



MEMORANDUM

DATE: September 6, 2012
TO: Planning and Transportation Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: STUDY SESSION FOR 12-D-07—715 ALTOS OAKS DRIVE

RECOMMENDATION

Provide advisory direction on the plans.

BACKGROUND

The Palo Alto Medical Foundation has submitted a proposal to construct a new, two-story medical office building at 715 Altos Oaks Drive. The project was originally reviewed by the former Planning Commission on September 2, 2010. Following public comment, the Planning Commission voted unanimously to continue the item to a study session, which took place on March 17, 2011. The minutes and staff reports from those meetings are attached for reference.

DISCUSSION

The purpose of this study session is to reacquaint the Planning and Transportation Commission with the project and provide direction to the applicant if appropriate. The applicant has provided a set of renderings for the site and the building. In summary, the proposal calls for a total building area of 8,432 square feet and 40 parking spaces. The overall height is proposed at 30 feet to the ridge. Following the study session, staff will schedule a formal meeting with the Planning and Transportation Commission at a later date.

Cc: David Jury, Palo Alto Medical Foundation
Curtis Snyder, Hawley Peterson Snyder Architects

Attachments

- A. Planning Commission Meeting Minutes Dated March 17, 2011
- B. Planning Commission Staff Memorandum Dated March 17, 2011



ATTACHMENT A

MINUTES PLANNING COMMISSION SPECIAL MEETING STUDY SESSION

6:00 p.m., Thursday, March 17, 2011
Los Altos Community Meeting Chambers
One North San Antonio Road, Los Altos, California 94022

CALL TO ORDER

Chair ABRAMS called the meeting to order at 6:00 PM.

ROLL CALL

Present: Chair ABRAMS, Commissioners LORELL, BRUINS, BODNER and JUNAID
Absent: Commissioners BAER and MOISON (due to real property conflict)
Staff: Planning Services Manager KORNFIELD and Assistant Planner LACEY

PUBLIC COMMENT

None.

DISCUSSION ITEM

1. 10-D-01 – Palo Alto Medical Foundation – 715 Altos Oaks Drive

Commercial design review for a new, two-story, medical office building.

The project architect and the senior designer spoke in support of the design stating that they considered three design alternatives in which all versions limited the roof to 30 feet overall height. The applicants then discussed the design differences of each alternative before the Commission, and that the revised gable design was preferred.

The Commission discussed the design alternatives and the majority preferred the option with the revised gable and bay window.

ADJOURNMENT

Chair ABRAMS adjourned the meeting at 6:42 PM.

David Kornfield, AICP
Planning Services Manager



ATTACHMENT B

MEMORANDUM

DATE: March 17, 2011
TO: Planning Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: STUDY SESSION FOR 10-D-01—715 ALTOS OAKS DRIVE

RECOMMENDATION

Provide advisory direction on the alternative plans.

BACKGROUND

Last year, the Palo Alto Medical Foundation submitted a proposal to construct a new, two-story medical office building at 715 Altos Oaks Drive. The project was reviewed by the Architecture & Site Review Committee and Traffic Commission before appearing before the Planning Commission on September 2, 2010. Following public comment, the Planning Commission voted unanimously to continue the item to a study session, subject to the direction that the applicant and architect reconsider the site plan, building scale and height, window placement, landscaping, and lighting. The meeting minutes and staff memorandum from the September 2, 2010 Planning Commission meeting are attached for reference.

DISCUSSION

The applicant has returned with three revised renderings of the building. The focus of the study session is to review each rendering and provide advisory direction to the applicant. Following the study session, staff will schedule a formal meeting with the Planning Commission at a later date.

Cc: David Jury, Palo Alto Medical Foundation
Curtis Snyder, Hawley Peterson Snyder Architects

Attachments

- A. Planning Commission Meeting Minutes Dated September 2, 2010
- B. Planning Commission Staff Memorandum Dated September 2, 2010

APPROVED



**MINUTES
PLANNING COMMISSION**

7:30 p.m., September 2, 2010
Los Altos Community Meeting Chambers
One North San Antonio Road, Los Altos, California 94022

CALL TO ORDER

Chair ABRAMS called the meeting to order at 7:30 PM.

ROLL CALL

Present: Chair ABRAMS, Vice-Chair HULL, Commissioners BAER, BOCOOK, LORELL and BRUINS
Absent: Commissioner MOISON
Staff: Planning Services Manager KORNFIELD, Assistant Planner LACEY

PUBLIC COMMENT

None.

CONSENT CALENDAR

1. Planning Commission Minutes

Approval of minutes – meetings of August 5, 2010 and the August 18, 2010 Special Meeting

MOTION BY COMMISSIONER BRUINS, SECONDED BY COMMISSIONER BAER, to approve the August 5, 2010 Special Meeting minutes as-is.
THE MOTION CARRIED UNANIMOUSLY.

MOTION BY COMMISSIONER BRUINS, SECONDED BY COMMISSIONER BAER, to approve the August 5, 2010 regular meeting minutes as-amended on item #3 to clarify the potential for a coffee bar, for the project at One Main Street.
THE MOTION CARRIED UNANIMOUSLY.

MOTION BY COMMISSIONER BRUINS, SECONDED BY COMMISSIONER BAER, to approve the August 18, 2010 Special Meeting minutes as-is.
THE MOTION PASSED BY A 5/0/1 VOTE, WITH HULL ABSTAINING.

DISCUSSION ITEMS

None.

PUBLIC HEARINGS

2. 10-D-01 – Palo Alto Medical Foundation – 715 Altos Oaks Drive

Assistant Planner LACEY presented the staff report recommending approval of design review application 10-D-01 to the City Council subject to the recommended findings and conditions.

APPROVED

The project architect spoke in support of the project, summarizing the benefits and changes made to the design. The landscape architect stated that she respected the existing wooded feel of the site by filling in the gaps with an evergreen hedge.

Several residents spoke in opposition to the project stating that the building should be one-story, the scale was not right for the area, there would be privacy impacts, lighting issues, tree removals, and traffic and safety issues. A member of the public also submitted a petition in opposition to the project that was signed by residents in the neighborhood. There was no other public comment.

The Planning Commission discussed the proposed project and agreed that more consideration should be given to the following: building scale and height, window placement and the consideration of fixed window panes and obscure glass, landscaping improvements, and alternative lighting standards.

MOTION BY COMMISSIONER BAER, SECONDED BY COMMISSIONER BRUINS, to continue design review application 10-D-01 to a study session format without public comment, and with the following direction:

- Use less glazing on the rear elevation windows; and
- Reconsider the building placement orientation with regard to the surrounding buildings.

THE MOTION CARRIED UNANIMOUSLY.

CORRESPONDENCE

None.

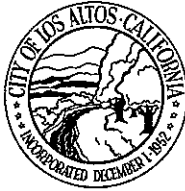
COMMISSION REPORTS AND DIRECTION ON FUTURE AGENDA ITEMS

Vice-Chair HULL gave the report of the September 1, 2010 Architecture and Site Review Committee meeting stating the design approval of 222-228 Alvarado Avenue. Commissioner LORELL gave the report of the September 2, 2010 Board of Adjustments meeting stating the approval of a rear yard setback variance request for 112 Lockhart Lane. Chair ABRAMS gave the report of the August 24, 2010 City Council meeting regarding the project at 100 First Street. Commissioner BRUINS mentioned a future agenda item to discuss form based design vs. the number of stories and medical office parking ratios being too low.

ADJOURNMENT

Chair ABRAMS adjourned the meeting at 10:42 PM.

Shaun Lacey
Assistant Planner



MEMORANDUM

DATE: September 2, 2010
TO: Planning Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 10-D-01—715 ALTOS OAKS DRIVE

RECOMMENDATION

Motion to recommend approval of design review application 10-D-01 to the City Council subject to the recommended findings and conditions.

PROJECT DESCRIPTION

This is a design review application for a medical office building at 715 Altos Oaks Drive. The project will demolish two existing single-story office buildings and develop a new, two-story building for the Palo Alto Medical Foundation. The following table summarizes the project's zoning regulations:

GENERAL PLAN DESIGNATION: Neighborhood Commercial
ZONING: OA-1
PARCEL SIZE: 27,045 square feet
MATERIALS: Composition shingle roof, wood siding, wood details and fascia, stone veneer, and aluminum fixed framed windows

Table with 4 columns: Existing, Proposed, Allowed/Required. Rows include COVERAGE, FLOOR AREA, SETBACKS (Front, Rear, Interior, Exterior), HEIGHT, and PARKING.

1 As defined by the Code, the height of an office building with a sloping roof is measured from the average finished grade to the average height between the plate and ridge height. As noted on the plans, the height to the roof is 29 feet, nine inches.

BACKGROUND

Architecture and Site Review Committee Recommendation

The project was heard before the Architecture and Site Review Committee on April 14, 2010. At the meeting, the Committee expressed general support for the proposed design concept, and recommended approval of the project subject to positive design findings with the following direction being addressed prior to Planning Commission consideration:

- Revise the site plan to clarify access along the parking lot;
- Improve the landscaping per staff's recommendations;
- Provide an alternative lighting plan that minimizes the parking lot lighting;
- Reconsider the distance from plate height to ridgeline for the purposes of clarifying the height of the building;
- Consider raising the sill heights of windows facing the rear yard to minimize privacy; and
- Identify the distances to the second floor of the building and the nearest residential yard.

The staff memorandum and meeting minutes are attached for reference.

DISCUSSION

Design Changes

The plans have been revised to address staff and the Committee's direction. The entrance overhang, stairwell, and elevator on the easterly side of the building were redesigned to meet the side yard setback requirements. Consequently, the footprint of the building was reduced by 56 square feet. Two parking spaces were eliminated to accommodate the revised landscape plan and lighting plan as discussed below; however, the project meets the handicapped space requirements.

By Code, the building height is established by measuring the average finished grade to the midpoint between the ridgeline and the plate height. Since there are varying plate heights used along the second story, staff established the building height by using the baseline, or most commonly used plate along the upper floor. Thus, the building height as measured by the average distance between the plate height and the highest ridgeline is 29 feet, nine inches from finished grade, and complies with Code.

The light poles along the northerly side of the property were reduced from 12 feet tall to 10 feet tall, and set in along the newly-added landscape strips within the parking lot. The fixtures are angled downwards, minimizing light at the property line.

The revised landscape plan improves upon the original plan with water-tolerant Water Gum trees and Marina trees along the northerly property line. These trees grow to a height of approximately 15-20 feet (helping to mitigate views from second-story windows) and should not interfere with the overhead power lines that stretch across the north property boundary. A number of Birch trees are

proposed along the perimeter of the property. A large-specimen Oak tree is proposed adjacent to the entrance in the front yard.

The plans include a series of cross sections that scale the building in relation to neighboring residential properties and draws comparisons regarding the potential for privacy impacts. The second-story window sill heights did not change; however obscured glass is proposed to reduce views towards the rear yard. From a staff perspective, unreasonable privacy impacts to properties north of the site are mitigated by the distance of the building to the residential property line, the proposed obscured glass windows in the procedure rooms facing the rear yard, the landscaping improvements, and the fencing.

Design Review Summary

The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk, and design. While larger and taller than the adjacent office buildings, the project uses appropriately-scaled design elements, such as a sloping roof, broad overhangs, and exposed rafters to maintain the residential character of the OA-1 zoning district. The building also uses horizontal wood siding and stone veneer to compliment the rustic building materials found within the area. The building is set furthest away from the residential lots to the north to minimize its impact on that neighborhood. The structure is also designed to the same floor area ratio standard as the residential properties to the north; at a proposed 31 percent of the lot size, the area of the building is comparable to the floor area ratio permitted for single-family residential development (35 percent).

The project is adequately landscaped and the lighting plan minimizes its intensity at all property lines. All mechanical equipment is located on the roof and will be architecturally screened from public view by the sloping roof. The trash enclosure is located in the corner of the rear yard, away from the street, thereby reducing its visual impact along Altos Oaks Drive. A PG&E transformer and back-up generator are located in front of the building along Fremont Avenue, but will be adequately screened by a six-foot tall enclosure. Signage for the property includes a single monument sign at the corner of Fremont Avenue and Altos Oaks Drive. The signage conforms to the 25-square-foot signage limit for the OA-1 zoning district. The materials convey a high level of detail and quality, and appropriately reflect the character of the building.

Traffic Commission

The project was reviewed by the Traffic Commission on April 28, 2010. At that meeting, the Commission voted unanimously to approve the transportation analysis on the basis that the project will not generate a level of service change at nearby intersections, nor will it significantly increase traffic volume at the intersection of Fremont Avenue and Altos Oaks Drive. The staff memorandum and meeting minutes from the April 28, 2010 Traffic Commission meeting are attached for reference.

Environmental Review

This project is categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it meets the conditions of in-fill development projects.

CORRESPONDENCE

Staff received letters by nearby residents expressing concerns related to the size, scale, and general compatibility of the building in relation to the surrounding neighborhood. Staff's analysis of the size and scale of the building is summarized in this report and discussed in the memorandum to the Architecture and Site Review Committee dated April 14, 2010.

Cc: David Jury, Palo Alto Medical Foundation
Curtis Snyder, Hawley Peterson Snyder Architects

Attachments

- A. Architecture and Site Review Committee Minutes, dated April 14, 2010
- B. Architecture and Site Review Committee Memorandum, dated April 14, 2010
- C. Traffic Commission Minutes, dated April 28, 2010
- D. Traffic Commission Memorandum, dated April 28, 2010
- E. Correspondence

FINDINGS

10-D-01—715 Altos Oaks Drive

1. With regard to Design Review application 10-D-01, the Planning Commission finds in accordance with Chapter 14.78 of the Municipal Code that:
 - A. The proposal meets the goals, policies and objectives of the General Plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area;
 - B. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
 - C. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays and balconies;
 - D. Exterior materials and finishes convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements;
 - E. Landscaping is generous and inviting and landscape and hardscape features are designed to complement the building and parking areas and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage;
 - F. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions;
 - G. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing; and
 - H. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

CONDITIONS

10-D-01—715 Altos Oaks Drive

GENERAL

1. Project approval is based upon the plans received on June 25, 2010 except as modified by these conditions.
2. The applicant agrees to hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

PRIOR TO ISSUANCE OF BUILDING PERMIT

3. The applicant shall obtain an encroachment permit and/or a permit to open streets prior to any work done within the public right-of-way and it shall be done in accordance with plans approved by the City Engineer.
4. The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.
5. The sewer lateral connection shall be approved by the City Engineer.
6. All project improvements shall comply with Americans with Disabilities Act (ADA).
7. The project shall comply with the City of Los Altos Municipal Regional Stormwater (MRP) NPDES Permit No. CA S612008, Order R2-2009-0074 dated October 14, 2009. The project plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.
8. The applicant shall pay all applicable fees, including but not limited to sanitary sewer and traffic impact fees as required by the City of Los Altos Municipal Code.
9. The applicant shall submit a cost estimate for review for the improvements in the public right-of-way. The applicant shall submit a cash deposit that is equivalent to the cost of these public improvements.
10. Detailed plans for any construction activities affecting the public right-of-way, including but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, shall be provided to the City Engineer for review and approval. The applicant shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by City staff.

11. The applicant shall submit on-site grading and drainage plans (showing drainage swales, drain inlets, rough pad elevations, building envelopes and elevations at property lines) for approval by the City Engineer.
12. A truck routing and staging plan for the project shall be submitted for review and approval by the City Engineer. The applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.
13. The applicant shall contact Mission Trail Waste Systems Co. and submit a solid waste disposal plan indicating the type and size of container proposed and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall submit evidence that Mission Trail has reviewed and approved the size and location of the proposed new enclosure for recyclables.
14. The applicant shall record a pedestrian use easement for the sidewalk in a form approved by the City Engineer and City Attorney. The plat and legal description of the pedestrian use easement shall be submitted for review by the City Land Surveyor. The applicant shall provide a sufficient fee retainer to cover the cost of the review of the pedestrian use easement.
15. The project shall comply with the City of Los Altos Water Efficient Landscape Regulations. A copy of the landscape documentation package conforming to these standards, prepared by a certified landscape professional, shall be submitted to the Planning Division.

PRIOR TO FINAL INSPECTION

16. The applicant shall remove and replace all sidewalks, curb and gutter adjacent to the site as directed by the City Engineer.
17. A one-year, ten percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
18. All on- and off-site landscaping and irrigation shall be installed. All street trees shall be at least 24-inch box size.
19. The applicant shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the "NO DUMPING - FLOWS TO HALE CREEK" logo as required by the City.
20. The applicant shall provide an acoustical analysis that evaluates all rooftop mechanical equipment to ensure that the project is in compliance with the City's General Plan and the Noise Control Regulations.
21. The applicant shall provide a Certificate of Substantial Completion to comply with the City of Los Altos Water Efficient Landscape Regulations.
22. The applicant shall install all landscaping as required by the Planning Division.

3. 10-D-01 – Palo Alto Medical Foundation – 715 Altos Oaks Drive

Assistant Planner LACEY presented the staff report recommending conceptual approval of design review application 10-D-01 to the Planning Commission subject to the recommended findings and direction.

The project architects spoke in support of the project and showed revisions intended to meet setback, landscape and lighting issues raised by staff. Several neighbors spoke with concerns about privacy impacts, the bulk and mass of the building, the lighting, traffic and parking.

The Committee discussed the building design, lighting and landscape plan and parking layout. The Committee agreed that the project should: a) improve the landscaping per staff's recommendations; b) clarify ADA access along parking lot; c) provide an alternative lighting plan that minimized the parking lot lighting; d) reconsider the distance from plate height to ridgeline for the purposes of clarifying the height of the building; e) consider raising the sill heights of windows facing the rear yard; f) and show the distances to the second floor of the building and the nearest residential structures from the rear yard property line. The Committee recommended that the landscape architect be present at the Planning Commission hearing. The Committee also accepted the proposed location of the backup generator in the front yard.

MOTION BY VICE-CHAIR BOCOOK, SECONDED BY CHAIR HULL, to recommend conceptual approval of design review application 10-D-01, per the staff report recommended findings and direction in accord with the Committee discussion.
THE MOTION CARRIED UNANIMOUSLY.

CORRESPONDENCE

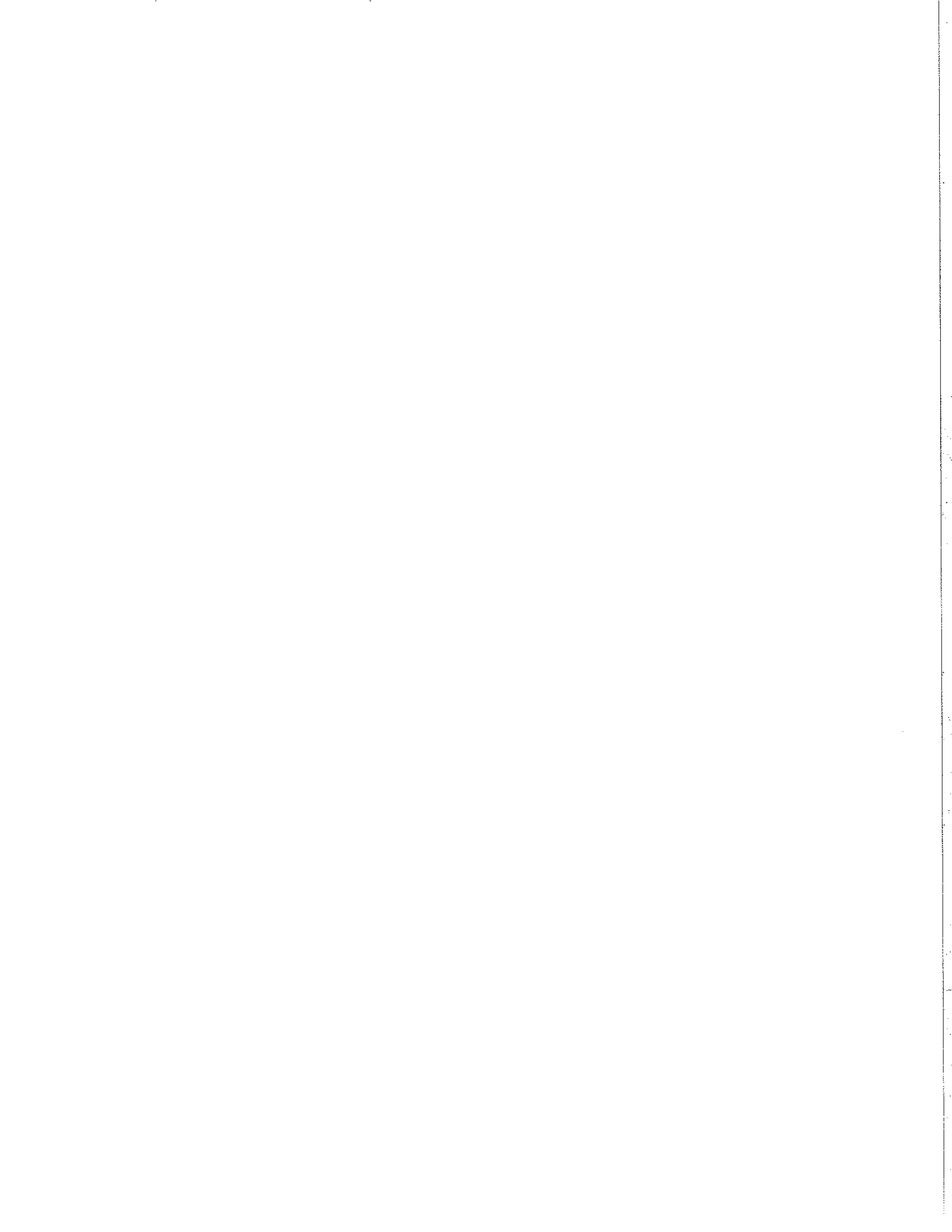
None.

ADJOURNMENT

Chair HULL adjourned the meeting at 6:53 PM.

Prepared by:

David Kornfield, AICP
Planning Services Manager





MEMORANDUM

DATE: April 14, 2010
TO: Architecture and Site Review Committee
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 10-D-01—715 ALTOS OAKS DRIVE

RECOMMENDATION

Motion to recommend conceptual approval of design review application 10-D-01 to the Planning Commission subject to the recommended findings and direction.

PROJECT DESCRIPTION

This is a design review application for a medical office building at 715 Altos Oaks Drive. The project will demolish two existing single-story office buildings and develop a new, two-story building for the Palo Alto Medical Foundation. The following table summarizes the project's zoning regulations:

GENERAL PLAN DESIGNATION: Neighborhood Commercial
ZONING: OA-1
PARCEL SIZE: 27,045 square feet
MATERIALS: Composition shingle roof, wood siding, wood details and fascia, stone veneer, and aluminum fixed framed windows

	Existing	Proposed	Allowed/Required
COVERAGE:	5,530 square feet	5,749 square feet	8,113 square feet (30%)
FLOOR AREA:	5,530 square feet	8,545 square feet	9,465 square feet (35%)
SETBACKS:			
Front (Fremont)	17 feet	20 feet	20 feet
Rear	25 feet	51 feet	25 feet
Interior (1 st /2 nd)	17 feet	27 feet/27 feet	20 feet/25 feet
Exterior (1 st /2 nd)	63 feet	20 feet/20 feet	20 feet/25 feet
HEIGHT:	20 feet	29 feet ¹	30 feet
PARKING:	25 spaces	42 spaces	28 spaces

¹ As defined by the Code, the height of a multiple-family building with a sloping roof is measured from the average finished grade to the average height between the plate and ridge height. As noted on the plans, the height to the roof is 29 feet, four inches.

DISCUSSION

Neighborhood Context

This project is located on a corner lot at the intersection of Altos Oaks Drive and Fremont Avenue. Due to the irregular lot orientation, the front yard is determined to be located along the Fremont Avenue frontage, while the exterior side yard is located along the Altos Oaks Drive frontage. The rear yard is adjacent to a single-family residential neighborhood to the north. The westerly side of Altos Oaks Drive is comprised of single-story, low-profile office buildings with rustic building materials. The lot is currently developed with two, single-story medical office buildings. There is a wide unimproved shoulder along the Fremont Avenue frontage with a variety of mature trees. There is a consistent street tree pattern along the southern portion of Altos Oaks Drive, while the landscape is somewhat varied along its northern section.

General Plan and Zoning Compliance

Commercial projects are required to meet the following design review findings:

- Consistency with General Plan goals, policies and objectives, and district specific design criteria;
- Architectural integrity and an appropriate relationship to surrounding structures with regard to height, bulk and design;
- Building mass that provides human scale elements, horizontal and vertical design variations and design elements that signal habitation;
- Exterior materials and finishes that convey quality, integrity and structural permanence;
- Landscaping that is generous, inviting and complimentary to the project and the surroundings; and
- Screening mechanical equipment, trash and utility areas.

The project is consistent with the General Plan. The project provides a new medical office building while ensuring that the integrity and residential character of the Altos Oaks office area is maintained, which is identified as a policy in the General Plan. The architectural design is suitable for the character of the neighborhood. It will maintain an appropriate relationship to the surrounding properties by providing a 51-foot setback to the single-family residential properties (25 feet is required) and a substantial landscape buffer.

The project is located in the Office-Administrative (OA-1) District, which allows for office uses such as the proposed medical office. In addition to the general site standards that are required for projects in the OA District, properties in the OA-1 District are also subject to a floor area limit and required to provide a design and scale that compatible with the surrounding residential character.

The project meets (and exceeds) the parking requirements for office in the District by providing 42 parking spaces. Recent changes to the City's parking standards (one space per 300 square feet of office space) have reduced the parking requirement for a project of this size to 28 spaces.

All setback requirements are met or exceeded, with the exception of the required second story setbacks along Fremont Avenue and Altos Oaks Drive. As shown on Sheet 9, portions of the second floor encroach into the required second story setbacks. Additionally, the overhang at the front entrance extends beyond four feet into the front yard setback, which is not allowed. Since there is no apparent basis to encroach into the required setbacks, staff recommends that the applicant:

- Revise the project to meet all required building setbacks; and
- Reduce the front entry overhang in the front yard setback to four feet or less.

The trash enclosure is located in the northeast corner of the property within the rear yard setback. The enclosure is architecturally compatible with the main structure and provides an appropriate level of screening. The electrical panels and gas meters are located within utility closets on the left and right sides of the building. The mechanical equipment is located on the roof of the building and designed to be architecturally screened within the building. A backup generator is proposed in the front yard and is architecturally screened from view. However, there is an opportunity to relocate the generator within the building setbacks or, preferably, within the structure. Staff therefore recommends that the applicant:

- Relocate the backup generator within the building setbacks or within the building.

The project also includes a lighting plan. The light poles have a contemporary design and are proposed to be 12 feet tall around the perimeter of the parking lot. The illumination cast from the light poles is within the appropriate limits of the City's lighting guidelines for minimizing light impacts, in which 0.1 to 0.3 foot candles would be maintained at the property line. However, given that the subject lot sits at a higher natural grade than the residential properties to the north, the poles may be visually obtrusive at their proposed heights. Staff therefore recommends that the applicant:

- Redesign the light poles in the rear yard with bollard lighting at a height not to exceed six feet.

Design Review

The project is located on a corner lot, which creates unique design challenges with regard to building orientation, increased prominence, and visibility along Fremont Avenue. The project uses a rustic design style and combines horizontal and vertical design elements to relate to the low profile office buildings along Altos Oaks Drive.

The building introduces two-story elements, which are new design features to the area. However, the two-story massing is relieved with a shed roof form along the Fremont Avenue frontage, which

reduces its visual prominence at the intersection. The vertical stairwell elements help define the corners of the building and are balanced with the broad eave overhangs. The roof gables are oriented sideways on the lot to make them less prominent from the street and are buffered by trees. In effect, these elements maintain the residential character of buildings within the OA-1 District.

The use of gables, exposed rafters, broad eave overhangs, stained wood trellises and stone veneer are rustic elements that are consistent with the design character of the District. The front entrance doors, horizontal and vertical elements, window design, and trellises provide an appropriate human scale and support the structure's architectural integrity. The project materials, which include composition roof shingles, wood siding (horizontal and board and batten), stone veneer, and aluminum framed windows, convey quality, integrity, and prominence.

Landscaping and Frontage Improvements

An arborist report was provided to identify the health and vitality of all trees on-site. Based on the arborist's analysis, a total of 19 trees will be removed from the property. Three birch trees will be removed from the Altos Oaks frontage, while all trees along the Fremont frontage will be retained. A total of 16 trees will be removed from the rear yard. These trees will be replaced with a 10-foot wide landscape buffer between the rear yard property line (which abuts the residential properties) and the edge of the parking lot.

The proposed landscape plan uses a variety of trees, shrubs, and ground cover to establish the landscape buffer between the parking lot and the rear yard property line. The proposal includes planting lilac bushes, bush anemones, and flowering crabapple trees. Four oak trees and two olive trees will be retained along the rear yard. The project also adds three new oak trees to the rear yard near the trash enclosure. Two large redwood trees at the northwest corner of the lot will also be retained.

Along the street frontages, the project adds numerous birch and oak trees with various shrubs and ground cover to soften the impact of the building. The Fremont Avenue frontage benefits from a wide unimproved shoulder, which the project uses to its advantage by extending the landscape. There is an opportunity, however, to improve the landscaping around the driveway apron and along interior perimeter of the parking lot by adding additional tree wells, or by reducing the number of parking spaces and replacing them with additional landscaping. Staff therefore recommends that the applicant:

- Improve the landscaping along the interior perimeter of the parking lot and the driveway apron.

The City Arborist has accepted the proposed street tree concept, along with the proposed landscaping on the wide unimproved shoulder along Fremont Avenue, and will determine the size and specimen of the new street trees as a condition of approval. The new landscaping will be subject to the State's water efficient landscape regulations. Staff received a statement from the landscape architect that the project will comply with these regulations.

Future Considerations

The project is also expected to add 108 net new daily trips to the site. A traffic impact analysis that includes a TIRE index will be reviewed by the Traffic Commission prior to Planning Commission review. The Traffic Commission's recommendations will be included in the memorandum to the Planning Commission.

Following a recommendation from the Planning Commission, the application will ultimately require City Council approval.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it meets the conditions of in-fill development projects.

SL/zd

Attachments

- A. Application
- B. Maps
- C. Arborist Report

Cc: David Jury, Palo Alto Medical Foundation
Leopold Vandeneynde, Hawley Peterson Snyder Architects

FINDINGS

10-D-01—715 Altos Oaks Drive

With regard to Municipal Code Section 14.78.040 for a medical office building, and in consideration of the recommended direction, the Architecture and Site Review Committee recommends the following findings to the Planning Commission:

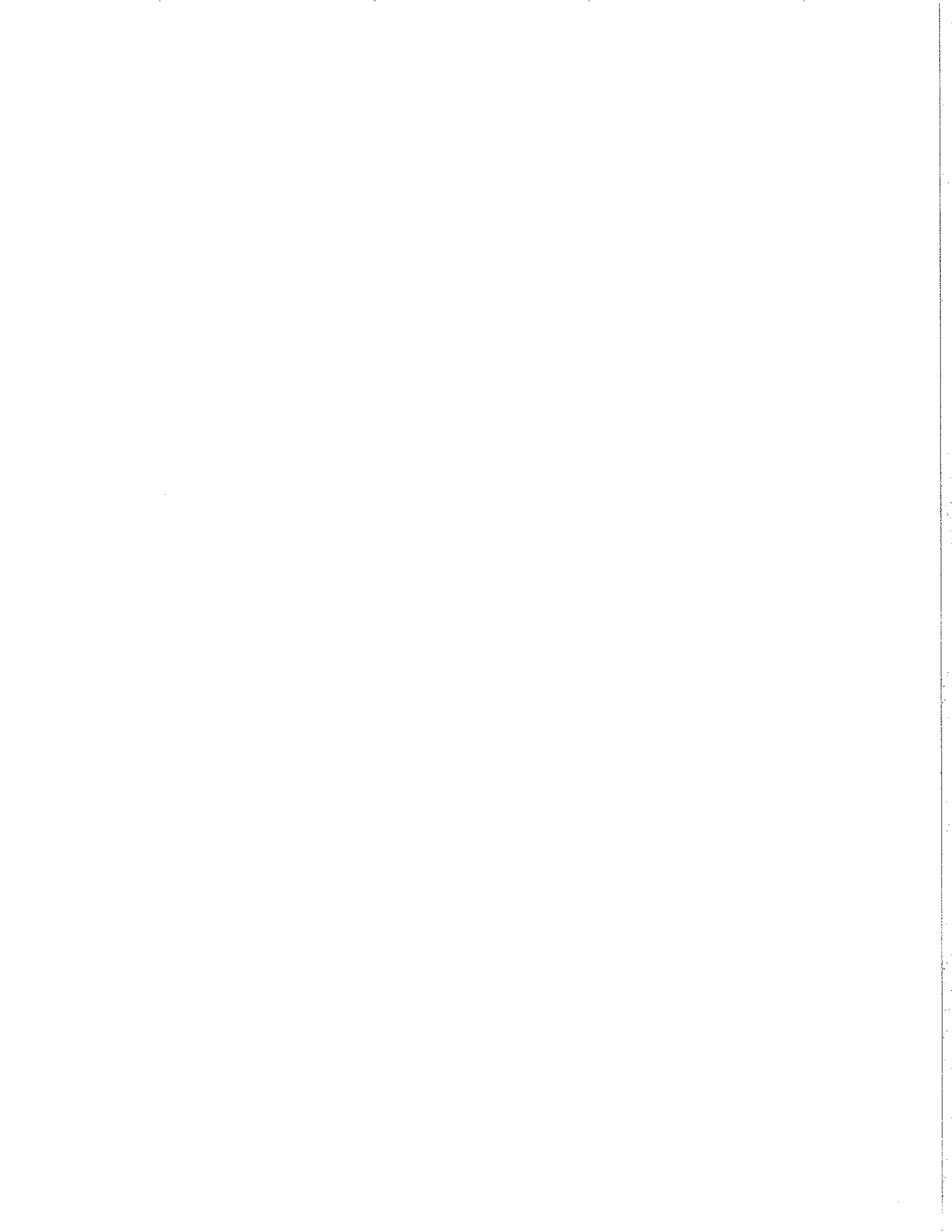
- a. The proposal meets the goals, policies and objectives of the general plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area;
- b. The proposal has architectural integrity and has an appropriate relationship with other structures in the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

RECOMMENDED DIRECTION

10-D-01—715 Altos Oaks Drive

The Architectural and Site Review Committee directs the applicant to address the following issues prior to consideration by the Planning Commission:

1. Revise the project to meet all required building setbacks.
2. Reduce the front entry overhang in the front yard setback to four feet or less.
3. Relocate the backup generator to within the building setbacks or within the building.
4. Redesign the light poles in the rear yard with bollard lighting at a height not to exceed six feet.
5. Improve the landscaping along the interior perimeter of the parking lot and the driveway apron.





ATTACHMENT A

CITY OF LOS ALTOS GENERAL APPLICATION

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

Permit # _____

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

Project Address/Location: 715 ALTOS OAKS DR., LOS ALTOS, CA

Project Proposal/Use: OUTPATIENT COSMETIC SURGERY CLINIC

Current Use of Property: VACANT-MEDICAL OFFICE BUILDING

Assessor Parcel Number(s) 189-16-019

Site Area: 27,045 sq ft (.62 ac) Total Existing Square Feet: 5,551 SF

Total Proposed Square Feet (including basement): 8,526 SF

Applicant's Name: PALO ALTO MEDICAL FOUNDATION ATTN: DAVID JUZY, VP SUPPORT SERVICES

Home Telephone #: NA Business Telephone #: 650-691-6231

Mailing Address: 2350 W. EL CAMINO REAL, 6th FLOOR

City/State/Zip Code: MOUNTAIN VIEW, CA 94040

Property Owner's Name: PALO ALTO MEDICAL FOUNDATION FOR HEALTH, RESEARCH AND EDUCATION, A

ATTN: SUPPORT SERVICES DEPARTMENT CALIFORNIA NON PROFIT PUBLIC BENEFIT CORP.

Home Telephone #: N/A Business Telephone #: (650) 321-4121

Mailing Address: 795 EL CAMINO REAL

City/State/Zip Code: PALO ALTO, CA, 94301

Architect/Designer's Name: HAWLEY PETERSON SNYDER Telephone #: 650-968-2944

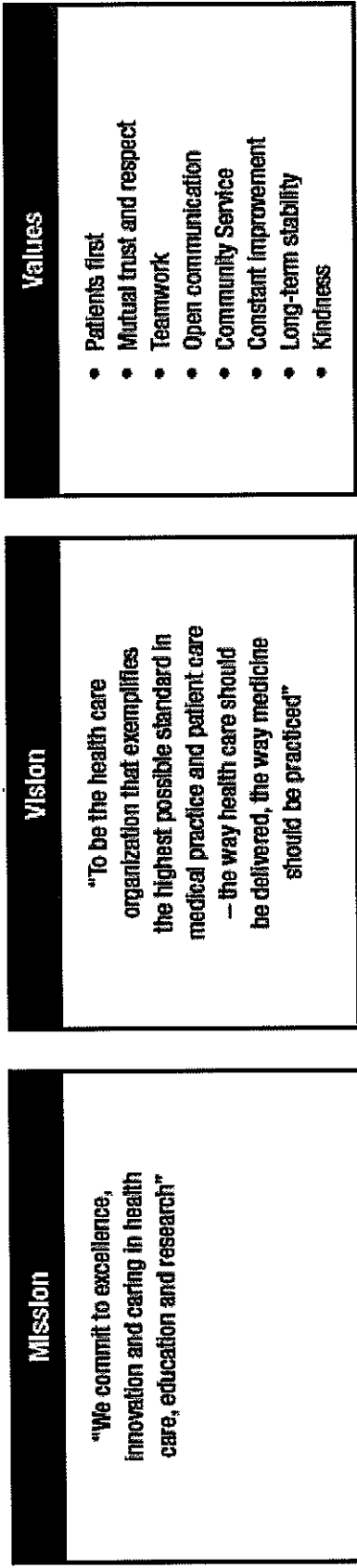
CURTIS SNYDER

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

(continued on back)

10-D-01 and 10-V-05

Mission, Vision, Values and Goals



Mission

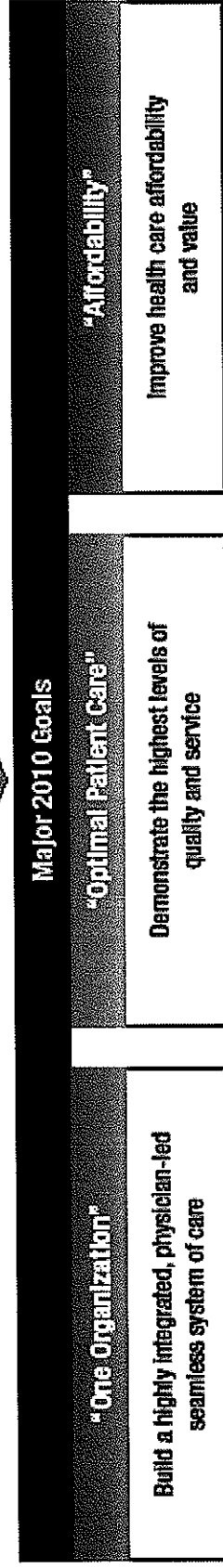
"We commit to excellence, innovation and caring in health care, education and research"

Vision

"To be the health care organization that exemplifies the highest possible standard in medical practice and patient care — the way health care should be delivered, the way medicine should be practiced"

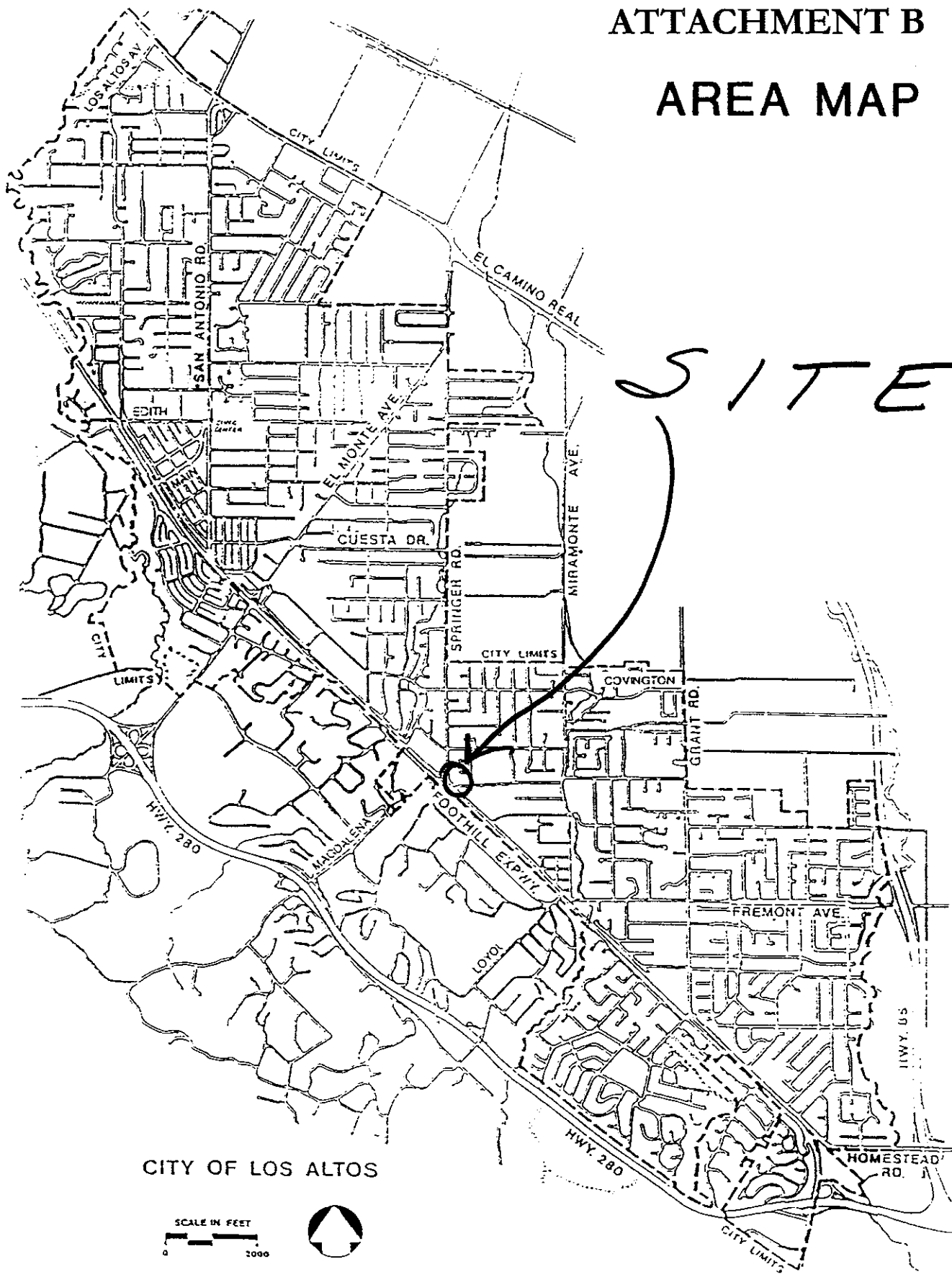
Values

- Patients first
- Mutual trust and respect
- Teamwork
- Open communication
- Community Service
- Constant improvement
- Long-term stability
- Kindness

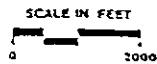


ATTACHMENT B AREA MAP

SITE

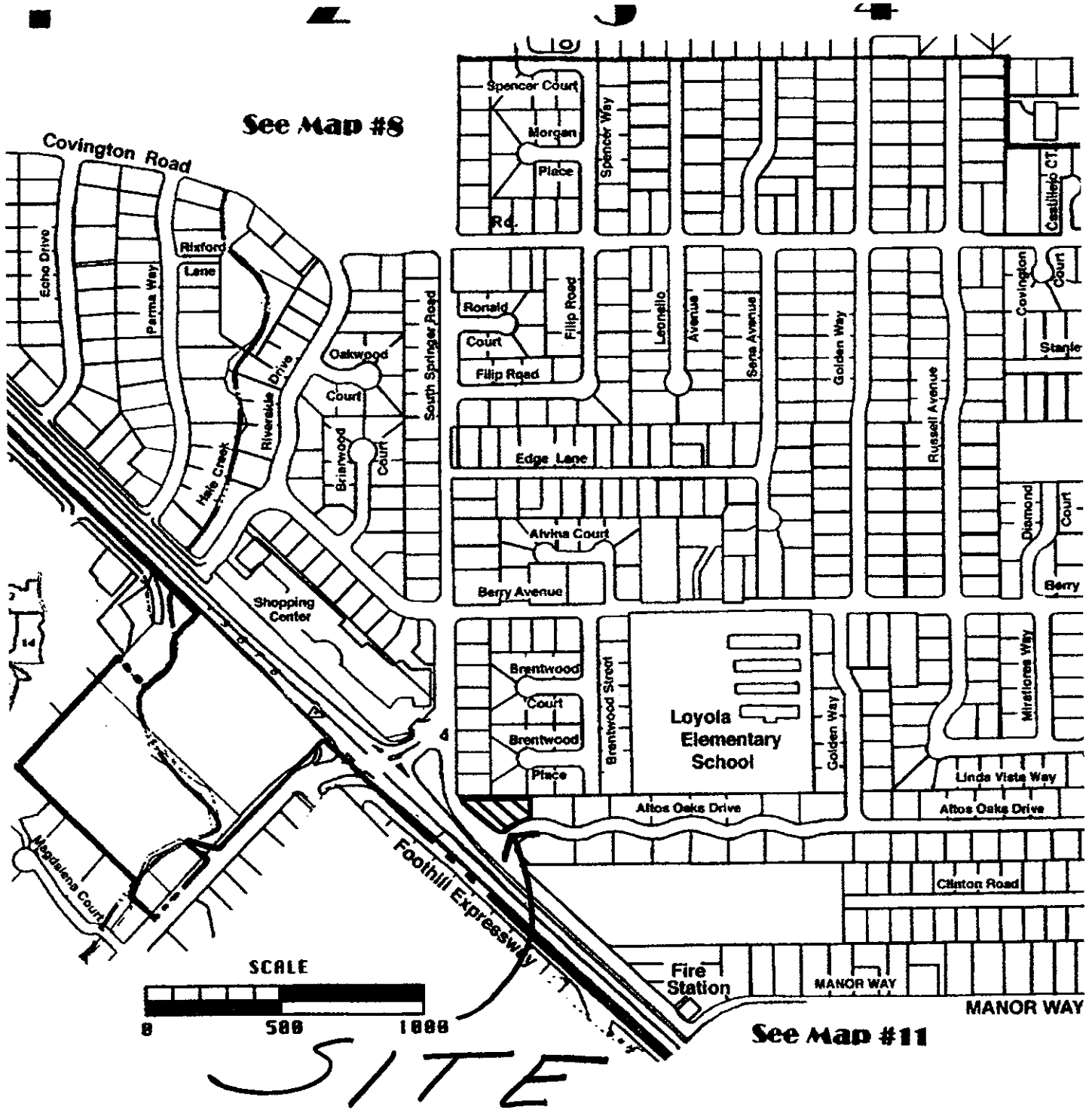


CITY OF LOS ALTOS



APPLICANT: 10-D-01 and 10-V-05
LOCATION: Palo Alto Medical Foundation
715 Altos Oaks Drive

VICINITY MAP



APPLICATION #: 10-D-01 and 10-V-05
APPLICANT: Palo Alto Medical Foundation
SITE ADDRESS: 715 Altos Oaks Drive

ATTACHMENT C

**AN EVALUATION OF THE EXISTING TREES
AT
715 ALTOS OAKS DRIVE
LOS ALTOS**

**PREPARED AT THE REQUEST OF:
MR. LEOPOLD VANDENEYENDE, AIA
HAWLEY PETERSON AND SNYDER ARCHITECTS
444 CASTRO STREET, SUITE 1000
MOUNTAIN VIEW, CALIFORNIA 94041**

**PREPARED FOR:
MR. DAVID JURY
VICE PRESIDENT SUPPORT SERVICES
PALO ALTO MEDICAL FOUNDATION
795 EL CAMINO REAL
PALO ALTO, CA 94301**

**PREPARED BY:
MICHAEL L. BENCH
CONSULTING ARBORIST
JANUARY 7, 2009**

An Evaluation of the Existing Trees At The
Palo Alto Medical Plastic Surgery Clinic
715 Altos Oaks Drive, Los Altos, California

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Assignment

I have been asked by Mr. Leopold Vandeneeyende, AIA, Hawley Peterson and Snyder Architects, to evaluate the existing trees located on the property of the Palo Alto Medical Foundation, proposed Plastic Surgery Clinic, 715 Altos Oaks Drive, Los Altos, California.

The plan provided for this evaluation is a Site Plan, prepared by Hawley Peterson and Snyder, Architects, Mountain View, California.

Summary

A total of 40 trees are included in this inventory. Of these 40 trees, 37 are located on this property, and 3 are located on adjacent properties. A Site Plan showing the locations of trees is included in the attachments.

All of the 40 trees are identified by species, briefly described (trunk diameter, height, spread, health, structural integrity) and given an overall condition rating of Excellent, Good, Fair, Poor, Extremely Poor.

Several trees are described in greater detail to include disease, structural weakness, or site conditions, which may affect their potential for survival.

All of the trees on this property are protected by the City of Los Altos regulation.

Trees # 22, 29, 35, 36, and 37 are in direct conflict with construction and would be removed.

Trees # 11, 23, 26, 27, 28, 31, 32, and 33 are not directly in conflict with construction, but they would be severely damaged that they would not be expected to survive.

Trees # 20, 21, 25, 30, and 34 are of an invasive species, the Glossy privet (*Ligustrum lucidum*). I suggest these be replaced with an indigenous species or a drought tolerant non-invasive species.

A Tree Protection Plan is provided with the intent of preserving those trees that would be planned to preserved their current condition or better.

Methods

The trunks of the smaller trees are measured using a standard measuring tape at 4 ½ feet above soil grade (referred to as DBH or Diameter at Breast Height), except those specimens whose form does not allow for a representative measurement at this height. When possible, the trunk measurement is taken below the lowest fork on the trunk of a multi-stem specimen. The trunks of the larger trees are measured using a forestry service diameter tape due to the higher degree of accuracy. All measurements are rounded to the nearest inch. The trunk diameters of the neighboring trees are estimated at a distance of approximately 10-15 feet. The canopy height and spread of each specimen are estimated

using visual references only. The estimated shape of the canopy relative to the other nearby trees has been added to the attached map.

Observations

The property of this evaluation (APN 189-16-019) is owned by the Palo Alto Medical Foundation and is planned for a Plastic Surgery Clinic located at 715 Altos Oaks Drive, Los Altos, California. This property is on the northwest corner of Fremont Avenue and Altos Oaks Drive.

There are 37 trees on this property, which are included in this tree survey. Three trees located on neighboring properties toward the north are also included in this survey despite the fact the apparent risk to them from proposed construction would be minor. The attached map shows the locations of all trees and their approximate canopy dimensions. Metallic labels have been affixed to only the trees that are located on this property for field reference. No labels were affixed to the trees on neighboring properties.

The 40 trees are classified as follows:

- Tree # 1 – Deodar cedar (*Cedrus deodara*)
- Trees # 2, 3, 4, 5, 6, 7, 8, 14, 15, 16, 19, 29 – Coast live oak (*Quercus agrifolia*)
- Trees # 9, 10, 11, 26, 27, 28 – Coast Redwood (*Sequoia sempervirens*)
- Trees # 12, 13 – Holly leaf cherry (*Prunus ilicifolia*)
- Trees # 17, 23, 24, 33 – European olive (*Olea europea*)
- Tree # 18 – Valley oak (*Quercus lobata*)
- Trees # 20, 21, 25, 30, 34 – Glossy privet (*Ligustrum lucidum*)
- Tree # 22 – California black walnut (*Juglans hindsii*)
- Trees # 31, 32 – Monterey pine (*Pinus radiata*)
- Trees # 35, 36, 37 – European white birch (*Betula pendula*)
- Tree # 38 – Modesto ash (*Fraxinus velutina* ‘Modesto’)
- Tree # 39 – Strawberry tree (*Arbutus unedo*)
- Tree # 40 – English walnut (*Juglans regia*)

The particulars of these 40 trees (trunk diameter, height, spread) are included in the attachments that follow this text. The data sheets indicating the health and structure of each specimen is rated on a scale of 1-5 as follows: (1) Excellent, (2) Good, (3) Fair, (4) Poor, (5) Extremely Poor, which provides the basis for the following overall condition rating of each tree.

Excellent Specimens	Good Specimens	Fair Specimens	Poor Specimens	Extremely Poor Specimens	Dead Specimens
3, 4, 6, 26, 27, 29, 39	2, 5, 7, 8, 18,23,24,32, 33,35,36,40	1, 9, 10, 11, 12,14,16,17, 20,21,22,34, 37,38	15, 19, 28, 30,31,	25	13

“Topped” Trees

Several of the trees on this site have been “topped” for line clearing. Topping is a very destructive method of pruning. Qualified arborists only recommend topping in extreme cases, in which no other alternatives are possible except removal. Untrained arborists top trees essentially out of ignorance. In the case of line clearing, it is done primarily for economic reasons. Those trees that have been “topped” are Trees # 1, 7, 14, 15, 19, 22, 23, 24, 28, 30, 31, and 38.

The primary reason that topping is not recommended is because the new growth after topping is extremely weak and highly prone to breakage. This risk of breakage increase exponentially as they mature. Of those topped trees at this site, I rated the condition of individual specimens based primarily on the severity of the topping that has been done. Those trees, which could be effectively managed, I have rated as Fair. Those that are beyond the point of effective management, in my opinion, I have rated as Poor.

Defective Branching Structure

A few trees have a defective branching structure called co-dominant stems with included bark. This is a naturally occurring characteristic that is more common in some species than others. It consists of an equal size pair of branches that are attached at a very acute angle. The bark acts as a splitting wedge. As these stems mature, the risk of breakage increases significantly with size. The trees at this site that have this branching weakness are Trees # 7 and 37. This flaw could be corrected by pruning of Tree # 7, which is relatively young, but this defect could not be corrected by pruning of Tree # 37 short of removing it.

Insect Infestation

Trees # 3 and 4 have a minor infestation of western tussock moth (*Orgyia vetusta*). A few pupal cases can be seen on the trunks of these trees in the cracks of the bark. If left untreated, the population of this insect is expected to increase because they tend to concentrate in a relatively small area. Adjacent trees are expected to become colonized by this insect as the population grows. Annual spray of a dormant oil provides effective control without harsh chemicals.

Drought Stress

The coast live oak trees require little or no irrigation, but can usually tolerate some irrigation if the water is applied at the driplines. However, irrigation is essential for survival over the long term of the coast redwood (*Sequoia sempervirens*) Trees # 9, 10, 11, 26, 27, 28, the Glossy privet (*Ligustrum lucidum*) Trees # 20, 21, 25, 30, 34, and the European white birch (*Betula pendula*) Trees # 35, 36, 37. The Trees # 9, 10, 11, 20, 21, and 34 are suffering from severe drought stress and would likely improve significantly if irrigated. Trees # 35, 36, and 37 are located in a lawn, which appears to have been irrigated this past year.

Invasive Species

The Glossy privet (*Ligustrum lucidum*) species self seeds profusely, and many tree experts, including myself, consider this species to be highly invasive. Also, this species requires regular irrigation to perform well. Those specimens at this site (Trees # 20, 21, 25, 30, and 34) are in fair to poor condition due to the lack of irrigation. I suggest that these trees be replaced by an indigenous species or by drought tolerant species.

Protected Trees

Trees within the City of Los Altos are protected under Chapter 11.08 Tree Protection Regulations. Protected trees are defined under Section 11.08.040 as any of the following:

- A. Any tree designated by city council resolution;
- B. Any tree designated by the historical commission as a heritage tree or any tree under official consideration by the historical commission for heritage tree designation;
- C. Any tree located on property zoned other than R1;
- D. Any tree which was required by the city to be either saved or planted in conjunction with a development review application filed on or after April 23, 1993;
- E. Any tree located on undeveloped property or on developed property where additional development or redevelopment is anticipated. (See Section 11.08.120).

By this standard, all of the trees on this property are protected trees.

Risks to Trees By Proposed Construction

Trees # 38, 39 and 40, located on neighboring properties, are included in this inventory, but it appears that the likelihood of damage to these trees by proposed construction would be minor, if any.

Trees # 22, 29, 35, 36, and 37 are in conflict with proposed construction of the parking area. These trees would be removed should this project be constructed as currently designed.

Trees # 11, 23, 26, 27, 28, 31, 32 would suffer severe root damage by the construction of the proposed paved parking. It is highly unlikely that any of these would survive the root damage anticipated. The elimination of one parking space would be required to preserve Tree # 11, and the elimination of 3 parking spaces would be required to preserve Tree # 32. In my opinion, none of the trees in this grouping are unique or spectacular specimens, that they could not be replaced.

Bear in mind that Tree # 32 lean slightly toward the south. Because it is a tall dense single mass, it could be vulnerable in a severe wind storm. Presently it appears well

rooted. Proposed paving near its trunk would likely result in root die back over time, which would make the tree potentially hazardous in a few years.

Even if Tree # 23 would not suffer severe root damage, it leans sharply toward the south into the parking area. It appears that this tree may require removal for adequate clearance of the parking area.

The two small young coast redwoods (*S. sempervirens*) Trees # 26 and 27 would have a good chance of survival in good condition in the event that they would be transplanted. However, it would be much more economically prudent to replace these with 36 inch boxed specimens. If they were replaced (or if they were transplanted), I suggest that they must not be planted near the coast live oak Trees # 2-8. The irrigation required for the coast redwoods to thrive would be highly detrimental to the coast live oaks, Trees # 1-8.

Should Trees # 9, 10, and 11 be preserved, it would be essential that the landscape irrigation plan be designed to provide the significant quantities of water on the north/northeast side of their trunks but little or no water on the south/ southwest side of their trunks near the coast live oak Trees # 5-8.

It appears that some of the lower branches of Trees # 5, 6, 10, 11 would have to be removed for clearance of the parking area. In this event, I estimate the quantity of canopy loss so be approximately 10% or less per tree, which is well within standards.

Tree # 16 leans toward the south over the proposed parking area. It appears that the quantity of canopy loss required for parking clearance would be severe and that Tree # 16 would not likely survive the long term. I recommend replacement.

An enclosure for Garbage is proposed adjacent to Tree # 33. The construction of this feature would likely require the removal of Tree # 33.

The management of materials and equipment, often as part of the staging area(s), commonly poses a major risk to existing trees. Protective fencing is the primary defense for existing trees. Prevention is key to tree protection, because repair or remediation is usually ineffective or unable to restore a damaged tree.

The trees at this site would likely be at risk of damage by construction or construction procedures that are common to most construction sites. These procedures may include the dumping or the stockpiling of materials over root systems, may include the trenching across the root zones for utilities or for landscape irrigation, or may include construction traffic across the root system resulting in soil compaction and root die back.

If any underground utilities would be constructed, it will be essential that the location of trenches be planned prior to construction be shown on the plans, and that the trenches be dug at the locations shown on the plans.

Tree Protection Plan

1. I recommend that protective fencing be provided during the construction period to protect those trees that are planned to be preserved. This fencing must protect a sufficient portion of the root zone to be effective. I have marked the locations of my recommendations for tree protective fencing on a map, included in the attachments. In my experience, the protective fencing must:
 - Consist of chain link fencing and having a minimum height of 6 feet.
 - Be mounted on steel posts driven approximately 2 feet into the soil.
 - Fencing posts must be located a maximum of 10 feet on center.
 - Protective fencing must be installed prior to the arrival of materials, vehicles, or equipment.
 - Protective fencing must not be moved, even temporarily, and must remain in place until all construction is completed, unless approved by a certified arborist.
2. I recommend that all preserved trees must be irrigated throughout the entire construction period during the dry months (any month receiving less than 1 inch of rainfall). Irrigate a minimum of 10 gallons for each inch of trunk diameter every two weeks. A soaker hose or a drip line is preferred for this purpose, but the soaker hose(s) must be located near the dripline to be effective.
3. I recommend that the entire area inside the protective fenced area must be mulched to assist in the recovery of drought stressed trees. Mulching consists of a protective material (wood chips, gravel) being spread over the root zone inside the dripline. This material must be 6 inches in depth after spreading, which must be done by hand. I prefer coarse wood chips because its organic, and degrades naturally over time. Wood chips must be ¼ to ¾ inch in diameter primarily. One supplier is Reuser, Inc., 370 Santana Dr., Cloverdale, CA 95425, (707)894-4224.
4. There must be no grading, trenching, or surface scraping inside the driplines of protected trees, unless specifically approved by a certified arborist.
5. If any underground utilities would be constructed, it will be essential that the location of trenches be planned prior to construction and those locations are shown on plans, and that the trenches be dug at the locations shown on the plans.
6. If any old irrigation lines, drain lines, sewer lines, or any other underground features exist inside the driplines of protected trees, but would not be used, I recommend that they be cut off approximately at soil grade and left in the ground.
7. Materials must not be stored, stockpiled, dumped, or buried inside the driplines of protected trees.

8. Excavated soil must not be piled or dumped, even temporarily, inside the driplines of protected trees.
9. Any pruning must be done by an arborist certified by the ISA (International Society of Arboriculture) and according to ISA, Western Chapter Standards, 1998.
10. Any pathways or other hardscape inside the driplines of protected trees must be constructed completely on top of the existing soil grade without excavation. Fill soil may be added to the edge of finished hardscape for a maximum distance of approximately 2 feet from the edges to integrate the new hardscape to the natural grade.
11. The sprinkler irrigation must not be designed to strike the trunks of trees.
12. Landscape irrigation trenches must be a minimum distance of 10 times the trunk diameter from the trunks of protected trees, unless supervised by a certified arborist.
13. Landscape materials (cobble, decorative bark, stones, fencing, etc.) must not be installed directly in contact with the bark of trees because of the risk of serious disease infection.
14. The plants that are planted inside the driplines of oak trees must be of species that are compatible with the environmental and cultural requirements of oak trees. A publication about plants compatible with California native oaks can be obtained from the California Oak Foundation, 1212 Broadway, Suite 810, Oakland 94612.

Respectfully submitted,



Michael L. Bench, Consulting Arborist
American Society of Consulting Arborists Member
International Society of Arboriculture # 1897

Photos of the Existing Trees



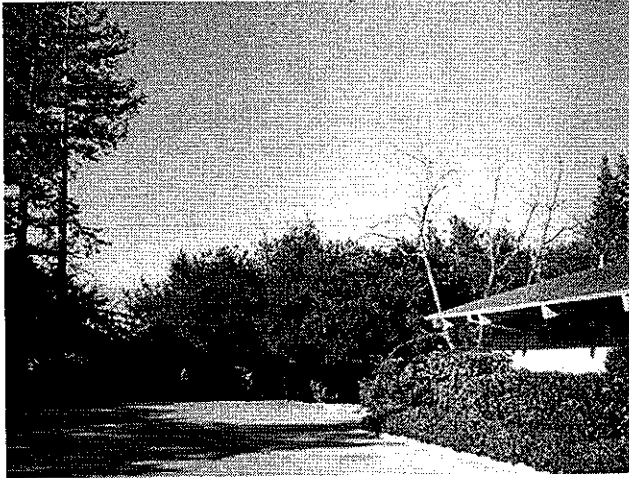
Tree # 1, a Deodar cedar (*Cedrus deodara*), in excellent condition, except for the fact that it has been "topped" (the central leader severed) at about 50 feet above grade. This forces faster growth of the side branches, which are not always capable of supporting the additional endweight and break as a result.

A tree topped at this height can be managed by regular pruning of the side branches (about every 5-7 years). However, a mature tree topped at a low elevation, for example Tree # 23, a coast redwood (*Sequoia sempervirens*), cannot be effectively managed by pruning.



Tree # 1 (left);
Trees # 9, 10, 11, coast redwood (*Sequoia sempervirens*), on the right;
Trees # 2-8, coast live oaks (*Quercus agrifolia*) form a row (Left to Right) in the center of photo, but most cannot be seen here.

Trees # 9, 10, and 11 have relatively sparse canopies. The leaves are chlorotic. These trees are suffering from severe drought stress. However, if they were irrigated sufficiently, the adjoining coast live oak Trees # 5, 6, 7, and 8 may be damaged by root diseases caused by frequent irrigation.



Trees # 9 and 10 (far left);
Trees # 14-22 (left to right) and
right of Tree # 10.

The majority of these trees have
been topped for line clearing. Most
of these could be managed by
pruning.

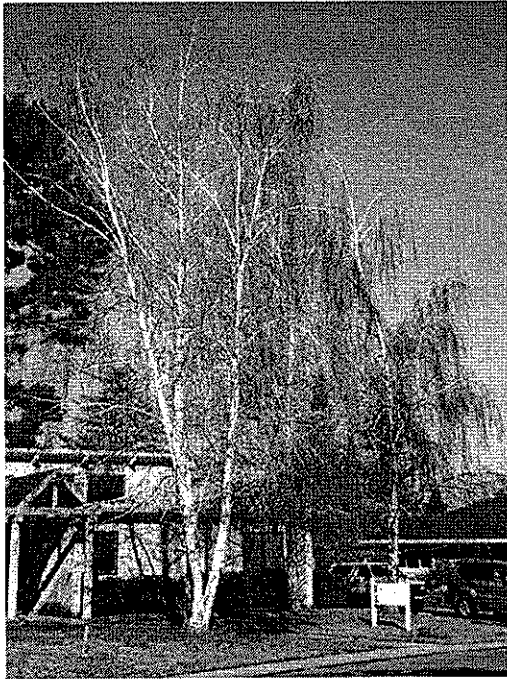


Tree # 23, a mature coast redwood
(*Sequoia sempervirens*) is seen on the
left. I have inserted a white arrow near
the location where this tree had been
topped. This tree no longer can be
maintained as a tree, although it could be
maintained as a shrub with considerable
difficulty.

Trees # 31 and 32, both Monterey pines
(*Pinus radiata*) are the tall specimens
in this photo. Tree # 31 is in front of Tree #
32, and is less than half the height of
Tree # 32.

Tree # 31 has patches of dense canopy,
but is somewhat sparse overall.

Tree # 32 leans slightly toward the south
(right). Because it is a tall dense single
mass, it could be vulnerable in a severe
wind storm. Presently it appears well
rooted. Proposed paving near its trunk
would likely result in root die back over
time, which would make the tree
potentially hazardous in a few years.



Trees # 35, 36, and 37 (right to left). These are European white birch (*Betula pendula*) located in a lawn area.

The good health of these 3 birch trees suggests that the lawn has been regularly irrigated, at least until recent rains.

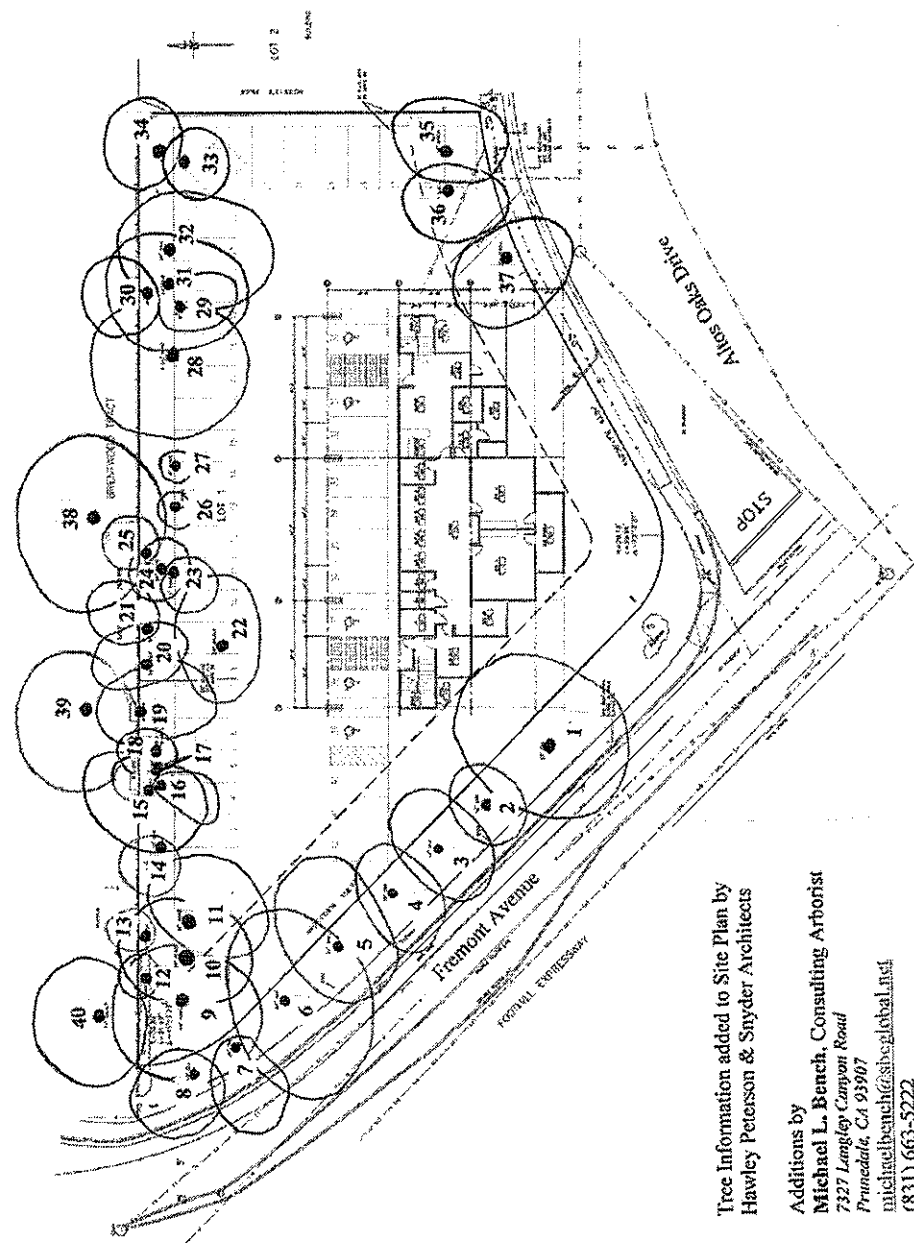
Tree # 37 is a multi-stem tree with 3 primary trunks just above grade. This is a result of having been topped in the nursery to produce a multi-stem. At least two of these stems are poorly attached at an acute angle. This means that these stems are high risk of splitting apart from the cluster. There is no way to accurately predict when this might occur, but the risk typically increases with maturity. These trees are mature specimens.

Tree #	Tree Name	Measurements				Condition										Notes				
		DBH	DBH	DIAMETER @	HEIGHT	SPREAD	HEALTH	STRUCTURE	CD with I.B. *see below	TOPPED CROWN	HEAVY ENDWEIGHT	CABLES INDICATED	INSECTS	DISEASE	DEADWOOD		ROOT COLLAR COVERED	NEEDS WATER	PLANTED BELOW GRADE	Recomm. P, T, or R
1	Deodar cedar	26.0			45	50	1	3		x										Topped for Line Clearing
	<i>Cedrus deodara</i>																			
2	Coast live oak	11.0			25	20	1	2												
	<i>Quercus agrifolia</i>																			
3	Coast live oak	13.0			25	30	1	1				x								Tussock Moth-Minor
	<i>Quercus agrifolia</i>																			
4	Coast live oak	12.0			25	25	1	1				x								Tussock Moth-Minor
	<i>Quercus agrifolia</i>																			
5	Coast live oak	19.0			30	35	1	3												Sml. Cavity @ 10'-minor; Lean toward NE
	<i>Quercus agrifolia</i>																			
6	Coast live oak	25.0			35	45	1	1												
	<i>Quercus agrifolia</i>																			
7	Coast live oak	19.0			25	25	1	3		x										Partially Topped
	<i>Quercus agrifolia</i>																			
8	Coast live oak	10.0			20	20	1	3	x											Can Correct w/ Pruning
	<i>Quercus agrifolia</i>																			
9	Coast redwood	36.0			100	45	3	2									x			Sparse; Chlorotic
	<i>Sequoia sempervirens</i>																			
10	Coast redwood	31.0	18.0		95	35	3	2									x			Sparse; Chlorotic
	<i>Sequoia sempervirens</i>																			

Tree #	Tree Name	Measurements				Condition								Notes					
		DBH	DBH	DBH @	HEIGHT	SPREAD	HEALTH	STRUCTURE	CD with I.B. *see below	TOPPED CROWN	HEAVY ENDWEIGHT	CABLES INDICATED	INSECTS		DISEASE	DEADWOOD	ROOT COLLAR COVERED	NEEDS WATER	PLANTED BELOW GRADE
11	Coast redwood	23.0			90	35	3	2								x			Sparse; Chlorotic
12	Hollyleaf Cherry <i>Prunus ilicifolia</i>	6.0			10	10	2	3											Sparse - In Shade
13	Hollyleaf Cherry	7.0			15	15													Dead
14	Coarst live oak	10.0			15	20	1	3		x									For Line Clearing
15	Coast live oak	19.0			15	30	1	4		x									For Line Clearing
16	Coast live oak	9.0			15	20	1	3											Significant Lean to SW
17	European olive <i>Olea europea</i>	3.0	3.0	2.0	10	12	3	2											Sparse - In Shade
18	Valley oak <i>Quercus lobata</i>	4.0			25	15	1	2											
19	Coast live oak	18.0			20	25	1	4		x									For Line Clearing
20	Glossy privet <i>Ligustrum lucidum</i>	7.0	4.0	(x3)	15	20	3	3								x			

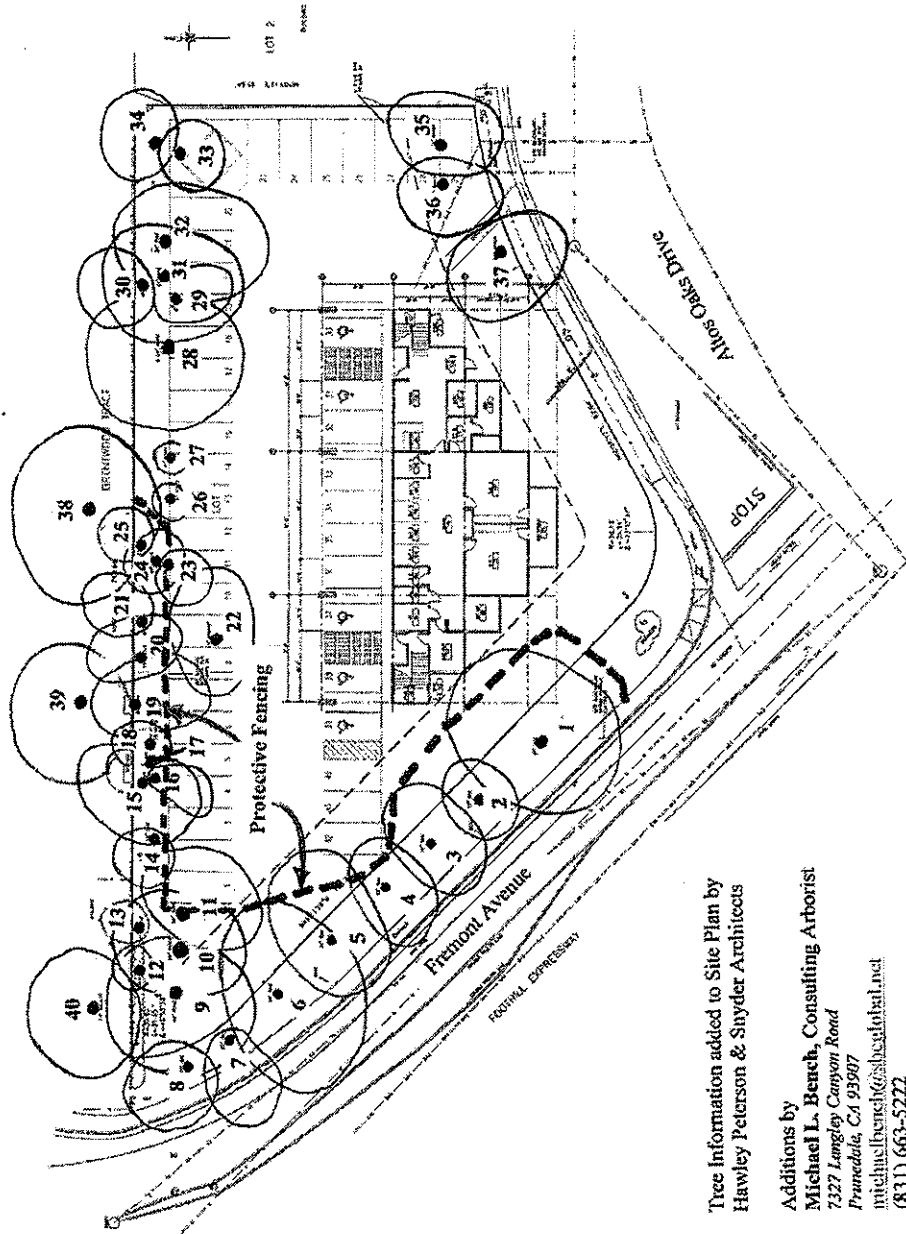
Tree #	Tree Name	Measurements						Condition										Notes			
		DBH	DBH	DBH	DIAMETER @	HEIGHT	SPREAD	HEALTH	STRUCTURE	CD with I.B. *see below	TOPPED CROWN	HEAVY ENDWEIGHT	CABLES INDICATED	INSECTS	DISEASE	DEADWOOD	ROOT COLLAR COVERED		NEEDS WATER	PLANTED BELOW GRADE	Recomm. P, T, or R
21	Glossy privet	7.0				15	20	3	3									x			NOTES AND COMMENTS
22	California black walnut <i>Juglans hindsii</i>	9.0	8.0	8.0		30	35	2	3		x										For Line Clearing
23	European olive	5.0	4.0			15	15	1	3		x										For Line Clearing
24	European olive	6.0	5.0	4.0		15	20	1	3		x										For Line Clearing
25	Glossy privet	6.0	5.0	4.0	(x2)	15	20	5	3												
26	Coast redwood	5.0				15	10	1	1												
27	Coast redwood	4.0				12	10	1	1												
28	Coast redwood	24.0	24.0			20	30	1	4		x										For Line Clearing
29	Coast live oak	7.0				20	15	1	1												
30	Glossy privet	10.0				20	20	2	4		x										For Line Clearing

Tree #	Tree Name	Measurements						Condition								Notes				
		DBH	DBH	DBH	DIAMETER @	HEIGHT	SPREAD	HEALTH	STRUCTURE	CD with I.B. * see below	TOPPED CROWN	HEAVY ENDWEIGHT	CABLES INDICATED	INSECTS	DISEASE		DEADWOOD	ROOT COLLAR COVERED	NEEDS WATER	PLANTED BELOW GRADE
31	Monterey pine	24.0				30	35	2	4		x									For Line Clearing; Sparse canopy
	<i>Pinus radiata</i>																			
32	Monterey pine	31.0				75	35	1	2											Slight Lean to S
	<i>European olive</i>																			
33	European olive	5.0	4.0			20	20	1	2											
	<i>Glossy privet</i>																			
34	Glossy privet	7.0	5.0			15	25	3	2									x		
	<i>European white birch</i>																			
35	European white birch	12.0				50	30	1	2											In Lawn
	<i>Betula pendula</i>																			
36	European white birch	12.0				50	25	1	3											In Lawn
	<i>European white birch</i>																			
37	European white birch	12.0	10.0	8.0		60	45	1	3	x										At Grade, All 3 stems; In Lawn
	<i>Modesto ash</i>																			
38	Modesto ash	30.0				45	40	3	3											Mistletoe at 7 locations
	<i>Fraxinus velutina 'Modesto'</i>																			
39	Strawberry tree	15.0	12.0			20	35	1	1											
	<i>Arbutus unedo</i>																			
40	English walnut	14.0				25	35	2	1											
	<i>Juglans regia</i>																			In Lawn



Tree Information added to Site Plan by
Hawley Peterson & Snyder Architects

Additions by
Michael L. Bench, Consulting Arborist
7327 Langley Canyon Road
Pleasanton, CA 94597
michael@bencharb.com
(831) 663-5222



Tree Information added to Site Plan by
Hawley Peterson & Snyder Architects

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Consulting Arborist

ISA #1897, ASCA

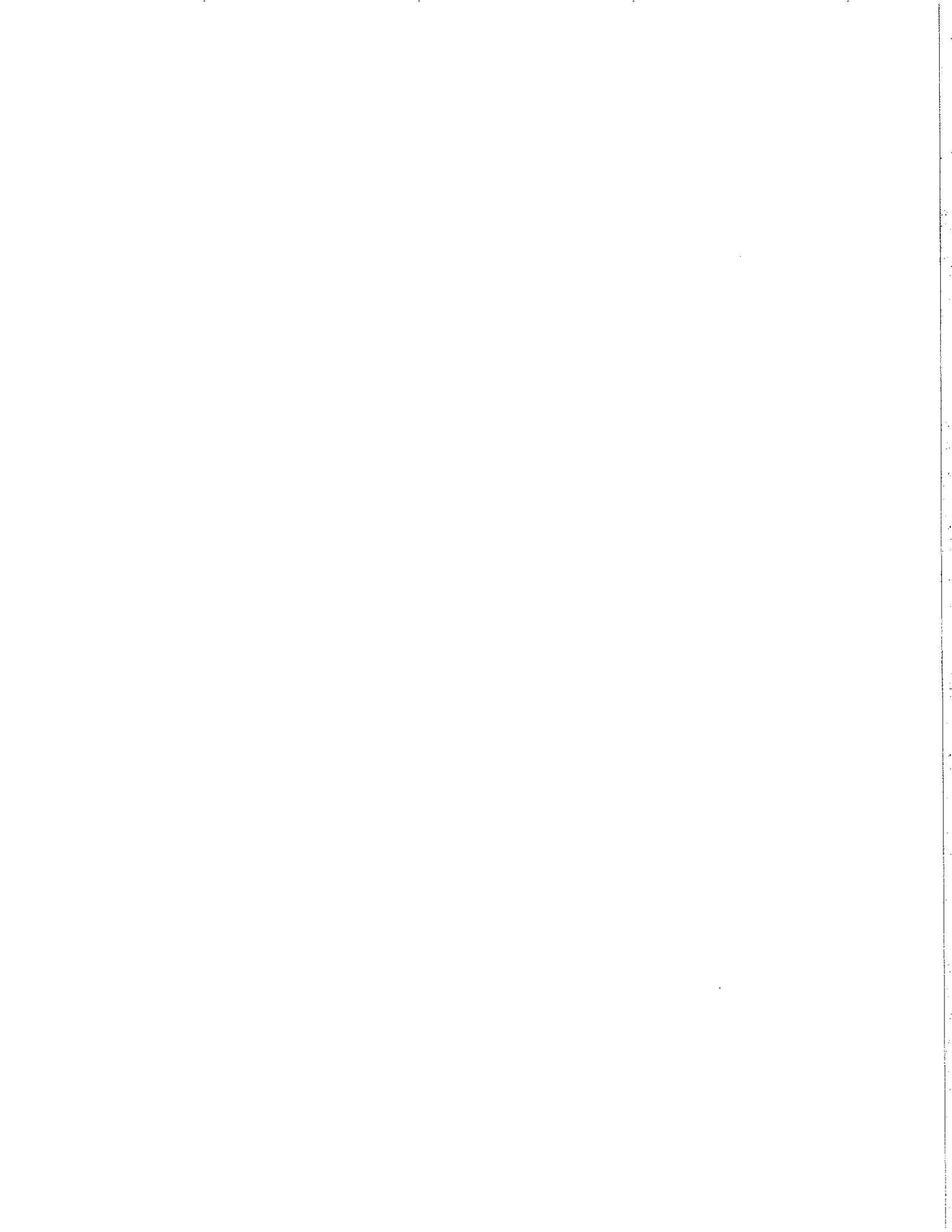
(831) 663-5222 Fax (831) 663-0373

7327 Langley Canyon Rd., Prunedale, CA 93907

- 17 -

Assumptions and Limiting Conditions

1. Any description provided to the appraiser/consultant is assumed to be correct. Any titles and ownerships to any property are assumed to be good and marketable. No responsibility is assumed for legal matters in character nor is any opinion rendered as to the quality of any title.
2. It is assumed that any property is not in violation of any applicable codes, ordinances, statutes, or other governmental regulations.
3. Care has been taken to obtain information from reliable sources. All data has been verified insofar as reasonably possible. However, the appraiser/consultant can neither guarantee nor be responsible for the accuracy of information provided by others.
4. The appraiser/consultant shall not be required to give testimony or to attend court by reason of this appraisal unless written arrangements are made, including payment of additional fees for services.
5. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.
6. Possession of this report, or any copy thereof, does not imply right of publication or use for any purpose by any person other than to whom this report is addressed without written consent of this appraiser/consultant.
7. Neither all nor any part of the contents of this report, nor copy thereof, shall be used for any purpose by anyone but the client to whom this report is addressed, without the prior written consent of the appraiser/consultant; nor shall it be conveyed by anyone, including the client, to the public through advertizing, public relations, news, sales, or other media, without the written consent and approval of the author; particularly as to value considerations, identity of the appraiser/consultant to any professional society or institute or to any designation conferred upon by the appraiser/consultant as stated in his/her qualifications.
8. This report and the values expressed herein represent the opinion of the appraiser/consultant. Further, the appraiser/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding or recommendation reported.
9. Sketches, diagrams, graphs, photos, etc., in this report are intended as visual aides and are not done necessarily to scale and should not be construed as engineering information or specifications.
10. This report has been made in conformity with generally acceptable appraisal/evaluation/diagnostic reporting methods and produres and is consistent with practices recommended by the International Society of Arboriculture and the American Society of Consulting Arborists.
11. The appraiser/consultant takes no responsibility for any defects in any tree's structure. No tree described in this report/evaluation has been climbed, unless otherwise stated, and, as such, structural defects that could only have been discovered by climbing are not reported. Likewise, a root collar inspection, consisting of excavation of soil around the tree for the purpose of uncovering major root defects/weaknesses, has not been performed, unless otherwise stated.



ATTACHMENT C

Traffic Commission Minutes
April 28, 2010
Page 1 of 2

MINUTES OF A REGULAR MEETING OF THE TRAFFIC COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, APRIL 28, 2010 AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS CALIFORNIA

PRESENT: Chair Tollinger, Vice Chair Crook, Commissioners Davidson, Baer, Chiang, Gallagher

ABSENT: Pasturel

PLEDGE OF ALLEGIANCE

Lead by Chair Tollinger

PUBLIC COMMENTS

None

CONSENT CALENDAR

1. Minutes
Approval of minutes – March 24, 2010

Chair Tollinger made a motion to accept the amended minutes, seconded by Commissioner Baer.
Approved 5-1 abstained

DISCUSSION ITEMS

2. 715 Los Altos Oaks Traffic Study

Presentation by staff and discussion for recommendation by Traffic Commission – Commissioner Crook moved to approve the traffic study as summarized, Commission Gallagher second – Passed unanimously

3. Continuation of NTMP revisions discussion

The Traffic Commission had a discussion regarding the revisions that need to be done and assigned each task to a commissioner. The commissioners will come back with an update on their progress at the next meeting.

4. Continuation of Traffic Commission and BPAC goals discussion

The Traffic Commission reviewed the goals and objectives for BPAC. Chair Tollinger moved to accept the BPAC goals as presented, Commissioner Davidson second – Passed unanimously

5. Discussion of resident feedback on non-NTMP projects

Commissioner Gallagher gave an update regarding the objectives and accomplishments of the non-NTMP projects.

6. Traffic Commission 2010 Goals

The traffic commission proposed the following goals for 2010

ATTACHMENT D



MEMORANDUM

DATE: April 28, 2010
TO: Traffic Commission
FROM: Shaun Lacey, Assistant Planner
SUBJECT: 10-D-01 – 715 ALTOS OAKS DRIVE

RECOMMENDATION

Provide an advisory recommendation to the Planning Commission on the potential traffic impacts for a proposed two-story medical office building.

BACKGROUND

This is a design review application for a two-story medical office building at 715 Altos Oaks Drive (at the intersection of Altos Oaks Drive and Fremont Avenue).

DISCUSSION

According to the City's General Plan, a transportation analysis and public review is required for all development projects resulting in 50 or more net new daily trips. The goal of the analysis is to identify potential impacts to intersection and roadway operations, project access, and identify feasible improvements to reduce or eliminate impacts. According to the traffic report, the proposal will add 108 net new daily trips, thereby requiring a transportation analysis. Public review will take place at Planning Commission and City Council.

A level of service D is determined by the General Plan as the City's standard. Any project that would either lower an intersection from a LOS of D, or that would have a measurable effect on an intersection with a LOS of E or F, would be considered to have a significant effect on the environment pursuant to the terms of the California Environmental Quality Act (CEQA). This project will not change the level of service to the intersection of Altos Oaks Drive and Fremont Avenue (LOS of D). Therefore, the project does not require CEQA review.

The traffic report also includes the Traffic Infusion on Residential Environments (TIRE) index analysis that is required per City Council policy. The subjective TIRE analysis shows that daily traffic volumes adjacent to the project site at the intersection of Fremont Avenue and Altos Oaks Drive will not increase significantly.

Attachments

A. Transportation Analysis, dated April 7, 2010

Traffic Commission
10-D-01, 715 Altos Oaks Drive
April 28, 2010
Page 2

Cc: David Jury, Palo Alto Medical Foundation
Leopold Vandeneynde, Hawley Peterson Snyder Architects
Robert Eckols, P.E., Fehr & Peers

ATTACHMENT A



FEHR & PEERS
TRANSPORTATION CONSULTANTS

MEMORANDUM

Date: April 7, 2010
To: Mr. David Jury, Palo Alto Medical Foundation
From: Robert Eckols, P.E.
Greg Ripa
Subject: **715 Altos Oaks Transportation Analysis**

SJ09-1119

Fehr and Peers conducted a transportation analysis for the Altos Oaks Project in the City of Los Altos, California. The Altos Oaks Project proposes to tear down an existing medical office building and construct a new slightly larger medical office building on the north side of Altos Oaks Drive just east of Fremont Avenue. The new building will house a plastic surgery center.

The purpose of this transportation analysis is to estimate trip generation, consider any potential impacts to the adjacent roadways, review site access, and review the parking requirements for the project. This memorandum documents the findings of the transportation analysis.

PROJECT SITE INFORMATION

The existing and proposed project site information was provided by Hawley Peterson & Snyder Architects. The existing medical office building has a floor area of approximately 5,551 square feet with one full movement driveway access on the north side of Altos Oaks Drive approximately forty feet from the Altos Oaks Drive / Fremont Avenue intersection. The proposed plastic surgery center would include:

- 8,545 square feet of gross floor area (a net floor area of 8,353 square feet),
- 42 parking spaces (including 5 handicapped parking spaces), and
- a single vehicle access point on Altos Oaks Drive.

Appendix A provides the project site plan for the proposed plastic surgery center.

TRIP GENERATION

The project trip generation was estimated using Institute of Transportation Engineers (ITE) trip generation rates for land use with similar characteristics – medical office building, a facility that provides diagnoses and outpatient care. Table 1 summarizes the daily, AM peak hour, and PM peak hour trip rates for medical office buildings.

Using the ITE trip rates listed in Table 1, the proposed project was estimated to generate 308 daily trips during full operation. The project site with 8,545 square feet of space was estimated to generate 20 AM peak hour trips and 30 PM peak hour trips during opening and during full operation.

As shown in Table 1, the existing medical office building would generate 200 daily trips, 13 AM peak-hour trips, and 19 PM peak-hour trips. The net new trips generated by the increase in the building size would be 108 daily trips, 7 AM peak-hour trips, and 11 PM peak-hour trips.

TABLE 1 – ITE TRIP GENERATION			
	Total Inbound and Outbound Trips		
	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Trips per 1,000 sq. ft. Gross Floor Area			
Medical Office Building ¹	36.13	2.30	3.46
Trips			
Existing - 5,551 sq. ft.	200	13	19
Proposed - 8,545 sq. ft.	308	20	30
<i>Net New Trips</i>	<i>108</i>	<i>7</i>	<i>11</i>
Notes:			
1 – Average rates from the Institute of Transportation Engineers (ITE) Trip Generation 8 th Edition.			
Source: Fehr and Peers, February 2010.			

Based on the Santa Clara Valley Transportation Authority's (VTA) Traffic Impact Analysis (TIA) Guidelines a traffic impact analysis is required if a project generates more than 100 net new peak hour trips during the AM or PM peak hours. Therefore, since the project will generate no more than 11 net new peak hour trips, the Project is not required to prepare a traffic impact analysis under the VTA's guidelines.

While no traffic analysis is required by VTA, the City of Los Altos General Plan requires that a traffic analysis be prepared for any project that generates more than 50 net new daily trips. Since the project will generate 108 net new daily trips, there is a need for a traffic analysis using the techniques outline in the VTA's Traffic Impact Analysis (TIA) Guidelines. Based on conversation with City staff, the analysis should consider the impacts to nearby intersections operations, site access, site parking, and alternative modes of traffic.

INTERSECTION OPERATIONS

The VTA TIA guidelines recommend considering intersection impacts at locations where a project's traffic adds more than 10 trips per lane to any individual movement at an intersection during either the AM or PM peak hour. Since the Project only generates 11 net new PM peak hour trips, even the nearby signalized intersection of Foothill Expressway / Magdalena / Springer would not be considered for analysis under the VTA guidelines.

Fehr & Peers reviewed Santa Clara County's most recent level of service calculation for the intersection of Foothill Expressway / Magdalena / Springer intersection. The calculation was prepared for the County-wide Congestion Management Program's (CMP) Bi-annual Monitoring Report compiled by VTA. The calculation is based on traffic volumes collected in 2008 for the PM

peak hour – approximately 3,200 vehicles passed through the intersection during the PM peak hour.

This level of service calculation indicated that the intersection operated at Level of Service D with an average delay per vehicle of 40.4 seconds in 2008. The range of average delay for Level of Service D operation is between 35.0 and 55.0 seconds per vehicle. Therefore, the addition of 11 new trips through this intersection would not increase the delay such that there would be a change in the level of service. Therefore, the proposed project would not generate a new intersection impact.

TRAFFIC INFUSION ON RESIDENTIAL ENVIRONMENT (TIRE) ANALYSIS

The City of Los Altos requires that a TIRE analysis be prepared for any project that generates more than 50 net new daily trips on the City's roadways. As presented in the Trip Generation section above, the proposed project will add 108 net new daily trips. The TIRE index compares the relative increase in traffic volume generated by a project to the existing traffic volume on a roadway. The TIRE index has specific thresholds that define how much additional traffic can be added to a roadway before the increase is noticeable to local residents. The TIRE Index thresholds are included in Appendix B.

New 24-hour traffic counts were collected on three mid-week days (Tuesday March 30th through Thursday April 1st) on Fremont Avenue between Altos Oaks Drive and Springer Road and Altos Oaks Drive between Fremont Avenue and Golden Way. Table 2 summarizes the traffic volumes by day for the two count locations. The count summary sheets are included in Appendix C.

TABLE 2 – DAILY TRAFFIC TWO-WAY VOLUMES		
Count Day / Date	Fremont Avenue between Altos Oaks Drive & Springer Road	Altos Oaks Drive between Fremont Avenue & Golden Way
Tuesday, March 30, 2010	4,139	1,440
Wednesday, March 31, 2010	4,063	1,323
Thursday, April 1, 2010	4,277	1,342
Average Mid-week Volume	4,160	1,370
Source: Fehr & Peers, April 2010		

Table 3 summarizes the TIRE analysis results including the existing traffic volumes on each roadway, the number of net new daily trips added by the project, and the change in volume that would be considered an impact. For the purposes of the TIRE analysis, 25 percent of the net new daily project traffic was assumed to use Altos Oaks Drive and 75 percent of the daily net new trips would use Fremont Avenue. The directional split was calculated based on the relative traffic volumes using Fremont Avenue and Altos Oaks [4,160 daily trips versus 1,370 daily trips = 75 % / 25 %]. The TIRE analysis indicates that there would be no impact based on the increase in traffic from the project.

TABLE 3 – TIRE ANALYSIS							
Location	Existing Conditions		Net New Project Trips ¹	Existing Conditions + Project Trips		0.1 Change in TIRE Index	
	ADT	TIRE Index		ADT	TIRE Index	Change in Volume ²	Impact
Fremont Avenue	4,160	3.6	81	4,241	3.6	1,025	No
Altos Oaks Drive	1,370	3.1	27	1,397	3.1	290	No

1. The directional split was calculated based on the relative traffic volumes using Fremont Avenue and Altos Oaks Drive [4,160 daily trips versus 1,370 daily trips = 75 % / 25 %]. The total net new daily trips added by the project was estimated to be 108 trips; therefore 81 trips were assumed to use Fremont Avenue and 27 trips were assumed to use Altos Oaks Drive.

2. The change in volume that could occur on the roadway is based on the existing traffic volume and the TIRE Index thresholds included in Appendix B.

Source: Fehr & Peers, April 2010

SITE ACCESS

The proposed project will continue to have only one point of access to Altos Oaks Drive. The project will, however, relocate the Altos Oaks Drive driveway to the east. The existing medical office building will be torn down and a new medical office building will be constructed on the western side of the parcel. The new driveway will be located approximately 90 feet from the Fremont Avenue / Altos Oaks Drive intersection. Moving the site access away from the Fremont Avenue / Altos Oaks Drive intersection would be an improvement over the current situation where it is located approximately 40 feet from the intersection.

CITY OF LOS ALTOS PARKING REQUIREMENT

The project site is located in the City of Los Altos OA-1 office district, where the parking requirement is one space for every 200 square feet of floor area or 5 spaces per 1,000 square feet according to the Municipal Code Title 14.74.090. Based on a net floor area of 8,353 square feet with various shaft areas excluded, the code would require 42 parking spaces for the project site.

The site plan shows 42 parking spaces including five handicapped spaces; and hence the project site parking supply meets City code.

It should be noted that the Institute of Transportation Engineers (ITE) Parking Generation 3rd Edition, shows that the 85th percentile parking demand for medical office buildings is 4.3 spaces per 1,000 square feet, which is lower than the City's requirements. The 85th percentile parking demand is typically used for estimating the parking demand. The 85th percentile demand was calculated based on empirical data collected at existing medical office building and represent the value that 85 percent of the locations were below that demand.

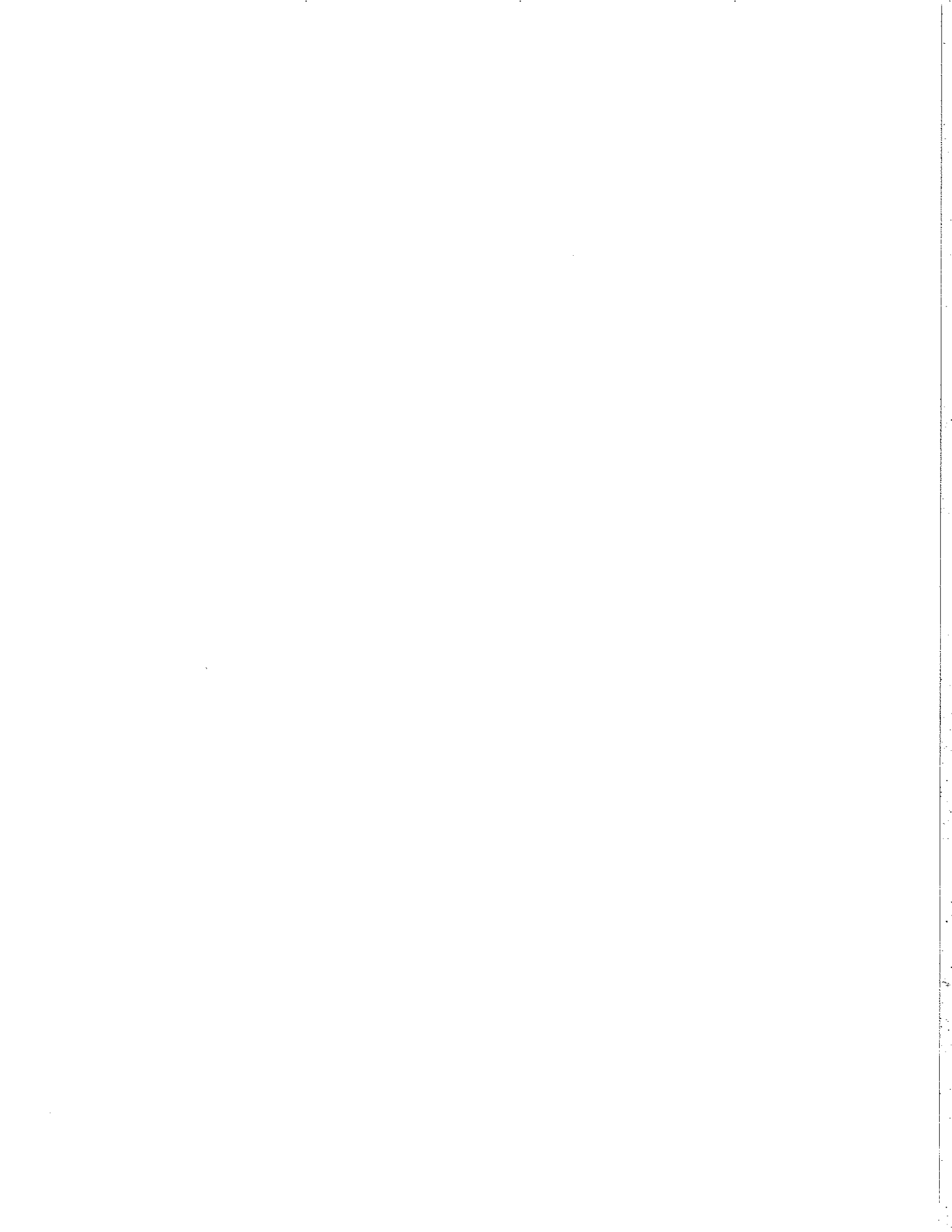
ALTERNATIVE TRANSPORTATION MODES

Due to the scope of the project and the relatively small number of trips generated by the project, there should not be any negative effects on alternative modes of travel. The project will provide sidewalks along the frontages for pedestrian circulation along Fremont Avenue and Altos Oaks Drive. The project will not affect any existing bicycle facilities.

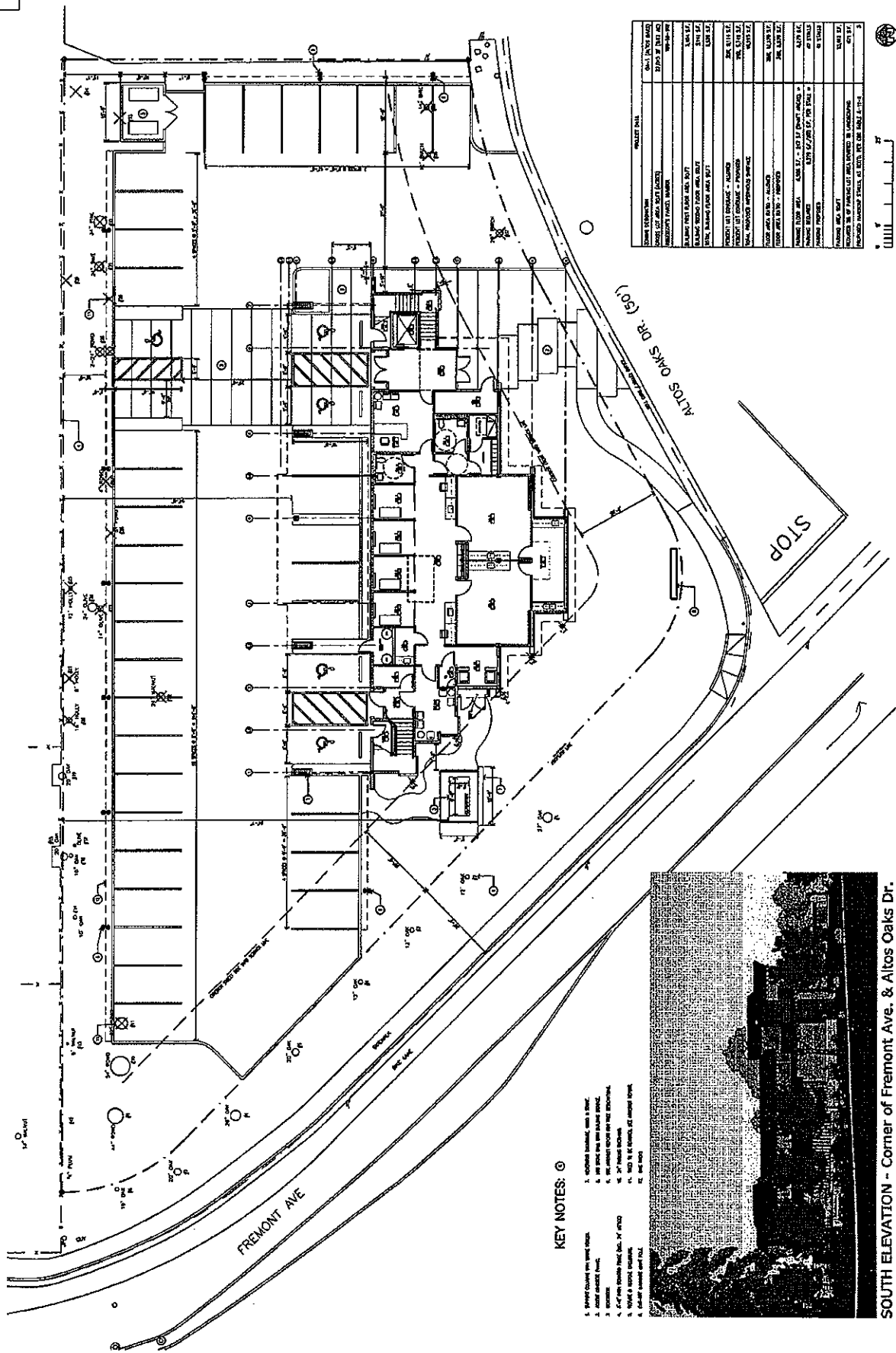
CONCLUSION

The findings of the transportation analysis for the Altos Oaks Plastic Surgery Center in the City of Los Altos are summarized below:

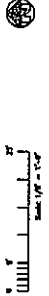
- The project site is estimated to generate 308 daily trips when in full operation based on the ITE average trip rates for medical office uses.
- The proposed project will generate 108 net new daily trips, 7 net new AM peak-hour trips and 11 net new PM peak-hour trips.
- The proposed project will not create any new intersection level of service or operational impacts.
- The net increase in daily traffic generated by the project does not exceed the TIRE index thresholds for Fremont Avenue and Alto Oaks Drive.
- Site access will be improved with the relocation of the access driveway away from the Fremont Avenue / Los Altos Oak intersection.
- The proposed project will not generate any new impacts on pedestrian or bicycle access.
- Based on the City of Los Altos Municipal Code requirement of five spaces per 1,000 square feet, the project site parking supply, 42 parking spaces including five handicapped spaces, meets City code and exceeds the ITE demand for medical office buildings.



APPENDIX A
715 ALTOS OAKS DRIVE PROJECT SITE PLAN



NO.	DATE	DESCRIPTION
1	10/15/10	PRELIMINARY PLAN
2	11/15/10	REVISED PLAN
3	12/15/10	REVISED PLAN
4	01/15/11	REVISED PLAN
5	02/15/11	REVISED PLAN
6	03/15/11	REVISED PLAN
7	04/15/11	REVISED PLAN
8	05/15/11	REVISED PLAN
9	06/15/11	REVISED PLAN
10	07/15/11	REVISED PLAN
11	08/15/11	REVISED PLAN
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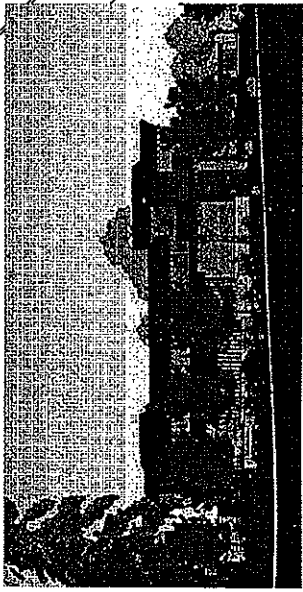


HAWLEY PETERSON SNYDER
Architectural Interiors - Planning

ALTOS OAKS COSMETIC SURGERY CLINIC
SITE PLAN
01.20.10

KEY NOTES:

- 1. EXISTING BUILDING, 100' x 100'
- 2. NEW BUILDING, 100' x 100'
- 3. EXISTING DRIVE, 10' WIDE
- 4. NEW DRIVE, 10' WIDE
- 5. EXISTING PARKING, 10' WIDE
- 6. NEW PARKING, 10' WIDE
- 7. EXISTING LANDSCAPE
- 8. NEW LANDSCAPE
- 9. EXISTING UTILITIES
- 10. NEW UTILITIES
- 11. EXISTING SIGNAGE
- 12. NEW SIGNAGE
- 13. EXISTING FENCE
- 14. NEW FENCE
- 15. EXISTING LIGHTING
- 16. NEW LIGHTING
- 17. EXISTING SECURITY
- 18. NEW SECURITY
- 19. EXISTING ACCESS
- 20. NEW ACCESS
- 21. EXISTING EGRESS
- 22. NEW EGRESS
- 23. EXISTING ENTRANCE
- 24. NEW ENTRANCE
- 25. EXISTING EXITS
- 26. NEW EXITS
- 27. EXISTING STAIRS
- 28. NEW STAIRS
- 29. EXISTING ELEVATORS
- 30. NEW ELEVATORS
- 31. EXISTING MECHANICAL
- 32. NEW MECHANICAL
- 33. EXISTING ELECTRICAL
- 34. NEW ELECTRICAL
- 35. EXISTING PLUMBING
- 36. NEW PLUMBING
- 37. EXISTING HVAC
- 38. NEW HVAC
- 39. EXISTING INSULATION
- 40. NEW INSULATION
- 41. EXISTING ROOFING
- 42. NEW ROOFING
- 43. EXISTING PAINT
- 44. NEW PAINT
- 45. EXISTING FINISHES
- 46. NEW FINISHES
- 47. EXISTING FLOORING
- 48. NEW FLOORING
- 49. EXISTING WALLS
- 50. NEW WALLS
- 51. EXISTING CEILING
- 52. NEW CEILING
- 53. EXISTING DOORS
- 54. NEW DOORS
- 55. EXISTING WINDOWS
- 56. NEW WINDOWS
- 57. EXISTING GLAZING
- 58. NEW GLAZING
- 59. EXISTING CURTAINS
- 60. NEW CURTAINS
- 61. EXISTING BLINDS
- 62. NEW BLINDS
- 63. EXISTING SHUTTERS
- 64. NEW SHUTTERS
- 65. EXISTING MIRRORS
- 66. NEW MIRRORS
- 67. EXISTING ARTWORK
- 68. NEW ARTWORK
- 69. EXISTING LIGHTING FIXTURES
- 70. NEW LIGHTING FIXTURES
- 71. EXISTING SWITCHES
- 72. NEW SWITCHES
- 73. EXISTING OUTLETS
- 74. NEW OUTLETS
- 75. EXISTING RECEPTACLES
- 76. NEW RECEPTACLES
- 77. EXISTING TELEPHONE
- 78. NEW TELEPHONE
- 79. EXISTING DATA
- 80. NEW DATA
- 81. EXISTING SECURITY SYSTEM
- 82. NEW SECURITY SYSTEM
- 83. EXISTING ACCESS CONTROL
- 84. NEW ACCESS CONTROL
- 85. EXISTING VIDEO SURVEILLANCE
- 86. NEW VIDEO SURVEILLANCE
- 87. EXISTING INTERCOM
- 88. NEW INTERCOM
- 89. EXISTING PUBLIC ADDRESS
- 90. NEW PUBLIC ADDRESS
- 91. EXISTING FIRE ALARMS
- 92. NEW FIRE ALARMS
- 93. EXISTING SMOKE DETECTORS
- 94. NEW SMOKE DETECTORS
- 95. EXISTING CARBON MONOXIDE
- 96. NEW CARBON MONOXIDE
- 97. EXISTING SEISMIC
- 98. NEW SEISMIC
- 99. EXISTING LEAD
- 100. NEW LEAD



SOUTH ELEVATION - Corner of Fremont Ave. & Altos Oaks Dr.

Point-Of-View Architectural Foundation

APPENDIX B
TRAFFIC INFUSION IN RESIDENTIAL ENVIRONMENTS
THRESHOLD TABLE

TRAFFIC INFUSION IN RESIDENTIAL ENVIRONMENT (TIRE) THRESHOLDS

Existing Daily Traffic Volume Range		TIRE Index	a 0.1 Change in the TIRE Index	a 0.2 Change in the TIRE Index
29	35	1.5	6	15
36	44	1.6	8	20
45	56	1.7	10	25
57	70	1.8	13	32
71	89	1.9	17	41
90	110	2	22	52
111	140	2.1	29	65
141	180	2.2	40	80
181	220	2.3	52	100
221	280	2.4	65	125
281	350	2.5	79	160
351	450	2.6	97	205
451	560	2.7	114	260
561	710	2.8	140	330
711	890	2.9	170	415
891	1,100	3	220	520
1,101	1,400	3.1	290	650
1,401	1,800	3.2	380	800
1,801	2,200	3.3	500	1,000
2,201	2,800	3.4	650	1,300
2,801	3,500	3.5	825	1,700
3,501	4,500	3.6	1,025	2,200
4,501	4,600	3.7	1,250	2,800
4,601	7,100	3.8	1,500	3,500
7,101	8,900	3.9	1,800	4,300
8,901	11,000	4	2,300	5,300
11,001	14,000	4.1	3,000	6,500
14,001	18,000	4.2	4,000	8,000
18,001	22,000	4.3	5,200	10,000
22,001	28,000	4.4	6,600	13,000
28,001	35,000	4.5	8,200	17,000
35,001	45,000	4.6	10,000	22,000
45,001	56,000	4.7	12,200	28,000
56,001	71,000	4.8	14,800	35,000
71,001	89,000	4.9	18,000	43,000

APPENDIX C
TRAFFIC VOLUME COUNT SUMMARIES
FREMONT AVENUE & ALTOS OAKS DRIVE

Traffic Data Service Vehicle Counts

Datasets:

Site: [1N] NB FREMONT AVE N/O ALTOS OAKS DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: TDS Standard
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 30, 2010 - Total=2021, 15 minute drops**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	4	2	1	1	0	8	23	75	157	145	150	197	161	123	181	176	204	153	118	55	42	33	7	5	
1	1	1	0	0	0	1	4	12	36	38	32	36	52	39	39	52	55	55	28	17	14	5	3	3	
2	0	0	1	0	1	0	1	5	16	52	39	41	53	37	27	43	43	48	37	35	12	2	15	1	1
3	1	0	0	0	0	3	3	21	37	29	39	55	31	25	42	39	46	28	23	17	12	8	1	0	
4	2	0	1	0	0	3	11	26	32	39	36	53	41	32	57	42	55	33	32	9	14	5	2	1	

AM Peak 1115 - 1215 (213), AM PHF=0.97 PM Peak 1600 - 1700 (204), PM PHF=0.93

*** Wednesday, March 31, 2010 - Total=1984, 15 minute drops**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	3	3	3	2	2	9	29	74	176	118	150	155	180	154	177	184	183	157	91	66	27	23	11	7
1	0	1	0	1	0	1	7	15	35	30	39	32	44	46	49	42	36	49	25	17	7	12	3	1
2	1	0	1	0	1	2	3	7	57	28	43	37	47	37	40	51	54	43	23	22	4	1	3	2
3	2	1	2	1	0	2	7	26	50	27	35	48	45	38	43	41	46	44	19	16	11	5	4	1
4	0	1	0	0	1	4	12	26	34	33	33	38	44	33	45	50	47	21	24	11	5	5	1	3

AM Peak 1130 - 1230 (177), AM PHF=0.92 PM Peak 1615 - 1715 (195), PM PHF=0.91

*** Thursday, April 01, 2010 - Total=2053, 15 minute drops**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	2	0	1	1	0	6	18	68	166	158	155	208	173	155	198	162	166	156	103	61	35	16	19	6
1	0	0	0	0	0	4	7	36	40	43	44	52	48	49	42	48	47	25	19	11	6	6	4	
2	0	0	0	0	0	3	6	12	52	38	36	61	48	34	52	44	45	40	32	20	7	3	6	1
3	1	0	1	1	0	1	5	20	36	42	38	49	34	30	52	36	41	33	22	11	11	5	4	0
4	1	0	0	0	0	2	3	29	42	38	38	54	39	43	45	40	52	36	24	11	6	2	3	1

AM Peak 1115 - 1215 (216), AM PHF=0.89 PM Peak 1400 - 1500 (198), PM PHF=0.95

Traffic Data Service Vehicle Counts

Datasets:

Site: [1S] SB FREMONT AVE N/O ALTOS OAKS DR
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph
Direction: South (bound)
Separation: All - (Headway)
Name: TDS Standard
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 30, 2010 - Total=2118, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	2	0	1	12	53	121	165	172	167	167	123	171	183	198	181	139	107	65	47	23	13	6
0	0	1	0	0	2	8	20	29	39	37	39	22	36	45	47	55	36	34	21	17	7	7	3
0	1	0	0	0	4	11	22	41	46	50	43	35	46	39	53	56	43	27	18	10	9	3	2
0	1	0	1	0	1	3	9	31	49	39	36	36	32	42	40	50	38	24	15	12	8	4	1
0	0	0	0	0	3	25	48	46	48	44	49	34	47	59	48	32	36	31	14	12	3	2	0

AM Peak 0830 - 0930 (180), AM PHF=0.92 PM Peak 1445 - 1545 (209), PM PHF=0.89

*** Wednesday, March 31, 2010 - Total=2079, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	1	3	0	2	6	50	106	201	147	152	133	151	177	170	234	165	128	106	67	34	27	15	7
0	0	0	0	0	1	6	19	44	38	38	37	43	35	45	64	36	45	27	14	8	10	6	2
1	0	0	1	0	2	11	32	42	35	48	26	36	38	40	60	55	27	27	23	13	9	4	2
0	0	1	2	0	2	1	16	25	64	38	31	39	34	52	39	48	40	28	29	21	6	2	3
0	0	0	0	0	2	17	30	51	36	35	31	38	52	46	62	34	25	23	9	7	6	2	1

AM Peak 0800 - 0900 (201), AM PHF=0.79 PM Peak 1600 - 1600 (234), PM PHF=0.91

*** Thursday, April 01, 2010 - Total=2224, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	2	0	0	2	11	45	134	177	181	171	171	143	188	183	222	183	140	101	77	49	26	13	4
0	1	0	0	1	1	2	13	34	46	42	47	34	41	44	51	37	39	28	24	16	5	4	0
0	0	1	0	0	5	11	25	50	42	43	44	36	41	46	56	53	41	24	16	8	6	3	2
1	0	1	0	0	1	3	13	29	49	49	45	32	34	47	40	60	51	25	27	23	14	8	5
0	0	0	0	0	2	19	67	44	44	41	48	39	59	53	55	42	35	22	14	11	7	1	0

AM Peak 0745 - 0845 (200), AM PHF=0.75 PM Peak 1500 - 1600 (222), PM PHF=0.93

Traffic Data Service Vehicle Counts

Datasets:

Site: [2E] EB ALTOS OAKS DR W/O GOLDEN WY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: TDS Standard
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 30, 2010 - Total=750, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	0	1	1	13	41	54	37	47	63	47	46	61	82	81	67	51	19	20	11	7	0
0	0	0	0	1	0	8	7	14	9	12	17	17	11	13	24	16	18	17	5	4	2	5	0
1	0	0	0	0	0	0	5	11	8	10	18	12	7	15	26	21	20	10	5	5	5	2	0
0	0	0	0	0	0	1	9	17	9	15	12	10	16	17	14	25	17	11	5	3	1	0	0
0	0	0	0	0	1	4	20	12	11	10	16	8	12	16	18	19	12	13	4	8	3	0	0

AM Peak 1100 - 1200 (63), AM PHF=0.88 PM Peak 1430 - 1530 (83), PM PHF=0.80

*** Wednesday, March 31, 2010 - Total=713, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	1	1	0	0	3	13	15	59	44	56	57	67	43	57	65	59	70	47	20	13	12	9	2
0	0	0	0	0	0	3	3	14	9	13	12	26	10	15	22	12	16	9	5	1	6	4	1
0	0	1	0	0	0	2	2	17	13	19	10	13	11	15	14	17	23	15	10	7	4	3	1
0	1	0	0	0	1	4	3	19	12	13	15	14	9	15	17	18	20	13	4	3	0	1	0
0	0	0	0	0	2	4	7	9	10	11	20	14	13	12	12	12	11	10	1	2	2	1	0

AM Peak 1130 - 1230 (74), AM PHF=0.71 PM Peak 1645 - 1745 (71), PM PHF=0.77

*** Thursday, April 01, 2010 - Total=709, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	0	0	2	9	31	49	52	55	58	42	47	57	65	66	73	49	18	18	12	4	1
1	0	0	0	0	0	0	1	15	11	14	12	15	8	11	14	19	23	15	7	6	1	2	0
0	0	0	0	0	0	3	4	14	14	14	13	13	10	14	15	22	18	12	3	2	4	2	0
0	0	0	0	0	1	2	4	12	12	19	19	10	10	17	18	11	17	12	2	7	3	0	1
0	0	0	0	0	1	4	22	8	15	8	14	4	19	15	18	14	15	10	6	3	4	0	0

AM Peak 0745 - 0845 (53), AM PHF=0.72 PM Peak 1630 - 1630 (77), PM PHF=0.88

Traffic Data Service Vehicle Counts

Datasets:

Site: [2W] WB ALTOS OAKS DR W/O GOLDEN WY
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph
Direction: West (bound)
Separation: All - (Headway)
Name: TDS Standard
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, March 30, 2010 - Total=690, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	2	23	34	92	59	47	59	47	53	52	67	53	33	34	8	19	7	0	1
0	0	0	0	0	1	1	7	19	17	11	16	7	17	8	25	22	11	9	4	8	2	0	1
0	0	0	0	0	0	6	3	29	12	14	16	18	13	9	13	11	11	12	1	1	2	0	0
0	0	0	0	0	0	5	8	31	11	6	15	11	15	16	20	9	4	3	2	4	1	0	0
0	0	0	0	0	1	11	16	13	19	16	12	11	8	19	9	11	7	10	1	6	2	0	0

AM Peak 0745 - 0845 (85), AM PHF=0.77 PM Peak 1445 - 1545 (77), PM PHF=0.77

*** Wednesday, March 31, 2010 - Total=610, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	3	22	48	79	49	39	47	41	52	37	58	43	34	28	13	3	11	2	1
0	0	0	0	0	1	3	15	16	18	6	9	6	13	9	18	14	7	8	5	0	6	1	0
0	0	0	0	0	0	4	2	21	9	13	12	10	17	6	15	8	13	4	4	2	1	0	0
0	0	0	0	0	0	4	13	23	11	8	13	13	12	13	10	13	8	9	3	0	2	1	0
0	0	0	0	0	2	11	18	19	11	12	13	12	10	9	15	8	6	7	1	1	2	0	1

AM Peak 0815 - 0915 (61), AM PHF=0.89 PM Peak 1500 - 1600 (58), PM PHF=0.81

*** Thursday, April 01, 2010 - Total=633, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	4	13	34	72	70	42	54	48	40	68	60	50	26	24	12	6	6	2	2
0	0	0	0	0	2	5	24	24	8	11	12	12	19	9	10	6	6	6	0	2	1	0	0
0	0	0	0	0	3	2	3	20	16	11	16	10	8	14	24	17	7	5	4	3	2	1	1
0	0	0	0	0	3	8	12	11	11	14	11	4	19	9	9	6	7	2	0	2	0	0	0
0	0	0	0	0	1	6	18	16	19	12	13	15	16	16	18	14	7	6	0	3	0	0	1

AM Peak 0745 - 0845 (74), AM PHF=0.77 PM Peak 1345 - 1445 (68), PM PHF=0.89

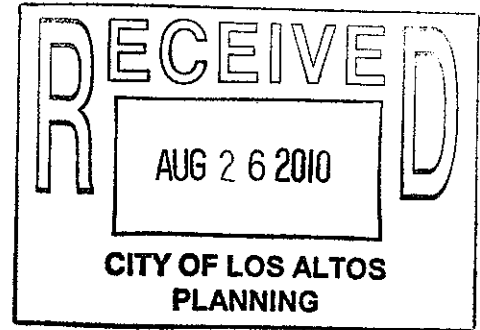
ATTACHMENT E

Ross Stenfort

722 Brentwood Place · Los Altos, CA 94024

August 25, 2010

Los Altos City A & S Committee
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022



Re: Application for construction of two-story office building
Owners: P.A.M.F.
715 Altos Oaks, Los Altos, CA 94024
Hearing Date: Sept. 2, 2010
File No.: 10-D-01

Dear Committee Members:

I am one of the many neighbors impacted by, and opposed to, the proposed project submitted by the applicant, Sutter Health/Palo Alto Medical Foundation (P.A.M.F). I am writing not only on behalf of my family, but also on behalf of the many concerned neighbors.

Initially, I wish to state that I regret the timing of the hearing – the Thursday evening before a 3 day holiday weekend. I am concerned that inadequate notice and opportunity has been provided. This is not the first time that the issue of notice has arisen, as a prior hearing was set during a vacation time period when schools were not in session. This timing is either a unique coincidence, or a savvy move by an experienced applicant.

My neighbors and I recognize that you are used to receiving generic objections brought by neighbors addressing size, bulk, and privacy issues impacting residents. However, this application is far different and extreme – as it involves a proposed commercial building located on a street of modest commercial buildings that were originally “embedded” within a residential community in such a way as to fit in and appear to be residential buildings. The current proposed plans, for a 2-story, approximately 8,500 square feet building, is out of character with the types of structures found on the cul-de-sacs of our community. Based upon your own experience, we trust that you will agree that

the proposed plans for a new structure will not only be inconsistent and incompatible with the neighborhood, but will jeopardize the immediate area. We ask that you deny the application, for a number of reasons.

1. **Size & Bulk.**

a. **Height and Scale – build a basement not a second story:** The proposed two-story structure will not create a building that fits within the scale of the neighborhood. The municipal code requires as follows:

Section 14.36.020 Specific Purposes (OA-1, Altos Oaks Avenue)

A. Ensure the retention of design and scale compatible with the surrounding residential properties;

B. Promote and retain a residential design reflected in architectural and landscaping style, building orientation, and site amenities.

First, the height of the roof is much larger, even larger than code allows, and the large steep-pitched roof makes the structure look and feel even bigger. I recognize that the height, if “averaged,” may appear technically to comply with the code – by definition that means that the actual height before averaging is taller than allowed. However, it should be pointed out that there are flat sections of roof which brings into question if averaging is even allowed based on code. The traditional hip roofs of pre-existing ranch-style structures also did not reach to the sky in as dramatic a fashion.

Second, the volume of the building is unlike any other nearby property, in part because of the assemblage of lots. The subject property is much larger than a traditional quarter-acre lot – it is almost equivalent to three lots – which explains why the proposed structure of approximately 8,500 square feet is more than three times the size of the largest home in the area.

Naturally, both of these issues could have easily been ameliorated had the applicant decided to build down, rather than up – constructing a basement area for proposed surgery rooms that do not need any windows. In a community where many new residences include basements, the applicant has failed to explain why imposing such a requirement would constitute a hardship. With such an alternative, other than traffic and congestion, many of the intrusive features of the proposed design (the objections of large size and bulk issues) would then go away.

The type of 2-story massive structure that is proposed is the type that can be the subject of controversy on a busy commercial thoroughfare, but the

problems are far worse in a residential setting. In working with staff, the applicant has not been requested to address the height of the proposed structure – no request has been made to reduce the height as part of a mitigating design measure. In short, based upon staff's recommendations, the applicant appears to have been provided with a green light as far as the proposed design element, rather than receive feedback that would have resulted in a lower profile than would the proposed contemporary roof.

b. **Elevation:** The roof design may appear simple, but it does not mirror the ranch style homes found in the neighborhood and throughout the community. If the roof were to be made more complex, to break up the bulk by adding articulation, that would decrease the apparent volume of the structure. In the design process, the applicant has had one proposal, rather than going to great lengths to meet the concerns of neighbors, who view the present plans as creating an imposing and offensive edifice.

c. **Setbacks and Trees:** The setbacks are proposed to be filled with hardscape – building the parking lots and lighting fixtures right up to the fences – in an effort to maximize the commercial use of the property. In effect, the noise, light, and other features of automobile use will only be closer to, and have a greater impact upon, the surrounding neighbors. The view from the neighbors onto the property will not be comparable to that of seeing a backyard; instead, the view will be harsh, which presents a detriment to adjacent and side-yard neighbors. The intrusiveness of the parking lot cannot be overstated.

d. **Windows and Lighting – why not skylights instead of windows on the second floor?:** The proposed office space contains numerous second floor windows, which will look down upon neighbors immediately adjacent to the property. In effect, there will be a severe reduction in privacy in the use of both my rear and side yards, and even within the living areas of my home. All of which begs a question: if a second story is to be allowed, why does it need any windows? Look at the proposed use of each of the various rooms on the second floor, and it is obvious that a skylight for each room would provide the same type of desirable natural lighting. And that even assumes that a surgery room benefits from natural lighting, rather than controlled lighting. Merely requiring the use of obscure glass in windows does not remove the privacy concerns for when those windows are flung open. The other benefit of skylights – it will help achieve the “tall open lighting impact” apparently sought by the designer (who has proposed a steep pitched roof element) in a much less intrusive manner.

2. Privacy, Views and Volume of Traffic.

a. **Trees & Lighting – require underground power lines & security system:**

A cursory view of the applicant's submittal would lead one to believe that there are many existing trees that will block views. That is not the case – some of the drawings are inaccurate, as to depiction of location of trees and sight lines, as well as types of trees (some of the existing trees depicted are mere bushes); and some of the drawings are internally inconsistent (for instance, the type of new tree proposed is crab-apple on p. 5, but water gum on p. 2 of the drawings). Overriding the proposed landscape plan is the suggestion that the power lines of PG&E will prevent the planting of taller trees. However, that condition can be overcome by requiring the undergrounding of PG&E power lines, which will create both cosmetic and safety benefits, and allow the utilization of taller trees.

The proposed tall exterior security lighting will cause disruption of privacy – as well as not fit in with the residential character of the neighborhood. The nearby homes did not elect to live near a strip shopping center. And the tall lighting throughout the parking areas will not be necessary when the office is not open for business. If the concern is prevention of theft and vandalism, then the building can have a security system installed, rather than keeping the lights on 24/7.

b. Structure and Density - Maximizing Development and Traffic: The applicant's proposal seeks to not merely maximize development, but does not appear to adequately take into account the number of actual "users" of the building. A simple look at the building floorplan, which lists desks, tables and chairs, would indicate that there are a large number of offices, staff and patients that will be in and out of the building. The building has a capacity for over ninety (90) individuals at a time. And if patients come in early for their appointments, there will be a larger number of occupants due to overlapping times of patronage of the building. Who will police a "maximum number allowed" requirement? Sadly, no one will. Worse yet, imagine if this structure were to be the first of several such over-sized large office complexes located on the street – the traffic would be horrendous, not just on Altos Oaks, but also the street feeding into Altos Oaks.

In short, while the proposed structure is designed to look down upon her neighbors, the volume of traffic completely disregards the interests of not merely the entire neighborhood but the entire section of our city – a swath much wider than the 500 feet notice requirements for such an application.

c. Traffic Report – due to timing, only a guesstimate: A traffic report was

supplied by the applicant. However, it lacks material information, in that it was performed at a time when the existing building was standing vacant. Consequently, the data cannot be relied upon.

Furthermore, the projections for future traffic are not merely a guesstimate, but (as explained earlier) are based upon only partial operation of the premises. A fully operational, staffed and patient-populated building will, by itself, generate many more car trips than are projected by the traffic study. The traffic study is simply not credible.

d. **Landscaping:** The subject property is located in a flat area of Los Altos. The overriding objections of the neighbors to size and bulk can be positively impacted if the City imposes a requirement to install substantial tall trees around the perimeter of the property. The use of such trees would create a greater obstruction of the bulk of the proposed structure when viewed from the rear.

3. **Additional Requirements**

a. **Prohibit urgent care.** Fortunately, the proposed use is not for an "urgent care" facility that would remain open all day every day – which is a positive. However, to prevent such future use from creeping in to the neighborhood, in fact, a condition of approval should require that the structure never be utilized for an "urgent care" facility or a facility that is used beyond weekday traditional business hours.

4. **Conclusion.**

The City of Los Altos' Design Guidelines sets forth the parameters for complying with the City's guidelines. While the Staff may have given its approval, this first pass at proposed building and landscaping plans creates a substantial burden on affected neighbors. As an adjacent neighbor, my family is severely and negatively impacted by the proposed plans. I am confident that P.A.M.F. can, instead, design a plan for a proposed structure that will both enhance the neighborhood, rather than detract from it, and meet their needs for the years to come. Therefore I urge you to deny the application as presented.

Thank you for your consideration of the comments of my neighbors. I look forward to addressing these concerns at the upcoming hearing.

Sincerely,

Ross Stenfort 8/26/10
Ross Stenfort

I have read the above letter concerning the Altos Oaks project submitted by the applicant, Sutter Health/Palo Alto Medical Foundation addressed to the planning committee and city of Los Altos. I agree and urge the planning commissioners to deny the application as it stands.

Ross Stenfort ROSS STENFORT

Judy Kedsaketh JUDY KEDSAKETH

Abby Bennett Abby Bennett

Linda Slattery LINDA SLATTERY

Markham Bennett Markham Bennett

James Keosaksith JAMES KEOSAKSITH

Mi-Yung Stenfort Mi-Yung Stenfort

Dwain Slattery Dwain Slattery

Jane P. Taylor Jane Taylor

Matthew Taylor Matthew Taylor

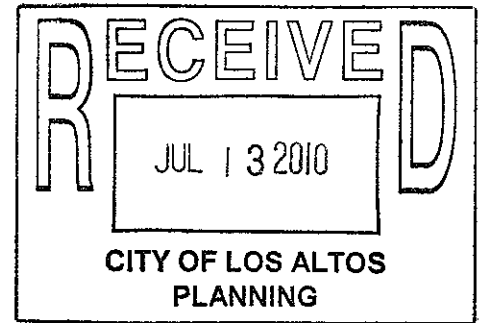
Jackie Monfort JACKIE MONFORT

Wendy Keller Wendy Keller

Lara Crawford Lara Crawford

Dan Brown Dan Brown

Duard & Linda Slattery
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Date: July 7, 2010

To: City Council of Los Altos
CC: Architecture & Site Review Committee, and Planning Division
Los Altos Community Development Department
One North San Antonio Road
Los Altos, CA 94022

Re: Building proposed for 715 Altos Oaks Drive

Dear Council and Committee Members, and Planning Division,

The new development proposed for 715 Altos Oaks is over 8,500 square feet. By our interpretation of Los Altos Municipal Code, this violates the law.

The stated purpose of city code section 14.36.020 (zone "OA-1, Altos Oaks Avenue") is to "ensure the retention of design and *scale compatible* with the surrounding *residential* properties." (Italics ours.)

Our interpretation is that "scale" means "size", and "compatible" means "similar". (If that is not what they mean, what do they mean? If the intent is not to put a limit on size, what is the intent? If these words do not keep these simple meanings, then we think they become un-coupled from any reasonable meaning.)

The surrounding houses average about 2,200 sf, like ours on Brentwood Place.

So, by our interpretation, this is clearly a violation. At almost *4 times the size* of the surrounding houses, 8,500 sf is clearly beyond "compatible scale". If 8,500 is not too big, what is? 10,000? 20,000? The neighbors must know the city's interpretation.

So we hereby request a reply to this letter, to answer these questions:

1. What is the city's interpretation of the size limit for Altos Oaks? Is there any limit? And if so, what is that limit? The neighbors need to know, both for now, and for the future. If 8,500 is approved, then surely it is a very small step to 10,000 and beyond.
2. Is the city planning to approve this building? If so, then we ask the city to give us a fair chance to widen our circle of contacts. We will need to get further legal opinions regarding the interpretation of code section 14.36.020.

Thank you,
Duard & Linda Slattery

Duard Slattery
Linda Slattery