

5. ATTACHMENT 3



PLANNING COMMISSION AGENDA REPORT

Meeting Date: November 7, 2019

Subject: Proposed Four-Story Multiple-Family Residential at 444-450 First Street

Prepared by: Steve Golden, Senior Planner

Initiated by: Applicant and Owner – Ciya Moazzami, Dutchints Development, LLC

Attachments:

- A. Draft Resolution with Findings and Conditions
- B. Applicant Materials
 - Density Bonus Report
 - Design Review Narrative
 - Climate Action Plan Checklist
 - Story Pole Certification and Approved Story Pole Plan
 - Construction Management Plan
 - Fire Access Easement Agreement and Shoring Agreement with 496 First Street
 - Applicant Response to Architectural Design Peer Review
 - Exception for Public Benefit Findings Letter
- C. Planning Commission Study Session Minutes, January 17, 2019
- D. Complete Streets Commission Meeting Minutes, June 26, 2019
- E. Traffic Report (without Appendices)¹
- F. Air Quality and Greenhouse Gas Assessment (without Attachments)¹
- G. Noise Study
- H. Arborist Report
- I. Architectural Design Peer Review
- J. Notification Map
- K. Project Plans

Recommendation:

Recommend to the City Council approval of design review and subdivision applications D19-0001 and TM19-0001 per the findings and conditions contained in the resolution.

Environmental Review:

The project is exempt from environmental review as in-fill development in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended.

¹ For the complete report with Appendices/Attachments please see:
<https://www.losaltosca.gov/communitydevelopment/page/444-450-first-street-d19-0001-and-tm19-0001>

Environmental Review:

The project is exempt from environmental review as in-fill development in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended.

Project Description:

This is a development proposal that includes Design Review and Subdivision Tentative Map applications for a new multiple-family development on a 0.35-acre site at 444-450 First Street. The proposed Project includes 26 condominium units in a four-story building with two levels of underground parking. The existing site, which is located on the southwest side of First Street between South San Antonio Road and Lyell Street, includes a 10,000 square-foot commercial building. The majority of the building is one-story, however, approximately 20% of the building footprint is comprised of two stories. The existing building is accessed by three driveways from First Street with surface parking in the front of the building. The project will reduce the driveway curb cuts at First Street to one entrance into the underground garage and will provide an ingress/egress easement into the underground garage for the future project adjacent project at 440 First Street. The project site is designated as Downtown Commercial in the General Plan and zoned Commercial Downtown/Multiple Family (CD/R3). The Applicant is offering four affordable units including one unit at the low-income level and three units at the moderate-income level in exchange for an incentive to allow for an “on menu” increased height, reduced parking pursuant to required parking alterations, and a development waiver for a reduction in the required 60% soft surfaces (landscaping) in the front and rear yard areas. The Applicant is also requesting a rear setback exception for public benefits as part of the development in the CD/R3 Zoning District. The following tables summarizes the project’s technical details:

GENERAL PLAN DESIGNATION:	Downtown Commercial
ZONING:	Commercial Downtown/Multiple Family (CD/R3)
PARCEL SIZE:	15,246 square feet (0.35 acres)
MATERIALS:	Smooth texture stucco, horizontal cementitious siding, metal awnings, metal and glass railings, and aluminum clad wood windows

	Existing	Proposed	Allowed/Required
FLOOR AREA:	10,000 sq ft	39,932 sq ft ¹	N/A ²
SETBACKS:			
Front	28 feet	10 feet	10 feet
Rear	0 feet	8 feet ³	10 feet
Right side	0 feet	0 feet	0 feet
Left side	0 feet	2 feet	0 feet
HEIGHT:			
Top of roof deck	24 feet ⁴	46 feet	35 feet
Top of Mechanical Screening	-	50.9 feet	47 feet
PARKING:	16 spaces	51 spaces	59 spaces

DENSITY: - 10 units (45.5 du/ac) N/A²

¹ Gross conditioned floor area. This does not include the underground garage area.

² The CD/R3 District does not have a maximum floor area or density requirement.

³ The rear setback to the upper story balconies is 6.75 feet.

⁴ Measured to the top of the ridge.

The draft resolution contained in Attachment A includes the Project's findings and conditions of approval. The Applicant's Density Bonus Report, Design Review Narrative, Climate Action Plan Checklist, Response to the Architectural Peer Review Comments, Construction Management Plan, Fire Access Easement Agreement and Shoring Agreement with 496 First Street, Exception for Public Benefit Findings Letter and story pole installation verification, are included in Attachment B.

Background

Planning Commission Study Session

On January 17, 2019, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. Overall, the Commission expressed general support for the project design noting that there are a number of newly proposed multi-story development projects on this portion of First Street and that the overall conceptual design package was well presented. The Commissioners shared some concerns such as: the glass railings on the balconies along the Foothill Expressway elevation; the density of the project; insufficient landscaping along the front; architectural detailing on the south and north elevations and how the design will anticipate future development on the adjacent properties to the north and south; and the composition of the front lobby/entry. A copy of the Planning Commission study session minutes is included as Attachment C.

Complete Streets Commission

On June 26, 2019, the Complete Streets Commission (CSC) held a public meeting to consider the Project. As specified by the Zoning Code, the CSC is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation to the Planning Commission and City Council. The CSC expressed general support for the Project but noted a desire for the Project to provide explicit information regarding EV charging, improve ingress/egress for transporting bicycles through the lobby ramp, confirmation of the proposed six-foot wide sidewalk along the Project frontage on First Street, and limit parking on the northern side of the entrance driveway for increased visibility. Following the discussion, the CSC voted unanimously to recommend approval of the Project to the Planning Commission and City Council. A copy of the CSC meeting minutes is included as Attachment D.

Story Pole Installation

Pursuant to the City Council Policy, the Applicant installed story poles per the approved plans as verified by the Applicant's civil engineer as found in certification letter included in Attachment B.

Discussion/Analysis

General Plan

The General Plan contains goals and policies for the Downtown in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element and Housing Element. Together these elements emphasize increasing commercial vitality while promoting a pedestrian friendly environment, preserving the small-town village atmosphere, and creating residential opportunities including affordable housing. The General Plan also identifies the Downtown as a Special Planning Area and references the City adopted Downtown Urban Design Plan (1992) in the various elements cited above. On August 28, 2018, the City Council adopted the Downtown Vision Plan, which functionally replaced the Downtown Urban Design Plan, but did not amend the General Plan for inclusion.

The Land Use Element combined with the Economic Development Element encourages intensification in the Downtown while also requiring that new development be compatible with the character of the small-town atmosphere serving commercial needs of residents and visitors. The Land Use element encourages retail and commercial services on the first floor and residential above on the second and third stories emphasizing the need for affordable housing. The Economic Development Element also supports this goal with emphasis of increasing the attractiveness of the Downtown area to shoppers and pedestrians to enhance the economic vitality. The Project is consistent with both of these elements. While the proposed Project doesn't include commercial uses on the first floor, it does provide additional residences in the Downtown area and intensifying the area by providing for 26 residential units, including four affordable units at the low- and moderate-income levels, and also providing for a more attractive pedestrian setting.

The Community Design and Historic Resources Element identifies the Downtown as the historic center of commerce and characterizes the Downtown triangular area as a walkable, pedestrian friendly environment with a mix of uses to serve the community. While the Project introduces a four-story building into an area that has historically had more one and two-story buildings, the Project will improve the visual appearance along the First Street streetscape and enhance the pedestrian environment including the installation of a sidewalk where a sidewalk currently does not exist which is a major goal of this element. The Project also contributes to the characteristics of the Downtown as the historic center of commerce and intensity of the city.

The Housing Element encourages maximum densities of residential development and mixed-use development projects within the Downtown as well as facilitating affordable housing. The Applicant is proposing a total of 26 units, which equates to a density of 74 units per acre and includes four affordable units (one at the low-income level and three at the moderate-income level). The CD/R3 Zoning District doesn't have a specific density threshold, but instead relies on the height limit, setbacks and on-site parking requirements to establish a functional density. The proposed Project, with a density of 74 dwelling units per acre, would be considered equal to or denser than other multiple-family projects in the Downtown Triangle area. For comparison purposes, the recently approved project at 425 First Street is also 74 units per acre, the recently approved mixed-use project at 385-389 First Street is 46 units per acre, and existing multiple-family residential buildings at 396 First Street and 100 First Street each have a density of 50 units per acre.

Downtown Vision Plan

The Downtown Vision Plan (Vision) is a community based effort to provide the Los Altos community with a vision for the future of the Downtown Triangle to guide growth and development over the

next 20 years. The Vision acts as the guiding document for future development of the Downtown, maintaining the community's history, values, and desired intensity of development, while also allowing for incremental change intended to facilitate a unique, vibrant village that exemplifies the exceptional character and qualities of Los Altos.

As it relates to the proposed project, the Vision provides guidance with regards to land use policies including economic and housing, built environment/development standards, and circulation. The proposed project is within the First Street District, which is envisioned to have a variety of uses with enhanced pedestrian and vehicular facilities to attract people towards the center of Downtown. It encourages new development to anticipate and design for mixed-use development with ground-floor commercial including high quality facades with residential above. Residences in the downtown will likely be supportive of increasing affordable units in Los Altos by either directly providing income restricted or units that are more affordable by design (i.e. smaller units). With regards to the built environment, the Vision allows for taller buildings up to three-stories, but encourages upper floors to be stepped back to increase the articulation and massing of the upper story. The Vision identifies pedestrian and bicycle facilities as a key attribute of the Downtown and the community's expressed concern for further improvements. The First Street corridor was specifically identified as having opportunities to improve the pedestrian, bicycle, and vehicular movements to facilitate movements in the Downtown.

The proposed Project supports the overall goals of the Vision since it seeks to redevelop the site and provide for more intense residential density, which is anticipated and encouraged in the Downtown. The Project will include replacing the commercial office space with 26 multi-family residential units. The Project proposes a four-story building, 46 feet in height, which is compatible with the recommended height maximum of up to 45 feet for mixed-use buildings on First Street.³ The upper floor of the building is stepped back, however, the step back is somewhat limited because of Fire Department requirements for aerial ladder access to the upper roof areas. The Project will be improving the visual appearance of the site by removing the surface parking along the frontage of the parcel and installing streetscape elements such as uniform street trees (similar to the recently approved project at 425 First Street), landscaping, and pedestrian amenities such as benches. The Project will also improve the pedestrian environment and safety along First Street by installing a sidewalk where one doesn't currently exist and reducing the number of driveway curb cuts from three to one. The elimination of driveway curb cuts will also allow more on-street parking along the frontage of the project. The Project will install bicycle parking in front of the building, which is quite limited along the existing street.

Zoning

The Applicant is requesting a development incentive for increased building height, a development waiver for a reduction in the required 60% soft surfaces (landscaping) in the front and rear yard areas, and alternative parking standards as part of the provisions under the Multiple Family Affordable Housing Ordinance (Chapter 14.28). The Applicant is also requesting a rear setback exception for public benefits as part of developing within the CD/R3 Zoning District. All of these are further discussed below. Beyond these requests, the project meets or exceeds the minimum site standards for the CD/R3 District and all other applicable Zoning Code requirements.

³ This is just a recommendation as the City has not formally discussed or adopted changes to the Zoning District development standards.

The Project's front setback is ten feet, the left side yard setback is two feet and there is no right side yard setback, which complies with the standards for a residential building in the CD/R3 District. At the first story, the majority of the building exceeds the front setback and includes landscaping, the building entrance area, and private raised terraced areas for the first story units along the street frontage. The front setback is measured from the property line, however, a one-foot easement pedestrian easement along the front of the property will increase the sidewalk width from five feet to six feet. Two feet on either side of the left side (south) property line will be utilized for a four-foot wide emergency access along the left side of the building to satisfy minimum Fire Department requirements for access. The Applicant has provided an agreement letter with the property owner at 496 First Street confirming acceptance of an emergency access easement by the property owner (Attachment B).

To the rear of the subject parcel is a strip of land approximately 12 feet wide owned by the County of Santa Clara that separates the Foothill Expressway public right-of-way from the subject site. It is currently used for landscaping and contains nine mature Redwood trees. The Applicant had inquired transferring/purchasing the parcel from the County similar to other recent projects that back up to Foothill Expressway in the downtown to incorporate into their rear yard area; however, the County was not amenable to transferring the parcel. Consequently, the Applicant is requesting a reduction in the development standard from the required ten-foot setback, to eight feet⁴ as an Exception for Public Benefit pursuant to Los Altos Municipal Code (LAMC) Section 14.52.160. In order to allow this exception, specific findings have to be made by the City Council as found in Attachment A. The Applicant is providing a number of public benefits including: reducing the number of driveway curb cuts along First Street; a one-foot easement along First Street for increased sidewalk width to six feet; installing the sidewalk and other streetscape elements along First Street; and providing ingress/egress to the future project at 440 First Street. All of these will improve the downtown pedestrian environment and safety along the First Street corridor which supports General Plan objectives and the Downtown Urban Design Plan. The result of the reduced rear yard setback doesn't significantly diminish the building separation to the roadway or visual character because the strip of land owned by the County will remain. The Applicant's justification letter can be found in Attachment B.

With regards to providing a minimum 60% of softscape surfaces within the front and rear landscaped yard areas pursuant to LAMC Section 14.52.060, the Applicant is requesting a development waiver pursuant to LAMC Section 14.28.040(H) to reduce the amount required as discussed in the Density Bonus Letter (Attachment B). Under the State Density Bonus Law and the City's Multiple Family Affordable Housing Ordinance, the Applicant can request this waiver since the softscape surface within the landscaped area requirement will have the effect of physically precluding the construction of the project since emergency access requiring hardscape surfaces into and surrounding the building are required facilities for a building of this type and the Project is providing the minimum number of affordable units.

With regards to height, the top of the roof deck, which is where building height is measured for flat roof buildings, is proposed at 46 feet tall. This exceeds the maximum height of 35 feet for residential

⁴ Measured approximately 6.75 feet to the upper balconies. The Applicant claims that the projection of the balconies into the rear setback is provided for in LAMC Section 14.66.210 Yard Requirements-Exceptions; however, this exception has not been interpreted in the past to apply to balconies.

building types. In compliance with the Multiple-Family Affordable Housing Ordinance (LAMC Chapter 14.28), the project is proposing three affordable units that will be restricted to the moderate-income affordability level (10% of the units) and is eligible to receive one incentive. The Applicant is requesting a height exception of 11 feet as an “on-menu” incentive. The elevator and stair tower in the central portion of the building as viewed from the front elevation is proposed to be 50 feet in height, or four feet above the roof deck and the mechanical screening is proposed to be 51 feet, or five feet above the roof deck, where a 12-foot height exception is allowed (LAMC Section 14.66.240(E) and (F)).

The Project is required to provide 59 parking spaces according to LAMC Section 14.74.080; however, since the project is providing affordable housing, it is eligible for the alternative parking standards specified in LAMC Section 14.28.040(G). Based on these standards, the project is required to provide one on-site parking space for each one-bedroom unit and two on-site parking spaces for each two- or three-bedroom unit, which results in a minimum of 49 required on-site parking spaces. The Project is providing a total of 51 parking spaces in two underground parking levels. A total of 45 spaces will be standard parking stalls and six will be tandem parking stalls. In addition to providing the on-site parking spaces, additional on-street parallel public parking spaces will be installed since the Project is eliminating driveway entrances along First Street.

Bicycle and Pedestrian Amenities

As recommended by the VTA guidelines, the project should provide at least nine Class I bicycle parking spaces and two Class II spaces.⁵ As shown on the project plans (Sheet G-0) a total of 20 bicycle storage spaces in the underground parking garage are proposed within a secured bicycle storage room (Class I equivalent). In addition, one bicycle rack that accommodates two bicycles (Class II) is proposed at street level next to the building’s front entrance on First Street (Sheet A-0). The Project exceeds the VTA guidelines for Class I and meets the guidelines for Class II bicycle parking.

The main pedestrian access is at First Street and the Project will be installing the five-foot wide public sidewalk along its full First Street frontage where one currently doesn’t exist. The Complete Streets Commission recommended to increase the width of the sidewalk (see Attachment D) and staff recommends that a one-foot pedestrian access easement along the First Street frontage be dedicated to allow for the new sidewalk to have a total width of six feet (see Condition No. 21 of the attached Resolution), which has been incorporated into the plans. Overall, with the recommended condition, the Project’s bicycle and pedestrian amenities appear to meet or exceed all applicable City policies and guidelines.

Design Review

In order to approve the project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code. These design review findings are summarized as follows:

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the CD/R3 District;
- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;

⁵ VTA Guidelines - 1 Class I bicycle parking space per 3 units + 1 Class II bicycle parking space per 15 units.

- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls; and the residential elements that signal habitation such as entrances, stairs, porches, bays and balconies;
- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements; and the materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture;
- 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
- 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.

Overall, the Project reflects a desired and appropriate development intensity for the CD/R3 District and within the First Street District as outlined in the General Plan and the Vision. The multiple-family development provides for both market-rate and affordable housing units, and a mixture of unit sizes including one-bedroom units (approximately 750 square feet in area), two-bedroom units (approximately 1,200-1,400 square feet in area) and three-bedroom units (approximately 2,100 square feet in area) which will attract different types of households and contribute to the commercial vitality of the Downtown. The new building will improve the streetscape and has incorporated design elements that support the residential use. The architectural design uses a variety of elements to break up the bulk of the structure including building articulation, balconies, and a mix of exterior materials. The private terrace areas on the ground floor and balconies on the upper stories signals habitation and also steps back the mass of the building.

The exterior building materials appropriately define the building elements to convey the Project's quality, integrity, durability and permanence. The stone exterior siding used at the first story gives the building a base and provides for visual interest at the pedestrian scale. The majority of the upper, fourth story is stepped back from the third story, however, there are two strategically placed portions of the building that are more flush with the front façade of the building to satisfy Fire Department requirements for aerial ladder access. The upper story uses a cementitious horizontal siding material that provides for differentiation from the dominant smooth stucco finish of the building. The installation of metal awnings over the balconies integrates well with the metal balcony railing.

The Project includes landscaping at the main building entrance and along the First Street frontage in limited areas between the private raised terraces and the back of sidewalk. A variety of plants are proposed including grasses/groundcovers, shrubs, and vines to create more vertical greenery. With regards to new street trees, the proposed landscape plan shows new large specimen trees including four Natchez crape myrtles, two *Lauris nobilis*, and two Chinese pistache trees proposed in tree wells within the street which would be similar to and match the approved streetscape plan approved for the 425 First Street project. However, upon a recent Engineering Division review of the Project's civil

plans, they determined that the two Chinese pistache trees could not be installed within the street right-of-way at this location because of the proximity to the sanitary sewer pipe. They are concerned that because the pipe is clay material, it has a higher potential of being damaged by tree root intrusion at the pipe joints. Also, the close distance of the tree well to the pipe would restrict access to the pipe to perform maintenance or repairs. The streetscape plans also includes two benches and decorative pavers that will be installed on the walkways at the building entrances. Additional landscaping is included within the raised private terraces that includes various shrubs and smaller plantings along First Street; however, these spaces will be substantially concealed from public view. At the rear of the building, planters with shrub type plants will be installed, but these also will be concealed from public view. A solid wall seven feet in height is proposed along the rear property line. Vines supported with tensile wire are proposed to be installed along a central portion on the exterior elevation of the wall. In addition, there are three recessed areas in the wall which are approximately six feet in width and two feet in depth to allow for limited plantings. However, it is unclear how the landscaping on the exterior of the wall will be planted or maintained since access to that area is limited. As discussed above, a parcel owned by the County of Santa Clara separates the project site from the Foothill Expressway right-of-way and currently has nine mature Redwood trees which will be protected during construction.

Since this is a residential building no signage is needed except for the address number and directional signage as necessary by Code. The rooftop mechanical equipment is screened by parapet walls and the trash room is located within the building in the first level of the underground garage. A staging area for trash receptacles is also located at street level which will be used for receptacles on trash pick-up day only.

Overall, as evidenced in this discussion and as further supported by the findings contained in Exhibit A of the resolution (Attachment A), the project appears to meet the City's required design review findings. The applicant has also provided a design review narrative (Attachment B) that addresses each design review finding as well as the CD/R3 Design Controls and applicable sections of the Downtown Design Guidelines. However, based on comments from the Planning Commission during the study session and staff's evaluation, there may be opportunity to further enhance the design. Please see the section titled Design Considerations below for more details.

CD/R3 District Design Controls

In addition to complying with the standard design review findings, the project must address the CD/R3 District's Design Controls (Section 14.52.110), which include design requirements such as reducing the apparent size and bulk, access, relationship to the Downtown and implementing goals and objects of Downtown plans, activating the street frontage and screening rooftop mechanical equipment, as follows:

- In terms of size and bulk, the building is divided into smaller elements using articulation with building surfaces relieved with a change in the wall plane, horizontal projections and recesses using balconies, and using design features such as recesses, overhangs, and entries at the ground level to provide pedestrian scaled elements;
- The primary access to the building is along the front with direct access to the public sidewalk. The front façade, entries, and pedestrian scaled features contributes to the streetscape environment of the Downtown;

- The Project includes landscape features at the street level and improves the circulation of the public alley way at the rear of the property;
- At the residential interface, building proportions should be designed to limit bulk and protect residential privacy, daylight and environmental quality; and
- The rooftop mechanical equipment is screened from public view.

Overall, as discussed above and in the Applicant's design review narrative, the project appears to have adequately addressed these design controls. However, based on comments from the Planning Commission during the study session and staff's analysis there may be opportunity to further enhance the design. Please see the section titled Design Considerations below for more details.

Architectural Design Peer Review and Downtown Design Guidelines

The Downtown Design Guidelines (adopted by City Council on December 8, 2009) provide practical design methods for preserving and enhancing the character and quality of the Downtown. They are intended to be used as guidance and assist in applying visual appropriate designs and understanding of community expectations while providing consistency in the City's downtown development review process. The more recently adopted Downtown Vision, discussed above, establishes present-day expectations while maintaining and preserving Downtown characteristics described in the Downtown Design Guidelines.

In response to the adopted recommendations by the Downtown Building Committee, the City retained the services of an architectural design professional, Cannon Design Group, to provide an architectural peer review of the project (see Attachment I). The attached report summarizes the Downtown Design Guidelines for the First Street District where the subject site is located and a critique of a slightly earlier design. The report also includes recommendations to improve the design consistent with the design guidelines.

The Applicant has made some modifications in the architectural design of the Project to address some of the concerns described in the peer review. The Applicant submitted a response letter to the architectural peer review which describes in more detail the modifications incorporated into the plans and/or justification for the proposed design (Attachment B). Strict adherence to all of the guidelines is not mandatory and overall the Project is consistent with the Downtown Design Guidelines as well as new concepts described in the Downtown Vision. However, based on comments from the Planning Commission during the study session, staff's evaluation and the architectural peer review analysis, there may be opportunity to further enhance the design. Please see the section titled Design Considerations below for more details.

Design Considerations

Below is a summary of design considerations that have been raised throughout the design review process with the Applicant during the Planning Commission Study Session, staff's review of the plans, and/or architectural peer review that could be further addressed in the design plans which might be considered an enhancement to the existing design and support positive findings for approval of the project.

- Decrease the size of the first story outdoor terraces along First Street and provide additional green landscaping including larger trees along the front of the property;

- Modify the design and relationship of the private outdoor terrace spaces on the first story front elevation with the public sidewalk;
- Include design details or architectural features to break up the large expanses of stucco walls (i.e. control joints, sun shades/awning features, etc); and
- Provide more architectural detailing to the exterior wall along Foothill Expressway.

With regards to the raised terraces at the first story along First Street, the applicant provided an alternative design that provides a more open and transparent view into the raised terrace area. Staff supports the alternative design approach; however, additional landscaping and/or other modifications to enhance the pedestrian experience and the relationship of the first story units to the street is suggested. This may also involve decreasing the size of the private terraces and increasing the passive landscaped front yard area between the sidewalk and terraced area. With regards to the wall along Foothill Expressway, the design plans show limited architectural detailing in the elevation drawings and as expressed previously, it is unclear how the Project will maintain landscaping on the outside of the wall because of limited access. Without the addition of landscaping to soften the wall, more architectural detailing should be provided to increase the visual interest of the wall.

Affordable Housing - Development Incentives and Waivers

The Applicant is offering four units (15 percent of the Project's units) as affordable, with three units at the moderate-income level and one unit at the low-income level, which complies with the minimum requirements stipulated in Chapter 14.28 for multiple family development projects greater than ten units. The Project has a total of 26 units consisting of three one-bedroom units, 21 two-bedroom units, and 2 three-bedroom units and the affordable units consist of one one-bedroom unit (low-income level) and three two-bedroom units (moderate-income level). No density bonus is being requested.

Since the Project is providing at least ten percent of its units as affordable restricted at the moderate-income level, it qualifies for one incentive per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of "on-menu" incentives or concessions. The Applicant, as outlined above, is seeking a height incentive to allow the Project to exceed the maximum height limit of 35 feet by 11 feet for a total building height of 46 feet, which would be considered "on-menu." The Project is also seeking a development waiver, which is needed to construct the Project and do not require use of an incentive or concession. In this case, the Project is requesting a development waiver for a reduction in the required 60% soft surfaces (landscaping) in the front and rear yard areas.

Under State Law and City Ordinance, the City must grant the requested incentive unless it can make specific negative findings. Since the project is requesting an "on-menu" incentive, the Ordinance has already found that it will not have a specific, adverse impact, thus one of the following two findings would need to be made to deny the request:

- The concession or incentive does not result in identifiable and actual cost reductions, consistent with the definition of "concession" or "incentive," to provide for affordable housing costs, as defined in Health & Safety Section 50052.5, or for rents for the targeted units to be set as specified in subsection (I).
- The concession or incentive would be contrary to state or federal law.

Similarly, per State Law and City Ordinance, the City must grant a requested waiver or development standard reduction unless it can make one or more the following findings:

- The waiver or reduced development standard would not have the effect of physically precluding the construction of a development meeting the criteria of this section at the densities or with the incentives permitted under this section.
- The waiver or reduced development standard would have a specific, adverse impact upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.
- The waiver or reduced development standard would have an adverse impact on any real property that is listed in the California Register of Historical Resources.
- The waiver or reduced development standard would be contrary to state or federal law.

In addition to the findings above and in support of the request regarding the development incentive for a reduction in softscape area in the front and rear setbacks, the Applicant has included supplemental information in their Density Bonus Report, which is included in Attachment B.

Also, as described in the Zoning section above, the Project is eligible for the alternative parking standards specified in LAMC Section 14.28.040(G). Based on these standards, the project is required to provide one on-site parking space for each one-bedroom unit and two on-site parking spaces for each two- or three-bedroom unit, which results in a minimum of 49 required on-site parking spaces. The Project is providing a total of 51 parking spaces in two underground parking levels.

For reference, an affordable housing unit at the moderate-income level deed restricted to be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income and a unit at the low-income level is affordable to a household that makes no more than 80 percent of the County's median income. The County's median family income for a family four in FY 2019 is \$ 131,400 per the State Housing and Community Development requirements.

Subdivision

The project includes a Tentative Map to subdivide the site for Condominium purposes. The Condominium map would allow for the further division of the air space for the 26 residential units as well as the below grade parking and common areas. The subdivision creates one lot for further subdivision with a condominium plan. As outlined in the Draft Resolution (Attachment A), the subdivision is in compliance with the General Plan, is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, is not injurious to public health and safety, and provides proper access easements for ingress, egress, public utilities and public services. Staff has included Condition No. 19, requiring the Applicant to provide an ingress/egress easement from the driveway entrance at First Street through the underground garage for access to the property and future development of 440 First Street.

Environmental Review

The project site, which is 15,246 square feet (0.35 acres) in size, is considered a small in-fill site (i.e., less than five acres) that is substantially surrounded by urban uses and does not contain significant

natural habitat for endangered species. The development proposal is consistent with the General Plan and Zoning Ordinance, does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services, and none of the exceptions to applicability of the exemption are present. Therefore, in accordance with Section 15332 of the California Environmental Quality Act (CEQA) Guidelines, the project is exempt from further environmental review.

With regard to traffic, Implementation Program C8 in the General Plan's Circulation Element requires a transportation impact analysis (TIA) for projects that result in 50 or more net new daily trips. As outlined in the project's traffic report prepared by Hexagon Transportation Consultants (Attachment E), the proposed project will generate 141 average daily trips as compared with the property's existing uses, which primarily include office uses, that generate 97 average daily trips. Since the Project's will result in a net increase of only 44 average daily trips, a full TIA was not required. However, in response to previous Complete Street Commission concerns about the potential cumulative impacts of multiple smaller projects that do not individually have significant impacts, a cumulative traffic analysis was completed by the Applicant's consultant and is included in Attachment E. The consultant concluded that the project, together with other known proposed projects in the downtown area, would not create a significant impact to any of the study intersections.

With regard to air quality, since the project is located in proximity to Foothill Expressway, the Project could potentially expose long-term residents to air pollution and the Project's construction has the potential to create short-term air pollution impacts. An air quality and greenhouse gas emission assessment was prepared for the Project by Illingworth & Rodkin (Attachment F) and submitted by the Applicant. The assessment concludes that based on General Plan policies and other measures adopted by the Bay Area Air Quality Management District there will be no impact or less than significant impacts to air quality with standard mitigation measures incorporated into the project. Implementation of the air quality mitigation measures have been incorporated as conditions in the attached resolution (Condition No. 31). The Applicant has also completed the City's Climate Action Plan checklist for new development (Attachment B) and will be complying with all applicable requirements to ensure that the project support's the City's greenhouse gas emission reduction targets (Condition No. 14 of attached resolution).

With regard to noise, due to the site's proximity Foothill Expressway, the project is located in an area that may expose its residents to higher noise levels and the project's rooftop mechanical equipment may generate off-site noise levels that exceed thresholds established in the City's Noise Control Ordinance. To address these potential noise impacts, a noise study was prepared by Charles M. Salter (Attachment G) and submitted by the Applicant. To ensure that there are no significant noise impacts, the study recommends mitigation measures that specify certain types of exterior glazing and supplemental ventilation if necessary. Implementation of the noise mitigation measures have been incorporated as conditions in the attached resolution (Condition No. 31). The study also concluded that based on the site conditions, rooftop mechanical equipment is not expected to exceed City standards. Further analysis will be required at the time of building permit plan submittal to ensure that the project is designed to comply with the noise study mitigation measures are included (Condition No. 32).

Subject: Proposed Four-Story Multiple-Family Residential at 444-450 First Street

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. The Applicant will be required to submit a sewage capacity study and upgrade the sewer main as necessary (Condition No. 34). Overall, as documented above, the project's technical studies support the finding that the project meets the criteria and conditions to qualify for as an in-fill development project that is exempt from further environmental review.

Public Contact and Correspondence

For this meeting, a public hearing notice was published in the *Town Crier*, and mailed to 384 residential property owners and 275 business tenants within 1,000 feet of the site. A public notice billboard with color renderings was installed along the project's First Street frontage and story poles to represent the corners of the building were installed. A story pole certification letter from the project engineer is included as Attachment B.

At the time of report publication, staff has not received any correspondence from any nearby property owners or tenants regarding this prospect since the Planning Commission Study Session and Complete Streets Commission public meeting.

Options

The Planning Commission can recommend approval, approval with modifications, or denial of the proposed project. Once the Planning Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.

Attachment A

Removed for City Council Agenda Packet. See Attachment 1 for revised resolution.

DENSITY BONUS REPORT

PER CALIFORNIA GOVERNMENT CODE SECTION 65915 ET SEQ. ("DENSITY BONUS LAW")

CALCULATION

- Lot Size: 0.35 acres (15,217 S.F.)
- Per General Plan, no maximum density is specified for CD/R3 zoning
- Per Los Altos Municipal Code Required Affordable Housing (15%) = 26 units x 15% BMR = 3.9 BMR units (3 Moderate + 1 Low Income units)
- 15% combined moderate and low income qualifies for 1 incentive (at least 10% moderate income)
- Per Los Altos Municipal Code Section 14.28.040§C 1.(d)ii Table DB 6, and per Section 14.28.040§(F)(1) height increase incentive.

PROVIDED

- Total BMR: 4 Below-Market-Rate units (3 Moderate + 1 Low Income units)
Per City, a "majority" of affordable units shall be "Moderate", therefore 3 units provided at "Moderate" level and 1 unit provided at "Low" level.

REQUESTED INCENTIVE

- HEIGHT of condo building by 11 feet (35 feet allowed + 11 foot increase = 46 feet)
Per Los Altos Municipal Code Section 14.28.040§G2(A)
Increased height allows for more units which then reduces the actual per square foot cost to deliver the product to market.
- PARKING REDUCTION: Per California Government Code Section 65915(p)(2) & per Los Altos Municipal Code Section 14.28.040§F1(D) "For any development eligible for a density bonus... the city shall not impose a parking requirement, inclusive of handicapped and guest parking, of a development, that exceeds the following requirements... i. For zero to one bedroom, one onsite parking space. ii. For two to three bedrooms, two onsite parking spaces."

REQUESTED WAIVER

- Reduction in the required 60% soft surfaces in the front and rear yard setbacks

The first foot of the front yard setback cannot be soft surface as it has been dedicated as additional width for the city sidewalk. In order to soften the pedestrian experience, additional landscaping with benches are integrated into the wall along the sidewalk which is set back from the sidewalk. Color is added to the streetscape experience with vines that are supported by the wall/fence at the dooryards.

In addition to the sidewalk dedication, there are several factors that add significantly to the amount of hardscape required outside the building footprint:

1. Garage Driveway/ Trash access required along the front setback.
2. Pedestrian Access including ADA access requirements at the Main Entry to the building. This area also serves as Guest waiting area, Residents waiting area while they get picked up, and area for loading and unloading purposes.
3. SCCFD requirements outside of our building footprint.
4. Utility access along public ROW.

Due to these reasons, 60% softscape is challenging and does not allow the applicant to deal with the list of other design constraints, therefore a request for a waiver on this requirement has been added to the State Density Bonus Letter. Our current landscape plans show about 25% softscape within the front and rear setbacks.

Please also note that in addition to front and rear yard plantings, street trees with planter beds are to be added to the public ROW at the expense of the developer and additional softscape surface has also been provided on the roof deck.

- *Waiver standards 14.28.040§H(3).*

Denial of requested waiver. The reviewing authority may deny a request for a waiver under this section if it finds the waiver would:

- a. Waive or reduce a development standard that would not have the effect of physically precluding the construction of a development meeting the criteria of this section at the densities or with the incentives permitted under this section; or*
- b. Have a specific, adverse impact upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact; or*
- c. Have an adverse impact on any real property that is listed in the California Register of Historical Resources; or*

d. *Be contrary to state or federal law.*

PROJECT DATA

Address: 450 1st St., Los Altos, CA 94022
Site Area: 15,217 s.f. (0.35 acre)
Existing Dwelling Units: 0
General Plan Designation: Downtown Commercial
Zoning Designation: Commercial Downtown / Multiple-Family (CD/R3)
Current Use: Commercial Office

Entitlements Requested: Vesting Tentative Tract Map, State Density Bonus
Proposed Program: 26 condominiums (74.3 DU/AC)
Affordable Housing: 4 Below Market Rate Units (3 Moderate, 1 Low)
Construction Type: 2 levels of below grade parking garage of Type I concrete
4 levels of Type III above grade
Proposed Height: Max. 46-ft height to top of roof deck

RESPONSE TO STAFF QUESTIONS

COST IMPLICATIONS IN TERMS OF DOLLARS

Cost Savings gaining 3 units with the additional building height (waiver):
Assuming costs are fixed at approximately \$1.3M per unit, the additional 3 market rate units help subsidize the loss resulting from the 4 Below Market Rate Units.

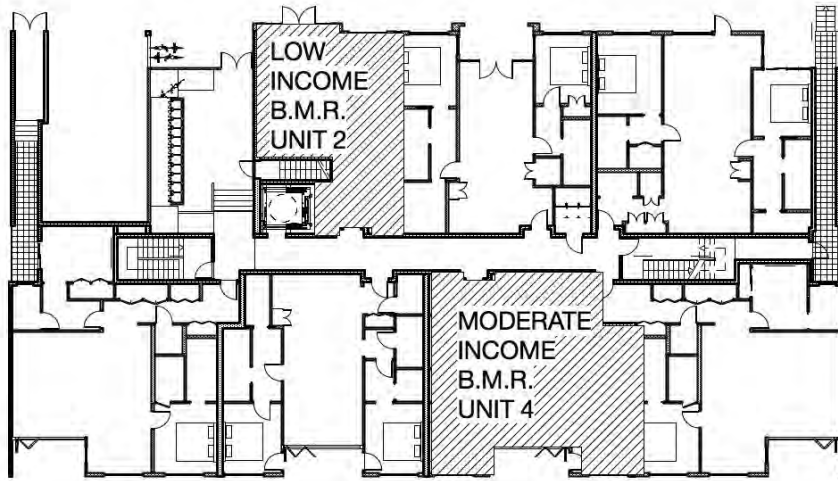
The BMR's sell anywhere from \$256,201 for a 1 Bedroom Low Income Unit to \$553,351 for a 2 Bedroom Moderate Income unit.

UNIT #	BEDROOMS	AREA (S.F.)	OUTDOOR AREA GROSS	BMR	MARKET RATE
1	2	1321	400		1
2	1	715	154	1	
3	2	1162	392		1
4	2	1131	406	1	
5	2	1077	320		1
6	2	1257	400		1
7	2	1311	310		1
8	2	1249	104		1
9	2	1469	104		1
10	1	709	68		1
11	2	1162	93	1	
12	2	1131	93	1	
13	2	1090	68		1
14	2	1283	104		1
15	2	1476	104		1
16	2	1249	104		1
17	2	1469	104		1
18	1	709	68		1
19	2	1162	93		1
20	2	1131	93		1
21	2	1090	68		1
22	2	1283	104		1
23	2	1476	104		1
24	3	2188	444		1
25	2	1473	210		1
26	3	2297	455		1

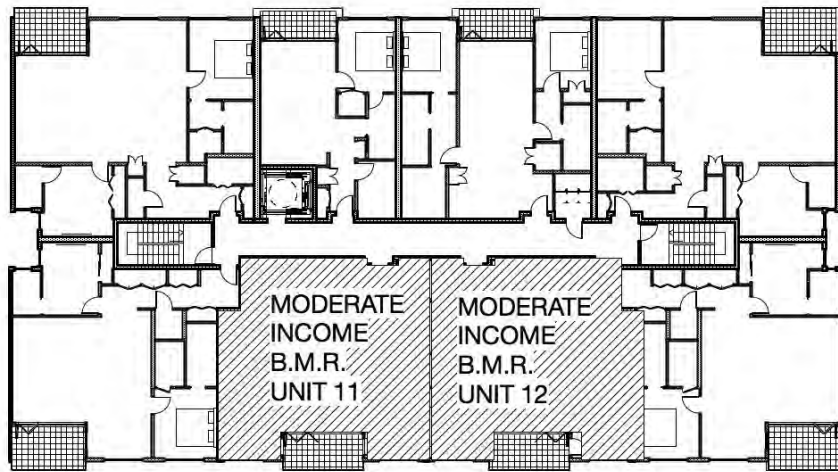
NET SALEABLE 33070 4967

BMR	MKT
4	22

TOTAL UNITS = 26	
TOTAL 1 BEDROOM = 3 = 11.5%	% OF BMR 25%
TOTAL 2 BEDROOM = 21 = 77%	% OF BMR 75%
TOTAL 3 BEDROOM = 2 = 11.5%	0



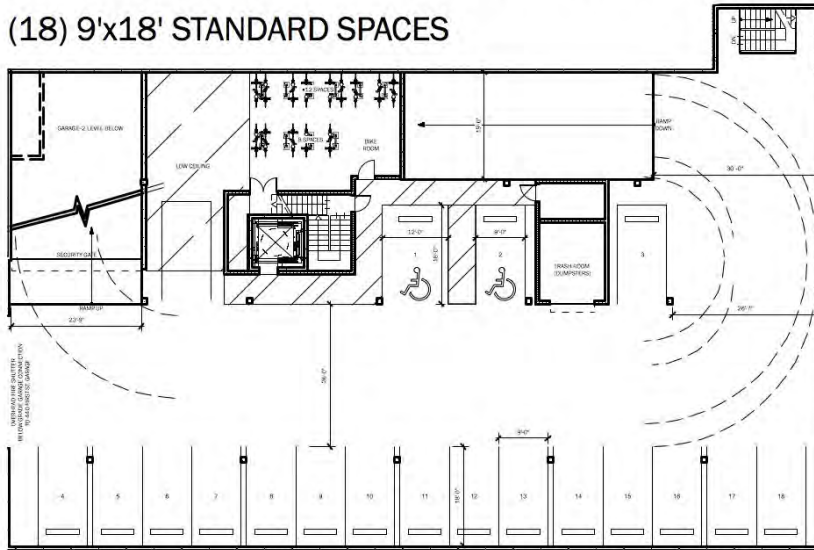
LEVEL 1



LEVEL 2

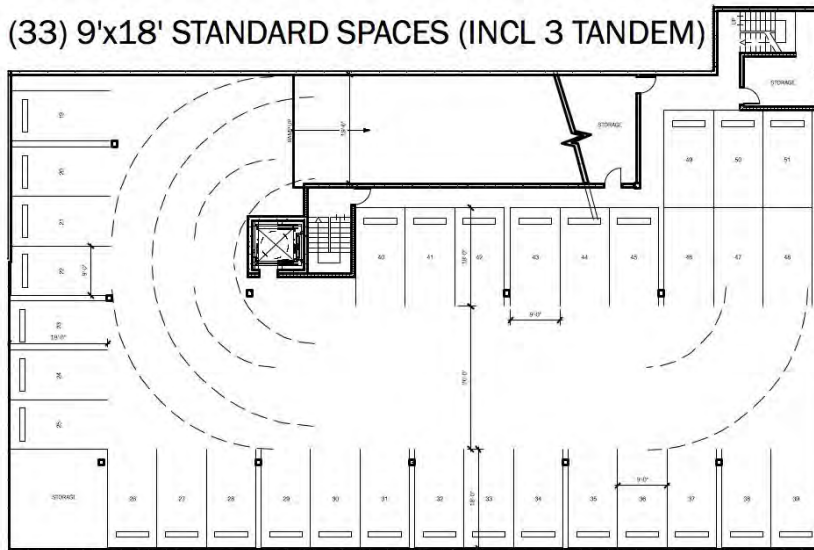
SUBTERRANEAN LEVEL 1 PARKING GARAGE

(18) 9'x18' STANDARD SPACES



SUBTERRANEAN LEVEL 2 PARKING GARAGE

(33) 9'x18' STANDARD SPACES (INCL 3 TANDEM)



14.28.040 §2(A)

PARKING REQUIREMENT ALTERATION STANDARD

	QTY UNIT TYPE	SPACES REQ. W/O SDBL	SPACES REQ. W/ SDBL	
1 BEDROOM	3	1.5	1	
2 BEDROOM	21	2	2	
3 BEDROOM	2	2	2	
GUEST 1 PER 4 UNITS		6.5	0	
TOTAL		57	49	PROPOSED 51

DESIGN REVIEW NARRATIVE FOR NEW DOWNTOWN DEVELOPMENT

General Design Review Findings (Section 14.78.060)

- 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.

RESPONSE: The vision for 450 First St is to create high-quality residences which take advantage of a central location in the downtown district. The design of the project focuses on creating a friendly residential frontage which reinforces and furthers the vision of First st as a pedestrian and mixed-use corridor with direct links to central Los Altos. This is accomplished through the creation of entry terraces, balconies and an upper level roof-deck, conveying residential scale and providing visual interest, as well as providing the residential condos with functional adjoining outdoor spaces. The character and style of the design is inspired by the 'Mid-century' and 'Mediterranean' style which is common to the area and appropriate to the landscape and climate. The project is consistent with the Zoning and General Plan land use and is providing high-quality below-market-rate and market-rate housing, and is consistent with the cities policies on the State Density Bonus Law.

- 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.

RESPONSE: The project is similar in scale to an existing residential condominium project two lots to the north. The design is coordinated with the proposed 4-story multifamily project at 440 First St. which shares a lot line to the north. The coordination with 440 includes a shared parking garage and access ramp, as well as massing and façade design which coordinates massing, colors and materials.

- 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.

RESPONSE: The First St frontage includes generous entry terraces and landscaping and is broken up both horizontally (indentations for covered patios on ground floor and balconies on 2nd and 3rd floor) as well as vertically (Stone porticos and terraces at grade, balconies on 2nd and third floor, and 4th story setback and material change). This creates a sense of base/middle/top and helps break down the building mass and relate it to the human scale. The front terraces and the common roof deck at level 4 also include planting which will further harmonize the structure with the natural environment. The ground floor units are accessible from the sidewalk (in addition to via the Lobby), and therefore create a sense of 'address' along the street, as well as a building frontage design that reflects the residential use.

- D. Exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements. Materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area.

RESPONSE: The materials palette is of high-quality and integrates natural materials such as stone, stucco, and wood. The palette is meant to harmonize with the 'Mid-century' and 'Mediterranean' styles which are both prevalent in Los Altos and are responsive to the local landscape and climate. In

addition to this, the transition in color, material, and setback on the 4th floor is intended to create a 'lightening' of the mass as it extends higher above the ground.

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.

RESPONSE: Our proposed landscape design has been fully integrated to create a connection between the building, the front yard entry terraces, and the streetscape. This includes bulb-outs with street trees within the public right-of-way, planting along the base of the entry terrace walls, and generous planting within the entry terraces and in front of the common lobby. Please see Landscape plans for more specific detail.

F. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions.

RESPONSE: The only significant signage is likely to be an address number as is reflected on our street level rendering. This will be designed in a manner appropriate to the architectural style as well as the general signage standards of the city and downtown area.

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.

RESPONSE: Mechanical equipment will be screened as shown in our project design drawings. This will include rooftop AC units, as well as utility elements at street level (such as a transformer and backflow preventor).

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.

RESPONSE: Trash staging for pick-up is to the right of the garage ramp and fully screened behind a wood lattice gate. All other trash areas are in the underground garage and not in the public view.

CD/R3 District Design Controls (Section 14.52.110)

A. Reduction of apparent size and bulk:

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

RESPONSE: The façade plane changes numerous times along First St as well as Foothill and is broken down into a series of masses which include 2-3 window bays separated by entry terraces and balconies. Further visual interest is provided with landscaped entry terraces, a main-entry 'marquee', ground level stone 'porticos', upper level balconies and trellises, etc.. The side elevations also have recessed 'light wells' that break up the side façade into separate planes.

2. Every building over seventy-five (75) feet wide should have its perceived height and bulk reduced by dividing the building mass into smaller-scale components by:
 - i. A change of plane;
 - ii. A projection or recess;
 - iii. Varying cornice or roof lines;
 - iv. Other similar means.

RESPONSE: Our design accomplishes all of the above requirements:

1. Change in wall planes as described in previous comments
 2. Projecting balconies and recessed door walls accessing the balconies
 3. Setback 4th level with roofdeck
3. The proportions of building elements, especially those at ground level, should be kept close to human scale by using recesses, courtyards, entries, or outdoor spaces along the perimeter of the building to define the underlying lot frontage.

RESPONSE: Special attention has been paid to the sidewalk adjacent design along First st. This includes:

1. An 1' easement along frontage to increase the potential sidewalk width from 5' to 6'.
 2. Planting at base of the stone wall along First St.
 3. Grade-level outdoor entryways that recess into the front setback on the First st side and interrupt the stone site wall, benches and planting are also coordinated with these recesses.
4. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

RESPONSE: Rooftop ACs are screened from view – see section detail

5. Windows should be inset generously from the building wall to create shade and shadow detail; the minimum inset shall be three inches.

RESPONSE: The design complies with this requirement.

B. The primary access for all buildings shall be directly to the street.

RESPONSE: The design complies with this requirement.

- C. Consideration should be given to the relationship of the project and its location in the downtown to the implementation of goals and objectives of the downtown design plan, reevaluation of design approval shall consider one or more of the following factors:
1. The project location as an entry, edge, or core site;
 2. The ability to contribute to the creation of open space on-site or in designated areas;
 3. Enhancement of the pedestrian environment through the use of pathways, plantings, trees, paving, benches or other amenities;
 4. Building facade improvements including, paint, signage, service areas, windows and other features;
 5. On-site or off-site parking improvements;
 6. Public or private landscape improvements.

RESPONSE: The design complies with these requirements by all that we have mentioned as well as specifically:

1. Planting of 2 street trees, and new bulb-outs into the First St side
2. Additional offsite sidewalk improvements on Lyell St one block north of our project
3. All dedicated residential parking has been moved into an underground garage that is shared with the proposed adjacent project at 440 first st.
4. Street parking has increased with the proposed design from the existing conditions at the site currently, which has multiple curb cuts and surface parking spots that encroach into the 'sidewalk' along the First St Frontage.

5. Substantial improvements will be made to the First St frontage including a new sidewalk, plantings along the sidewalk, additional paved areas with benches (please see landscape siteplan and perspective renderings).

D. Opaque, reflective, or dark tinted glass should not be used on the ground floor elevation. With the exception of ground floor residential units, sixty (60) percent of the ground floor elevation should be transparent window surface.

RESPONSE: The design complies with this requirement.

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

RESPONSE: The design complies with this requirement, no 'courtyards' exist.

F. Rooftop mechanical, venting, and/or exhausting equipment must be within the height limit and screened architecturally from public view, including views from adjacent buildings located at the same level.

RESPONSE: The design complies with this requirement, see bldg. elevations and sections.

Downtown Design Guidelines – First Street District (Pages 65-70)

5.1 PEDESTRIAN ENVIRONMENT

The First Street District is spread along First Street which is more vehicle-oriented than the remainder of Downtown Los Altos, and has more surface parking with limited landscaping than most other areas. Nevertheless, this district is very much a part of the downtown village. These guidelines are intended to allow larger buildings and on-site parking while doing so in a manner that reinforces Downtown Los Altos' village scale and character.

5.1.1 Minimize the visual impact of parking

- a) Underground or screened roof parking is encouraged on larger parcels.
- b) Provide a landscape buffer between street front sidewalks and any adjacent parking lot. Per the zoning code, the minimum width of this buffer must be 5 feet, unless less is allowed by a variance. When lesser widths are allowed for existing parking lot improvements, some buffering is still required. One approach to adding visual buffering by a low wall is shown below.

RESPONSE: The design complies with this requirement; no surface parking is proposed.

5.1.2 Provide pedestrian linkages between street front sidewalks and building entries

- a) Building entries facing First Street are strongly encouraged. For larger buildings where entries are set back on a facade facing a parking lot, provide a strong sidewalk connection with landscaping on both sides from the street front to the entry.

RESPONSE: The design complies with this requirement; all entries are directly connected to the sidewalk.

5.1.3 Provide landscape buffers between parking lots and pedestrian areas at buildings

- a) Building fronts are expected to be as active and attractive as those in the Downtown Core District, and to be buffered from parked cars. Landscaping and, where appropriate, trees should

be used to buffer pedestrian areas. Alternatively, arcades and planters at the building may be used for this purpose. Examples of these two approaches are shown to the left.

RESPONSE: The design complies with this requirement, only parallel parking on-street is provided, all other parking is subterranean.

5.1.4 Provide special paving for parking lots immediately accessible from the street

- a) Parking areas which are adjacent to street front sidewalks and with perpendicular parking spaces directly accessible from the street drive lane are strongly discouraged. For existing parking areas like this that are being upgraded, provide a distinction on the paving color and texture between the parking surface and the adjacent sidewalk and street paving.

RESPONSE: The design complies with this requirement, only parallel parking on-street is provided, all other parking is subterranean.

5.1.5 Provide pedestrian walkways through large parking lots

- a) Dedicated walks through parking lots will improve pedestrian safety and enhance the shopping and business patronage experience. Walkways should be reinforced with edge landscaping and with textured and/or permeable paving where they cross parking drive aisles. One example is shown in the upper right of this page.

RESPONSE: Not applicable, no parking lots are provided

5.1.6 Provide pedestrian amenities.

Amenities may include: Benches; Fountains; Planted areas; Rain gardens and other rainwater infiltration features; Special decorative paving; Potted flowers and plants; Public art; and/or Waste receptacles.

RESPONSE: The project proposes some benches along the sidewalk, widened planting areas, and special paving within the 1' easement adjacent the sidewalk

5.1.7 Integrate ground floor residential uses with the streetscape

- a) Set structures back a minimum of 10 feet from the street property line. Stairs and entry porches may encroach into this setback up to the property line.
- b) Soft landscaping is required for a minimum of 60% of the front setback area.

RESPONSE: Our bldg. is proposed to be setback 12' from the property line. Substantial softscape has been integrated into the front setback.

5.2 ARCHITECTURE

Building uses and sizes will vary more in the First Street District than elsewhere in the downtown. The goal of these guidelines is to accommodate this wide diversity of size and use while maintaining a village scale and character that is complementary to the downtown core. The photographs shown on this and the following page are examples of more vehicle-oriented buildings that include forms and details that are sensitive to village scale and character.

5.2.1 Design to a village scale and character

- a) Avoid large box-like structures.
- b) Break larger buildings into smaller scale elements.
- c) Provide special design articulation and detail for building facades located adjacent to street frontages.
- d) Keep focal point elements small in scale.

- e) Utilize materials that are common in the downtown core.
- f) Avoid designs that appear to seek to be prominently seen from Foothill Expressway and/or San Antonio Road in favor of designs that focus on First Street, and are a part of the village environment.
- g) Provide substantial small-scale details.
- h) Integrate landscaping into building facades in a manner similar to the Downtown Core District (See DDG pages 28-29).

RESPONSE: a)/b) Bldg is broken down in mass as previously described
 c) The entry terrace wall and fence design, porticos, balconies, trellises all accomplish this
 d) The main focal point is the Marquee which is at an appropriate scale to the lobby and residential bldg. design
 e) Stucco, stone, wood, metal, are all common to the area
 f) The main design elements and articulation are all focused on the First St frontage
 g) Fencing, balcony railings, trellises, all provide finer detail to the design
 h) See landscape plan for First St entry terraces as well as common rooftop; landscape will play a substantial role in the design.

5.2.2 Design structures to be compatible with adjacent existing buildings

- a) Buildings adjacent to the Downtown Core District should be designed in form, material, and details similar to those nearby along Main and State Streets.
- b) Projects adjacent to existing residential neighborhoods should draw upon residential forms and details to create a smaller grain design fabric that is compatible with the residential buildings.

RESPONSE: Our site is adjacent other commercial properties (the Intero bldg. to the south, and a proposed residential project but current commercial development (Animal Hospital) to the north). The proposed building is designed to integrate with the current and future residential frontages to the north of the site. This is done with a harmonious scale, materials palette, and frontage landscape design.

5.3 LANDSCAPE

Substantial landscaping is expected in the First Street District to ensure that the area becomes a visual part of the larger downtown village.

5.3.1 Provide substantial landscaping adjacent to residential neighborhoods

5.3.2 Landscape Foothill Expressway edges with shrubbery and trees

5.3.3 Add substantial landscaping in all parking lots

- a) Provide landscaping equal to or greater than the requirements set forth in the Los Altos Zoning Code.
- b) Tree landscaping should be provided to create an orchard canopy effect in surface parking lots with more than one drive aisle. Utilize landscape fingers placed parallel to the parking spaces to break up expanses of parking lot paving. Space the islands with intervals not exceeding 6 parking spaces in length.
- c) Utilize hedges, trees, and other landscaping between facing parking spaces as shown in the example to the left.

5.3.4 Add street trees along all parcel street frontages

RESPONSE: Street trees are added, no surface parking lots are proposed.

5.4 SIGNAGE

The Downtown Core District signage guidelines apply to all signs in the First Street District. Ground signs and freestanding signs may also be allowed at the discretion of the city. (See the guidelines on pages 60-61 for these two sign types).

RESPONSE: The only substantial signage anticipated would be the address number that will be integrated in some fashion into the Marquee. We anticipate working with the City to assure its compliance with the DCD signage guidelines.









NEW DEVELOPMENT CLIMATE ACTION PLAN CHECKLIST

As required in the Los Altos Climate Action Plan, which was adopted in December of 2013, new development shall demonstrate compliance with all applicable best management practices outlined in the checklist below. This list should be included in the project plans and, for all applicable best management practices, provide a description for how the project will complying.

444-450 First Street Los Altos Project

Best Management Practice	Applicable to	Project Compliance		
1.1 Improve Non-Motorized Transportation				
<input type="checkbox"/> Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
<input type="checkbox"/> Connect to and include non-motorized (bicycle and pedestrian) infrastructure on-site.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
<input checked="" type="checkbox"/> Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
1.2 Expand Transit and Commute Options				
<input type="checkbox"/> Develop a program to reduce employee vehicle miles traveled (VMT).	Nonresidential projects over 10,000 square feet (or over 50 employees)	Yes	No	N/A
1.3 Provide Alternative-Fuel Vehicle Infrastructure				
<input checked="" type="checkbox"/> Provide electric vehicle (EV) pre-wiring and/or charging stations.	All projects	Yes	No	N/A
2.2 Increase Energy Efficiency				
<input checked="" type="checkbox"/> Install higher-efficiency appliances.	All new construction	Yes	No	N/A
<input checked="" type="checkbox"/> Install high-efficiency outdoor lights.	All new construction	Yes	No	N/A
<input type="checkbox"/> Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.	All new nonresidential construction	Yes	No	N/A

Best Management Practice	Applicable to	Project Compliance		
3.1 Reduce and Divert Waste				
 Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	Yes	No	N/A
3.2 Conserve Water				
 Reduce turf area and increase native plant landscaping.	All new projects	Yes	No	N/A
3.3 Use Carbon-Efficient Construction Equipment				
 Implement applicable Bay Area Air Quality Management District construction site and equipment best practices. <i>Tables 8-1 and 8-2 in the District's Air Quality Guidelines (see separate handout).</i>	All new projects	Yes	No	N/A
4.1 Sustain a Green Infrastructure System and Sequester Carbon				
 Create or restore vegetated common space.	Projects over 10,000 sq ft	Yes	No	N/A
 Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 sq ft	Yes	No	N/A
 Plant at least one well-placed shade tree per dwelling unit.	New residential projects	Yes	No	N/A

444-450 First Street Los Altos CAP Checklist Project Compliance

1.1 Improve Non-Motorized Transportation

- Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.
- Connect to and include non-motorized infrastructure on-site
- Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.
 - Project Compliance: **N/A**
 - Reasoning: **The project is a residential project. This BMP only applies to non-residential projects.**

1.2 Expand Transit and Commute Options

- Develop a program to reduce employee VMT
 - Project Compliance: **N/A**
 - Reasoning: **The project is a residential project. This BMP only applies to non-residential projects.**

1.3 Provide Alternative-Fuel Vehicle Infrastructure

- Provide electric vehicle (EV) pre-wiring and/or charging stations
 - Project Compliance: **YES**
 - Description of compliance: **The project will provide two EV parking spaces.**

2.2 Increase Energy Efficiency

- Install higher efficiency appliances
 - Project Compliance: **YES**
 - Description of Compliance: **The project will include high-efficiency appliances as applicable**
- Install high-efficiency outdoor lights
 - Project Compliance: **YES**
 - Description of Compliance: **The project will include high-efficiency outdoor lights**
- Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.
 - Project Compliance: **N/A**
 - Description of Compliance: **HVAC commissioning is not required for residential projects.**

3.1 Reduce and Divert Waste

- Develop and implement a Construction and Demolition (C&D) waste plan
 - Project Compliance: **YES**
 - Description of Compliance: **A Construction and Demolition (C&D) waste plan will be developed and implemented prior to commencing demolition of existing structures.**

3.2 Conserve Water

- Reduce turf area and increase native plant landscaping
 - Project Compliance: **YES**
 - Description of compliance: The project's landscape design does not include any turf or lawns. Most of the vegetation would include bioretention planting. Vegetation incorporated into the landscape will comply with the State Water Efficient Landscape Ordinance.

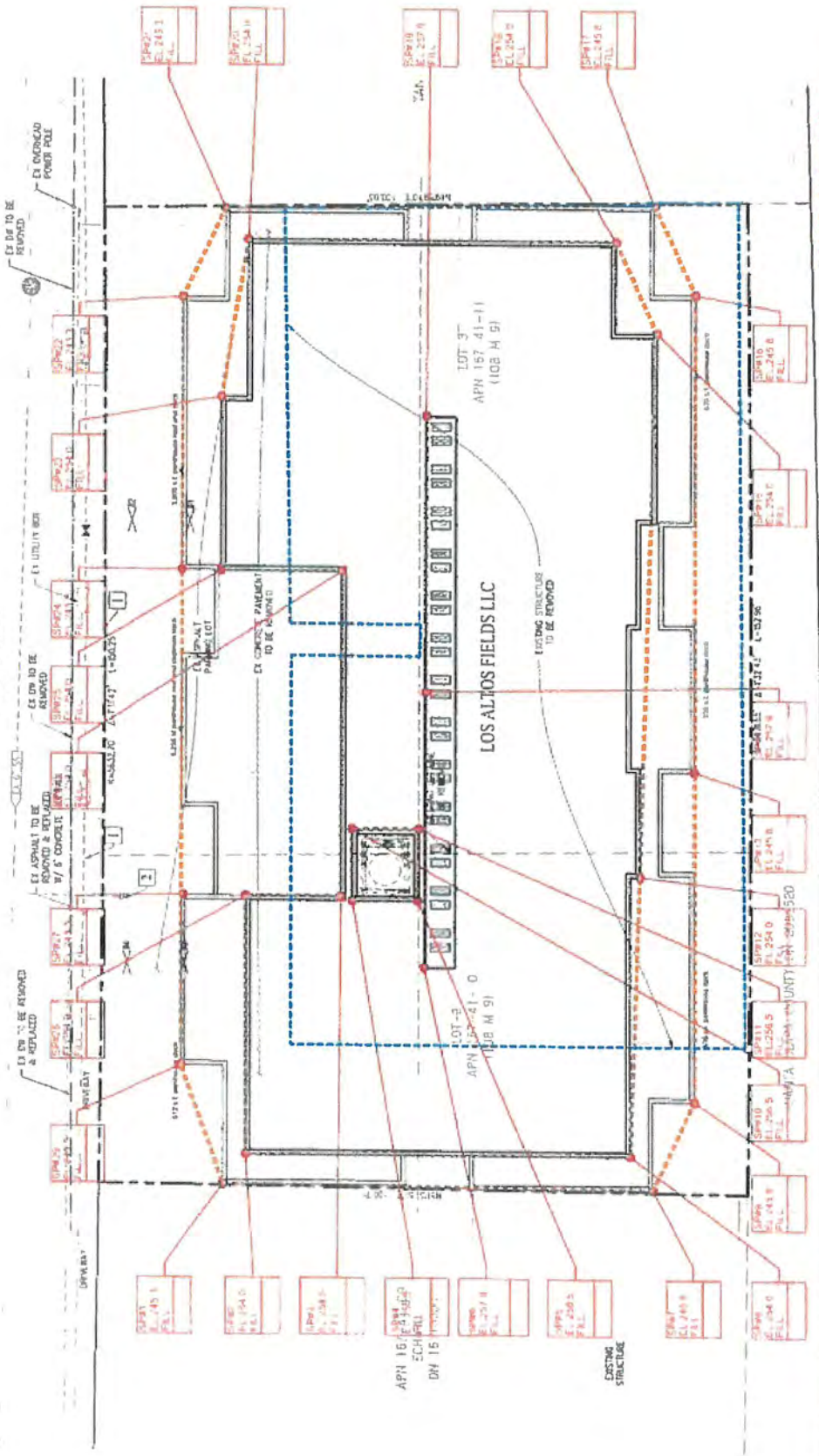
3.3 Use Carbon Efficient Construction Equipment

- Implement applicable Bay Area Air Quality Management District construction site and equipment best practices. Tables 8-1 and 8-2 in the District's Air Quality Guidelines (see separate handout)
 - Project Compliance: **YES**
 - Description of compliance: As stated within the Air Quality report, the project must implement the Bay Area Air Quality Management District (BAAQMD) Best Management Practices during construction. Mitigation Measure AQ-3 implements additional measures to reduce emissions from construction.

4.1 Sustain a Green Infrastructure System and Sequester Carbon

- Create or restore vegetative common space.
 - Project Compliance: **YES**
 - Description of compliance: The landscape design includes common social areas that include new planters, shrubbery, and tress on the ground-level. Additionally, the roof deck terrace would be another common space that would include new vegetation.
- Establish a carbon sequestration project or similar off-site strategy
 - Project Compliance: **YES**
 - Description of compliance: The project proposes to plant 4-5 small trees and 2 large trees with some shrub planting to assist with carbon sequestration. The project will also work with the City of Los Altos to plant new trees at the off-site residents most impacted by construction, which include residences located west of Foothill Expressway.
- Plant at least one well-placed shade tree per dwelling unit.
 - Project Compliance: **YES**
 - Description of compliance: The project cannot plant one shade per dwelling unit due to the project being high-density housing. However, as mentioned before, the landscape design does plan to incorporate six to seven additional trees onsite and will work with the City of Los Altos to plant additional trees within the area to help the community.

FIRST STREET



SCALE: 1/16" = 1'-0"



450 FIRST ST. LOS ALTOS, CALIFORNIA
STORY POLE PLAN - AUGUST 7, 2019

The undersigned (applicant/owner) agrees to indemnify and hold the City harmless for any liability, costs or expenses, including attorney's fees, associated with the construction of, or any damage caused by, the story poles or support apparatus installed pursuant to this plan.

[Handwritten signature]



GRANT LINE LAND SURVEYING

August 28, 2019

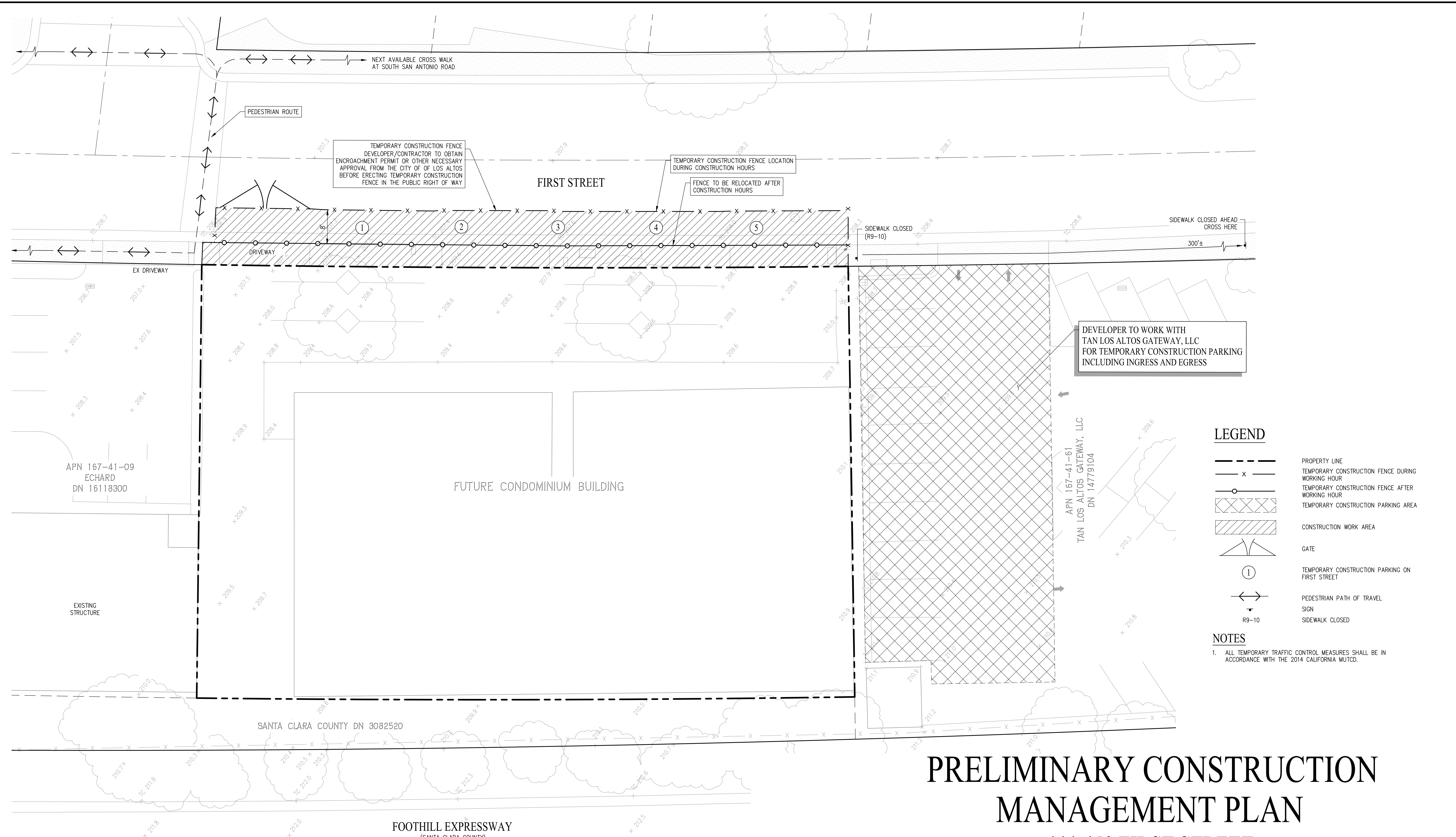
Dutchints Development LLC
Amir Farhid
5150 El Camino Real Suite E-20
Los Altos, CA

RE: 450 First Street Los Altos, CA

The constructed story poles at the above referenced project were surveyed on August 28, 2019 and found to be at the locations and elevations on the story pole plan "Attached".



08/28/2019



DEVELOPER TO WORK WITH TAN LOS ALTOS GATEWAY, LLC FOR TEMPORARY CONSTRUCTION PARKING INCLUDING INGRESS AND EGRESS

LEGEND

- PROPERTY LINE
- TEMPORARY CONSTRUCTION FENCE DURING WORKING HOUR
- TEMPORARY CONSTRUCTION FENCE AFTER WORKING HOUR
- TEMPORARY CONSTRUCTION PARKING AREA
- CONSTRUCTION WORK AREA
- GATE
- TEMPORARY CONSTRUCTION PARKING ON FIRST STREET
- PEDESTRIAN PATH OF TRAVEL SIGN
- SIDEWALK CLOSED

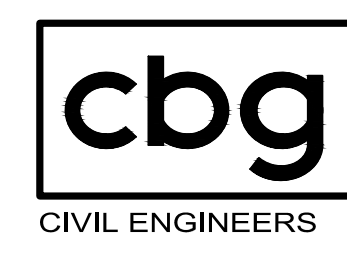
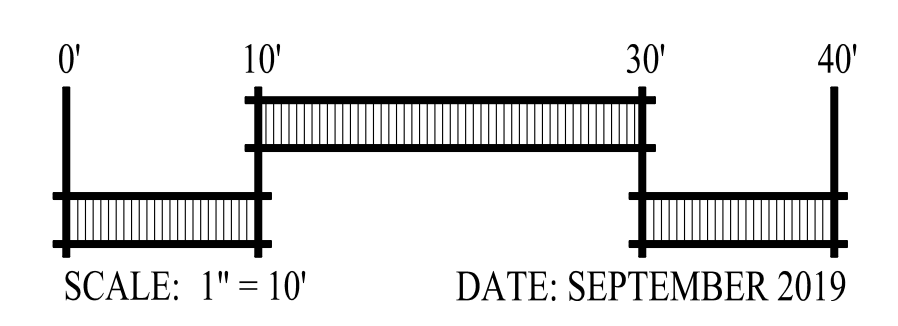
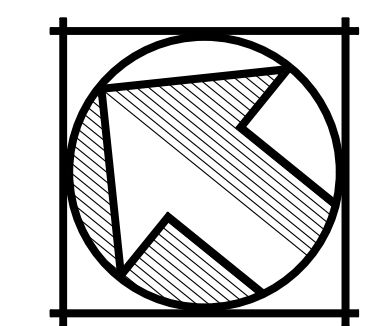
NOTES

1. ALL TEMPORARY TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE 2014 CALIFORNIA MUTCD.

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

444-450 FIRST STREET

CITY OF LOS ALTOS SANTA CLARA COUNTY CALIFORNIA





SAN RAMON (925) 866-0322
 SACRAMENTO (916) 375-1877
 WWW.CBANDG.COM
 CIVIL ENGINEERS SURVEYORS PLANNERS

SHEET NO.
CM-1
 OF 2 SHEETS

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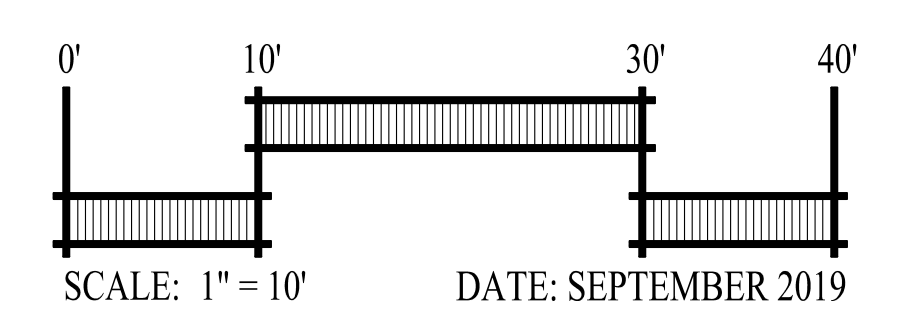
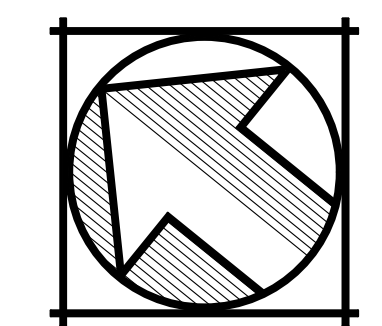


LEGEND

-  PROJECT PROPERTY
-  TRUCK ROUTE

**PRELIMINARY CONSTRUCTION
MANAGEMENT PLAN
TRUCK ROUTING PLAN
444-450 FIRST STREET**

CITY OF LOS ALTOS SANTA CLARA COUNTY CALIFORNIA



SAN RAMON (925) 866-0322
SACRAMENTO (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS SURVEYORS PLANNERS

SHEET NO.
CM-2
OF 2 SHEETS

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DUTCHINTS DEVELOPMENT LLC

September 17, 2019

Jeff Gilman
Tan Group
870 E Charleston Rd # 200
Palo Alto, CA 94303

RE: Proposal to Purchase - Fire Access Easement and Shoring

Dear Jeff:

Dutchints Development LLC ("Dutchints") (Dutchints is hereinafter referred to as "Purchaser") is pleased to submit this proposal to purchase a two foot reciprocal fire access easement and shoring easement for our proposed project at 444-450 First Street, Los Altos, CA (the "Property"), more fully described below.

For the shoring, please refer to the attached preliminary shoring plan.

The purpose of this letter is to outline the general terms and conditions for this transaction.

Please consider the following:

1. Parties:

The parties to the transaction shall be Dutchints Development LLC. (as "Purchaser") and Tan Group (as "Seller").

2. Property:

The properties consist of the Tan Group Property (496 1st Street) and Dutchints Property (444-450 1st Street) in Los Altos, CA.

3. Purchase Price:

The Purchase Price for the granting of the reciprocal fire access easement and installation of shoring (tie backs) shall be [REDACTED]

The Purchase Price shall be payable in cash upon the Close of Escrow with no contingencies.

4. Easement and Shoring Agreements:

Buyer shall endeavor to provide seller with Agreements ("Agreements") to be prepared by Buyer within ten (10) business days following full execution of a Letter of Intent.

5. Deposits:

Within three (3) business days following the full execution of Agreements, Buyer shall deliver to Escrow, to the title company set forth in paragraph 6, a deposit in the amount of [REDACTED]

The deposit of [REDACTED] shall be non-refundable following Buyer's waiver of the Contingency Period .

6. Escrow:

Escrow shall be opened with First American Title Company ("Escrow Company").

7. Escrow / Title / Closing Costs:

Costs shall be split between Purchaser and Seller as is customary in Santa Clara County.

8. Contingency Period:

The Agreements shall provide that Buyer, at Buyer's sole cost and expense, shall have Sixty (60) days following signed Agreements for Contingency Period. Contingency Period is for Buyer and Seller to receive approval by the Santa Clara County Fire Marshal that easement will satisfy their access requirements.

9. Close of Escrow/Recording of Agreements:

Escrow shall close thirty (30) days after approval by the City of Los Altos and Santa Clara County Fire District. Balance of payment will be payable at closing.

Sincerely,

Dutchints Development LLC
Vahe Tashjian, Managing Director
(650) 245-0753

Seller: Tan Group

By: Jeff Tan
Its: VP Real Estate
Date: 9-18-19

Buyer: Dutchints Development LLC

By: Vahe Tashjian
Its: Managing Director
Date: 9/17/19

PLATFORM

architecture / planning / research

Sep 26th, 2019

Via Email

To:

City of Los Altos Planning Dept, ATTN Steve Golden

Re: Cannon Design Group Design Review

Dear Steve:

Please see our attached responses to the CDG design review memo that have been incorporated into the Drawing Set.

Comment 1, Page 6

CDG raises the issue of the pedestrian 'friendliness' of the wall along First St that is between the entry terraces and the sidewalk. This issue has also been raised by Staff and affirmed by the Complete Streets Commission. The intent of the streetscape design is to create a pleasing pedestrian environment and create a semi-private transition in the front yards to the residential units that front and have direct access to the sidewalk on First St. We have made the following adjustments to the original design that was reviewed in the PC Study Session, by Planning Staff, the Complete Streets Commission and by CDG.

1. The entry 3' high entry terrace walls that support the raised Entry terraces have been setback additionally from the sidewalk. They are a minimum of 2' setback from property line (originally it was setback 1'), have planting in front in some sections (see landscape plan L103), and have substantial setback 'recesses' at sidewalk grade where Entry Terrace gates are placed, the wall is set back 4-8' from the property line in these locations for a stretch of 20'. These recesses also have adjacent planting and benches for public use.
2. The wood screen fence on the Entry Terraces which also serves as a guardrail, is setback 6" from the plane of the stone wall below, and has gaps between the boards. It is intended to screen for privacy but create a 'lighter' top to the stone base.

The design intent for the Entry Terraces is to create a threshold between the sidewalk and the private residential unit that allows for a pleasing pedestrian interface as well as use of the Entry Terrace as a furnished outdoor space benefiting the residences, a potential place to receive guests directly off the sidewalk, and an alternative means of entry or exit from the residences. The Applicant and design team believe that this will activate the sidewalk in a way that does not compromise the residential nature of the adjacent use and create a pleasing interface from both sides.

Comment 2 &3, Page 6

These comments address the Foothill Expy rear façade and rear yard design of the proposed bldg. We have clarified the material on the upper level balcony railing, it is stucco. The frosted glass railing on the upper level corner balconies has been removed and replaced with stucco. CDG also raises the issue of the 7' high

Stucco cement block 'sound wall' that is on the property line facing Foothill Expy. This is a necessary design to protect the visual and auditory privacy of the ground level units facing Foothill. There is also a 10-15' wide 'remnant parcel' belonging to the county between our rear property line and the Foothill ROW. This remnant parcel currently has planting in it to screen the wall and means that the wall is setback +/-25' from the edge of the pavement on Foothill. This wall condition facing Foothill is a typical design that is used on existing residential and commercial properties that currently back onto Foothill to the north of the project and are often closer to Foothill than 450 First St due to the remnant parcel. We have modified the wall to include 6' wide and 2' deep recessed niches every 30' or so, allowing planting pockets for vines on the outside of the wall that would provide coverage of sections of the wall (see foothill elevation). We would like to review our proposed design as is with the Planning Commissioners and will discuss adjustments to the detailed design of the wall if necessary.

Comment 4 pg 7

We have redrawn the south facing side façade to include 'recesses' in a similar pattern to the windows on the main façade. We have also shown steel lattice and suggested the planting of vines to grow on this wall.

Comment 5 pg 7

CDG raises the concern of light in the rear bedrooms on the corner unit due to their placement on the lightwell. The applicant and design team have made a judgement call here to place the primary bedroom on the main façade facing Foothill and because of the advantages of being a corner unit, place the secondary bedroom on the lightwell. We believe the benefits to this design are increased privacy of the second bedroom as well as increased light exposure for the common kitchen dining and living area. While we acknowledge the comment about diminished light in the rear bedroom (although the design would obviously follow building code), we think benefits outweigh this. This also has no visual impact on the façade and would therefore seem to be an issue appropriately at the discretion of the applicant to decide.

Comment 6 pg 8

We have lightened the proposed color for the 4th level setback floor in accordance with CDG recommendations.

Recommendation 1, pg 8

While we acknowledge the desire to add 'architectural detail' to the First St façade, the applicant and design things the additional details already designed such as the awning at the lobby, entry terrace wall and portico design, balconies, trellis/awnings already present a pleasing balance of simplicity of massing and proportion and a 'residential' looking articulation of detail. We believe adding the additional sunshade devices over all windows would add unnecessary additional detail that would complicate the overall composition. This façade is also north-east facing, so the sunshade devices they would not function as sun shading devices, but rather be decorative.

Also, on the recommendation of the Entry Terrace wall design, we believe our redesigned elements also address the concern, and maintain the function and usability of the Entry Terraces, please see Comment 1 at the start of the memo.

Recommendation 2,3, pg 9

We look forward to the recommendations of the PC on these issues.

Recommendation 4, pg 10

We believe we have addressed this recommendation, and the issue of the side facing wall in a way that is appropriate to the design and style of our proposed building. See comment 4 above and south facing elevation on page A-7.

Recommendation 5, pg 11

We believe we have addressed this recommendation, see comment 6 above.

Recommendation 6, pg 12

We believe we have addressed this recommendation, see recommendation 1 above.

Please call me with any further questions, we look forward to working with you, the Planning Commissioners and City Council to finalize an acceptable design.

Chris Hall, Partner
415 658 1723

Platform GP
1431 MLK Way
Oakland, CA 94612

PLATFORM

architecture / planning / research

Sep 26th, 2019

Via Email

To:

City of Los Altos Planning Dept, ATTN Steve Golden

Re: Findings for Exceptions for Public Benefit

Dear Steve:

We are attaching the following findings addressing the projects request to (1) decrease the rear yard set back to 8' from 10' and (2) decrease the minimum width of parking stalls from 9'-0" to 8'-6".

1. Decrease in Rear Setback from 10' to 8'.

The project is proposing to increase the front setback for the primary building facade to 12' from 10' and decrease the rear setback from 10' to 8' (essentially 'backing the bldg up' to allow more room on First st). This proposal originated when the City requested the project grant a 1' easement at the front of the lot for an increased sidewalk width as well as a shared ramp access and combined curb-cut for our project at 450 First st and the adjacent proposed project at 440 First St. Both of these requests by the city were agreed to by the applicant in the interest of improving the streetscape and 'Public Benefit' the project would bring to the First St corridor. The impact of the reduced rear setback is lessened by the existence of a 'remnant' parcel (a 10-12' strip of land owned by the county between the Foothill Expressway ROW and the projects rear lot line). This parcel is empty and effectively increases the distance from our rear lot line to the edge of Foothill Expressway which ranges from 22' to 25'. In order to be granted an 'exception for public benefit' a project must find that:

- 1. The granting of the exception will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the area;*

The exception will improve the condition on First St, and not be 'materially injurious' to the project or adjacent projects in the area, for the reasons stated above.

- 2. The benefit to the city derived from granting the exception is an appropriate mitigation when considered against the cost to the developer;*

The public benefit to the city is an increased sidewalk area and slightly increased front yard setback, the cost to the developer is the loss of front yard, which is offset by the ability to push the bldg. back further into the rear yard. The applicants consider this to be a better resolution for all that does not disproportionately benefit or cost the city or the developer.

- 3. The project and mitigation will result in a public benefit to the downtown;*

The project will benefit the downtown by: (1) an increased sidewalk width, (2) an increased front yard setback, (3) a combined and therefore diminished length of curb cut which includes an adjacent project at 440 First st.

4. *The resultant project and mitigation are consistent with the general plan and promote or accomplish objectives of the downtown urban design plan.*

The project and mitigation we believe to be consistent with the general plan and to be accomplishing objectives of the downtown urban design plan in the following ways:

The Downtown Design Plan states:

'The goals of this plan are to reinforce the identity of downtown as a retail center, to improve the visual quality of the area, and to create an attractive pedestrian environment.'

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

We believe our proposal accomplishes these goals and objectives by (1) enhancing the design of the pedestrian corridor along First St through increased width and articulation of the Entry Terraces and ample front yard landscape (see landscape design), (2) improving the visual quality of the area through architectural design inspired by Mid-Century and Mediterranean styles that are prevalent in the area and appropriate to the climate and setting.

*Note on encroachments:

The rear decks extend beyond the main façade 18” which we interpret as allowable by Zoning Ordinance as provided by the below section:

14.66.210 - Yard requirements—Exceptions.

c. Fire escapes, landings, and uncovered decks and porches may extend into a required rear yard up to six feet, but shall be no closer to the side property line as the side yard setback prescribed for that lot. Decks, walkways and other hardscape surfaces no more than six inches above grade may go up to any property line.

2. Decrease the min parking stall width from 9'-0” to 8'-6”

This flexibility in parking standards will allow the project to move more parking off the street and offer over the minimum parking spaces required by zoning through the efficient use of compact spaces where appropriate in the parking garage. All required parking for the project will be in the underground garage.

Chris Hall, Partner
Platform GP

Tel# 415 658 1723
1431 MLK Way
Oakland, CA 94612

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, JANUARY 17, 2019 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Commissioners Ahi, Bodner, Bressack and Meadows
ABSENT: Chair Samek, Vice-Chair Lee and Commissioner Mosley
STAFF: Community Development Director Biggs, Planning Services Manager Dahl, Senior Planner Golden, Assistant Planner Hassan, and City Attorney Lee

Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, Commissioner Bressack was appointed Acting Chair for the meeting by consensus.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes

Approve the minutes of the December 6, 2018 Regular Meeting.

Action: Upon motion by Commissioner Bodner, seconded by Commissioner Meadows, the Commission approved the minutes from the December 6, 2018 Regular Meeting as presented.

The motion was approved (4-0) by the following vote:

AYES: Ahi, Bodner, Bressack and Meadows

NOES: None

ABSENT: Lee, Mosley and Samek

ABSTAIN: None

STUDY SESSION

1. 18-PPR-08 – Ciyavash Moazzami – 444 – 450 First Street

Design Review Study Session for a new multiple-family development. The proposal includes 26 condominium units in a four-story building with two levels of underground parking. *Project Planner: Dahl/Golden*

Planning Services Manager Dahl presented the staff report.

Project applicant Ciyavash Moazzami and project architect Chris Hall presented the project.

Public Comment

Resident Fred Fallah expressed concerns about the height and bulk of a four-story project, would prefer a sloped roof and wanted to make sure all environmental issues were evaluated, but noted that he supported the architectural design and materials.

Resident Ramin Shahidi expressed concerns about off-site light pollution from this and other projects, would like additional screening and trees planted along Foothill Expressway, but that he supports new development Downtown and that the project is well designed.

Commission Discussion

The Commission discussed the project and provided the following comments:

- Commissioner Ahi:
 - Successful design concept;
 - Look at the density – is this number of units appropriate – document a basis for the proposed number of units and identify density of nearby projects;
 - Reconsider glass railings and balconies along Foothill Expressway;
 - Consider decreasing the size of the outdoor patios and increasing the size of the lobby; and
 - The project is well articulated with good proportions and scale.
- Commissioner Bodner:
 - Provide more green landscaping along the front of the property;
 - Likes the open front entry and exterior material palette;
 - Reconsider the glass railings;
 - Likes the roof deck;
 - Has potential to be a beautiful building; and
 - Make sure to consider relationship to the new building at 440 First Street.
- Commissioner Meadows:
 - Nice design package;
 - Ditto on the Foothill Expressway comments;
 - Think about the south side elevation and make sure it's not a blank wall;
 - Consider the lobby composition in relation to First Street;
 - Think about using smaller units to achieve a higher density; and
 - Great start to the project.
- Acting Chair Bressack:
 - Good start for the design;
 - Rethink the glass railings for balconies, consider spandrel glass as an alternative;
 - Good window details;
 - Consider additional landscaping along the front of the property;
 - Provide details on how exterior material terminate at the top of the building;
 - Look into the installation of solar arrays on roof;
 - Look at using skylights;
 - Okay with density, but reevaluate the layout of some of the units; and
 - Look at stucco screeds or control joints as a means to breakup large stucco walls.

PUBLIC HEARING

2. 18-CA-07 – City of Los Altos – Cannabis Prohibition Ordinance

Consideration of an ordinance amending Los Altos Municipal Code Chapter 14.82 (Medical and Adult-Use Cannabis Regulations) to establish stricter controls on indoor cannabis cultivation for personal use in the City of Los Altos. *Project Planner: Hassan*

Assistant Planner Hassan presented the staff report recommending approval of the amendments to the City's Cannabis Ordinance.

Public Comment

Resident Ken Elkhert expressed concerns regarding the offensive odor of cannabis from his neighbor's cultivation and asked why the City of Los Altos doesn't follow the Rancho Cordova Ordinance where the odor of cannabis is considered a public nuisance.

Commission Discussion

Commissioner Meadows noted that there are many potential nuisances in a neighborhood; nothing prevents communication between neighbors to address such instances; does not support the code amendments as there is no data to support increased regulation at this time.

Commissioner Bodner noted that she is conflicted, but feels the proposed amendments are reactionary and there does not appear to be a problem that requires further regulation; existing ordinance, if enforced, appears to reasonably address the concern.

Commissioner Ahi noted that he did not support proposed amendments; odor is a subjective thing; 10-foot setback appeared arbitrary; section 6 of the current code appears to address the odor concern; if issues persist, size limitations for cannabis cultivation structures may be appropriate way to regulate.

Acting Chair Bressack noted that she did not support the proposed amendments; excessive regulation; some exposure to odor is part of living in a more urban setting; encouraged more communication between neighbors; appears existing ordinance adequately addressed odor issue.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission recommended to the City Council that no amendments be made to Los Altos Municipal Code Chapter 14.82 (Medical and Adult-Use Cannabis Regulations) due to the following reasons:

- Data not sufficient to support the recommend changes to the ordinance;
- There are other methods available to address odor complaints; and
- Existing ordinance appears to address odor concerns related to indoor cultivation.

The motion was approved (4-0) by the following vote:

AYES: Ahi, Bodner, Bressack and Meadows

NOES: None

ABSENT: Lee, Mosley and Samek

DISCUSSION

3. Story-Pole Policy Regulations

Discussion of the Story-Pole Policy. *Project Manager: Biggs*

Commissioner Ahi noted that the City's Policy appears antiquated; current the graphic representation software and tools can provide superior solutions and more detailed and accurate visual representations of new development; surprised that a City in Silicon Valley even has a story-pole policy; computer models can offer pedestrian views and accurately simulate building relationship; a single pole could be used to show height, but only in circumstances where new project is taller than adjacent buildings. Concluded by noting the whole concept seems strange, but noted that if policy remains, he supported limiting the amount of time that story poles are in place.

Commissioner Bodner noted that if story poles have to be erected, they should only be up for a short period of time – no more than 30 days; take photos of the story poles right away; and then after 30 days, the story poles can be removed.

Commissioner Meadows noted that the best practices should be explored and developed; the current story-pole policy is not a best practice; can support a 30-day maximum for the story poles to be in place; and expressed concern when we already have an example of a story pole causing damage.

Acting Chair Bressack noted that in order to prevent story poles from creating a blight they need to be limited to no more than 30 days; concurred with other Commissioners that story poles are not really needed.

Commissioner Bodner further noted that story poles are a pedestrian/public safety hazard and have outlasted their usefulness.

Commissioner Ahi added that the City should grant exceptions when a project site is actively used and occupied by businesses and tenants.

Action: Upon motion by Commissioner Bodner, seconded by Commissioner Meadows, the Commission referred the Story-Pole Policy to staff and continued the item to the next meeting on February 7th to change the policy to reflect the feedback from the Planning Commission and draft a memorandum to the City Council regarding why the policy needs to be amended.

The motion was approved (4-0) by the following vote:

AYES: Ahi, Bodner, Bressack and Meadows

NOES: None

ABSENT: Lee, Mosley and Samek

ABSTAIN: None

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Meadows reported on the January 8, 2019 City Council meeting.

POTENTIAL FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Acting Chair Bressack adjourned the meeting at 9:10 P.M.

Jon Biggs
Community Development Director

Attachment D

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS,
HELD ON WEDNESDAY, JUNE 26, 2019 AT 7:00 PM AT THE LOS ALTOS YOUTH
CENTER, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Nadim Maluf (Chair), Suzanne Ambiel (Vice Chair), Stacy Banerjee, Randy Kriegh,
Paul Van Hoorickx, Jaime O. Rodriguez (Interim Staff Liaison)

ABSENT: Herprit Mahal, One Vacancy

PUBLIC COMMENTS

None

ITEMS FOR CONSIDERATION/ACTION

1. Minutes

Approve Minutes of regular meeting on May 22, 2019

Upon motion by Commissioner Banerjee, seconded by Commissioner Kreigh, the Commission approved the Minutes of regular meeting on May 22nd with the following comments.

- For the VTA BPAC representative, City Council to appoint Commissioner Banerjee to represent City of Los Altos for the remainder of the current term.
- Comment about crossing guard was addressed for the whole City, not specific to El Monte Avenue and Covington Road.

Approved with the following vote:

AYES: 4. NOES: 0. ABSTAIN:1. ABSENT: 1. Passed 4-0

2. Complete Streets Master Plan

Interim Staff Liaison Jaime Rodriguez presented the item to the Commission. Presentation included the introduction of four main elements of the project:

- Bicycle and Pedestrian Transportation Plan
- Suggested Routes to School – Map Updates
- Transit Transportation Plan
- Concept Plan Line Work for up to 12 Corridors and Intersection Hot Spots

City Staff seeks to discuss each element of the project before the City releases request for proposal Fall 2019. City staff presented several candidates for corridors and hotspots for concept plan line work, then requested the Commission add to the list to complete it.

Question from Commission:

- What dated information did you use to come up with these corridors and intersections
 - Selection was not data driven, streets were chosen from the number of concerns from community and in coordination with other transportation projects.

- How do we go from choosing 4 topics into implementing the plan lines?
 - Foster City has done a similar project recently.
 - The steps will start with selection of consultant, conduct study and community engagements, plan line development and approval, then implementation of the plan.
- Shouldn't the City have the consultants select the corridors and intersections?
 - City staff would like to select the corridors and intersections first to have a better idea of project cost
- Corridor selection is based on 4-5 month of complaints, we should spend more time selecting corridors and intersections, we should take longer for study and data to select.
 - City cannot afford to do a study before hiring consultant, we expect the community and Commission to come up with the list. The list provided is a starting point, we will have 2-3 months to complete the list with community and Commission input.

Request to speak from community:

- Proposed an idea for Miramonte bike path. Bike path on convenient side streets, connect bike path and boulevards by utilizing not low volume streets.

Feedback from Commission:

- El Camino Real corridor within Los Altos should be looked at. Possibly coordinate with Mountain View projects.
- Few missing locations that should be picked up such as Egan School and Santa Rita School.
- Would like to see flashing crosswalks, truck routes, and collected traffic data.
- Ask for feedback from school community.
- Would like to take more time to prepare the selection of streets.
- Should ask each commissioner for 10 corridors and intersection ideas. May be a good idea to use County's interactive map for hotspots.

3. Development Project Review, 4898 El Camino Real

Associate Planner Sean Gallegos presented the item to the Commission. A new five-story multi-family development with 23 units.

Commission Question:

- Level of service were studied for intersections, what kind of study were done for residential study on Jordan?
 - Asked for focused analysis along El Camino Real, along with sidewalk installation and landscape.
- How did the traffic study conclude with 1 trip for a specific turn at Jordin Avenue?
 - Generated trips are distributed outbound, majority of trips are anticipated to use El Camino Real and less on Jordan Avenue.

- Define “stop bar” and “car coming sign”
 - Stop bar is equivalent to the striping placed at a stop sign indicating where a car should stop. Car coming sign is usually a sign that illuminates when a car is coming out of a garage, alerting the pedestrian that a vehicle is exiting around blind corner.

Commission Feedback:

- City to look for opportunity to upgrade traffic signal at Jordan Avenue and El Camino Real.
- Ground level of the site should have marked bike paths.
- Highlight safe route to school and level of service at intersection close to school.
- It would be good to have information on the demographic of people who come in to live in the new developments.
- Plan to have drop-off/pick-up location for deliveries and ridesharing.

Motion made by Vice Chair Ambiel, seconded by Commissioner Banerjee with the recommendation to add surface level paints for bikers, and red curb at Jordan Avenue driveway. The Commission approved the project to be presented to Planning Commission and City Council with the following vote:

AYES: 5. NOES: 0. ABSTAIN:0. ABSENT:1.

Passed.

4. 444 – 450 First Street development

Senior Planner Steve Golden presented the item to the Commission. A new four-story multi-family development with 26 units.

Commission Question:

- The ramp to the entrance of the building is too narrow for bicycle.
 - Architect is prepared to adjust the width of the ramp.
- Is there an Electric Vehicle parking space?
 - No, but we are prepared to make adjustment to add EV parking spaces.
- Where is garbage pickup located?
 - It is located on-site at the garage ramp.
- Is there a loading area?
 - Currently working with the City’s public works for loading zone.
- On the report page 4, additional guest parking was not required, why?
 - Housing accountability act and city muni code did not require additional guest parking.

Commission Feedback:

- Improve ingress and egress for ADA and bikers.
- Look at projected demographics of residents to foresee any issues.
- EV charging station for vehicle and bikes.
- Request to staff, most of the question and comments are repeated for many developments. Possibly make these common questions into a checklist to save time.

Motion made by Commissioner Banerjee, seconded by Vice Chair Ambiel with the recommendation to include confirmation of 6-ft side walk, red curb for northern driveway, EV charging, and bicycle parking reconfiguration. The Commission approved the project to be forwarded to the Planning Commission and the City Council with the following vote:

AYES: 5. NOES: 0. ABSTAIN:0. ABSENT:1.

Passed.

5 Cumulative Study Scenarios in Traffic Impact Analysis (TIA) Studies

Interim Staff Liaison Jaime Rodriguez presented the item to the Commission. As a continuation from previous meeting, staff presented the type of software that can be used to generate cumulative traffic model. The VTA currently operates congestion management program using PVT Vistro. This program is capable of data sharing with neighboring agencies and alter signal timings. Downside is that this is not cloud-based, we will need to coordinate with other agencies to combine the model. City can arrange a vendor presentation for the Commission to explain the use and benefits of the software. Starting July 2020, Vehicle Miles Traveled (VMT) will be used instead of Level of Service (LOS) to analyze traffic impacts. City staff will work to develop VMT policy before the implementation in 2020. Item is informational, no action requested.

Commission Question and Comments:

- Can VMT be used to determine intersection performance?
 - LOS can still be used to monitor offsite improvements at a certain intersection.
- The new software uses LOS, can we still make use of this software?
 - We can still use it to point out trigger points for offsite improvement, but not as trigger point for SEQA.
- Is there any way to convert LOS into VMT?
 - There is no conversion equation, they are completely different concept.
- Does VMT take in account of transit
 - Project with more transit accommodation will have better VMT result.
- LOS for bikes and pedestrians should be looked at, not just vehicles.
- What does Mountain View use for cumulative study?
 - Mountain View currently use Traffix, which does not have cumulative capability. They are looking into PVT Vistro as well.

6 Complete Streets Commission Work Plan

Commission and Staff discussed Commission work plan.

- Missing items from previous list
 - Semi-Annual meeting with Police Department.
- Possibly have committee develop plans, to help staff and Commission with workload.
- Need to familiarize new members with City's Masterplan.
- Follow up on Truck Route improvement
- Measure B community meeting

Request to speak from Community:

- Advocate for work plan on El Camino Real, parking study was dropped from the committee meeting. Requested further attention for 5150 development and the traffic volume and accidents at Casita Way.
- Resident from Casita Way shared concern for traffic safety from congestion and speeding.

INFORMATIONAL ITEMS

7 Monthly Staff Report

Receive information and announcements from City Staff

- Introduced Kathy Kim, new addition to the Transportation team as Assistant Civil Engineer.
- Recruitment for Transportation Services Manager is continuing.
- New Engineering Services Director, James Sandoval starts 7/1.
- Contract extended for Transportation Consultant and Interim Staff Liaison Jaime Rodriguez.

COMMISSIONERS' REPORTS AND COMMENTS

- Commissioner Banerjee attended VTA BPAC meeting. Discussed funding for Master Plan. There is no meeting in June and cannot attend July meeting.

POTENTIAL FUTURE AGENDA ITEMS

- Discuss up to 12 corridors and intersection for Complete Streets Master Plan.
- Postpone or reschedule July meeting.

ADJOURNMENT

Chair Maluf adjourned the meeting at 10:35 PM

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Memorandum

Date: June 20, 2019

To: Mr. Ciyavash Moazzami, Dutchints Developments, LLC.

From: Gary Black
Jocelyn Lee

Subject: Traffic Impact Analysis for the Residential Development at 444-450 First Street in Los Altos, California

Hexagon Transportation Consultants, Inc. has completed a traffic impact analysis for the proposed residential development at 444-450 First Street in Los Altos, California (see Figure 1). The project would consist of a four-level residential building with 26 residential units including three one-bedroom, 20 two-bedroom units, and three two- to three-bedroom units. The project proposes to demolish the existing 10,000 square-foot office building on the site. Vehicle access to the parking garage would be provided via an existing driveway on First Street (see Figure 2A). The parking would be provided in a two-level underground garage (see Figures 2B and 2C).

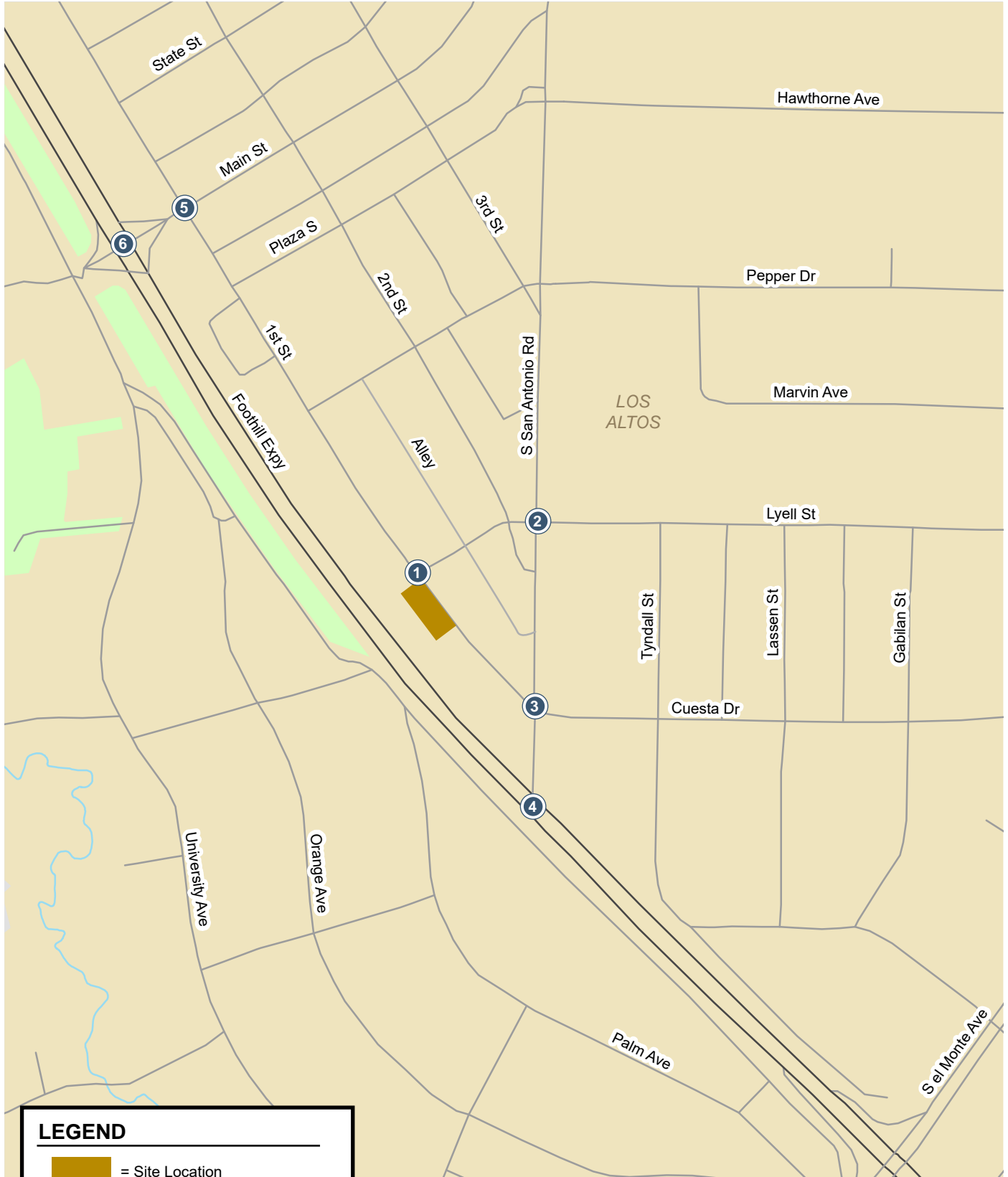
The study includes an evaluation of intersection levels of service, an evaluation of potential impacts to bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Scope of Study

The purpose of the traffic analysis is to satisfy the requirements of the City of Los Altos and the Santa Clara Valley Transportation Authority (VTA). VTA administers the Santa Clara County Congestion Management Program (CMP). Because the project would generate fewer than 100 peak-hour trips, an analysis of impacts on CMP facilities is not required. The traffic analysis includes an analysis of weekday AM and PM peak-hour traffic conditions and determines the traffic impacts of the proposed residential development on key intersections in the vicinity of the site. The intersections are identified below.

1. First Street and Lyell Street (unsignalized)
2. San Antonio Road and Lyell Street (unsignalized)
3. San Antonio Road and First Street/Cuesta Drive
4. San Antonio Road and Foothill Expressway (CMP)
5. First Street and Main Street
6. Foothill Expressway and Main Street (CMP)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.



LEGEND



-  = Site Location
-  = Study Intersection

Figure 1
Site Location and Study Intersections

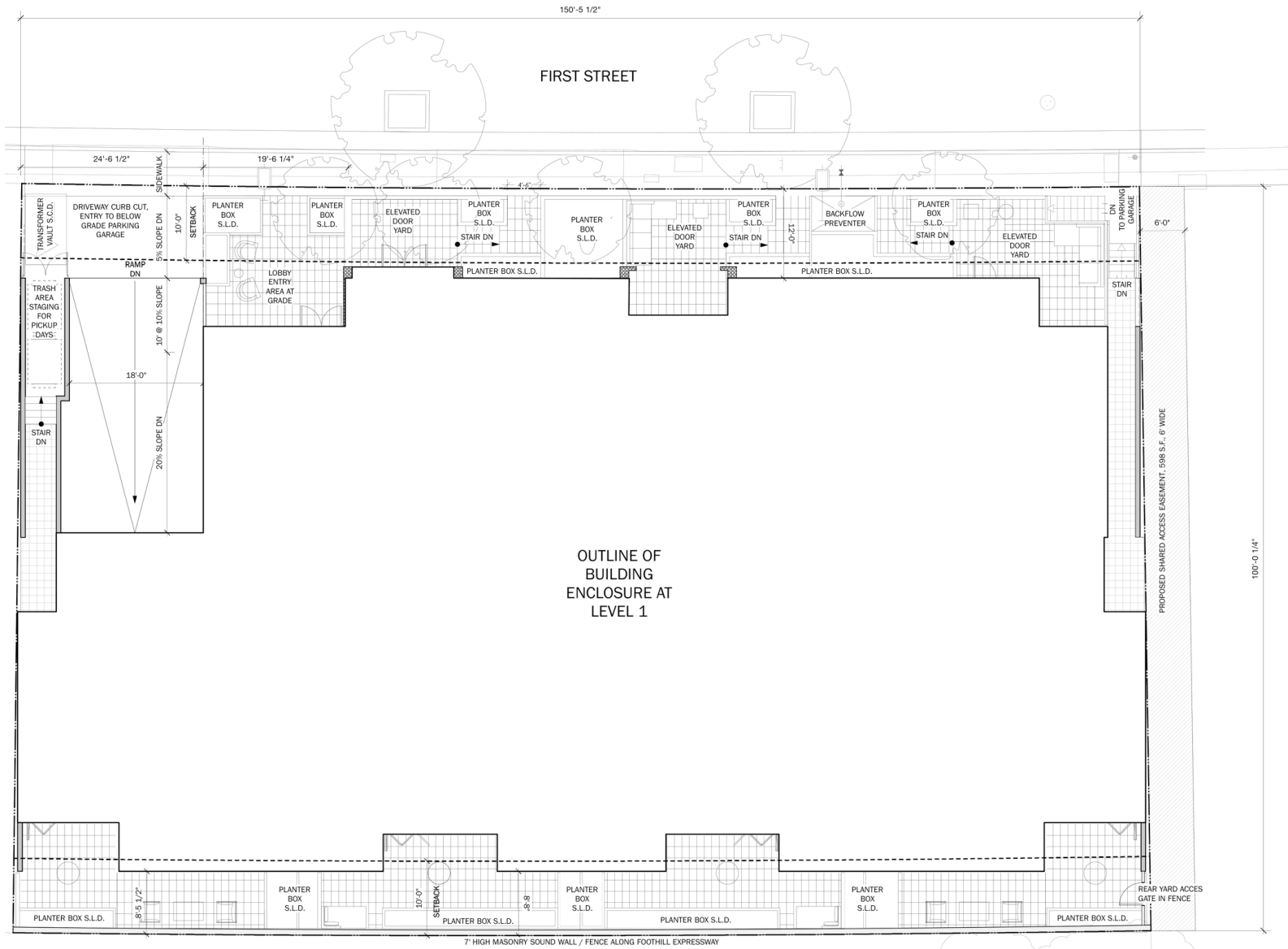


Figure 2A
Project Site Plan

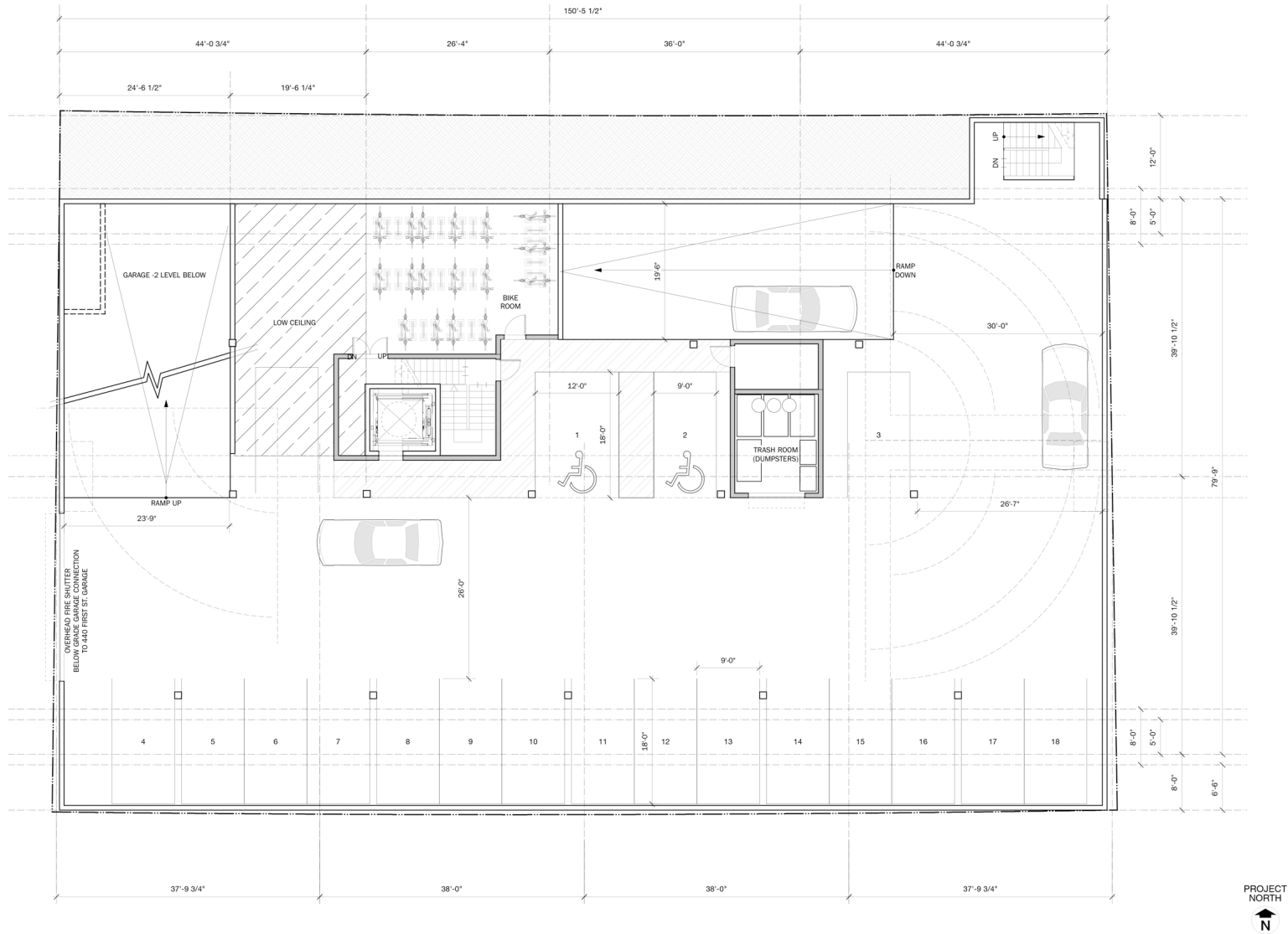


Figure 2B
Upper Garage Turning Template

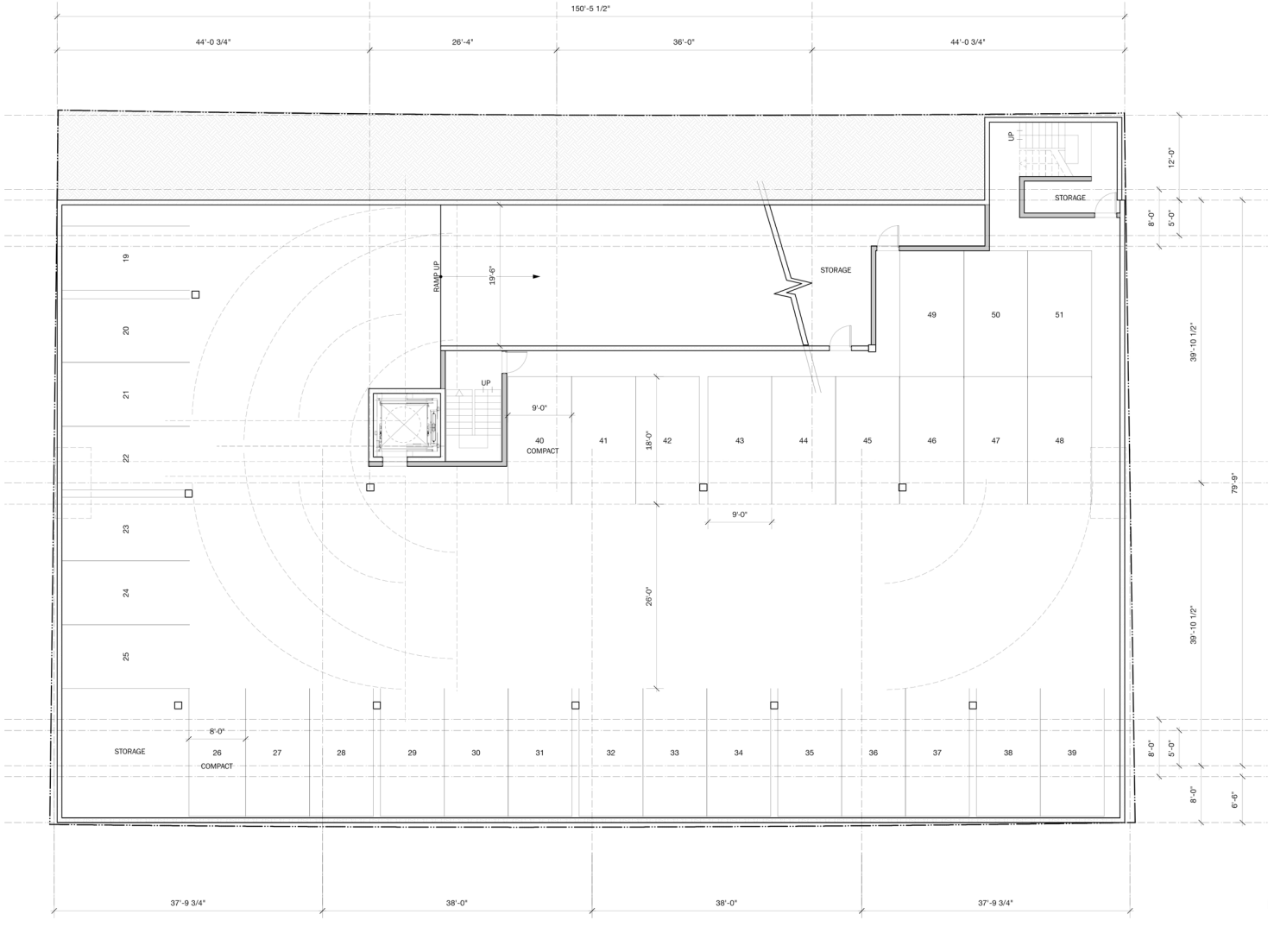


Figure 2C
Lower Garage Turning Template

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing AM and PM peak-hour traffic volumes at the study intersections were based on traffic counts collected in June 2018 and March 2019. The study used whichever counts were higher for each intersection. Existing AM and PM peak-hour traffic volumes at the CMP intersections were obtained from recent counts conducted in April 2017 and the 2018 CMP Annual Monitoring Report, respectively.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed development. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- Scenario 3:** *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed developments was provided by the City of Los Altos.
- Scenario 4:** *Background Plus Project Conditions.* Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

This report describes existing transportation conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. The report analyzes the number of trips the project would generate, as well as the intersection operations analysis for existing plus project, background, and background plus project conditions. The report also includes stop control analysis for the intersection at First Street and Lyell Street, parking, site access and on-site circulation review, project frontage improvements, effects on bicycle, pedestrian, and transit facilities, and nearby school connections.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from field observations and new traffic counts. The following data were collected from these sources:

- Existing intersection peak-hour volumes
- Lane configurations
- Signal timing and phasing

Analysis Methodologies

Signalized Intersection Levels of Service

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of Los Altos evaluates intersection levels of service using the TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the City of Los Altos employs the CMP default values for the analysis parameters. The HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the current VTA level of service definitions for signalized intersections, which replaces the older standards found in the Los Altos General Plan.

The City of Los Altos level of service standard for signalized intersections is LOS D or better. One of the study intersections is a CMP intersection. The CMP level of service standard for signalized intersections is LOS E or better.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16. VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

Unsignalized Intersection Levels of Service

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For unsignalized intersections, level of service depends on the average delay experienced by vehicles on the stop-controlled approaches. Thus, for all-way stop controlled intersections, level of service is determined by the average delay for all movements through the intersection. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. For two-way or T-intersections, the level of service is reported based on the average delay for the worst approach. The level of service definitions

for unsignalized intersections is shown in Table 2. This study utilizes the TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology for unsignalized intersections.

The City of Los Altos does not have an adopted level of service standard for unsignalized intersections. For the purpose of this study, the minimum acceptable level of service for unsignalized intersections is LOS D.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of Los Altos Level of Service standards. Impacts to the unsignalized study intersections were identified based on engineering judgment. Impacts to pedestrian and bicycle facilities and transit services were evaluated based on the VTA Transportation Impact Analysis (TIA) Guidelines (October 2014) and professional judgment.

City of Los Altos Signalized Intersections

According to City of Los Altos level of service standards and VTA guidelines, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added. The critical-movement delay describes the delay per vehicle for the turning movements, usually four, that control the intersection operations. The average delay describes the delay per vehicle for all the turning movements, usually twelve.

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection operations back to background (without the project) conditions or better.

CMP Signalized Intersections

The definition of a significant impact at a CMP intersection is the same as for the City of Los Altos, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to background conditions or better.

Unsignalized Intersections

The City of Los Altos has not established significant impact criteria for unsignalized intersections. Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, movement traffic volumes, intersection safety, and need for signalization. For this reason, significant impacts and the associated improvements to unsignalized intersections are frequently determined on the basis of professional judgment.

Existing Roadway Network

Regional access to the project is provided via Interstate 280 (I-280) and Foothill Expressway. Local access to the project site is provided via San Antonio Road, First Street, Second Street, Lyell Street, and the alley. These facilities are described below.

I-280 is an eight-lane freeway in the study area. It is considered to run north-south between San Francisco and San Jose, although in the project area it runs east-west. In the project vicinity, I-280 has an interchange serving Los Altos at El Monte Avenue.

Foothill Expressway is a four-lane divided expressway that extends between Cupertino and Palo Alto through Los Altos. The City of Los Altos considers Foothill Expressway to be north-south because it is parallel to US 101. It has eight points of access within the Los Altos city limits including an interchange at I-280. The access to the project site from Foothill Expressway is via San Antonio Road or Main Street. The speed limit on Foothill Expressway is 45 mph.

San Antonio Road is a north-south arterial that extends northward from Foothill Expressway to US 101. For the purpose of this study, San Antonio Road is treated as east-west since it intersects with Foothill Expressway, which is considered north-south by the City of Los Altos. In the project vicinity, it is four lanes wide and has landscaped medians with left-turn pockets at intersections and bike lanes and sidewalks on both sides of the street. San Antonio Road provides access to the project site via First Street or Lyell Street. The speed limit on San Antonio Road is 35 mph.

First Street is a two-lane local street that runs parallel to and east of Foothill Expressway between San Antonio Road and Edith Avenue. East of San Antonio Road it becomes Cuesta Drive, and north of Edith Avenue it becomes Los Altos Avenue. First Street provides direct vehicle and pedestrian access to the project site. On-street parking is available on both sides of First Street. A sidewalk is present along the east side of First Street but is discontinuous on the west side. The speed limit on First Street is 25 mph.

Second Street is a two-lane local street that runs parallel to and east of Foothill Expressway between Lyell Street and Edith Avenue. Second Street provides access to the project site via Lyell

Street. Sidewalks are present on both sides of Second Street. The speed limit on Second Street is 25 mph.

Lyell Street is an east-west local street that extends eastward from First Street, through San Antonio Road, and ends in a cul-de-sac. It is two lanes wide and has discontinuous sidewalks. Access to the project site is provided via First Street. The speed limit on Lyell Street is 25 mph.

Intersection Lane Configurations and Existing Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 3).

Existing peak-hour traffic volumes were obtained from turning-movement counts conducted in June 2018 while schools were not in session. The traffic counts from June 2018 were factored by 10% to represent the school year. In response to comments by the City's Complete Streets Commission, intersection counts were conducted again in March 2019, while schools were in session. As a conservative approach, Hexagon took the higher count between the two counts for intersection analysis. Existing AM and PM peak-hour traffic volumes at the CMP intersections were obtained from recent counts conducted in April 2017 and the 2018 CMP Annual Monitoring Report, respectively (see Figure 4). Intersection turning-movement counts conducted for this analysis are presented in Appendix A. Traffic volumes for all components of traffic are tabulated in Appendix C.

Existing Intersection Levels of Service

The intersection level of service analysis results show that all study intersections currently operate at acceptable levels of service during both AM and PM peak hours (see Table 3). The intersection level of service calculation sheets are included in Appendix B.

**Table 3
Existing Intersection Level of Service Summary**

Intersection	Peak Hour	Traffic Control	Count Date	Existing Conditions	
				Avg. Delay (sec)	LOS
First Street and Lyell Street (unsignalized)	AM	TWSC ¹	03/12/19	10.0	A
	PM		06/12/18	13.6	B
San Antonio Road and Lyell Street (unsignalized)	AM	TWSC ¹	03/12/19	25.9	D
	PM		06/12/18	33.7	D
San Antonio Road and First Street/Cuesta Drive	AM	Signal	03/12/19	23.7	C
	PM		06/12/18	20.9	C+
Foothill Expwy and Main St/Burke Rd*	AM	Signal	04/18/17	20.9	C+
	PM		11/01/18	21.7	C+
1st St and Main Ave	AM	Signal	03/12/19	19.2	B-
	PM		03/12/19	19.9	B-
Foothill Expwy and San Antonio Rd*	AM	Signal	03/12/19	10.3	B+
	PM		11/01/18	66.2	E

Note:

* Denotes the CMP designated Intersection

¹ Average delay for a two way stop controlled intersection is reported for the worst stop-controlled approach.

Field observations showed that the study intersections operated adequately during both the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. Field observations showed that some operational issues occurred between the closely spaced intersections on San Antonio Road. However, the operational issues did not result in operational deficiencies at the intersections.

San Antonio Road between Foothill Expressway and First Street

During the AM and PM peak hours, the vehicle queues on San Antonio Road approaching Foothill Expressway extended past First Street. However, because the traffic signals at the two intersections are coordinated, the queued vehicles were not observed to block or extend past any downstream intersections. The long vehicle queues at the San Antonio Road/First Street intersection occasionally took more than one cycle to clear both intersections during the PM peak hour. During the AM peak hour, the vehicle queues cleared both intersections in one signal cycle. During the PM peak hour, Foothill Expressway experiences very heavy traffic volume southbound. This creates stop-and-go conditions on the expressway. Southbound vehicles occasionally required two signal cycles to clear the intersection at San Antonio Road.

Background Traffic Volumes

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from other projects that have submitted development entitlement applications in the downtown area. Background traffic volumes are shown on Figure 5. The following projects were included in this study:

- 440 First Street – a 7-unit residential project

- 425 First Street – a 20-unit residential project
- 389 First Street – a 10-unit residential project
- 376 First Street – a 15-unit residential project

Background volumes were estimated using previous studies submitted to the City and trip generation rates from the Institute of Transportation Engineers’ (ITE) manual entitled *Trip Generation, 10th Edition (2017)* (see Table 4). For the all the proposed projects, the rates published for Low-Rise Multifamily Housing (Land Use 220) were used to estimate the trips generated by the proposed multifamily dwelling units. The rates published for Small Office Building (Land Use 712), Quality Restaurant (Land Use 931), and Animal Hospital/Veterinary Clinic (Land Use 640) were used to estimate the trips generated by the existing uses. The Quality Restaurant category was used over the Fast-Casual Restaurant and the Fast-Food Restaurant categories because the existing restaurant is a full-service eating establishment. 389 First Street used the trips estimated by Kimley-Horn in their 2018 Traffic Assessment Final Letter.

**Table 4
Background Trip Generation Estimates**

Project	Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour			PM Peak Hour				
					Rate	In	Out	Total Trips	Rate	In	Out	Total Trips
425 First Street	Proposed Use											
	Multi-Family Condos ¹	20 units	7.32	146	0.46	2	7	9	0.56	7	4	11
	Existing Land Use											
	Office ²	5,000 sq.ft.	16.19	(81)	1.92	(8)	(2)	(10)	2.45	(4)	(8)	(12)
	Net New Trips:			65		(6)	5	(1)		3	(4)	(1)
376 First Street	Proposed Use											
	Multi-Family Condos ¹	15 units	7.32	110	0.46	2	5	7	0.56	5	3	8
	Existing Land Use											
	Restaurant ³	3,463 sq.ft.	83.84	(290)	0.73	(2)	(1)	(3)	7.80	(18)	(9)	(27)
	Net New Trips:			(180)		1	4	4		(13)	(6)	(19)
440 First Street	Proposed Use											
	Multi-Family Condos ¹	7 units	7.32	51	0.46	1	2	3	0.56	3	1	4
	Existing Land Use											
	Veterinary Clinic ⁴	1,840 sq.ft.	21.50	(40)	3.64	(5)	(2)	(7)	3.53	(3)	(3)	(6)
	Net New Trips:			11		(4)	0	(4)		0	(2)	(2)
389 First Street ⁵	Proposed Use											
	Multi-Family Condos	10 units		36		2	7	9		5	3	8
	Office	2,890 sq.ft.		48		5	1	6		2	5	7
	Existing Land Use											
	Office	3,163 sq.ft.		(52)		(5)	(1)	(6)		(3)	(5)	(8)
	Net New Trips:			32		2	7	9		4	3	7
Net Background Trips					(72)	(8)	16	8		(6)	(10)	(16)
Notes:												
¹ Low-Rise Multifamily Housing (Land Use 220), <i>ITE Trip Generation Manual, 10th Edition (2017)</i> , average rates for General Urban/Suburban settings are used.												
² Small Office Building (Land Use 712), <i>ITE Trip Generation Manual, 10th Edition (2017)</i> , average rates for General Urban/Suburban settings are used.												
³ Quality Restaurant (Land Use 931), <i>ITE Trip Generation Manual, 10th Edition (2017)</i> , average rates for General Urban/Suburban settings are used.												
⁴ Animal Hospital/Veterinary Clinic (Land Use 640), <i>ITE Trip Generation Manual, 10th Edition (2017)</i> , average rates for General Urban/Suburban settings are used.												
⁵ Project Trip Generation provided by Kimley-Horn in 2018 Traffic Assessment Final Letter												

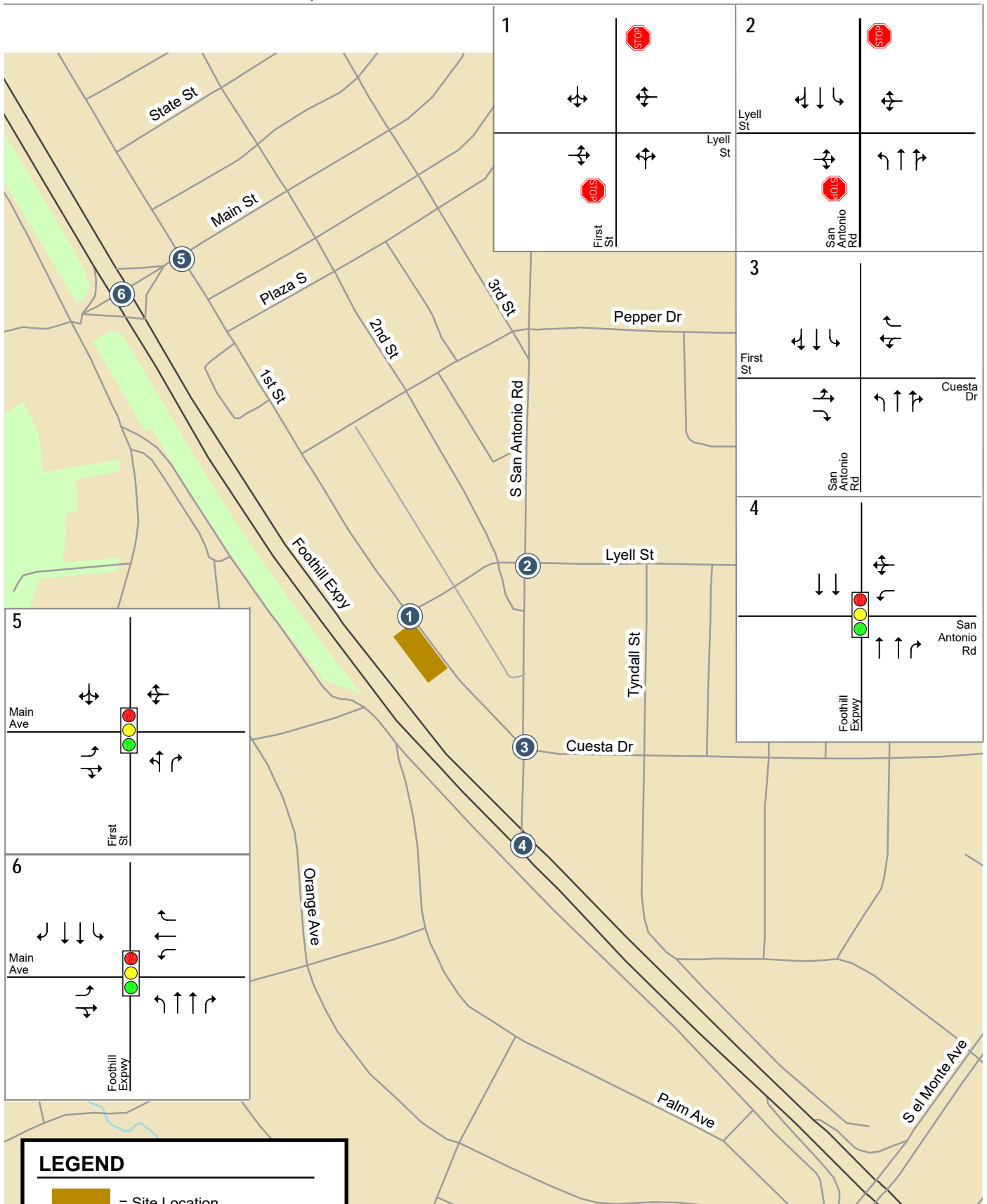
Background Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service during both AM and PM peak hours under background conditions (see Table 5). The intersection level of service calculation sheets are included in Appendix B.

Table 5
Background Intersection Level of Service Summary

Intersection	Peak Hour	Traffic Control	Background Conditions	
			Avg. Delay (sec)	LOS
First Street and Lyell Street (unsignalized)	AM	TWSC ¹	9.9	A
	PM		13.4	B
San Antonio Road and Lyell Street (unsignalized)	AM	TWSC ¹	25.8	D
	PM		29.2	D
San Antonio Road and First Street/Cuesta Drive	AM	Signal	23.6	C
	PM		20.8	C+
Foothill Expwy and Main St/Burke Rd*	AM	Signal	20.8	C+
	PM		21.7	C+
1st St and Main Ave	AM	Signal	19.3	B-
	PM		19.9	B-
Foothill Expwy and San Antonio Rd*	AM	Signal	10.3	B+
	PM		65.3	E

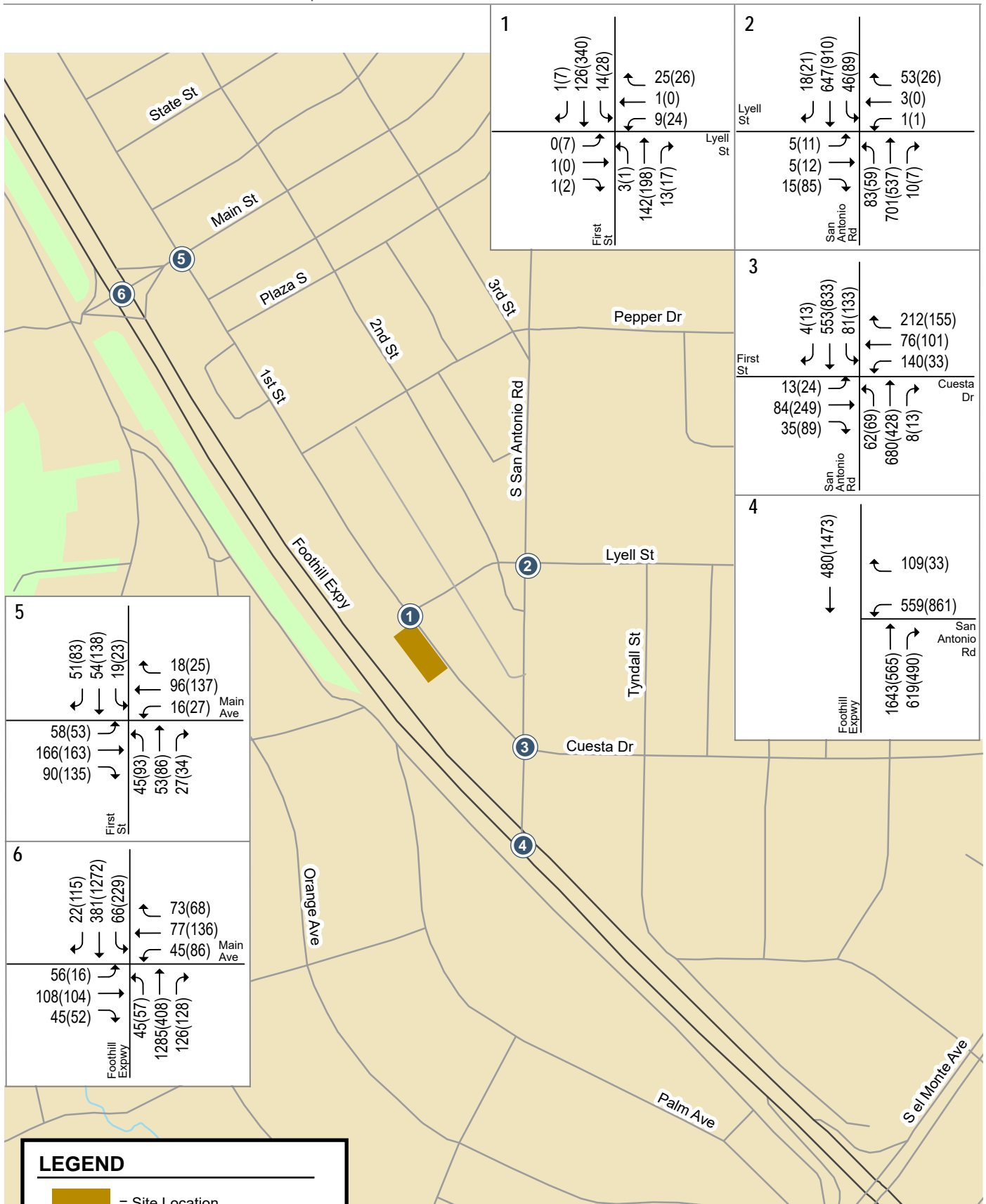
Note:
 * Denotes the CMP designated Intersection
¹ Average delay for a two way stop controlled intersection is reported for the worst stop-controlled approach.



LEGEND

- = Site Location
- X = Study Intersection

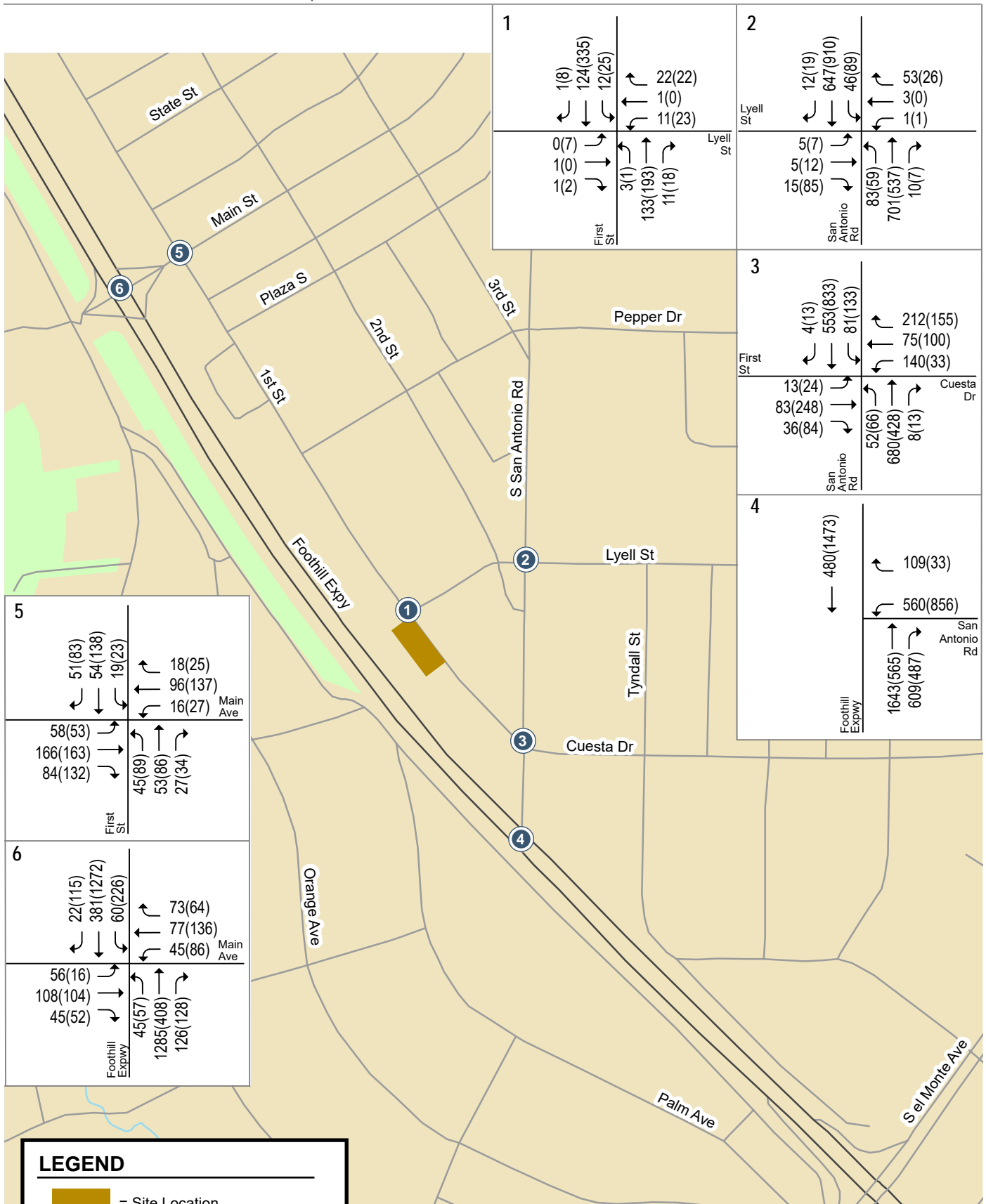
Figure 3
Existing Lane Configurations



LEGEND

- = Site Location
- = Study Intersection

Figure 4
Existing Traffic Volumes



LEGEND

- = Site Location
- = Study Intersection

Figure 5
Background Traffic Volumes

Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The trip generation research is published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th Edition* (2017). Trip generation rates from the manual were used for this analysis. The rates published for Multifamily Housing – Mid-Rise (Land Use 221) were used to estimate the trips generated by the proposed multifamily dwelling units. The ITE Manual defines Mid-Rise housing as a building with at least three other dwelling units between three and 10 floors. Based on these rates, the proposed project would generate 141 daily trips with 9 trips during the AM peak hour and 11 trips during the PM peak hour (see Table 6).

The magnitude of traffic that is being generated by the existing businesses on the site was estimated based on trip generation rates for General Office Building (Land Use 710) published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation, 10th Edition*. Land Use 710 was used versus Land Use 712 (Small Office Building) because Land Use 712 is defined as office buildings with less than 5,000 square feet. While the office building is not currently fully occupied, it was fully occupied in the past, and therefore full occupancy establishes the baseline for environmental analysis. As shown in Table 6, the existing uses on the site are estimated to generate 97 daily trips with 12 trips during the AM peak hour and 12 trips during the PM peak hour when fully occupied.

After accounting for the trips generated by the existing offices, the proposed residential project is estimated to generate 44 new daily trips with a net decrease of 3 trips in the AM peak hour and a net decrease of one trip in the PM peak hour.

Table 6
Project Trip Generation Estimates

Land Use	Size	Unit	Daily		AM Peak Hour			PM Peak Hour					
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total	
Proposed Uses													
Apartments ¹	26	DU	5.44	141	0.36	2	7	9	0.44	7	4	11	
Existing Use													
Office Building ²	10	KSF	9.74	97	1.16	10	2	12	1.15	2	10	12	
Net Project Trips				44			-8	5	-3		5	-6	-1

Notes:

- Trip rates for Multi-family Housing and Office uses are from the ITE Trip Generation Manual, 10th Edition, 2017.
1. Mid-Rise Multi-family Housing (Land Use 221), average rates expressed in trips per Dwelling Unit (DU) are used.
 2. General Office Building (Land Use 710), average rates expressed in trips per 1000 square feet (KSF) are used.

Trip Distribution and Assignment

The trip distribution pattern for the proposed development was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 6).

The peak-hour trips generated by the existing and proposed uses were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the location of the project driveway (see Figure 7). The trips generated by the existing uses were subtracted from the roadway network prior to assigning project trips.

Intersection Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing and background traffic volumes to obtain existing plus project traffic volumes (see Figure 8) and background plus traffic volumes (see Figure 9). Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service during both AM and PM peak hours under existing plus project conditions (see Table 7) and the background plus project conditions (see Table 8). It should be noted that, at some study intersections, the average delay under project conditions is shown to be better than under no-project conditions. This occurs because the project would subtract from some traffic movements. The intersection level of service calculation sheets are included in Appendix B.

Table 7
Existing Plus Project Intersection Levels of Service

Intersection	Peak Hour	Traffic Control	Existing Conditions				
			No Project		With Project		
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)
First Street and Lyell Street (unsignalized)	AM	TWSC ¹	10.0	A	10.0	A	0.0
	PM		13.6	B	13.6	B	0.0
San Antonio Road and Lyell Street (unsignalized)	AM	TWSC ¹	25.9	D	26.9	D	0.0
	PM		33.7	D	31.5	D	-0.1
San Antonio Road and First Street/Cuesta Drive	AM	Signal	23.7	C	23.7	C	-0.1
	PM		20.9	C+	20.9	C+	0.1
Foothill Expwy and Main St/Burke Rd*	AM	Signal	20.9	C+	20.9	C+	-0.2
	PM		21.7	C+	21.8	C+	0.1
1st St and Main Ave	AM	Signal	19.2	B-	19.2	B-	0.0
	PM		19.9	B-	19.9	B-	0.0
Foothill Expwy and San Antonio Rd*	AM	Signal	10.3	B+	10.3	B+	0.0
	PM		66.2	E	65.8	E	-0.5

Note:
* Denotes the CMP designated Intersection
¹ Average delay for a two way stop controlled intersection is reported for the worst stop-controlled approach.

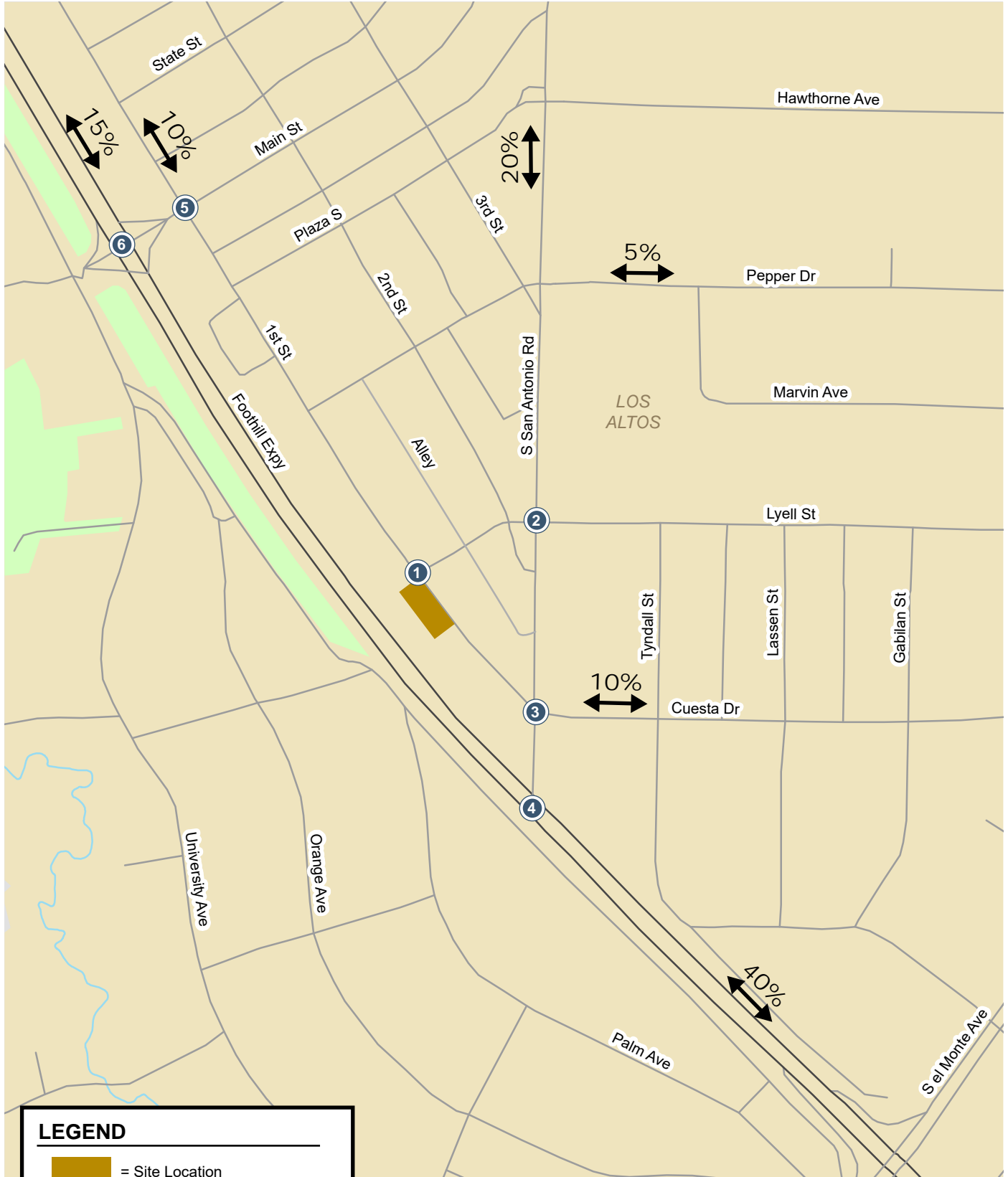
**Table 8
Background Plus Project Intersection Levels of Service**

Intersection	Peak Hour	Traffic Control	Background Conditions					
			No Project		With Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. In Crit. V/C
First Street and Lyell Street (unsignalized)	AM	TWSC ¹	9.9	A	9.9	A	-0.1	0.000
	PM		13.4	B	13.3	B	0.0	0.002
San Antonio Road and Lyell Street (unsignalized)	AM	TWSC ¹	25.8	D	26.8	D	0.0	0.000
	PM		29.2	D	27.2	D	-0.1	0.000
San Antonio Road and First Street/Cuesta Drive	AM	Signal	23.6	C	23.5	C	-0.1	-0.002
	PM		20.8	C+	20.8	C+	0.1	0.001
Foothill Expwy and Main St/Burke Rd*	AM	Signal	20.8	C+	20.8	C+	-0.1	-0.001
	PM		21.7	C+	21.7	C+	0.1	0.001
1st St and Main Ave	AM	Signal	19.3	B-	19.3	B-	0.0	-0.001
	PM		19.9	B-	19.9	B-	0.0	0.001
Foothill Expwy and San Antonio Rd*	AM	Signal	10.3	B+	10.3	B+	0.0	0.001
	PM		65.3	E	64.9	E	-0.5	-0.001

Note:
 * Denotes the CMP designated Intersection
¹ Average delay for a two way stop controlled intersection is reported for the worst stop-controlled approach.

Based on the City of Los Altos' significant impact criteria, the project would not create a significant impact to any of the study intersections under the existing plus project or background plus project conditions.

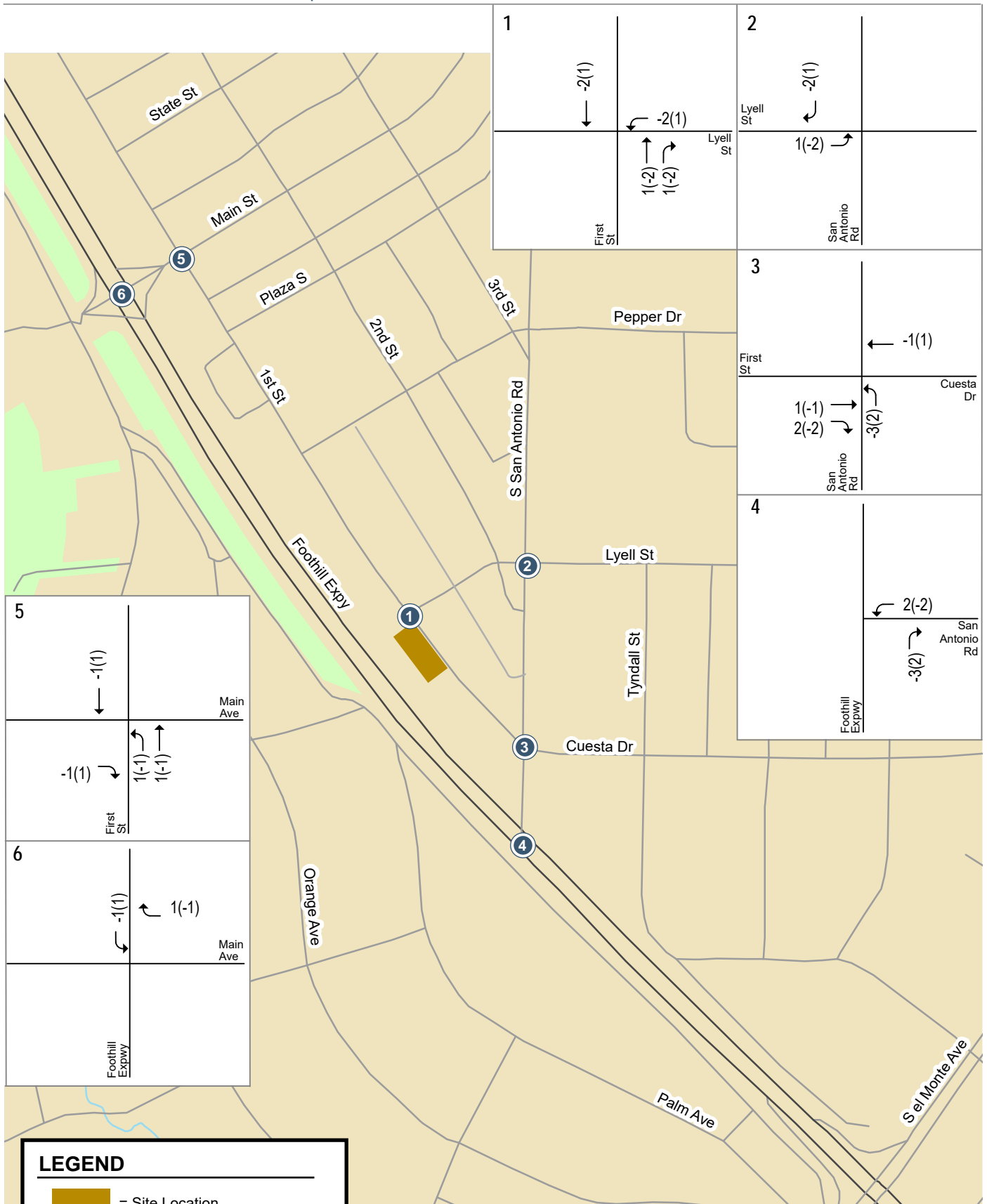
In order for the project, or any residential project in downtown Los Altos, to create a significant impact, the project would have to add 15 seconds of delay to the background plus project PM peak hour at the Foothill Expressway and San Antonio Road intersection. It would take 242 additional vehicles passing through the intersection during the peak hour to add 15 seconds of delay. Given that not all downtown traffic uses the Foothill Expressway & San Antonio Road intersection, a downtown project would need to generate about 600 peak-hour trips to add 242 trips to that intersection. A residential project would need to have about 1,400 dwelling units in order to generate 600 PM peak hour trips.



LEGEND

- = Site Location
- X = Study Intersection

Figure 6
Project Trip Distribution



LEGEND

- = Site Location
- = Study Intersection

Figure 7
Net Project Trip Assignment

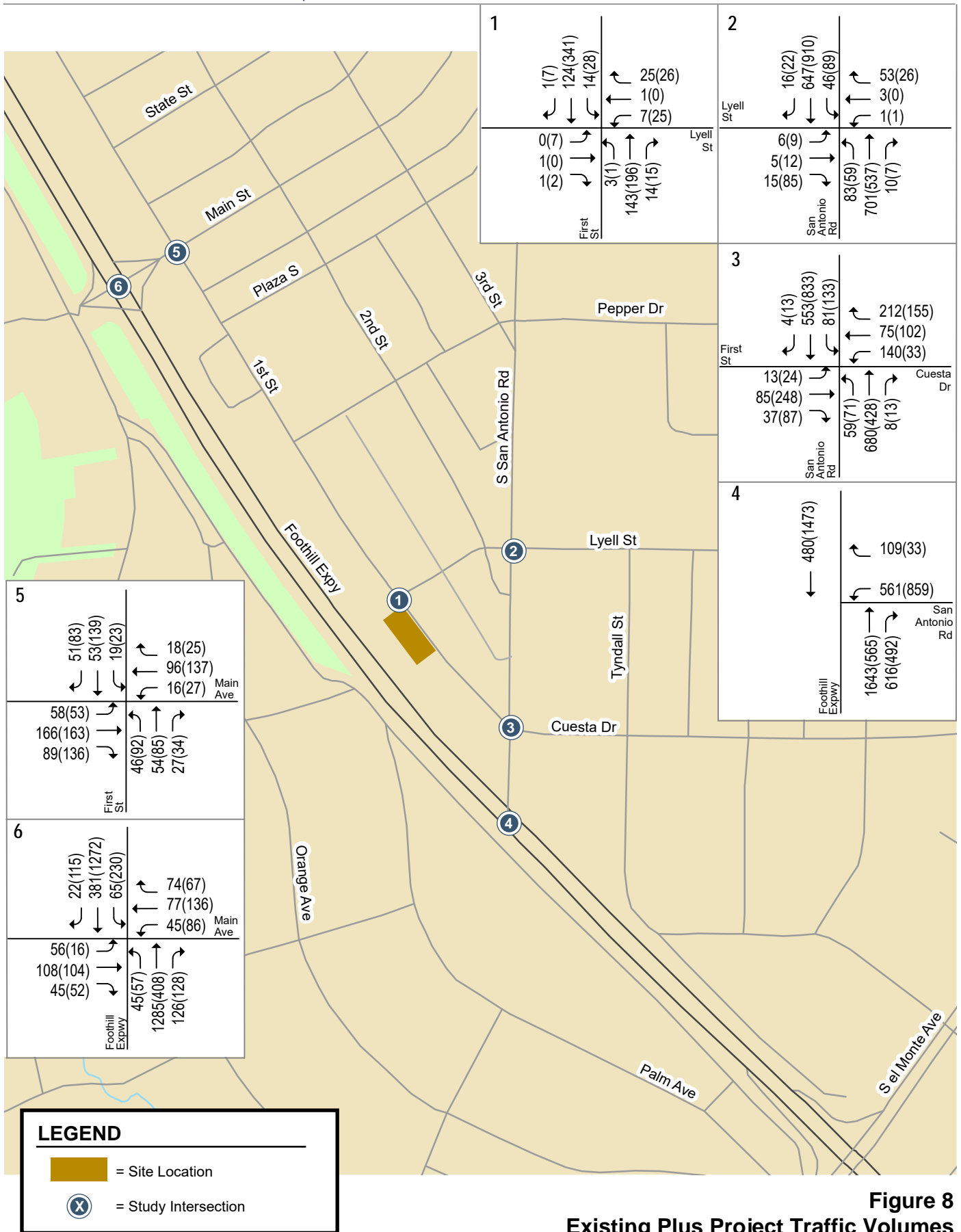
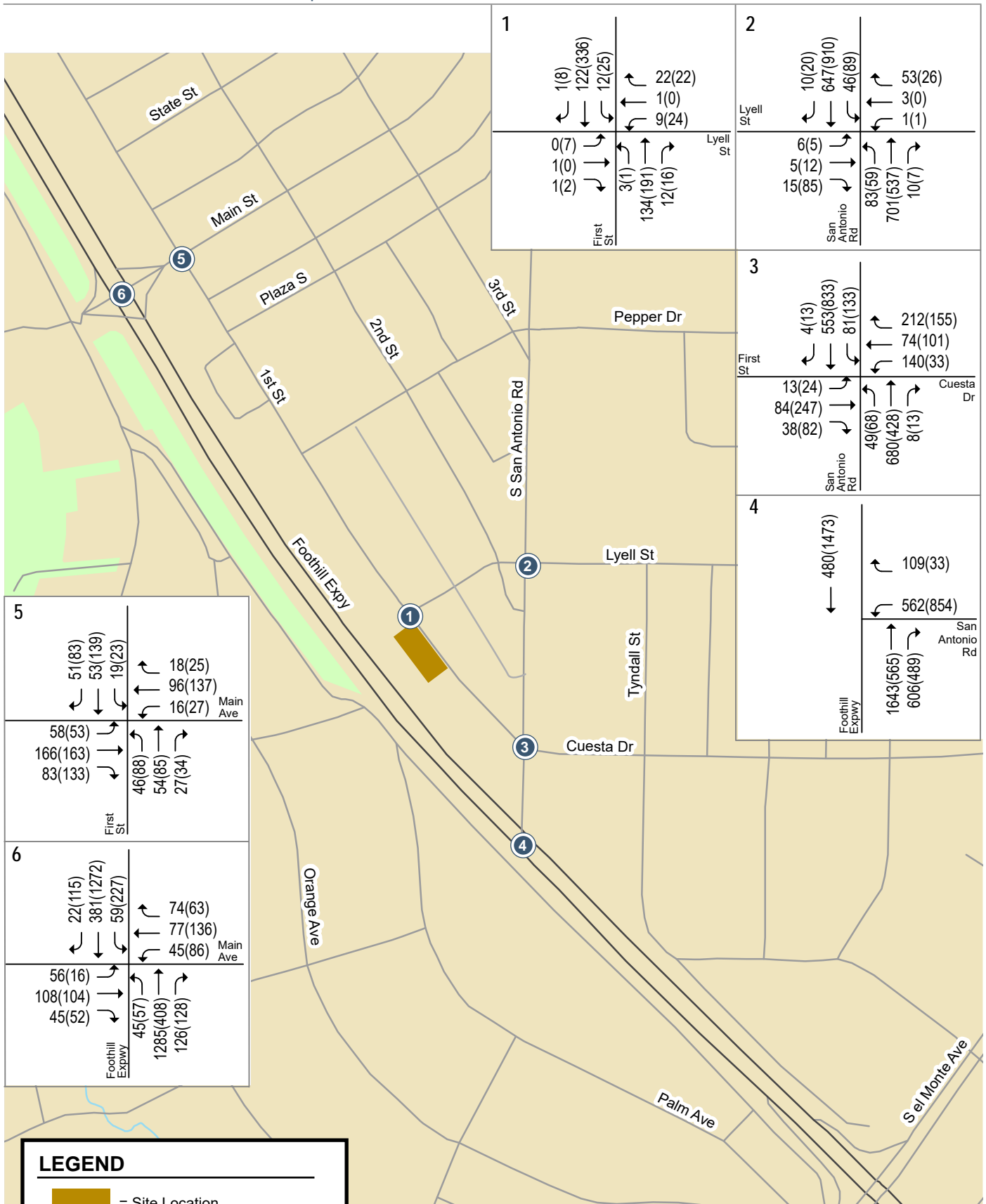


Figure 8
Existing Plus Project Traffic Volumes



LEGEND

- = Site Location
- = Study Intersection

Figure 9
Background Plus Project Traffic Volumes

Stop Control Analysis at First Street & Lyell Street

The City is considering the installation of an all-way stop at the intersection of First Street and Lyell Street. According to the Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07, the following should be considered for a multiway stop sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

A yield or stop sign should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or\
- C. An intersection of two residential neighborhood collector streets of similar design and operating characteristics where multi-way STOP control would improve traffic operational characteristics of the intersection.

Based on these considerations, the First Street and Lyell Street intersection would warrant an all-way stop sign. The benefits of a stop sign would be reduced traffic speed and a protected pedestrian crossing (see Appendix D). The disadvantage of a stop sign would be the loss of two parking spaces in front of 396 First Street and 440 First Street.

Parking Analysis

The proposed project would provide 4 Below Market Rate (BMR) units, which is more than 10 percent of the total number of units. According to the Los Altos Municipal Code Ordinance 14.28.040 (C), the project would be eligible for a density bonus and would be qualified for a parking reduction. According to the Los Altos Municipal Code, Ordinance 14.28.040 (G), for any development eligible for a density bonus, upon the request of the developer, the city shall not impose a parking requirement, inclusive of handicapped and guest parking, on a development that exceeds the following requirements:

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

According to the city code, the project would require a total of 49 parking spaces (3 for one bedroom and 46 for the two- and three-bedroom units). The site plan shows a two-level underground parking garage with a total of 51 parking spaces. Of the 51 parking spaces, there would be 47 regular spaces (including three pairs of tandem spaces), 2 compact spaces, and 2 handicapped accessible spaces. Thus, the parking would meet the City requirement.

The Valley Transportation Authority (VTA) provides guidelines for bike parking in its publication *Bike Technical Guidelines*. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this would equate to 9 Class I spaces and 2 Class II spaces. The project proposes 20 Class I spaces on level 1 of the garage but does not propose any Class II spaces. The project should add at least 2 Class II spaces.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and on-site circulation would be provided. This review was based on the site plan provided by Platform, dated June 7, 2019 (see Figures 2A to 2C).

Site Access

The site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, delays, vehicle queues, truck access, pedestrian and bicycle access.

The project site plan shows that the new proposed residential building would be accessed by a driveway on First Street. According to the City's Zoning Code (14.74.200), a two-way driveway should be a minimum of 18 feet wide. Based on the project site plan, the garage driveway would be 18 feet wide, which complies with the City's standards.

The driveway would be shared with the residential project at 440 First Street. The properties would enter through the same garage ramp, and there is a proposed below grade connection to the 440 First Street garage. This design would eliminate one curb cut, which would improve pedestrian safety.

Sight distance generally should be provided in accordance with Caltrans design standards. Sight distance requirements vary depending on the roadway speeds. In the vicinity of the project site, the speed limit on the First Street is 25 mph. The Caltrans recommended sight distance is 150 feet. This means that a driver must be able to see 150 feet looking west while exiting the driveway to locate a sufficient gap to turn out of the driveway. There are no sharp roadway curves shown on the site plan that would obstruct the vision of exiting drivers. Red curb should be painted for 15 feet north of the project driveway to ensure that parked cars would not obscure sight distance.

Vehicles exiting the garage would have 11 feet of space between the end of garage ramp and the sidewalk and would, thus, be able to see pedestrians on the sidewalk. The site plan shows a planter in front of the lobby, which is to the right of an exiting vehicle. The planter should be no

more than 3 feet high in order for drivers to see if there are pedestrians approaching on the sidewalk.

Garage Ramp Design

The proposed garage ramps were measured to be approximately 19.5 to 23.75 feet wide, which meets the minimum width for a two-way drive aisle set forth by the City of Los Altos Zoning Code (14.74.200). Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable when ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. The ramp from the ground level to the first-floor garage shows a 20% slope with a 10% transition. The garage ramps between the first and second floor levels should be constructed with these requirements in mind.

Garbage Collection and Loading Space

The project site plan shows a trash room located in the underground garage. Garbage collection activities for the project are not expected to occur on-site because vehicle access would not be provided to the trash room. Therefore, the trash bins should be moved to the curb on First Street on designated garbage collection days. For loading and unloading, on-street parking is permitted along Lyell Street and First Street; thus, large delivery and service trucks may be able to park on the street, subject to the availability of spaces.

On-Site Circulation

On each level of the parking garage, there would be two aisles of parking. On all aisles, parking would be provided at 90 degrees to the main drive aisle. The drive aisles through the parking garage are shown to be 26 feet and 7 inches wide at the widest and 26 feet wide at the narrowest. Site access and circulation were evaluated with vehicle turning movement templates for a typical AASHTO Passenger Car defined in AASHTO handbook 2011. Some examples of this type of vehicles are: 2018 Cadillac Escalade, 2018 GMC Yukon, 2018 Chevrolet Suburban, 2018 Ford Expedition, and 2018 Toyota Sequoia. The turning template check shows that passenger vehicles (19 feet in length) would be able to circulate through the garage without encroachment (see Figure 2B and 2C).

The parking area has dead-end aisles, but there is 26 feet between the two rows of parking spaces at the dead-end aisles, which would allow cars to make a multi-point turn to exit.

Frontage Improvements

The project proposes improvements to the First Street frontage, including new street trees and bulb-outs, a one-foot section of private land given to provide a wider sidewalk, a landscaped outdoor area leading to the lobby, a shared vehicle garage ramp with the approved residential project at 440 First Street, and landscaped residential entryway terraces to provide “addresses” along the street.

Potential Impacts on Pedestrians, Bicycles and Transit

Pedestrian facilities within the study area consist of sidewalks, signalized crossings, and unsignalized crossings. Local streets in the study area, including First Street and Lyell Street have sidewalks on at least one side of the street. There are gaps in the sidewalk along Lyell Street at First Street, as well as further along Lyell Street on the northern edge of the street. First Street also has gaps in the sidewalk north of the project along the western edge of the street. Sidewalks are found on both sides of Main Street, Second Street and San Antonio Road. Crosswalks with

pedestrian signal heads and push buttons are located at the San Antonio Road and First Street/Cuesta Drive and the Foothill Expressway and Main Street signalized study intersections. Crosswalks are present on the east approach and south approach at First Street and Lyell Street. Crosswalks are also present on the north, east, and west approaches at San Antonio Road and Cuesta Drive/First Street. Crosswalks are present along all four legs of the intersection at First Street and Main Street.

Existing pedestrian counts were conducted as part of the peak-hour intersection turning movement counts for the project. The highest pedestrian crossing counts were 33 pedestrians during the AM peak hour at the Foothill Expressway/Main Street intersection and 53 pedestrians during the PM peak hour at the First Street/Main Street intersection.

The project would improve pedestrian circulation by building a sidewalk along its frontage. It also would consolidate access with the project next door and eliminate one driveway on First Street. The project proposes a bulb-out along its frontage, which would reduce the crossing width of First Street. The City is considering all-way stop control at the First Street & Lyell Street intersection, which would provide a protected crosswalk across First Street. The current crosswalk is unprotected.

Bicycle facilities in the study area include bike lanes and a bike route. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs or pavement markers.

Within the project study area, bike lanes are provided along Foothill Expressway, San Antonio Road, Los Altos Avenue, El Monte Avenue, and westbound Edith Avenue. Eastbound Edith Avenue, Hillview Avenue and Cuesta Drive are marked as bike routes. Local streets near the project site, such as First Street, Second Street and Lyell Street, are not marked as bike lanes or routes, but they carry low traffic volumes and are conducive to bicycling. Overall, the bicycle network within the project vicinity is good.

Local VTA route 40 provides service between Foothill College in Los Altos Hills and La Avenida Street in Mountain View via San Antonio Road, Lyell Street and First Street (near the project site) with 25 to 40-minute commute hour headways through weekdays and 30 to 60-minute headway on weekends. In the project vicinity, the closest bus stops are located at San Antonio Road and Lyell Street. The distance between the project site and these bus stops is approximately 0.3 mile, which is considered an acceptable walking distance.

School Connections

There are a number of public schools in the area where students from the development might attend, including Almond Elementary School, Covington Elementary School, Egan Junior High School, and Los Altos High School. Covington Elementary School and Los Altos High School are the only schools within a 1-mile radius. The City of Los Altos created Suggested Routes to Schools Maps for ½-mile and 1-mile walking radii. Suggested walking and biking routes are shown on Figure 10.

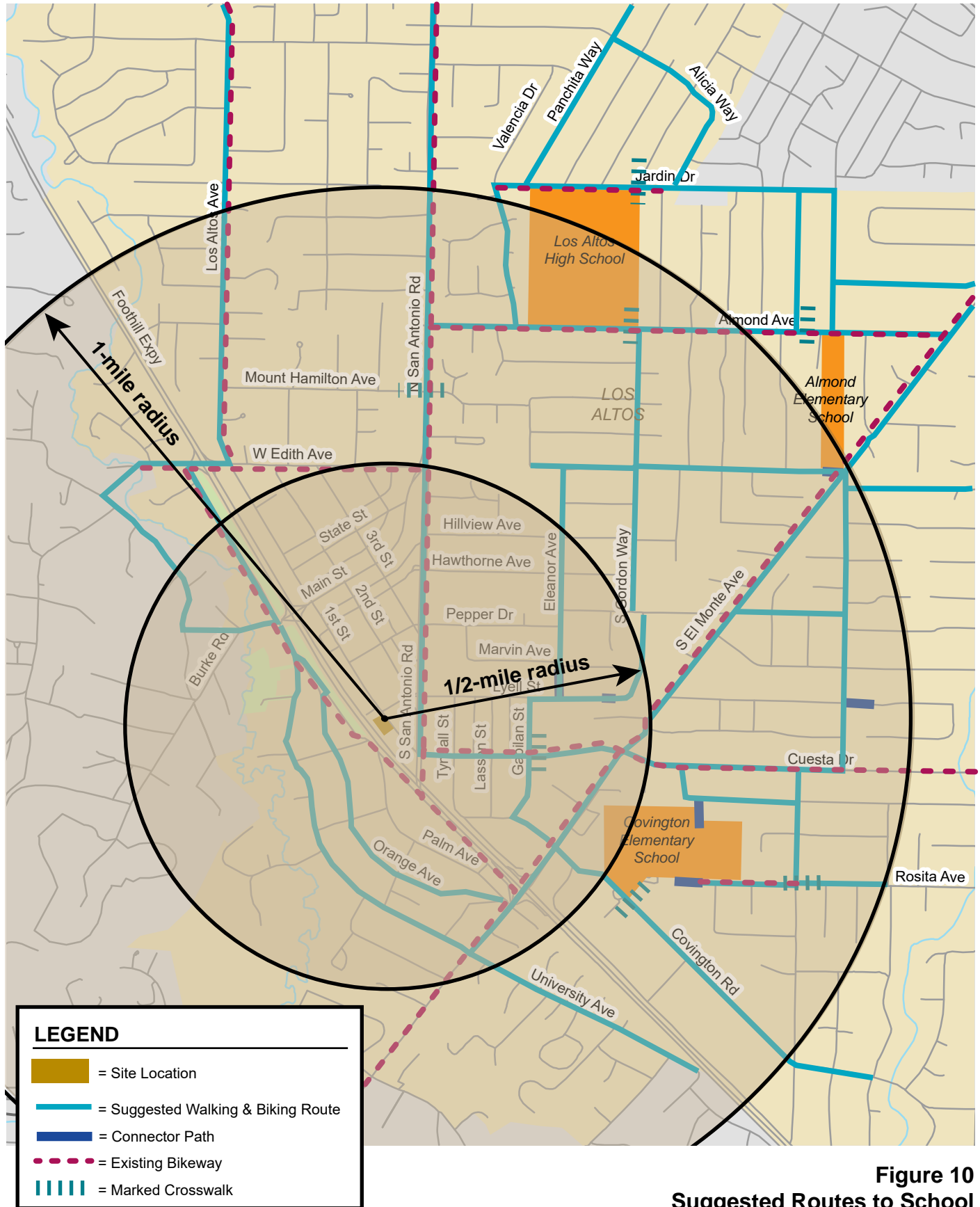


Figure 10
Suggested Routes to School

Conclusions

The proposed residential development would not result in any significant impacts to the study intersections during the AM and PM peak hours. The project would generate less peak hour traffic than the building it replaces. The AM peak hour traffic would decrease by 3 trips (8 fewer trips inbound and 5 more trips outbound). The PM peak hour traffic would decrease by 1 trip (5 more trips inbound and 6 fewer trips outbound).

The existing building has no sidewalks along the frontage. The project would enhance pedestrian circulation with its project frontage improvements. The project proposes a one-foot section of private land given to provide a wider sidewalk and a landscaped outdoor area leading to the lobby.

The project site plan shows a two-level underground parking garage with 52 parking spaces, including 35 standard parking spaces, 5 pairs of tandem parking spaces, and 2 accessible parking spaces. The project site plan was reviewed for site access and on-site circulation and no operational issues were found.

444-450 FIRST STREET AIR QUALITY & GREENHOUSE GAS ASSESSMENT

Los Altos, CA

March 6, 2019

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Introduction

The purpose of this report is to address the air quality impacts, estimate the health risk impacts, and compute the greenhouse gas (GHG) emissions associated with the proposed residential project located at 444-450 First Street in Los Altos, California. The air quality impacts and GHG emissions would be associated with demolition of the existing uses at the site, construction of the new buildings and infrastructure, and operation of the project. Additionally, the project's construction would be the primary source of toxic air contaminant (TAC) and fine particulate matter (PM_{2.5}) emissions. This could increase health risks at sensitive receptors and lead to community risk impacts. This analysis addresses those issues following the guidance provided by the Bay Area Air Quality Management District (BAAQMD).¹

Project Description

The project would demolish the existing office buildings totaling 10,000 square feet (sf) and construct a 26-unit condominium residential development. The four-story multi-family housing would include two levels of underground parking with 55 parking spaces available. The project also proposes to have a common-area roof deck that would be open for residential use. The proposed floor areas total 34,425-sf.

Setting

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

¹ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

Regulatory Agencies

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles.² The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has published California Environmental Quality Act (CEQA) Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.³ The detailed community risk modeling methodology used in this assessment is contained in *Attachment 1*.

City of Los Altos General Plan

The City of Los Altos General Plan includes goals, policies, and strategies to improve air quality and meet the State and National ambient air quality standards. The following goals, policies, and actions are applicable to the proposed project:

² Available online: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>. Accessed: November 21, 2014.

³ Bay Area Air Quality Management District. 2017. *BAAQMD CEQA Air Quality Guidelines*. May.

Goal 8: Maintain or improve air quality in Los Altos

Policy 8.1: Support the principles of reducing air pollutants through land use, transportation, and energy use planning.

Policy 8.3: Interpret and implement the General Plan to be consistent with the regional Bay Area Air Quality Management Plan, as periodically updated.

Policy 8.4: Ensure location and design of development projects so as to conserve air quality and minimize direct and indirect emissions of air contaminants.

Implementation Program

NEH 29: *Minimize Impacts of New Development*

Review development proposals for potential impacts pursuant to CEQA and the BAAQMD Air Quality Handbook. Reduce impacts of new development using available land use and transportation planning techniques such as:

- 1) Incorporation of public transit stops;
- 2) Pedestrian and bicycle linkage to commercial centers, employment centers, schools, and parks;
- 3) Preferential parking for car pools;
- 4) Traffic flow improvements; and
- 5) Employer trip reduction programs.

NEH 30: *Participation in Regional Air Quality Programs*

Work with the BAAQMD and ABAG and to meet federal and State air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the BAAQMP.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. The closest sensitive receptors to the project site are residences of an apartment complex northwest of the northern project boundary. There are additional residences at farther distances from the project site. The project would include new residents.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District’s 2011 *CEQA Air Quality Guidelines*. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the *CEQA Air Quality Guidelines* in 2017 to include the latest significance thresholds that were used in this analysis are summarized in Table 1.

Table 1. Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10.0 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Odors			
Odor	5 confirmed complaints per year averaged over 3 years		
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) and adjusted to 660 metric tons annually or 2.6 metric tons per capita (for 2030)*		
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.			
*BAAQMD does not have a recommended post-2020 GHG threshold.			

Impact 1: Conflict with or obstruct implementation of the applicable air quality plan?
No Impact.

BAAQMD is the regional agency responsible for overseeing compliance with State and federal laws, regulations, and programs within the San Francisco Bay Area Air Basin (SFBAAB). BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), has prepared and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of which is the *Bay Area 2017 Clean Air Plan*.⁴ The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The BAAQMD, with assistance from ABAG and MTC, has prepared and implemented the Clean Air Plan to meet the applicable laws, regulations, and programs. The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHG. The project proposed land use is consistent with the City of Los Altos General Plan designation for this site.

The 2017 Clean Air Plan includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The most recent clean air plan is the *2017 Clean Air Plan* that was adopted by BAAQMD in April 2017. The proposed project would not conflict with the latest Clean Air planning efforts since 1) the project would have emissions below the BAAQMD thresholds (see Impact 2), 2) the project would be considered urban infill, 3) the project would be located near employment centers, and 4) the project would be located near transit with regional connections.

Impact 2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
Less-than-significant.

The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

⁴ Bay Area Air Quality Management District (BAAQMD), 2017. *Final 2017 Clean Air Plan*.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod is included as *Attachment 2*.

Construction Period Emissions

CalEEMod provides annual emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction schedule, equipment quantities, and equipment usage were based on CalEEMod defaults for a project of this type and size.

The following proposed project land uses were inputted into CalEEMod: 26 dwelling units and 34,425-sf entered as “Condo/Townhouse” and 55 parking spaces entered as “Enclosed Parking with Elevator”. In addition, 10,000-sf of building demolition was included in the model.

The construction schedule assumed that the project would be built out over a period of approximately five months, beginning in June 2019. There were an estimated 123 construction workdays. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 2 shows average daily construction emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust during construction of the project. As indicated in Table 2, predicted construction period emissions would not exceed the BAAQMD significance thresholds.

Table 2. Construction Period Emissions

Scenario	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Total construction emissions (tons)	0.3 tons	0.6 tons	0.04 tons	0.03 tons
Average daily emissions (pounds)¹	5.1 lbs./day	10.1 lbs./day	0.6 lbs./day	0.5 lbs./day
<i>BAAQMD Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No
Notes: ¹ Assumes 123 workdays.				

Additionally, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. *Mitigation Measure AQ-1 would implement BAAQMD-recommended best management practices.*

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction.

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Effectiveness of Mitigation Measure AQ-1

The measures included above would be consistent with BAAQMD-recommended basic control measures for reducing fugitive particulate matter that are contained in the BAAQMD CEQA Air Quality Guidelines.

Operational Period Emissions

Operational air emissions from the project would be generated primarily from automobiles driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical emissions from these types of uses. CalEEMod was used to estimate emissions from operation of the proposed project assuming full build-out.

Land Uses

The same project land uses as described above for the construction period modeling were used.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The earliest the project could possibly be constructed and begin operating would be 2020. Emissions associated with build-out later than 2020 would be lower.

Trip Generation Rates

CalEEMod allows the user to enter specific vehicle trip generation rates, which were input to the model using the daily trip generation rate provided in the project trip generation table. The Saturday and Sunday trip rates were assumed to be the weekday rate adjusted by multiplying the ratio of the CalEEMod default rates for Saturday and Sunday trips.

The project applicant provided project trip generation values for the proposed residential project.⁵ The weekday trip rate used for the project was 5.44 trips per day. This changed the Saturday trip rate to 5.31 and the Sunday rate to 4.53 trips per day.

Energy

CalEEMod defaults for energy use were used, which include the 2016 Title 24 Building Standards. Indirect emissions from electricity were computed in CalEEMod. The model has a default rate of 641.3 pounds of CO₂ per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The rate was adjusted to account for PG&E's projected 2020 CO₂ intensity rate. This 2020 rate is based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. The derived 2020 rate for PG&E was estimated at 290 pounds of CO₂ per megawatt of electricity delivered.⁶

⁵ Hexagon Transportation Consultants, Inc. 2019. *Trip Generation Analysis for the Proposed Residential Project at 444 First Street in Los Altos, California* Memorandum. January.

⁶ Pacific Gas & Electric, 2015. *Greenhouse Gas Emission Factors: Guidance for PG&E Customers*. November.

Other Inputs

Default model assumptions for emissions associated with solid waste generation and water/wastewater use were applied to the project. Water/wastewater use were changed to 100% aerobic conditions to represent wastewater treatment plant conditions. All hearths were assumed to be powered by gas.

Existing Uses

A CalEEMod model for the existing land use was run for year 2020. The existing land use on the project site included 10,000-sf entered as “General Office Building”. The traffic consultants also provided trip rates for the existing use.

As shown in Table 3, operational emissions would not exceed the BAAQMD significance thresholds. This would be considered a *less-than-significant* impact.

Table 3. Operational Emissions

Scenario	ROG	NOx	PM ₁₀	PM _{2.5}
2020 Project Operational Emissions (<i>tons/year</i>)	0.21 tons	0.18 tons	0.12 tons	0.04 tons
2020 Existing Operational Emissions (<i>tons/years</i>)	0.07 tons	0.09 tons	0.07 tons	0.02 tons
Net Emissions	0.14 tons	0.09 tons	0.06 tons	0.02 tons
<i>BAAQMD Thresholds (tons /year)</i>	<i>10 tons</i>	<i>10 tons</i>	<i>15 tons</i>	<i>10 tons</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
2020 Project Operational Emissions (<i>lbs/day</i>) ¹	0.77 lbs.	0.48 lbs.	0.30 lbs.	0.09 lbs.
<i>BAAQMD Thresholds (pounds/day)</i>	<i>54 lbs.</i>	<i>54 lbs.</i>	<i>82 lbs.</i>	<i>54 lbs.</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Notes: ¹ Assumes 365-day operation.

**Impact 3: Expose sensitive receptors to substantial pollutant concentrations?
*Less-than-significant with mitigation.***

Project impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The project would introduce new residents that are sensitive receptors. In addition, temporary project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. Community risk impacts were addressed by increased predicting lifetime cancer risk, the increase in annual PM_{2.5} concentrations, and computing the Hazard Index (HI) for non-cancer health risks. The methodology for computing community risks impacts is contained in *Attachment 1*.

Construction Community Health Risk Impacts

Project Construction Activity

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust are known as a TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects of sensitive receptors at these nearby residences from construction emissions of DPM and PM_{2.5}.⁷ Dispersion modeling was conducted to predict the off-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Construction Emissions

The CalEEMod model provided total annual PM₁₀ exhaust emissions (assumed to be DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages as 0.0352 tons (70 pounds). The on-road emissions are a result of haul truck travel during demolition and grading activities, worker travel, and vendor deliveries during construction. A trip length of one mile was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive PM_{2.5} dust emissions were calculated by CalEEMod as 0.00158 tons (3 pounds) for the overall construction period.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict concentrations of DPM and PM_{2.5} concentrations at sensitive receptors (residences) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects.⁸ The modeling utilized two area sources to represent the on-site construction emissions, one for exhaust emissions and one for fugitive dust emissions. To represent the construction equipment exhaust emissions, an emission release height of 6 meters (19.7 feet) was used for the area source. The elevated source height reflects the height of the equipment exhaust pipes plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for plume rise of the exhaust gases. For modeling fugitive PM_{2.5} emissions, a near-ground level release height of 2 meters (6.6 feet) was used for the area source. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources. Construction emissions were modeled as occurring daily between 7 a.m. to 4 p.m.

⁷ DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

⁸ Bay Area Air Quality Management District (BAAQMD), 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0*. May.

The modeling used a five-year data set (2009 - 2013) of hourly meteorological data from Moffett Federal Airfield prepared for use with the AERMOD model by the CARB. Annual DPM and PM_{2.5} concentrations from construction activities during the 2019 period were calculated using the model. DPM and PM_{2.5} concentrations were calculated at nearby sensitive receptors. Receptor heights of 1.5 meters (5 feet) and 4.5 meters (15 feet) were used to represent the breathing heights of residents on the first and second floors in nearby single-family residences, apartments, and condominiums.

Community Health Risk Construction Impacts

Figure 1 shows the locations where the maximum-modeled DPM and PM_{2.5} concentrations occurred. The maximum concentrations occurred on the second floor (i.e. 4.5-meter receptor breathing height) of an apartment complex located northwest of the project site. The maximum increased cancer risk at the location of the maximally exposed individual (MEI) was calculated using the BAAQMD recommended methods and the maximum annual modeled DPM concentration. The cancer risk calculations are based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. BAAQMD-recommended exposure parameters were used for the cancer risk calculations, as described in *Attachment 1*. Infant and adult exposures were assumed to occur at all residences through the entire construction period. Note that since the project construction is predicted to occur in less than two years, only infant exposure parameters were used in calculating the maximum cancer risk at the residential receptors due to their higher breathing rate. A higher breathing rate results in a higher cancer risk because the infant would inhale more construction emissions than someone with a lower breathing rate (i.e., 3rd trimester babies, children, and adults). Therefore, using infant exposure parameters results in a higher, more conservative cancer risk prediction. *Attachment 3* includes the construction emission calculations and source information used in the modeling and the cancer risk calculations.

Results of this assessment indicated that the maximum excess residential cancer risks would exceed the BAAQMD significance threshold of greater than 10 in one million. The maximum PM_{2.5} concentrations would not exceed the significance threshold of greater than 0.3 µg/m³ and the maximum computed Hazard Index (HI) based on the DPM concentration would not exceed the significance threshold of greater than 1.0. *Implementation of Mitigation Measures AQ-2 would reduce this impact to a level of less-than-significant* as seen in Table 4, which summarizes the maximum cancer risks, PM_{2.5} concentrations, and health hazard indexes for project related construction activities affecting the residential MEI. Note that *Mitigation Measure AQ-2* is presented after the “Cumulative Impact on the Cumulative MEI” section.

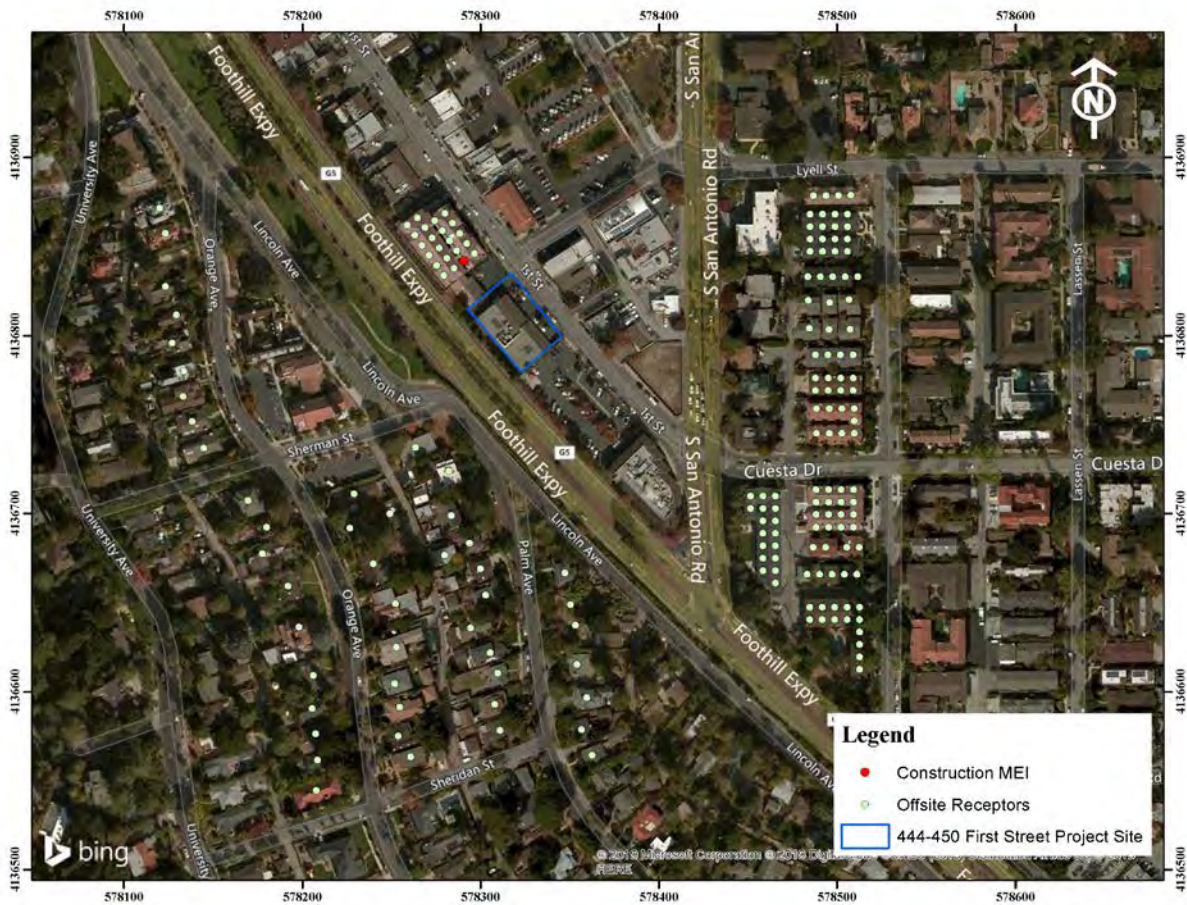
Additionally, modeling was conducted to predict the cancer risks, non-cancer health hazards, and maximum PM_{2.5} concentration impacts at a nearby preschool (i.e. JB Preschool). It was assumed that students’ ages ranged from two-years-old to four-years-old. Results of this assessment indicated that the maximum cancer risks (without any mitigation or construction emission controls) would be 1.4 per million for child exposure. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhausted and fugitive dust emissions, would be 0.05 µg/m³ and the maximum computed HI would be 0.01. These risk values do not exceed the

BAAQMD single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or HI.

Table 4. Construction Risk Impact to Offsite Residential MEI

Source	Maximum Cancer Risk (per million)	PM _{2.5} concentration (µg/m ³)	Hazard Index
Project Construction	Unmitigated	13.7 (infant)	0.09
	Mitigated	8.9 (infant)	0.06
BAAQMD Single-Source Threshold		>10.0	>0.3
Significant?			
Unmitigated		Yes	No
Mitigated		No	No

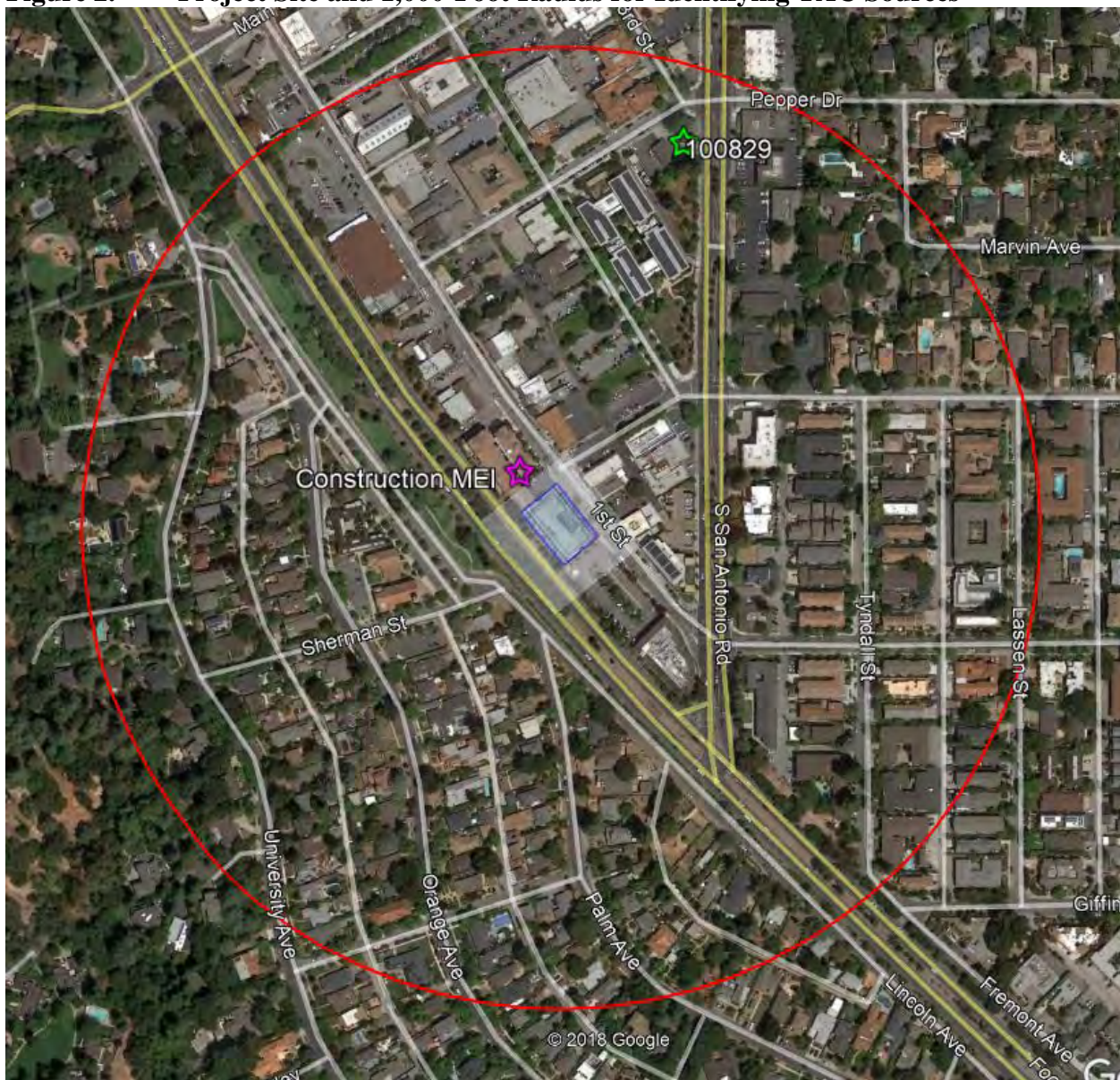
Figure 1. Project Construction Site and Locations of Off-Site Sensitive Receptors and TAC Impacts



Operational Community Health Risk Impacts

Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of project sites. These sources include highways, busy surface streets, and stationary sources identified by BAAQMD. A review of the project area indicates that traffic on Foothill Expressway and San Antonio Road are busy roadways with an average daily traffic (ADT) of over 10,000 vehicles, which makes them significant source of TACs. All other roadways within the area are assumed to have an ADT that is less than 10,000 vehicles. A review of BAAQMD's stationary source Google Earth map tool identified one source with the potential to affect the project site. Figure 2 shows the sources affecting the project site. Details of the modeling and community risk calculations are included in *Attachment 4*.

Figure 2. Project Site and 1,000-Foot Radius for Identifying TAC Sources



Local Roadways

For local roadways, BAAQMD has provided the *Roadway Screening Analysis Calculator* to assess whether roadways with traffic volumes of over 10,000 vehicles per day may have a potentially significant effect on a proposed project. Two adjustments were made to the cancer risk predictions made by this calculator: (1) adjustment for latest vehicle emissions rates predicted using EMFAC2014 and (2) adjustment of cancer risk to reflect new Office of Environmental Health Hazard Assessment (OEHHA) guidance (see *Attachment 1*).

The calculator uses EMFAC2011 emission rates for the year 2014. Overall, emission rates will decrease by the time the project is constructed and occupied. The project would not be occupied prior to at least 2018. In addition, a new version of the emissions factor model, EMFAC2014 is available. This version predicts lower emission rates. An adjustment factor of 0.5 was developed by comparing emission rates of total organic gases (TOG) for running exhaust and running losses developed using EMFAC2011 for year 2014 and those from EMFAC2014 for 2018.

The predicted cancer risk was then adjusted using a factor of 1.3744 to account for new OEHHA guidance. This factor was provided by BAAQMD for use with their CEQA screening tools that are used to predict cancer risk.

The ADT on Foothill Expressway was estimated to be 19,830 vehicles and 12,940 vehicles on San Antonio Road. This estimate was based past project traffic volumes for both roadways.⁹ The AM and PM peak-hour volumes were averaged and then multiplied by 10 to estimate the ADT.

The BAAQMD *Roadway Screening Analysis Calculator* for Santa Clara County was used for the roadways. Both Foothill Expressway and San Antonio Road were identified as north-south roadways with the project sensitive receptors being located east of Foothill Expressway and west of San Antonio Road. Estimated risk values for both roadways are listed in Table 5. Note that BAAQMD has found that non-cancer hazards (HI) from all local roadways would be below 0.03.

Stationary Sources

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Stationary Source Risk & Hazard Analysis Tool*. This mapping tool uses Google Earth and identified the location of one stationary source and its estimated risk and hazard impacts. A Stationary Source Information Form (SSIF) containing the identified sources was prepared and submitted to BAAQMD. The District provided updated risk levels, emissions and adjustments to account for new OEHHA guidance.¹⁰ The risk values were then adjusted with the appropriate distance multiplier values provided by BAAQMD.

Conoco Phillips (Plant #100829) is a gas dispensing facility. The screening risk levels for these stationary sources were provided by BAAQMD and adjusted for distance based on BAAQMD's

⁹ Iteris, Inc. 2017. *Foothill Expressway Operational Improvements between El Monte and San Antonio Road Project Memorandum*. September.

¹⁰ Correspondence with Arena Flores, BAAQMD. 20 February 2019.

Distance Adjustment Multiplier Tool for Gasoline Dispensing Facilities. Concentrations and community risk impacts from these sources upon the project are reported in Table 5.

Cumulative Community Health Risk at Project Site

Community risk impacts from combined sources upon the project site’s sensitive receptors are reported in Table 5. As shown, the annual cancer risks, annual PM_{2.5} concentrations, and Hazard Indexes are all below their respective single-source and cumulative significance thresholds and would be considered a *less-than significant* impact.

Table 5. Community Risk Impact to New Project Residences

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Foothill Expressway (north-south roadway) at 50 feet east ADT 19,830	8.7	0.30*	<0.03
San Antonio Road (north-south roadway) at 250 feet west ADT 12,940	1.3	<0.04	<0.03
Plant #100829 (Gas Dispensing Facility) at 800 feet	0.4	-	<0.01
BAAQMD Single-Source Threshold	>10.0	>0.3	>0.1
Significant?	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Total	10.4	0.34	<0.07
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Significant?	<i>No</i>	<i>No</i>	<i>No</i>

*Note: To be considered significant, the PM_{2.5} concentration must be greater than 0.3 µg/m³.

Cumulative Impact on Construction MEI

Table 6 reports both the project and cumulative community risk impacts at the construction MEI. The same TAC sources described and analyzed in the Operational Community Health Risk Assessment section above were also included in the Cumulative Community Health Risk assessment with the construction MEI being the analyzed receptor.

Without mitigation, the project would have a *significant* impact with respect to community risk caused by project construction activities, since the maximum cancer risk exceeds the single-source thresholds of 10.0 per million for cancer risk. As shown in Table 6, the combined annual cancer risk, PM_{2.5} concentration and Hazard risk values, which includes unmitigated and mitigated, would not exceed the cumulative threshold.

Table 6. Impacts from Combined Sources at Construction MEI

Source	Maximum Cancer Risk (per million)	PM _{2.5} concentration (µg/m ³)	Hazard Index
Project Construction	Unmitigated	13.7 (infant)	0.09
	Mitigated	8.9 (infant)	0.06
BAAQMD Single-Source Threshold	>10.0	>0.3	>1.0
Significant?			
Unmitigated	Yes	No	No
Mitigated	No	No	No
Foothill Expressway (north-south roadway) at 80 feet east, ADT 19,830	6.8	0.23	<0.03
San Antonio Road (north-south roadway) at 400 feet west, ADT 12,940	0.8	0.02	<0.03
Plant #100829 (Gas Dispensing Facility) at 800 feet	0.4	-	<0.01
Combined Sources			
Unmitigated	21.7 (infant)	0.34	<0.09
Mitigated	16.9 (infant)	0.31	<0.08
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Significant?			
Unmitigated	No	No	No
Mitigated	No	No	No

Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 27-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

1. All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

Effectiveness of Mitigation AQ-2

With mitigation, the computed maximum increased lifetime residential cancer risk from construction, assuming infant exposure, would be 8.9 in one million or less, the maximum annual PM_{2.5} concentration would be 0.06 µg/m³, and the HI would be 0.01. As a result, impacts would be reduced to *less-than-significant* with respect to community risk caused by construction activities.

Impact 4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact

Emissions of air pollutants or TACs are addressed under Impacts 2 and 3. Emission of greenhouse gases are addressed separately. In terms of odor emissions, the proposed project would construct multi-family residences that is categorized as a residential land use. The proposed project does not fall under any of the land uses BAAQMD identified within their odor screening table of the *CEQA Air Quality Guidelines*.¹¹ Therefore, odors that could cause complaints from the general public and affect a substantial number of people are not expected.

¹¹ Bay Area Air Quality Management District. 2017. "Table 3-3 Odor Screening Distances", BAAQMD CEQA Air Quality Guidelines. May.

Greenhouse Gases

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion.
- N₂O is associated with agricultural operations such as fertilization of crops.
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO₂ being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO₂ equivalents (CO₂e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Recent Regulatory Actions

Assembly Bill 32 (AB 32), California Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building

Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Senate Bill 375, California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g. Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

SB 350 Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to 50 percent renewables target by 2030.

Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets

In April 2015, Governor Brown signed Executive Order which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed SB 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*. While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-

term goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State’s emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikeable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce “super pollutants” by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO_{2e} per capita (statewide) by 2030 and no more than 2 metric tons CO_{2e} per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

Significance Thresholds

The BAAQMD’s CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur in 2020.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a “Substantial Progress” efficiency metric of 2.6 MT CO_{2e}/year/service population and a bright-line threshold of 660 MT CO_{2e}/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.6 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels.¹² The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO_{2e}/year threshold.

¹² Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April.

Impact 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
Less-than-significant.

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model, as described above in the operational period emissions section. CalEEMod outputs are included in *Attachment 2*.

Service Population Emissions

The project service population efficiency rate is based on the number of future residents. For this project, the number of future residents was estimated by multiplying the total number of units (e.g. 26 dwelling units) by a 2.2 persons per unit rate provided by the project applicant. The future service population would be 57 residents.

Construction Emissions

GHG emissions associated with construction were computed to be 82 MT of CO_{2e} for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 7, annual net emissions resulting from operation of the proposed project are predicted to be 87 MT of CO_{2e} for the year 2020 and 57 MT of CO_{2e} for the year 2030. The Service Population Emissions would be 3.4 and 2.9 MT CO_{2e}/year/service population for the years 2020 and 2030, respectively.

To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. This project only exceeds

the 2030 Service Population Emissions threshold. Therefore, the project would have a *less-than-significant* impact regarding GHG emissions.

Table 7. Annual Project GHG Emissions (CO₂e) in Metric Tons

Source Category	Existing Land Use in 2020	Proposed Project in 2020	Proposed Project in 2030
Area	<1	1	1
Energy Consumption	32	61	61
Mobile	69	124	94
Solid Waste Generation	4	6	6
Water Usage	3	4	4
Total (MT CO ₂ e/year)	109	196	166
Net Emissions		87 MT CO₂e/year	57 MT CO₂e/year
<i>Significance Threshold</i>		<i>1,100 MT CO₂e/year</i>	<i>660 MT CO₂e/year</i>
Service Population Emissions (MT CO ₂ e/year/service population)		3.4	2.9
<i>Significance Threshold</i>		<i>4.6 in 2020</i>	<i>2.6 in 2030</i>
<i>Significant (Exceeds both thresholds)?</i>		<i>No</i>	<i>No</i>

Impact 2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
No Impact.

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codifies the State of California’s GHG emissions target by directing CARB to reduce the State’s global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, CARB, California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and the Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California’s main strategies to reduce GHGs from business-as-usual (BAU) emissions projected in 2020 back down to 1990 levels. BAU is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. It required CARB and other state agencies to develop and adopt regulations and other initiatives reducing GHGs by 2012.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 million metric tons (MMT) of CO₂e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO₂e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008

Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO₂e. Thus, an estimated reduction of 80 MMT of CO₂e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB is currently working on a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The proposed Scoping Plan Update was published on January 20, 2017 as directed by SB 32 companion legislation AB 197. The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive Order S-3-05. The Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and obtain the statewide goals.

The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems.

City of Los Altos Climate Action Plan

The City of Los Altos Climate Action Plan (CAP), adopted December 2013, is a document that the City has designed in order to identify activities that contribute to GHG emissions and to create strategies that will help the City achieve its GHG reduction goals. The City adopted an GHG emissions reduction target of 15% below the 2005 baseline level by 2020. Additionally, to implement and monitor the success of the CAP, the City of Los Altos requires all new projects to comply with their CAP checklist. This document helps city planners ensure that the new project would be consistent with the City's GHG reduction goals. A project must incorporate all the Best management Practices (BMPs) identified in the checklist.

An evaluation of the project data was done to determine if this proposed project does comply with the CAP. After reviewing the project data within the plans, the project will comply with the City of Los Altos' CAP Checklist. The checklist with the project compliance descriptions is in *Attachment 5*.

Supporting Documentation

Attachment 1 is the methodology used to compute community risk impacts, including the methods to compute lifetime cancer risk from exposure to project emissions.

Attachment 2 includes the CalEEMod output for project construction TAC emissions and GHG emissions. Also included are any modeling assumptions, like the Trojan Weighted Average Distance Table.

Attachment 3 is the construction health risk assessment. AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format.

Attachment 4 includes the screening community risk calculations from sources affecting the construction MEI.

Attachment 5 includes the completed Los Altos CAP Checklist and the project's compliance with it.

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20 February 2019

Ciyavash Moazzami
Dutchints Development LLC
5150 El Camino Real, Suite E20
Los Altos, CA 94022
Email: ciyavash@dutchints.com

Subject: 444 to 450 1st Street
Environmental Noise Study
Salter Project: 19-0064

Dear Ciya:

As requested, we have prepared an environmental noise study for the project. The purpose of the study is to determine the noise environment at the proposed site, compare the measured data with applicable standards, and recommend mitigation measures as necessary. This report summarizes the results.

PROJECT CRITERIA

State of California Building Code

The California Building Code¹ (CBC) requires that the indoor noise level in residential units of multi-family dwellings not exceed DNL² 45 dB³.

City Noise Requirements

1. *General Plan Noise Element*

The interior noise standard of the City of Los Altos' General Plan⁴ is consistent with the State requirement for multi-family housing. Additionally, the City defines the maximum acceptable outdoor noise exposure level for multi-family residential areas as DNL 65 dB. In our experience, this type of

¹ 2016 California Building Code, Title 24, Part 2, Section 1207.4

² DNL (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the DNL and CNEL are usually interchangeable. DNL is sometimes written as L_{DN} .

³ A-Weighted Sound Level – The A-weighted sound pressure level, expressed in decibels (dBA). Sometimes the unit of sound level is written as dB(A). A weighting is a standard weighting that accounts for the sensitivity of human hearing to the range of audible frequencies. People perceive a 10 dB increase in sound level to be twice as loud.

⁴ City of Los Altos General Plan 2002-2020, November 2002, Natural Environment and Hazards Element, Policy 7.3

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Nathan N. Sistek

exterior noise standard is typically applied to common outdoor-use areas, such as the roof deck, but not to small private decks and balconies.

2. Municipal Code

The City noise ordinance⁵ prohibits the operation of HVAC equipment that produces noise levels that exceed any of the following conditions:

Table 1: City Noise Ordinance Maximum Allowed HVAC Equipment Noise

Measurement Location	Measured Level at Residential Property (dBA)
Any point on a neighboring property line, five feet above grade level, no closer than three feet from any wall	50
Center of a neighboring patio, five feet above grade level, no closer than three feet from any wall	45
Outside the neighboring living area window nearest the equipment location, not more than three feet from the window opening, but at least three feet from any other surface	45

NOISE ENVIRONMENT

The project is a four-story multi-family residential building in the City of Los Altos. The site is bounded by First Street and Foothill Expressway, near the intersection of First Street and Lyell Street. The noise environment is dominated by traffic along Foothill Expressway.

To quantify the existing noise environment at the project site, we conducted two long-term noise measurements between 31 January 2019 and 5 February 2019. We placed noise monitors at an approximate height of 12 feet above grade. Figure 1 summarizes the measurement locations and measured noise levels.

Based on our measured data, we calculated the expected DNL at the various facades and elevations. We did not receive projected future traffic volumes for the roadways, so we have added 1 dB to the measured noise levels to account for future traffic increases⁶.

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⁵ The City of Los Altos Code of Ordinances, Chapter 6, Section 6.16.070, Table 6

⁶ The California Department of Transportation assumes a traffic volume increase of three-percent per year, which corresponds to a 1 dB increase in DNL over a ten-year period.

ANALYSIS AND RECOMMENDATIONS

Interior Spaces

Using the schematic drawings dated 6 December 2018, we calculated the window and exterior door STC⁷ ratings needed to meet the project criteria. We assumed the following:

- Bedrooms and all other occupied rooms will have hard-surfaced floor finishes⁸
- The exterior wall will be at minimum an insulated single-stud assembly with exterior siding and at least three total layers of gypsum board or plywood sheathing

Figures 2 and 3 show the STC ratings needed to meet the project criteria.

The recommended STC ratings are for full window assemblies (glass and frame) rather than just the glass itself. Tested sound-rated assemblies should be used. For reference, typical one-inch glazing assemblies (two 1/4-inch thick panes with 1/2-inch airspace) achieve an STC rating of 32. Where STC ratings above 33 are required, at least one pane will need to be laminated.

Where residential windows need to be closed to achieve an indoor DNL of 45 dB, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be provided. This applies to all project residences. This issue should be discussed with the project mechanical engineer.

Outdoor Spaces

The roof deck is shielded from Foothill Expressway noise by penthouse level residences. Our calculations indicate that noise levels at the roof deck will be DNL 60-to-65 dB, meeting the **City's** exterior noise goal.

HVAC Equipment Noise

The project is expected to have relatively light HVAC equipment (such as rooftop condensers and fans). Typically, a setback distance of approximately 20 feet from neighboring residential property lines is sufficient to achieve the noise thresholds listed in Table 1 of this report. The project is located approximately 50 feet east from the nearest residential use (the 396 First Street residences). Therefore, we anticipate that the Noise Ordinance criteria will be met. However, as the project progresses, we will evaluate HVAC noise further once the specific equipment has been selected. Mitigation recommendations will be provided (as necessary) to ensure the City standards are met.

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⁷ STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

⁸ We understand that it has not yet been determined if the bedrooms will be carpeted. Thus, we have based our analysis on the assumption that bedrooms will have hard-surfaced flooring. This is the more conservative approach as uncarpeted rooms have less acoustical absorption.

This concludes our environmental noise study for the 444 to 450 1st Street project. If you have any questions, please give us a call.

Sincerely,

CHARLES M. SALTER ASSOCIATES



Nathan Sitek
Consultant



Benjamin Piper
Senior Associate

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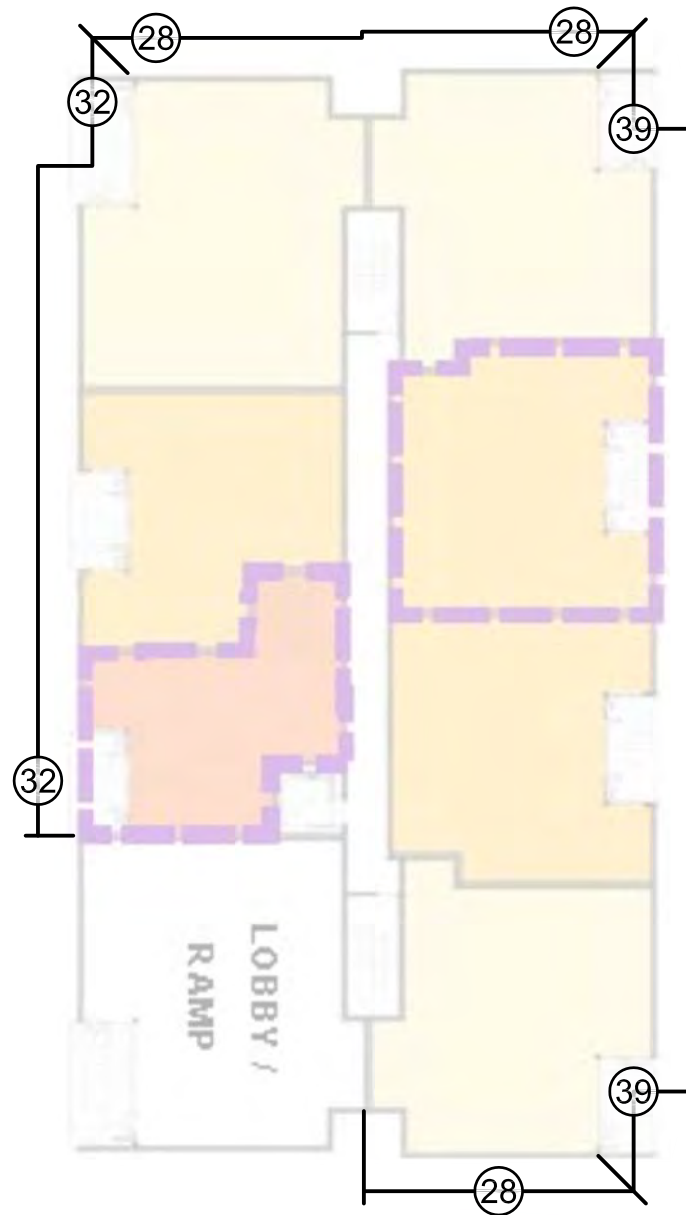


444-450 FIRST STREET MEASUREMENT LOCATIONS AND MEASURED NOISE LEVELS

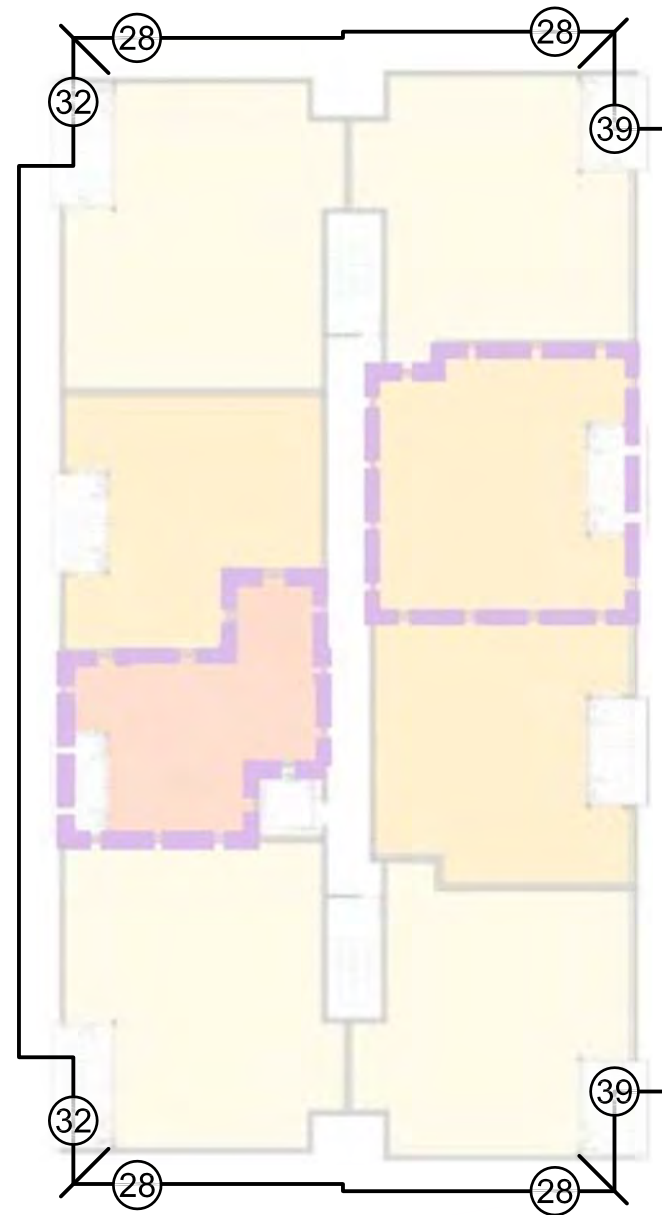
FIGURE 1

Salter #
19-0064

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GROUND FLOOR



2ND FLOOR

NOTE: STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

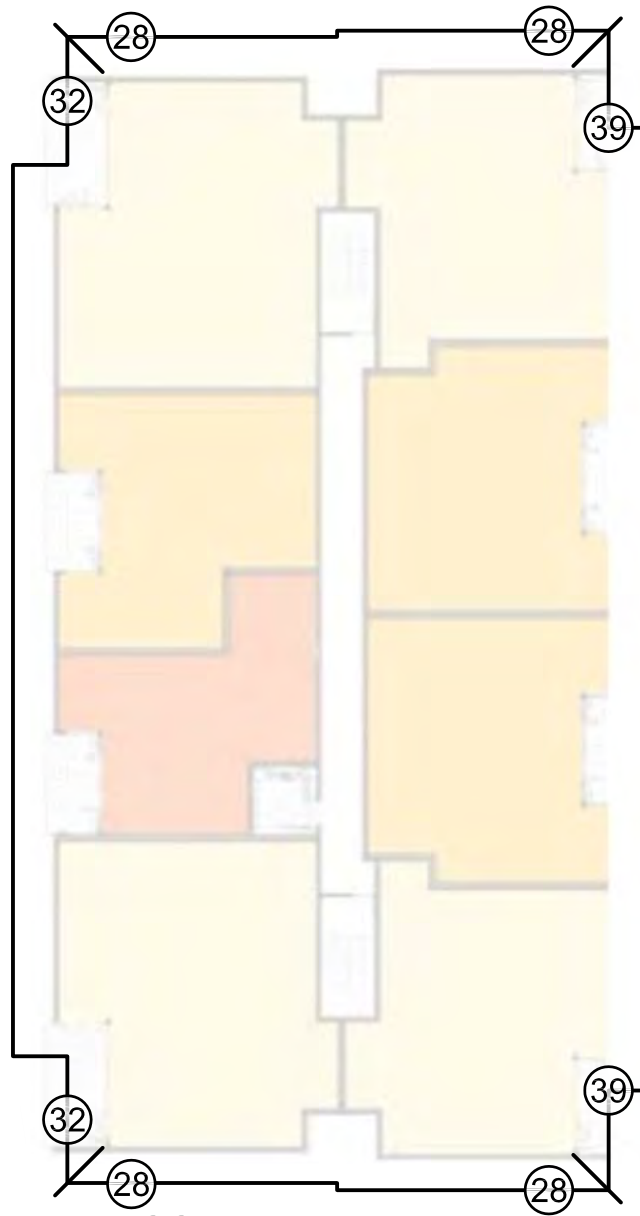
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444-450 FIRST STREET MINIMUM CODE-REQUIRED STC RATINGS FOR WINDOWS AND EXTERIOR DOORS (FLOORS 1 AND 2)

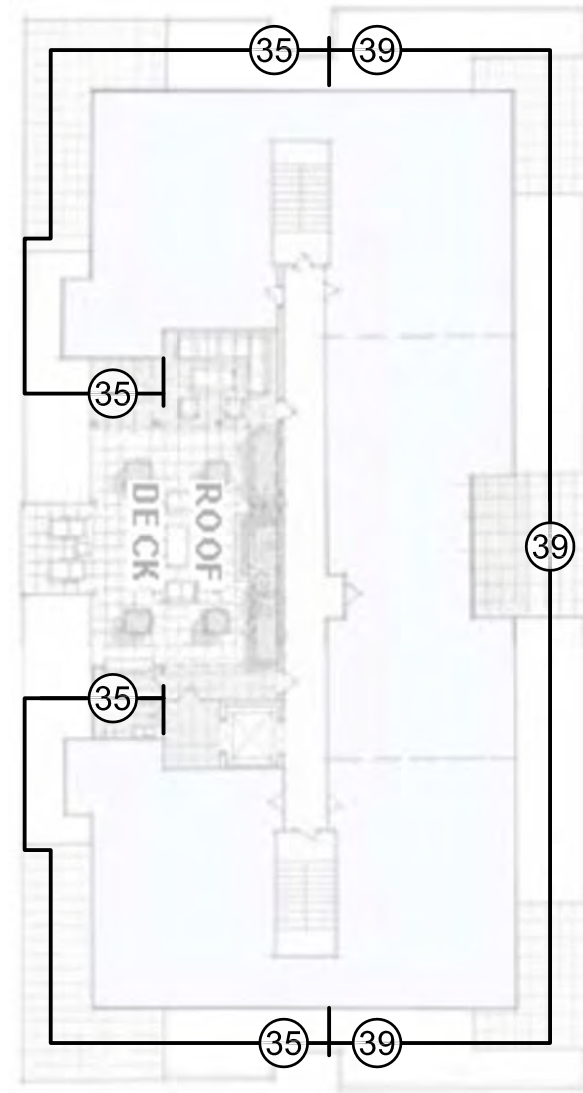
FIGURE 2

Salter #
19-0064

NNS/BDP
02.20.19



3RD FLOOR



4TH FLOOR

NOTE: STC RATINGS ARE FOR THE COMPLETE ASSEMBLY (E.G., GLASS, FRAME, AND OPERABLE SECTIONS) BASED ON TEST REPORTS FROM AN NVLAP-ACCREDITED LAB

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444-450 FIRST STREET MINIMUM CODE-REQUIRED STC RATINGS FOR WINDOWS AND EXTERIOR DOORS (FLOORS 3 AND 4)

FIGURE 3

Salter #
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02.20.19

Kielty Arborist Services LLC

Certified Arborist WE#0476A

P.O. Box 6187

San Mateo, CA 94403

650-515-9783

March 5, 2019

Ciyavash Moazzami
Dutchints Development LLC

Site: 444-450 1st Street, Los Altos, CA

Dear Mr. Moazzami,

As requested on Wednesday, January 30, 2019, I visited the above site to inspect and comment on the trees. New development is planned for this site and your concern as to the future health and safety of the trees on site has prompted this visit. At this time a site plan has not yet been viewed.

Method:

All inspections were made from the ground; the trees were not climbed for this inspection. The trees in question were located on a to scale map provided by you. The trees were then measured for diameter at 48 inches above ground level (DBH or diameter at breast height). The trees were given a condition rating for form and vitality. The trees condition ratings are based on 50 percent vitality and 50 percent form, using the following scale.

1	-	29	Very Poor
50	-	69	Fair
70	-	89	Good
90	-	100	Excellent

The height of the trees was measured using a Nikon Forestry 550 Hypsometer. The spread was paced off. Comments and recommendations for future maintenance are provided.

Survey:

Tree#	Species	DBH	CON	HT/SP	Comments
1R	Chinese pistache (<i>Pistache chinensis</i>)	7.8	70	25/25	Good vigor, fair form, in parking area.
2R	Chinese pistache (<i>Pistache chinensis</i>)	4.4	65	25/15	Good vigor, fair form, in parking area, suppressed.
3R	Chinese pistache (<i>Pistache chinensis</i>)	7.4	60	25/25	Good vigor, fair form, in parking area.
4R	Chinese pistache (<i>Pistache chinensis</i>)	5.2	60	25/20	Good vigor, fair form, in parking area, suppressed.
5P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
6P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
7P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
8P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
9P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
10P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
11P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
12P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.
13P	Redwood (<i>Sequoia sempervirens</i>)	20est	60	40/20	Good vigor, fair form, on Foothill easement.

R indicates trees will be removed, P indicates trees will be preserved

Summary:

The only trees on site are four non-protected Chinese pistache trees. The pistache trees are poorly located and will be removed to facilitate the proposed construction. The trees are quite small and quite replaceable.

The nine redwood trees that line Foothill Expressway are in fair health and provide a very good screen for the project. The trees have been fenced off by the easement fence. The existing fencing will provide adequate tree protection. Impacts to the redwood should be minor with no long term impacts expected. The following tree protection plan will help to reduce impacts to retained trees.

Tree Protection Plan:

Tree protection zones should be established and maintained throughout the entire length of the project. Fencing for the protection zones should be 6-foot-tall metal chain link type supported by 2-inch diameter metal poles pounded into the ground to a depth of no less than 2 feet. The support poles should be spaced no more than 10 feet apart on center. The location for the tree protection fencing should be placed at the trees driplines where possible. Where not possible tree protection should be placed as close as possible to the proposed work while still allowing room for construction to safely continue. Signs should be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment should be stored or cleaned inside the tree protection zones. When fencing needs to be reduced for access the unprotected area underneath the tree dripline should be protected by a landscape buffer. The existing chain link fence will suffice as adequate tree protection.

Landscape Buffer

Where tree protection does not cover the entire root zone of the trees, or when a smaller tree protection zone is needed for access, a landscape buffer consisting of wood chips spread to a depth of six inches with plywood or steel plates placed on top will be placed where foot traffic is expected to be heavy. The landscape buffer will help to reduce compaction to the unprotected root zone.

Tree Trimming

During construction any trimming will be supervised by the site arborist and must stay underneath 25% of the trees total foliage. At this time no tree trimming is proposed.

Root Cutting

Any roots to be cut should be monitored and documented. Large roots or large masses of roots to be cut should be inspected by the site arborist. The site arborist may recommend irrigation or fertilizing at that time. Cut all roots clean with a saw or loppers. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.

Trenching and Excavation

Trenching for irrigation, electrical, drainage or any other reason, should be hand dug when beneath the dripline of desired trees. Hand digging and careful placement of pipes below or beside protected roots will dramatically reduce root loss, thus reducing trauma to desired trees. Trenches should be back filled as soon as possible using native materials and compacted to near original levels. Trenches to be left open with exposed roots shall be covered with burlap and kept moist. Plywood laid over the trench will help to protect roots below.

Irrigation

Only the imported trees on site will require supplemental irrigation. The redwoods should receive irrigation two time per month for the entire warm season (May-October) or until winter rains saturate the soil.

Inspections

The site will be inspected after the tree protection measures are installed and before the start of construction. The inspections will be documented with inspection letters being provided to the owner and contractor. Other inspections will be carried out on an as needed basis. It is the contractor's responsibility to notify the site arborist when construction is to start, and whenever there is to be work preformed within the dripline of a protected tree on site at least 48 hours in advance. The contractor also must notify the site arborist when the excavation work is to take place in order to properly document the work. During the site visits the site arborist will offer mitigation measures specific to the work completed. Kielty Arborist Services can be reached at 650-515-9783(Kevin), 650-532-4418(David), or by email at kkarbor0476@yahoo.com

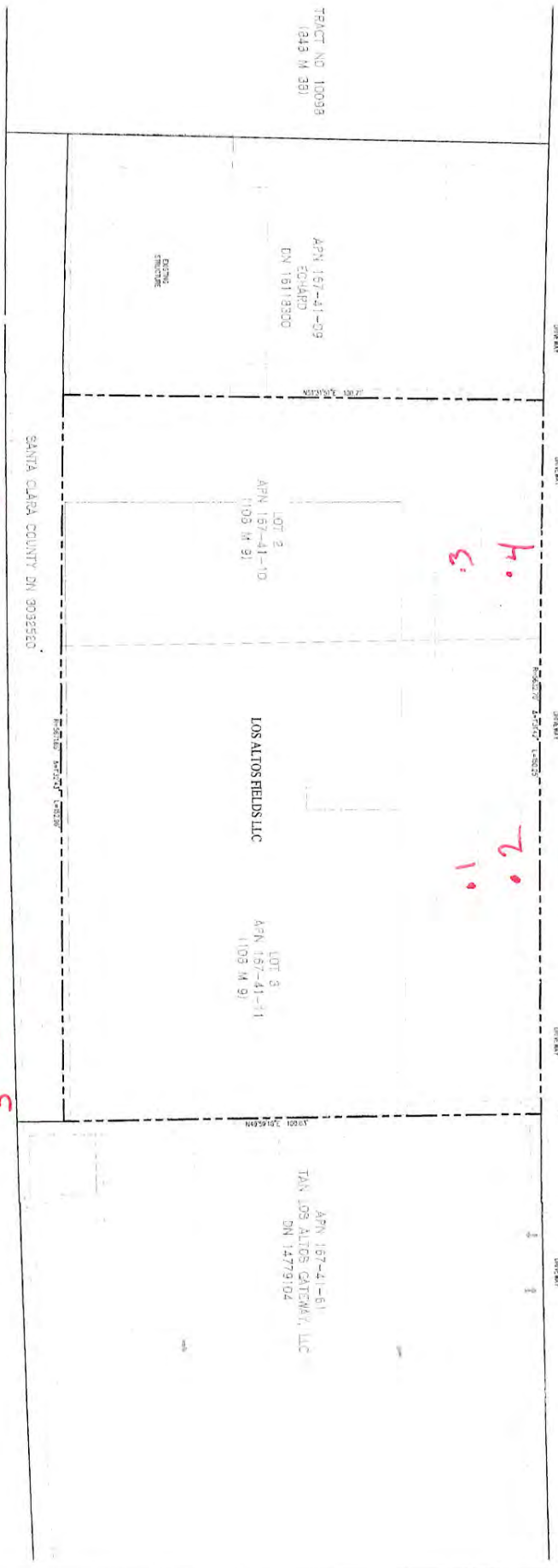
This information should be kept on site at all times. The information included in this report is believed to be true and based on sound arboricultural principles and practices.

Sincerely,

Kevin R. Kielty
Certified Arborist WE#0476A

David P. Beckham
Certified Arborist WE#10724A

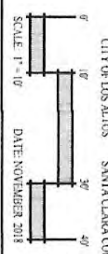
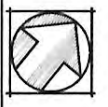
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FIRST STREET

FOOTHILL EXPRESSWAY
 (SANTA CLARA COUNTY)

LOS ALTOS
TOPOGRAPHIC SURVEY MAP



CITY OF LOS ALTOS SANTA CLARA COUNTY CALIFORNIA
 SCALE: 1" = 10'
 DATE: NOVEMBER 2018
cbg
 CIVIL ENGINEERS • SURVEYORS • PLANNERS
 SAN RAFAEL • (925) 966-0322
 SACRAMENTO • (916) 375-1877
 WWW.CBGONLINE.COM



August 16, 2019

Mr. Zachary Dahl, AICP
Planning Services Manager
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

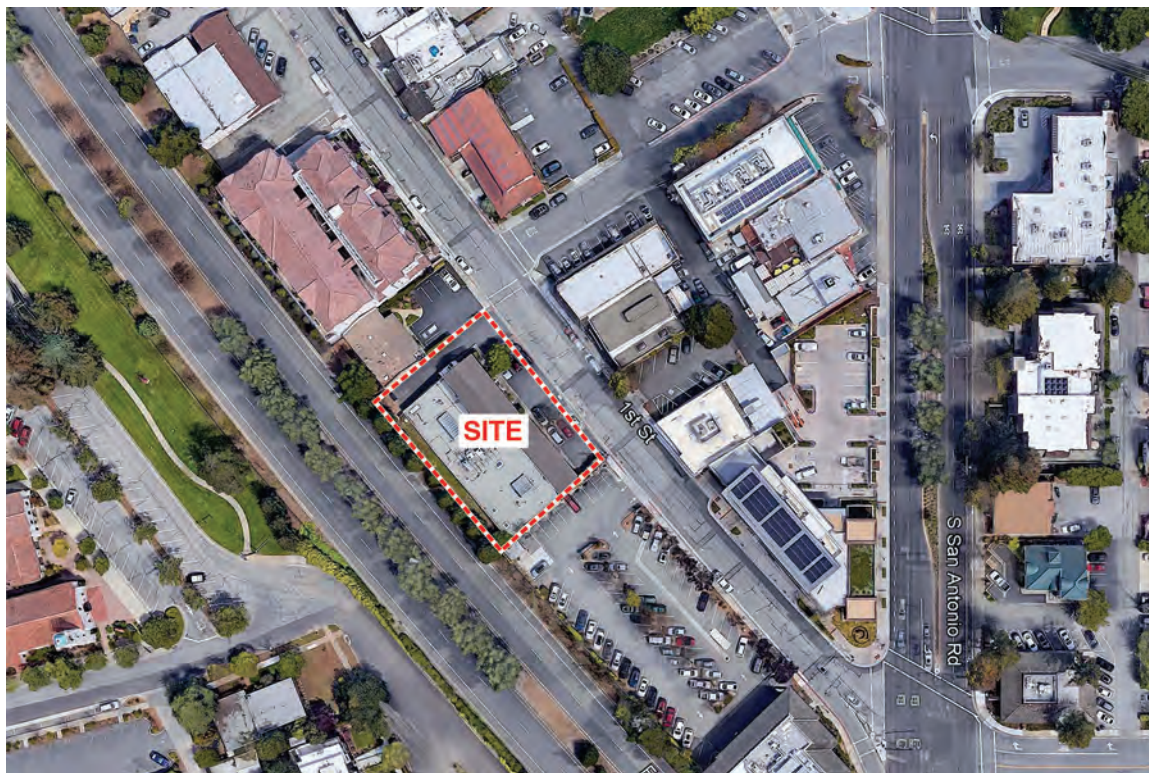
RE: 450 FIRST STREET

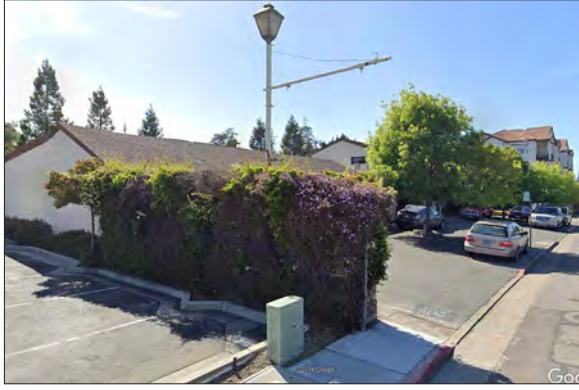
Dear Zach:

I reviewed the drawings and evaluated the site context. My comments and suggestions are as follows:

SITE CONTEXT

The site is located in the CD/R3 Downtown/Multiple Family District in an area characterized by older one and two-story commercial buildings. New development along First Street has started to occur in recent years, and a newer three-story over podium garage is located nearby on First Street. Also, two new multifamily projects have been recently approved nearby across First Street. Photos of the site and immediate context are shown on the following page.





The Site viewed from First Street



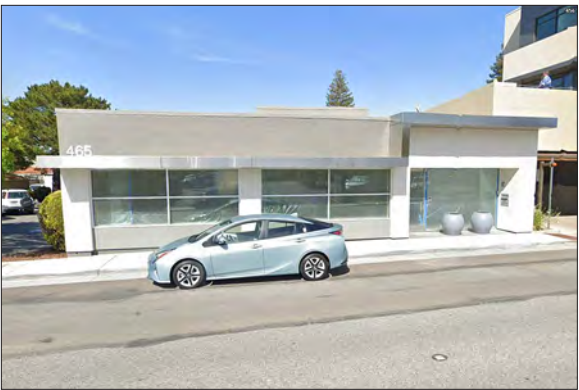
The Site viewed from Foothill Expressway



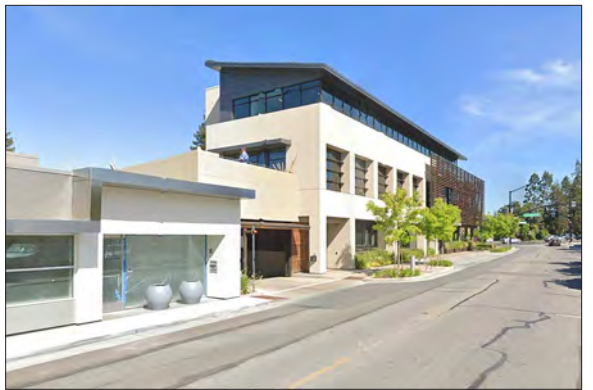
Parking lot to the immediate left



Nearby multifamily housing to the right



Nearby commercial development across First Street



Nearby commercial development across First Street



View immediately across Foothill Expressway



Nearby commercial development across First Street

DESIGN REVIEW FRAMEWORK

You requested that I use the following list of applicable Zoning Code Sections, plans and guidelines when preparing the peer review:

- Downtown Design Guidelines
- Commercial/Multi-Family Design Findings (Zoning Code Section 14.78.060)
- CD/R3 District Design Controls (Section 14.52.110)

In addition to reviewing the proposed project in the context of these documents, I also watched the Planning Commission's Study Session video.

The Commercial/Multi-Family Design Findings and the CD/R3 District Design Controls are less specific than the Downtown Design Guidelines. It is within the Downtown Design Guidelines that I see a number of concerns and issues - many of which were also raised by individual planning commissioners in their study session.

The Downtown Design Guidelines include the identification of defining Village Character Elements and specific guidelines for the Downtown Core District, Mixed Commercial District, and First Street District. The First Street District design guidelines include some guidelines unique to the First Street District, but also contains the following introductory text.

FIRST STREET DISTRICT

Owners of properties and businesses in this district should review the guidelines for the Downtown Core District. While projects in this district may be somewhat larger and less retail-oriented than those in the downtown core, they are still very much a part of the downtown village, and the village character and scale emphasis underlying those guidelines will be expected of new buildings and changes to existing properties in this district.

INTENT

- A. Promote the implementation of the Los Altos Downtown Design Plan.*
- B. Support and enhance the downtown Los Altos village atmosphere.*
- D. Respect the scale and character of the area immediately surrounding the existing downtown pedestrian district.*

Specific relevant design guidelines include the following:

5.2 ARCHITECTURE

Building uses and sizes will vary more in the First Street District than elsewhere in the downtown. The goal of these guidelines is to accommodate this wide diversity of size and use while maintaining a village scale and character that is complementary to the downtown core.

5.2.1 Design to a village scale and character

- a) Avoid large box-like structures.*
- b) Break larger buildings into smaller scale elements.*
- c) Provide special design articulation and detail for building facades located adjacent to street frontages.*
- d) Keep focal point elements small in scale.*
- e) Utilize materials that are common in the downtown core.*
- f) Avoid designs that appear to seek to be prominently seen from Foothill Expressway and/or San Antonio Road in favor of designs that focus on First Street, and are a part of the village environment.*
- g) Provide substantial small scale details.*
- h) Integrate landscaping into building facades in a manner similar to the Downtown Core District.*

The following narrative text and guidelines from the main body of the Downtown Design Guidelines would seem to be relevant to this proposed project:

DOWNTOWN VILLAGE CHARACTER

Today, it is a closely knit series of subdistricts with slightly differing use emphases and design characteristics, held together by an overall village scale and character. That unique scale and character has been nurtured over the years, and has become even more of a community asset as many other downtowns in the Bay Area have grown ever larger and lost much of their earlier charm.

ARCHITECTURAL STYLE

These guidelines are not intended to establish or dictate a specific style beyond the desire to maintain Downtown Los Altos' small town character and attention to human scale and detail. In general, diverse and traditional architectural styles that have stood the test of time are preferred.

Designs merely repeated from other cities or without thought to the special qualities of Los Altos are strongly discouraged, and unlikely to be accepted.

The following design guidelines are intended to reinforce that existing framework, scale and character.

3.2.1 Continue the pattern and scale established by existing buildings

a) Maintain and reinforce the underlying downtown 25-foot module along all street frontages. Some techniques for this emphasis include the following:

- Changing roof parapet height and/or shape.*
- Utilizing different building heights, architectural styles, and forms.*
- Utilizing different awning forms and/or materials ... matching the predominant building module.*
- Changing storefront type and details.*
- Defining storefronts with projecting piers and emphasizing tenants' unique store personalities.*
- Reinforcing the module with second floor projections and details.*

b) Break larger buildings up into smaller components.

- Divide longer facades into individual smaller segments with individual design forms and architectural styles.*

d) Utilize awnings and canopies at windows and entries.

e) Provide cornices and building tops consistent with the architectural style.

- Avoid unfinished wall tops in favor of projecting cornice features or roof overhangs.*

h) Utilize natural materials. Wood, stone, and brick can provide warmth at storefronts, and enhance the feeling of village scale and character.

- Wood doors and window frames are strongly encouraged.*

i) Enhance the pedestrian experience with interesting architectural details.

- Individual trim elements should be scaled to be or resemble proportions that could be handled and installed by hand. Elements on any portion of the structure should not be inflated in size to respond strictly to building scale, but should also have a relationship with human scale.*

j) Provide special storefront and facade lighting.

3.2.4 Design second floor facades to complement the streetscape and Village Character

a) Provide second floor entries that are equal in quality and detail to storefront entries. Some techniques to accomplish this emphasis include:

- Special awning or roof element.
- Wrought iron gate.
- Decorative tile stair treads and risers.
- Special lights.

b) Relate second floor uses to the pedestrian environment on the street level.

Some methods of achieving this include the following:

- Second floor overhangs
- Bay windows
- Decks
- Balconies
- Planters.

c) Utilize operable windows in traditional styles.

3.2.7 Design larger structures to be sensitive to the unique scale and character of Downtown Los Altos

b) Avoid architectural styles and monumental building elements that do not relate to the small human scale of Downtown Los Altos.

c) Provide special design treatment for visible sidewalls of structures that are taller than their immediate neighbors.

- Sidewall windows are encouraged where codes allow and adequate fire protection can be provided.
- Employ design techniques to relate the visible sidewalls to front facades. Some common techniques include the following:
 - * Repeating front facade finished materials, decorative details and mouldings.
 - * Carrying front facade cornices and wall top projections around all sides of the upper floor.
 - * Providing varied parapet heights to avoid a box-like appearance.
 - * Utilizing gable and hip roofs to vary the height and appearance of side walls.
 - * Treating side walls with inset panels.
 - * Integrating interesting architectural details.
 - * Stepping back the front facade of upper floors to vary the side wall profile.

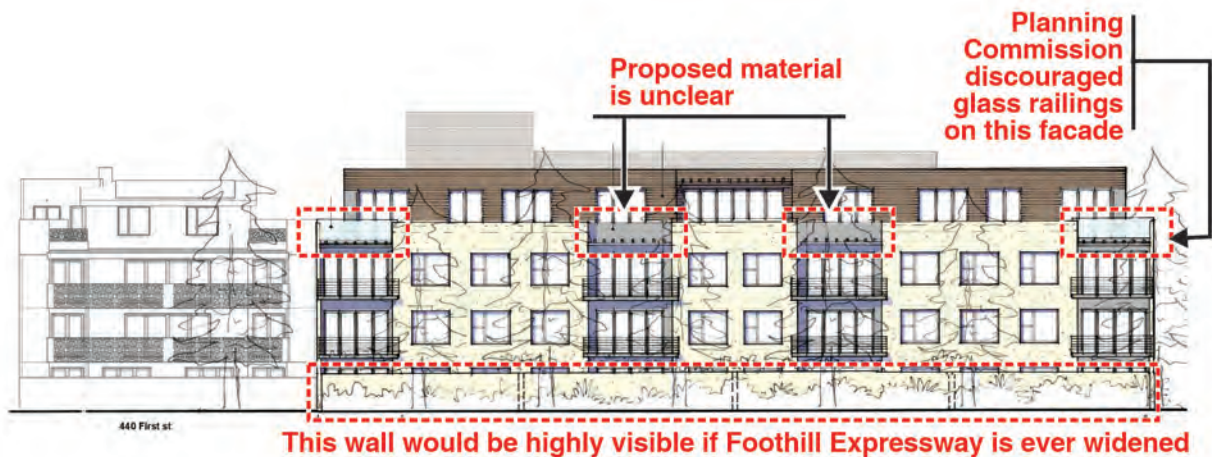
ISSUES AND CONCERNS

I concur with the Planning Commission Study Session comments that overall the design is well done, and well scaled for this site. There were a few concerns expressed by the commission that are addressed below along with a couple of other suggestions for commission consideration.

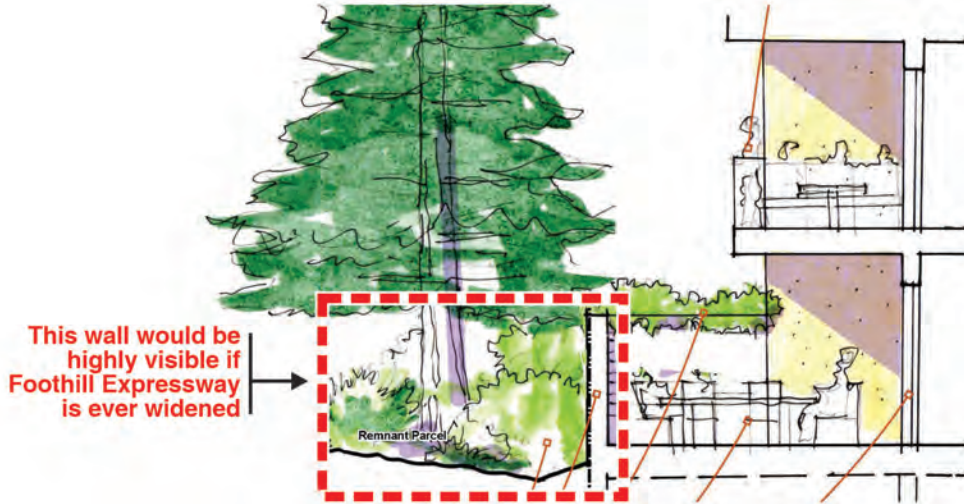
1. The above-pedestrian height wall along First Street sidewalk would not be very pedestrian friendly.



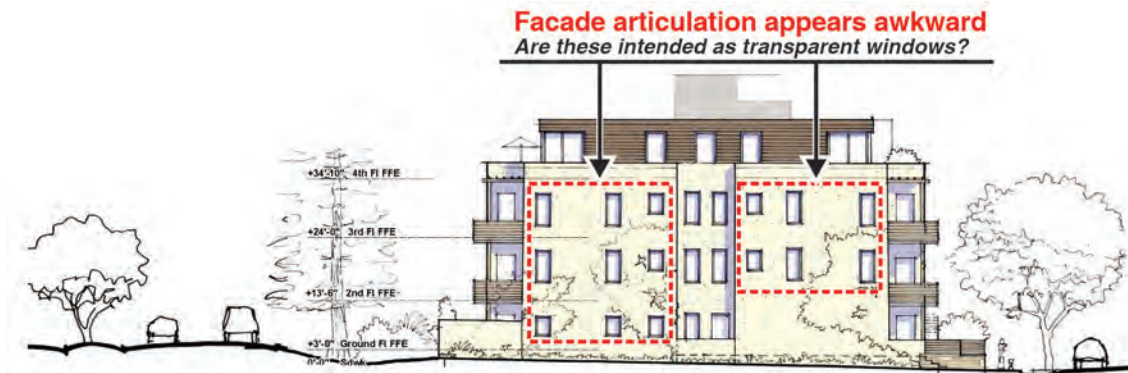
2. The Planning commission recommended against glass balcony railings on the Foothill Expressway facade. There are, however, two frosted glass railings shown on the upper floor. And, there are two railings noted as "Dark Bronze metal finish", but I am unclear as to the material proposed.



- The patio walls along the Foothill Expressway frontage would become strong visual elements on the roadway if the expressway were ever widened, and much of the mature landscaping were removed.



- The tall wall on the south facade facing the parking lot may be exposed to view for some time until new development occurs on the parking lot site. Currently, windows are shown on that facade, but it is unclear whether they are transparent to be closed off in the future or faux windows.



- There are several bedrooms which may only open to small light wells when adjacent development is constructed on the adjacent parcels.



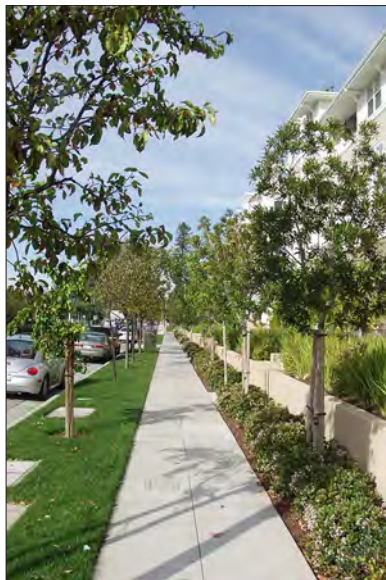
6. The dark color of the set back fourth floor facades may draw visual attention to them, and make the structure appear taller.



RECOMMENDATIONS

1. Modify the sidewalk wall along the First Street frontage to add landscaping and step the wall up in stages to the patios. One approach is shown on the elevation illustration and the photo example below. Other examples are shown on the following page.





2. Ask the Planning Commission to provide a recommendation on the balcony railings on the Foothill Expressway facade.
3. Add more detail and/or landscaping to the long patio wall along the Foothill Expressway frontage. Two examples are shown in the photos below.



4. On downtown projects, there is always the question of how much money to spend on the issue of blank walls, since the timing of future adjacent development that would cover the wall is often unknowable. Without addressing the blank side wall issue, there may be a public perception that the building is too tall and boxy.

If the windows shown on the south wall are transparent, they would provide views, light and air for the adjacent units until a new building is constructed on the adjacent parcel. However, the residents in those units would be greatly disappointed in losing those windows in the future. If the fenestration shown is intended to be faux windows, it would be desirable to organize the windows in a more visually pleasing pattern since they would be unrelated to interior uses. Some additional detail could be added. Some examples are shown below. They are all rather traditional in style and probably not consistent with the front and rear facades of this building, but the designers could add detail appropriate to the building's style.



Another approach is to add trompe l'oeil painted murals to visually simulate windows and details - see example below.



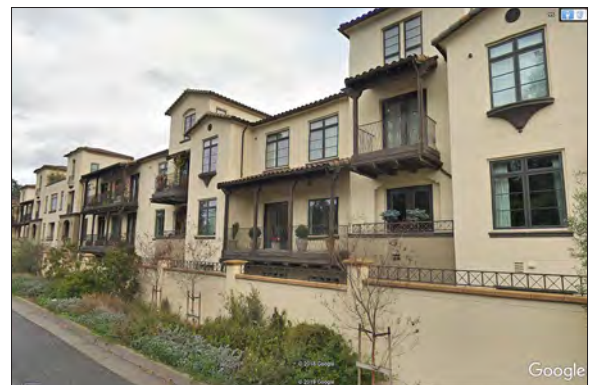
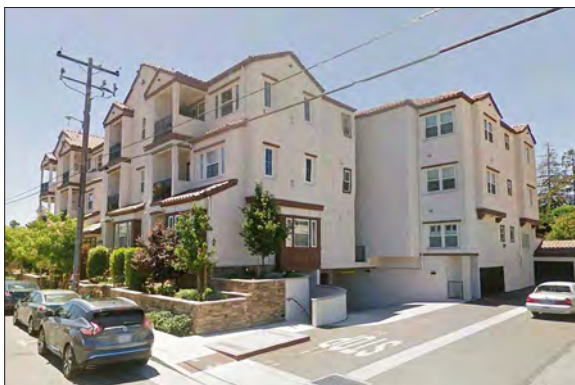
And, a third approach would be to add painted murals to portions of the wall - see examples below.



5. Consider lighter colors for the fourth floor to de-emphasize the total height of the structure.



6. In the Study Session, the Planning Commission expressed satisfaction with the overall design and detail of the project so no further detail may be needed. However, the commission in the past has expressed a high regard for the multifamily project at 100 First Street and dissatisfaction with multifamily project just north of this site - see photos below.



The two First Street facades differ both in terms of the amount of human scale detail - an element which was recommended in the Downtown Design Guidelines. Consideration could be given to adding projecting sun shades to the facades to increase the visual interest.



Proposed East Elevation



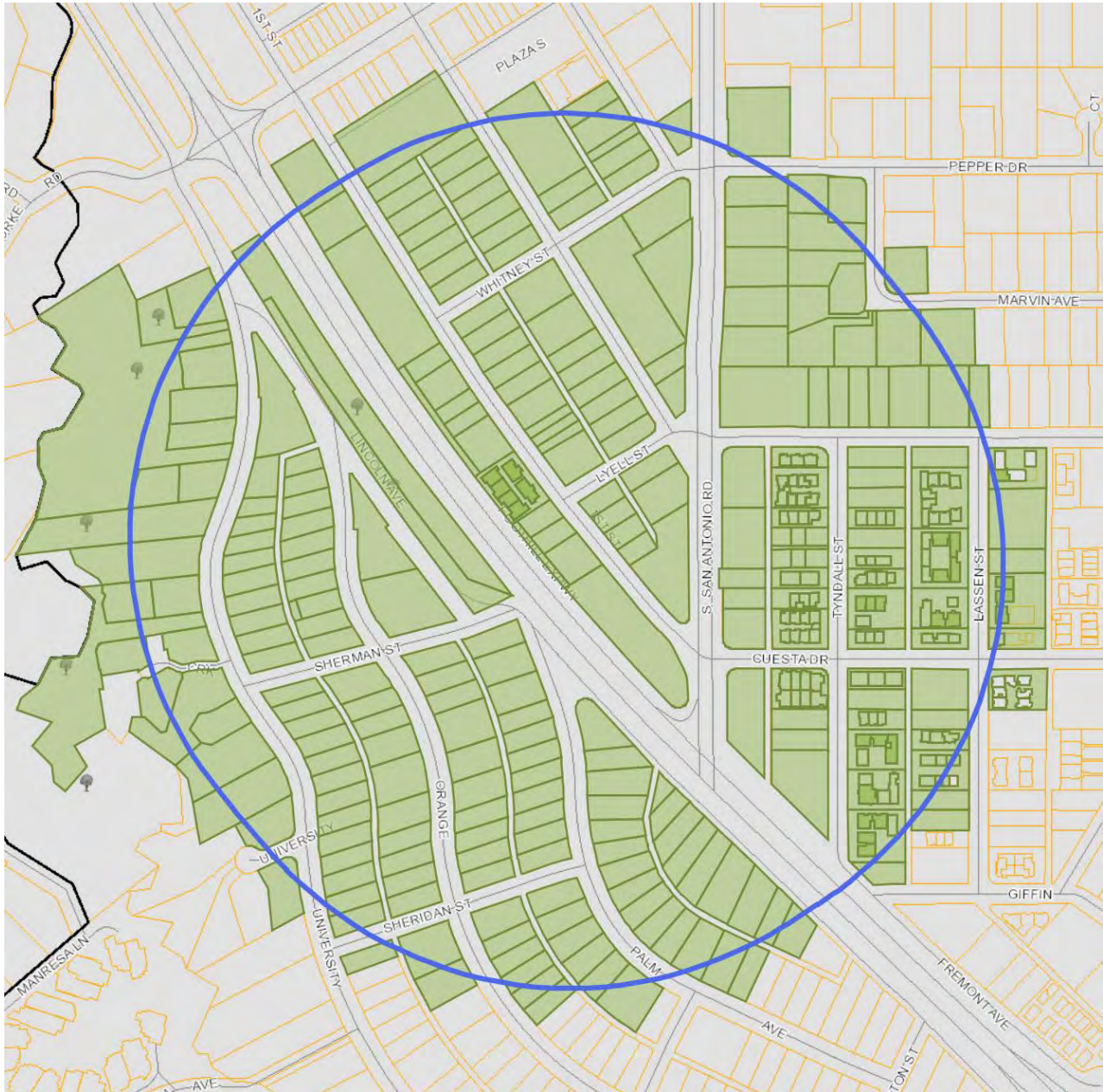
Zach, please let me know if you need anything further.

Sincerely,

CANNON DESIGN GROUP

Larry L. Cannon

NOTIFICATION MAP Attachment J



CITY OF LOS ALTOS

APPLICATION: D19-0001 and TM19-0001
APPLICANT: Ciya Moazzami, Dutchints Development, LLC
SITE ADDRESS: 444-450 First Street