guy wires would be hazardous. Someone could easily trip over or run into a guy wire causing them harm or causing the Story Pole to collapse. With one of the tenants being a medical office, and one being a learning center for teenagers, you will have people of all ages accessing the premises.

B) Impaired use of existing structures

According to the Traffic Report there are currently 228 cars going in and out of the parking lots on a daily basis (See Exhibit C). The Story Pole Exception as approved by the City Council would render the parking lots unusable due to the significant number of guy wires used to support the 15 Story Poles (see Exhibit A), some of which would block the driveways. Without a viable Parking Lot solution, the businesses at the premises would be unable to operate.

Story Pole Replacement Plan

Because the Approved Story Pole Exception is not viable without evicting the tenants and closing the premises, we are submitting the concepts below per exceptions 1 and 3 of the Story Pole Policy. We believe these concepts will help the city and the public visualize the massing of the building.

Per exception 1, "Some form of poles and netting and/or on-site physical representation of the project may be required, even if an exception is granted." Based on this, we would be placing story poles at the main corners of the building as close as possible to the actual location of the building corners (See Exhibit D). This includes:

Installing Story Poles No. 7 and 12 at 61'. These poles would be installed as close as possible to the actual locations of the building corners and would be connected with a string and flags. The guy wires for these poles can be kept off of the public sidewalk, the project sidewalk to the front door, and the driveways that access the premises.

Installing Story Poles No. 1 and 3 at 35'. These poles would be installed 5' closer to the rear property line than the actual building corners in order to avoid the crane being used on the adjacent project. These poles would also be connected with a string and flags. These two poles will eliminate 2 parking spaces.

In addition to the 4 main Story Poles, we are proposing the placement of numerous 4'x8' boards on the property (See Exhibit E). The boards would be located at the five main corners of the building. The boards will include images of the building as seen from that location both in elevation and in perspective, as well as a Site / Building Plan showing the location of the boards.

Finally, we would be providing a 3D animation that shows the building massing from a low level walk around and from a high level fly around. These animations will be viewable to the city staff and the public via a link which is provided on each of the 10 large image boards placed on the site.

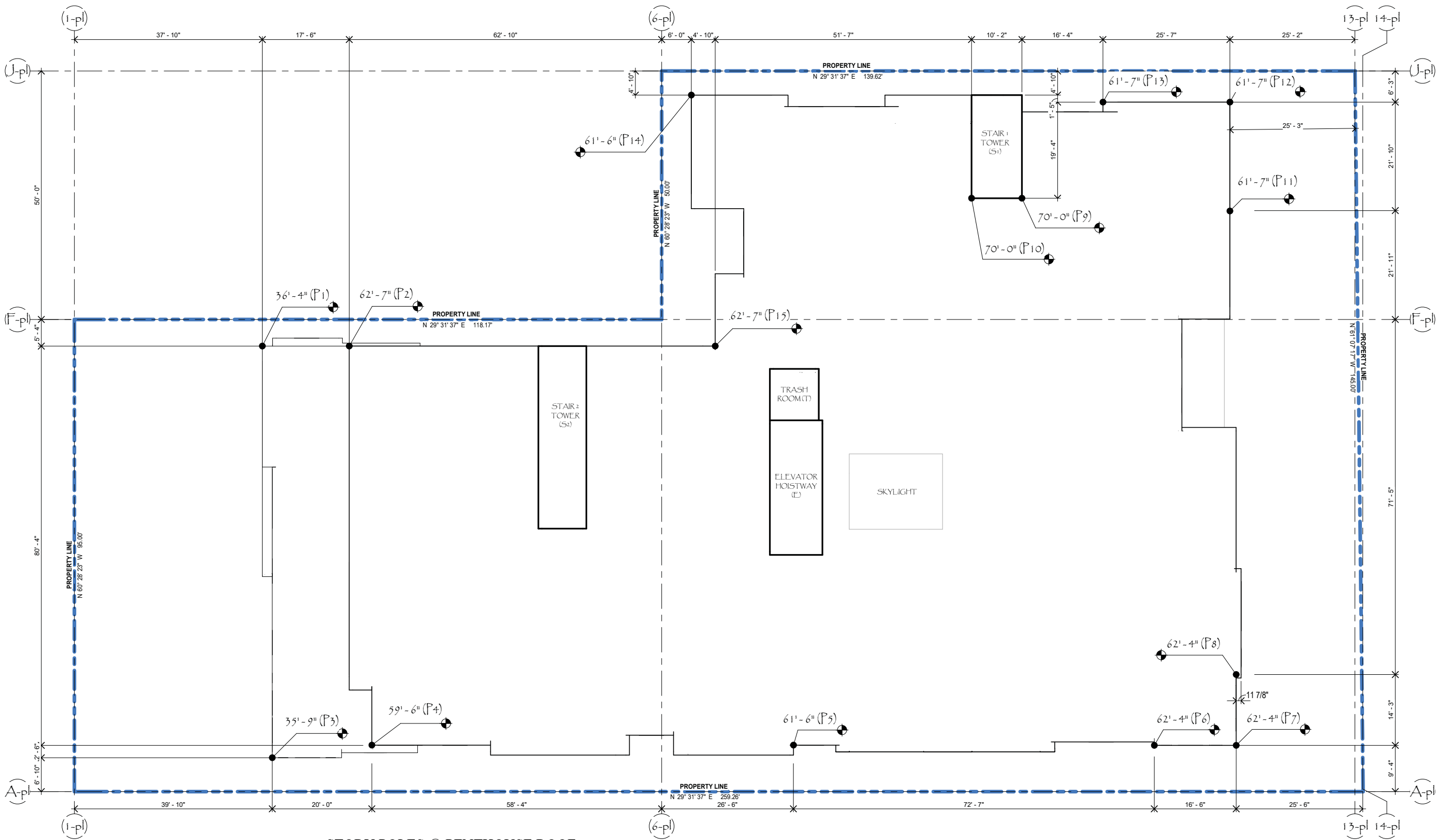
Site Photos



4846 El Camino Real Parking Lot



4856 El Camino Real Parking Lot



LEGEND:
 STORY POLE HEIGHT / TOP OF PARAPET
 STORY POLE LOCATION

1 STORY POLES @ PENTHOUSE ROOF
 SCALE: 1" = 10'-0"

ALTOS ONE
 4846 & 4856 El Camino Real
 Los Altos, CA 94002
 May 11, 2018

LUX ONE LLC
 4856 El Camino Real Suite 100
 Los Altos, CA 94002

Exhibit A

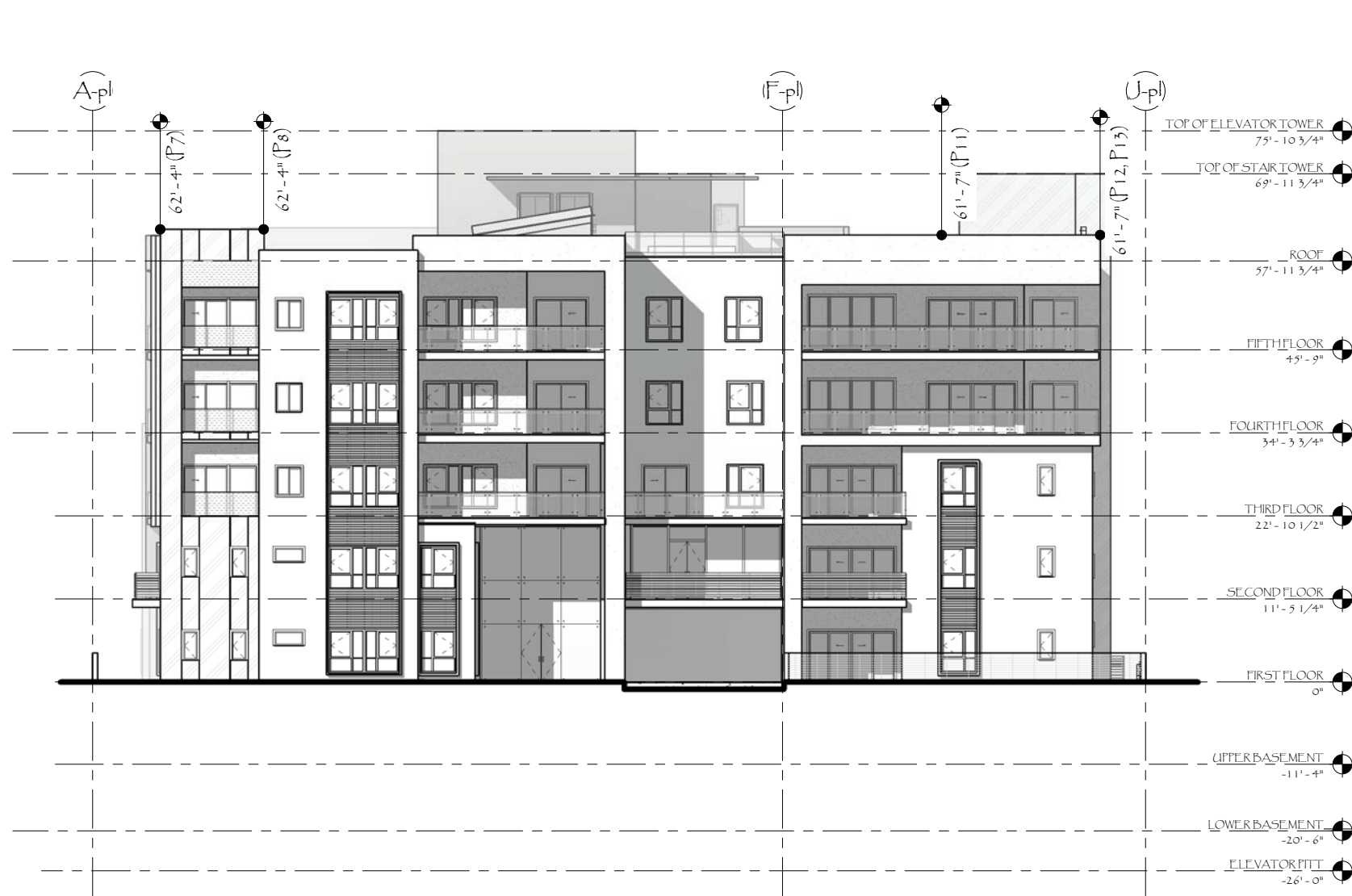
A1
STORY POLES

3361 Walnut Blvd. Ste. 120, Brentwood, CA 94513
 925.634.7000
 www.strausdesign.com



LEGEND:

-  STORY POLE HEIGHT / TOP OF PARAPET
-  STORY POLE LOCATION



1 EAST ELEVATION
SCALE: 3/32" = 1'-0"



2 WEST ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
May 11, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002

A2
EAST AND WEST ELEVATIONS

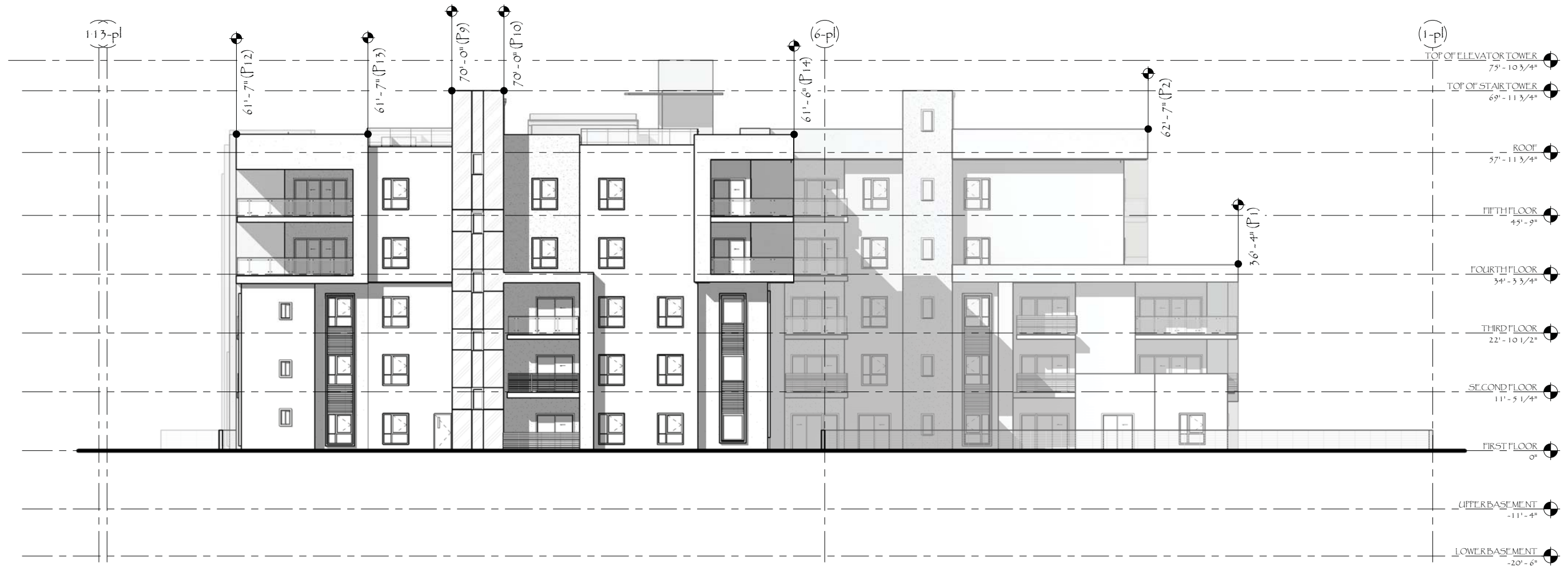
3361 Walnut Blvd. Ste. 120, Brentwood, CA 94513
925.634.7000
www.strausdesign.com



SDG Architects, Inc.

LEGEND:

-  STORY POLE HEIGHT / TOP OF PARAPET
-  STORY POLE LOCATION



1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
May 11, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002

3361 Walnut Blvd. Ste. 120, Brentwood, CA 94513
925.634.7000
www.strausdesign.com



SDG Architects, Inc.

LEGEND:

-  STORY POLE HEIGHT / TOP OF PARAPET
-  STORY POLE LOCATION



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
May 11, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002

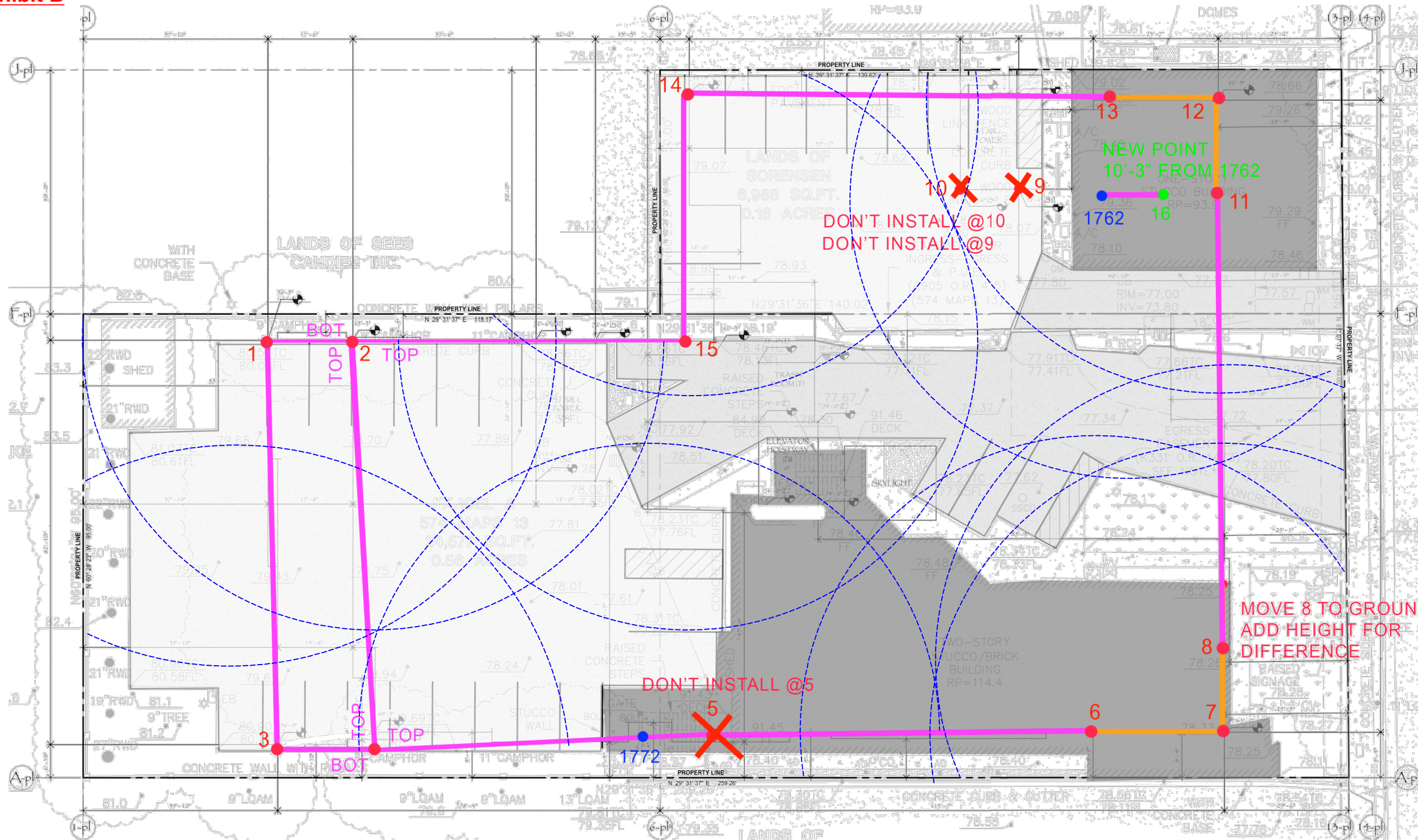
_A4
SOUTH ELEVATION

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SDG Architects, Inc.

Exhibit B



FINISH FLOOR ELEVATIONS	
BASEMENT LOWER LEVEL	-20'-0"
BASEMENT UPPER LEVEL	-11'-0"
LEVEL 1 GROUND FLOOR	0'
LEVEL 3	11'-0"
LEVEL 4	25'-0"
LEVEL 5	35'-0"
ROOF	55'-0 1/2"
ROOF FF	60'-2 1/2"
PENTHOUSE ROOF	70'-0"
LOWER HT.	75'-0"

- LEGEND:**
- STORY POLE HEIGHT / TOP OF PARAPET
 - ELEVATOR HOISTWAY
 - STAIRWAY 1
 - STAIRWAY 2
 - TRASHROOM

FLAG ROPE
24" MESH

MOVE 8 TO GROUND & ADD HEIGHT FOR DIFFERENCE

1 STORY POLES @ PENTHOUSE ROOF PLAN
SCALE: 1" = 10'-0"

ALTOS ONE
4846 & 4856 El Camino Real
Los Altos, CA 94002
May 11, 2018

LUX ONE LLC
4856 El Camino Real Suite 100
Los Altos, CA 94002

A1
STORY POLES

3361 Walnut Blvd. Ste. 120, Brentwood, CA 94513
925.634.7000
www.strausdesign.com



HEXAGON TRANSPORTATION CONSULTANTS, INC.

May 18, 2018

Mr. Zach Dahl
City of Los Altos
1 North San Antonio Road
Los Altos, CA 94022

***Subject: Traffic Report for the Proposed Residential Project at 4856 & 4846
El Camino Real, Los Altos***

Dear Mr. Dahl:

Hexagon Transportation Consultants, Inc. has completed this traffic report for the proposed residential project at 4856 & 4846 El Camino Real, Los Altos (see Figure 1). The project is proposing a total of 50 condominium units, including 9 one-bedroom units, 30 two-bedroom units, and 11 three-bedroom units. The project proposes 108 parking spaces.

The project would replace the existing buildings on two different sites: 4856 El Camino Real and 4846 El Camino Real. The existing two-story building at 4856 El Camino Real consists of Fit Theory gym (2,896 square feet) and Bay Area Hyperbaric (1,355 square feet) on the first floor and Think Tank Learning (1,400 square feet) and Pacific Rim Group Sourcing Corporation (1,667 square feet) on the second floor. The existing two unit building at 4846 El Camino Real consists of a startup, Hub Haus (1,000 square feet) in Unit B and Coppers dream pet rescue (1,000 square feet) in Unit A.

A trip generation analysis was conducted for the purpose of identifying the change in traffic due to the proposed development of the site. This study also includes an evaluation of site access and on-site circulation. Trip generation estimates were calculated for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Project Trip Generation

The magnitude of traffic generated by the project was estimated by multiplying the applicable trip generation rates by the size of the development. The Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, 10th Edition* was used for the analysis. The trip generation rates used for the proposed development are based on the rates published for "Multi-Family Housing -- Mid-Rise" (ITE Code 221). Based on these rates, the proposed project would generate 272 daily trips with 18 trips during the AM peak hour and 22 trips during the PM peak hour (see Table 1).

The magnitude of traffic that is being generated by the existing businesses on the sites was estimated based on trip generation rates published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, 10th Edition* and information provided by existing tenants. As shown in Table 1, the existing uses on site are estimated to generate 228 daily trips with 13 trips during the AM peak hour and 75 trips during the PM peak hour.

After accounting for the trips generated by the existing businesses, the proposed residential project would generate 44 new daily trips with 5 new trips in the AM peak hour and 53 fewer trips in the PM peak hour (see Table 1). Since the proposed project would add fewer than 50 new daily trips, a



full transportation impact analysis would not be required per the Los Altos General Plan's Circulation Element.

Table 1
Trip Generation Estimates for 4856 & 4846 El Camino Real, Los Altos

Land Use	Size	Unit	Daily Rate	Daily Trips	AM Peak Hour			PM Peak Hour				
					Peak Rate	Trips In	Trips Out	Total Trips	Peak Rate	Trips In	Trips Out	Total Trips
<i>Proposed Project</i>												
Residential ¹	50.0	units	5.44	272	0.36	5	13	18	0.44	13	9	22
<i>Existing Uses</i>												
Gym ²	2.896	ksf	24.171	70	1.31	2	2	4	3.45	6	4	10
Office ³	1.667	ksf	16.19	27	1.92	2	1	3	2.45	1	3	4
Medical Office ⁴	1.355	ksf	38.16	52	3.69	4	1	5	3.28	1	3	4
School ⁵	1.400	ksf		56						28	28	56
R&D ⁶	2.000	ksf	11.26	23	0.42	1	0	1	0.49	0	1	1
<i>Total Existing</i>	9.318	ksf		228		9	4	13		36	39	75
Net Project				44		-4	9	5		-23	-30	-53
Notes:												
All rates are from: Institute of Transportation Engineers, <i>Trip Generation, 10th Edition</i>												
1. Land Use Code 221: Multifamily Housing (Mid-Rise) (average rates, expressed in trips per unit)												
2. Land Use Code 492: Health/Fitness Club (average rates, expressed in trips per 1,000 s.f. gross floor area)												
3. Land Use Code 712: Small Office Building (average rates, expressed in trips per 1,000 s.f. gross floor area)												
4. Land Use Code 630: Clinic (average rates, expressed in trips per 1,000 s.f. gross floor area)												
5. Daily trips were estimated based on information provided by Think Tank Learning Facility: maximum 20 students and 8 staff members on a regular weekday; hours of operation: Noon - 8:00PM.												
6. Land Use Code 760: Research and Development Center (average rates, expressed in trips per 1,000 s.f. gross floor area)												

Parking

The proposed project would provide 8 Below Market Rate (BMR) units, which is more than 10 percent of the total number of units. According to the Los Altos Municipal Code Ordinance 14.28.040 (C), the project would be eligible for a density bonus and would be qualified for or a parking requirement alteration. according to the Los Altos Municipal Code, Ordinance 14.28.040 (G), for any development eligible for a density bonus, upon the request of the developer, the city shall not impose a parking requirement, inclusive of handicapped and guest parking, of a development, that exceeds the following requirements:

- i. For zero to one bedroom, one onsite parking space.
- ii. For two to three bedrooms, two onsite parking spaces.
- iii. For four and more bedrooms, two and one-half parking spaces.

According to the city code, the project would require a total of 91 parking spaces (9 for one-bedroom units and 82 for two- and three-bedroom units). The site plan shows a two-level underground parking garage with 108 parking spaces. There would be 40 tandem spaces, 65



regular spaces, and 3 handicapped accessible spaces. Eight of the spaces (1 accessible) would be labeled for visitors. Thus, the parking would meet the City requirement.

Project Site Circulation and Access

The project's site circulation and access were evaluated in accordance with generally accepted traffic engineering standards based on project plans dated May 15, 2018. The project would provide a single two-way driveway onto El Camino Real. Parking would be provided in a two-level basement garage as shown on Figures 2A and 2B. There would be a ramp off of El Camino Real leading to the parking garage and gated at the bottom of the ramp. A description of the various design elements of the site circulation and access is provided below.

Driveway Design. The project driveway on El Camino Real would be approximately 20 feet wide leading in and out of the basement parking garage. This width is adequate for a low-volume, two-way driveway. Because of the median on El Camino Real, only right turns in and out would be possible. The low volume of project traffic would result in only brief delays for exiting vehicles. Outbound vehicle queues would rarely exceed one or two vehicles. Sight distance at the project driveway would be adequate provided (1) the landscaping is kept at a low level within 10 feet of the curb face on El Camino Real and (2) sight distance is not blocked by parked vehicles. Parking should be prohibited on El Camino Real within 10 feet west of the driveway (i.e. looking left for an outbound driver from the project driveway).

Ramp Design. The proposed garage ramps were measured to be 21 feet wide, which meets the minimum width for a two-way drive aisle set forth by the City of Los Altos Zoning Code (14.74.200). The proposed garage ramp is shown to have a maximum slope of 20% with 10% transitions on each side. These dimensions are acceptable. Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable when ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. It should be noted that the vast majority of ramp users will be residents, and thus, will quickly become accustomed to steeper grades.

Garage Design. On each level of the parking garage, there are two sections of parking: to the east of the ramp and to the west of the ramp. On both sides parking would be provided at 90 degrees to the main drive aisle. The drive aisles through the parking garage are shown to be 26 feet wide, which would provide sufficient room for vehicles to enter or back out of the 90-degree parking stalls, including the tandem stalls. Site access and circulation were evaluated using AutoTurn with vehicle turning movement templates for a typical AASHTO Passenger Car defined in AASHTO handbook 2011. Some examples of this type of vehicles are: 2018 Cadillac Escalade, 2018 GMC Yukon, 2018 Chevrolet Suburban, 2018 Ford Expedition, and 2018 Toyota Sequoia. The turning template check shows that large passenger vehicles would be able to access, circulate, and exit the garage without operational issues. The turning template check also indicates that vehicles would be able to access and exit from the parking spaces at the end of the drive aisle that are adjacent to the rear basement walls on each level without operational issues (see Figures 2A and 2B).

The plan shows guest parking spaces to the east of the garage ramp on the upper level of the garage. There should be signage directing guests to these parking spaces. The guest parking area has dead-end aisles, but they are very short, so motorists would be able to



see if there were any available spaces. Guests finding no available spaces would be able to exit the parking garage relatively easily. The resident parking area also has dead-end aisles, but residents would be familiar with the garage operations and would know where to find available spaces. There are some places in the upper level of the garage where visibility would be limited where the ramps and aisles turn corners. Vehicles parked on the parking spaces located opposite the entrance to the lower level ramp would need to be careful and pay attention to vehicles driving towards the ramps when backing out of those spaces. Hexagon recommends that convex mirrors be placed at all locations in the garage where visibility is limited.

Access to El Camino Real. Outbound at the project driveway on El Camino Real, the low volume of project traffic would result in brief delays for vehicles. Outbound vehicle queues would rarely exceed one or two vehicles. Sight distance at the project driveway would be adequate provided (1) the landscaping is low level within 10 feet of the curb face on El Camino Real (the height of the planned landscaping is not shown) and (2) it is not blocked by parked vehicles. Parking should be prohibited on El Camino Real within 10 feet west of the driveway (i.e. looking left for an outbound driver from the project driveway).

Truck Access. A 10' x 25' loading space is shown adjacent to the project driveway. This meets the City's minimum requirement for a loading area. Hexagon checked the turning radius with vehicle turning movement templates, and the results show that a small delivery truck (25 feet in length) would be able to back into and exit from the loading area. Figures 3 and 4 show potential turning paths created using AutoTurn with vehicle turning movement templates for a typical AASHTO vehicle.

Hexagon also checked other potential locations for the loading zone. Having a loading space perpendicular to El Camino Real or on the other side of the driveway would allow vehicles direct head-in access to the loading area from the right lane of El Camino Real. However, vehicles would have to back out onto El Camino Real or would block the pedestrian path. Therefore, either of these two choices are not better solutions compared to the current layout.

As an alternative option, a larger loading space could be provided either adjacent to the driveway or on the street along El Camino Real. According to the project applicant, dumpsters would be staged on-site and would be pulled out by the garbage company.

Bike Parking. The Valley Transportation Authority (VTA) provides guidelines for bike parking in its publication *Bike Technical Guidelines*. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this would equate to 17 Class I spaces and 4 Class II spaces. The project site plan shows a bicycle room under the garage ramp that would accommodate 10 bicycle lockers and 16 bike racks. The project also proposes to provide 19 bike lockers under the stairs near the tandem parking areas and 4 bike racks at street level near the front entrance.

Pedestrian Access. The project would provide a paved walkway between the existing sidewalk on El Camino Real and the building entrance.



Generally, the design of the project site circulation and access is consistent with urban design practices. The presence of the garage ramp, short onsite drive aisles, and “confined” feel of the parking garage would serve to keep vehicles operating at very low speeds. In addition, the low traffic volume onsite, one trip every two minutes, means that the frequency of vehicle conflicts would be relatively low.

Conclusions

This analysis produced the following conclusions:

- Relative to the existing use, the project would generate 44 new daily trips, including 5 new trips during the AM peak hour and 53 fewer trips during the PM peak hour. The amount of additional traffic generated would be low, and the impact on the greater transportation network would be negligible.
- The project meets the city requirements for the number of parking spaces.
- Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable under conditions that are present here. The grade of the garage access ramp is acceptable.
- The proposed plan shows good circulation through the two levels of the garage. The drive aisle is shown to be 26 feet wide and would provide sufficient room for vehicles to back out of the 90-degree parking stalls including the tandem stalls. The vehicle turning paths are constrained by the inner wall of the ramp at both ends under the current design. Hexagon recommends the design be revised to move back the wall to provide enough spaces for vehicles to make turns to and from the ramps.
- There are some places in the garage where visibility would be limited. . Hexagon recommends that convex mirrors be placed at all locations in the garage where visibility is limited.
- Outbound at the project driveway on El Camino Real, the low volume of traffic would result in brief delays and short vehicle queues. Sight distance at the project driveway would be adequate provided (1) the landscaping is kept at a low level within 10 feet of the curb face on El Camino Real and (2) sight distance is not blocked by parked vehicles. Parking should be prohibited on El Camino Real within 10 feet west of the driveway.
- The project would exceed the bike parking standards recommended by VTA.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President

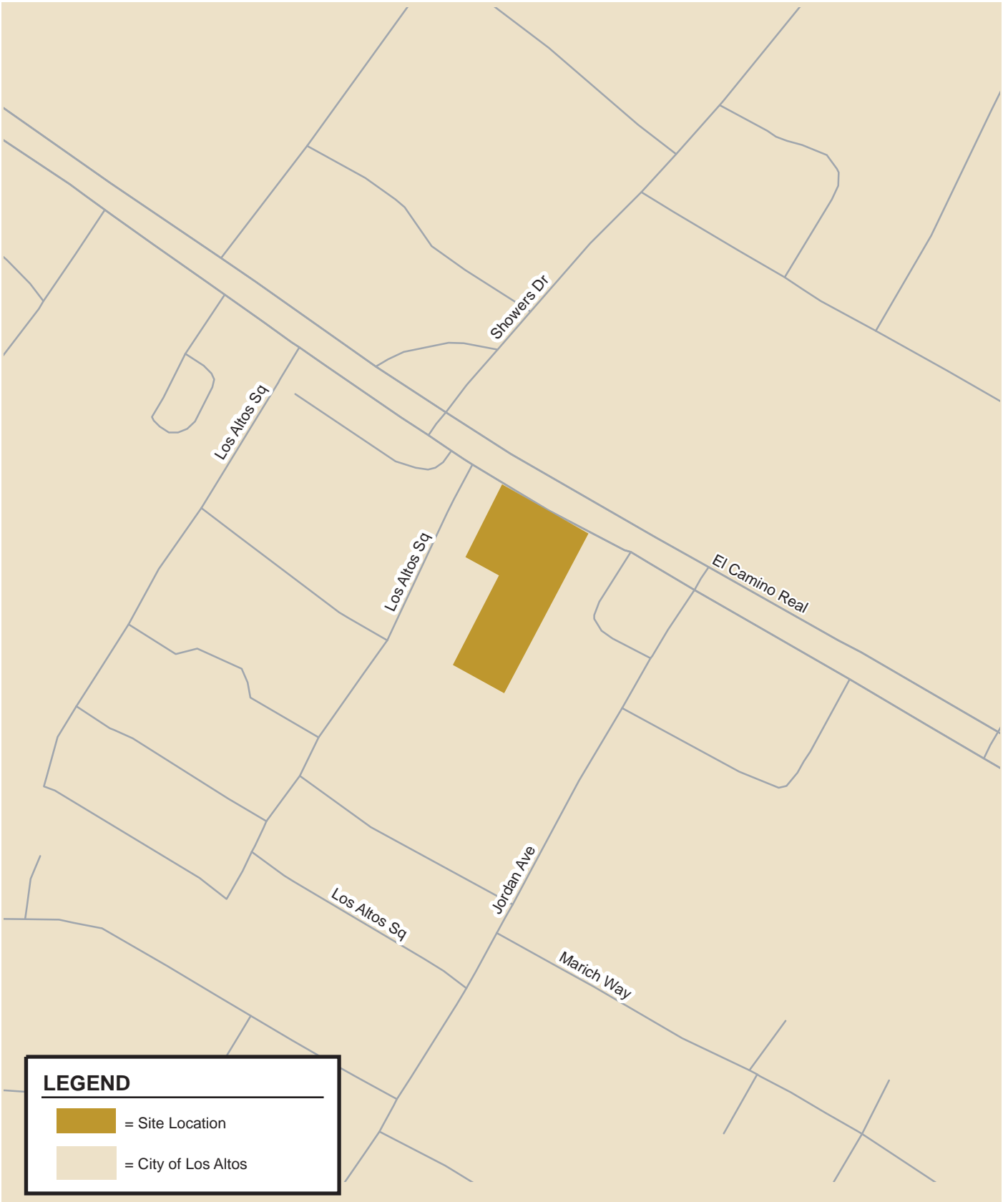


Figure 1
Site Location

BUILDING EXIT ANALYSIS PLAN

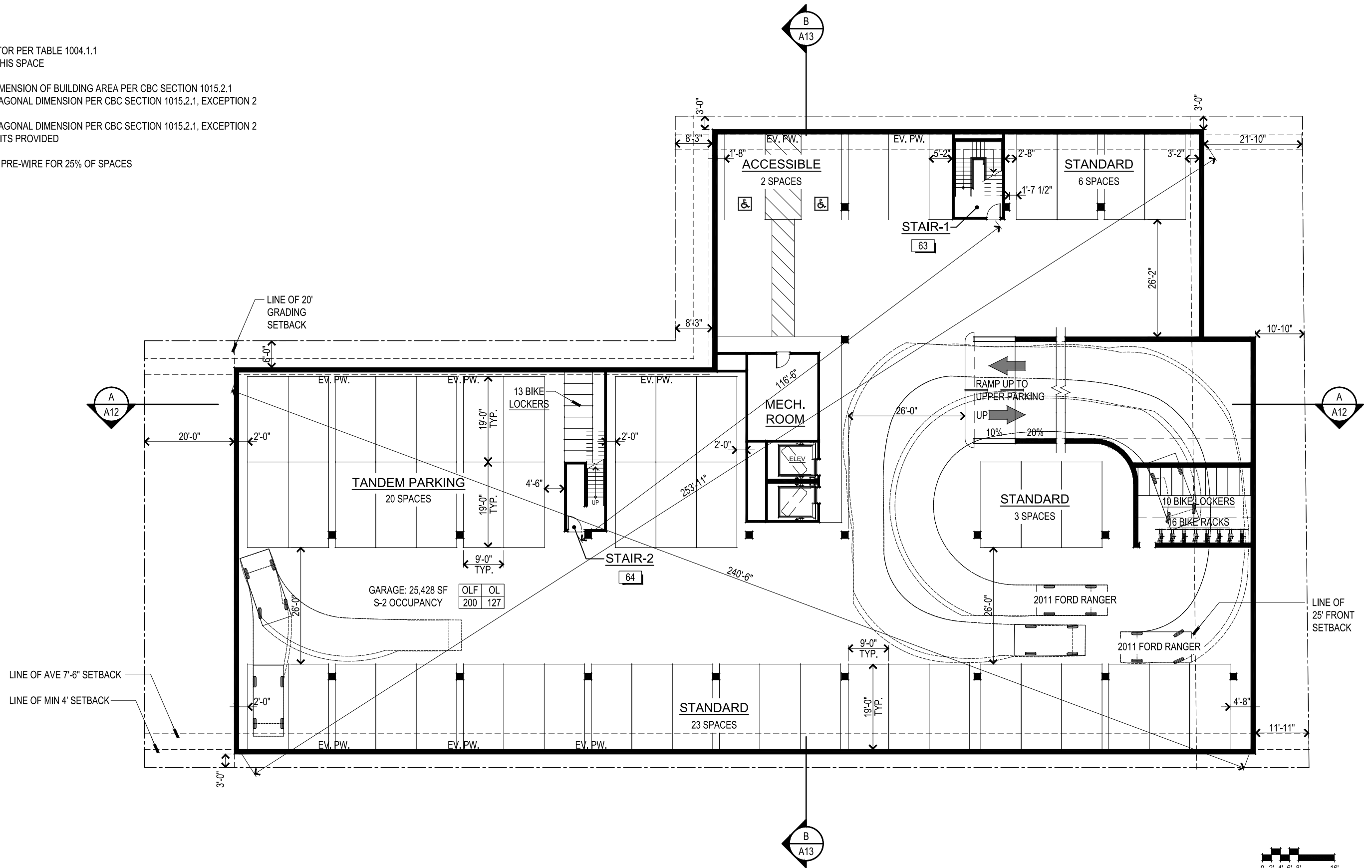
25 OCCUPANCY EXITING LOAD

OLF	OL	OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.1.1
200	127	OL = OCCUPANT LOAD FOR THIS SPACE

MD	1/3	MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1
253'	84'	1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2

1/3	DE	1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2
28'	85'	DE = DISTANCE BETWEEN EXITS PROVIDED

EV. PW. PROVIDE ELECTRIC VEHICLE PRE-WIRE FOR 25% OF SPACES



ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA
May 15, 2018

LUXONE LLC

572 Chimalus Dr.
Palo Alto, CA 94306

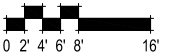


Figure 2A
LOWER LEVEL BASEMENT FLOOR PLAN

3361 Walnut Blvd. Suite 120 Brentwood, CA 94513
925.634.7000
www.strausdesign.com



SDG Architects, Inc.

BUILDING EXIT ANALYSIS PLAN

25 OCCUPANCY EXITING LOAD

OLF	OL	OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.1.1
200	127	OL = OCCUPANT LOAD FOR THIS SPACE

MD	1/3	MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1
253'	84'	1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2

1/3	DE	1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2
28'	85'	DE = DISTANCE BETWEEN EXITS PROVIDED

EV. PW. PROVIDE ELECTRIC VEHICLE PRE-WIRE FOR 25% OF SPACES

PARKING STANDARDS

- PARKING STANDARDS (PER LAMC 14.28.040 SECTION G2)

REQUIRED SPACES

1 SPACE PER 1 BEDROOM UNIT:	9 SPACES
2 SPACES PER 2+ BEDROOM UNIT:	82 SPACES
TOTAL REQUIRED:	91 SPACES

INCLUDES GUEST AND HANDICAPPED SPACES

PROVIDED SPACES

TANDEM PARKING:	40 SPACES
STANDARD PARKING:	65 SPACES
ACCESSIBLE PARKING:	3 SPACES
TOTAL PROVIDED:	108 SPACES

TRASH MANAGEMENT PLAN

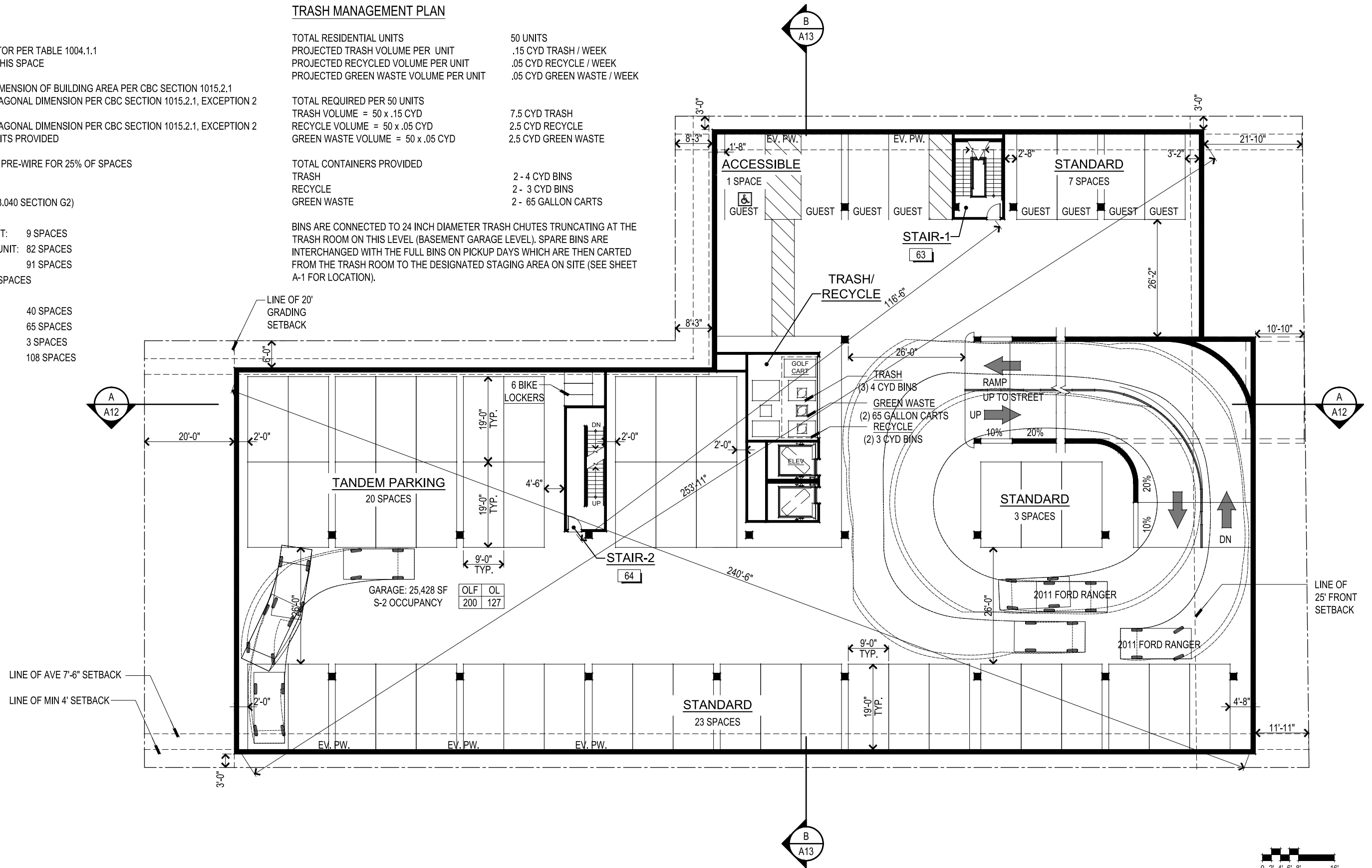
TOTAL RESIDENTIAL UNITS	50 UNITS
PROJECTED TRASH VOLUME PER UNIT	.15 CYD TRASH / WEEK
PROJECTED RECYCLED VOLUME PER UNIT	.05 CYD RECYCLE / WEEK
PROJECTED GREEN WASTE VOLUME PER UNIT	.05 CYD GREEN WASTE / WEEK

TOTAL REQUIRED PER 50 UNITS	
TRASH VOLUME = 50 x .15 CYD	7.5 CYD TRASH
RECYCLE VOLUME = 50 x .05 CYD	2.5 CYD RECYCLE
GREEN WASTE VOLUME = 50 x .05 CYD	2.5 CYD GREEN WASTE

TOTAL CONTAINERS PROVIDED

TRASH	2 - 4 CYD BINS
RECYCLE	2 - 3 CYD BINS
GREEN WASTE	2 - 65 GALLON CARTS

BINS ARE CONNECTED TO 24 INCH DIAMETER TRASH CHUTES TRUNCATING AT THE TRASH ROOM ON THIS LEVEL (BASEMENT GARAGE LEVEL). SPARE BINS ARE INTERCHANGED WITH THE FULL BINS ON PICKUP DAYS WHICH ARE THEN CARTED FROM THE TRASH ROOM TO THE DESIGNATED STAGING AREA ON SITE (SEE SHEET A-1 FOR LOCATION).



ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA
May 15, 2018

LUXONE LLC

572 Chimalus Dr.
Palo Alto, CA 94306

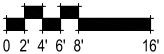


Figure 2B
UPPER LEVEL BASEMENT FLOOR PLAN

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925.634.7000
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SDG Architects, Inc.

BUILDING EXIT ANALYSIS PLAN

25 OCCUPANCY EXITING LOAD

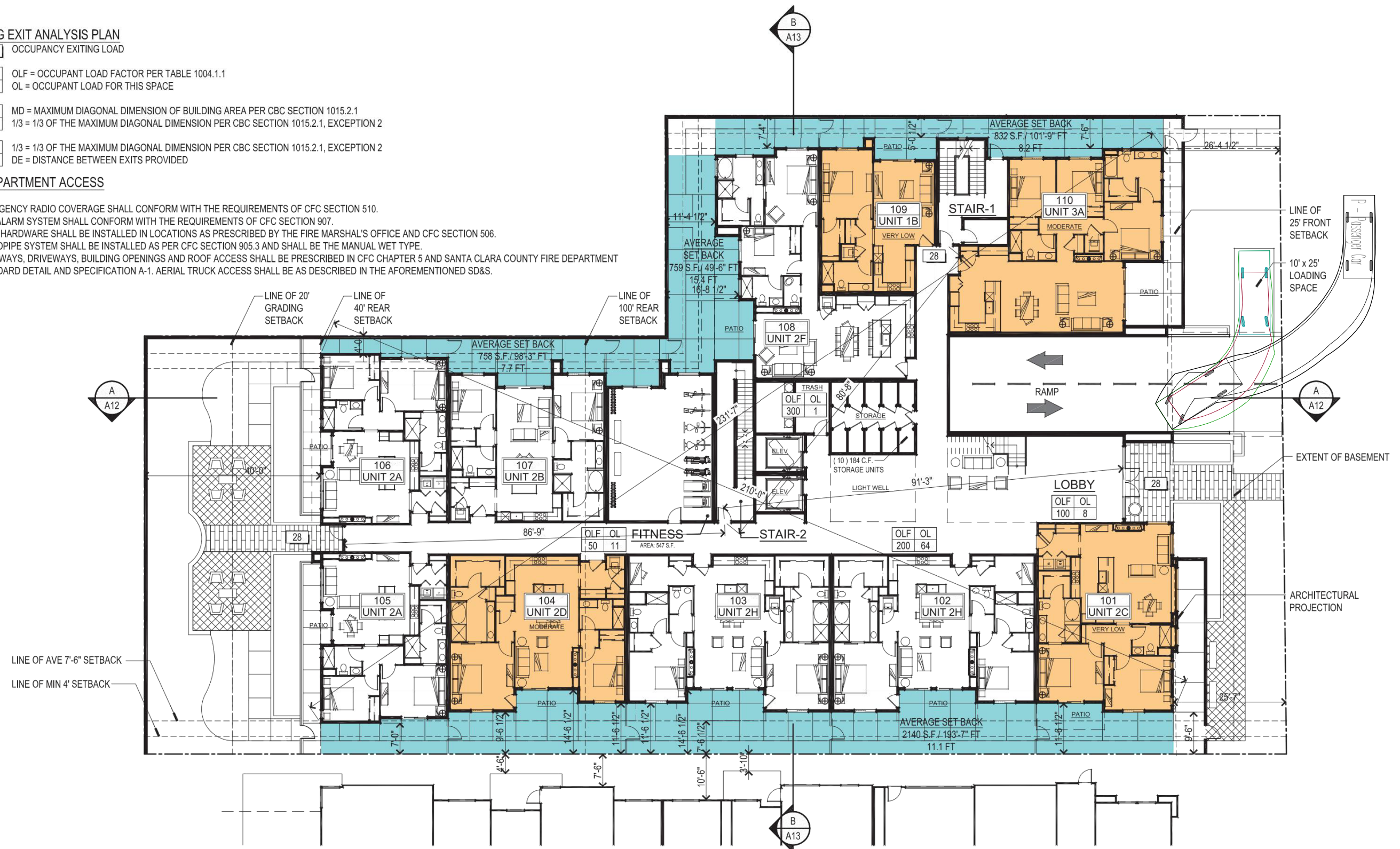
OLF OL OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.1.1
200 32 OL = OCCUPANT LOAD FOR THIS SPACE

MD 1/3 MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1
232' 77" 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2

1/3 DE 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2
77' 80" DE = DISTANCE BETWEEN EXITS PROVIDED

FIRE DEPARTMENT ACCESS

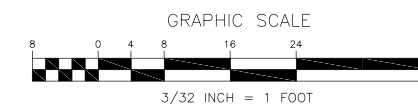
- EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
- ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.



ALTOS ONE
4846 & 4856 El Camino Real
Los Altos, CA
March 05, 2018

LUXONE LLC
4856 El Camino Real Suite 100
Los Altos, CA 94002

Figure 3
TURNING PATH
(BACK INTO THE LOADING ZONE
FROM THE DRIVEWAY)



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BUILDING EXIT ANALYSIS PLAN

25 OCCUPANCY EXITING LOAD

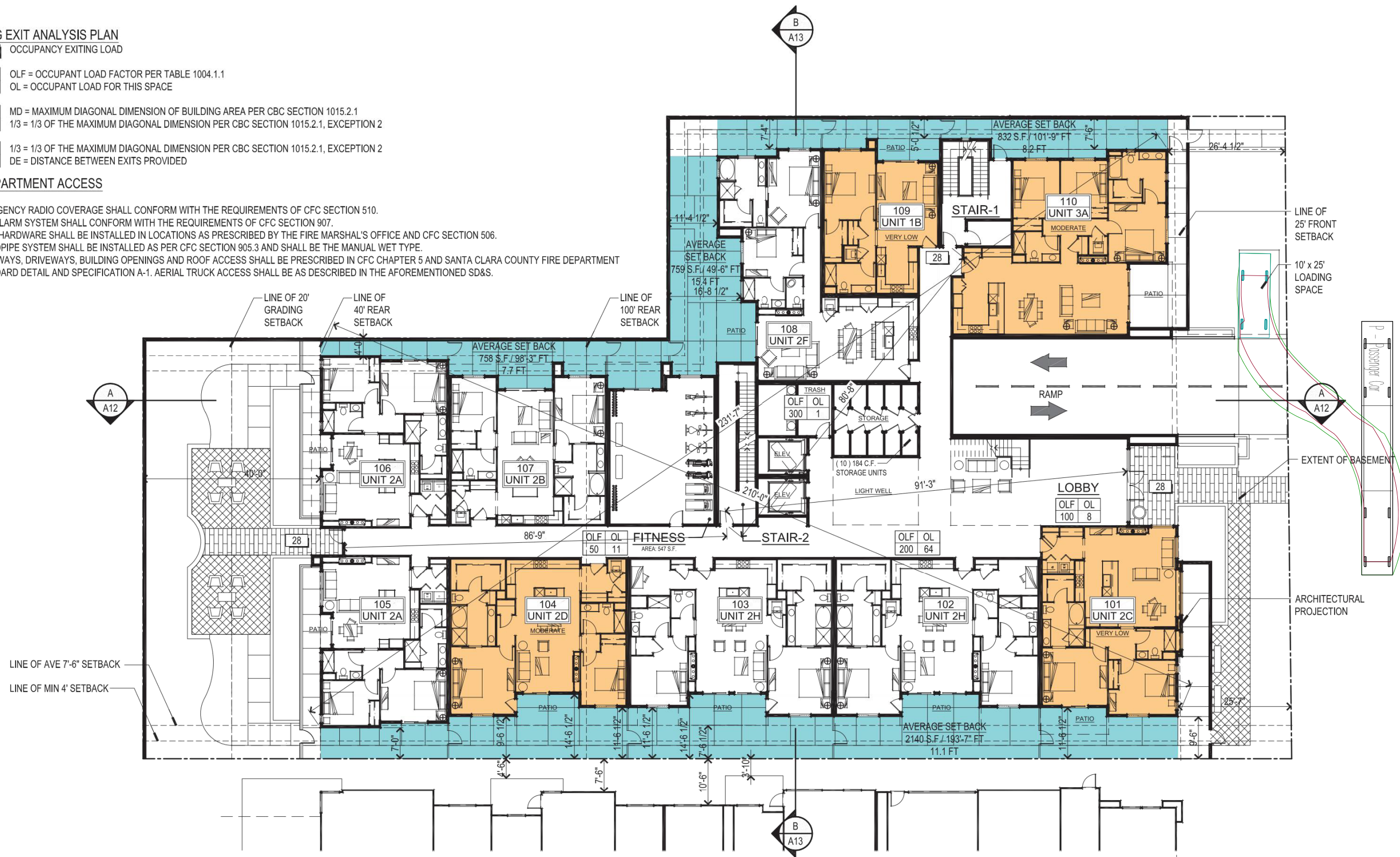
OLF OL OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.1.1
200 32 OL = OCCUPANT LOAD FOR THIS SPACE

MD 1/3 MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1
232' 77" 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2

1/3 DE 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1015.2.1, EXCEPTION 2
77' 80" DE = DISTANCE BETWEEN EXITS PROVIDED

FIRE DEPARTMENT ACCESS

- EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
- ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.



ALTOS ONE
4846 & 4856 El Camino Real
Los Altos, CA
March 05, 2018

LUXONE LLC
4856 El Camino Real Suite 100
Los Altos, CA 94002

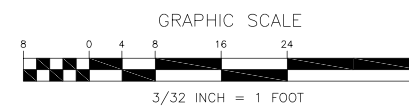
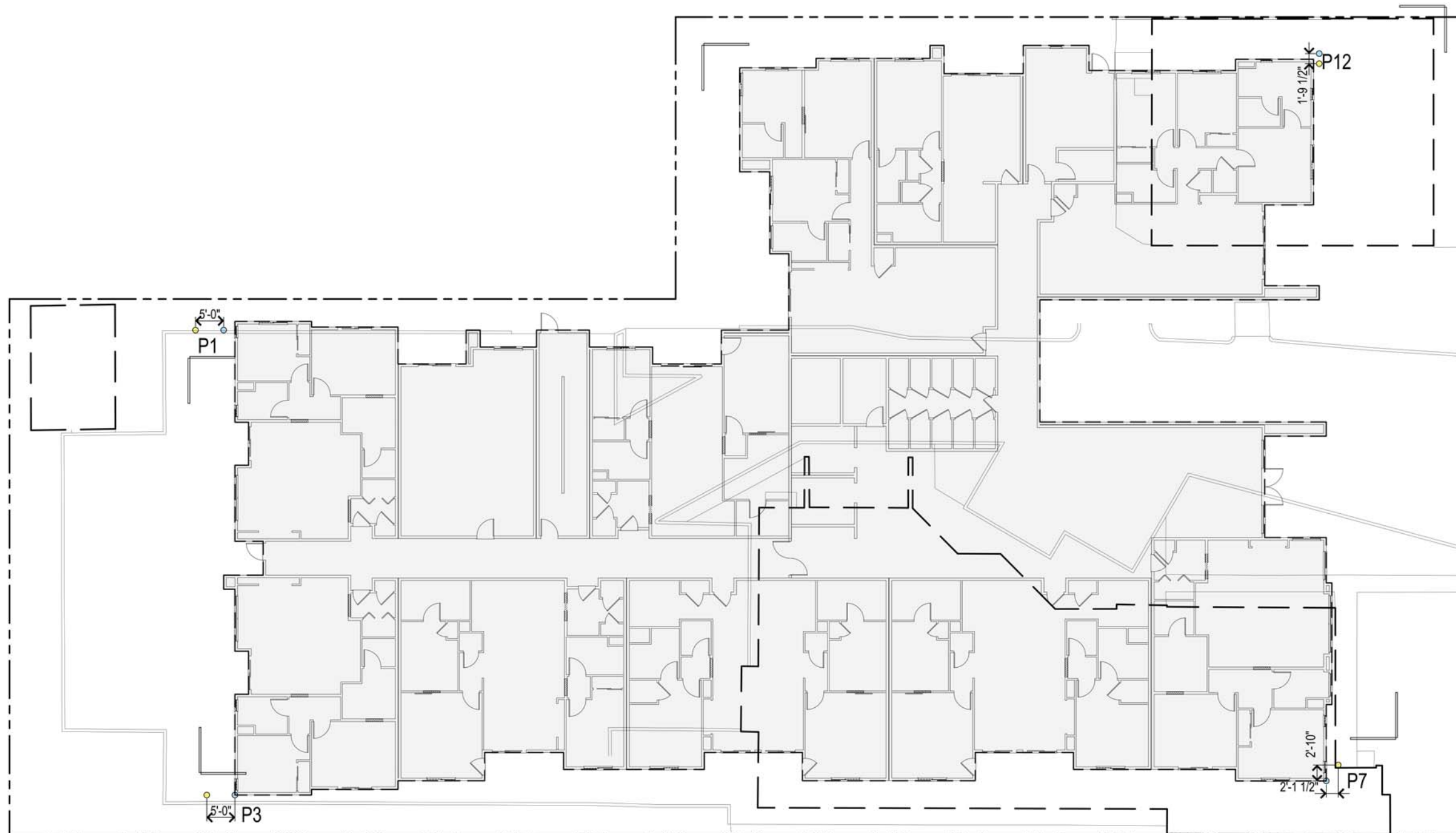


Figure 4
TURNING PATH
(BACK INTO THE LOADING ZONE FROM ECR)

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- PROPERTY LINE
- EXISTING BUILDING
- ┌└ CORNER BOARDS TYPICAL
- ACTUAL BUILDING CORNER
- STORY POLE LOCATION

ALTOS ONE
 4846 & 4856 El Camino Real
 Los Altos, CA
 May 15, 2018

LUXONE LLC
 572 Chimalus Dr.
 Palo Alto, CA 94306



A1
 EXHIBIT D

EXHIBIT D

3361 Walnut Blvd. Suite 120 Brentwood, CA 94513
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SDG Architects, Inc.

R:\SDG Cal Projects\979156_Near_CockVM_SherwinMSC_A1 Exhibit D.dwg, 6/20/2018 3:38:27 PM, p7xshd

LEGEND:

-  STORY POLE HEIGHT / TOP OF PARAPET
-  (P•) STORY POLE LOCATION



2 EAST ELEVATION
SCALE: 3/32" = 1'-0"



1 WEST ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
June 20, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002

**_A2
EAST AND WEST ELEVATIONS**

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LEGEND:

- STORY POLE HEIGHT / TOP OF PARALLEL
- (P●) STORY POLE LOCATION



1 NORTH ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
June 20, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002



LEGEND:

-  STORY POLE HEIGHT / TOP OF PARAPET
-  STORY POLE LOCATION



1 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

ALTOS ONE

4846 & 4856 El Camino Real
Los Altos, CA 94002
June 20, 2018

LUX ONE LLC

4856 El Camino Real Suite 100
Los Altos, CA 94002



LUXONE LLC

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4846 & 4856 EL CAMINO REAL ALTOS ONE



FOR MORE INFORMATION

[HTTPS://STRAUSSDESIGN.SHAREFILE.COM/D-S344021878DC485AA](https://straussdesign.sharefile.com/D-S344021878DC485AA)

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EXHIBIT E

Exhibit F

From: Nathan Ho nho@svlg.org
Subject: Support Letter: Altos One
Date: Jun 13, 2018 at 3:42:30 PM
To: Mircea V mircea27v@gmail.com

Hi Mircea,

Thanks for being so patient. Please find attached a letter of support from the Leadership Group for the Altos One project.

We're pleased to support this high-density project along El Camino Real and would be happy to rework this letter for the Council if/when Planning Commission moves it forward.

Best,

Nathan

Nathan Ho
Senior Director, Housing & Community Development
Silicon Valley Leadership Group
(408) 501-7859 office
nho@svlg.org

pdf

SV Leaders...2 2018.pdf

456 KB

2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

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President & CEO

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TOM WERNER, Former Chair
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Sapphire Ventures
GARY BRIGGS
Facebook
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
CHRISTOPHER DAWES
Lucile Packard
Children's Hospital Stanford
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Inflira
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIDI
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
AIDAN HUGHES
ARUP
JEFFREY JOHNSON
San Francisco Chronicle
TOM KEMP
Centrify
AARIF KHAQO
AMGEN
ERIC KUTCHER
McKinsey & Company
JOHN LEDEK
BD Biosciences
ENRIQUE LORES
HP Inc.
MATT MAHAN
Bigade
TARKAN MANER
Nexenta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
KEVIN MURAI
Symantec
MARY PAPAIZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Echelon
DARREN SHELLOVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers
Established in 1978 by
David Packard

June 12, 2018

Chair Phoebe Bressack and Members of the Planning Commission
City of Los Altos
1 North San Antonio Road
Los Altos, CA 94022

**RE: July 5, 2018 Planning Commission Meeting
Altos One Residential Development, 4846-4856 El Camino Real**

Dear Chair Bressack and Honorable Members of the Planning Commission,

On behalf of the Silicon Valley Leadership Group, I express our support for the proposed 50 for-sale condominiums of the Altos One residential development. Appropriately high-density housing along the transit-rich El Camino Real is exactly where we should be building housing that leverages the significant investment in our transportation systems and transit corridors.

The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents more than 375 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic quality of life in Silicon Valley.

California and especially the Bay Area are currently experiencing a grave housing shortage that deeply threatens our innovation economy. Our companies are struggling to attract and keep employees at all levels because of the cost of housing. We need to construct more homes of all types and for all Californians so that our region, our workers, and their families can prosper and thrive.

We applaud the City of Los Altos for doing its part to provide homes and to continue building new housing. Because of the height and density of this development, we encourage the developer to work closely with the surrounding community and building owners to respond to any concerns without the loss of any of the proposed housing amount. We are excited for this high-density project that should be developed in partnership with the community in the hopes that this is not the last high-density development along El Camino Real.

The Leadership Group is committed to increasing the housing supply in our Valley and Bay Area, and we proudly support proposed residential developments like the one before you.

Sincerely,

Carl Guardino
President & CEO
Silicon Valley Leadership Group

From: Mircea V mircea27v@gmail.com
Subject: 4846/4856 El Camino Real Condominium Development - Meeting
with neighbours - Monday June 11th 7-9PM
Date: May 31, 2018 at 12:16:39 PM
To: dominic@ferrari-management.com

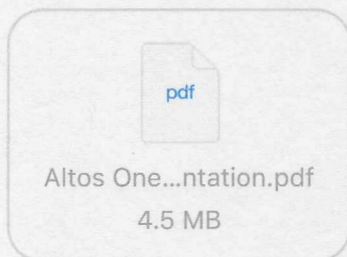
Dominic,

My name is Mircea and I am the property owner of the 4846&4856 El Camino Real, Los Altos. We spoke in the past. As I understand you represent the management company that services Los Altos Square property behind Whole Foods store.

I am currently in the entitlement process with City of Los Altos on a proposal to develop a project for 50 condominium units. My goal is to reach out to my neighbors and receive their feedback. My architect and I will be present at this meeting to answer any questions. Please help me and share those information with Los Altos Square HOA board and all their residents. If there are any questions please feel free to contact me directly at [650-996-1114](tel:650-996-1114).

Meeting time/place: **Monday, June 11th 7-9 PM at 4856 El Camino Real Unit A, Los Altos, CA, 94022. Unit A is the Fit Theory gym on first floor. Parking in the rear at 4856 El Camino Real building.**

Thanks
Mircea



From: Mircea V mircea27v@gmail.com
Subject: 4846/4856 El Camino Real Condominium Development - Meeting
with neighbours - Monday June 11th 7-9PM
Date: May 31, 2018 at 12:23:54 PM
To: Joni Jew jjew@sees.com

Hi Joni,

As part of our outreach program with all neighbors I would like to give you an update (see attached presentation) on where we stand on my development next to See's Candy and also invite you or your company representative to come to our neighbor meeting to provide me and my architect with comments/feedback on our development and for us to answer any questions that you might have. I would like to thank you for always being prompt and flexible with our consultant needs.

Meeting time/place: **Monday, June 11th 7-9 PM at 4856 El Camino Real Unit A, Los Altos, CA, 94022. Unit A is the Fit Theory gym on first floor. Parking in the rear at 4856 El Camino Real building.**

Thanks
Mircea

[650-996-1114](tel:650-996-1114)

Tap to Download

Altos One...ntation.pdf

4.5 MB

From: Jew, Joni jjew@sees.com
Subject: RE: [External] 4846/4856 El Camino Real Condominium
Development - Meeting with neighbours - Monday June 11th
7-9PM
Date: May 31, 2018 at 1:43:23 PM
To: Mircea V mircea27v@gmail.com

Thank you Mircea.

From: Mircea V [<mailto:mircea27v@gmail.com>]
Sent: Thursday, May 31, 2018 12:24 PM
To: Jew, Joni
Subject: [External] 4846/4856 El Camino Real Condominium Development - Meeting with neighbours - Monday June 11th 7-9PM

Hi Joni,

As part of our outreach program with all neighbors I would like to give you an update (see attached presentation) on where we stand on my development next to See's Candy and also invite you or your company representative to come to our neighbor meeting to provide me and my architect with comments/feedback on our development and for us to answer any questions that you might have. I would like to thank you for always being prompt and flexible with our consultant needs.

Meeting time/place: **Monday, June 11th 7-9 PM at 4856 El Camino Real Unit A, Los Altos, CA, 94022. Unit A is the Fit Theory gym on first floor. Parking in the rear at 4856 El Camino Real building.**

Thanks
Mircea

[650-996-1114](tel:650-996-1114)

From: Mircea V mircea27v@gmail.com
Subject: 4846/4856 El Camino Real Condominium Development - Meeting
with neighbours - Monday June 11th 7-9PM
Date: May 31, 2018 at 12:18:01 PM
To: jperla@spiekercompanies.com

Mr. Perla,

My name is Mircea and I am the property owner of the 4846&4856 El Camino Real, Los Altos. We just spoke over the phone this AM and I understand that you are the property manager for 848 Jordan Ave which is the property behind my property.

I am currently in the entitlement process with City of Los Altos on a proposal to develop a project for 50 condominium units. My goal is to reach out to my neighbors and receive their feedback. My architect and I will be present at this meeting to answer any questions. Please help me and share those information with all residents. If there are any questions please feel free to contact me directly at [650-996-1114](tel:650-996-1114).

Meeting time/place: **Monday, June 11th 7-9 PM at 4856 El Camino Real Unit A, Los Altos, CA, 94022.** Unit A is the Fit Theory gym on first floor. Parking in the rear at 4856 El Camino Real building.

Thanks
Mircea

Tap to Download

Altos One...ntation.pdf

4.5 MB

From: Gail Ewing ewinggail@gmail.com
Subject: Meeting 4856 El Camino
Date: Jun 11, 2018 at 4:02:30 PM
To: Mircea V mircea27v@gmail.com

Mircea,

I sorry to let you know that I will not be able to be at the meeting tonight. My son suddenly took ill and I need visit him in the hospital, he is expected to recover and should be okay.

I support you and your construction of the much needed condo units at you location at 4856 El Camino, Los Altos. This will be an asset to the community of Los Altos.

Best of Luck!

Gail Ewing
Owner of Whole Foods
4800 El Camino, Los Altos, CA 94022



June 27, 2018

City of Los Altos
1 North San Antonio Road
Los Altos, CA

Re: Story Pole Review
4856 El Camino Real
Los Altos, CA

To Whom It May Concern:

As requested, I have investigated the issue related to the story pole installation at the subject site related to the construction of a new five-story apartment building. It is my understanding that the Town of Los Altos requires the submission of a story pole plan as a condition of project planning approval. This site is particularly challenging in that the story pole installation will occur while the existing building and associated parking is still occupied.

I have investigated the details for the installation of story poles, by speaking with firms that specialize in their installation. Informationally, the story poles for this site must extend to a height of approximately 61' above grade on the El Camino side and approximately 35' at the building rear, to match the building profiles at the front and rear.

My investigation into story pole construction for this site revealed the following. Standard story pole construction utilizes relatively small vertical members, (such as 1-1/2" steel tube or small timber members, 2x4 or 3x4), laterally stabilized by three sets of guy wires oriented at 120 degrees to each other, anchored to the ground. Guy wire vertical spacing varies, depending on the height varies. For this installation, the guy wires would be spaced at approximately 20'. The guy wires occupy space that restricts use of that space for parking, etc. For this site, there is a limited number of locations where story poles can be installed without compromising a significant amount of parking.

I also looked into the feasibility of utilizing cantilever story poles, thereby, eliminating the need for guy wires. I was not able to find a story pole company that could install cantilever story poles at the 61' required height. It was conveyed to me that this is a very unconventional, non-standard method of story pole construction. Installation of cantilevered story poles would likely require the fabrication of steel poles, specifically designed to cantilever 61' above grade. It would also likely require the engagement of a general contractor, with a relatively large crane or lift to install the poles. Given that this site is currently occupied, this may impose some danger or safety risk to the building tenants during the installation.

In summary, I have over 40 years of experience in the design of commercial buildings throughout the San Francisco Bay area. Many of these projects required the installation of story poles. To the best of my recollection, none of the story pole installations were constructed without the aid of guy wires.

In summary, it is my strong recommendation that the story poles utilize the standard guy wire construction and avoid the use of cantilever poles. It is also my opinion that the use of cantilever story poles erected on an occupied site presents an unnecessary and complicated installation operation.

Yours truly,

STRUCTURAL ENGINEERS, INCORPORATED



Sam Koerper, S.E. #02799
Founding Principal

Cc; Mircea Voskerician



**MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF
THE CITY OF LOS ALTOS, HELD ON TUESDAY, MAY 8, 2018,
BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, 1 NORTH SAN
ANTONIO ROAD, LOS ALTOS, CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Mayor Mordo, Vice Mayor Lee Eng, Councilmembers Bruins, Pepper and Prochnow

ABSENT: None

PLEDGE OF ALLEGIANCE

Boy Scouts, Troop 37 led the Pledge of Allegiance to the flag.

CHANGES TO THE ORDER OF THE AGENDA

None

SPECIAL PRESENTATION

Mayor Mordo recognized the Margaret Thompson Historical Essay Contest winners.

Mayor Mordo presented a proclamation recognizing 10 Yerba Buena as the 2018 Historic Preservation Award winner.

Mayor Mordo presented a proclamation recognizing Stand Up for Public Schools Day.

Mayor Mordo presented a proclamation recognizing Foster Care/Resource Parent Awareness Month.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

The following individual provided comments on items not on the agenda: Los Altos residents John Seeman, Tracy Chen, Richard Liu and Xidong Wang.

CONSENT CALENDAR

Action: Upon a motion by Councilmember Pepper, seconded by Councilmember Bruins, the Council unanimously approved the Consent Calendar, as follows:

1. Council Minutes: Approved the minutes of the April 24, 2018 regular meeting.
2. Construction Contract Award: Structural Reach Replacement, Project WW-01002: Awarded the Base Bid for the Structural Reach Replacement, Project WW-01002 to EPS Inc. dba Express Plumbing in the amount of \$1,205,695 and authorized the City Manager to execute a contract on behalf of the City.

3. Construction Contract Award: Backflow Preventer Installation, Project CF-01016: Awarded a contract to EPS Inc. dba Express Plumbing in the amount of \$92,700 for Backflow Preventer Installation, Project CF-01016 and authorized the City Manager to execute a contract on behalf of the City.
4. Agreement for Countywide Household Hazardous Waste Collection: Authorized the City Manager to execute the Agreements for Countywide Household Hazardous Waste Collection Program and Countywide AB 939 Implementation Fee with the County of Santa Clara on behalf of the City.
5. Parcel Map: 517 Tyndall Street: Approved the Parcel Map for 517 Tyndall Street.
6. Parking Regulations: Continued discussion of draft parking requirements to a joint City Council/Planning Commission Study Session on June 19, 2018.

DISCUSSION ITEMS

7. Affordable Housing Impact Fees: Provide input on the draft Affordable Housing Impact Fees ordinance in preparation of the introduction of the ordinance at the Council meeting on May 22, 2018

Community Development Director Biggs presented the report.

Public Comments: The following individuals provided public comments: Los Altos resident Les Poltrack, Mircea Voskerician, Los Altos resident Sue Russell (representing League of Women Voters) and Mathew Reed (representing SV@Home).

Direction: Councilmembers provided input on the draft ordinance which included a fee on residential developments with a net increase of one or more units and allowing off-site units or land dedication only within the City of Los Altos.

Mayor Mordo recessed the meeting at 8:46 p.m. The meeting resumed at 8:53 p.m.

8. Story Pole Policy Exemption Request: 4856 El Camino Real: Approve the request for an exemption to the Story Pole Policy for 4856 El Camino Real

Mircea Voskerician presented the request for an exemption.

Action: Upon a motion by Councilmember Bruins, seconded by Mayor Mordo, the Council unanimously approved an exemption to the Story Pole Policy for 4856 El Camino Real with direction that the applicant install wires with pennants along the outside edge of the building at all heights with the exception of the two corners of the building along El Camino Real where netting matching the standards of the Story Pole Policy must be installed and granting staff discretion to grant a waiver for the elevator tower if they cannot be installed safely.

9. Express Short-term Rental Prohibition: Introduce and waive further reading of Ordinance No. 2018-441 prohibiting short-term rentals within the City of Los Altos

Community Development Director Biggs presented the report.

Action: Upon a motion by Councilmember Bruins, seconded by Vice Mayor Lee Eng, the Council unanimously introduced and waived further reading of Ordinance No. 2018-441 prohibiting short-term rentals within the City of Los Altos, with the following modifications: 1) modify the fifth Whereas on page 2 to read “to help maintain the long-term residential character of our neighborhoods” and 2) remove reference to the month of February in Section 14.30.020.

10. Cannabis Retailers – An Overview of California’s Regulatory Provisions: Receive report and provide policy direction to staff whether to prepare regulatory or tax ordinances that would authorize one or more medicinal or adult-use commercial cannabis retailers in the City of Los Altos

City Attorney Diaz presented the report.

Motion: Motion made by Mayor Mordo, seconded by Councilmember Prochnow to allow retail storefront uses but prohibit on-site consumption, allow non-storefront/delivery uses but not microbusinesses, allow medicinal and recreational retail uses, limit establishments to up to two establishments in the CT Zone and do not pursue a tax measure. The motion was withdrawn by the maker and seconder.

Direction: Council directed staff to do some sort of online community outreach regarding the topic and to simultaneously prepare the necessary documents for a potential general tax measure.

COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

Councilmember Prochnow reported she spoke at Menlo School on April 30, 2018 and attended meetings of the following Commissions: Public Arts on April 26, 2018, Senior on May 7, 2018 and Youth on May 7, 2018.

Councilmember Pepper reported she and Councilmember Prochnow attended a meeting of Open Government Committee on May 3, 2018.

Councilmember Bruins reported she attended the following: the Bike to the Future event on May 5, 2018, a Community Summit on Firearms and Safety on April 28, 2018, a roundtable hosted by SV@Home with Councilmember Prochnow, a meeting of the Valley Transportation Authority Board and meetings of ad hoc committees of the Metropolitan Transportation Commission.

Vice Mayor Lee Eng reported she attended the Complete Streets Commission meeting on April 25, 2018, the Volunteer Appreciation Event with Mayor Mordo on May 2, 2018 and a tour of the Mission Trail Waste Systems facility.

City Manager Jordan reported the City had sent a letter to Santa Clara County supporting funding for historic grants and a letter to the Federal Aviation Administration regarding South Flow Arrivals into Norman Y. Mineta San Jose International Airport.

Future agenda items

The Council requested an agenda item at the May 22, 2018 meeting to discuss the Citizens' Initiative within the community.

The Council requested an update and informational item regarding installation of small cell tower equipment.

ADJOURNMENT

Mayor Mordo adjourned the meeting at 10:40 P.M.

Jean Mordo, MAYOR

Jon Maginot, CMC, CITY CLERK



CITY OF LOS ALTOS STORY POLES POLICY

Purpose

In accordance with City Council's Open Government Policy, adopted on March 24, 2015, and amended on August 22, 2017, all commercial, multiple-family and mixed-use development projects subject to Planning Commission and City Council review must have story poles erected as part of the application process. The purpose of this policy is to help show the development's height, massing and profile in the context of the actual environment and to help provide a visual notice of a project.

Procedure

1. For projects that require story poles, the applicant's architect or engineer must prepare a Story Pole Plan to indicate the locations where the poles will be installed.
2. A Story Pole Plan shall be approved by the Community Development Director prior to the placement of the poles on the site. Once approved, the applicant shall inform the Community Development Director when the placement of the story poles is complete and submit photographs showing the installation in context.
3. The story poles shall be installed at least twenty (20) days before the first public hearing on the project and shall be kept in place until the project has been acted upon and the appeal period has ended. If the project is appealed, the story poles shall remain until final action is taken. If final consideration of the project is substantially delayed, or the project is substantially modified, the Community Development Director may require the removal or the modification of the story poles.
4. Failure to install story poles in compliance with these standards and/or timelines will result in the continuance of the public hearing on the project until compliance with the standards and/or timelines is achieved.

Plan Requirements

1. The Story Pole Plan must be at an appropriate scale and include: a) a site plan showing the location of any existing structure, the outline of any proposed structures and the location of the story poles; b) elevation views of the story poles; and c) any materials, means of installation and structural requirements.
2. The story poles shall be of sufficient number and location to adequately demonstrate the height, mass, and bulk of the project. At a minimum, story poles shall be placed at all outside building corners of the building wall (excluding eaves) and along the main rooflines (ridges, hips and valleys) of the proposed structure(s) or addition. Architectural elements such as

towers, spires, elevator and mechanical penthouses, cupolas, mechanical equipment screening and similar elements that are visible from the streetscape must be represented by the story poles.

3. A licensed surveyor or civil engineer shall submit written verification that the location and height the poles and netting accurately represents the height, profile and location of the proposed structure(s) or addition.
4. A waiver or amendment to these requirements may only be granted by the City Council.

Materials and Methods

1. Story poles shall be constructed of lumber, metal poles, or other sturdy building material. Such materials shall be designed to withstand the wind and weather. At least two-foot wide brightly colored woven plastic fencing (or netting) must be used to represent the rooflines of the proposed structure(s) or addition. One of the story poles on each elevation must be clearly marked and labeled in five-foot increments measured from the proposed finished grade and consistent with the approved Story Pole Plan.
2. All story poles shall be placed, braced and supported to ensure the health, safety and general welfare of the public. Applicants shall sign an agreement that holds the City harmless for any liability associated with the construction of, or damage caused by the story poles. If at any time, the City determines the story poles to be unsafe, they shall be repaired and reset immediately by the applicant or, at the City's discretion, removed. Depending on the scope of the poles, building permits and inspections may be required at the discretion of the Community Development Director.

Exceptions

1. The City Council may grant exceptions to the Story Pole Policy due to: a) a public health and/or safety concern, or b) that such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible. Some form of poles and netting and/or on-site physical representation of the project may be required, even if an exception is granted.
2. The Story Pole Plan may be limited in scope at the discretion of the City Council. In such cases such as where there are multiple detached structures proposed and where identifying the locations of key structures would suffice, the story poles may be limited to the outline(s) of key structures and/or showing a structure(s) greatest height and mass.
3. In granting an exception, the City Council may require additional digital imagery simulations, computer modeling, built to-scale models or other visual techniques in-lieu of the story pole requirements.