



PUBLIC HEARING

Agenda Item # 5

AGENDA REPORT SUMMARY

Meeting Date: January 25, 2022

Subject Proposed Three-Story Multiple-Family Residential at 440 First Street

Prepared by: Steve Golden, Interim Planning Services Manager

Reviewed by: Laura Simpson, Interim Community Development Director

Approved by: Gabriel Engeland, City Manager

Attachment(s):

1. Resolution No. 2022-XXX
2. Joint Planning/Complete Streets Meeting Minutes, December 2, 2021 (Excerpt)
3. Joint Planning/Complete Streets Meeting Agenda Report, December 2, 2021
4. Design Change Summary submitted by Applicant
5. Project Design Plans and Tentative Map

Initiated by:

Applicant and Owner – Abbie Bourgan, GreenTek Homes

Previous Council Consideration:

None

Fiscal Impact:

The project will result in the following estimated financial contributions to the City:

- Park in-Lieu Fees: \$195,200 (\$48,800/multiple-family dwelling unit)
- Traffic Impact Fees: \$16,636 (\$4,159/multiple-family dwelling unit)
- Los Altos Public Art Fund: one percent of construction costs, up to \$200,000

Environmental Review:

This project is categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act (“CEQA”) because it is an in-fill development on a site in an urban setting that is under five-acres in size that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species (in that the project site is already developed with urban uses). The development proposal is consistent with the General Plan and Zoning Ordinance, as set forth in this staff report 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 stated in CEQA Guidelines Section 15300.2 to applicability of the exemption are present.

Policy Question(s) for Council Consideration:

City Manager

GE

Reviewed By:

City Attorney

JH

Finance Director

JE



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Does the proposal meet the required findings for design review and subdivision per the Los Altos Municipal Code?

Summary:

- The Project includes the demolition of an existing one-story commercial building and construction of a new three-story multiple-family building with four condominium units, one level of underground parking with nine parking spaces, six interior bicycle parking spaces, and a private rooftop area.
- The Project will replace the existing sidewalk along First Street and will be required to relocate and replace the First Street crosswalk, south of the First and Lyell Street intersection.
- The Project proposes less than five housing units; therefore, no affordable housing units are required to be provided.
- The Project was reviewed by the Complete Streets and Planning Commissions and the Complete Streets Commission recommended approval and the Planning Commission recommended approval with specific design modifications.

Staff Recommendation:

City Council approval of design review and subdivision applications D20-0004 and TM20-0001 per the findings and conditions contained in the resolution.



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Purpose

Evaluate the project and reach a determination on whether it complies with the Los Altos Municipal Code requirements for design review and tentative subdivision map approval and furthers the City's efforts of providing for the production of housing, as reflected in the Goals, Policies, and Programs of the Housing Element and other elements in the Los Altos General Plan.

Background

Site Setting and Project Description

This is a development proposal that includes Design Review and Subdivision Tentative Map applications for a new four-unit multiple-family residential development on a 0.13-acre (5,495 square foot) site at 440 First Street. The project site is located on the southwest side of First Street at the intersection of Lyell Street and is designated as Downtown Commercial in the General Plan and zoned Commercial Downtown/Multiple Family (CD/R3). The site currently has a 2,000 square foot one-story commercial building that was most recently used as a veterinary clinic. The current site obtains access to First Street from a driveway abutting the southern parcel boundary and a sidewalk is located along the entire lot frontage along First Street. The rear property line abuts land owned by Santa Clara County and the Foothill Expressway corridor.

The Applicant proposes to demolish the existing building and construct a three-story building with four residential condominium units, one level of underground parking with nine parking spaces, six interior bicycle parking spaces, and a private rooftop area (Project). The driveway location will be relocated to abut the northern lot line and will provide access to the underground garage. The Project will replace the existing sidewalk along First Street and will be required to relocate and replace the First Street crosswalk, south of First and Lyell Street intersection. Since the Applicant proposes less than five housing units, no affordable housing units are required to be provided.

Planning Commission Study Session

On July 18, 2019, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. At that time, the project was proposed as seven condominium units in a four-story building and the design incorporated a shared driveway to the underground garage level from the abutting property to the south at 450 First Street. Overall, the Commission expressed general support for the project design noting that there are a number of newly proposed multi-story development projects, that the overall conceptual design package was well presented, and while some commissioners accepted some of the exterior design detailing, other commissioners expressed the need to refine some of the exterior detailing. The Commissioners shared some concerns such as: finding commonality with abutting buildings; addressing and understanding the proposed building in relation to the existing windows and



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balconies of the 396 First Street building and potential gap between the buildings; the design and use of the private upper story deck areas; and arrangement of parking spaces.

SB330 - Joint Complete Streets Commission and Planning Commission Meeting

Development project applications submitted after January 1, 2020 are subject to SB-330, the Housing Crisis Act of 2019. The application was submitted on August 13, 2020; therefore, the project is subject SB-330 provisions which include a maximum of five public hearings. To reduce the total number of hearings, the Los Altos City Council directed staff and commissions to hold joint meetings; therefore, on December 2, 2021, the Complete Streets Commission and Planning Commission held a joint meeting to consider the Project and provide recommendations to the City Council as specified by the Zoning Code. The Complete Streets Commission recommended 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 recommended approval of the proposed project. The Planning Commission also recommended approval of the project with specific design modifications.

Story Pole Installation

Pursuant to the City Council Policy and Community Development Department procedures, the Applicant installed story poles per the approved plans as verified by the Applicant's civil engineer/surveyor as found in the certification letter included as Attachment B of the Commission Agenda Report (Attachment 3).

Discussion/Analysis

General Plan and Zoning District Development Standards

The Project is consistent with all applicable goals and policies contained in the Los Altos General Plan. This includes goals, policies and programs in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element and Housing Element. The Project complies with all applicable site standards for a multiple-family residential project in the CD/R3 District¹, and all other applicable Zoning Code site development requirements with one caveat. Pursuant to Section 14.52.060 of the Municipal Code, the Project is required to provide a minimum 60% of softscape surfaces (plant material) within the front and rear yard areas. The Applicant is providing approximately 60% of the front yard area with softscape surfaces, however the rear yard has only approximately 30% of the yard area landscaped. Additional landscaping in the rear has been restricted by the Santa Clara County Fire Department that is requiring a seven-foot wide walkway for ground ladder access. Since there is a conflict with the 60% softscape standard in the zoning code, the Santa Clara County Fire Department safety requirement should take precedence;

¹ The project was deemed complete prior to the recent zoning ordinance changes that established new objective design standards; therefore, the Project was reviewed for consistency with the prior zoning ordinance requirements.



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however, if this walkway access is not required for emergency services, then additional landscaping shall be provided (see Condition 1a of the resolution). In addition, the rear landscaping would not be publicly visible since there is a solid wall proposed along the rear property line. By implementing Condition 1a, and because the rear yard will not be visible from the public right-of-way and the ladder pad is required for fire and life safety, the project would substantially comply with the softscape requirement. Furthermore, to the rear of the subject parcel, is a strip of land approximately 13 feet wide owned by Santa Clara County that separates the Foothill Expressway public right-of-way from the subject site. It is currently used for landscaping and contains one Monterey pine directly to the rear of the subject site and the applicant will be required to integrate softscape improvements (e.g. bioswale) to address stormwater runoff of Foothill Expressway. Given the requirements for pedestrian and vehicular building access, utility placement and certain limitations placed on the design by the Fire Department, the Applicant has proposed as much landscaping as feasible in the yard areas with the building design as proposed and there will be additional landscaping outside the property boundary in keeping with the intent of the landscaping requirement.

A more detailed discussion about the Project's General Plan and Zoning compliance is included in the Planning Commission agenda report (Attachment 3).

Design Review Findings and Guidelines

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 (see the resolution in Attachment 1). 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). 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 Downtown Vision. The multiple-family development provides for two- and three-bedroom market-rate housing units that are more affordable by design as compared to single-family housing that is the predominant housing type in Los Altos and will 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. Overall, as evidenced in this discussion, the discussion in the Planning Commission Agenda Report (Attachment 3), and as further supported by the findings contained in the resolution (Attachment 1), the project meets the City's required design review findings and zoning district design controls. That being said, after the Planning Commission considered the design at their December 2, 2021 meeting, they recommended specific design elements to address, which is further described in the section that follows.

The Downtown Design Guidelines (adopted December 8, 2009) and the more recently adopted Downtown Vision Plan provide additional criteria and guidelines for new development to ensure



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that high quality materials are utilized, appropriate scales and massing are incorporated, and overarching Downtown characteristics are preserved and maintained. An architectural peer review report, which includes a summary the Downtown Design Guidelines for the First Street District and a critique of the architectural design, was completed for the project. The architectural peer review report included recommendations to modify the design by adding more architectural detailing and provide more cohesive design elements reflective of the Mediterranean Style. The Applicant chose not to modify the design based on the architectural peer review report, but rather try to bridge the differences in the design styles of the existing building at 396 First Street and the project under construction at 450 First Street, which was also considered and supported by the majority of Planning Commissioners.

Planning Commission Recommendations/Design Revisions

The following is a list of design modifications that were proposed by the Planning Commission in their recommendation for city council approval of the project:

- Reduce visibility of elevator overrun at the front elevation;
- Reduce visibility of solar panel array and incorporate the trellis feature into the design;
- Provide additional landscaping elements; and
- Articulate the front elevation more, opposite of the gable roof

The Applicant has revised the design by addressing the Planning Commission's design concerns. A cover letter has been submitted by the Applicant is included in Attachment 4 which explains the design revisions that were made to address the Commission's concerns. The revised design plans are included in Attachment 5. Overall, the design revisions appear consistent with the recommendations to approve the project made by the Planning Commission. However, the zoning code states (Section 14.66.230) that the maximum building height is measured from the average elevation of the finished lot grade to the highest point of the roof deck of the top story in the case of a flat roof; and to the average height between the plate and ridge of a gable, hip, or gambrel roof. The height of flat roof deck area has remained at 35 feet, but the height of the midpoint of the gable roof has increased from 35 feet to approximately 36.6 feet which is inconsistent with the 35-foot building height standard of the CD/R3 Zoning District. However, this inconsistency was only included to accommodate the Planning Commission request to conceal the elevator overrun and is a very small portion of the overall roof structure².

Subdivision

The Project includes a Tentative Map to create one lot for further subdivision with a condominium plan. The recording of a subsequent condominium plan would further allow for division of the air

² Approximately 144sf or 3.4% of the roof area.



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space for the four residential units as well as assign below grade parking spaces and other common areas. As outlined in the resolution, 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.

Environmental Review

The project site, which is 5,495 square feet (0.13 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.

Regarding potential traffic impacts, the Planning Division had developed interim guidance for City review of projects to evaluate VMT impacts based on OPR Technical Advisory. The interim VMT guidance provided to the Applicant was the nine-county regional average for residential VMT per capita threshold set at 13.95 and considered projects that are 15% below the regional average (or 11.86 residential VMT per capita) not to have a significant environmental impact. Based on the Santa Clara County VMT Evaluation Tool, the Project was estimated to have a 6.36 per capita residential VMT, which is below the 11.86 regional average; therefore, the proposed project doesn't have a significant impact on VMT using the interim city VMT guideline.

Regarding air quality, an air quality assessment was prepared for the Project by Rincon Consultants, Inc (Attachment B of the Commission Agenda report) and submitted by the Applicant. The assessment concludes that all air quality impacts related to project construction and operation would be less than significant. The project would not conflict with the 2017 Clean Air Plan's goal to attain air quality standards, would include applicable control measures from the 2017 Clean Air Plan, and would not disrupt or hinder implementation of such control measures; therefore, the project would be consistent with the 2017 Clean Air Plan. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Project construction and operation would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots and TACs. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Implementing Basic Construction Conditions of Approval into the project to reduce emissions of fugitive dust during construction activities have been incorporated into the conditions in the draft resolution (Condition No. 36 of the resolution). The Applicant has also completed the City's



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Climate Action Plan checklist for new development 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. 15 of the resolution).

Regarding noise, a noise study was prepared by Rincon Consultants, Inc (Attachment G of the Commission Report) and submitted by the Applicant. The study concluded that the proposed project would have less than significant impacts related to construction noise, operational noise, and vibration, and there would be no impacts related to off-site traffic noise and airport-related noise. The rooftop mechanical equipment will be further evaluated when the building permit is submitted and shall conform to exterior noise standards per Chapter 6.16 of the Municipal Code (see Condition No. 37 of the draft resolution).

Regarding water quality, the City of Los Altos operates under Municipal Regional Stormwater (MRP) NPDES Permit No. CA S612008, Order No. R2-2015-0049 dated November 19, 2015. The project, including the construction, proposed improvements and continued maintenance is conditioned to be in compliance with the NPDES permit. Standard conditions of approval are incorporated which among other things requires the project to implement a stormwater management plan; therefore, with the implementation of standard conditions and other oversight measures under the NPDES Permit, there are no significant potential impacts to water quality.

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. The applicant has provided a "Will Serve" letter from California Water Service and feedback from Mission Trail for trash hauling services. The city of Los Altos is currently in the design phase of a sewer system repair program project along First Street between San Antonio Rd and Main Street and the design anticipates the current and potential future development of this site. 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.

Options

- 1) Approve Resolution No. 2022-XX

Advantages: The project will replace an underdeveloped commercial property with a high-quality multiple-family development that helps the City meet its goals for producing new housing units and is supportive of the goals of the Downtown Vision Plan.

Disadvantages: The amount of commercial building space along First Street will be reduced.

- 2) Do not approve Resolution No. 2022-XX



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Advantages: The existing commercial building on the site will be maintained.

Disadvantages: The City will not make any progress on achieving its goals for the production of new housing units and implementation of the Downtown Vision Plan.

Recommendation

The Planning Commission and staff recommend Option 1.

RESOLUTION NO. 2022-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS MAKING FINDINGS, ADOPTING AN EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING THE DESIGN REVIEW, AND SUBDIVISION APPLICATIONS FOR A FOUR-UNIT MULTIPLE-FAMILY PROJECT AT 440 FIRST STREET

WHEREAS, the City of Los Altos received a development application from Abbie Bourgan, GreenTek Homes, (Applicant), for a new four-unit multiple-family residential building at 440 First Street that includes requests for Design Review (File Number D20-0004) and Subdivision (File Number TM20-0001), referred to herein as the “Project”; and

WHEREAS, said Project is located in the CD/R3 District, which allows multiple-family housing as a permitted use and does not specify a maximum allowable residential density; and

WHEREAS, said 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 (“CEQA”); and

WHEREAS, said Project has been processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, on July 18, 2019, the Planning Commission held a design review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on November 9, 2021, the Applicant installed story poles on the site consistent with the approved story pole design plan; and

WHEREAS, on November 18, 2021, the City gave public notice of the Planning Commission’s public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners and business tenants within a 1,00-foot radius and a meeting notice was posted to the billboard sign; and

WHEREAS, on December 2, 2021 the Complete Streets Commission and the Planning Commission conducted a duly-noticed joint public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Complete Streets Commission recommended Planning Commission and City Council approval of the project. The Planning Commission subsequently recommended City Council approve the Project; and

WHEREAS, on January 13, 2022, the City gave public notice of the City Council’s public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners and business tenants within a 1,00-foot radius and a meeting notice was posted to the billboard sign; and

WHEREAS, on January 25, 2022 the City Council held a duly noticed public meeting as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

WHEREAS, all the requirements of the Public Resources Code, the State CEQA Guidelines, and the regulations and policies of the City of Los Altos have been satisfied or complied with by the City in connection with the Project; and

WHEREAS, the findings and conclusions made by the City Council in this Resolution are based upon the oral and written evidence presented as well as the entirety of the administrative record for the proposed Project, which is incorporated herein by this reference. The findings are not based solely on the information provided in this Resolution; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby _____ the Project subject to the Findings (Exhibit A) and the Conditions of Approval (Exhibit B) attached hereto and incorporated by this reference.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ____day of _____ 2022 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea M. Chelemengos, MMC, CITY CLERK

EXHIBIT A

FINDINGS

1. ENVIRONMENTAL REVIEW FINDINGS. With regard to environmental review, in accordance with Section 15332 of the California Environmental Quality Act Guidelines, based on the whole record before it, including, without limitation, the analysis and conclusions set forth in the staff reports, testimony provided at the proposed Project's public hearings, and the supporting, which include: 1) a Traffic Analysis for 440 First Street by TJKM (December 22, 2020); 2) a Noise Study by Rincon Consultants, Inc (December 2020); 3) an Air Quality Study by Rincon Consultants, Inc. (December 2020); and 4) an Arborist Report by Mayne Tree Expert Company, Inc. (July 20, 2020), the City Council finds and determines that the following Categorical Exemption findings can be made:
 - a. The Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation (Commercial Downtown/Multiple-Family);
 - b. The Project occurs within City limits on a site of no more than five acres that is substantially surrounded by urban uses and there is no record that the site has value as habitat for endangered, rare or threatened species;
 - c. Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality and the completed technical studies and staff analysis contained in the agenda report and support this conclusion; and
 - d. The Project has been reviewed and it is found that the site can be adequately served by all required utilities and public services.
 - e. None of the exceptions to the applicability of the categorical exemption, as specified in section 15300.2, are present.
2. DESIGN REVIEW FINDINGS. With regard to Design Review Application D20-0004, the City Council finds, in accordance with Section 14.76.060 of the Los Altos Municipal Code, as follows:
 - a. The Project meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the First Street corridor in Downtown Los Altos, and all Zoning Code site standards and design criteria applicable for a project in the CD/R3 District;
 - b. The Project has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design because the project utilizes high quality materials that support its architectural style and is appropriately articulated and scaled to relate to the size and scale of the surrounding buildings on the First Street corridor;
 - c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of building entrances, projecting overhangs including the horizontal trellis feature and awning over the entrances and balconies on the upper stories, the building elevations have variation and depth and avoid large blank wall surfaces, and the project has

incorporated elements that signal habitation, such as identifiable entrances and balconies, and high quality finishes;

- d. The Project's exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building 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;
- e. Landscaping including the proposed street tree, shrubs and groundcovers are generous and inviting, and landscape and hardscape features such as the water feature are designed to complement the building and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes a limited street tree canopy in the public right-of-way and along the front yard areas that addresses Fire Department ladder access requirements;
- f. Signage, which is limited to the building address number and other required directional signage, will be designed to complement the building architecture in terms of style, materials, colors and proportions;
- g. Mechanical equipment is screened from public view by a screen wall on the rooftop and is designed to be consistent with the building materials and detailing; and
- h. Service, trash and utility areas are screened from public view by their locations in the underground garage area and behind a water feature in the front yard.

SUBDIVISION FINDINGS. With regard to Subdivision TM20-0001, the City Council finds the following in accordance with Chapter 4, Article 1, Section 66474 of the Subdivision Map Act of the State of California:

- A. The proposed subdivision is not consistent with applicable general and specific plans as specified in 65451.

This Finding cannot be made. The proposed subdivision is consistent with the Los Altos General Plan, including the Land Use Element, which designates the parcel as Downtown Commercial and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided into four condominium units include Land Use Element Policies 2.2, 3.1 and 3.5, Housing Element Policy 4.3, and the Infrastructure and Waste Disposal Element Policies 1.3, 2.2 and 3.1. The subdivision is also consistent with the Downtown Special Planning Area within the Land Use Element. The subdivision is not within an area adopted as specific plan area.

- B. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

This Finding cannot be made. The proposed subdivision is consistent with the Los Altos General Plan, including the Land Use Element, which designates the parcel as Downtown Commercial and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided in four residential condominium units include Land Use Element Policies 2.2, 3.1 and 3.5, Housing Element Policy 4.3, and the Infrastructure and Waste Disposal Element Policies 1.3,

2.2 and 3.1. The subdivision is also consistent with the Downtown Special Planning Area within the Land Use Element. The subdivision is not within an area adopted as specific plan area.

C. That the site is not physically suitable for the type of development.

This Finding cannot be made. The site is physically suitable for this type of development because it is in conformance with the Downtown Commercial land use designations of the General Plan, and complies with all applicable CD/R3 Zoning District site development standards excluding those exceptions otherwise approved;

D. That the site is not physically suitable for the proposed density of development.

This Finding cannot be made. The site is physically suitable for the proposed density of development because it is in conformance with the Downtown Commercial land use designations of the General Plan, which does not have a density maximum but allows higher density residential development and complies with all applicable CD/R3 Zoning District site development standards excluding those exceptions otherwise approved;

E. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

This Finding cannot be made. The design of the subdivision and the proposed improvements will not cause substantial environmental damage, or substantially injure fish or wildlife because the site is located within a developed urban context and is not in or adjacent to any sensitive habitat areas;

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

This Finding cannot be made. The design of the subdivision will not cause serious public health problems because the site is located within an urban context and has access to urban services including sewer and water.

G. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

This Finding cannot be made. The design of the subdivision will not conflict with access easements because there are no known existing access easements encumbering this property.

EXHIBIT B

CONDITIONS

GENERAL

1. Approved Plans

The project approval is based upon the plans dated January 4, 2022 and the support materials and technical reports, except as modified by these conditions and as specific below:

- a. If the walkway access included in the required rear yard setback area is not required for emergency access by the Santa Clara County Fire Department, then at least 60% of the area shall be softscape surfaces in conformance with Section 14.52.060 of the municipal code.
- b. The Applicant shall coordinate with Santa Clara County to integrate any feasible improvements along the rear property line (e.g. swale) to address stormwater runoff from landscaped shoulder of Foothill Expressway. The Applicant shall obtain any necessary agreements from the County prior commencing off-site work.

2. Encroachment Permit

An encroachment permit and/or an excavation permit shall be obtained prior to any work done within the public right-of-way and it shall be in accordance with plans to be approved by the City Engineer.

3. Public Utilities

The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.

4. Tree Protection and Mitigation

The building plans shall incorporate the tree protection measures included in the arborist report by Mayne Tree Expert Company, Inc. (July 20, 2020). All tree protection measures shall be carried out by the builder in coordination with the consulting arborist. Documentation by letter(s) or reports shall be submitted prior to final inspection that demonstrates the tree protection plan was implemented by the developer and consulting arborist.

5. Americans with Disabilities Act

All improvements shall comply with Americans with Disabilities Act (ADA).

6. Municipal Regional Stormwater Permit

The project shall be in compliance with the City of Los Altos Municipal Regional Stormwater (MRP)NPDES Permit No. CA S612008, Order No. R2-2015-0049 dated November 19, 2015.

7. Sewer Lateral

Any proposed sewer lateral connection shall be approved by the City Engineer.

8. Transportation Permit

A Transportation Permit, per the requirements specified in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site.

9. Diesel Generator Prohibition

Diesel powered electric generators are prohibited for any purpose in this project.

10. Indemnity and Hold Harmless

The applicant/property owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project. The City may withhold final maps and/or permits, including temporary or final occupancy permits, for failure to pay all costs and expenses, including attorney's fees, incurred by the City in connection with the City's defense of its actions.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

11. Green Building Standards

The applicant shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a qualified green building professional.

12. Property Address

The applicant shall provide an address signage plan as required by the Building Official.

13. Water Efficient Landscape Plan

Provide a landscape documentation package prepared by a licensed landscape professional showing how the project complies with the City's Water Efficient Landscape Regulations and include signed statements from the project's landscape professional and property owner.

14. Reach Codes

Building Permit Applications submitted on or after January 26, 2021 shall comply with specific amendments to the 2019 California Green Building Standards for Electric Vehicle Infrastructure and the 2019 California Energy Code as provided in Ordinances Nos. 2020-470A, 2020-470B, 2020-470C, and 2020-471 which amended Chapter 12.22 Energy Code and Chapter 12.26 California Green Building Standards Code of the Los Altos Municipal Code. The building design plans shall comply with the standards and the applicant shall submit supplemental application materials as required by the Building Division to demonstrate compliance.

15. Climate Action Plan Checklist

The applicant shall implement and incorporate the best management practices (BMPs) into the plans as specified in the Climate Action Compliance Memo submitted on March 11, 2019.

16. California Water Service Upgrades

The applicant is responsible for contacting and coordinating with the California Water Service Company any water service improvements including but not limited to relocation of water meters, increasing water meter sizing or the installation of fire hydrants. The City recommends

consulting with California Water Service Company as early as possible to avoid construction or inspection delays.

17. Pollution Prevention

The improvement plans shall include the “Blueprint for a Clean Bay” plan sheet in all plan submittals.

18. Storm Water Management Plan

The Applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the MRP. The SWMP shall be reviewed and approved by a City approved third party consultant at the Applicant’s expense. The recommendations from the Storm Water Management Plan (SWMP) shall be shown on the building plans.

19. Outdoor Condensing Unit Sound Rating

Show the location of any outdoor condensing unit(s) on the site plan including the model number of the unit(s) and nominal size (i.e. tonnage) of the unit. Provide the manufacturer’s specifications showing the sound rating for each unit. The condensing unit(s) must be located to comply with the City’s Noise Control Ordinance (Chapter 6.16) and in compliance with the Planning Division setback provisions. The units shall be screened from view of the street.

20. Off-haul Excavated Soil

The grading plan shall show specific grading cut and/or fill quantities. Cross section details showing the existing and proposed grading through at least two perpendicular portions of the site or more shall be provided to fully characterize the site. A note on the grading plans should state that all excess dirt shall be off-hauled from the site and shall not be used as fill material unless approved by the Building and Planning Divisions.

21. Electric Vehicle Charging Station Infrastructure

The building’s electrical service shall be designed to support the required load necessary for installation of electric vehicle charging stations in the underground parking garage.

22. Santa Clara County Fire Department Review

The project shall comply with all Santa Clara County Fire Department standards including but not limited to the comments and conditions provided in the Fire Department Development Review Comment letter dated November 9, 2021. A formal review of the building permit plans will be completed subsequent to submittal of a complete set of building permit design plans.

PRIOR TO FINAL MAP RECORDATION

23. Underground garage driveway

The applicant shall redesign the driveway approach at the north-east corner of the property with ADA ramps on the sidewalk at each side of the driveway approach.

24. Bulb out and Crosswalk

The applicant shall design a bulb out with ADA ramps at the SE corner of the intersection at First Street and Lyell Street per current ADA standards. The applicant shall also design a new crosswalk that crosses First Street at the south side of the intersection at First Street and Lyell Street with an ADA ramp connects to the new crosswalk at SE corner of the property.

25. Emergency Access Easement

The property owner shall obtain an emergency access ingress/egress easement from the property owners of 396 First Street and 450 First Street to provide for emergency access at the rear of the property as shown on the approved plans.

26. Covenants, Conditions and Restrictions

The applicant shall include the following provisions in the Covenants, Conditions and Restrictions (CC&Rs):

- a. Long-term maintenance and upkeep of the landscaping and street trees, on-site and in the public right-of-way along the site frontage, as approved by the City, shall be a duty and responsibility of the property owners.
- b. One of the underground parking spaces shall be open for guest users.
- c. Long-term maintenance and upkeep of the building's exterior materials and finishes shall be the responsibility of the Homeowner's Association.
- d. The Homeowner's Association will store trash receptacles in the underground parking garage level and will be responsible for moving trash receptacles to the temporary staging area at street level no more than 24 hours in advance of trash pickup and will relocate trash receptacles to their storage location within 24 hours of pickup.

27. Pedestrian Easement

The property owner shall dedicate a one-foot wide pedestrian easement along the front of the property abutting First Street to the City of Los Altos for use as public right-of-way as a public easement. Applicant shall submit documentation to the City for review and approval for the recordation of the public easement to the City of Los Altos.

28. Public Utility Dedication

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

29. Final Map Application and Payment of Subdivision Fees

The applicant shall pay all applicable fees, including but not limited to parkland dedication in-lieu fees and map check fee plus deposit as required by the City of Los Altos Municipal Code. Plats and legal descriptions of the final map shall be submitted for review by the City Land Surveyor.

30. Subdivision agreement

The property owner shall have the subdivision agreement approved by the City and ready to be executed and recorded after City Council approves the recordation of the Final Map.

31. Cost Estimate and Performance Bonds

The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held six months after acceptance of improvements) for the work in the public right-of-way.

PRIOR TO ISSUANCE OF BUILDING PERMIT

32. Payment of Impact and Development Fees

The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, traffic impact fees, public art impact fee and map check fee plus deposit as required by the City of Los Altos Municipal Code.

33. Final Map Recordation

The applicant shall record the final map.

34. Soldier beams/Shoring

The applicant shall insure the design of all soldier beams or other temporary shoring supports are outside the public right-of-way.

35. Storm Water Filtration Systems

The Applicant shall insure the design of all storm water filtration systems and devices are without standing water to avoid mosquito/insect infestation.

36. Air Quality Mitigation

The applicant shall incorporate into the design plans and shall implement throughout the entire construction process the Bay Area Air Quality Management District's basic Construction Mitigation Measures to reduce emissions of fugitive dust during construction activities (California Environmental Quality Act Air Quality Guidelines. San Francisco, CA. May 2017. http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en (accessed November 2021).

37. Acoustical Report

The applicant shall submit a report from an acoustical engineer/consultant ensuring that the rooftop mechanical equipment meets the City's exterior noise regulations.

38. Grading and Drainage Plan

The Applicant shall submit on-site grading and drainage plans that include (i.e. drain swale, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved) for approval by City Engineer. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Planning Division.

39. Sewage Capacity Study

The applicant shall submit calculations showing that the City's existing sewer line will not exceed two-thirds full due to the project's sewer loads. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the applicant shall replace the sewer line with a larger sewer line.

40. Construction Management Plan

The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention

and construction vehicle parking. The plan shall also provide specific details with regard to how construction vehicle parking will be managed to minimize impacts on nearby commercial and residential properties; noise reduction. The Plan shall also implement and comply with all other elements contained in Construction Management Plan Submittal Requirements published by the Planning Division including staging plans material delivery, storage areas, and noise reduction.

A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the site. Applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.

41. Solid Waste Ordinance Compliance

The Applicant shall be in compliance with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance (LAMC Chapter 6.12) which includes a mandatory requirement that all multi-family dwellings provide for recycling and organics collection programs.

42. Solid Waste and Recyclables Disposal Plan

The Applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The Applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, Applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.

43. Fire Department Compliance

The Applicant shall incorporate all Santa Clara County Fire Department comments and conditions contained in the Development Review Comments letter dated November 9, 2021 (Plan Review No. 21-4737). All comments/conditions shall be addressed by the applicant/developer prior to the issuance of the Building Permit.

PRIOR TO FINAL OCCUPANCY

44. Condominium Map

The applicant shall record the condominium map as required by the City Engineer.

45. Landscape and Irrigation Installation

All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer. Provide a landscape WELO Certificate of Completion, signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

46. Signage and Lighting Installation

The applicant shall install all required signage and on-site lighting per the approved plan.

47. Green Building Verification

The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.

48. Sidewalk in Public Right-of-Way

The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street as directed by the City Engineer. Sidewalk shall have minimum width of five feet or greater per the approved plans and the six-inch curb of curb and gutter shall not be part of the five-foot sidewalk.

49. New ADA Ramps and Crosswalks

The applicant shall provide two new ADA ramps at the driveway per the City standards on First Street.

50. Public Infrastructure Repairs

The Applicant shall repair any damaged right-of-way infrastructures and otherwise displaced curb, gutter and/or sidewalks and City's storm drain inlet shall be removed and replaced as directed by the City Engineer or his designee. The Applicant is responsible to resurface (grind and overlay) half of the street along the frontage of First Street if determined to be damaged during construction, as directed by the City Engineer or his designee.

51. Maintenance Bond

A one-year, ten-percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.

52. Label Catch Basin Inlets

The Applicant shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the "NO DUMPING - FLOWS TO ADOBE CREEK" logo as required by the City.

MINUTES OF A JOINT MEETING OF THE PLANNING COMMISSION/COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, DECEMBER 2, 2021 BEGINNING AT 7:00 P.M. HELD VIA VIDEO/TELECONFERENCE PER EXECUTIVE ORDER N-29-20

Per California Executive Order N-29-20, the Commission will meet via teleconference only. Members of the Public may call (650) 242-4929 to participate in the conference call (Meeting ID: 144 676 5530) or via the web at <https://tinyurl.com/kby2b9rw>) Members of the Public may only comment during times allotted for public comments. Public testimony will be taken at the direction of the Commission Chair and members of the public may only comment during times allotted for public comments. Members of the public are also encouraged to submit written testimony prior to the meeting at PlanningCommission@losaltosca.gov or Planning@losaltosca.gov. Emails received prior to the meeting will be included in the public record.

ESTABLISH QUORUM

PRESENT: Planning Commission: Chair Bodner, Commissioners Ahi, Mensinger (lost connection prior to agenda item #2), Roche and Steinle
 Complete Streets Commission: Chair Maluf, Vice-Chair Banerjee, Ambiel, Katz and Gschneider

ABSENT: Planning Commission: Vice-Chair Doran and Commissioner Marek and Complete Street Commission: Commissioners O'Yang and Venkatraman

STAFF: Community Development Director Biggs, Planning Services Manager Persicone, Senior Planner Golden, Associate Planner Gallegos, Transportation Services Manager Lee and Attorney Ramakrishnan from the City Attorney's Office

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

These items will be considered by one motion unless any member of the Commission or audience wishes to remove an item for discussion. Any item removed from the Consent Calendar for discussion will be handled at the discretion of the Chair.

1. Planning Commission Minutes

Approve minutes of the regular meeting of October 7, 2021.

Action: Upon motion by Commissioner Steinle, seconded by Commissioner Ahi, the Commission approved the minutes from the October 7, 2021, meeting as written.

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

AYES: Ahi, Bodner, Roche and Steinle

NOES: None

ABSENT: Doran and Marek

PUBLIC HEARING

2. **D20-0004 and TM20-0001 – Abbie Bourgan – 440 First Street**

The applicant requests Design Review Approval and a Tentative Subdivision Map for a three-story building that includes 4 residential condominium units, one level of underground parking for 9 parking spaces and a useable rooftop area. The project is categorically exempt from environmental review pursuant to Section 15332 (Class 32), Infill Exemption of the California Environmental Quality Act (CEQA) Guidelines. *Project Planner: Golden*

Senior Planner Golden gave the staff report presentation recommending approval to the City Council of design review and subdivision applications D20-0004 and TM20-0001 per the findings and conditions contained in the resolution. He provided a brief summary of the project including that it is a four-unit condominium project with no affordable units proposed, a roof top deck area, and solar panels. He stated that the project height was reduced from 40 feet to 35 feet to comply with height limits and there is no elevator to the roof top deck area.

There were no ex parte communications from the Complete Streets Commission.

There were no ex parte communications from the Planning Commission.

Commissioner Questions

There were no questions from the Complete Streets Commission.

Chair Bodner asked a question about the process and timing for peer design review done by Cannon Design Group.

Project applicant Abbie Bourgan introduced the project to the Commissions and provided some background.

Project architect Chris Hall gave a presentation of the project.

Senior Planner Golden showed the Commissions the sketch up model of downtown with the project added so the Commissions could see the proposed building in the context of the neighborhood.

Complete Streets Commissioner Questions

Commissioner Katz asked about how garbage pickup will be addressed and what are the street parking impacts from the project.

Senior Planner Golden answered his questions.

Vice-Chair Banerjee asked about parking garage access and visibility with the narrow driveway of 18 feet in width.

Senior Planner Golden answered her question about garage access.

Project applicant Abbie Bourgan answered her question about the narrow driveway and visibility issues.

Vice-Chair Banerjee asked about bicycle parking and EV charging in the bike room.

Project applicant Abbie Bourgan answered her questions.

Commissioner Ambiel asked about the elevator capacity to accommodate two individuals and two bikes and the garage ramp slope grade and if there are hallways leading up to the units.

Project applicant Abbie Bourgan answered her questions.

Chair Maluf asked about the gym for the residents, the entrance to the garage facing Lyell Street and mail delivery.

Senior Planner Golden and project applicant Abbie Bourgan answered his questions.

Commissioner Katz had a follow-up question regarding pedestrian visibility with the garage slope.

Project applicant Abbie Bourgan answered his question.

Planning Commissioner Questions

Commissioner Ahi had a question about the roof top solar panels to the architect.

Commissioner Roche had questions about the gables and solar panel structure.

Commissioner Mensinger questioned the architect about the gables.

Chair Bodner asked if the architect incorporated any of Cannon Design Group's recommendations.

Commissioner Steinle asked for confirmation that the elevator does not have roof access and about landscaping opportunities.

Project architect Chris Hall answered most of the Commissioner questions and project applicant Abbie Bourgan answered the landscaping question.

Public Comment

Salim from South Bay YIMBY stated concern with the amount of time this project has taken and said three years is too long and costly for a project to go through the review /approval process and gave his support for the project.

Resident Phil Underwood of 396 First Street stated the need for a streetscape plan for First Street for pedestrian safety, parking, and delivery vehicles.

Resident Abby Ahrens and owner of Enchante Hotel at 1 Main Street said this was a top-quality project and gave her support.

The public comment section of the meeting was closed for applicant rebuttal or final comments.

Project applicant Abbie Bourgan provided final comments on the project.

Following Complete Streets Commission deliberations:

Action: Upon motion by Commissioner Ambiel, seconded by Commissioner Katz, the Commission moved the project forward to the Planning Commission and City Council.

The motion was approved (5-0) by the following vote:

AYES: Maluf, Banerjee, Ambiel, Katz and Gschneidner

NOES: None

ABSENT: O'Yang and Venkatraman

Planning Commission discussion then proceeded.

Commissioner Ahi:

- Neighboring project changes at 450 First Street by the City Council were disappointing;
- Front elevation lacking a cohesive design;
- Needs to be more symmetrical and dynamic;
- The one gable element on the left and the flat side on the right seem odd;
- Mirroring it and overhanging the roof more will make it more dynamic;
- Incorporate certain aspects of Cannon Design Group's comments such as duplicating the gable elements, more of a roof overhang, more articulation, railings on the first level instead of the wall;
- Transitional aesthetic needs to be enhanced – raise building to match those on either side;
- Increase the top height to cover the elevator overrun;
- Does not care about the height limit and is concerned with the design of the entire street;
- The roof decks need better transition;
- Looks industrial and needs to appear more residential; and
- Would recommend for City Council approval with no significant City Council redesign.

Commissioner Mensinger:

- Echoed Commissioner Ahi especially regarding symmetry with the front façade and making it look more residential; and
- Said to send the project on to City Council.

Commissioner Steinle:

- Agreed with both Commissioners Ahi and Mensinger;
- Building can be recommended to City Council; and

- There needs to be more landscaping as part of the building, not just around the building – give it more thought.

Commissioner Roche:

- Echoed the elevator overrun comments;
- Content with one gable;
- Does not like the boxy look of the stairwell at the top – needs to be minimized; and
- Would move the project forward to the City Council after changes were made.

Chair Bodner:

- Agreed with Commissioner Ahi's comments;
- Disappointed by changes made by the City Council to change the shared driveway and lose three units;
- The pedestrian experience would be significantly impacted by having two egresses;
- Change to the style is significant;
- Likes the proposed style of contemporary Mediterranean a lot more;
- Appreciates the refined materials and the colors are incredibly warm;
- The rear elevation could benefit from some more residential touches;
- May be a bit too stark and bare;
- Consider adding more railing; and
- The building height should match neighboring property heights proposed.

Community Development Director Biggs said it sounded like the majority of the Commission wanted to move this project forward to City Council even though they had design concerns. It would be more appropriate to refer the project back to the applicant to address some of their concerns and incorporate some of the suggested changes for the Commission to review again before sending it off to City Council.

Commissioner Ahi then went over the recommended changes to get a consensus of the Commission:

- Symmetrical aspect of the façade;
- Fit and transition better with the buildings on either side of the project;
- The roof structure needs to be more developed; and
- Add accents to the building design.

The applicant Abbie Bourgan and project architect Chris Hall spoke to the design recommendations and comments made by the Planning Commission.

Community Development Director Biggs went over the Commission's options for a motion.

Action: Upon motion by Commissioner Steinle, seconded by Commissioner Ahi, the Commission recommended approval to the City Council of design review and subdivision applications D20-0004 and TM20-0001 per the findings and conditions contained in the resolution, and subject to working with staff to incorporate and address the following:

- Elevator overrun;

- Solar panel array;
- Articulation of the front elevation; and
- More landscaping.

The motion was approved (5-0) by the following vote:

AYES: Ahi, Bodner, Mensinger, Roche and Steinle

NOES: None

ABSENT: Doran and Marek

3. **D21-0003 and TM21-0001– 355 1st Street LLC – 355 First Street**

The Planning Commission and Complete Streets Commission recommend approval to the City Council for Design Review, Vesting Tentative Map and a Mitigated Negative Declaration for a new 79,885 square-foot four story fifty (50) unit condominium building with two levels of underground parking at 355 First Street. A Notice of Intent to adopt a mitigated negative declaration (MND) in compliance with Section 21092.3 of the Public Resources Code has been filed with the County Clerk pursuant to the California Environmental Quality Act (CEQA) Guidelines. *Project Manager: Persicone*

Planning Services Manager Persicone introduced the project.

There were no ex parte communications from the Complete Streets Commission.

There were no ex parte communications from the Planning Commission.

The Commissions took a 12-minute break.

Planning Services Manager Persicone gave the staff report presentation for the SB 330 project recommending approval of Design Review and Vesting Tentative Subdivision Map applications D21-0003 and VTM21-0001 to the City Council of the fifty (50) unit condominium project at 355 First Street and the Planning Commission's recommendation to adopt a Mitigated Negative Declaration and Attachment 11 – Mitigation Monitoring Program (MMRP) to the City Council.

Project architect Jeff Potts of SDG Architects stated the project crossed four sites, presented the 50-unit project with six BMRs proposed, and two levels of sub grade parking for a total of 113 spaces with a six-inch reduction in space width with a waiver.

Commissioner Questions

Commissioner Ambiel from the Complete Street Commission asked questions about bike parking access, if any electrical outlets would be provided in the lockers, any security measures for an open-air charging station and package deliveries.



PUBLIC HEARING

Agenda Item #2

COMPLETE STREETS COMMISSION AND PLANNING COMMISSION AGENDA REPORT

Meeting Date: December 2, 2021

Subject: Proposed Three-Story Multiple-Family Residential at 440 First Street

Prepared by: Steve Golden, Senior Planner

Reviewed by: Jon Biggs, Community Development Director
Erik Ramakrishnan, City Attorney's Office

Initiated by: Applicant and Owner – Abbie Bourgan, GreenTek Homes

Attachments:

- A. ~~Draft Resolution with Findings and Conditions~~
- B. Applicant Materials
 - Traffic Analysis for 440 First Street, TJKM (December 22, 2020)
 - Noise Study, Rincon Consultants, Inc (December 2020; without Appendices)¹
 - Air Quality Study, Rincon Consultants, Inc. (December 2020; without Appendices)¹
 - Waste Hauling Service Review, Mission Trail (email dated November 24, 2020)
 - California Water Service Will Serve Letter
 - Arborist Report, Mayne Tree Expert Company, Inc. (July 20, 2020)
 - Design Review Narrative
 - Climate Action Plan Checklist
 - Story Pole Certification and Approved Story Pole Plan
 - Fire Access Easement Agreements with 450 and 496 First Street
 - Construction Management Plan
 - Preliminary Shoring Plan
 - Applicant Justification for Photovoltaic Panel Design
- C. Planning Commission Study Session Minutes, July 18, 2019
- D. Architectural Design Peer Review, Cannon Design Group
- E. Santa Clara County Fire Department Comments/Conditions
- F. Project Vicinity and Notification Maps
- G. ~~Project Design Plans and Tentative Subdivision Map~~

Recommendation:

Recommend to the City Council approval of design review and subdivision applications D20-0004 and TM20-0001 per the findings and conditions contained in the resolution.

¹ Appendices removed to condense reports. The full documents including appendices can be viewed here: <https://www.losaltosca.gov/communitydevelopment/page/440-first-street>

Environmental Review:

This project is categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act (“CEQA”) because it is an in-fill development on a site in an urban setting that is under five-acres in size that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species (in that the project site is already developed with urban uses). The development proposal is consistent with the General Plan and Zoning Ordinance, as set forth in this staff report 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 stated in CEQA Guidelines Section 15300.2 to applicability of the exemption are present.

Project Description:

This is a development proposal that includes Design Review and Subdivision Tentative Map applications for a new four-unit multiple-family residential development on a 0.13-acre (5,495 square foot) site at 440 First Street. The project site is located on the southwest side of First Street at the intersection of Lyell Street and is designated as Downtown Commercial in the General Plan and zoned Commercial Downtown/Multiple Family (CD/R3). The site currently has a 2,000 square foot one-story commercial building that was most recently used as a veterinary clinic. The current site obtains access to First Street from a driveway abutting the southern parcel boundary and a sidewalk is located along the entire lot frontage along First Street. The rear property line abuts land owned by Santa Clara County and the Foothill Expressway corridor.

The Applicant proposes to demolish the existing building and construct a three-story building with four residential condominium units, one level of underground parking with nine parking spaces, six interior bicycle parking spaces, and a private rooftop area (Project). The driveway location will be relocated to abut the northern lot line and will provide access to the underground garage. The Project will replace the existing sidewalk along First Street and will be required to relocate and replace the First Street crosswalk, south of First and Lyell Street intersection. Since the Applicant proposes less than five housing units, no affordable housing is required to be provided.

The following information and table summarize the project’s technical details:

GENERAL PLAN DESIGNATION:	Downtown Commercial
ZONING:	Commercial Downtown/Multiple Family (CD/R3)
PARCEL SIZE:	5,495 square feet (0.13-acres)
MATERIALS:	Smooth texture stucco and horizontal composite wood exterior siding with aluminum composite and quartz stone veneer accents, standing seam metal roof, bronzed metal railings, and aluminum clad wood windows and door

Subject: Proposed Three-Story Multiple-Family Residential at 440 First Street

	Existing	Proposed	Allowed/Required
FLOOR AREA:	2,000 sq ft	11,735 sq ft ¹	N/A ²
SETBACKS:			
Front	61.1 feet	10 feet ³	10 feet
Rear	1.2 feet	10 feet ³	10 feet
Right side	0 feet	0 feet	0 feet
Left side	0 feet	0 feet	0 feet
HEIGHT:			
Top of roof deck	17 feet ⁴	35 feet	35 feet
Top of rooftop canopy	-	43.5 feet	
PARKING:	7 spaces	9 spaces	9 spaces
DENSITY:	-	30.8 du/ac	N/A ²

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 upper story balconies are setback 9 feet to the rear property line and 8.5 feet to the front property line.

⁴ Measured to the top of the ridge.

Background

Planning Commission Study Session

On July 18, 2019, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. At that time, the project was proposed as seven condominium units in a four-story building and the design incorporated a shared driveway to the underground garage level from the abutting property to the south at 450 First Street. Overall, the Commission expressed general support for the project design noting that there are a number of newly proposed multi-story development projects, that the overall conceptual design package was well presented, and while some commissioners accepted some of the exterior design detailing, other commissioners expressed the need to refine some of the exterior detailing. The Commissioners shared some concerns such as: finding commonality with abutting buildings; addressing and understanding the proposed building in relation to the existing windows and balconies of the 396 First Street building and potential gap between the buildings; the design and use of the private upper story deck areas; and arrangement of parking spaces. A copy of the Planning Commission study session minutes are included as Attachment C.

SB330 - Joint Complete Streets Commission and Planning Commission Meeting

Development project applications submitted after January 1, 2020 are subject to SB-330, the Housing Crisis Act of 2019 and consistent with California Government Code Section 65905.5(a), the city is limited to no more than five hearings to make an approval determination of the proposed housing development project. The application was submitted on August 13, 2020; therefore, the project is subject to the maximum five hearing limitation. Pursuant to Section 14.78.090 of the Zoning Code, proposed multiple-family residential development projects are subject to a multi-modal transportation review hearing by the Complete Streets Commission (CSC) and recommendation to the Planning

Commission and City Council. Pursuant to Section 14.78.020(C), the PC shall review development project applications at a public hearing and provide a recommendation to the City Council. These commission meetings were typically held separately. To reduce the total number of hearings, the Los Altos City Council directed staff and commissions to hold a joint CSC and PC meeting, which is the purpose of this joint meeting. 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 PC and City Council. Prior to consideration by the City Council, the PC completes a more comprehensive development review of the application and provides a recommendation to the city council. This agenda report combines information addressing both the CSC's multi-modal transportation review and the PC's comprehensive development project review.

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/surveyor as found in the certification letter included in Attachment B.

Discussion/Analysis

Multi-modal Transportation Review Information

General Plan Circulation Element/Transportation Impact analysis

Regarding transportation impact analysis, the Circulation Element in the General Plan includes Implementing Programs C7 and C8 that outlines the criteria for reviewing traffic and circulation impacts for new development. Implementing Program C8 states:

Require a transportation analysis for all development projects resulting in 50 or more net new daily trips. The analysis shall identify potential impacts to intersection and roadway operations, project access, and non-automobile travel modes, and shall identify feasible improvements or project modifications to reduce or eliminate impacts. Impact significance should be consistent with the criteria maintained by the Santa Clara Valley Transportation Authority. City staff should have the discretion to require focused studies regarding access, sight distance, and other operational and safety issues.

Implementing programs C7 and C8 also states that the City should maintain a minimum Level of Service (LOS) "D" operating standard at all signalized intersections under Los Altos jurisdiction and that only after preparation of an environmental impact report with associated findings, accept LOS E or F operations at City-monitored signalized intersections after finding that no practical and feasible improvements can be implemented to mitigate the lower levels of service. This effectively established a significance threshold that was implemented under the California Environmental Quality Act (CEQA).

However, in 2013, Senate Bill 743 was signed by Governor Brown. SB 743 directed the State Office of Planning and Research (OPR) to develop new CEQA guidelines and to replace Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with another measure such

as Vehicle Miles Traveled (VMT). In December 2018, the California Natural Resources Agency adopted new CEQA Guidelines including sections to implement SB 743 requiring among other things that: a project's effect on automobile delay (i.e., Level of Service) shall not constitute a significant environmental impact under CEQA; a lead agency must adopt the provisions no later than July 1, 2020; VMT is the most appropriate measure of transportation impacts; and a lead agency has the discretion to choose the most appropriate methodology to evaluate a project's VMT.

It should be noted that SB 743 does not preclude cities from retaining General Plan policies related to LOS. Furthermore, cities may continue to require transportation analyses of a project's consistency with the adopted LOS goals and/or other operational issues related to transportation.

With regards to VMT, the City had not adopted formal standards by July 1, 2020; however, in lieu of formal adoption, the Planning Division developed interim guidance for City review of projects to evaluate VMT impacts based on OPR Technical Advisory. The interim VMT guidance provided to the applicant at that time used the nine-county regional average for residential VMT per capita threshold set at 13.95 and considered projects that are 15% below the regional average (or 11.86 residential VMT per capita) not to have a significant environmental impact.

The applicant's consultant, TJKM, utilized the Santa Clara County VMT Evaluation Tool² to evaluate and screen the proposed project to determine if the project would have a significant impact to VMT (Traffic Analysis in Attachment B). Using 2020 as the baseline year, a 6.36 per capita residential VMT was estimated, which is below the 11.86 regional average³; therefore, the proposed project doesn't have a significant impact on VMT using the interim city VMT guideline.

With regards to trip generation and potential LOS deficiencies, TJKM estimated the project's trip generation rate based on trip generation rates from the Institute of Traffic Engineers (ITE) publication (Traffic Analysis in Attachment B). Based on those estimates, the existing 2,000 square foot veterinary clinic generates 43 daily trips, whereas the proposed four unit multiple-family residential project generates 22 daily trips. This is a net reduction in 21 daily trips. Even if not considering the existing land use and net change, this is well under the 50 daily trip threshold to require a transportation analysis to further evaluate LOS impacts. In addition, less trips are anticipated during both the AM and PM peak hour period and even if not considering the existing use, the estimated two trips at each peak period would have an insignificant impact on intersections during the peak hours which are the most critical periods to evaluate.

Parking

The Applicant proposes four residential units with two units having two bedrooms and two units having three bedrooms. Pursuant to Section 14.74.080 of the Zoning Code, there shall be two parking spaces for each dwelling unit having two or more bedrooms and one guest parking space for each four multiple family dwelling units; therefore, a total of nine parking spaces are required. The applicant is proposing nine parking spaces in one level of an underground garage. The garage will be directly accessed from a driveway to First Street. The applicant is proposing that all eight parking spaces for the residents will have Electric Vehicle (EV) charging capability. TJKM evaluated the on-site

² Hosted by Valley Transportation Authority at <https://vmttool.vta.org/>

³ It is also below the City average of 12.22. Staff ran the VTA screening tool using the 2021 base year and the result was nearly identical at 6.35.

circulation in the garage and found that while there is not abundant space for maneuvering inside the parking area, it provides adequate turning space.

Site access was also evaluated entering and existing the underground garage (Traffic Analysis, Attachment B). Some site visibility constraints were noted in the evaluation; however, city standards would restrict parking on either side of the driveway. City staff is also evaluating the inclusion of a four-way stop at the intersection of First and Lyell Streets which would mitigate visibility concerns. Staff notes that the evaluation did not consider the driveway entrance for the 450 First Street project located on the abutting southern property line; however the proposed driveway is located the furthest away from that driveway as possible.

Public Transit

The closest bus stops are located approximately 0.3 mile from the subject site at San Antonio Road and Lyell Street, which is considered an acceptable walking distance. Local VTA route 40 provides service between Foothill College in Los Altos Hills and Mountain View Transit Center in Downtown Mountain View via a North Bayshore routing.

Bicycle and Pedestrian

As recommended by the VTA guidelines, multiple family residential projects should provide one Class I bicycle parking space per each three units and one Class II bicycle parking space for each fifteen units (but no less than two). The Project is providing four Class I and two Class II bicycle parking spaces, whereas two Class I and two Class II bicycle parking spaces are required. The Class I bicycle parking spaces are in the underground garage level in a closed room that is assumed to have lockable hardware (see Sheet A-0 of Attachment I). The Class II spaces are at street level in front of the building (see Sheet G-5). With regards to the nearest dedicated bicycle facility, a Class II bicycle lane exists on South San Antonio Road.

A sidewalk currently exists along the street frontage and the Project will replace the sidewalk and proposes an easement to increase the width of the sidewalk by one-foot (see Sheet C-1). Since the new driveway will conflict with the crosswalk across First Street that the 425 First Street is required to install⁴, the Project will be required to relocate the sidewalk to the south of the street intersection. The Project will also be required to improve the southeast corner (adjacent to hardware store) and will provide a bulb-out across First Street, similar to the one approved on the opposite northeast corner at 425 First Street to satisfy accessibility requirements and reduce the crosswalk width (see Preliminary Bulb-out Design in Attachment B).

The schools serving the site are Gardner Bullis Elementary, Egan Junior High School, and Los Altos High School. The City of Los Altos recently completed suggested “Walk n’ Roll” maps for each school and suggested proposed improvements for some of the schools including the ones utilized by this Project⁵. No improvements are suggested on the suggested routes except for crosswalk

⁴ The 425 First Street project was required to relocate the existing crosswalk from the south side of the intersection to the north side of the intersection.

⁵ See maps found here: <https://losaltoscompletestreets.com/suggested-routes-to-school/>

improvements to the frontage of the schools and the crosswalks across Foothill Expressway to Gardner Bullis Elementary which is a County facility and there is no nexus to require the proposed project to contribute to those improvements.

Proposed Development Design Review

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. While the proposed Project eliminates the existing commercial space, it will provide an additional four residences in the Downtown area and incrementally increase the demand and support of commercial uses. The Proposed project does not include affordable units, but the two-bedroom units in comparison to single-family dwellings in Los Altos should be more affordable by design.

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. Although First Street has historically had more one and two-story buildings setback away from the street, the proposed Project is more consistent with other recent development projects approved and under construction along First Street. The Project will improve the visual appearance along the First Street streetscape and create uniformity with the abutting buildings on either side that are setback closer to the sidewalk. The Project will also be improving the First Street crosswalk on the south side of the intersection with Lyell Street by creating a bulb-out on the southeast corner of the intersection to reduce the crosswalk width and maintain required accessibility standards for pedestrians (see design plans in Attachment G).

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 four units, which equates to a density of approximately 31 units per acre. 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 31 dwelling units per acre, would be less dense than other multiple-family projects

in the Downtown Triangle area. For comparison purposes, the recently approved and under construction projects at 450 First Street and 425 First Street are 74 units per acre, and the mixed-use project at 385-389 First Street is 46 units per acre, and the 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 Downtown center. 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 four multiple-family residential units, with the two-bedroom units being more affordable by design. The Project proposes a three-story 35-foot tall building, which is consistent with the CD/R3 zoning code and compatible with the recommended height maximum of up to 40 feet for residential buildings on First Street with the top story being stepped back.⁶ The upper floor of the building is not stepped back, however, the building is shorter than both buildings on either side (450 First St and 396 First Street). The Project will improve the visual appearance of the site by removing the surface parking lot, widening the sidewalk, installing a variety of front yard landscaping, and providing for visually appealing architectural detailing at the first story including a variety of exterior materials and the awning over the building entrance. The Applicant proposes to install bicycle parking in front of the building, which is quite limited along the existing street corridor, but improving with each new recently approved development.

Zoning District and other Development Standards

⁶ This is just a recommendation as the city of Los Altos has not formally discussed or adopted changes to the zoning district development standards.

The Project's front and rear setbacks are ten feet and there are no left and right-side yard setbacks, which complies with the development standards for a residential building in the CD/R3 District. At the first story, the majority of the building is setback an additional two feet (12 feet total) and includes landscaping, the building entrance area, a water feature, and areas for required building utilities and a location for temporarily staging trash receptacles. 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 an additional foot consistent with other recent approved projects along First Street.⁷ The Applicant has provided an agreement letter with the property owners at 450 and 496 First Street confirming acceptance of an emergency access ingress/egress easement along the rear property line (Attachment B) and a condition of approval for recordation of easement is included in the draft resolution (Condition 25, Attachment A).

Pursuant to Section 14.52.060 of the Municipal Code, the Project is required to provide a minimum 60% of softscape surfaces (plant material) within the front and rear landscaped yard areas. The Applicant is providing approximately 60% of the front yard area with softscape surfaces, however the rear yard has only approximately 30% of the yard area landscaped. Additional landscaping has been restricted by the Santa Clara County Fire Department that requires a seven-foot wide walkway for ground ladder access. Since there is a conflict with the 60% softscape standard in the zoning code, the Santa Clara County Fire Department safety requirement should take precedence; however, if this walkway access is not required for emergency services, then additional landscaping shall be provided (see Condition 1a). In addition, the rear landscaping would not be publicly visible since there is a solid wall proposed along the rear property line. Furthermore, to the rear of the subject parcel is a strip of land approximately 13 feet wide owned by Santa Clara County that separates the Foothill Expressway public right-of-way from the subject site. It is currently used for landscaping and contains one Monterey pine directly to the rear of the subject site. 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. See below for further discussion regarding additional landscaping in the landscape strip.

With regards to building height, the top of the roof deck and the midpoint of the front gable roof that are defined building height measurements is proposed at 35 feet, equal to the maximum building height of the CD/R3 zoning district. The elevator shaft and the stairwell providing rooftop access are 3.83 and 8.5 feet taller than the roof deck whereas a 12-foot height exception is allowed (Section 14.66.240(F) of the Municipal Code). Height exceptions are also allowed for mechanical equipment required to operate and maintain the building pursuant to Section 14.66.240(E) and for photovoltaic panels up to 12 feet in height.⁸ The photovoltaic panels are proposed to be installed on the stairwell rooftop area as well as a trellis that is equal in height to the stairwell roof and the photovoltaic would installed not to exceed the 12-foot additional height limitation. The Applicant has submitted additional information to further justify the installation of the trellis to raise the photovoltaic panels.

⁷ The proposed sidewalk width is 5.5 feet not including the top of the curb which adds another six inches to the width, but not technically considered part of the sidewalk.

⁸ Rooftop mechanical equipment is limited to 4% of the overall rooftop area, whereas photovoltaic panels are excluded from this limitation.

Regarding off-site parking provisions, the Project is consistent with the minimum standards provided in the zoning code. Please see the parking section in the multi-modal transportation review portion of the report above for further discussion. Also noted above, since the Applicant proposes four residential units, the proposed development project is not required to provide affordable housing pursuant to Chapter 14.28 Multiple-Family Affordable Housing.

The Santa Clara County Fire Department has reviewed the design plans submitted on September 21, 2021 and has provided comments/conditions contained in development review letter (see Attachment E). The Fire Department has identified a few deficiencies in the design plans that the Applicant believes has been resolved; however, at the time of the report publication, subsequent review by the Fire Department has not been completed. If the deficiencies are not resolved, they could result in justification for denial or approval of the project with further conditions.

Design Review

To approve the project as proposed by the applicant, 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;
- 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 Downtown Vision. The multiple-family development provides for market-rate housing units that are more affordable by design as compared to single-family housing that is the predominant housing type in Los Altos. Two unit sizes are proposed including two 2-bedroom units having approximately 1,985 and 1,745 square feet of floor area and two 3-bedroom units having approximately 3,090 and 3,290 square feet in floor 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 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 exterior siding used along the front elevation of the first story includes stone veneer and aluminum composite materials giving the building a base and provides for visual interest at the pedestrian scale. The exterior of the upper stories is a combination of smooth stucco with expansion joints and the recessed walls at the balcony locations replicate the aluminum composite material applied along the front elevation at the first story. The installation of Juliet balconies on the front and rear elevations as well as the trellis over the garage and awning over the entrance area provides for some visual articulation and interest.

The Project includes landscaping at the main building entrance and along the First Street frontage in limited areas between the front façade and the back of sidewalk. A variety of plants are proposed including grasses/groundcovers, and shrubs. With regards to new street trees, the proposed landscape plan shows a Kwanzan cherry tree which is a smaller ornamental tree type. City staff has received feedback from the Santa Clara County Fire Department to restrict trees that grow more than 25 feet at maturity planted in front of buildings over 30 feet in height because taller trees would preclude fire ladder apparatus from being able to effectively gain access to upper portions of the building façade. The landscape plan also includes a water feature to the right of the building entrance that should in-part screen the staging area for trash receptacles that will be placed in this location on trash pick-up days. At the rear of the building, landscaping is limited since the Fire Department requires a seven-foot wide walkway along the side of the building for ground ladder access. A linear raised planter will be installed as well as vertical "living walls", but these will be concealed from public view by a solid wall six feet in height proposed along the rear property line. The exterior portion of the wall is designed to include recessed panels with decorative wood lattice. 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 one Monterey pine directly behind the subject site which will be protected during construction (see Condition 4 in Attachment A). A condition of approval also requires the Applicant to coordinate with Santa Clara County to mitigate stormwater runoff from the landscaped shoulder area of Foothill Expressway that may sheet-flow towards the subject site since other parcels along this corridor have experienced impacts (Condition 1B). Given the requirements for pedestrian and vehicular building access, utility placement and certain limitations placed on the design by the Fire Department, the Applicant has proposed as much landscaping as feasible with the building design as proposed.

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 which includes HVAC condensing units is screened by composite screen walls (assumed to be similar wood composite material as stair enclosure) on the rooftop and equipment is located to the interior of the rooftop; therefore, unlikely to be visible from the street below or by views from adjacent building located at the same level. The trash room is located within the underground garage level and a temporary area for trash receptacles is located at street level behind a proposed water feature which will be used for staging 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 architectural peer review, there may be opportunity to further enhance the design.

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 to the street, relationship to the Downtown and implementing goals and objects of Downtown plans, activating the street frontage and screening rooftop mechanical equipment. Please note that this project was submitted prior to Ordinance 2021-478 becoming effective and therefore is subject to Ordinance 10-346, which are the previous district design controls.

- In terms of size and bulk, the building is just over 50 feet wide, therefore by design and per the Design Controls the building is considered less bulky. The building is divided into smaller elements using articulation with building surfaces relieved with a change in the wall plane at the entries at the ground level and horizontal projections at the first story front elevation with features such as the awning and trellis elements, to provide pedestrian scaled elements;
- The upper stories bulk are broken down into smaller elements with the balcony recesses and the gable roof element at the front elevation;
- 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 enhances the pedestrian environment by widening the sidewalk and providing a water feature;
- The majority of the front façade includes window glazing and/or entrances; and
- The rooftop mechanical equipment is screened from public view and from adjacent building located at the same level.

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 the architectural peer review there may be opportunity to further enhance the design.

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 of Los Altos retained the services of an architectural design professional, Cannon Design Group, to provide an architectural peer review of the project (see Attachment D). The attached report summarizes the Downtown Design Guidelines for the First Street District where the subject site is located and a critique of the design. The report also includes recommendations to improve the design consistent with the design guidelines. In general, the recommendations include refining the design by adding more architectural detailing and providing a more cohesive design elements of the Mediterranean Style.

The Applicant chose not to modify the design based on the architectural peer review report, but rather trying to bridge the differences in the design styles of the existing building at 396 First Street and the project under construction at 450 First Street. While general conformance with the Downtown Design Guidelines and new concepts described in the Downtown Vision is preferred, strict adherence to the design concepts is not mandatory. However, based on comments from the Planning Commission during the study session and the architectural peer review analysis, there may be opportunity to further enhance the design.

Subdivision

The project includes a Tentative Map to create one lot for further subdivision with a condominium plan. The recording of a subsequent condominium plan would further allow for division of the air space for the four residential units as well as assign below grade parking spaces and other common areas. 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.

Environmental Review

The project site, which is 5,495 square feet (0.13 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.

Regarding potential traffic impacts, as discussed above, the Planning Division had developed interim guidance for City review of projects to evaluate VMT impacts based on OPR Technical Advisory. The interim VMT guidance provided to the Applicant was the nine-county regional average for residential VMT per capita threshold set at 13.95 and considered projects that are 15% below the regional average (or 11.86 residential VMT per capita) not to have a significant environmental impact. Based on the Santa Clara County VMT Evaluation Tool, the Project was estimated to have a 6.36 per

capita residential VMT, which is below the 11.86 regional average; therefore, the proposed project doesn't have a significant impact on VMT using the interim city VMT guideline.

Regarding air quality, an air quality assessment was prepared for the Project by Rincon Consultants, Inc (Attachment B) and submitted by the Applicant. The assessment concludes that all air quality impacts related to project construction and operation would be less than significant. The project would not conflict with the 2017 Clean Air Plan's goal to attain air quality standards, would include applicable control measures from the 2017 Clean Air Plan, and would not disrupt or hinder implementation of such control measures; therefore, the project would be consistent with the 2017 Clean Air Plan. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Project construction and operation would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots and TACs. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Implementing Basic Construction Conditions of Approval into the project to reduce emissions of fugitive dust during construction activities have been incorporated into the conditions in the draft resolution (Condition No. 36). 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. 15 of the draft resolution).

Regarding noise, a noise study was prepared by Rincon Consultants, Inc (Attachment G) and submitted by the Applicant. The study concluded that the proposed project would have less than significant impacts related to construction noise, operational noise, and vibration, and there would be no impacts related to off-site traffic noise and airport-related noise. The rooftop mechanical equipment will be further evaluated when the building permit is submitted and shall conform to exterior noise standards per Chapter 6.16 of the Municipal Code (see Condition No. 37 of the draft resolution).

Regarding water quality, the City of Los Altos operates under Municipal Regional Stormwater (MRP) NPDES Permit No. CA S612008, Order No. R2-2015-0049 dated November 19, 2015. The project, including the construction, proposed improvements and continued maintenance is conditioned to be in compliance with the NPDES permit. Standard conditions of approval are incorporated which among other things requires the project to implement a stormwater management plan; therefore, with the implementation of standard conditions and other oversight measures under the NPDES Permit, there are no significant potential impacts to water quality.

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. The applicant has provided a "Will Serve" letter from California Water Service and feedback from Mission Trail for trash hauling services. The city of Los Altos is currently in the design phase of a sewer system repair program project along First Street between San Antonio Rd and Main Street and the design anticipates the current and potential future development of this site. 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 Notification and Correspondence

For this meeting, a public hearing notice was published in the *Town Crier*, and mailed to 325 property owners and 348 current tenants within 1,000 feet of the site (Attachment F). 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 in conformance with the City Council public notification requirements of the Open Government Policies. A story pole certification letter from the project engineer is included in Attachment B.

At the time of report publication, staff has not received any specific correspondence from any nearby property owners or tenants regarding this proposal.

Options

Complete Streets Commission Recommendation

Consistent with the zoning code provisions, the CSC is recommended to adopt a motion recommending the project to the Planning Commission. The CSC can recommend denial with justification(s) for denial or approval with or without recommendations that could be incorporated as conditions of approval. If making specific recommendations for conditions, the Commission should state the justification for each condition with an understanding that the condition cannot lower the density of the proposed development, that there is nexus and proportionality to the request, and is feasible to incorporate into the proposed design.

Planning Commission

The Planning Commission is recommended to adopt a motion recommending approval, approval with modifications or incorporated as conditions, or denial of the proposed project with justification(s) for denial. If making specific recommendations for conditions, the Commission should state the justification for each condition with an understanding that the condition cannot lower the density of the proposed development, that there is nexus and proportionality to the request, and is feasible to incorporate into the proposed design. Once the Planning Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.



Technical Memorandum

Date: December 22, 2020

To: Abbie Bourgan
25875 Estacada Way
Los Altos Hills, CA 94022
Phone: 650.492.1369
Email: abbie@bourgan.net

From: Janice Spuller
Project Manager

Jurisdiction: City of Los Altos

Subject: **Traffic Analysis for the proposed development at 440 1st Street, City of Los Altos, CA.**

The purpose of this draft technical memorandum is to present the results of circulation assessment, and trip generation expected from the proposed project. The project proposes the demolition of an existing veterinary clinic of 2,000 square feet and the construction of a residential 4-unit condominium building development located at 440 1st Street in City of Los Altos. The proposed building will be three stories of condos over one level of underground parking. Proposed development is located on 1st Street. **Figure 1** illustrates the proposed site plan, dated August 5th, 2020. Access to the project site will be from 1st Street. The proposed project provides nine vehicular parking spaces, and six bicycle parking spaces.

SITE ACCESS AND ON-SITE CIRCULATION

Site Access

Site access for vehicles would be provided from 1st Street via one 18-foot driveway located west of 1st Street. The proposed location is located at the corner of the intersection of 1st Street/Lyell Street, while allowing for vehicle parking on both sides of the roadway. Pedestrian access would be provided directly from the sidewalk along 1st Street in addition to the uncontrolled pedestrian crossing at the south leg of the 1st Street/Lyell Street intersection. An internal bike storage room can be access through both the garage and lobby. The project site is connected to adequate bicycle and pedestrian facilities.

On-Site Circulation

The site plan shows an 18-foot parking garage entrance for vehicles, providing access to eight standard spaces and one accessible space. No on-site loading or truck/emergency vehicle access

is provided. The parking area features sufficient space for vehicles to maneuver in the dead-end aisle. Vehicle access and circulation on the site are considered adequate, even when all parking spaces are filled. **Figure 2** shows the underground garage vehicle circulation, such as ingress and egress. **Figure 3** shows the vehicle turn operations for right-turn in/out, and left-turn in/out at the access driveway.

SIGHT DISTANCE ANALYSIS

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project driveway, which is approximately 450 feet north of the signalized intersection at San Antonio Road/1st Street, was evaluated. Oncoming vehicles travel northbound and southbound at a posted speed of 25 miles per hour (mph).

According to the "Geometric Design of Highways and Streets, (The Green Book) 2018 7th Edition" from the American Association of State Highway and Transportation Officials (AASHTO), there are three situational cases for determining sight distances:

1. Case B1-Left turns from the minor road;
2. Case B2-Right turns from the minor road;
3. Case F-Left turns from the major road

Cases B1 and B2, in Section 9.5.3.2 of the Green Book, discusses a policy on departure sight triangles for intersections with stop control on the minor road. Case F, in Section 9.5.3.6, discusses a policy that along a major roadway from which vehicles are permitted to turn left across opposing traffic, including intersections and driveways, should have sufficient sight distance to accommodate the left-turn maneuver.

The project driveway is analyzed as a minor road stop controlled intersection under three cases as mentioned above and demonstrated in **Figures 4a, 4b, and 4c** respectively for the project driveway. The sight distance analysis is as follows:

- Under Case B1, Left Turn from Stop (Table 9-7, "Geometric Design of Highways and Streets, (The Green Book) 2018 7th Edition" from the American Association of State Highway and Transportation Officials (AASHTO)), the line of sight for vehicles turning left onto 1st Street and oncoming vehicles travelling northbound on 1st Street is clear and visible for at least 280 feet. The line of sight for vehicles turning left onto 1st Street and oncoming vehicles travelling southbound on 1st Street would be obstructed. Approximately 143 feet of the 2-hour on-street parking and the existing utility street light pole, both along the west side of the roadway, are potential obstructions.
- Under Case B2, Right Turn from Stop (Table 9-9, "Geometric Design of Highways and Streets, (The Green Book) 2018 7th Edition" from the American Association of State Highway and Transportation Officials (AASHTO)), the line of sight for vehicles exiting the

project driveway and turning right onto 1st Street and oncoming vehicles travelling southbound on 1st Street would be obstructed. Approximately 126 feet of the 2-hour on-street parking and the existing utility street light pole, both along the west side of the roadway, are potential obstructions.

- Under Case F, Left Turn from the Major Road (Table 9-17, “Geometric Design of Highways and Streets, (The Green Book) 2018 7th Edition” from the American Association of State Highway and Transportation Officials (AASHTO)), the line of sight for vehicles turning left from 1st Street to enter the project driveway and oncoming vehicles travelling southbound on 1st Street is clear and visible for at least 205 feet.

TRIP GENERATION

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the Institute of Traffic Engineers (ITE) publication Trip Generation Manual, 10th Edition. TJKM used published trip rates for the ITE Land Use Multifamily Housing (Mid-Rise) (ITE Code 221) for the proposed development. TJKM used existing land use credits based on the ITE Land Use Veterinary Clinic (ITE Code 640). The existing veterinary clinic operates on Monday to Friday from 8:00 a.m. to 6:00 p.m. and on Saturdays from 8:00 a.m. to 4:00 p.m. Based on the information provided, on a current average day, the clinic has 35 clients on appointments, and an additional 10 clients come to pick up or drop off items. They also have a few clients that drop off their pet and then pick them up later in the afternoon.

Table 1 shows the trips expected to be generated by the proposed project. The proposed project is expected to generate approximately 2 weekday a.m. peak hour trips (1 inbound trips, 1 outbound trips) and 2 weekday p.m. peak hour trips (1 inbound trips, 1 outbound trips). It should be noted that proposed project would create less trips when compared to the existing facility.

Table 1. Project Trip Generation

Land Use (ITE code)		Size	Unit	Daily		AM Peak					PM Peak						
				Rate	Trips	Rate	In %	Out %	In	Out	Total	Rate	In %	Out %	In	Out	Total
Proposed Facility	Multifamily Housing (Mid-Rise)(221) ¹	4	DU	5.44	22	0.36	26	74	1	1	2	0.44	61	39	1	1	2
Existing Facility	Veterinary Clinic (640) ²	2.0	KSF	21.5	-43	3.64	67	33	-5	-3	-8	3.53	40	60	-3	-4	-7
Total Trips					-21				-4	-2	-6				-2	-3	-5

Notes: Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017

¹ Multifamily Housing (Mid-Rise) (ITE Land Use Code 221) based upon number of dwelling units

² Veterinary Clinic (ITE Land Use Code 640) based on square foot.

DU-Dwelling Unit; ksf-Thousand square feet.

VEHICLES MILES TRAVELED (VMT)

Compliance with Senate Bill (SB) 743 will include replacement of Level of Service (LOS) with Vehicle Miles Traveled (VMT) for purposes of assessing traffic impacts under CEQA beginning in July 2020.

Compliance with Senate Bill (SB) 743 will include replacement of LOS with VMT for purposes of assessing traffic impacts under CEQA described in new Section 15064.3 of the CEQA Guidelines that will be apply statewide beginning on July 1, 2020. Lead agencies will have discretion to choose the most appropriate methodology to evaluate a project’s vehicles miles traveled, including whether to express the change in absolute terms, per capita, per household or any other measure. VMT refers to the amount and distance of automobile travel “attributable to a project”.

The City of Los Altos is still working on the formal adoption of VMT policies and standards for determining impacts and acceptable mitigation measures; however, in the meantime, the City is using the following interim guidelines for all new development projects to address VMT. The nine-county regional average for residential VMT per capita threshold is set at 13.95 for residential and 15.33 for employment. If a project is 15% below this regional average, then a project is considered to not have a significant environmental impact. If VMT will have an impact that is less than 15% below the regional average then additional studies are warranted. **Table 2** shows the VMT thresholds.

Table 2. VMT Thresholds

Area	Residential VMT	Population	Residential VMT per Capita	Employment VMT	Jobs	Employment VMT per Job
9-County Region	104,671,663	7,501,728	13.95	57,692,944	3,762,965	15.33
Santa Clara County	24,738,650	1,856,250	13.33	17,318,960	1,040,507	16.64
Los Altos	391,551	32,038	12.22	310,669	16,291	19.07
City / County Average			-8%			+15%

Source: VTA Final Model Forecasts for Year 2015 based on ABAG Projections 2017

TJKM utilized the Santa Clara Countywide VMT Evaluation Tool Report to determine the project would have a significant impact or not.

- Without the project, the VMT rate for this location is 7.07, which is below the 11.86 threshold and exempts the project from further studies.
- With the project, the VMT rate goes down to 6.36, which again is below the 11.86 threshold.
- Therefore, with or without the project this location is more than 15% below the threshold and exempt from further studies.

VMT evaluation summary reports are shown in **Appendix A**.

CONCLUSIONS

- Based on a preliminary review of the project site plan, the site access and on-site circulation is considered adequate.
- Based on the sight distance analysis findings at the project driveway, line of sight for left-turn vehicles on 1st Street to enter the project is clear and visible. However, line of sight for exiting vehicles turning left and right from the project driveway would be obstructed with southbound oncoming vehicles on 1st Street and 2-hour parking along the west side of the roadway. Sight distance for left and right turn vehicles from the project driveway can be improved with the restriction of on street parking of approximately 65 feet length on 1st Street along the west side of the roadway. However, these improvements needs to be coordinated with the City of Los Altos.
- This analysis examined trip generation for the proposed residential development. Based on the trip generation analysis, the proposed development would develop 2 trips in the a.m. peak hour and 2 trips in the p.m. peak hour. It should be mentioned that the proposed project would create lesser trips when compared to an existing facility.
- Based on Santa Clara County VMT evaluation report, project is considered to not have a significant environmental impact.



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Figure 1: Project Site Plan

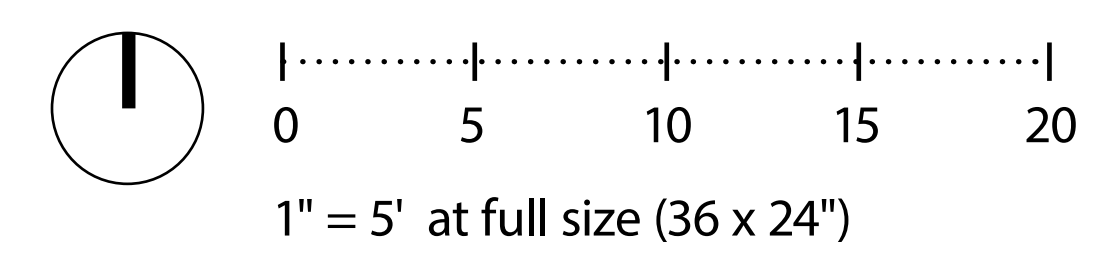
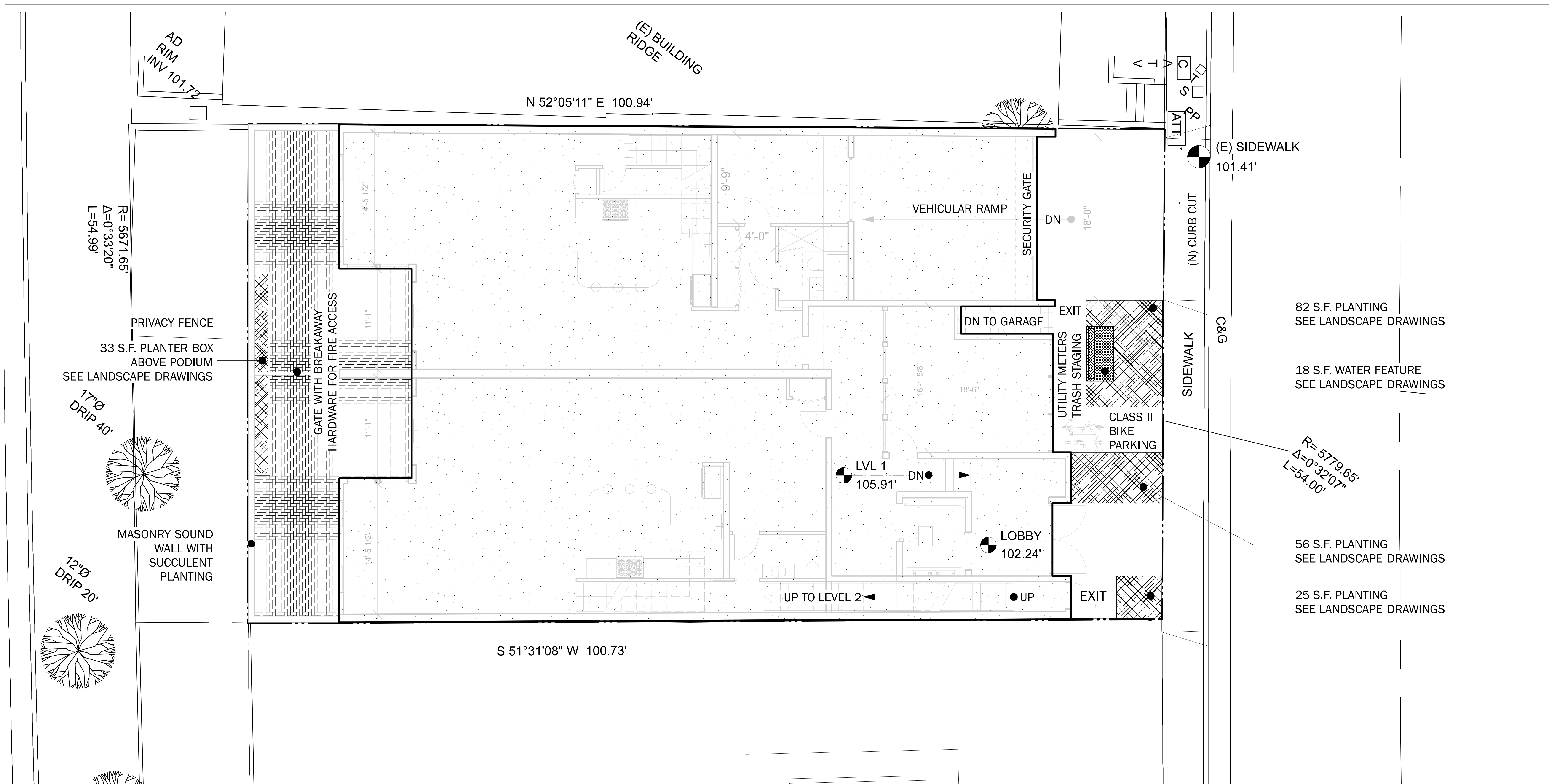


Figure 2
NOVEMBER 2020



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Figure 2 – Vehicle Ingress and Egress Turn Template

Turn Template: Vehicle Ingress and Egress

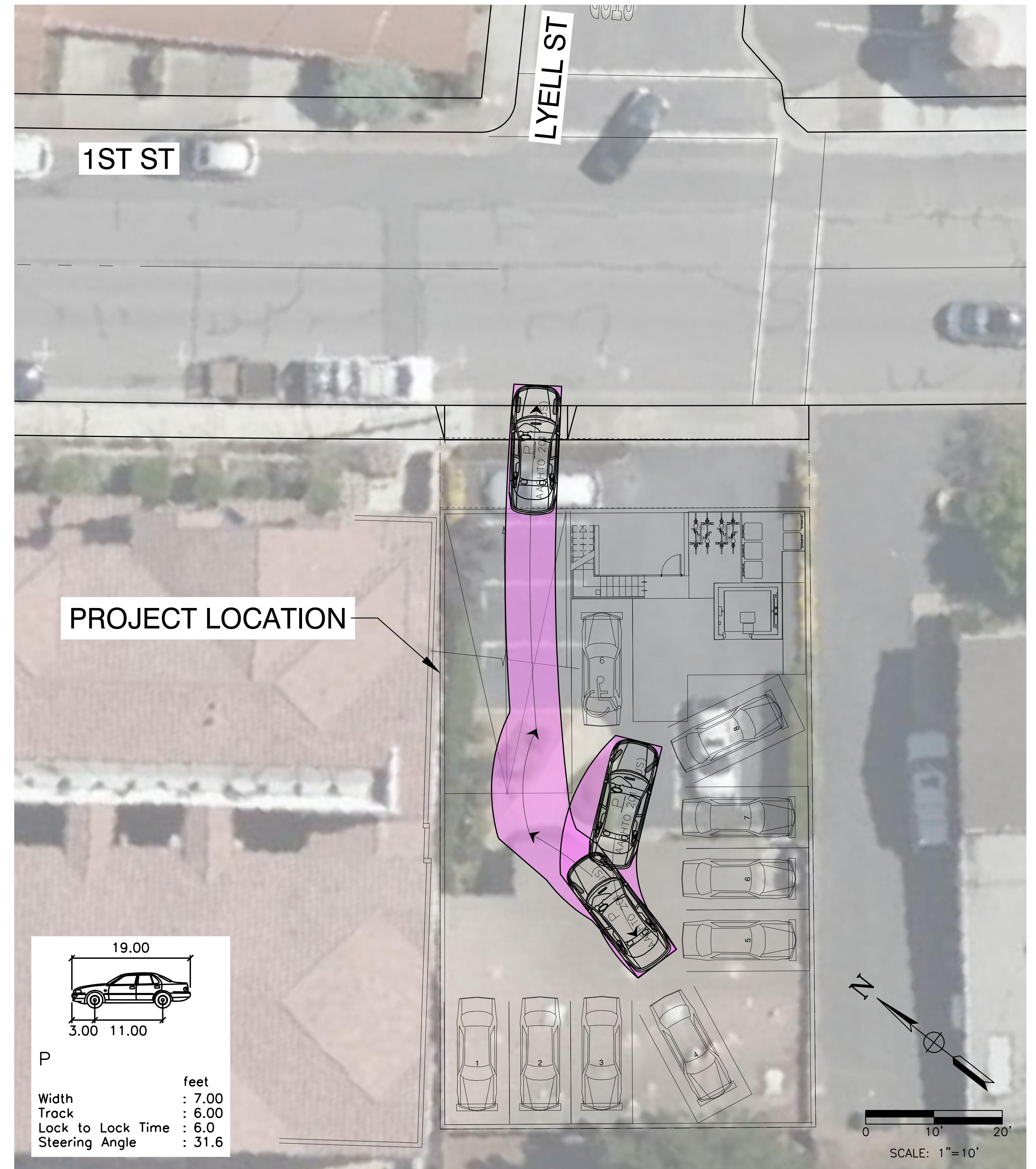
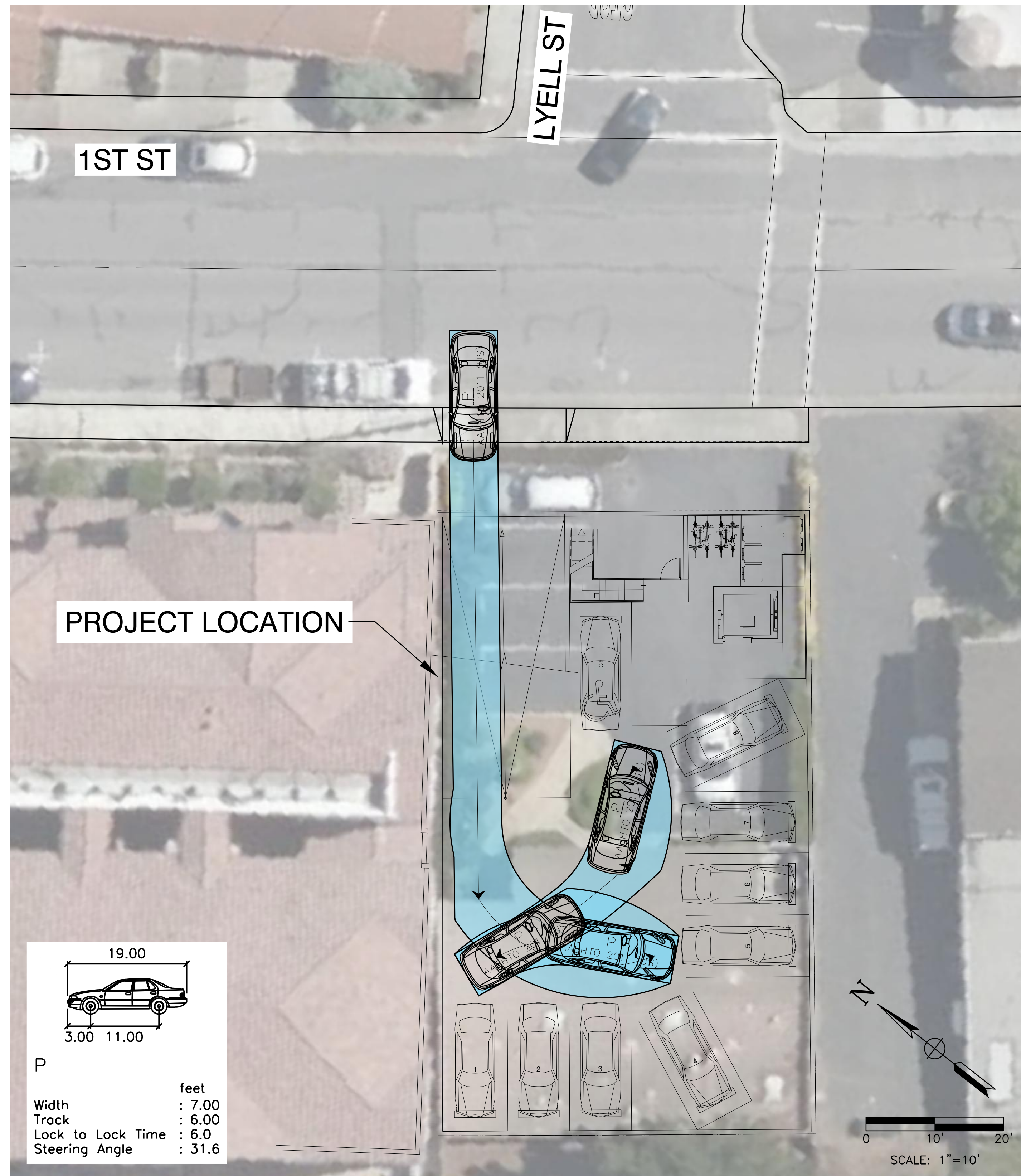


Figure 2



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Figure 3 - Vehicle Turn Operations Turn Template

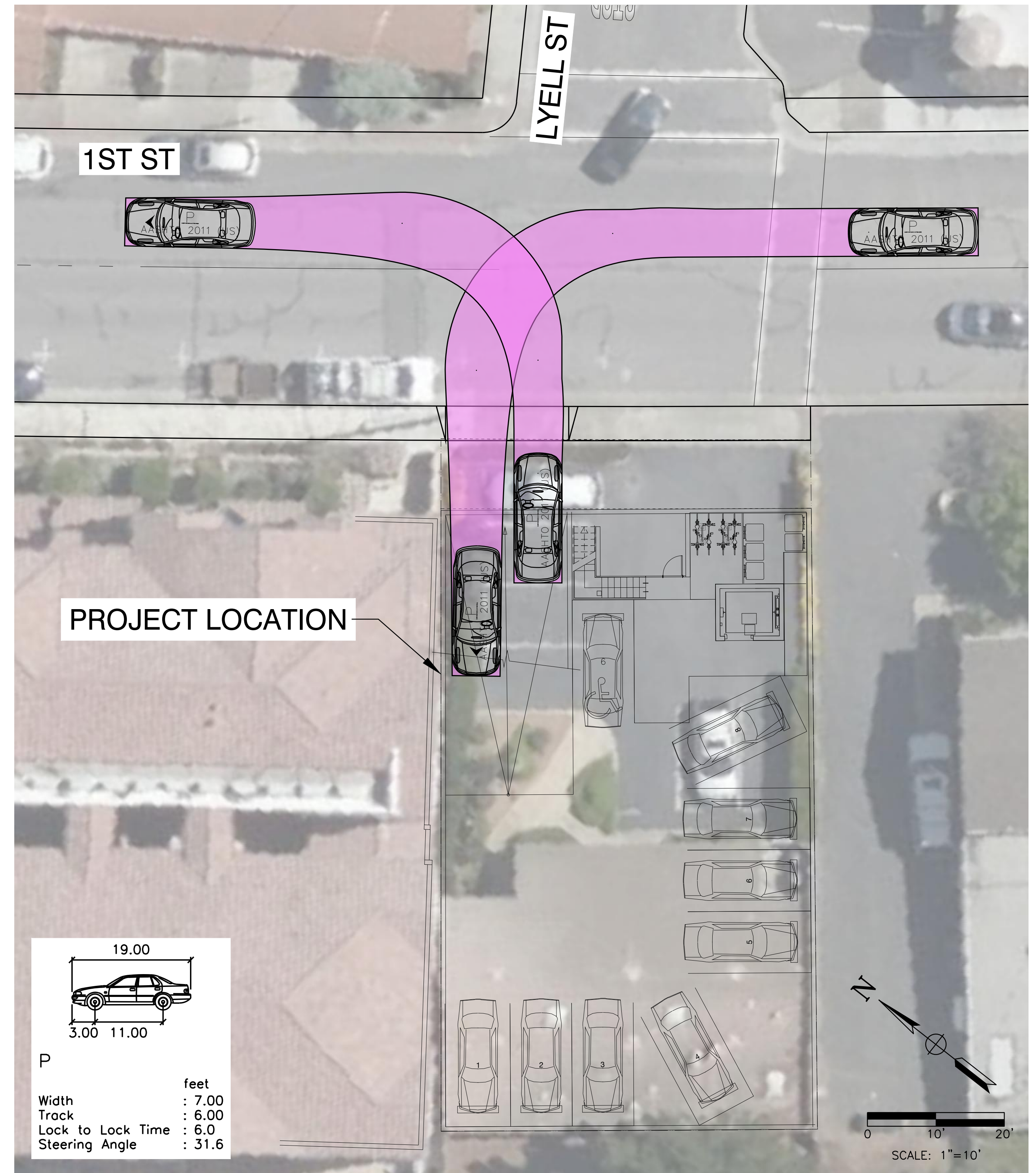
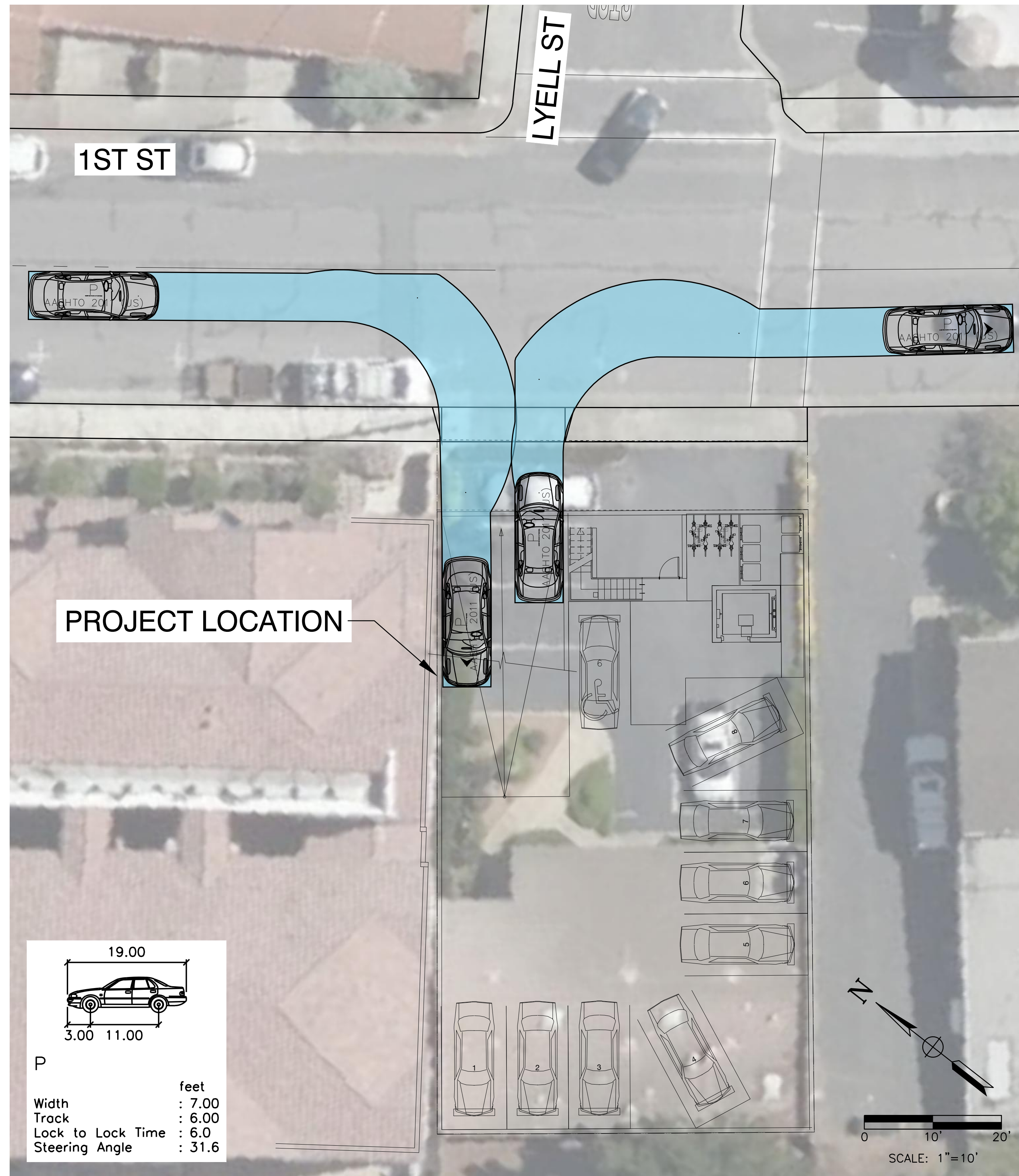


Figure 3



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Figure 4a - Intersection Sight Distance - Case B1, Left Turn from Stop

Intersection Sight Distance: Case B1, Left Turn from Stop

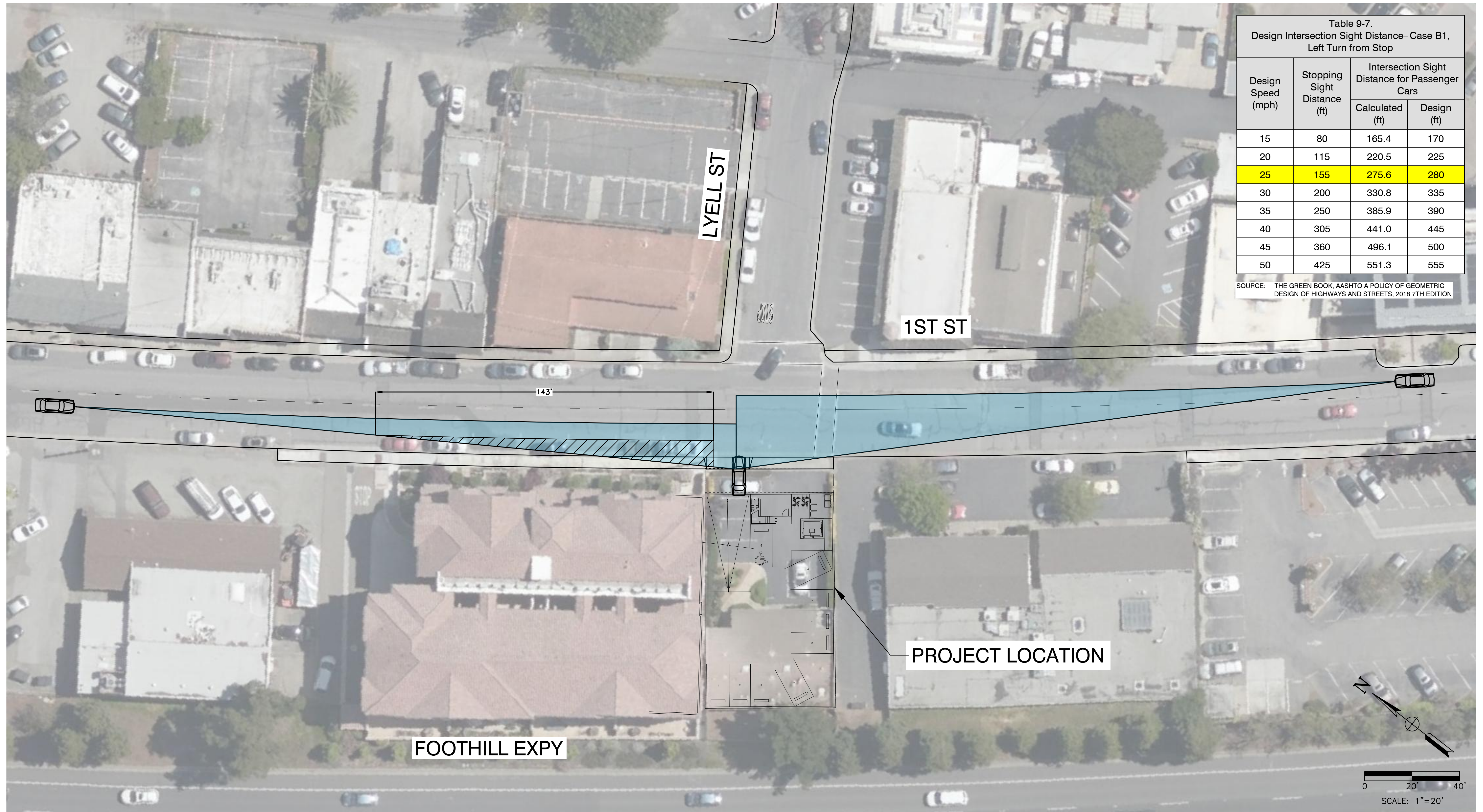


Figure 4a



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Figure 4b - Intersection Sight Distance - Case B2, Right Turn from Stop

Intersection Sight Distance: Case B2, Right Turn from Stop



Table 9-9.
Design Intersection Sight Distance- Case B2,
Right Turn from Stop

Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)
15	80	143.3	145
20	115	191.1	195
25	155	238.9	240
30	200	286.7	290
35	250	334.4	335
40	305	382.2	385
45	360	430.0	430
50	425	477.8	480

SOURCE: THE GREEN BOOK, AASHTO A POLICY OF GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, 2018 7TH EDITION

Figure 4b
NOVEMBER 2020



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Figure 4c - Intersection Sight Distance - Case F, Left Turn from the Major Road

Intersection Sight Distance: Case F, Left Turn from the Major Road



Figure 4c



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Appendix A – VMT Evaluation Summary Report

Project Details

Timestamp of Analysis: December 01, 2020, 09:02:34 AM
Project Name: 440 1st Street
Project Description: 4-Unit Residential Building

Project Location

Jurisdiction:
Los Altos

APN	TAZ
16741009	194

Inside Transit Priority Area (TPA)?
No (Fail)

Analysis Details

Santa Clara Countywide VMT Evaluation Tool Version: 1
Data Version: VTA Countywide Model December 2019
Analysis Methodology: TAZ
Baseline Year: 2020

Project Land Use

Residential:

Single Family DU:
Multifamily DU: 4

Total DUs: 4

Non-Residential:

Office KSF:
Local Serving Retail KSF:
Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %
Very Low Income: 0 %
Low Income: 0 %

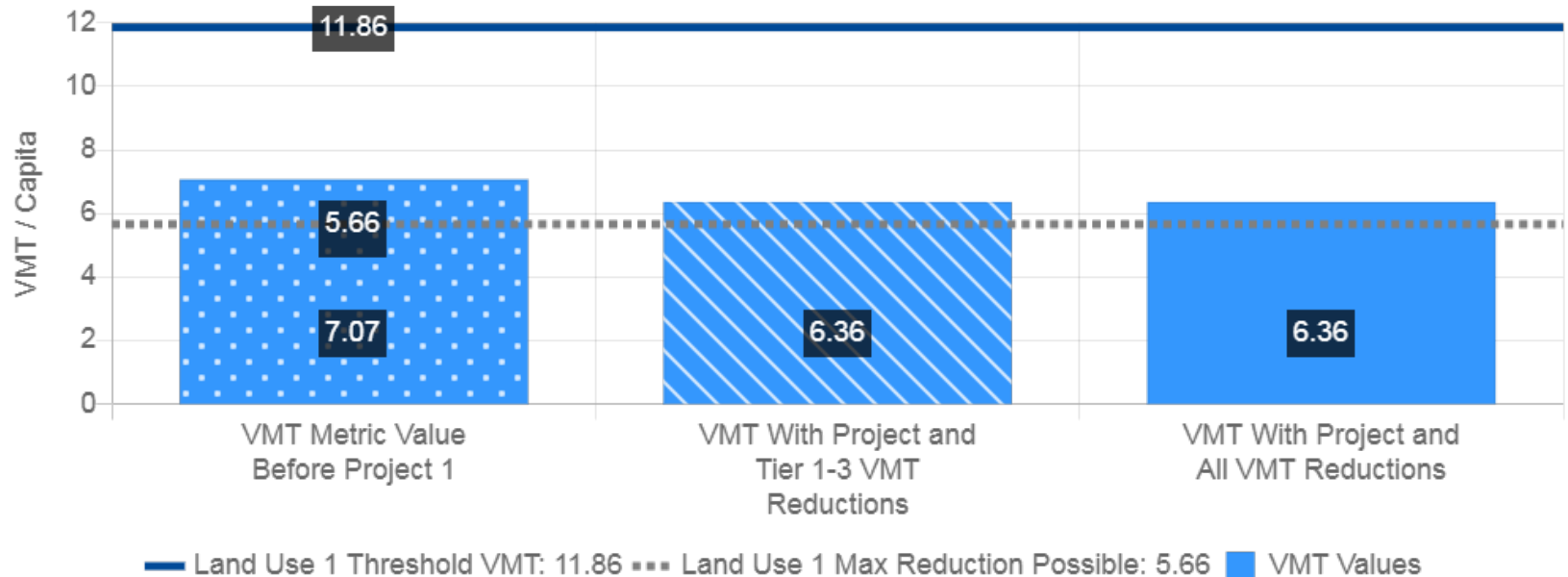
Parking:

Motor Vehicle Parking: 9
Bicycle Parking: 6

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	13.95
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	7.07	6.36	6.36
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	1.74
With Project Residential Density:	3.48

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.73
With Project Residential Diversity Index:	0.74

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	129.77
With Project Employment Density:	129.77

ATTACHMENT B



440 1st Street Residential Project

Noise Study

prepared for

GreenTek Homes

Contact: Abbie Bourgan

prepared by

Rincon Consultants, Inc.

449 15th Street, Suite 3030

Oakland, California 94612

December 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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- Appendix A Project Site Plans
- Appendix B Construction Noise Modeling
- Appendix C Manufacturers' Specifications
- Appendix D Vibration Analysis

1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential noise and vibration impacts of the proposed 440 1st Street Residential Project (herein referred to as “proposed project” or “project”) in Los Altos, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to GreenTek Homes for the City of Los Altos to use in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project’s noise and vibration impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1.

Table 1 Summary of Impacts

Impact Statement	Proposed Project’s Level of Significance
Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant impact
Would the project generate excessive groundborne vibration or groundborne noise levels?	Less than significant impact
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?	No impact

1.2 Project Summary

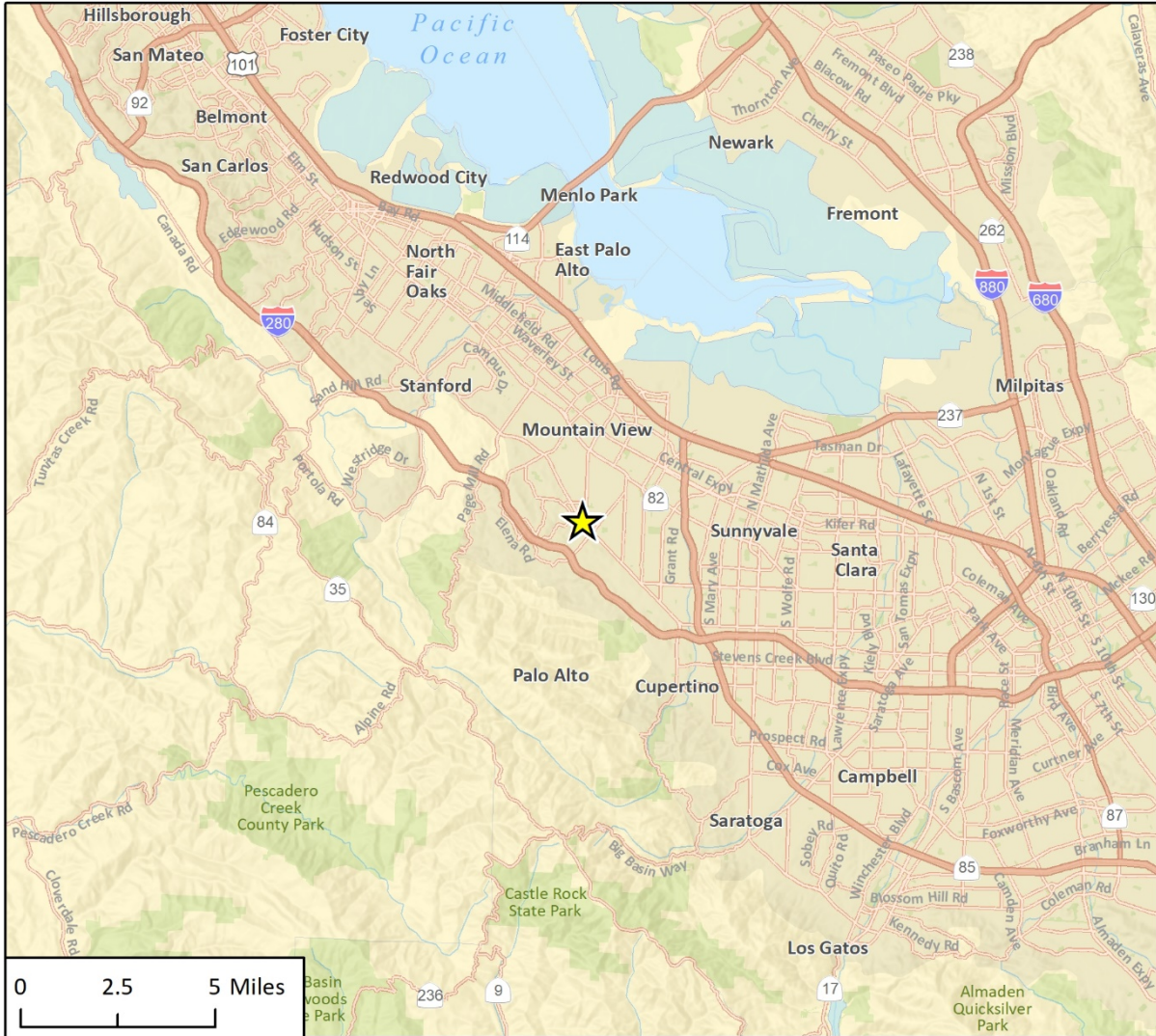
Project Location

The project site is an approximately 0.1-acre lot (Assessor Parcel Number [APN] 187-41-009) in the city of Los Altos. The project site is zoned Commercial Downtown/Multiple-Family (CD/R3) with a General Plan Land Use designation of Downtown Commercial (DC) within the Los Altos Plan Area. The project site currently contains the Los Altos Veterinary Clinic and its associated parking lot. The surrounding area is a mixture of commercial and residential uses. The properties to the north, east, and south are zoned CD/R3 and are developed with multi-family residential uses, mixed retail uses, and commercial uses, respectively. The property to the west across Foothill Expressway is zoned Public & Community Facilities (PCF) and consists of a linear park with public art, utility transmission lines, and a parking lot. See Figure 1 and Figure 2 for the project site location in a regional context and local context, respectively.

Project Description

The proposed project consists of the demolition of the existing approximately 2,000-square-foot veterinary clinic and the construction of a four condominium units with a total floor area of approximately 11,735 square feet, one level of subterranean parking with nine parking spaces, and sidewalk improvements.

Figure 1 Regional Location



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★ Project Location

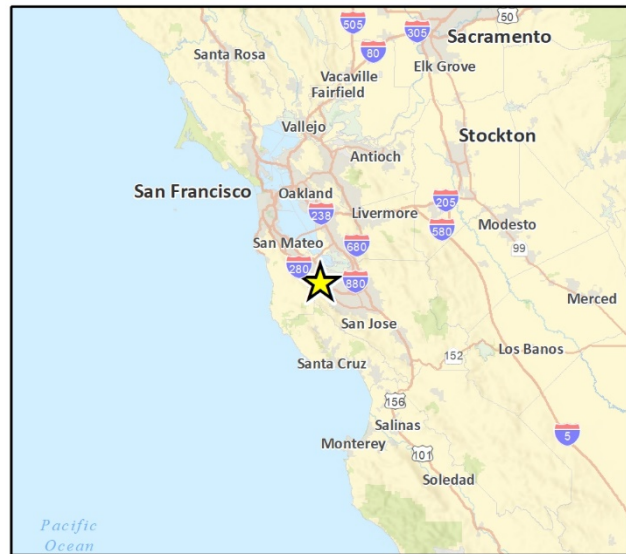


Fig 1 Regional Location

Figure 2 Project Site Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 2 Project Location

The ground floor of the proposed condominium building would include a main lobby, a gym, and the lower level of two residential units (units 101 and 102), each with a dining room, kitchen, office, living room, bathroom, and outdoor decks. The second floor of the building would include the upper levels of units 101 and 102, each with a family room, two bathrooms, two bedrooms, and outdoor balconies on the western and eastern sides of the building. The third floor of the building would include two residential units (units 301 and 302), each with two bedrooms, two bathrooms, a kitchen, a dining room, a living room, and an outdoor balcony. The roof of the proposed building would include two roof decks with outdoor kitchens for units 301 and 302 as well as mechanical equipment and landscaping. The project would include sustainability features such as water efficient fixtures, water efficient irrigation systems, energy efficient appliances and fixtures, four charging stations with each station to serve two spaces (eight total electric vehicles charging spaces), and a 30-kilowatt (kW) solar photovoltaic (PV) system. See Appendix A for the project site plans.

Construction

Project construction is expected to commence in February 2021 and be completed by December 2022. Construction activities would occur six days a week from 8:00 a.m. to 5:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays. Construction would require installation of piles by drilling bore holes and backfilling with concrete for geotechnical stability.

Regulatory Compliance Measures

Regulatory compliance measures (RCMs) are existing requirements and reasonably anticipated standard conditions based on local, state, or federal regulations and laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. RCMs are not included as mitigation measures in the environmental clearance document because the project is required to comply with RCMs through state and local regulations. The following RCMs would reduce construction noise, construction-related vibration, and ambient exterior noise exposure to the extent feasible.

Adherence to Existing Construction Noise Standards

The proposed project shall comply with Los Altos Noise Ordinance. To achieve compliance with Los Altos Municipal Code (LAMC) Section 6.16.070(B)(6)(b)(ii), the City requires conducting construction activities that last for 10 days or longer in such a manner that the maximum noise levels at affected properties do not exceed those listed in Table 4 of LAMC Section 6.16.070. For this project, the following specific noise-reducing practices during construction will be implemented to achieve compliance:

- Schedule construction activities so as to avoid operating several pieces of equipment simultaneously, which can cause high noise levels.
- Locate all construction areas for staging and warming up as far as possible from adjacent residential buildings and sensitive receptors.
- For the duration of construction, the project contractor will construct a temporary noise barrier along the northern and southern property lines. The barrier will be of sufficient height to block the lines of sight of surrounding receivers to construction activities and shall have a minimum height of five feet above ground elevation. The noise barrier will be constructed of material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, or hay bales.

Sound Amplification Devices

The proposed project shall comply with LAMC Section 6.16.070(B)(1-2), which sets forth hours and noise level restrictions for operation of radios, musical instruments, television sets, and other sound-amplifying devices.

Landscaping Equipment

The proposed project shall comply with LAMC Section 6.16.070(B)(11), which prohibits use of landscaping equipment that creates nuisance noise during nighttime hours.

2 Background

2.1 Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver. Structures can substantially reduce occupants’ exposure to noise as well. Modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (Federal Highway Administration [FHWA] 2011).

The impact of noise is not a function of sound level alone. The time of day when noise occurs and the duration of the noise are also important. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. The L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels are in the 60 to 65 dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (DNL), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 1 dBA. Quiet suburban areas typically have 24-hour noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range.

There is no precise way to convert a peak hour L_{eq} to DNL or CNEL - the relationship between the peak hour L_{eq} value and the L_{dn} /CNEL value depends on the distribution of traffic volumes during the day, evening, and night. However, in urban areas near heavy traffic, the peak hour L_{eq} is typically 2 to 4 dBA lower than the daily DNL/CNEL. In less heavily developed areas, such as suburban areas, the peak hour L_{eq} is often roughly equal to the daily DNL/CNEL. For rural areas with little nighttime traffic, the peak hour L_{eq} will often be 3 to 4 dBA greater than the daily DNL/CNEL value (California State Water Resources Control Board 1999). The project site is located in an urban area; therefore, the DNL/CNEL in the area would be 2 to 4 dBA higher than the peak hour L_{eq} .

2.2 Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hz up to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from

vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (ppv) or RMS vibration velocity. The ppv and RMS velocity are normally described in inches per second (in/sec). The ppv is defined as the maximum instantaneous positive or negative peak of a vibration signal (Caltrans 2020). Table 2 summarizes the vibration limits recommended by the American Association of State Highway and Transportation Officials for structural damage to buildings.

Table 2 Maximum Vibration Levels for Preventing Damage

Type of Situation	Vibration Level (in/sec ppv)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

in/sec = inches per second; ppv = peak particle velocity
 Source: Caltrans 2020

In addition to the potential for building damage, the human body responds to vibration signals. However, unlike buildings, which are rigid, it takes some time for the human body to respond to vibration. In a sense, a building responds to the instantaneous movement while the human body responds to average vibration amplitude, which is measured as RMS. The averaging of the particle generally results in the rms conservatively being equivalent to 71 percent of the ppv. Thus, human annoyance usually results in a more restrictive vibration limit than structural damage limits.

Numerous studies have been conducted to characterize the human response to vibration. The general human response to different levels of groundborne vibration velocity levels is described in Table 3 and Table 4.

Table 3 Human Response to Steady State Vibration

Human Response	Vibration Level (in/sec ppv)
Very disturbing	3.6 (at 2 Hz) – 0.4 (at 20 Hz)
Disturbing	0.7 (at 2 Hz) – 0.17 (at 20 Hz)
Strongly perceptible	0.10
Distinctly perceptible	0.035
Slightly perceptible	0.012

in/sec = inches per second; ppv = peak particle velocity; Hz = Hertz
 Source: Caltrans 2020

Table 4 Human Response to Transient Vibration

Human Response	Vibration Level (in/sec ppv)
Severe	2.0
Strongly perceptible	0.9
Distinctly perceptible	0.24
Barely perceptible	0.035

Source: Caltrans 2020

2.3 Sensitive Receivers

Noise exposure goals for land use types reflect the varying noise sensitivities associated with those uses. According to the City of Los Altos Natural Environmental and Hazards Element, noise-sensitive land uses include residential uses, schools, libraries, churches, and hospitals (City of Los Altos 2002). Sensitive receivers in the project site vicinity include multi-family residences located immediately north of the project site as well as Saint Nicholas Catholic Church located approximately 260 feet southwest of the project site. The nearest single-family residence is approximately 290 feet southwest of the project site. Figure 3 shows a map of the nearest sensitive receivers.

2.4 Project Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic on Foothill Expressway, which is approximately 30 feet west of the project site, and 1st Street, which runs immediately adjacent to the project site to the east. Ambient noise levels are generally highest during daytime and rush hours unless congestion substantially slows speeds. According to the City of Los Altos General Plan, noise levels along First Street and Foothill Expressway in the First Street District (the district in which the project site is located) are estimated to be approximately 65 CNEL (City of Los Altos 2002).

2.5 Regulatory Setting

State

California Government Code Section 65302 encourages each local government entity to implement a noise element as part of its general plan. In addition, the Office of Planning and Research has developed guidelines for preparing noise elements, which include recommendations for evaluating the compatibility of various land uses as a function of community noise exposure.

Local

Los Altos General Plan

The Los Altos General Plan Natural Environment and Hazards Element, adopted in November 2002, identifies noise reduction standards to control noise within the community. Listed below are noise-related goals and policies that would be applicable to the proposed project:

Figure 3 Sensitive Receiver Locations



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Fig 3 Sensitive Receiver Locations

- Goal 7** Minimize the amount of noise to which the community is exposed and the amount of noise created by future development and urban activities.
- **Policy 7.1.** Ensure that new development can be made compatible with the noise environment by utilizing noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.
 - **Policy 7.2.** Enforce the following maximum acceptable noise levels for new construction of various noise-sensitive uses in an existing noise environment.
 - 60 dBA CNEL is the maximum acceptable outdoor noise exposure level for single-family residential areas.
 - 65 dBA CNEL is the maximum acceptable outdoor noise exposure level for multiple-family residential areas.
 - 70 dBA CNEL is the maximum acceptable outdoor noise exposure level for schools (public and private), libraries, churches, hospitals, nursing homes, parks, commercial, and recreation areas. Excepted from these standards are golf courses, stables, water recreation, and cemeteries.
 - **Policy 7.3.** Work to achieve indoor noise levels not exceeding 45 dBA CNEL in the event that outdoor acceptable noise exposure levels cannot be achieved by various noise attenuation mitigation measures.
 - **Policy 7.6.** Consider noise attenuation measures to reduce noise levels to City-adopted acceptable levels for any development along roadways.
 - **Policy 7.7.** Require the inclusion of design features in development and reuse/revitalization projects to reduce the impact of noise on residential development.
 - **Policy 7.8.** Require an acoustical analysis for new construction and in areas with higher-than-established noise levels.
 - **Policy 7.9.** Minimize stationary noise sources and noise emanating from construction activities.

Los Altos Noise Ordinance

Chapter 6.16 of the LAMC establishes certain policies to control unnecessary, excessive, and annoying noise and vibration in the city in the interest of public health, welfare, and safety. Section 6.16.050 of the LAMC sets the following exterior noise limits:

- A. Maximum permissible sound levels by receiving land use.
 1. The noise standards for the various categories of land use identified by the noise control office as presented in Table 1 of this section (reproduced herein as Table 5), unless otherwise specifically indicated, shall apply to all such property within a designated zone.
 2. No person shall operate, or cause to be operated, any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:
 - i. The noise standard for that land use as specified in Table 1 (reproduced herein as Table 5) for a cumulative period of more than 30 minutes in any hour; or

- ii. The noise standard plus 5 dB for a cumulative period of more than 15 minutes in any hour; or
 - iii. The noise standard plus 10 dB for a cumulative period of more than five minutes in any hour; or
 - iv. The noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or
 - v. The noise standard plus 20 dB or the maximum measured ambient for any period of time.
3. If the measured ambient level exceeds that permissible within any of the first four noise limit categories above, the allowable noise exposure standard shall be increased in 5-dB increments in each category as appropriate to encompass or reflect such ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
 4. If the noise measurement occurs on a property adjacent to a zone boundary, the noise level limit applicable to the lower noise zone, plus 5 dB, shall apply.
 5. If possible, the ambient noise shall be measured at a consistent location on the property with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise shall be estimated by performing a measurement in the same general area of the source but at a sufficient distance such that the noise from the source is at least 10 dB below the ambient in order that only the ambient level be measured. If the difference between the ambient and the noise source is 5 to 10 dB, then the level of the ambient itself can be reasonably determined by subtracting a one decibel correction to account for the contribution of the source.
- B. Corrections for character of sound. In the event the alleged offensive noise contains a steady, audible tone, such as a whine, screech, or hum, or contains music or speech conveying informational content, the standard limits set forth in Table 1 (reproduced herein as Table 5) shall be reduced by 5 dB.

Table 5 Exterior Noise Limits

Receiving Land Use Category	Time Period	Noise Level (dBA) ¹
All R1 Zoning Districts	10:00 p.m. — 7:00 a.m.	45
	7:00 a.m. — 10:00 p.m.	55
All R3 and PCF Zoning Districts	10:00 p.m. — 7:00 a.m.	50
	7:00 a.m. — 10:00 p.m.	55
All OA Zoning Districts	10:00 p.m. — 7:00 a.m.	55
	7:00 a.m. — 10:00 p.m.	60
All C Zoning Districts	10:00 p.m. — 7:00 a.m.	60
	7:00 a.m.—10:00 p.m.	65

¹ Levels not to be exceeded more than 30 minutes in any hour.

Source. LAMC Section 6.16.050, Table 1

Section 6.16.070 of the LAMC establishes prohibited acts for operation of construction equipment, demolition, and operational use which includes the following:

- B. Specific prohibitions. The following acts, and the causing or permitting thereof, are declared to be in violation of this chapter:
1. Radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or playing of any radio, television set, phonograph, drum, musical instrument, or similar device which produces or reproduces sound:
 - a. Between the hours of 10:00 p.m. and 7:00 a.m. of the following day Monday through Friday or between 10:00 p.m. and 8:00 a.m. Saturday and Sunday in such a manner as to create a noise disturbance across a residential or commercial real property line or at any time to violate the provisions of LAMC Sections 6.16.050 or 6.16.060, except for activities for which a variance has been issued; or
 - b. In such a manner as to exceed the levels set forth for public space in Table 1 (reproduced herein as Table 5), measured at a distance of at least 50 feet (15 meters) from such device operating on a public right-of-way or public space;
 5. Loading and unloading. Loading, unloading, opening, closing, or handling of boxes, crates, containers, building materials, or similar objects, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, in such a manner as to cause a noise disturbance across a residential real property line or at any time to violate the provisions of Section 6.16.050 of this chapter;
 6. Construction and demolition.
 - a.i. Single-family zoning districts. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 5:30 p.m. and on Saturdays before 9:00 a.m. or after 3:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public utilities or by special exception. This section shall apply to operations on residentially zoned property only. This section shall not apply to the use of lawn or garden tools as specified in subsection (B)(11) of this section;
 - ii. All other zoning districts. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 7:00 p.m. and Saturdays before 9:00 a.m. or after 6:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by special exception. This section shall apply to operations on properties other than residentially zoned property. This section shall not apply to the use of lawn or garden tools as specified in subsection (B)(11) of this section;
 - b. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedules:

- i. Mobile equipment. Maximum noise levels for the nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment as shown in Table 6.

Table 6 Mobile Equipment Maximum Noise Levels

	All R1 Zoning Districts	All PCF and R3 Zoning Districts	All OA and C Zoning Districts
Daily, except Sundays and legal holidays 7:00 a.m. — 7:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 7:00 p.m. — 7:00 a.m. and all day Sundays and legal holidays	50 dBA	55 dBA	60 dBA

Source: LAMC Section 6.16.070, Table 3

- ii. Stationary equipment. Maximum noise levels for the respectively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment as shown in Table 7.

Table 7 Stationary Equipment Maximum Noise Levels

	All R1 Zoning Districts	All PCF and R3 Zoning Districts	All OA and C Zoning Districts
Daily, 7:00 a.m. — 7:00 p.m., except Sundays and legal holidays	75 dBA	80 dBA	85 dBA
Daily, 7:00 p.m. — 7:00 a.m., and all day Sundays and legal holidays	50 dBA	55 dBA	60 dBA

Source: LAMC Section 6.16.070, Table 4

- c. Deliveries, start-up and closing down. The construction times above shall apply to deliveries of materials and equipment, and arrival of workers, start-up and closing down and departure activities on a job site.
7. Vibration. Operating or permitting the operation of any device that creates a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 feet (46 meters) from the source if on a public space or public right-of-way.
10. Noise sensitive zones.
- a. Creating or causing the creation of any sound within any noise sensitive zone so as to exceed the specified land use noise standards set forth in LAMC Sections 6.16.050 and 6.16.060 provided conspicuous signs are displayed indicating the presence of the zone; or
 - b. Creating or causing the creation of any sound within or adjacent to any noise sensitive zone containing a hospital, nursing home, school, or other designated area, so as to interfere with the functions of such activity or annoy the occupants in the activity, provided conspicuous signs are displayed indicating the presence of the zone;

11. Lawn or garden tools.
 - a. Operating or permitting the operation of any lawn or garden tool (except portable gasoline engine powered blowers), or similar tool between 8:00 p.m. and 8:00 a.m. of the following day Monday through Friday or between 6:00 p.m. and 9:00 a.m. of the following Saturday and Sunday; and portable electric powered blowers used to blow leaves, dirt and other debris off sidewalks, driveways, lawns, landscape areas or other surfaces between 5:00 p.m. and 9:00 a.m. seven days a week, so as to create a noise disturbance across a residential or commercial real property line. This section shall apply to operations on residentially zoned property only.
 - b. Where technically and economically feasible, any motor, machinery, or pump shall be sufficiently enclosed or muffled and maintained so as not to create a noise disturbance in accordance with Section 6.16.050 of this chapter.

3 Impact Analysis

3.1 Methodology

Construction Noise

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise-sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

For construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some may have high-impact noise levels. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). In typical construction projects, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area.

Project construction is estimated to occur over 23 months. Construction phases would include demolition, site preparation, grading, building construction, and architectural coating at the project site. The construction equipment analyzed was based on applicant-provided information. It is assumed that diesel engines would power all construction equipment. For assessment purposes, and to be conservative, the loudest hour has been used for assessment. The loudest hour would include an auger drill rig, an excavator, and a front-end loader operating simultaneously during the grading phase. Using the FHWA RCNM to estimate noise associated with construction equipment maximum hourly noise levels are calculated to be approximately 86 dBA L_{eq} at 30 feet during the grading phase. RCNM calculations are included in Appendix B.

On-site Operational Noise

The project's heat pump equipment would include six Bryant 286B 3-Ton Heat Pump (17 SEER) condensers located on the rooftop (see Appendix C for manufacturers' specifications). Noise levels

from the heat pumps can range from approximately 68 to 73 L_w (sound power level), which is equivalent to approximately 38 to 43 dBA L_{eq} at 40 feet (LG 2020). To provide a conservative estimate of project impacts, it was assumed that each heat pump would generate a noise level of 43 dBA L_{eq} at 40 feet. Sensitive receivers to the north of the project site would be exposed to noise from approximately six condensers located on the rooftop. Noise levels at the nearest sensitive receivers are estimated assuming a standard distance attenuation rate of 6 dBA per doubling of distance. Using the site plans provided by the applicant, it was estimated that all condensers would be 40 feet from any given residence.

Groundborne Vibration

The proposed project does not include any substantial vibration sources associated with operation. Thus, construction activities have the greatest potential to generate groundborne vibration affecting nearby receivers, especially during grading of the project site. The greatest vibratory sources during construction would be a pile driver (caisson drilling used as a proxy) and loaded trucks. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020; FTA 2018).

A quantitative assessment of potential vibration impacts from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, may be conducted using the equations developed by Caltrans and the FTA (Caltrans 2020; FTA 2018). Table 8 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 8 Vibration Levels Measured during Construction Activities

Equipment	Vibration Level at 25 feet (in/sec ppv)
Loaded trucks	0.076
Bore drilling	0.089

¹ Caisson drilling used as a proxy for bore drilling.

Source: FTA 2018

3.2 Significance Thresholds

To determine whether a project would have a significant noise impact, Appendix G of the CEQA Guidelines requires consideration of whether a project would result in:

1. A substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generation of excessive groundborne vibration or groundborne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

Construction Noise

Construction of the project is anticipated for 23 months with construction activities occurring from 8:00 a.m. to 5:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays. Therefore,

the construction noise level standards set forth in LAMC Section 6.16.070(B) would be most applicable for use as thresholds of significance. LAMC Section 6.16.070(B)(6) prohibits noise levels generated by individual pieces of machinery, equipment, or devices used during construction activities for relatively long-term operation (periods of 10 days or more) to exceed 75 dBA L_{eq} at affected properties within the R1 zoning district, 80 dBA L_{eq} at affected properties within the R3 and PCF zoning districts, and 85 dBA L_{eq} at affected properties within the C zoning district between the hours of 7:00 a.m. to 7:00 p.m. on Monday through Saturday (see Table 7 in Section 2.5, *Regulatory Setting*).

On-site Operational Noise

The City has adopted noise standards in the LAMC that regulate operational noise sources in the City. The proposed project would result in a significant impact if it generates noise from on-site sources in excess of LAMC standards included in Section 6.16.070, which collectively regulate noise from operations that are typical to urban uses (e.g., sound-amplifying devices, air conditioning, lawn maintenance equipment, hand tools, wheeled equipment). In addition, an impact would occur if noise levels at affected properties would exceed the exterior noise level limits set forth in LAMC Section 6.16.050 (see Table 5 in Section 2.5, *Regulatory Setting*).

Off-site Traffic Noise

Off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by 3 dBA, which would be a perceptible increase in traffic noise.

Construction Vibration

LAMC Section 6.16.070(B)(7) prohibits vibration above the perception threshold of an individual at or beyond the property boundary of the source but does not provide a numeric threshold. Therefore, the quantitative thresholds provided by Caltrans, as summarized in Section 2.2 *Vibration*, are utilized in this analysis to determine whether vibration levels would exceed the perception threshold of an individual. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. As shown in Section 2.2, *Vibration*, the Caltrans (2020) *Transportation and Construction Vibration Guidance Manual* identifies three sets of impact criteria for buildings and humans. Table 1 presents the impact criteria for buildings; Table 2 presents impact criteria for humans from operational vibration sources; and Table 3 presents the impact criteria for humans from construction sources. For purposes of assessing impacts to humans, vibrations would potentially be significant if vibration levels exceeded the distinctly perceptible vibration levels of 0.035 in/sec ppv from project operation or 0.24 in/sec ppv from project construction in occupied off-site structures. For purposes of assessing impacts to structures regardless of occupancy, vibrations would be potentially significant if vibration levels exceed 1.5 in/sec ppv at any structure.

3.3 Impact Analysis

Threshold 1 Would the proposed project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact N-1 CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT GENERATE A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction Noise

The nearest sensitive receivers to the project site include multi-family residences (zoned as CD/R-3) located immediately to the northwest, Saint Nicholas Catholic Church (zoned as public and community facility [PCF]) located approximately 260 feet of the project site, and single-family residences (zoned as R-1) approximately 290 feet southwest of the project site. Construction equipment would be continuously moving across the site, coming near and then moving further away from individual sensitive receivers. Maximum hourly noise levels during project construction, which would occur during the grading phase, are calculated to be approximately 86 dBA L_{eq} at the nearest multi-family residences to the north and the nearest commercial property to the south (30 feet from the center of the project site), approximately 66 dBA L_{eq} at Saint Nicholas Catholic Church (280 feet from the center of the project site), and approximately 65 dBA L_{eq} at the nearest single-family residences (310 feet from the center of the project site; see Appendix B for RCNM results). Therefore, maximum hourly construction noise levels would exceed the City's maximum construction noise limits of 85 dBA L_{eq} in C districts and 80 dBA L_{eq} in R-3 districts at the nearest multi-family residences but would not exceed the maximum construction noise limit of 80 dBA L_{eq} in PCF districts at Saint Nicholas Church or the maximum construction noise limit of 75 dBA L_{eq} in R-1 districts at the nearest single-family residences. Therefore, the applicant would be required to comply with the RCM related to adherence to existing construction noise standards. To implement this RCM and reduce construction noise, the project contractor would install a temporary sound barrier along the northern and southern property lines during construction activities, which would reduce noise levels by approximately 20 dBA as part of the RCM (see Appendix B for barrier calculations). Therefore, maximum hourly noise levels at the nearest multi-family residences and commercial property would be reduced to 66 dBA L_{eq} . As a result, maximum hourly construction noise levels would not exceed the thresholds of 75 dBA L_{eq} at affected properties within the R-1 zoning district, 80 dBA L_{eq} at affected properties within the R-3 and PCF zoning districts, and 85 dBA L_{eq} at affected properties within the C zoning district. Therefore, with implementation of the RCM related to adherence to existing construction noise standards, impacts would be less than significant.

On-site Operational Noise

The proposed project would require periodic trash hauling services. However, the project site is located in an urban area and is surrounded by existing residential and commercial uses that require similar trash hauling and delivery services. Therefore, because trash trucks are already a common occurrence in the project vicinity, trash services would not result in a substantial permanent increase in ambient noise levels above levels existing without the project.

The project would include an outdoor roof deck for two condominium units and small landscaped areas. Operational noise associated with use of the roof decks would include conversations, music, television, or other sound-generating equipment, and operational noise associated with landscaping maintenance would include use of powered landscaping tools. These noise-generating activities would be similar to those of existing multi-family residences immediately north of the project site and in the vicinity and would result in a negligible change to existing noise levels. Noise from conversation and landscaping activities would be intermittent and temporary noise sources, which would typically be limited to the daytime, outside of noise-sensitive hours of sleep. Moreover, compliance with LAMC Section 6.16.070(B)(1-2), which sets forth hours and noise level restrictions for operation of radios, musical instruments, television sets, and other sound-amplifying devices, and LAMC Section 6.16.070(B)(11), which prohibits use of landscaping equipment that creates nuisance noise during nighttime hours, would reduce operational noise impacts related to the outdoor roof decks and landscaped areas to a less-than-significant level.

The project would include six rooftop heat pumps, which are continuous noise sources. Per LAMC Section 6.16.050, project impacts would be significant if exterior noise levels exceeded the standards presented in Table 5 for more than 30 minutes at a time. Rooftop equipment would be located as close as 40 feet from the nearest adjacent properties, which are zoned CD/R3. Noise levels generated by rooftop heat pumps would be approximately 51 dBA L_{eq} at 40 feet. However, the heat pumps would be located toward the center of the rooftop, which would break the line-of-sight between the heat pumps and the nearest receiving properties, which would provide at least a 5-dB reduction in noise levels (FHWA 2011). Therefore, noise levels would be approximately 46 dBA L_{eq} at the adjacent properties, which would not exceed the daytime or nighttime noise standards of 55 dBA L_{eq} and 50 dBA L_{eq} , respectively, for R3 and PCF districts, and 65 dBA L_{eq} and 60 dBA L_{eq} , respectively, for C zoning districts. In addition, heat pump noise levels at the nearest single-family residential properties approximately 260 feet to the south of the proposed equipment locations, would be approximately 30 dBA L_{eq} , which would not exceed the daytime or nighttime noise standards of 55 dBA L_{eq} and 45 dBA L_{eq} , respectively, for R1 districts. Therefore, impacts related to heat pump equipment noise would be less than significant.

Off-Site Traffic Noise

The project would generate vehicle trips that would contribute to existing off-site traffic noise. According to the applicant-provided information, existing land uses generate approximately 126 average daily trips.¹ Based on the trip generation estimated in the California Emissions Estimator Model for the project's air quality study, the proposed project would generate approximately 23 average daily trips on weekdays (Rincon Consultants, Inc. 2020).² Therefore, the project would result in a net decrease of approximately 103 average daily trips. The project would decrease existing traffic volumes and associated off-site traffic noise levels. Consequently, no off-site traffic noise impact would occur.

¹ Weekday trips include 70 trips for appointments, 20 trips for drop off/pick up, 10 trips for deliveries, and 26 trips for employees. Saturday trips include 30 trips for appointments, 10 trips for drop off/pick up, and 26 trips for employees

² Trip generation rates are based on Institute of Traffic Engineers 9th Edition for Condo/Townhouse ITE Code 230.

Threshold 2 Would the proposed project generate excessive groundborne vibration or groundborne noise levels?

Impact N-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD EXPOSE NEARBY SENSITIVE RECEIVERS TO A TEMPORARY INCREASE IN VIBRATION. VIBRATION LEVELS WOULD NOT EXCEED THE HUMAN ANNOYANCE OR STRUCTURAL DAMAGE THRESHOLDS. IN ADDITION, THE PROJECT WOULD NOT INCLUDE SIGNIFICANT STATIONARY SOURCES OF VIBRATION DURING OPERATION. THEREFORE, THE PROPOSED PROJECT WOULD HAVE A LESS THAN SIGNIFICANT VIBRATION IMPACT.

Certain types of construction equipment can generate high levels of groundborne vibration. Construction of the proposed project would potentially utilize loaded trucks and bore drilling. Vibration impacts are assessed from the edge of construction activity. Therefore, bore drilling was assumed to occur at a distance of 10 feet from the nearest structures, which are residences to the north of the project site, and loaded trucks were assumed to operate at a distance of 25 feet (i.e., the distance to the centerline of the nearest travel lane on 1st Street) from the nearest structures. As shown in Table 9, groundborne vibration from construction equipment would not exceed 0.24 in/sec ppv (the threshold for impacts to humans) and 1.5 in/sec ppv (the threshold for structural damage) at the nearest structure.

Table 9 Vibration Levels at Nearest Building

Equipment	Estimated Vibration Levels at Nearest Building at 30 Feet (in/sec ppv)
Loaded Trucks ¹	0.14
Caisson Drilling ²	0.22
Threshold for Human Annoyance	0.24
Threshold Exceeded?	No
Threshold for Structural Damage	1.5
Threshold Exceeded?	No

¹ Assessed at a distance of 25 feet (i.e., the distance from the centerline of the nearest travel lane on 1st Street to the nearest structure).

² Assessed at a distance of 10 feet (i.e., the distance from the nearest pile location to the nearest structure).

See Appendix D for vibration analysis worksheets.

As a multi-family use, the proposed project would not include significant stationary sources of vibration, such as heavy equipment operations. Therefore, no operational vibration impact would occur.

Threshold 3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the project area to excessive noise levels?

Impact N-3 THE PROJECT WOULD BE LOCATED OUTSIDE THE AIRPORT INFLUENCE AREA FOR THE MOFFETT FEDERAL AIRFIELD. THEREFORE, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS. NO IMPACT WOULD OCCUR.

The airport closest to the project site is the Moffett Federal Airfield located approximately 4.2 miles north of the project site. The project site is not located in an Airport Influence Area for this airport (Santa Clara County Airport Land Use Commission 2012). In addition, the project site is not in close proximity to a private airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

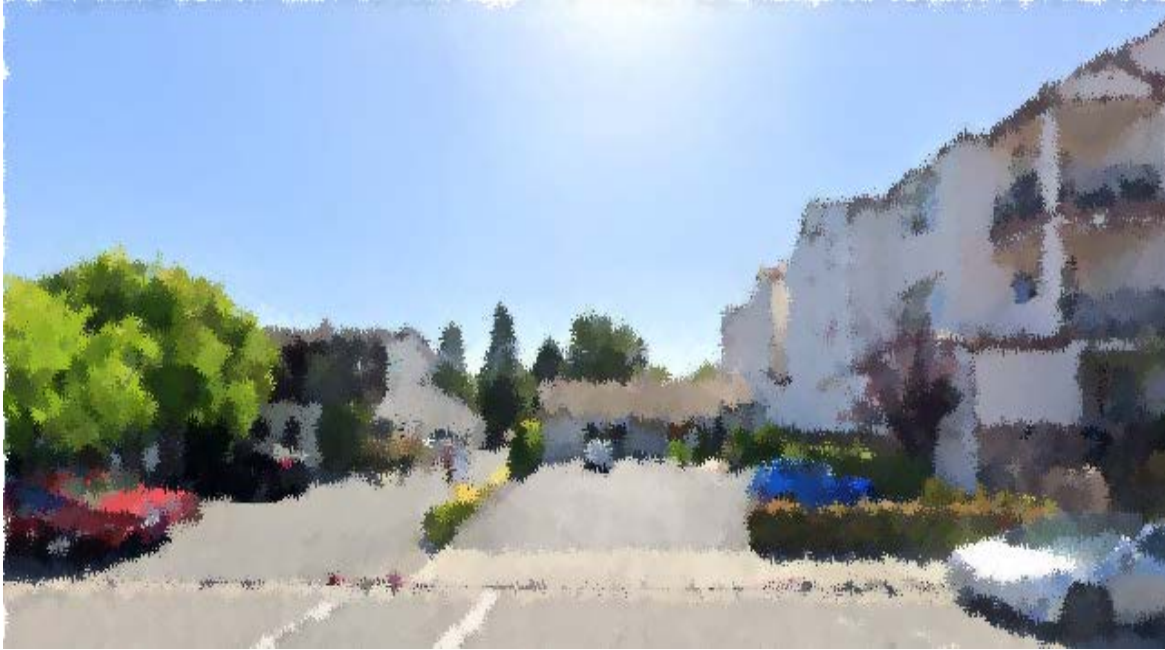
4 Conclusions

The proposed project would have less than significant impacts related to construction noise, operational noise, and vibration, and no impacts related to off-site traffic noise and airport-related noise.

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ATTACHMENT B



440 1st Street Residential Project

Air Quality Study

prepared for

GreenTek Homes

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1 Project Description and Impact Summary

1.1 Introduction

This study analyzes the potential air quality impacts of the proposed 440 1st Street Residential project (herein referred to as “proposed project” or “project”) in Los Altos, California. Rincon Consultants, Inc. (Rincon) prepared this study under contract to GreenTek Homes for the City of Los Altos to use in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the project’s air quality impacts related to both temporary construction activity and long-term operation of the project. The conclusions of this study are summarized in Table 1.

Table 1 Summary of Impacts

Impact Statement	Proposed Project’s Level of Significance
Would the project conflict with or obstruct implementation of the applicable air quality plan?	No Impact
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Less than significant impact
Would the project expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant impact

1.2 Project Summary

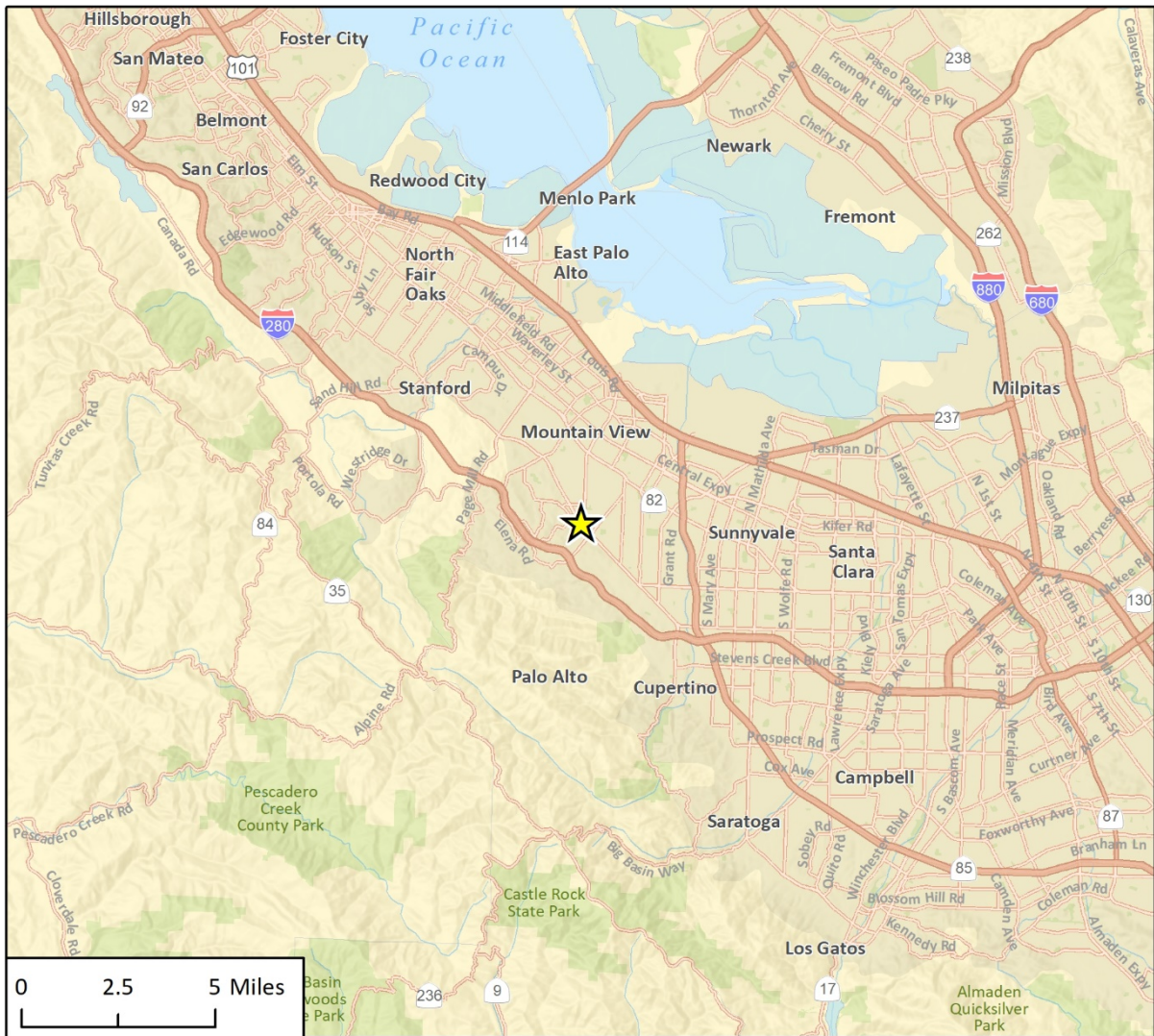
Project Location

The project site is an approximately 0.1-acre lot (Assessor Parcel Number [APN] 187-41-009) in the city of Los Altos. The project site is zoned Commercial Downtown/Multiple-Family (CD/R3) with a General Plan Land Use designation of Downtown Commercial (DC) within the Los Altos Plan Area. The project site currently contains the Los Altos Veterinary Clinic and its associated parking lot. The surrounding area is a mixture of commercial and residential uses. The properties to the north, east, and south are zoned CD/R3 and are developed with multi-family residential uses, mixed retail uses, and commercial uses, respectively. The property to the west across Foothill Expressway is zoned Public & Community Facilities (PCF) and consists of a linear park with public art, utility transmission lines, and a parking lot. See Figure 1 and Figure 2 for the project site location in a regional context and local context, respectively.

Project Description

The proposed project consists of the demolition of the existing approximately 2,000-square-foot veterinary clinic and the construction of a four condominium units with a total floor area of approximately 11,735 square feet, one level of subterranean parking with nine parking spaces, and sidewalk improvements.

Figure 1 Regional Location Map



Imagery provided by Esri and its licensors © 2020.

★ Project Location

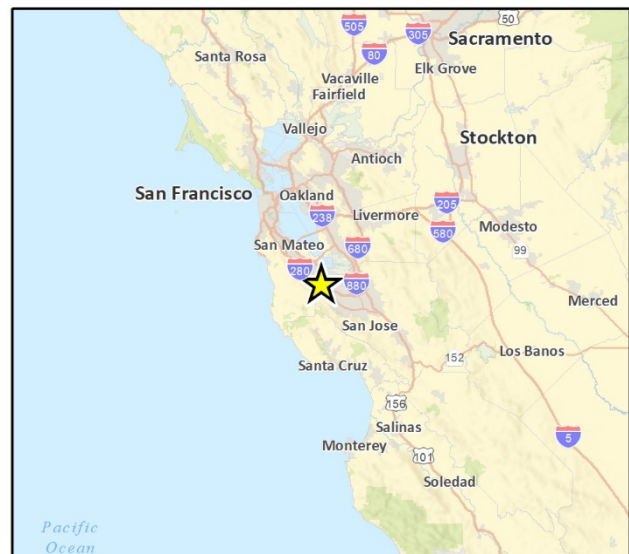


Fig 1 Regional Location

Figure 2 Project Site Location



Imagery provided by Microsoft Bing and its licensors © 2020.

Fig. 2 Project Location

The ground floor of the proposed condominium building would include a main lobby, a gym, and the lower level of two residential units (units 101 and 102), each with a dining room, kitchen, office, living room, bathroom, and outdoor decks. The second floor of the building would include the upper levels of units 101 and 102, each with a family room, two bathrooms, two bedrooms, and outdoor balconies on the western and eastern sides of the building. The third floor of the building would include two residential units (units 301 and 302), each with two bedrooms, two bathrooms, a kitchen, a dining room, a living room, and an outdoor balcony. The roof of the proposed building would include two roof decks with outdoor kitchens for units 301 and 302 as well as mechanical equipment and landscaping. The project would include sustainability features such as water efficient fixtures, water efficient irrigation systems, energy efficient appliances and fixtures, four charging stations with each station to serve two spaces (eight total electric vehicles charging spaces), and a 30-kilowatt (kW) solar photovoltaic (PV) system. See Appendix A for the project site plans.

Construction

Project construction is expected to commence in February 2021 and be completed by December 2022 in accordance with the following schedule:

- Demolition – approximately three days
- Site Preparation – approximately two days
- Grading – approximately 20 days
- Building Construction – approximately 18 months
- Concrete Sidewalk Installation – approximately five days
- Architectural Coating – approximately two months

Construction activities would occur six days per week, Monday through Saturday. The project would require export of approximately 1,600 cubic yards of soil material via haul trucks with 20 cubic yard capacity.

2 Environmental and Regulatory Setting

2.1 Local Climate and Meteorology

The Southwest area is located in the “Santa Clara Valley” climatological subregion of the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). This subregion is bounded by the Bay to the north and by mountains to the east, south and west. Temperatures are warm on summer days and cool on summer nights, and winter temperatures are fairly mild. At the northern end of the valley, mean maximum temperatures are in the low 80 degrees Fahrenheit (°F) during the summer and the high 50 °F during the winter, and mean minimum temperatures range from the high 50°F in the summer to the low 40°F in the winter. Further inland, where the moderating effect of the Bay is not as strong, temperature extremes are greater. For example, in San Martin, located 27 miles south of the San Jose Airport, temperatures can be more than 10 degrees warmer on summer afternoons and more than 10 degrees cooler on winter nights (BAAQMD 2017a).

Air quality in the SFBAAB is affected by the emission sources located in the region and by natural factors. Air pollutant emissions in the SFBAAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include sources such as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Atmospheric conditions such as wind speed and direction, air temperature gradients, and local and regional topography influence air quality. Complex topographical features, the location of the Pacific high-pressure system, and varying circulation patterns associated with temperature gradients affect the speed and direction of local winds, which play a major role in the dispersion of pollutants. Strong winds can carry pollutants far from their source, but a lack of wind will allow pollutants to concentrate in an area. Air dispersion also affects pollutant concentrations. As altitude increases, air temperature normally decreases. However, inversions can occur when colder air becomes trapped below warmer air, restricting the air masses’ ability to mix. Pollutants also become trapped, which promotes the production of secondary pollutants. Subsidence inversions, which can occur during the summer in the SFBAAB, result from high-pressure cells that cause the local air mass to sink, compress, and become warmer than the air closer to the earth. Pollutants accumulate as this stagnating air mass remains in place for one or more days (BAAQMD 2017a).

The air pollution potential of the Santa Clara Valley is high. High summer temperatures, stable air, and mountains surrounding the valley combine to promote ozone formation. In addition to the many local sources of pollution, ozone precursors from San Francisco, San Mateo and Alameda Counties are carried by prevailing winds to the Santa Clara Valley. The valley tends to channel pollutants to the southeast. In addition, on summer days with low level inversions, ozone can be

recirculated by southerly drainage winds in the late evening and early morning and by the prevailing northwesterly winds in the afternoon. A similar recirculation pattern occurs in the winter, affecting levels of carbon monoxide and particulate matter. This movement of air up and down the valley increases the impact of pollutants significantly.

Pollution sources are plentiful and complex in this subregion. The Santa Clara Valley has a high concentration of industry at the northern end in the Silicon Valley. Some of these industries are sources of air toxics as well as criteria air pollutants. In addition, Santa Clara Valley's large population and many work-site destinations generate the highest mobile source emissions of any subregion in the SFBAAB (BAAQMD 2017a).

2.2 Air Pollutants of Primary Concern

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established ambient air quality standards (AAQS) for "criteria pollutants" and other air pollutants. Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere and include carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),¹ nitrogen oxides (NO_x), fine particulate matter (PM₁₀ and PM_{2.5}), sulfur dioxide, and lead. Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions primarily between ROG and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The characteristics, sources and effects of criteria pollutants are discussed in the following subsections.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_x and ROG. ROG are composed of non-methane hydrocarbons (with some specific exclusions), and NO_x is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and nitrogen dioxide. NO_x are formed during the combustion of fuels, while ROG are formed during combustion and evaporation of organic solvents. As a highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROG and NO_x levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional rather than local scale, ozone is considered a regional pollutant. In addition, because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including respiratory and eye irritation, aggravation of respiratory diseases such as asthma and bronchitis, possible changes in lung functions, and permanent damage to lung tissue (BAAQMD 2017a). Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

¹ CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this report.

Carbon Monoxide

Carbon monoxide is a localized pollutant that is found in high concentrations only near its source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is the incomplete combustion of petroleum fuels by automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of carbon monoxide include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. The health effects of carbon monoxide are related to its affinity for hemoglobin in the blood. Carbon monoxide causes a number of health problems including fatigue, headache, confusion, and dizziness. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities (BAAQMD 2017a). Carbon monoxide tends to dissipate rapidly into the atmosphere; consequently, violations of AAQS for carbon monoxide are generally associated with localized carbon monoxide “hotspots” that can occur at major roadway intersections during heavy peak-hour traffic conditions.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion; the primary sources are motor vehicles and industrial boilers and furnaces. The principal form of NO_x produced by combustion is nitric oxide, but nitric oxide reacts rapidly to form nitrogen dioxide, creating the mixture of nitric oxide and nitrogen dioxide commonly called NO_x . Nitrogen dioxide is an acute irritant that can aggravate respiratory illnesses and increase the risk of acute and chronic respiratory diseases (BAAQMD 2017a). A relationship between nitrogen dioxide and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility (BAAQMD 2017a). It can also contribute to the formation of PM_{10} and acid rain.

Sulfur Dioxide

Sulfur dioxide is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. When SO_2 oxidizes in the atmosphere, it forms sulfur trioxide. Collectively, these pollutants are referred to as sulfur oxides (SO_x). In humid atmospheres, SO_2 can also form sulfuric acid mist, which can eventually react to produce sulfate particulates that can inhibit visibility. Combustion of high sulfur-content fuels is the major source of SO_2 , while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO_2 irritates the upper respiratory tract. At lower concentrations, when in conjunction with particulates, SO_2 appears to do still greater harm by injuring lung tissues. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. Sulfur dioxide is linked with a number of adverse effects on the respiratory system, including irritation of lung tissue, aggravation of respiratory diseases, increased risk of acute and chronic respiratory diseases, and reduced lung function (BAAQMD 2017a). Sulfur oxides, in combination with moisture and oxygen, can yellow leaves on plants, dissolve marble, and eat away iron and steel.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM_{10} (small particulate matter that measures no more than 10 microns in diameter) and $\text{PM}_{2.5}$ (fine particulate

matter that measures no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with PM₁₀ and PM_{2.5} can be different. Major man-made sources of PM₁₀ are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer PM_{2.5} particulates are generally associated with combustion processes as well as formation in the atmosphere as a secondary pollutant through chemical reactions. PM_{2.5} is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems (CARB 2020a). More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance (South Coast Air Quality Management District 2005). Suspended particulates can also reduce lung function, aggravate respiratory and cardiovascular diseases, increase mortality rates, and reduce lung function growth in children (BAAQMD 2017a).

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial sources. However, as a result of the U.S. EPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred prior to 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least in part as a result of national emissions standards for hazardous air pollutants (U.S. EPA 2013). As a result of phasing out leaded gasoline, metal processing currently is the primary source of lead emissions. The highest level of lead in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. The health impacts of lead include behavioral and hearing disabilities in children and nervous system impairment (BAAQMD 2017a).

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM_{2.5}. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2020a). Particulate matter emitted from diesel engines contributes more than 85 percent of the cancer risk within the SFBAAB, and cancer risk from TACs is highest near major diesel PM sources (BAAQMD 2014).

TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC

impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

2.3 Air Quality Regulation

Federal and California Clean Air Acts

The federal CAA governs air quality in the United States and is administered by the U.S. EPA at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by the CARB at the state level. At the regional and local levels, local air districts such as the BAAQMD typically administer the federal and California CAA. As part of implementing the federal and California CAA, the U.S. EPA and the CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Table 2 summarizes the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The CAAQS are more restrictive than the NAAQS for several pollutants, including the one-hour standard for carbon monoxide, the 24-hour standard for sulfur dioxide, and the 24-hour standard for PM₁₀.

Table 2 Ambient Air Quality Standards & Basin Attainment Status

Pollutant	Averaging Time	California Ambient Air Quality Standards		National Ambient Air Quality Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-Hour	0.070 ppm	N	0.070 ppm	N
	1-Hour	0.09 ppm	N	–	–
Carbon Monoxide	8-Hour	9.0 ppm	A	9 ppm	A
	1-Hour	20 ppm	A	35 ppm	A
Nitrogen Dioxide	1-Hour	0.18 ppm	A	0.100 ppm	U
	Annual Arithmetic Mean	0.030 ppm		0.053 ppm	A
Sulfur Dioxide	24-Hour	0.04 ppm	A	0.14 ppm	U
	1-Hour	0.25 ppm	A	0.075 ppm	U
	Annual Arithmetic Mean	–	–	0.030 ppm	U
Particulate Matter – Small (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	N	–	–
	24-Hour	50 µg/m ³	N	150 µg/m ³	U
Particulate Matter - Fine (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	N	12 µg/m ³	U/A
	24-Hour	–	–	35 µg/m ³	N
Sulfates	24-Hour	25 µg/m ³	A	–	–

Pollutant	Averaging Time	California Ambient Air Quality Standards		National Ambient Air Quality Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Lead	Calendar Quarter	–	–	1.5 µg/m ³	A
	Rolling 3-Month Average	–	–	0.15 µg/m ³	U
	30-Day Average	1.5 µg/m ³	A	–	–
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m ³)	U	–	–
Vinyl Chloride (Chloroethene)	24-Hour	0.010 ppm (26 µg/m ³)	No information available	–	–
Visibility Reducing Particles	8-Hour (10:00 to 18:00 PST)	–	U	–	–

A = attainment; N = nonattainment; U = unclassified; ppm=parts per million; µg/m³=micrograms per cubic meter; PST = Pacific Standard Time

Source: BAAQMD 2017b and U.S. EPA 2020a

Depending on whether the standards are met or exceeded, the local air basin is classified as in “attainment” or “non-attainment.” Some areas are unclassified, which means insufficient monitoring data are available; unclassified areas are considered to be in attainment. Table 2 presents the attainment status of the SFBAAB for each of the CAAQS and NAAQS. As shown therein, the SFBAAB is designated nonattainment for the NAAQS for ozone and PM_{2.5} and the CAAQS for ozone, PM₁₀, and PM_{2.5}.

Regional

As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the region is in non-compliance.

The BAAQMD 2017 Clean Air Plan (2017 Plan; titled *Spare the Air: Cool the Climate – A Blueprint for Clean Air and Climate Protection in the Bay Area*) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Clean Air Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with state air quality planning requirements as codified in the California Health and Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. The 2017 Plan, which focuses on protecting public health and the climate, defines an integrated, multi-pollutant control strategy that includes all feasible measures to reduce emissions of ozone precursors (including transport of ozone and its precursors to neighboring air basins), PM, and TACs. To protect public health, the control strategy will decrease population exposure to PM and TACs in communities that are most impacted by air pollution with the goal of eliminating disparities in exposure to air pollution between communities. The control strategy will also protect the climate by reducing greenhouse gas (GHG) emissions and developing a long-range

vision of how the Bay Area could look and function in a post-carbon economy in 2050 (BAAQMD 2017c).

Local

One of the Guiding Principles of the Los Altos General Plan Natural Environment and Hazards Element (adopted in November 2002) is to “to protect the community from injury, loss of life, property damage, and deteriorating quality of life resulting from natural hazards and hazards relating to human activity.” This includes the protection of the community from air pollutants degrading air quality and posing a significant health hazard through compliance with requirements of the BAAQMD (City of Los Altos 2002). The general plan consists of the following goal applicable to air quality:

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 8.2: Encourage transportation modes that minimize contaminant emissions from motor vehicle use.

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.

2.4 Current Air Quality

The BAAQMD operates a network of air quality monitoring stations throughout the SFBAAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and to determine whether ambient air quality meets the California and federal standards. The monitoring station closest to the project is the San José-Jackson Street station located at 158 Jackson Street in San José, approximately 12.3 miles southeast of the project site. Table 3 indicates the number of days that each of the federal and state standards has been exceeded at this station in each of the last three years. The data indicate the one-hour ozone CAAQS and NAAQS and the eight-hour ozone CAAQS were exceeded in 2017 and 2019. In addition, the CAAQS for PM₁₀ was each year from 2017 to 2019, while the NAAQS for PM_{2.5} was exceeded in 2017 and 2018. No other state or federal standards were exceeded at this monitoring station.

Table 3 Annual Ambient Air Quality Data

Pollutant	2017	2018	2019
Ozone (ppm), Worst 1-Hour ¹	0.121	0.078	0.095
Number of days above CAAQS (>0.09 ppm)	3	0	1
Number of days above NAAQS (>0.12 ppm)	0	0	0
Ozone (ppm), Worst 8-Hour Average ¹	0.098	0.061	0.081
Number of days above CAAQS (>0.070 ppm)	4	0	2
Number of days above NAAQS (>0.070 ppm)	3	0	1
Carbon Monoxide (ppm), Highest 8-Hour Average ²	1.8	2.1	1.3
Number of days above CAAQS or NAAQS (>9.0 ppm)	0	0	0
Nitrogen Dioxide (ppm), Worst 1-Hour ¹	0.0675	0.0861	0.0598
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
Sulfur Dioxide (ppm), Worst Hour ²	0.0036	0.0069	0.014
Number of days above CAAQS (>0.25 ppm)	0	0	0
Number of days above NAAQS (>0.075 ppm)	0	0	0
Particulate Matter <10 microns (µg/m ³), Worst 24 Hours ²	69.4	155.4	75.4
Number of days above CAAQS (>50 µg/m ³)	6	4	4
Number of days above NAAQS (>150 µg/m ³)	0	0	0
Particulate Matter <2.5 microns (µg/m ³), Worst 24 Hours ¹	49.7	133.9	27.6
Number of days above NAAQS (>35 µg/m ³)	6	15	0
Lead (µg/m ³), 3-Month Average ²	0.010	0.006	0.012
Number of days above NAAQS (>0.15 µg/m ³)	0	0	0

ppm = parts per million; µg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

¹ Data sourced from the CARB and the U.S. EPA at the nearest monitoring station with available data at the 158 Jackson Street station in San José.

² Data sourced from the U.S. EPA at the nearest monitoring station with available data at the 158 Jackson Street station in San José

Source: CARB 2020b and U.S. EPA 2020b

2.5 Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; people engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences. Sensitive receptors in the project vicinity include multi-family residences located immediately north of the project site as well as Saint Nicholas Catholic Church located approximately 260 feet west of the project site.

3 Impact Analysis

3.1 Methodology

Criteria Air Pollutant Emissions

The analysis of air quality impacts considers the effects of both temporary construction-related air quality impacts and long-term air quality impacts associated with operation of the project. The project's construction-related air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., condo/townhouse, enclosed parking structure), and location, to estimate a project's construction emissions. As discussed further under *Project Impacts*, operational emissions were screened out from further analysis using the BAAQMD screening criteria; therefore, operational air pollutant emissions were not modeled. Complete CalEEMod results and assumptions are provided in Attachment 1.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. The construction schedule, list of construction equipment, soil export volume, demolition square footage, haul trip distances, and vehicle speeds on unpaved roads were based on applicant-provided data. In addition, it was assumed that project construction would comply with all applicable regulatory standards, including BAAQMD Regulation 8, Rule 3 (Architectural Coatings), which restricts the volatile organic compound content of flat coatings to 100 grams per liter and non-flat coatings to 150 grams per liter.

Toxic Air Contaminants

BAAQMD provides community risk and hazards screening tools for agencies to use in deciding whether there should be further environmental review of a project based on its exposure to TAC emissions. According to the BAAQMD, the screening tools provide conservative estimates. A more refined analysis, including site-specific dispersion modeling, should be conducted for more accurate (and usually lower) risk and hazard estimates (BAAQMD 2012). The screening tools provide estimates for PM_{2.5} concentrations, cancer risk, chronic hazard risk, and acute hazard risk from stationary, roadway, and highway sources. The risk and hazard screening analysis process include the following steps:

1. **Source Identification.** Identify emissions sources (permitted sources, highways, major roadways, and railways) within 1,000 feet of the project's fence-line. If there are no sources within 1,000 feet of the project's fence-line, then the potential for unacceptable cancer risk and health hazards are low, and no further analysis is necessary. If emissions sources exist within 1,000 feet of the project's fence-line, the analysis should conduct initial screening.
2. **Initial Screening.** Initial screening compares each source's estimated cancer risk, PM_{2.5}, and hazard values to applicable thresholds. The screening tools allow the summation all of the sources' impacts for comparison to cumulative thresholds. If the risk and hazard estimates for an individual source and/or the cumulative levels are below BAAQMD's thresholds, then the potential for unacceptable cancer risks and or health hazards are low, and no further analysis is

necessary. If estimated levels exceed the BAAQMD thresholds, then the analysis should conduct advanced screening.

3. **Advanced Screening.** Advanced screening scales the highway and roadway risk and PM_{2.5} values to reflect actual traffic and distances from the project's fence-line. If the refined risk and hazard estimates are below applicable thresholds, then the potential for unacceptable cancer risk and health hazards are low, and no further analysis is necessary. If the estimated levels exceed the BAAQMD thresholds, then the analysis should conduct refined modeling.
4. **Refined Modeling Analysis.** Refined modeling analysis uses local traffic and meteorology data to model cancer risks and health hazards. If the risk and hazard estimates with refined modeling are below BAAQMD's thresholds, then the potential for unacceptable cancer risks and chronic health hazards are low, and no further analysis is needed. If thresholds are exceeded, then risk reduction strategies should be implemented.

One permitted emission source was identified within 1,000 feet of the project's fence line using BAAQMD's Stationary Source Screening Analysis Tool (BAAQMD 2020a). This source is a gasoline dispensing facility (ID: 100829) located approximately 885 feet northeast of the project site at Los Altos 76.

No highways or railways are within 1,000 feet of the project site. The only major roadway in the project vicinity is Foothill Expressway, which is adjacent to the project site. As of 2017, average daily traffic volumes on the segment of Foothill Expressway adjacent to the project site were approximately 2,232 vehicles during the AM peak hour, or approximately 22,230 vehicles per day using an industry standard assumption that 10 percent of ADT is peak hour traffic (Hexagon Transportation Consultants, Inc. 2017). Raster data provided by BAAQMD for Major Roadways in Santa Clara County was used to determine cancer risk, hazard index, and PM_{2.5} annual average concentration for Sonoma Boulevard based on the annual average daily traffic (AADT) and distance from the project site to the edge of the highway (Flores 2020).

3.2 Significance Thresholds

To determine whether a project would result in a significant impact to air quality, Appendix G of the CEQA Guidelines recommends consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

This analysis uses the numeric thresholds in the May 2017 *BAAQMD CEQA Air Quality Guidelines* to determine whether the impacts of the project exceed the thresholds identified in Appendix G of the CEQA Guidelines. The BAAQMD has developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant air quality impacts. If all the screening criteria are met by a project, the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and air quality impacts would be considered less than significant. These screening levels

are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. For infill projects such as the proposed project, emissions would be less than the greenfield-type project on which the screening criteria are based; therefore, use of the screening criteria is a conservative approach (BAAQMD 2017a). The BAAQMD's screening level sizes for general condo/townhomes are 240 dwelling units for construction-related criteria pollutant emissions and 451 dwelling units for operational criteria pollutant emissions (BAAQMD 2017a).

In addition, for construction-related emissions to be considered less than significant, projects must meet the following criteria in addition to being below the applicable screening level (BAAQMD 2017a):

1. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction; and
2. Construction-related activities would not include any of the following:
 - Demolition;
 - Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would not occur simultaneously);
 - Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high-density infill development);
 - Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
 - Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

The project meets the criteria for use of the operational screening size for criteria pollutant emissions; therefore, this analysis utilizes the screening size process to evaluate the significance of the project's operational criteria pollutant emissions. However, the project does not include implementation of all Basic Construction Mitigation Measures and would involve demolition of the existing land uses. In addition, multiple construction phases would occur simultaneously during construction activities. Therefore, the project does not meet all of the screening criteria for construction emissions. For projects that do not meet the screening criteria, BAAQMD provides numeric significance thresholds. Table 4 presents the BAAQMD quantitative significance thresholds for construction-related criteria air pollutant and precursor emissions. These thresholds represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. The proposed project would result in a significant impact if construction emissions would exceed any of the thresholds shown in Table 4.

Table 4 Air Quality Thresholds of Significance

Pollutant	Average Daily Emissions (lbs/day)
ROG	54
NOX	54
PM ₁₀	82 (exhaust)
PM _{2.5}	54 (exhaust)
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices

ROG = reactive organic gases, NO_x = nitrogen oxides, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter; lbs/day = pounds per day, BAAQMD = Bay Area Air Quality Management District
Source: BAAQMD 2017a

The BAAQMD also provides a preliminary screening methodology to conservatively determine whether a proposed project would potentially result in a significant impact related to localized CO concentrations. If the following criteria are met, a project would result in a less-than-significant impact:

1. Project is consistent with an applicable congestion management program (CMP) established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
2. Project-related traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
3. Project-related traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The BAAQMD has established the following thresholds of significance for local community risks and hazards associated with toxic air contaminants (TACs) and PM_{2.5} for assessing individual project-level impacts at a local level (BAAQMD 2017a):

- Not to exceed an increased cancer risk of >10 in one million
- Not to exceed increased non-cancer (i.e., Chronic or Acute) risk of >1.0 Hazard Index
- Not to exceed ambient PM_{2.5} concentration increase of >0.3 micrograms per cubic meter (µg/m³) annual average

A project would have a cumulatively considerable impact related to local community risks and hazards associated with TACs and PM_{2.5} if the aggregate total of current and proposed TAC sources within a 1,000 feet radius of the project fence line in addition to the proposed project would exceed the following thresholds of significance (BAAQMD 2017a):

- Not to exceed an increased cancer risk of >100 in one million
- Not to exceed increased non-cancer (i.e., Chronic or Acute) risk of >10 Hazard Index
- Not to exceed ambient PM_{2.5} concentration increase >0.8 µg/m³ annual average

3.3 Project Impacts

Threshold 1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE 2017 CLEAN AIR PLAN. NO IMPACT WOULD OCCUR.

The California Clean Air Act requires air districts to create a Clean Air Plan that describes how the jurisdiction will meet air quality standards. These plans must be updated every three years. The most recently adopted air quality plan for the SFBAAB is the 2017 Clean Air Plan. To fulfill State ozone planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors (reactive organic gases [ROG] and nitrogen oxides [NO_x]) and reduce the transport of ozone and its precursors to neighboring air basins. In addition, the 2017 Clean Air Plan builds upon and enhances BAAQMD's efforts to reduce emissions of PM_{2.5} and toxic air contaminants (TACs). The 2017 Clean Air Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-greenhouse gas pollutants (BAAQMD 2017c).

The 2017 Clean Air Plan focuses on two paramount goals (BAAQMD 2017c):

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TACs; and
- Protect the climate by reducing Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050

Under BAAQMD's methodology, a determination of consistency with the 2017 Clean Air Plan should demonstrate that a project (BAAQMD 2017a):

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and
- Would not disrupt or hinder implementation of any control measures in the 2017 Clean Air Plan.

A project that would not support the 2017 Clean Air Plan's goals would not be considered consistent with the plan. On an individual project basis, consistency with BAAQMD's quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan's goals. As shown in the later discussions under Impact AQ-2 and AQ-3, the project would not result in exceedances of BAAQMD's thresholds for criteria air pollutants and thus would not conflict with the 2017 Clean Air Plan's goal to attain air quality standards. Furthermore, as shown in Table 5, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures. Therefore, the proposed project would result in no impact related to consistency with the 2017 Clean Air Plan.

Table 5 Project Consistency with Applicable Control Strategies of 2017 Clean Air Plan

Control Strategy	Evaluation
Direct new development to areas that are well served by transit, and conducive to bicycling and walking.	Consistent. The project would be an infill redevelopment project located in the City’s Downtown Vision – First Street District (City of Los Altos 2018). The project site is also located within 0.1 mile of the San Antonio Road/Lyell Street bus stop for Santa Clara Valley Transportation Authority’s route 40 and is within approximately 1.8 miles of the San Antonio Caltrain station). The project site is located in the Los Altos Priority Development Area, which is one of the neighborhoods identified by <i>Plan Bay Area 2040</i> as suitable for additional, compact development in proximity to existing transit (Metropolitan Transportation Commission and Association of Bay Area Governments 2017). The project would also be within walking and bicycling distance of Los Altos Main Street, which includes commercial, retail, restaurant, and entertainment opportunities and is approximately 0.1 mile west of bicycle lanes on South San Antonio Road. Therefore, the project would be located in an area that is well served by transit and conducive to bicycling and walking.
Accelerate the widespread adoption of electric vehicles.	Consistent. Of the project’s nine parking spaces, eight would be equipped with electric vehicle charging stations. This project feature would promote the adoption of electric vehicles by providing infrastructure to facilitate their use by residents.
Expand the production of low-carbon, renewable energy by promoting on-site technologies such as rooftop solar, wind and ground-source heat pumps.	Consistent. The project would include an approximately 20-kW rooftop solar PV system, which would expand the production of low-carbon, renewable energy.
Promote energy and water efficiency in both new and existing buildings.	Consistent. The project would involve the replacement of an existing veterinary clinic with multi-family residences that would be required to comply with 2019 CALGreen standards, which include measures for energy and water efficiency.
Source: BAAQMD 2017c	

Threshold 2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 PROJECT CONSTRUCTION AND OPERATION WOULD RESULT IN THE GENERATION OF CRITERIA AIR POLLUTANTS, WHICH WOULD AFFECT LOCAL AIR QUALITY. HOWEVER, CONSTRUCTION-RELATED EMISSIONS OF CRITERIA AIR POLLUTANTS WOULD NOT EXCEED BAAQMD THRESHOLDS, AND THE PROJECT WOULD FALL BELOW THE BAAQMD OPERATIONAL SCREENING SIZE. THEREFORE, THE PROJECT WOULD NOT 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. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Construction would occur over approximately 23 months, and approximately 1,600 cubic yards of material would be exported off site. Table 6 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-

related emissions would not exceed BAAQMD thresholds. Therefore, project construction would not 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. Impacts would be less than significant.

Table 6 Estimated Daily Construction Emissions

	ROG	NO _x	CO	SO ₂	Exhaust PM ₁₀	Exhaust PM _{2.5}
Maximum Construction Emissions (lbs/day)	2.6	8.9	7.2	<0.1	0.3	0.3
BAAQMD Thresholds	54	54	N/A	N/A	82	54
Threshold Exceeded?	No	No	N/A	N/A	No	No

ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter measuring 10 microns in diameter or less, PM_{2.5} = particulate matter measuring 2.5 microns or less in diameter; lbs/day = pounds per day, BAAQMD = Bay Area Air Quality Management District

N/A = Not available. The BAAQMD has not established recommended quantitative thresholds for construction-related emissions of CO and SO₂.

Notes: All emissions modeling was completed using CalEEMod in accordance with applicant-provided data. Some numbers may not add up due to rounding. Emissions presented are the highest of the winter and summer modeled emissions.

See Appendix B for model output results.

Although project emissions would not exceed the significance thresholds, the BAAQMD recommends implementing the following Basic Construction Mitigation Measures to reduce emissions of fugitive dust during construction activities (BAAQMD 2017a):

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

Operational Emissions

The BAAQMD operational screening level size for a condos/townhomes (general) is 451 dwelling units. The proposed project includes four dwelling units and therefore is well below the screening size. As a result, per BAAQMD guidance, a detailed air quality assessment of the project's operational criteria air pollutant emissions is not necessary, and project operation would not 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. Impacts would be less than significant.

Threshold 3	Would the project expose sensitive receptors to substantial pollutant concentrations?
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Impact AQ-3 THE PROPOSED PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL CONCENTRATIONS OF CO OR TACS. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, the majority of sensitive receptor locations are schools, hospitals, and residences. Sensitive receptors in the project vicinity include multi-family residences located immediately north of the project site as well as Saint Nicholas Catholic Church located approximately 260 feet of the project site. The nearest sensitive receptors are multi-family residences adjacent to the project site's northern boundary. The project also includes the siting of new sensitive receptors. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

Vehicular traffic associated with project operation could have the potential to contribute to CO hotspots. The BAAQMD recommends comparing project's attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of CO concentrations that would substantially contribute to an exceedance of its CO thresholds of significance. As stated in the BAAQMD 2017 *CEQA Air Quality Guidelines*, the proposed project would result in a less than significant impact related to local CO concentrations if the project is consistent with an applicable CMP; would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The nearest CMP roadway segments are the segment of Foothill Expressway adjacent to the project site between Interstate 280 and the Santa Clara County line, which currently operates at Level of Service (LOS) E during both peak hours, and the segment of San Antonio Road approximately 0.1 mile to the east of the project site between Charleston Road and Foothill Expressway, which currently operates at LOS D during both peak hours. The nearest CMP intersection is the Foothill Expressway/San Antonio Road intersection located approximately 0.1 mile to the south, which currently operates at LOS E during both peak hours (Santa Clara Valley Transportation Authority 2018). Based on the CalEEMod trip generation estimates, the proposed project would generate approximately 23 vehicle trips on weekdays, 23 vehicle trips on Saturdays, and 19 vehicle trips on

Sundays.² According to data provided by the applicant, existing traffic volumes include 126 one-way trips per weekday (70 for appointments, 20 for drop off/pick up, 10 for deliveries, and 26 for employees), 66 one-way trips on Saturdays (30 for appointments, 10 for drop off/pick up, and 26 for employees), and no trips on Sundays. Therefore, the proposed project would result in a net decrease of 103 vehicle trips on weekdays and 43 vehicle trips on Saturdays. Accordingly, the project would decrease traffic on the CMP network and would therefore be consistent with the applicable CMP.

The highest volume intersection that would accommodate project traffic is the Foothill Expressway/San Antonio Road intersection. As of 2017, average daily traffic volumes on the segment of Foothill Expressway adjacent to the project site were approximately 2,232 vehicles during the AM peak hour, or approximately 22,230 vehicles per day using an industry standard assumption that 10 percent of ADT is peak hour traffic (Hexagon Transportation Consultants, Inc. 2017). Therefore, existing traffic does not exceed the 44,000 vehicle-per-hour threshold at this intersection. In addition, as discussed earlier, the proposed project would result in fewer vehicle trips than existing conditions and therefore would result in fewer mobile source CO emissions than under existing conditions. Thus, the project would not expose sensitive receptors to substantial CO concentrations, and no impact would occur.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020a) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 23 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 23 months) is approximately six percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and

² CalEEMod trip generation rates based on Institute of Traffic Engineers 9th Edition for Condo/Townhouse ITE Code 230

70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017a).

The maximum PM₁₀ and PM_{2.5} emissions would occur during demolition, site preparation and grading activities. These activities would last for approximately 25 days. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation. Given the aforementioned discussion, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operation

In the Bay Area, there are a number of urban or industrialized communities where the exposure to TACs is relatively high in comparison to others. According to Figure 5-1 of the BAAQMD 2017 *CEQA Air Quality Guidelines*, the project site is not located in an impacted community. Sources of TACs include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities (BAAQMD 2017a). The proposed project does not involve any of these uses. Therefore, the project would not expose sensitive receptors to elevated concentrations of TAC emissions, and no impact would occur.

Threshold 4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 THE PROPOSED PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE. NO IMPACT WOULD OCCUR.

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion. Overall, project construction would not generate objectionable odors affecting a substantial number of people. Construction-related odor impacts would be less than significant.

Table 3-3 in the BAAQMD 2017 *CEQA Air Quality Guidelines* provides screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017a). Condominiums are not included in this list, and operation of the project would not generate objectionable odors that would affect a substantial number of people. No operational odor impacts would occur.

3.4 Cumulative Impacts

The geographic scope for the cumulative air quality impact analysis is the SFBAAB. Because the SFBAAB is designated non-attainment for the state and federal ozone standards, the state and federal PM_{2.5} standards, and the state PM₁₀ standard, there are existing significant cumulative air quality impacts related to these pollutants. As discussed in the BAAQMD 2017 *CEQA Air Quality Guidelines*, “by its very nature, air pollution is largely a cumulative impact...if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region’s existing air quality conditions” (BAAQMD 2017a). As discussed under Thresholds 1 through 4, air pollutant emissions generated by the proposed project would not exceed the BAAQMD’s thresholds of significance. Therefore, the project’s contribution to significant cumulative air quality impacts in the SFBAAB would not be cumulatively considerable.

4 Conclusions

All air quality impacts related to project construction and operation would be less than significant. The project would not conflict with the 2017 Clean Air Plan's goal to attain air quality standards, would include applicable control measures from the 2017 Clean Air Plan, and would not disrupt or hinder implementation of such control measures; therefore, the project would be consistent with the 2017 Clean Air Plan. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Project construction and operation would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots and TACs. The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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ATTACHMENT B

Abbie Bourgan

Subject: FW: Request for Service Confirmation - 440 1st St., Los Altos

From: Paul Lenarduzzi <PLenarduzzi@missiontrail.com>
Sent: Tuesday, November 24, 2020 10:45 PM
To: abbie@bourgan.net
Subject: Re: Request for Service Confirmation - 440 1st St., Los Altos

Mission Trail has reviewed the plans for 440 1st St. Los Altos. The garbage area will only accommodate cart service due to the size and location of the trash room. Mission Trail will service three commodities with three different Automated Side loader's; recycling, garbage, organics.

Porter service will be needed to bring the carts from the parking garage and put them in front of the building in the staging area. Mission Trail will service them on their service day.

Paul Lenarduzzi
Sent from my iPad

From: Abbie Bourgan <abbie@bourgan.net>
Sent: Wednesday, November 11, 2020 11:04 AM
To: 'plenarduzzi@missiontrail.com' <plenarduzzi@missiontrail.com>
Subject: RE: Request for Service Confirmation - 440 1st St., Los Altos
Importance: High

Hi Paul,

Thanks for taking my call today. As you had requested, I have attached 2 files showing the dimensions of trash storage and staging areas, as follows:

Basement Storage Room: 9.4' x 10.2'
Front-Yard Staging Area: 5.3' x 8.5'
Distance from storage room to street: 100'
Depth of basement from street level: 7'
of 96 Gallon Carts: 5 (2 garbage; 2 recycling; 1 compost)

Thanks again for addressing my request.

Abbie Bourgan
GreenTek Homes
C 650-492-1369
F 650-492-4089
abbie@GreenTekCo.com
www.GreenTekCo.com

From: Abbie Bourgan <abbie@bourgan.net>
Sent: Friday, October 2, 2020 2:17 PM
To: 'plenarduzzi@missiontrails.com' <plenarduzzi@missiontrails.com>
Subject: Request for Service Confirmation - 440 1st St., Los Altos



CALIFORNIA WATER SERVICE

Los Altos District 949 B Street
Los Altos, CA 94024 Tel: (650) 917-0152

ATTACHMENT B

1/8/2021

440 1st St
Los Altos, Ca 94022

Will Serve Letter
Tract or Parcel Map No: APN 167-41-009

Dear Abbie Bourgan,

As a regulated utility, California Water Service Company Los Altos Suburban District (“Cal Water”) has an obligation to provide water service in accordance with the rules and regulations of the California Public Utility Commission (CPUC). Assuming you receive all required permits from the City of Los Altos, Cal Water will provide water service to the above referenced project. Cal Water agrees to operate the water system and provide service in accordance with the rules and regulations of the California Public Utilities Commission (CPUC) and the company’s approved tariffs on file with the CPUC. This will serve letter shall remain valid for **two years** from the date of this letter. If construction of the project has not commenced within this **two year** time frame, Cal Water will be under no further obligation to serve the project unless the developer receives an updated letter from Cal Water reconfirming our commitment to serve the above mentioned project. Additionally, Cal Water reserves the right to rescind this letter at any time in the event its water supply is severely reduced by legislative, regulatory or environmental actions.

Cal Water will provide such potable¹ water at such pressure as may be available from time to time as a result of its normal operations per the company’s tariffs on file with the CPUC. Installation of facilities through developer funding shall be made in accordance with the current rules and regulations of the CPUC including, among others, Tariff Rules 15 and 16 and General Order 103-A. In order for us to provide adequate water for domestic use as well as fire service protection, it may be necessary for the developer to fund the cost of special facilities, such as, but not limited to, booster pumps, storage tanks and/or water wells,² in addition to the cost of mains and services. Cal Water will provide more specific information regarding special facilities and fees after you provide us with your improvement plans, fire department requirements, and engineering fees for this project.

This letter shall at all times be subject to such changes or modifications by the CPUC as said Commission may, from time to time, require in the exercise of its jurisdiction.

If you have any questions regarding the above, please call me at (650) 917-0152.

Sincerely,

A handwritten signature in blue ink that reads "Christopher G. Wilson".

Christopher G. Wilson
Operations Manager

¹ This portion of the letter to be modified accordingly in the event the development for which this letter is being generated is to be served with potable and non-potable water.

² For the districts that collect facility fees on a per lot basis, delete the reference to wells as a special facility here and add in the following sentence, “Developer will also be required to contribute towards Cal Water’s water supply by paying facilities fees on a per lot basis as described in Rule 15”



Mayne Tree Expert Company, Inc.

ESTABLISHED 1931

STATE CONTRACTOR'S LICENSE NO. 276793

CERTIFIED FORESTER • CERTIFIED ARBORISTS • PEST CONTROL • ADVISORS AND OPERATORS

RICHARD L. HUNTINGTON
PRESIDENT

535 BRAGATO ROAD, STE. A
SAN CARLOS, CA 94070-6311

JEROMEY INGALLS
CONSULTANT/ESTIMATOR

July 20, 2020

TELEPHONE: (650) 593-4400
FACSIMILE: (650) 593-4443
EMAIL: info@maynetree.com

Mr. Abbie Bourgan
GreenTek Homes, Inc.
25875 Estacada Wy.
Los Altos Hills, CA 94022

Dear Mr. Bourgan,

RE: 440 1ST STREET, LOS ALTOS – ARBORIST REPORT

At your request, I visited the above-referenced site on July 1, 2020. The purpose of my visit was to identify, inspect, and document the trees located on site.

Limitations of this Report

This report is based on a visual-only inspection that took place from ground level. I accept no responsibility for any unseen or undocumented defects associated with the trees identified within this report.

Method

Each tree was identified and given a number that is scribed onto a metal foil tag and placed on the trunk of the tree at eye level. This identification number has also been placed on the provided site plan to show the approximate location of each tree on the property. Unless otherwise noted in the report, the diameter of each tree was found by measuring the trunk at 48 inches off the natural grade as described in the heritage tree ordinance for the City of Los Altos. The height of each tree was estimated and the canopy spread paced off to show the approximate dimensions for each tree. A condition rating was also given to each tree; this rating is based on form and vitality and can be further defined by the following table:

0	–	29	Very Poor
30	–	49	Poor
50	–	69	Fair
70	–	89	Good
90	–	100	Excellent

Lastly, a Comments section is included to give more individualized detail for each tree.

Tree Survey

Tree #	Species	Diameter (inches)	Condition (percent)	Height (feet)	Spread (feet)	Comments
1	Ornamental Plum	14.9	25	20	12	Partially covered root crown; frass around base; multi-stem attachment at 3 feet; Ganoderma conks present in various locations on trunk; severe tip decline in upper canopy; poor form and vigor.
2	Monterey Pine	21.6	60	35	30	Large surface roots around the root zone; small amount of pitch canker present in upper canopy; moderate amount of interior deadwood; multi-stem top at 25 feet; good vigor and fair form; approximately 12 feet from the building.
3	Redwood	15.0 (est.)	85	35	27	Root crown covered; good form and vigor; located along Foothill Expressway; no tag.

Observations

Tree #1 is located on the right side of the parking area in front of the building. This tree is in the late stages of decline and barely alive. I found several areas on the trunk that have Ganoderma mushrooms growing out of the trunk and the upper canopy has an abundance of deadwood.

I recommend removal of this tree in the near future.

Tree #2 is located at the rear of the building. An abundance of large surface roots are present throughout the tree's root zone. I found a small amount of pitch canker present in the upper canopy on the main stem, a moderate amount of interior deadwood throughout the canopy, and a multi-stem top at 25 feet. Overall, this tree has good vigor and fair form.

I recommend routine tree maintenance that should include removing deadwood, treating the tree to control pine pitch canker, and supplying regular intervals of irrigation to keep the tree healthy through the summer months.

Tree #3 is located along Foothill Expressway just outside the property line fence. Soil and other organic material cover the root crown of the tree. Overall, this tree has good form and vigor. I did not place an identification tag on this tree.

Conclusion

Tree #1 should be removed, as it is in the late stages of life and cannot be saved.

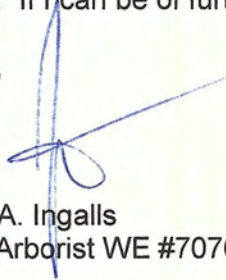
Tree #2 is in good health and would benefit from regular irrigation, deadwood removal, and treatment to control Pine Pitch Canker.

Tree #3 is located along Foothill Expressway just outside the property line. No work is needed at this time.

All tree work performed as a result of this report should be accomplished by a qualified licensed tree care professional.

I believe this report is accurate and based on sound arboricultural principles and practices. If I can be of further assistance, please contact me at my office.

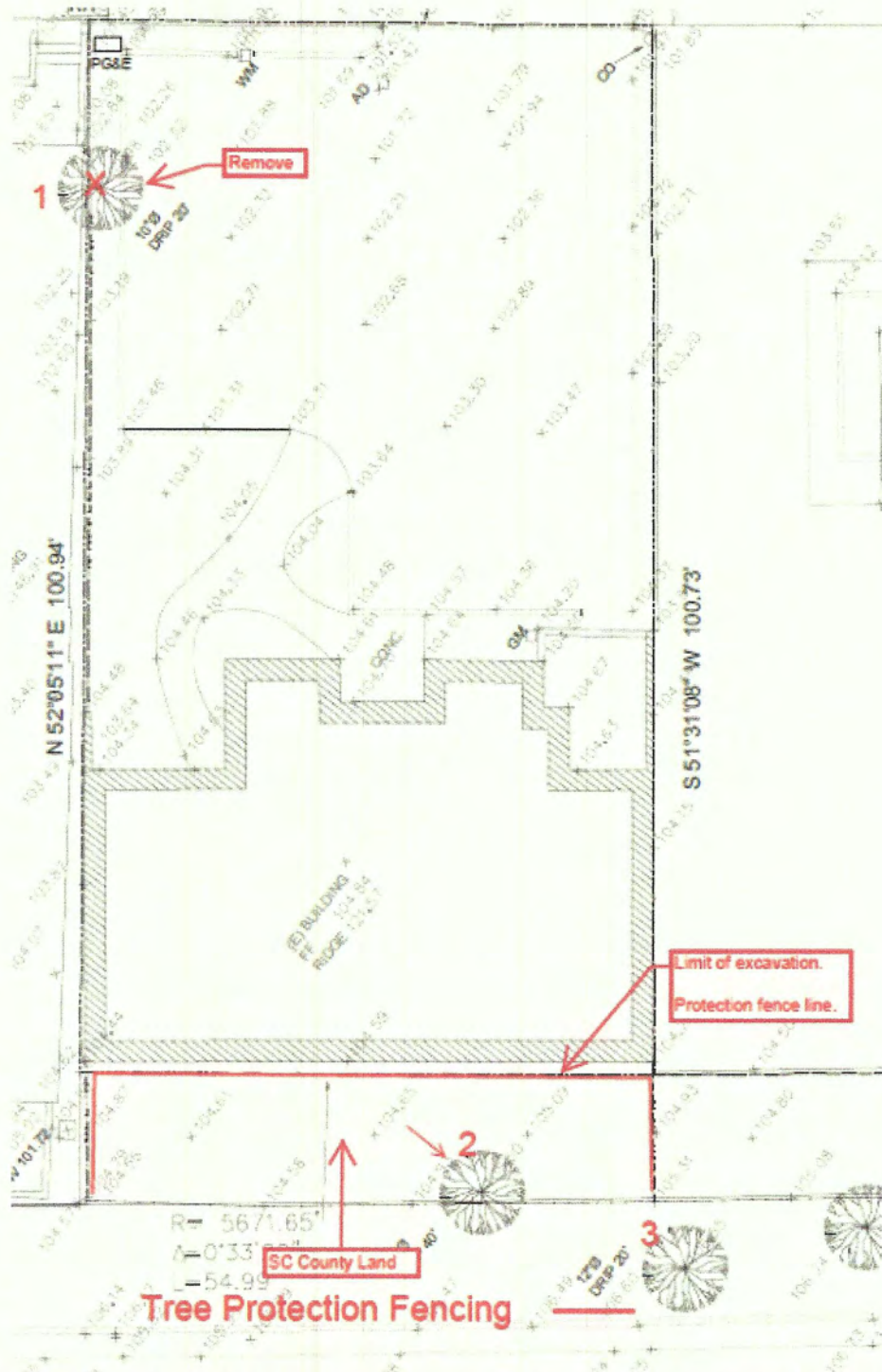
Sincerely,



Jeromey A. Ingalls
Certified Arborist WE #7076A

JAI:pmd





See tree numbers & fencing site plan (pdf) attached to email with this letter.



Mayne Tree Expert Company, Inc.

ESTABLISHED 1931

STATE CONTRACTOR'S LICENSE NO. 276793

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RICHARD L. HUNTINGTON
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SAN CARLOS, CA 94070-6311

TELEPHONE: (650) 593-4400

FACSIMILE: (650) 593-4443

EMAIL: info@maynetree.com

July 20, 2020

Mr. Abbie Bourgan
GreenTek Homes, Inc.
25875 Estacada Wy.
Los Altos Hills, CA 94022

Dear Mr. Bourgan,

RE: 440 1ST STREET, LOS ALTOS – PLAN REVIEW

At your request, on July 7, 2020, I reviewed the proposed construction plans dated January 18, 2019. The purpose of my review of these plans is to determine what impact the proposed construction would have on the trees that are to remain on the site during the project and how to protect the trees through the ongoing construction.

Limitations of this Letter

The following tree protection plan is based on my interpretation of the plans that were provided to me. I accept no responsibility for any misinterpreted portions of the construction project or if the provided plans for the project were changed without my knowledge after I received a copy.

The following letter is not a contract to become the site arborist or for any future inspections that might be needed. A separate contract would need to be established to perform the role of site arborist for this project.

Plan Review

During my review of the plans, I determined that the existing structure will be demolished and a new building with underground parking will be constructed on the site. **Tree #1** will be removed as part of the construction plan and **Trees #2** and **#3** will remain onsite.

Tree #2 will have roughly 15 percent of its root zone impacted by the proposed construction and **Tree #3** will not be impacted.

Excavation of the underground parking will take place approximately 12 feet away from the trunk of **Tree #2**. Tree protection fencing shall be established along the edge of the wall of excavation to reduce the impact to the tree roots and the health of the tree.

When work is being completed within the dripline of any protected tree, it is important to minimize the disturbance to the roots. Therefore, any excavations within the dripline of any protected tree should be accomplished by hand digging or use of compressed air tools. All roots less than 2 inches in diameter that are exposed during any excavation should be cut cleanly with hand pruners or loppers back to the wall of excavation nearest to the tree.

Any roots found that are larger than 2 inches in diameter should be left uncut and intact; the site arborist shall be contacted immediately. The roots in this area should be left untouched until the site arborist can identify, inspect, document, and make a final decision as to the root's fate.

Trenches should be filled as soon as possible to minimize the drying out of any exposed roots of the protected trees. If any trenches are to be left open for longer than 24 hours, then the wall of excavation that is closest to the protected trees shall be lined with 3 to 4 layers of burlap. These burlap layers shall be kept moist throughout the duration of the trench being open.

The lower limbs of this tree may need to be side pruned to provide adequate clearance for the construction project to proceed in a safe manner. All tree work performed as a result of this report should be accomplished by a qualified licensed tree care professional.

I believe this report is accurate and based on sound arboricultural principles and practices. If I can be of further assistance, please contact me at my office.

TREE PROTECTION SPECIFICATIONS

1. Establish a perimeter around the protected trees that follows the trees' driplines as closely as possible. This perimeter should consist of 6-foot tall chain link fencing supported by 1.5- to 2-inch diameter metal pipes. These support pipes shall be no more than 10 feet apart. This enclosed area is the Tree Protection Zone (TPZ) and should be off limits to workers, construction debris, and construction activities.
2. Temporary movable barriers, such as chain link fencing panels that are supported by cement blocks, can be used in place of fixed fencing in certain situations. Permission to use such panels will need to be discussed with the project arborist prior to installation. Once the location of these panels is established, they should not be moved closer to the tree without the consent of the Project Arborist or City Arborist.
3. To protect the health, structural integrity, and vigor of the protected trees and their roots,

DO NOT:

- a. Allow runoff or spillage of damaging materials into the area below any tree canopy.
- b. Store materials, stockpile soil, or park or drive vehicles within the TPZ.
- c. Cut, break, skin, or bruise roots, branches, or trunks without first obtaining authorization from the City Arborist.

- d. Allow fires under and adjacent to trees.
 - e. Discharge exhaust into foliage.
 - f. Secure cable, chain, or rope to trees or shrubs.
 - g. Trench, dig, or otherwise excavate within the dripline or TPZ of the trees without first obtaining authorization from the City Arborist.
 - h. Apply soil sterilants under pavement near existing trees.
4. When work is being completed within the dripline of any protected tree it is important to minimize the disturbance to the roots of the tree. Therefore, any excavations within the dripline of any protected tree should be accomplished by hand digging or use of compressed air tools.
 5. All roots less than 2 inches in diameter that are exposed during any excavation should be cut cleanly with hand pruners or loppers back to the wall of excavation nearest to the tree. Any roots found that are larger than 2 inches in diameter should be left uncut and intact; the site arborist shall be contacted immediately. The roots in this area should be left untouched until the site arborist can identify, inspect, document, and make a final decision as to the root's fate.
 6. Trenches should be filled as soon as possible to minimize the drying out of any exposed roots of the protected trees. If any trenches are to be left open for longer than 24 hours, then the wall of excavation that is closest to the protected trees shall be lined with 3 to 4 layers of burlap. These burlap layers shall be kept moist throughout the duration of the trench being open.
 7. When possible, any pipes or utility lines shall be kept outside the dripline of the protected trees or at least 10 times the trunk diameter of the protected trees. Tunneling or directional boring under the trees is an option, but should take place at least three feet below the surface of the ground.
 8. Any damage due to construction activities shall be reported to the Project Arborist or City Arborist within six hours so that remedial action can be taken.
 9. An ISA Certified Arborist or ASCA Registered Consulting Arborist may be required by the City to be retained as the Project Arborist to monitor the tree protection specifications. Should the builder fail to follow the tree protection specifications, it shall be the responsibility of the Project Arborist to report the matter to the City Arborist.
 10. Violation of any of the above provisions may result in sanctions or other disciplinary action.

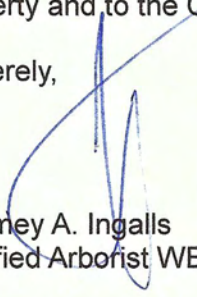
MONTHLY INSPECTIONS

Monthly inspections of the site, if required, should take place at intervals of approximately once every four weeks. At the time of each inspection, the site arborist shall complete a write-up that:

1. Describes the effectiveness of the protective measures.
2. Identifies any problems with the tree protection zones.
3. Provides any recommendations to promote general tree health.

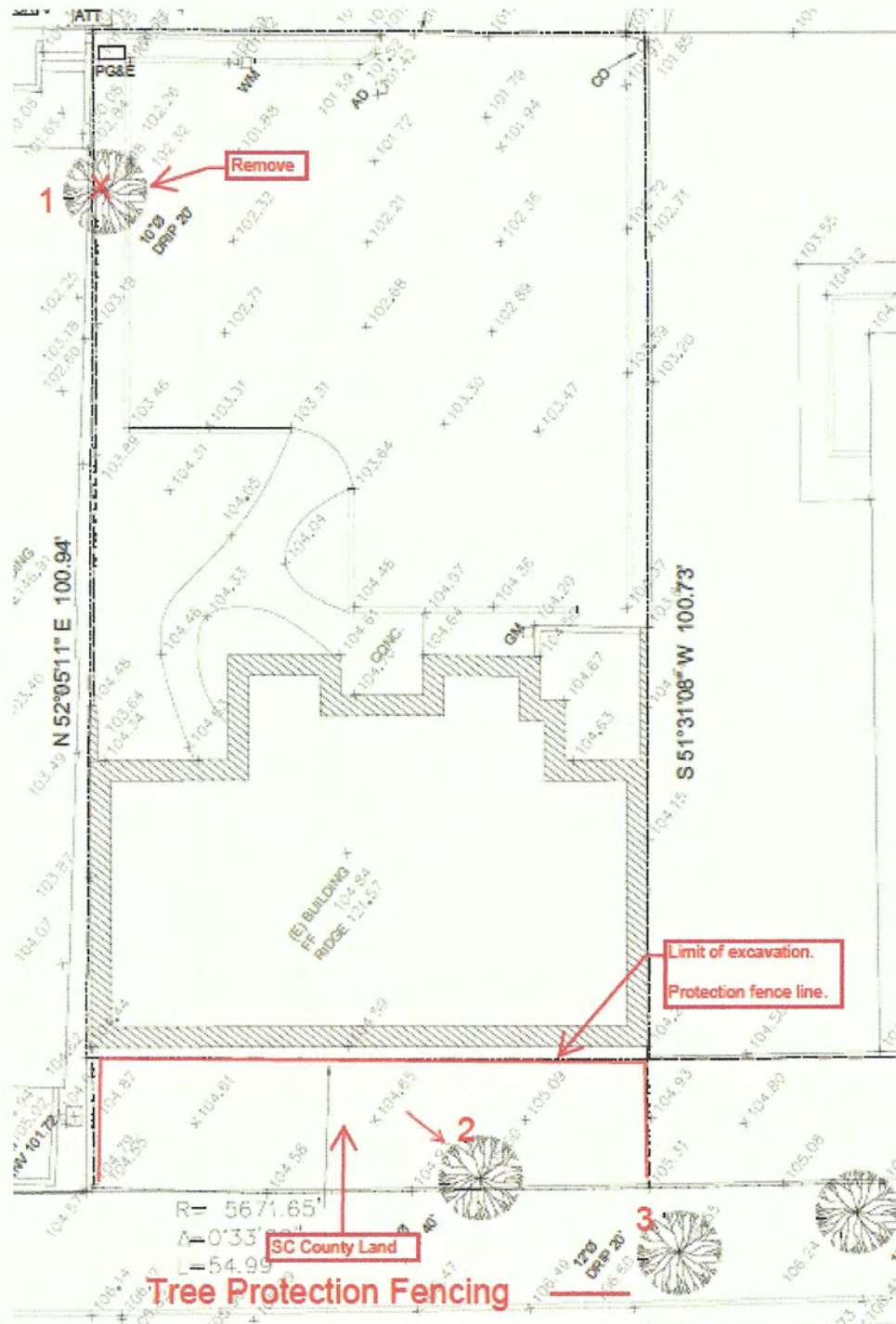
Copies of the monthly inspection write-ups should be provided to the owner of the property and to the City.

Sincerely,


Jerome A. Ingalls
Certified Arborist WE #7076A

JAI:pmd





See tree numbers & fencing site plan (pdf) attached to email with this letter.

ATTACHMENT B

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 440 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 ample glass and planting on the ground floor, 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 '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 housing options to the local market.

- 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 to the north at 396 First St, and a proposed project (with planning approval) to the south at 450 First St. The project has a parking garage similar to the 450 First St design, and massing and façade design which coordinates massing, colors and materials with the surrounding context.

- 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 a generous lobby entry and landscaping and is broken up both horizontally (trellises and balconies) and vertically (a vertical gabled element over the entry lobby and matching 'book-end' over the ramp entry). This creates a sense of base/middle/top and helps break down the building mass and relate it to the human scale. The roof deck also will include planting boxes and feature warm wood cladding, which will further harmonize the structure with the natural environment.

- 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 materials such as manufactured stone (quartz), stucco, composite metal panels and wood. The palette is meant to harmonize with the '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 roof deck level 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 entry, and the streetscape. Trellises with vines will create further greenery close to the ground between the first and second floor. 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 elevation. 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, the current plan is to hide utilities at grade (such as the backflow preventor) wherever possible submerged in the garage area or behind landscaping (the gas meters).

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 left of the garage ramp and fully screened behind landscaping. 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 3 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 a main-entry awning, trellises, upper-level balconies etc.

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 building is less than 75' wide, but the 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 roof-deck

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. Substantial landscape in the front setback.
3. Grade-level Lobby entry facing the street.
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, revaluation 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. In Coordination with a future crosswalk across First St side, Engineering Department recommended that the existing crosswalk remain in its current location.
 2. All dedicated residential parking has been moved into an underground garage.
 3. Street parking has been maintained with the proposed design from the existing conditions at the site currently, which has a curb cut of similar width to the one we are proposing into the garage.
 4. Substantial improvements will be made to the First St frontage including a new sidewalk, plantings along the sidewalk, (please see landscape siteplan).
- 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 a waterfall art feature / sculpture in the front setback, planting areas, etc.

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 min 10' from the property line. Substantial areas are setback 12' for added softscape integration 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 lobby, balconies, trellises all accomplish this

- d) The main focal point is the Entry Awning which is at an appropriate scale to the lobby and residential bldg. design
- e) Stucco, quartz (manufactured 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) Balcony railings, trellises, all provide finer detail to the design
- h) See landscape plan for First St side, 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 to other commercial properties (the proposed condo to the south and the existing residential building 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: We have asked the County for permission to plant trees and shrubs along the Foothill side of the property. The County has rejected the request once and has not been responsive to additional requests, the applicant will continue to pursue them. There are no planter areas in the public right of way on the First St side, however we are planting 3 trees in front along the sidewalk. 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 Entry Awning. We anticipate working with the City to assure its compliance with the DCD signage guidelines.

Los Altos Municipal Code Section 14.52.050 (C) (2) Lighting

Response: The proposed project at 440 1st Street shall include the minimum amount of exterior lighting required in order to meet California Building Code. Where required, warm white (under 3000 Kelvin) diffuse lighting of lowest compliant intensity shall be used. All ceiling lights shall be recessed. Exterior balcony lights, if any, shall be controlled by timers forcing them to turn off after one hour if left on.

All interior lights visible from the outside shall be recessed in the ceiling with diffuse illumination and warm color.

The roof-top patios will incorporate vacancy-sensing (auto-shut-off) warm diffuse LED strip lights, pointing downward under the solar panels. The illuminance shall not exceed 21 Lux, or 1000 lumens per patio.

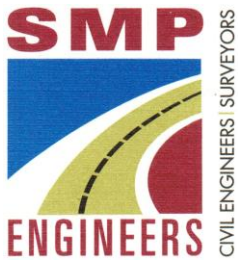


NEW DEVELOPMENT CLIMATE ACTION PLAN CHECKLIST

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.

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	<input type="radio"/> 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	<input type="radio"/> N/A
<input 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	<input type="radio"/> 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	<input type="radio"/> 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	<input checked="" type="radio"/> Yes	No	N/A
2.2 Increase Energy Efficiency				
<input checked="" type="checkbox"/> Install higher-efficiency appliances.	All new construction	<input checked="" type="radio"/> Yes	No	N/A
<input checked="" type="checkbox"/> Install high-efficiency outdoor lights.	All new construction	<input checked="" type="radio"/> Yes	No	N/A
<input type="checkbox"/> Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.	All new nonresidential construction	Yes	No	<input type="radio"/> N/A

Best Management Practice	Applicable to	Project Compliance		
3.1 Reduce and Divert Waste				
<input checked="" type="checkbox"/> Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	Yes	No	N/A
3.2 Conserve Water				
<input checked="" type="checkbox"/> Reduce turf area and increase native plant landscaping.	All new projects	Yes	No	N/A
3.3 Use Carbon-Efficient Construction Equipment				
<input checked="" type="checkbox"/> 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				
<input checked="" type="checkbox"/> Create or restore vegetated common space.	Projects over 10,000 sq ft	Yes	No	N/A
<input checked="" type="checkbox"/> Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 sq ft	Yes	No	N/A
<input type="checkbox"/> Plant at least one well-placed shade tree per dwelling unit. (There's space for 3 trees only)	New residential projects	Yes	No	N/A



ATTACHMENT B

October 24, 2021

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

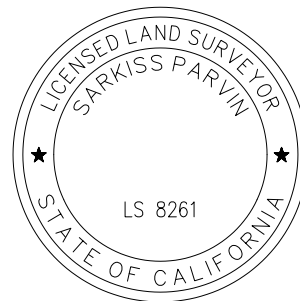
Reference: Certification of Story Pole for the new building at 440 First St.,
Los Altos, CA

I hereby certify that I performed a field inspection of the story poles erected at 440 First St., Los Altos. The story poles substantially conform with the plans Submitted by Platform LLP, dated 09/21/21, as to heights and locations as shown thereon.

Should you have any questions, please call our office at your convenience.

Very truly yours,

SMP ENGINEERS, a California Corporation

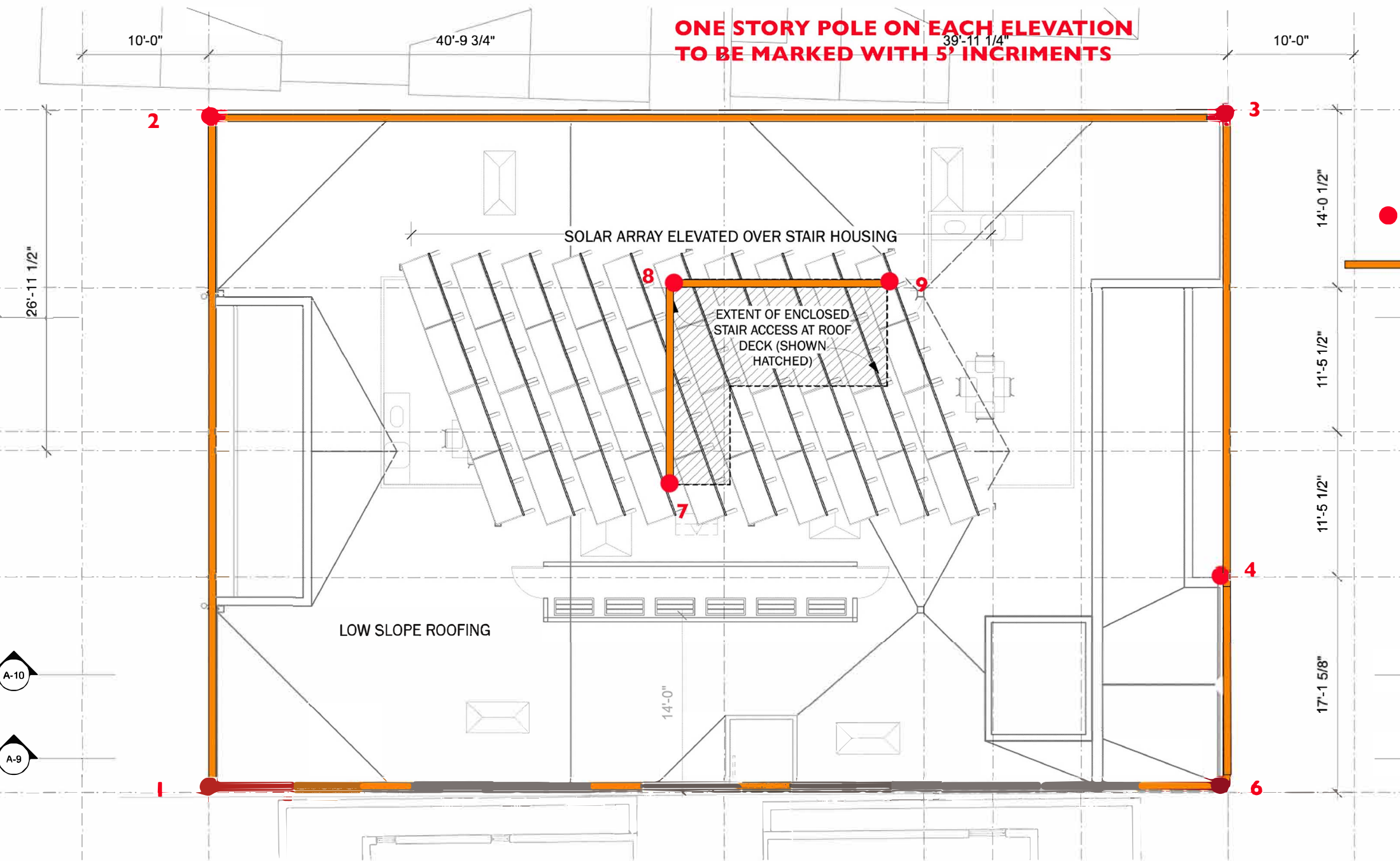


Sarkiss Parvin, PLS 8261

**ONE STORY POLE ON EACH ELEVATION
TO BE MARKED WITH 5' INCRIMENTS**

LEGEND:

- **STEEL STROY POLE**
- **STRING LINES WITH 9"X12" PENNANT FLAGS.**
- **DUE TO HEIGHT/SAFETY, 24'MESH CANNOT BE USED**



The undersigned (applicant/owner) agrees to indemnify and hold the City of Los Altos 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 per this plan.

Abbie Bourgan
Abbie Bourgan, Trustee-Bourgan Family Trust

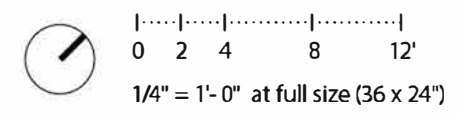
PLATFORM
architecture / planning / research

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The designs and concepts shown are the sole property of Platform. The drawings may not be used except with the expressed written consent of Platform

440 FIRST ST
Los Altos, California

APPROVED

PLANNING DIVISION
FILE NO. D20-0004
BY *Alan Edm*
DATE 10/27/21



09/07/2021 STORY POLE PLAN
California Story Poles, Inc.

Roof Plan **A-5**

* Building height measured from average grade along all four property lines to top of roof structure

MATERIALS LEGEND

#	Material/Color
1	Smooth Stucco - BM Evening White' Color (or TBD)
2	Steel roll up security gate at bottom of ramp - See Bldg Section A11
3	Dark Bronze Metal Finish Metal Railing
4	Dark Bronze 'Aluminum Composite Material' (ACM) panels
5	Aluminum Windows and Doors
6	Composite Wood Stair Enclosure at Roof
7	Exterior Decorative Light Fixture
8	Quartz Stone Veneer
9	Dark Bronze Standing Seam Metal Roof
10	Elevator Overrun +/- 48" above perimeter parapet height
11	Downspout draining metal roof at gable and shed over balcony
12	Smooth Stucco, color to match dark bronze ACM panel

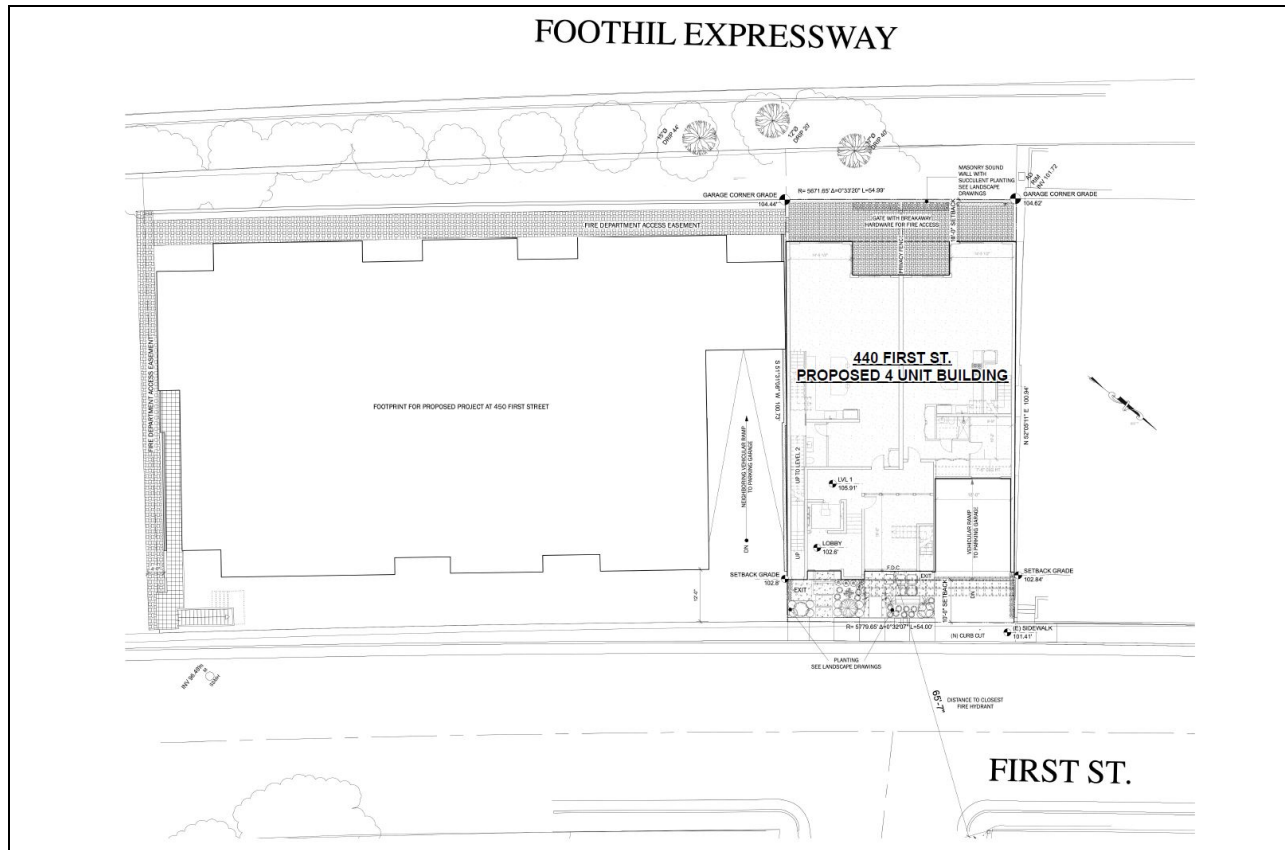


LETTER OF INTENT FIRE SERVICE ACCESS EASEMENT

Subject to a definitive and recordable Grant of Fire Service Access Easement acceptable by the Santa Clara Fire Department (SCFD), DD 1st Street Group LLC (GRANTOR) owner of 444-450 1st Street, Los Altos, agrees to grant an access easement to SCFD, for the benefit of the adjacent property at 440 1st Street, Los Altos, CA 94022, owned by Bourgan Family Trust (GRANTEE).

Prior to the grant of easement, GRANTEE shall deposit \$35,000 (Thirty Five Thousand Dollars) in an escrow account (escrow holder TBD), which shall be transferred to GRANTOR upon recordation of the easement document at the County of Santa Clara Recorder's Office.

The hatched areas on the plan below depict the access corridor along the southeast and the rear of the GRANTOR's property, connecting to the rear of Grantee's property though an SCFD accessible gate.



GRANTOR:

DD 1st Street Group LLC
DocuSigned by:

Mark Yazdani

Mark Yazdani, Manager

Date: 1/13/2021

GRANTEE:

Bourgan Family Trust

Abbie Bourgan

Abbie Bourgan, Trustee

Date: 1/8/2021

LETTER OF INTENT

FIRE SERVICE ACCESS EASEMENT

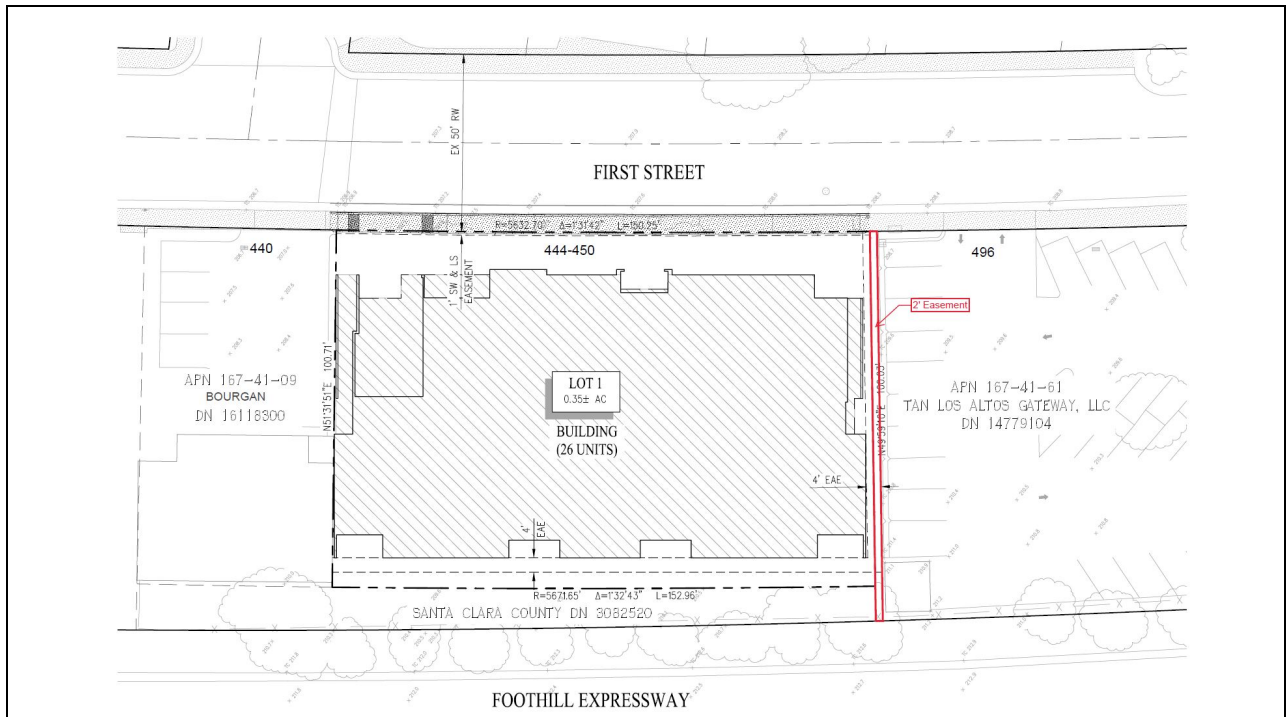
Subject to a definitive and recordable Grant of Fire Service Access Easement acceptable by the Santa Clara Fire Department (SCFD), Tan Los Altos Gateway, LLC (GRANTOR) owner of 496 1st Street, Los Altos, agrees to grant a perpetual two-foot wide, nonexclusive access easement to SCFD, for the benefit of property located at 440 1st Street, Los Altos, CA 94022, owned by Bourgan Family Trust (GRANTEE).

Prior to the grant of easement, GRANTEE shall deposit \$15,000 (Fifteen Thousand Dollars) in an escrow account with First American Title Company, which shall be transferred to GRANTOR upon recordation of the easement document at the County of Santa Clara Recorder's Office.

Grantee shall pay all Escrow, title and closing costs.

It is expressly understood by both parties that this proposal is not a binding agreement between Grantor and Grantee, but is intended only to outline the basic business terms and conditions under which the parties would consider entering into an agreement.

The areas outline below depicts the access corridor along the northwest line of GRANTOR's property.



GRANTOR:
Tan Los Altos Gateway, LLC

DocuSigned by:

Jeff Tan

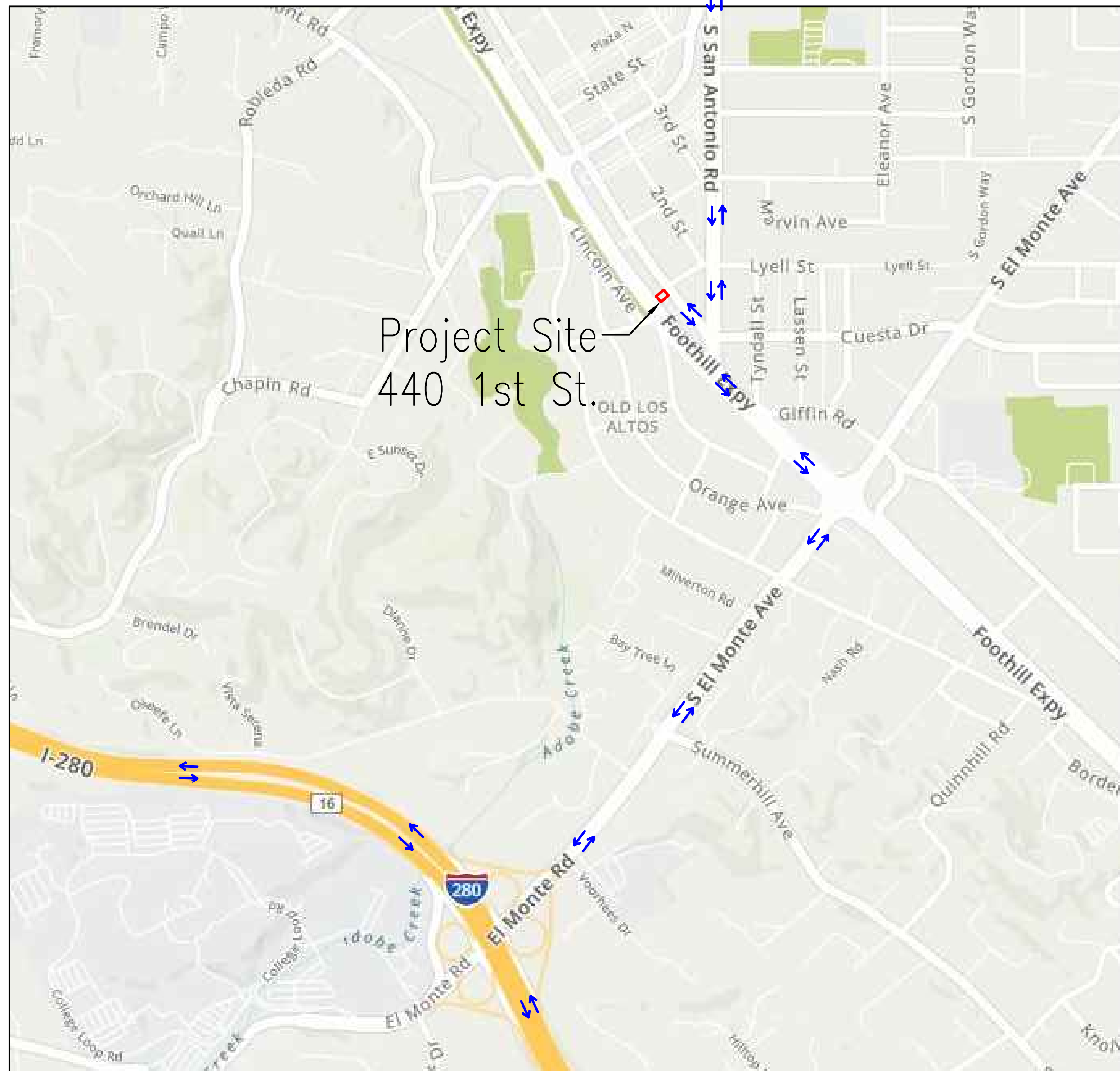
876B1F7EDE047C...

Joseph Tan, President
VP, Real Estate
Date: 2/23/21

GRANTEE:
Bourgan Family Trust

A. Bourgan

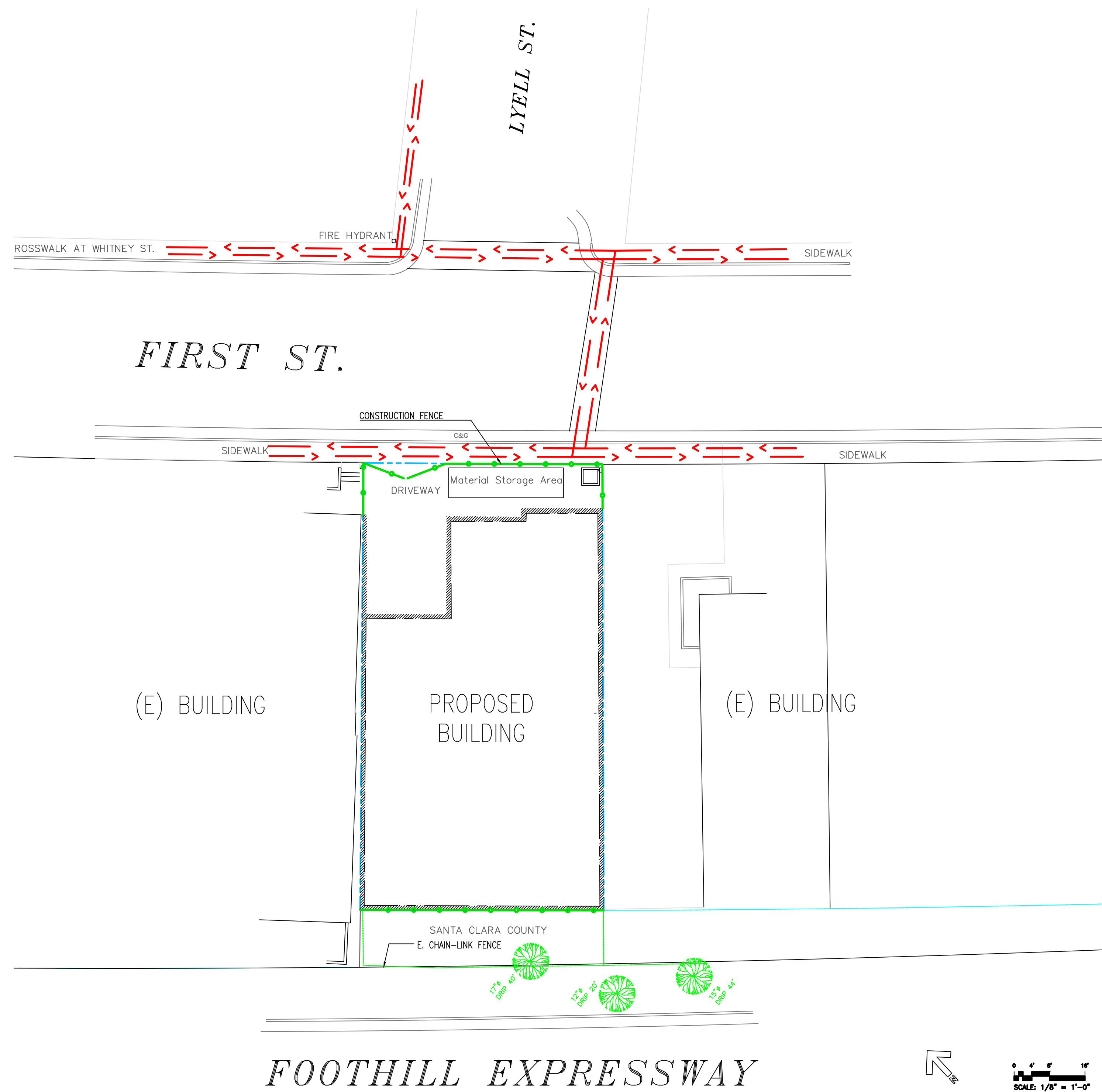
Abbie Bourgan, Trustee
Date: 2-2-2021



TRUCK ROUTING MAP

LEGEND

- Truck Route
- Project Site



NOTES

1. Construction vehicles shall park off-street at TBD location.

LEGEND

- Property Line
- Construction Fence
- Pedestrian Path
- Sanitation

650-492-4087
www.GreenTekCo.com
Lic. 936918

440 First Street
Los Altos, CA 94022

OWNER

MARK	DATE	DESCRIPTION

PROJECT NO: -----
CAD DWG FILE: CMP1 CONSTRUCTION MANAGEMENT PLAN.DWG
DRAWN BY: AB
CHK'D BY: -
COPYRIGHT: GreenTek Homes, Inc.

CONSTRUCTION MANAGEMENT PLAN



Abbie Bourgan

CLIENT:

440 1st St. Los Altos, CA

PROJECT ADDRESS:

SHEET TITLE:

GENERAL NOTES

REV: DATE: REV0 12/12/2020

SCALE:

DRAWN BY: A.M

JOB NO: TEH73

SHEET NO:

CONSTRUCTION NOTES:

GENERAL NOTES IN THIS PAGE SHALL BE APPLYING TO ALL STRUCTURAL FEATURES UNLESS OTHERWISE SHOWN OR NOTED.

- 1. All work shall be performed in conformance with the 2019 California Building Code (CBC2019).
2. Structural drawings, as part of contract documents, indicate information sufficient to convey design intent.
3. Details and schedules indicated as "typical" may not be specifically referenced on drawings.
4. Conditions shown as existing are based on information provided to structural engineer when drawings were prepared.
5. The drawings schematically indicate existing and new construction.
6. Framing conditions not specifically shown shall be framed in accordance with the "Conventional Construction" requirements of CBC.
7. shop drawing submittals:
7.a. contractor shall review for completeness and compliance with contract documents and stamp shop drawings documenting this review prior to submission.
7.b. submit shop drawings to architect (structural engineer) for review.
7.c. shop drawings are not a part of contract documents, and review is for general conformance with design intent only.
7.d. submit shop drawings and calculations to governing code authority when specifically indicated or requested.
8. the cad drawing files are the property of the structural engineer and will not be released to the contractor or subcontractor for their use.
9. submit deferred submittal items to the architect and the structural engineer for review.
9.a. cold formed metal stud system, exterior and interior
9.b. design-build stairs
9.c. structural precast framing members
9.d. prefabricated wood trusses
9.e. pre-manufactured floor and roof joists
10. unless otherwise shown or noted, follow manufacturer's installation recommendations for all structural products used on this project.
11. contractor shall inform the designer of any all modifications to the drawings as required and/or required by inspector and/or any governing agency.
12. contractor agrees that he shall assume sole and complete responsibility for the job site conditions during the course of construction of this project, including safety of all persons and property;
13. any opening, holes, cuts or discontinuities not shown on the structural drawings and extending into or through structural elements require the prior approval of the engineer, and may require special structural detailing.
14. contractor shall be responsible for locating all underground utilities.
15. drainage systems, waterproofing and piping are not part of the structural plans and shall be designed by others as requires.

STRUCTURAL STEEL

- 1. Steel shapes shall conform to the following (U.N.O.):
1.a. Wide Flanges ASTM A992, GR.50
1.b. Miscellaneous shapes ASTM A36 (i.e. channels, angles, etc)
1.c. Standard, Extra strong pipe ASTM A53 GR.B
1.d. Hollow structural sections (HSS) Square or rectangular ASTM A500 GR.B (Fy = 42 ksi) Round ASTM A500 GR.B (Fy = 46 ksi)
1.e. Plates, bars ASTM A36 Except as in moment frames which shall be ASTM 992 GR.50
2. All bolts shall conform with ASTM A307 except for steel-to-steel connections which shall conform with ASTM A325N.
3. All work shall be performed in accordance with the latest edition of AISC specifications for design, fabrication and erection of structural steel for buildings.
4. Welding shall conform with the latest edition of the AWS specifications.
5. All steel members connecting to or supporting wood framing shall have 5/8" diameter threaded studs at 24-inches on center typ. U.N.O., attached with a 3/16" fillet weld all around (min).

CONCRETE

- 1. all concrete work to conform to cbc chapter 19.
2. perform concrete work in compliance with aci 301.
3. provide normal weight aggregates of natural sand and rock complying with astm c33 (aggregate size).
4. provide portland cement conforming to astm c150, type ii. do not use concrete or grout containing chlorides.
5. provide normal weight concrete(145 (pcf) with proven shrinkage characteristics not to exceed 0.05% for foundation, 0.045%for conventionally reinforced

slabs/beams, walls and columns, and 0.04% for post-tensioned slabs/beams, attaining minimum compressive strengths at 28 days (Fc) as follows, unless noted otherwise

- 5.a. continuous footings 3000 psi
5.b. spread footings 3000 psi
5.c. slabs on grade 3000 psi
6. slump not to exceed 4 (+/- 1) inches. for slab on grade, walls, slab on metal deck and suspended slabs, slump not to exceed 4" (+0", -1") inches.
7. provide keys in construction joints unless detailed otherwise.
8. the location and protection of existing utilities is the responsibility of the contractor.
9. pipe or ducts exceeding one-third the slab or wall thickness shall not be placed in structural concrete unless specifically detailed.
10. pipes may pass through structural concrete in sleeves, but shall not be embedded therein.
11. maintain concrete above 50 degrees fahrenheit and in a moist condition for a minimum of 7 days after placement unless otherwise accepted by structural engineer.

REINFORCING STEEL

- 1. Provide reinforcing steel and reinforcing steel to be welded complying with ASTM A706.
2. Lap reinforcing steel at splices to the following minimum lengths, unless noted otherwise (applicable to 3,000 psi, normal weight concrete only):
Bar size top bars other bars Bar size top bars other bars
#3 2'-4" 1'-10" #8 7'-9" 6'-0"
#4 3'-1" 2'-5" #9 8'-9" 6'-9"
#5 3'-11" 3'-0" #10 9'-10" 7'-7"
#6 4'-8" 3'-7" #11 10'-11" 8'-5"
#7 6'-9" 5'-3"

"Top bars" are horizontal bars with more than 12 inches of concrete cast below bars. "Other bars" are horizontal bars with less than 12 inches of concrete cast below bars and all vertical bars.

- 3. Minimum clear distances between reinforcing steel, including spliced reinforcing steel, shall be 1" or 1 bar diameter, whichever is greater.
4. Minimum concrete coverage: maintain the following minimum clear distances between reinforcing steel and face of concrete unless noted otherwise:
slabs on grade center of slab
concrete below grade, formed 2"
concrete below grade, unformed 3"
5. Chairs or spacers for reinforcing shall be plastic or plastic coated when resting on exposed surfaces.
6. Install all inserts, bolts, anchors, and reinforcing bars and securely tie prior to placing concrete.

ANCHOR BOLTS

- 1. anchor bolts shall be A307 steel, with an actual diameter of 5/8" and shall be 12" long minimum.
2. Each anchor bolt shall be attached to mud sill plate with an steel plate washer of 3"x3"x0.25".
3. Maximum spacing is 48" o.c. unless noted otherwise.
4. Anchor bolts shall be minimum of 6", but no more than 12" from each end of the sill plate.
5. Anchor bolts may be substituted by epoxy anchors of equal diameter, and installation shall follow approved ESR report.

HOLD-DOWNS

- 1. Holddown locations shall not be scaled off of the foundation plans.
2. For all holddown installations, contractor shall refer to manufacturer's specifications for embedment, extra rebar, coverage and other requirements.

EPOXIED ANCHORS

- 1. Where epoxied anchors (reinforcing bars or all-threaded rods) are called for in the structural drawings, the epoxy used shall be the Simpson AT-XP [ESR-2508].
2. Only non-rebar-cutting drill bits shall be used to drill holes in existing concrete.
3. Drill holes shall be cleaned of concrete dust and debris using either a nylon brush and a vacuum, or a nylon brush and oil-free compressed air.
4. Minimum distance from center line of bolts embedded in epoxy grouted holes to edge of existing concrete shall be 2 1/2".

ROUGH CARPENTRY

- 1. Provide WCLIB or WPPA grade marked Douglas Fir structural lumber.
2. Provide structural lumber of the following classifications and grades unless noted otherwise:
MEMBER GRADE
Rafters and joists No. 2
4x beams, headers and stringers No. 1
Beams, headers and stringers larger than 4x No. 1
Posts No. 1
Wall stud and plates No. 1
Blocking Stud Grade
3. Treat structural lumber bearing on concrete or masonry with preservative complying with CBC 2303.1.8

connectors per ASTM A123 at preservative treated and fire treated structural lumber. Exception: Per CBC 2019, 2304.9.5.1, plain carbon steel fasteners in SBX/DOT and zinc borate preservative-treated wood in an interior, dry environment shall be permitted.

- 4. Preservative treat all structural lumber in compliance with IBC 2303.1.8.
5. All nails, unless indicated otherwise, are common nails with dimensional properties complying with AF&PA NDS Table L4 and ASTM F1667.
6. Provide wood hardware connectors as manufactured by Simpson Strong-Tie Company, Inc.
7. Do not cut or notch structural lumber unless specifically detailed or indicated.
8. Provide holes for bolts 1/32" to 1/16" larger than nominal bolt diameter.
9. Re-tighten bolts prior to application of sheathing, plaster, etc.
10. Provide lateral support for beams, rafters and joists as stipulated in CBC 2308.8.5.
11. Wood studs:
11.a. Top plate of stud walls shall be 2 pieces same width as studs.
11.b. Provide stud wall bracing in compliance with CBC 2308.9.3 in stud walls not plywood sheathed.
11.c. Provide fire blocks in compliance with CBC 718.
11.d. Notch or bore holes in wood studs in compliance with CBC 2308.9.10 and 2308.9.11.
11.e. Provide double joists under partitions which are parallel to joists and provide solid full depth blocking under partitions which are perpendicular to joists.
12. Mud sill, wood in direct contact with concrete and other members located within 8" of finish grade shall be pressure treated Douglas Fir Larch.

ENGINEERED WOOD

- 1. Engineered lumber, including TJI prefabricated wood joists (ICC-ESR-1153), TJI rim board (ICC-ESR-1387), timberstrand LSL (ICC-ESR-1387), Microllam LVL (ICC-ESR-1387), and Parallam PSL (ICC-ESR-1387), shall be by Weyerhaeuser or approved equal.
2. Parallel Strand Lumber (PSL) shall be 2.0E Parallam PSL and have the following minimum allowable design stresses:
E = 2,000,000 psi
Fb = 2,900 psi
Fv = 290 psi
Use Wolmanized Parallam in areas subject to moisture.
3. Laminated Veneer Lumber (LVL) shall be 2.0E Microllam LVL and have the following minimum allowable design stresses:
E = 2,000,000 psi
Fb = 2,600 psi
Fv = 285 psi
4. Laminated Strand Lumber (LSL) shall be 1.55E Timberstrand LSL and have the following minimum allowable design stresses:
E = 1,550,000 psi
Fb = 2,325 psi
Fv = 310 psi

SHEATHING

- 1. Provide plywood complying with DOC PS 1 and classified as Exposure 1.
2. Roof sheathing shall be 15/32" APA with a span rating of 24/0, unblocked, w/ 10d common nails @ 6" o.c. edge & boundary nailing and 10d common nails @ 12" o.c. field nailing.
3. Floor sheathing shall 23/32" APA rated Sturd-I-Floor with min. span rating 24, unblocked (U.N.O.).
4. Unless otherwise specified in a shearwall schedule or on the drawings, all exterior walls shall be covered by sheathing of 15/32" APA CDX 1 with span rating 24/0 exposure 1, nailed with 10d @ 6" o.c. panel edges and @ 12" o.c. field.
5. OSB sheathing is not acceptable for floor sheathing.
6. Floor and roof sheathing panels shall not be less than 24" inches wide, unless all edges are solidly blocked.
7. Floor and roof sheathing shall be installed with the face grain perpendicular to framing members below, stagger the adjacent panels by 4 feet.
8. The sheathing panels shall be installed such that there is an 1/8" gap between panel edges to allow for possible swelling and/or expansion.
9. Observation visits to site by field representatives of architect and structural engineer do not include review of construction means and methods or special and continuous inspections.

DRAWING INDEX:

Table with 2 columns: S1 S2, GENERAL NOTES TEMPORARY SHORING PLAN

PARTIAL STRUCTURAL DESIGN DATA

- 1. SEISMIC DATA NOT APPLICABLE
2. WIND DATA NOT APPLICABLE
3. LIVE & DEAD LOADS NOT APPLICABLE

GEOTECHNICAL DATA:

2019 CBC TABLE 2304.10.1

Table with 4 columns: Description, Quantity, Unit, Note. Categories include ROOF, WALL, FLOOR.

SHEAR WALL SCHEDULE:

Table with 7 columns: MARK, SHEATHING, EDGE NAIL, SHEAR TRANSFER, SILL PLATE ANCHORS, ALLOWABLE SHEAR(p/ft).

SHEAR WALL NOTES:

- 1. Contractor shall review all typical shear wall connection details prior to start construction.
2. Shear wall sheathing shall be 15/32" cd, cc or better plywd.
3. Typical fasteners: 10d common unless otherwise noted.
4. ltp4 can be used instead of a35 shear clip.
5. Framing: 2x d.f. typ. @ 16" o.c.
6. Framing at adjoining panel edges shall be 3" nominal or wider and nail shall be staggered.
7. End nail studs to sill plate with (2) 20d box nail instead of (2) 16d common nails.
8. If new anchor bolts "required at existing foundation, provide 5/8" x min. 12" embedment into existing concrete.
9. Contractor to verify the existing plywood edge nailing, type of plywood used and spacing on existing anchor bolts in field.
10. Special inspection by inspector required for hold down installation into existing foundation.
11. Special inspection is required for structural wood shear wall components with nail spacing closer than 4" oc per cbc 1705.11.2.

HOLD-DOWN SCHEDULE:

Table with 4 columns: TYPE, SDS CSREWS IN WOOD POST, ANCHOR BOLT IN NEW FOUNDATION, ANCHOR BOLT IN NEW FOUNDATION.

HOLD-DOWN NOTES:

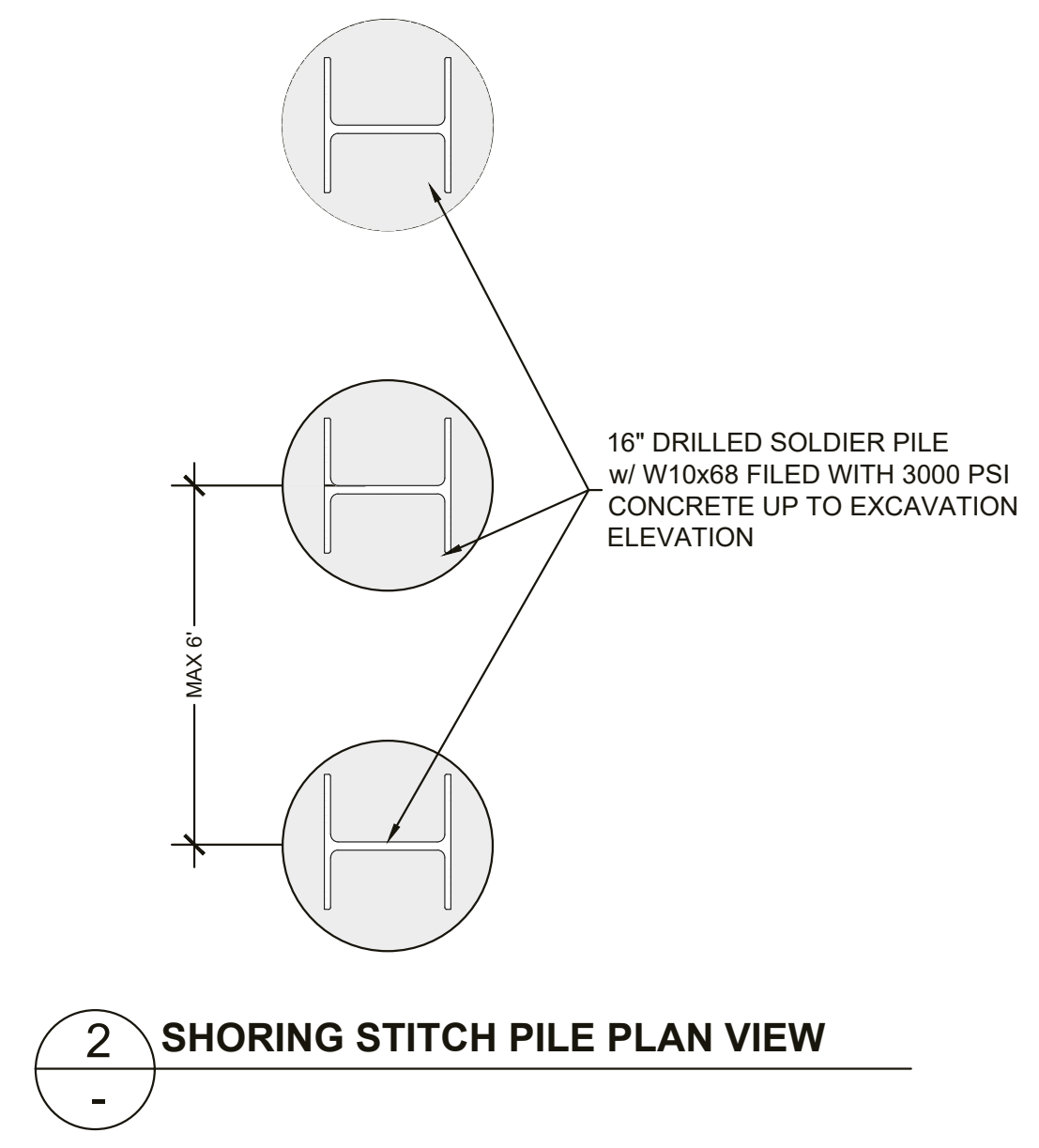
- 1. All holddown anchor bolts in existing concrete foundation shall be embedded in epoxy grout drilled holes.
2. The epoxy used shall be the simpson at-xp.
3. Minimum distance from center line of bolts embedded in epoxy grouted holes to edge of existing concrete shall be 2 1/2".
4. All hold-downs should be connected to min. 3" thickness member.

ABBREVIATION:

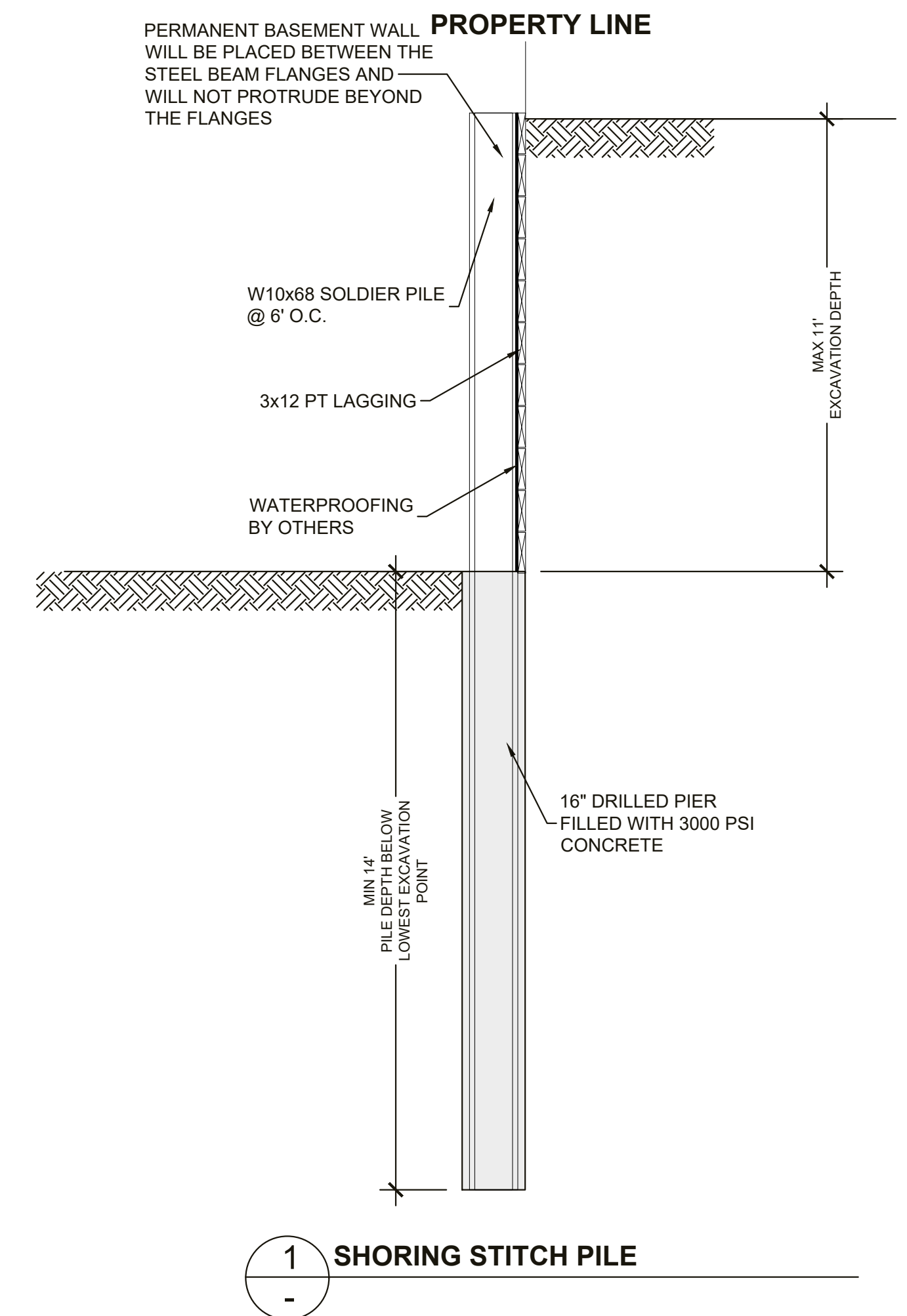
Table with 2 columns: Abbreviation (E.N., B.N., P.T., E, N, S.S.W, S.W.S, O.C, A.B, U.N.O, B.T.W, S.W, S.A.D, C.S.B, E.M.B, MAX, MIN, T&B, N.T.S, S.O.G), Description (EDGE NAILING, BOUNDRY NAILING, PRESSURE TREATED EXISTING NEW, STEEL STRONG WALL SHEAR WALL SCHEDULE OF CENTER ANCHOR BOLT UNLESS NOTED OTHERWISE, SHEAR WALL, SEE ARCHITECTURAL DRAWING CONTINUOUS STEEL BAR EMBEDMENT, MAXIMUM MINIMUM, TOP AND BOTTOM NOT TO SCALE, SLAB ON GRADE)

SHORING PLAN NOTES:

- * ALL EXCAVATION MUST CONFORM TO APPLICABLE OSHA AND CAL-OSHA REQUIREMENTS. CONTACT CALIFORNIA DEPARTMENT OF OCCUPATIONAL SAFETY AND HEALTH (DOSH) FOR INFORMATION ABOUT REQUIRED PERMITS. DOSH LOCAL OFFICE: 510 794 2521. PRIOR TO EXCAVATION, THE EXCAVATION CONTRACTOR SHALL SUBMIT PROOF, TO THE TOWN BUILDING INSPECTOR, THAT SHOWS HE OR SHE HAS RECEIVED SUCH A PERMIT.
- * THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE OWNERS OF ADJOINING BUILDINGS ADVISING THEM THAT THE EXCAVATION IS TO BE MADE AND THAT THE ADJOINING BUILDINGS SHOULD BE PROTECTED. SAID NOTIFICATION SHALL BE DELIVERED NOT LESS THAN 10 DAYS PRIOR TO THE SCHEDULED STARTING DATE OF THE EXCAVATION. PROTECTION OF STRUCTURES NEAR CUTS SUCH AS THE EXISTING RESIDENCE AND NEIGHBORING RESIDENCES SHOULD BE THE RESPONSIBILITY OF THE CONTRACTOR.
- * PROPER MONITORING AND UNDERTAKING A PRE-CONSTRUCTION SURVEY WITH BENCHMARKS AND PHOTOGRAPHS OF THE ADJACENT PROPERTIES SHOULD BE PROVIDED BY CONTRACTOR TO ASSURE THAT THE PROPOSED RETAINING WALL EXCAVATION ALONG THE ADJACENT EXISTING RESIDENCE DOES NOT DAMAGE/DISTRESS THE EXISTING PROPERTY.
- * THE SOIL REPORT IS DONE BY ROMIG ENGINEERS REPORT 4332-1, DATED MARCG 2018, PHONE # (650) 591-5224. ROMIG ENGINEERS SHALL BE RETAINED TO PROVIDE OBSERVATION AND TESTING SERVICE DURING THE SHORING/EXCAVATION PHASE OF CONSTRUCTION PER SOIL REPORT RECOMMENDATIONS AND THAT INSPECTION AND TESTING. SHORING PLANS AND CALCULATION SHALL BE REVIEWED BY ROMIG ENGINEERS PRIOR TO PERMIT ISSUE.



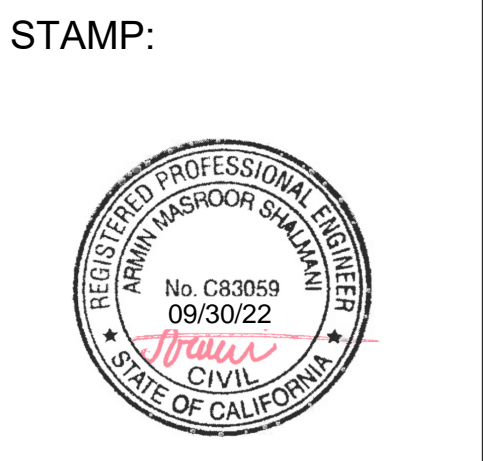
2 SHORING STITCH PILE PLAN VIEW



1 SHORING STITCH PILE



CUT SLOPE TO THE FRONT
 →
 slope per OSHA as determined by contractor's competent person.



CLIENT:
Abbie Bourgan

PROJECT ADDRESS:
440 1st St.
Los Altos, CA

SHEET TITLE:
TEMPORARY SHORING PLAN

REV: DATE:
REV0 12/12/2020

SCALE:
DRAWN BY: A.M
JOB NO: TEH73
SHEET NO:

ATTACHMENT B

JUSTIFICATION FOR ELEVATED SOLAR PANELS

440 1ST Street, Los Altos

Based on the size and number of condominium units in the building, it is estimated that a 14KW PV system will be required. Based on the average output of currently available panels, 39 panels will be needed. The following factors limit the placement and quantity of the panels at the roof level.

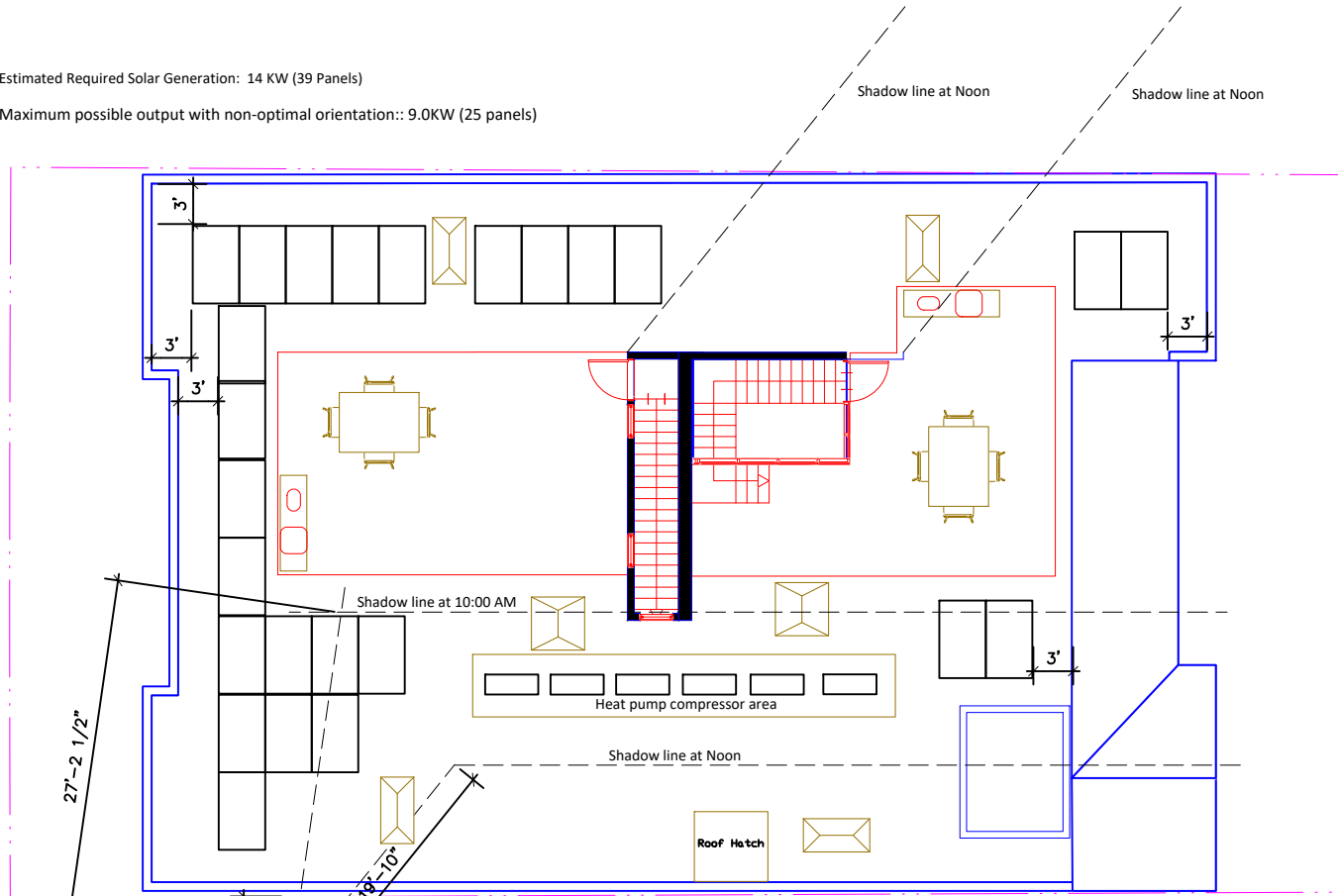
1. The Fire Department requires 3' of space along the roof edge. They may also impose additional restrictions upon design review.
2. The heat pump compressors need to be around 14' from the property line (due to audible noise), forcing them to be placed on the southeast side of the roof, as shown.
3. The adjacent building at 450 1st is 11' higher than the roof level, casting a shadow onto the roof surface. Dotted lines on the attached drawings show the shadow lines at 10:00 AM and noon during the winter months.
4. Not shown are numerous bathroom, kitchen, laundry, and plumbing vents throughout the roof that will severely restrict and limit the placement of solar panels.

Conclusion:

As shown in the following diagrams, with optimum (south facing) orientation for all but 4 panels, a total of 21 panels may be installed on the roof, yielding only 7.5 KW of output. With sub-optimal orientation, a total of 25 panels may be installed, yielding 9.0 KW of output. Neither of these options provide adequate energy. Therefore, we are proposing to elevate all 39 panels above the center of the roof and at the same achieve optimal south-facing orientation.

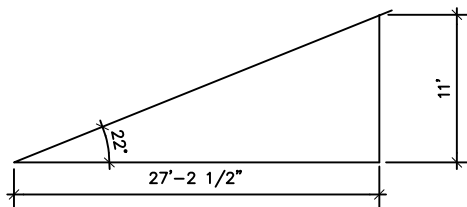
Estimated Required Solar Generation: 14 KW (39 Panels)

Maximum possible output with non-optimal orientation:: 9.0KW (25 panels)

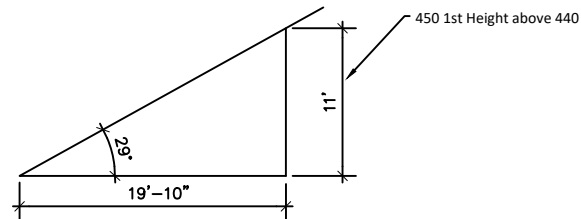


Sun azimuth at Noon

Sun azimuth at 10:00 AM



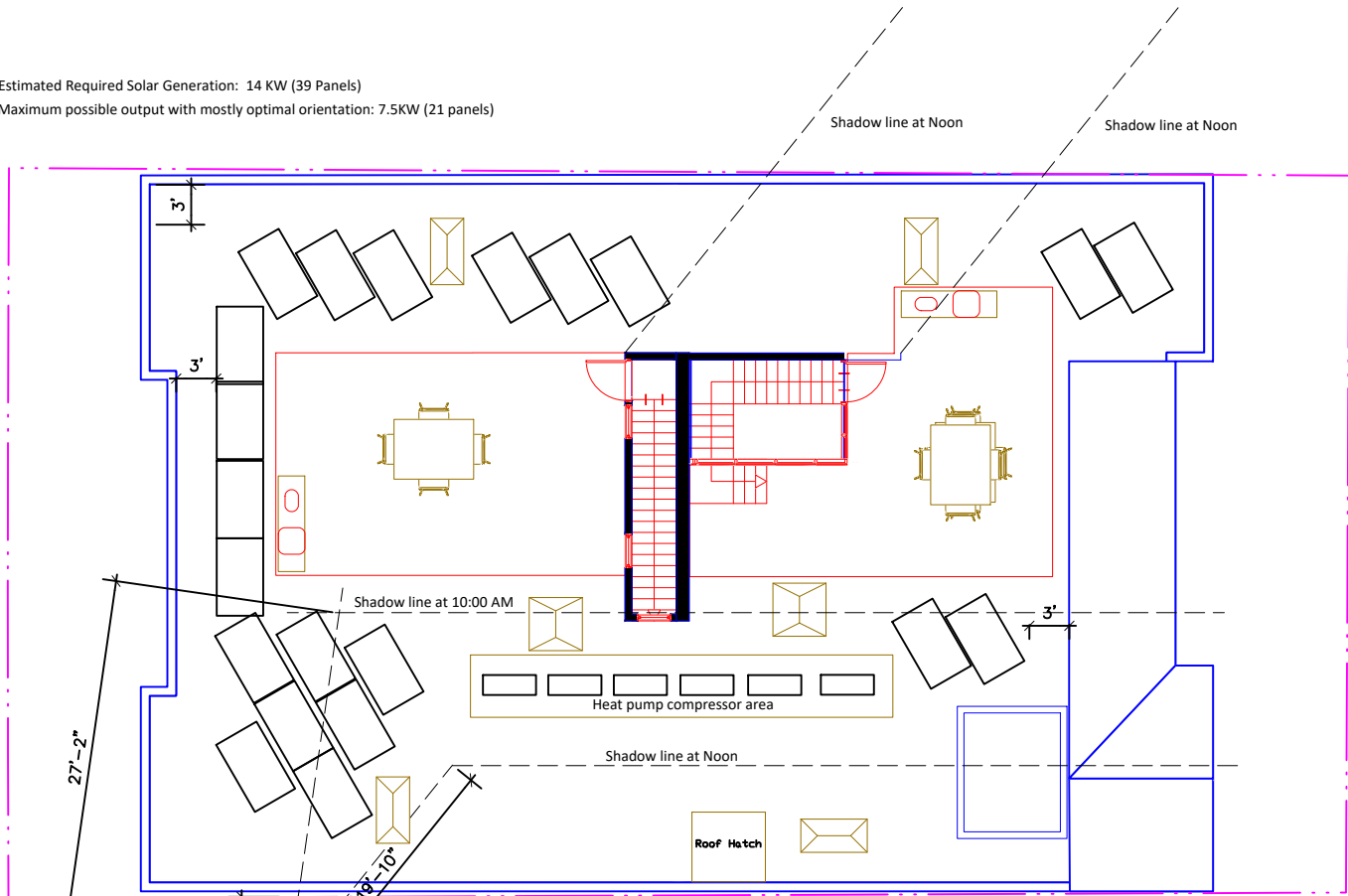
Mid-Winter at 10:00AM
Solar Elevation: 22°
Azimuth: 150° (30° from South)



Mid-Winter at noon
Solar Elevation: 29°
Azimuth: 180°

Los Altos Longitude: 37° 23'
Los Altos Latitude: 122° 06'

Estimated Required Solar Generation: 14 KW (39 Panels)
 Maximum possible output with mostly optimal orientation: 7.5KW (21 panels)



27'-2"

5'-7"

11'

30°

Sun azimuth at Noon

Sun azimuth at 10:00 AM

450 1st Street

11'

27'-2 1/2"

Mid-Winter at 10:00AM
 Solar Elevation: 22°
 Azimuth: 150° (30° from South)

450 1st Height above 440

11'

19'-10"

Mid-Winter at noon
 Solar Elevation: 29°
 Azimuth: 180° (0° from South)



Los Altos Longitude: 37° 23'
 Los Altos Latitude: 122° 06'

**MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE
CITY OF LOS ALTOS, HELD ON THURSDAY, JULY 18, 2019 BEGINNING AT
7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD,
LOS ALTOS, CALIFORNIA**

ESTABLISH QUORUM

PRESENT: Chair Samek, Commissioners Ahi, Bodner, Bressack and Meadows
ABSENT: Vice-Chair Lee
IN PREPARATION: Commissioner Marek
STAFF: Community Development Director Biggs, Senior Planner Golden and City
Attorney Lee

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Gary Wesley commented on the SB 592 bill in California.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes

Approve minutes of the regular meeting of June 6, 2019, 2019.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission approved the minutes from the June 6, 2019 Regular Meeting as written.

The motion was approved (4-0-1) by the following vote:

AYES: Samek, Ahi, Bodner, and Meadows

NOES: None

ABSENT: Lee and Marek

ABSTAIN: Bressack

STUDY SESSION

2. PPR19-0001 – Abbie Bourgan – 440 First Street

Design Review Study Session for a proposed three-story multiple-family building consisting of seven residential units and one level of underground parking. *Project Planner: Golden*

Senior Planner Golden presented the staff report.

Project applicant Abbie Bourgan gave the first overview of the LEAD project stating that the original design was a three-story, four-unit project and the elimination of the curb cut provides two to three parking spaces.

Project architect Steve Collom with RH & Associates noted the narrow width of the lot and coordination with the neighboring property. He looked to 396 First Street's use of spandrel glass

windows and said that spaces 11 and 12 in the basement are of concern for accessibility and asked if the column could be changed.

Public Comment

Resident Gary Wesley said the property is not zoned to permit this type of development, is impacted by the Foothill expressway and should not be given a CEQA exemption.

Resident Ramin Shahidi who lives across Foothill Expressway expressed concerns about view and light pollution impacts to the adjacent residential neighborhood due to the rooftop deck.

Resident Steinle stated his opposition to the roof top deck and said the homeowner association should have a side access for maintenance of the building; however, there may not be enough space.

Resident Abigail Ahrens said housing is needed, the ramp for dual access is expensive but saves on street parking, asked the Commission to review the rear elevation, and concluded by saying an admirable effort is being brought forth and provides opportunities for those that are downsizing.

Resident and President of the HOA at 396 First Street, Paul Frattini, agreed with comments made that three stories are better than four; prefers no rooftop deck; said 396 First is two buildings and noted the HOA has not been able to maintain the building well, so he recommended requiring a two-foot setback. He concluded by addition there is a real drainage problem that caused damage to one of the units at 396 First and there will be no access to building given the proposed elevator tower will be at the property line.

Resident Fred Fallah mentioned the existing light pollution on homes; said CEQA is still an issue; the design is more appropriate for a transportation corridor not here; it is not in keeping with Los Altos; but noted he has no issue with the parking design of the building.

Commission Discussion

The Commission discussed the project and provided the following comments:

- Commissioner Bodner:
 - Appreciates the design but needs a better color combination;
 - Likes the shared driveway, said it's a good model for narrow sites, and a win-win benefit;
 - Likes the screen design;
 - Likes that the building has been pulled back at the rear;
 - A reality of downtown is higher/taller buildings;
 - Does not support the first floor extending into the 10-foot setback given the arrangement of the building;
 - Wants to better understand the parking space arrangement because it may be dangerous; and
 - Would appreciate confirmation that the applicants are working with the neighbors.

- Commissioner Meadows:
 - Questioned what the building would look like in relation to the adjoining building – a fuller streetscape would be useful;
 - In compliance with the code, a one-bedroom was appropriately small, but the three-bedrooms felt massive;
 - If the market is going this way, can there be a reconfiguration – more efficient way to arrange spaces/units;
 - Likes the laser-cut screens, but pattern shadows may be busy;

- Having sufficient off-street parking is a benefit;
- Questioned if the fourth-floor large private decks are needed; and
- Asked about the relationship of the deck to the adjoining building.

- Commissioner Ahi:
 - Noted the elevator tower and common deck are a good thing;
 - 396 First Street needs to be shown in the next submittal, including location of the windows;
 - Parking spaces 11 and 12 are a concern and questioned whether a five-point turn next to the driveway is practical or should the column be moved;
 - Look to introducing awning and railings from First Street;
 - Questioned the decorative railings;
 - Commonality with adjoining developments is good;
 - Slightly shorter windows and smaller balconies would be better, asked if they make sense along Foothill; and
 - Moving the common deck to the front would be better and give a better relationship to 396 First Street project.

- Chair Samek:
 - Eliminate the gap between buildings;
 - Asked for clarification on the units at the third floor and the elevator tower and why it needed to go above the 46-foot height limit;
 - Not certain column removal would equate to functional parking at spaces at 11 and 12, especially at the driveway entrance;
 - Elevation windows need some work and finer detailing;
 - Okay with the private decks on the third floor;
 - The laser-cut railings are a good balance with transparency; and
 - Work on the window detailing and trim is needed.

PUBLIC HEARING

3. 19-CA-03 – City of Los Altos – Downtown CRS Zone Uses

Proposed amendments to Chapter 14.48, CRS Commercial Retail Sales District, modifying the list of permitted and conditional uses and making findings of CEQA exemption. *Project Manager: Biggs*

Community Development Director Biggs presented the staff report, recommending adoption of the proposed ordinance to the City Council.

Public Comment

Representative from the Los Altos Village Association (LAVA) Scott Hunter spoke in support.

Resident and Chamber of Commerce President Kim Mosley spoke in favor of the proposed changes.

Representative from Los Altos Property Owners Downtown (LAPOD) Kim Cranston spoke in favor.

Resident and commercial real estate broker David Rock stated that more feet on the street are needed, there are not a lot of retail inquiries these days, and potential tenants are seeking restaurant and personal service uses.



May 7, 2021

Mr. Steve Golden
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

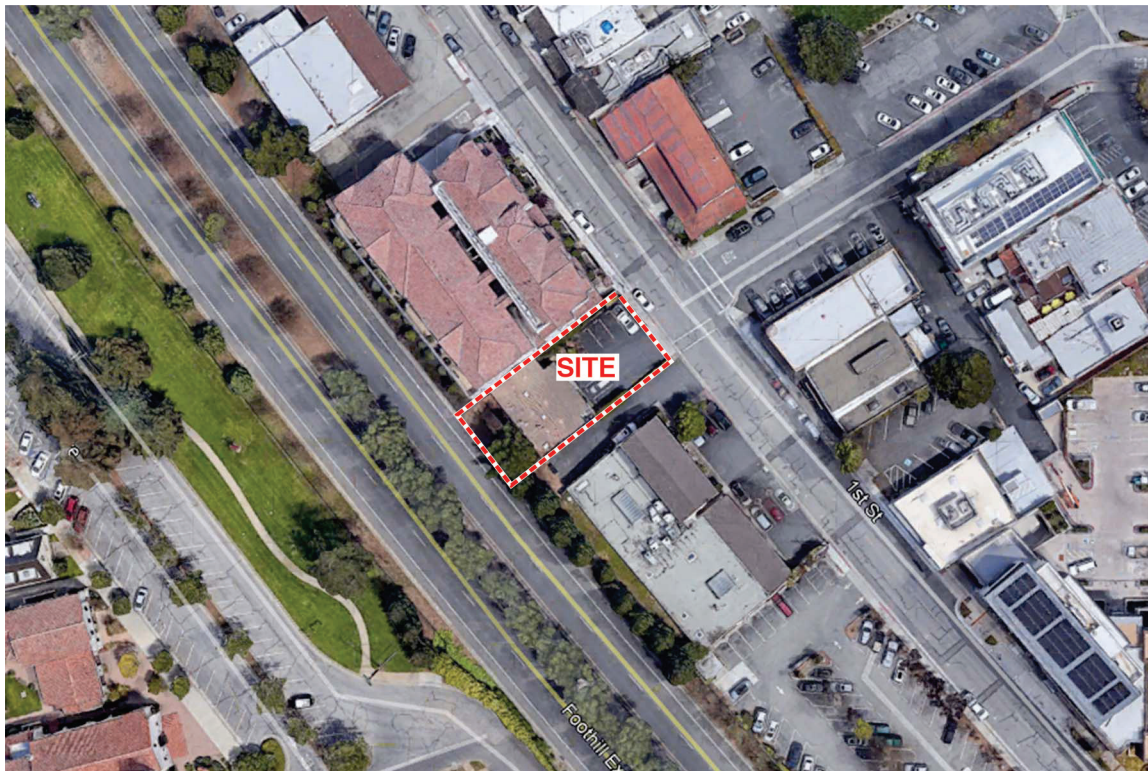
RE: 440 FIRST STREET

Dear Steve:

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. A three-story over podium garage multifamily development is located adjacent the site, and another approved multifamily development over below-grade parking will soon be constructed on the other side of this site. Photos of the site and immediate context are shown on the following page.





THE SITE



Multifamily Development immediately to the right



Approved Multifamily Development immediately to the left



Approved Multifamily Development nearby across First Street



Approved Multifamily Development nearby immediately across First Street

DESIGN REVIEW FRAMEWORK

The following applicable Zoning Code Sections, plans and guidelines apply to this review:

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

The proposed project appears to meet the required findings of the Commercial/Multi-Family Design Findings and the CD/R3 District Design Controls which are less specific than the Downtown Design Guidelines. It also appears to be sensitive to the goals, objectives and guidelines of the Downtown Design Guidelines.

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 on the next two pages from 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

The project is designed with a recognizable traditional architectural style, and the facades are articulated with both horizontal and vertical off-sets to break up the mass of the building. The facades also benefit from multiple balconies and a broad trellis at the first floor - see front and rear facade illustrations in the context of adjacent buildings below.

The proposed design represents a good start. However, it falls short in many details that would assist in addressing the desired Village Scale and Character envisioned in the Downtown Design Guidelines.

RECOMMENDATIONS

The recommendations below focus on refining the proposed design to better address the Downtown Design Guidelines that focus on Village Scale and Character, and to provide more design unity to the project elevations. No changes to the project plans are suggested.

PROPOSED AND RECOMMENDED ELEVATIONS IN CONTEXT



FRONT ELEVATION: CURRENTLY PROPOSED



FRONT ELEVATION: RECOMMENDED

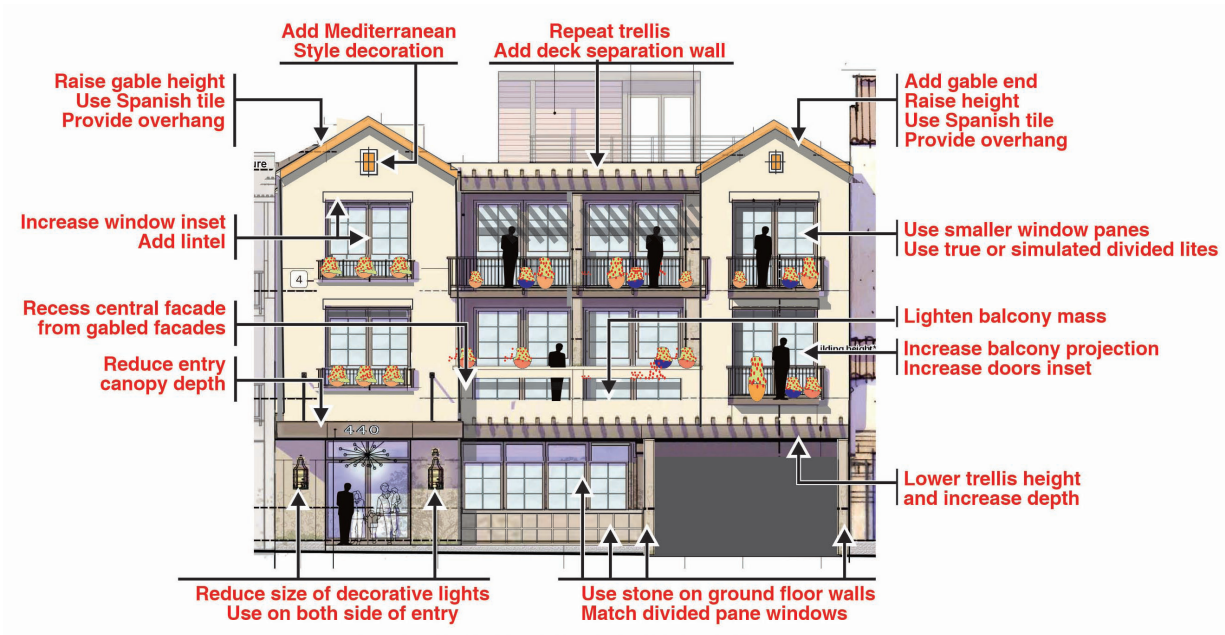


REAR ELEVATION: CURRENTLY PROPOSED



REAR ELEVATION: RECOMMENDED

RECOMMENDED ELEVATION DETAILS



FRONT ELEVATION: RECOMMENDED

1. Add gables with overhangs to both side bays, raise gable tops, and use Spanish tile.
2. Increase the depth of the trellis at the first floor, and lower the trellis height to better relate to the pedestrian scale,
3. Reduce the entry canopy depth for better pedestrian scale.
4. Increase French door inserts and increase balcony projections.
5. Add pot shelves to match balconies, and increase other window recesses to at least 6 inches, but not as much as at the balconies.
6. Divide windows into smaller panes, and use either true or simulated divided lites.
7. Lighten the mass of the balcony on the center of the facade.
8. Repeat first floor trellis at the upper central balcony, and provide dividing walls for the long central balconies.
9. Recess the central facade from the front of the gable bays.
10. Extend the ground floor stone facing across all of the first floor facade.
11. Replace the metal panels under the windows on the left bay with stucco.
12. Match the first floor gym windows to the other divided pane windows.
13. Reduce the scale of the decorative light fixtures at the entry, and use on both sides of the entry.
14. Add decorative Mediterranean Style details under the gable eaves.
15. Select a metal railing detail that is more suitable to the proposed Mediterranean Style of the building.
16. If security gate is required at the garage entry, recess it as far as possible from the front facade.

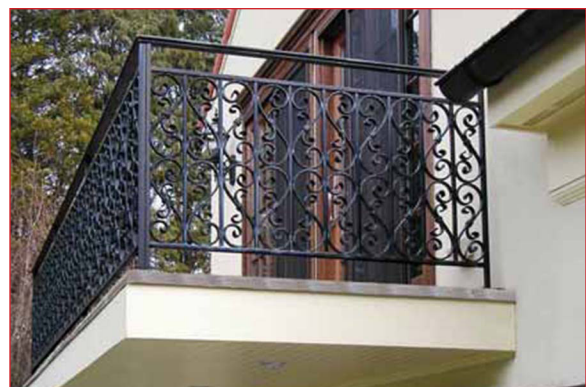
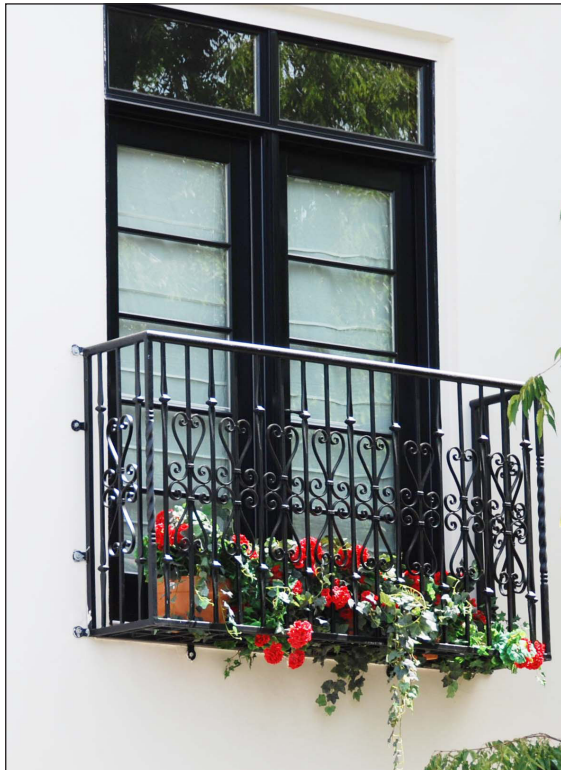
Match the rear facade changes to the front facade recommendations.



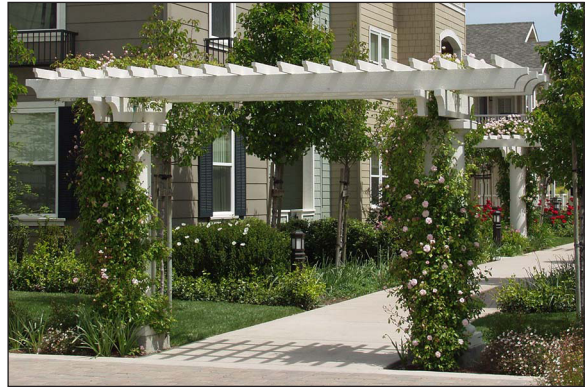
REAR ELEVATION: RECOMMENDED
Match front elevation details

A few detail examples are shown below.

BALCONY RAILINGS



TRELLISES



DIVIDED LITE WINDOWS



*True
Divided Lites*



*Simulated
Divided Lites*

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

Sincerely,

CANNON DESIGN GROUP

A handwritten signature in black ink that reads "Larry L. Cannon".

Larry L. Cannon

CANNON DESIGN GROUP

700 LARKSPUR LANDING CIRCLE . SUITE 199 . LARKSPUR . CA . 94939



SANTA CLARA COUNTY FIRE DEPARTMENT

14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. **21 4737**

BLDG PERMIT No. _____

DEVELOPMENTAL REVIEW COMMENTS

Plans and Scope of Review:

This project shall comply with the following:

The California Fire (CFC) & Building (CBC) Code, 2019 edition, as adopted by the City of Los Altos Municipal Code (LAMC), California Code of Regulations (CCR) and Health & Safety Code.

The scope of this project includes the following:

Proposed new 16,682 SF three-story four-unit condominium complex with one level of underground parking and an occupied, covered roof deck.

Plan Status:

Plans are **NOT APPROVED**. Revise and resubmit drawings and provide a response letter addressing comments on this plan review. All comments having **BOLD Font** require correction prior to approval. (**Specifically Comment #10, #11 & #14 & #15**)

Plan Review Comments:

1. Review of this Developmental proposal is limited to acceptability of site access, water supply and may include specific additional requirements as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.

2. Fire Sprinklers Required: (As Noted on Sheet G-0) Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.19.1.2 whichever is the more restrictive. For the purposes of this section, firewalls and fire barriers used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. (This chapter shall not apply to existing non-habitable residential accessory structures under three (3000) thousand square feet). 1) An automatic sprinkler system shall be provided throughout all new buildings and structures exceeding one thousand square feet.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	R-2/U	III	Smp Engineers	11/09/2021	1 of 4
SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION				PROJECT TYPE OR SYSTEM			
4+1UG	16,682		Residential Development				Design Review			
NAME OF PROJECT						LOCATION				
CONDOMINIUMS						440 First St Los Altos				
TABULAR FIRE FLOW			REDUCTION FOR FIRE SPRINKLERS			REQUIRED FIRE FLOW @ 20 PSI		BY		
2250			75%			1500		Ip, Kenny		



SANTA CLARA COUNTY FIRE DEPARTMENT

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PLAN REVIEW No. **21 4737**

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

3. Fire Department Connection: (As noted on Sheet G-0) The fire department connection (FDC) for the structure in support of the sprinkler system shall be installed at the street on the street address side of the building. It shall be located within 100 feet of a public fire hydrant and within ten (10) feet of the main PIV (unless otherwise approved by the Chief due to practical difficulties). FDC's shall be equipped with a minimum of two (2), two-and-one-half (2- 1/2") inch national standard threaded inlet couplings. Orientation of the FDC shall be such that hose lines may be readily and conveniently attached to the inlets without interference. FDC's shall be painted safety yellow. [SCCFD, SP-2 Standard].

4. Water Supply Requirements: (As noted on Sheet G-0) Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2019 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.

5. Standpipes Required: (As noted on Sheet G-0) Standpipe systems shall be provided in new buildings and structures in accordance with this section. Fire hose threads used in connection with standpipe systems shall be approved and shall be compatible with fire department hose threads. The location of fire department hose connections shall be approved. Standpipes shall be manual wet type. In buildings used for high-piled combustible storage, fire hose protection shall be in accordance with Chapter 32. Installation standard. Indicate on sheet G-0 that standpipe systems shall be installed in accordance with this section and NFPA 14 as amended in Chapter 47. CFC Sec. 905.

6. Public/Private Fire Hydrant(s) Required: (As noted on Sheet G-4) Provide public fire hydrant (s) at location(s) to be determined jointly by the Fire Department and Cal Water Company. Maximum hydrant spacing shall be 500 feet, with a minimum single hydrant flow of 1500 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	R-2/U	III	Smp Engineers	11/09/2021	2 of 4
SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION				PROJECT TYPE OR SYSTEM			
4+1UG	16,682		Residential Development				Design Review			
NAME OF PROJECT						LOCATION				
CONDOMINIUMS						440 First St Los Altos				
TABULAR FIRE FLOW			REDUCTION FOR FIRE SPRINKLERS			REQUIRED FIRE FLOW @ 20 PSI		BY		
2250			75%			1500		Ip, Kenny		

Serving Santa Clara County and the communities of Campbell, Cupertino, Los Altos, Los Altos Hills, Los Gatos, Monte Sereno, and Saratoga.



SANTA CLARA COUNTY FIRE DEPARTMENT

14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. **21 4737**

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

7. Fire Alarm System Requirement: *(As noted on Sheet G-0)* The building shall be provided with a fire alarm system in accordance with CFC #907.2.9.

8. Two-way communication system: *(As noted on Sheet G-0)* Two-way communication systems shall be designed and installed in accordance with NFPA 72 (2016 edition), the California Electrical Code (2013 edition), the California Fire Code (2016 edition), the California Building Code (2016 edition), and the city ordinances where two way system is being installed, policies, and standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.

9. Required Aerial Access: *(As noted on Sheet A-11)* Where required: Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. 2. Width: Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. 3. Proximity to building: At least one of the required access routes meeting this condition shall be located *within a minimum of 15 feet (4572) and a maximum of 30 feet (9144mm)* from the building, and shall be positioned parallel to one entire side of the building, as approved by the fire code official. CFC Chp. 5 and SCCFD SD&S A-1. *Tree shall be maintain to not obstruct aerial access.*

10. Buildings and Facilities Access: *(Letters of Intent provided on sheet G-4)* Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. [CFC, Section 503.1.1]. *Proposed access provided around the building and to the Foothill side is noted by way of easements through the 450 First St property. Letters of Intent are provided. Please copy these onto a sheet within the plan set. While access is provided, the distance is in excess of 300-feet. Please indicate your intended mitigation method using our SCCFD Alternate Means/Methods application form.*

11. Ground Ladder Access: Ground-ladder rescue from second and third floor rooms shall be made possible for fire department operations. With the climbing angle of seventy-five degrees maintained, an approximate walkway width along either side of the building shall be no less than

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SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION				PROJECT TYPE OR SYSTEM			
4+1UG	16,682		Residential Development				Design Review			
NAME OF PROJECT						LOCATION				
CONDOMINIUMS						440 First St Los Altos				
TABULAR FIRE FLOW			REDUCTION FOR FIRE SPRINKLERS			REQUIRED FIRE FLOW @ 20 PSI		BY		
2250			75%			1500		Ip, Kenny		

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DEVELOPMENTAL REVIEW COMMENTS

seven feet clear. Landscaping shall not be allowed to interfere with the required access. [CFC Sec. 503 and 1030]. **Indicate on the coversheet if Type IIIA or IIIB will be constructed. Note CFC 1030.1 Exception 1 Construction type in lieu of egress window/access.**

12. Address identification: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. CFC Sec. 505.1.

13. Construction Site Fire Safety: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification SI-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33.

14. Required Fire Flow: The minimum required fireflow for this project will be determined with the confirmation of construction type.

Provide a fire flow letter from a local water purveyor confirming the required fire flow at 20 psi residual from a fire hydrant located within 400' of the farthest exterior corner of the structure is required. Contact your local water purveyor (California Water) for details on how to obtain the fire flow letter.

15. Zero lot line party walls are proposed for the north & south facing exterior walls. During Building Permit application, fire resistance rating requirements of neighboring buildings 450 & 396 First Street shall be shown in addition to exterior wall ratings of 440 First Street.

This review shall not be construed to be an approval of a violation of the provisions of the California Fire Code or of other laws or regulations of the jurisdiction. A permit presuming to give authority to violate or cancel the provisions of the Fire Code or other such laws or regulations shall not be valid. Any addition to or alteration of approved construction documents shall be approved in advance. [CFC, Ch.1, 105.3.6]

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
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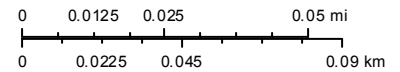
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Vicinity Map



Print Date: September 16, 2020

12,132



-  Schools
-  Park and Recreation Areas
-  City Limit
-  Road Names
-  Waterways
-  Situs Label
-  TaxParcel

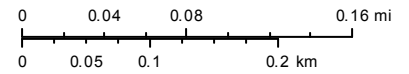
The information on this map was derived from the City of Los Altos' GIS. The City of Los Altos does not guarantee data provided is free of errors, omissions, or the positional accuracy, and it should be verified.

Notification Map



Print Date: September 16, 2020

15,910



- Schools
- Park and Recreation Areas
- City Limit
- Road Names
- Waterways
- Situs Label
- TaxParcel

The information on this map was derived from the City of Los Altos' GIS. The City of Los Altos does not guarantee data provided is free of errors, omissions, or the positional accuracy, and it should be verified.

Applicant's Response to Planning Commission Comments

440 1st Street

PC Hearing Date: 12/2/2021

The Planning Commission recommendations were implemented as follows:

1. Make the elevator overrun less visible

The gable element in the front elevation was raised in order to hide the elevator overrun. The roof surface height remains the same.

2. Make the solar-panel array less visible and better incorporate them into the building

The following changes were made:

- The orientation of the panels was changed from south facing to the same orientation as the building. This made the array more compact and orthogonal to the building.
- The aspect ratio of the PV array was changed to be wider and further away from the front and rear edges of the building.
- A decorative perimeter skirt was added to the array in order to hide the sides of the panels from view.
- The support structure is now more integrated with the stair element.

3. Add more landscaping elements

Given the narrow width of the property, every available space has been landscaped. A second street tree was added, and a few additional shrubs now hide the gas meter.

4. Articulate the right roof edge in the front elevation

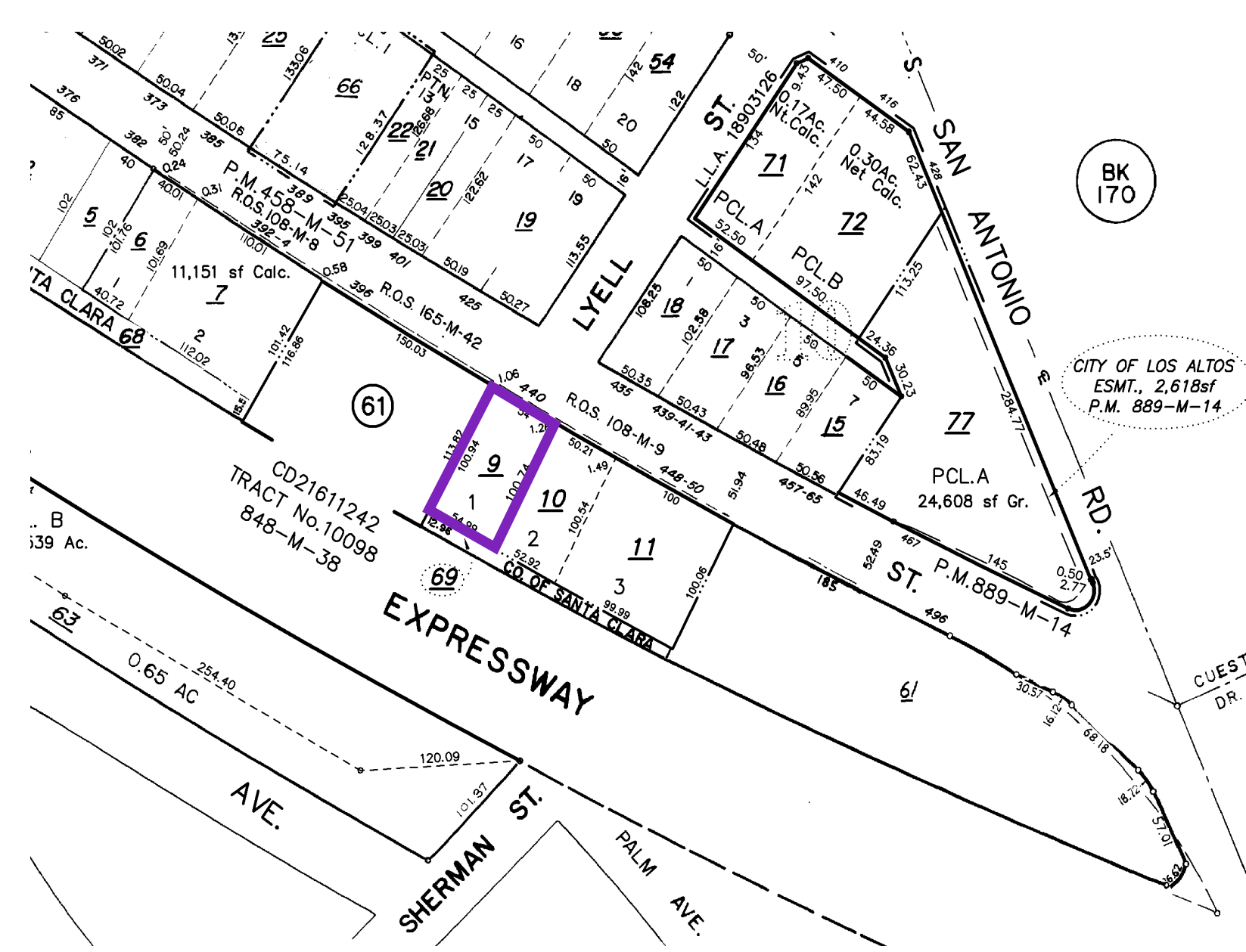
The parapet element on the right roof edge has been articulated by raised corners and inclusion of stucco reveal channels.

PROJECT DESCRIPTION:

This Zoning / Design Review Application is for a new 4 Unit Condominium Development at 440 First St in Los Altos. The proposed building will be three stories of condos over one level of underground parking. The project also proposes improvements to the First St frontage including a new sidewalk. The applicants and design team look forward to working with the city and local stakeholders to create well-designed infill development that is consistent with the vision for future Los Altos.



2 Existing Aerial Context Map



1 Assessors Parcel Map



PROJECT TEAM:

Applicant / Owner:
Abbie Bourgan / Bourgan Family Trust
25875 Estacada Way
Los Altos Hills, CA 94022
Contact: Abbie Bourgan abbie@bourgan.net
650-492-1369

Architect:
Platform LLP
1804 5th St.
Berkeley, CA 94710
Contact: Chris Hall chris@platformarc.com
Contact: Ben Anderson ben@platformarc.com



Civil Engineer:
SMP Civil Engineers-Land Surveyors
1534 Carob Lane
Los Altos, CA 94024
Contact: Saeid Razavi srazavi@smpengineers.com

DRAWING INDEX:

- G0 General Notes
- G1 Existing Site Photos
- G2 Inspirational Imagery
- G3 Inspirational Imagery
- G4 Architectural Siteplan
- G5 Enlarged Front Setback
- A0 Garage / Basement Plan
- A1 Ground Level Plan
- A2 Second Floor Plan
- A3 Third Floor Plan
- A4 4th Floor Roof Deck Plan
- A5 Roofplan
- A6 First St. Elevations / Streetscape
- A7 Foothill Elevations
- A8 Blind Wall Elevations
- A9 Building Section Egress Stair
- A10 Building Section Lobby / Elevator
- A11 Building Section Garage Ramp
- A12 Materials and Color Palette
- A13 Architectural Details
- L1 Landscape Plan
- L2 Landscape Imagery
- T-1 Preliminary Topographic Survey Map
- C-1 Vesting Tentative Map
- C-2 Preliminary Grading and Drainage Plan
- C-3 Frontage Grading Plan Enlarged
- C-4 Preliminary Utility Plan
- C-5 Stormwater Control Plan
- C-6 Blueprint for a Clean Bay

PROJECT DATA:

GENERAL NOTES			
ASSESSORS PARCEL NUMBER	167-41-009		
ZONING	CD/R3		
CONSTRUCTION TYPE	TYPE III A FULLY SPRINKLERED		
LOT SIZE	5,495 sf		
OCCUPANCY (CBC 2016)	R2		
APPLICABLE BUILDING CODE	CBC 2019		
ZONING NOTES CD/R3			
	REQUIRED	PROPOSED	
MAX AVG. BLDG HEIGHT	35' max above average grade	35' max above average grade	
MIN SIDE SETBACK	0'	0'	
MIN FRONT SETBACK	10'	10'	
MIN REAR SETBACK	10'	10'	
MAX COVERAGE	NA	NA	
REQUIRED OFF-ST PARKING	2 SPACES PER UNIT + 1 GUEST PARKING SPACE (4 UNITS) = 9 SPACES REQUIRED		
PROPOSED CONDITIONED FLOOR AREAS			
	GROSS COMMON	GROSS RESIDENTIAL	Totals
1ST LEVEL	+/- 874 sf	+/- 2,778 sf	+/- 3,652 sf
2ND LEVEL	+/- 370 sf	+/- 3,600 sf	+/- 3,970 sf
3RD LEVEL	+/- 384 sf	+/- 3,729 sf	+/- 4,113 sf
	TOTAL +/- 1,628 sf	+/- 10,107 sf	+/- 11,735
PROPOSED UNCONDITIONED FLOOR AREAS			
BASEMENT/PARKING GARAGE	+/- 4,947 sf		
	TOTAL +/- 4,947 sf		
PROPOSED VEHICLE AND BIKE PARKING			
	Spaces	TOTAL	
Garage Parking	9 (8 EV spaces)	9	
Bike Parking Required	(2) Class 1 & (1) Class 2	3	
Bike Parking Proposed	(4) Class 1 & (2) Class 2	6	
DEFERRED SUBMITTAL:			
Whereas the length of access to the furthest exterior exceeds 150 feet, the applicant shall submit an AMMR (Alternate Materials and Methods Request) Mitigation Application to SCCFD. Such request shall meet CFC 104.9 and shall be approved prior to building permit issuance. The approved AMMR shall be replicated within the building permit plan set for record.			
NOTES:			
FIRE SPRINKLERS REQUIRED: An automatic fire sprinkler system shall be installed as required by 2019 CFC 903 and any modifications thereto as may be proposed by the Alternate Means/Methods Request.			
FIRE DEPARTMENT CONNECTION: The fire department connection (FDC) for the structure in support of the sprinkler system shall be installed at the street on the street address side of the building. It shall be located within 100 feet of a public fire hydrant and within ten (10) feet of the main PIV (unless otherwise approved by the Chief due to practical difficulties). FDC's shall be equipped with a minimum of two (2), two-and-one-half (2- 1/2") inch national standard threaded inlet couplings. Orientation of the FDC shall be such that hose lines may be readily and conveniently attached to the inlets without interference. FDC's shall be painted safety yellow.			
WATER SUPPLY REQUIREMENTS: Potable water supplies shall be protected from contamination caused by fire protection water supplies.			
FIRE ALARM SYSTEM REQUIREMENT: The building shall be provided with a fire alarm system in accordance with CFC #907.2.9			
A TWO-WAY COMMUNICATION SYSTEM shall be designed and installed in accordance with NFPA 72 (2016 edition)			
CONSTRUCTION SITE FIRE SAFETY: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification SI-7			
STANDPIPE SYSTEM shall be installed in accordance with NFPA 14, as amended in Chapter 47 of CFC Section 905.			



6. First St frontage to the North



7. 396 Side Elevation facing project



2. 440 First St and Lennar Project to the North



1. First St looking north on sidewalk



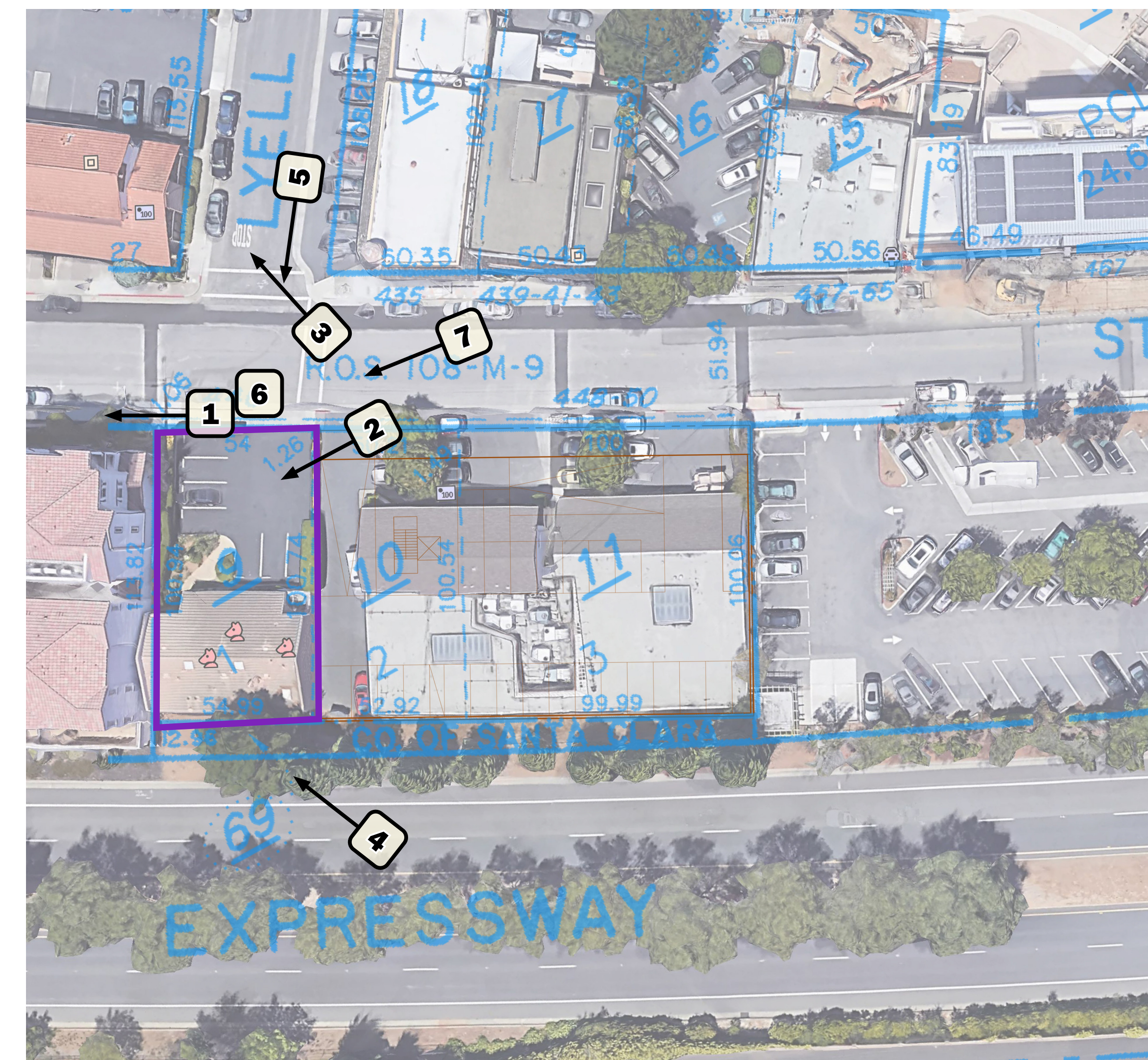
5. Facing the Project on First St

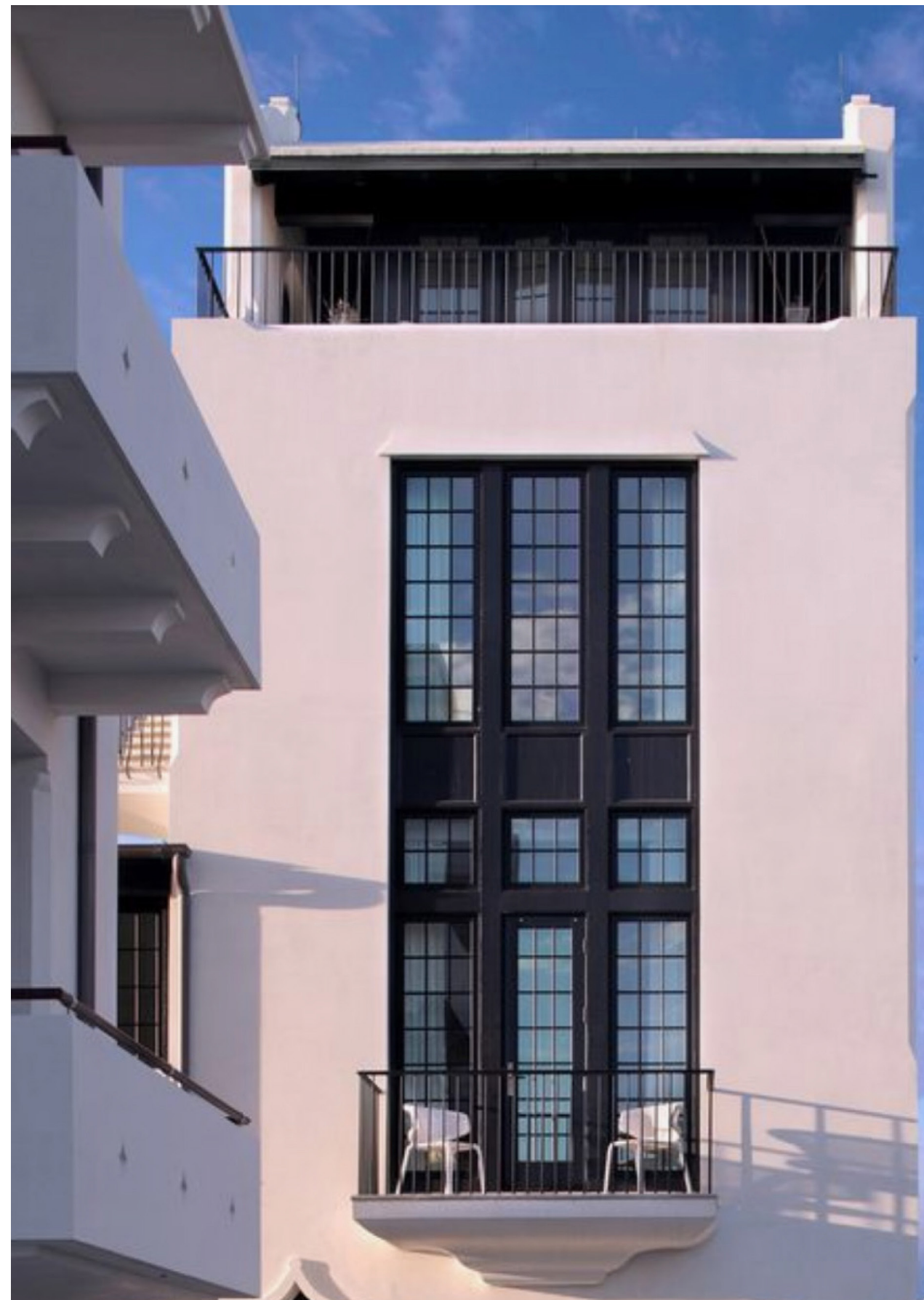


4. Looking at site from Foothill Expy



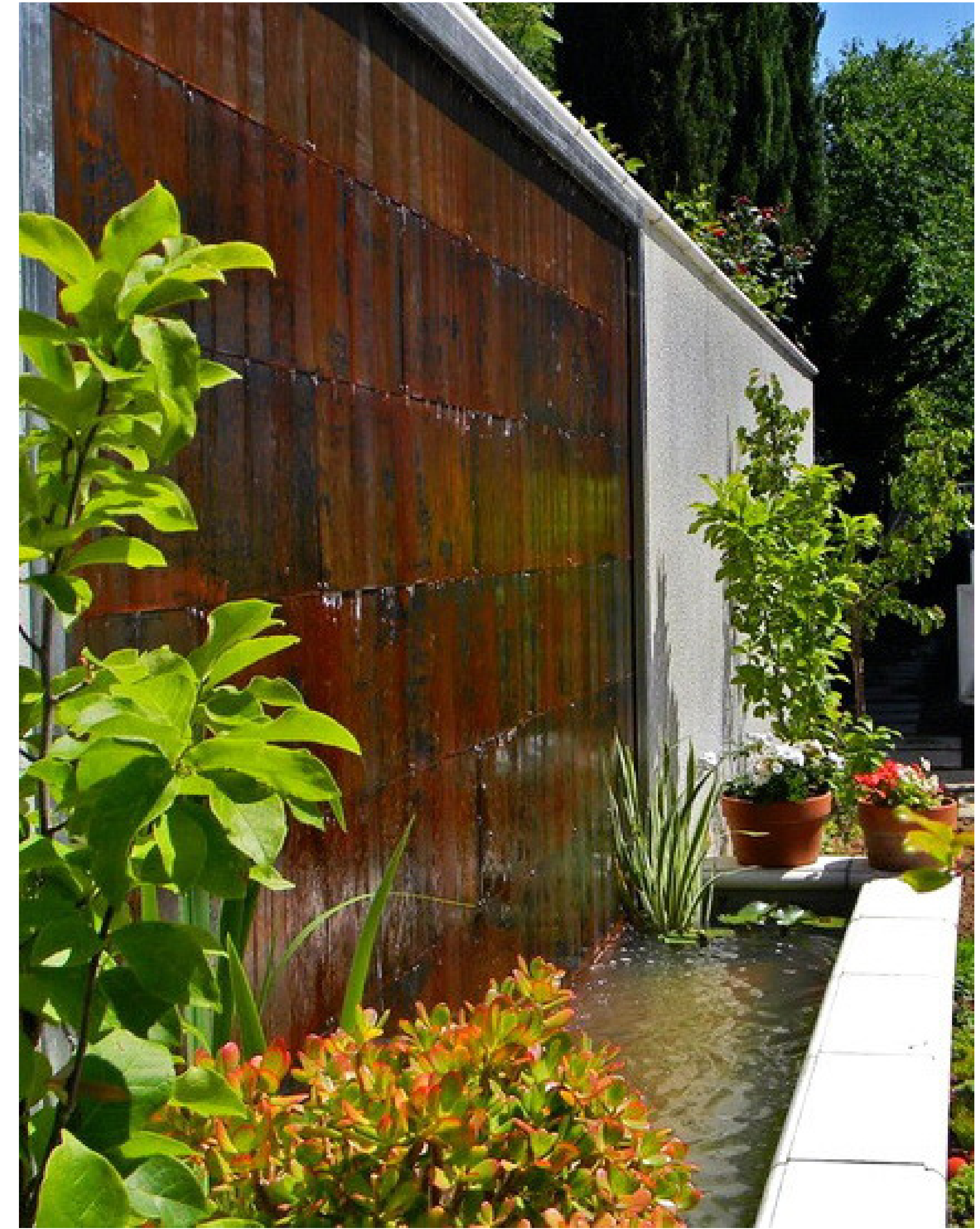
3. Existing Bldg across First St at corner of Lyell



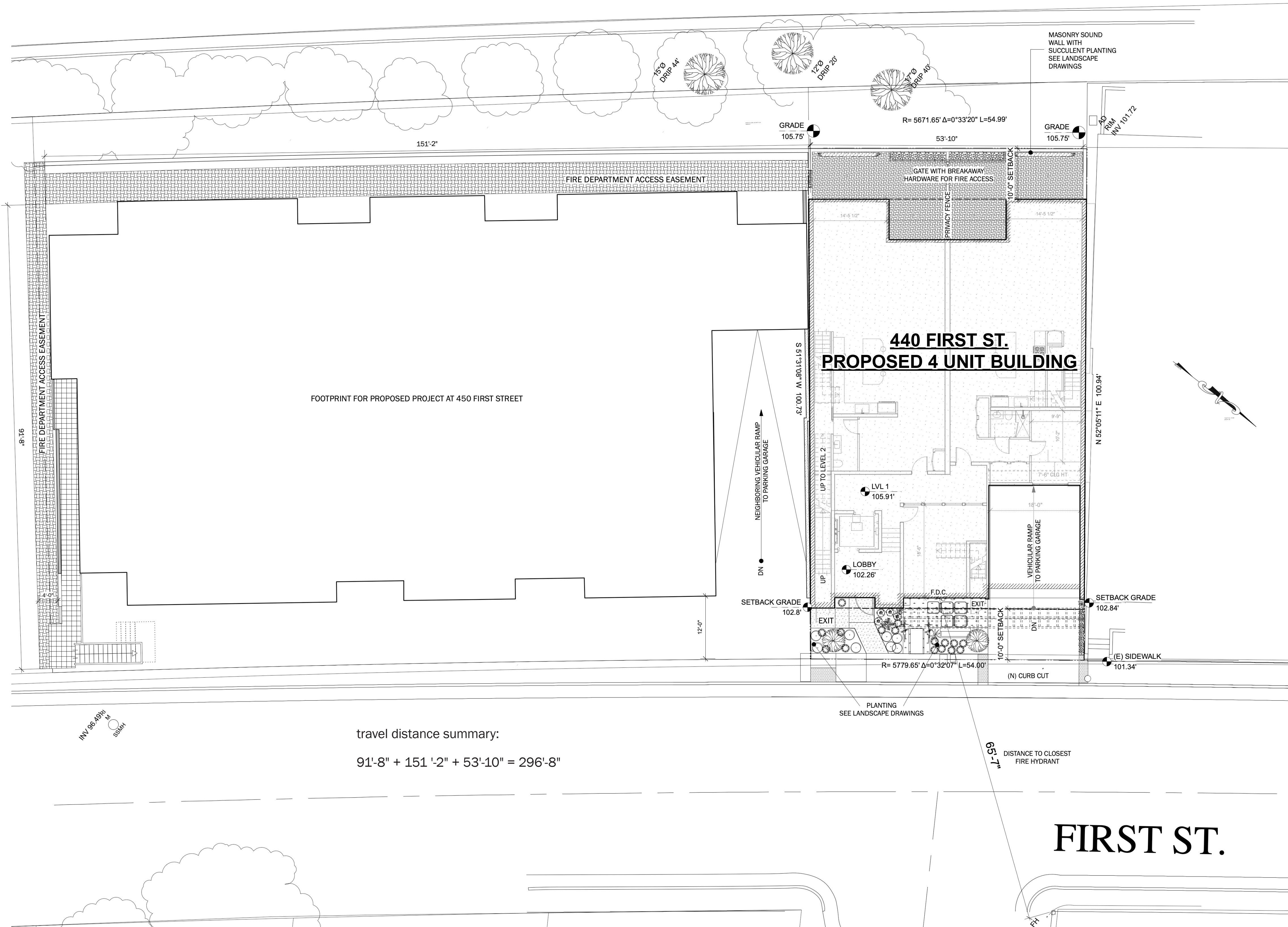


'Crisp' Mediterranean style architecture:
Whites, tans, black and bronze metals,
terra cotta, Integrated landscape
elements with trellises, water features etc'





FOOTHIL EXPRESSWAY



travel distance summary:
 $91'-8" + 151'-2" + 53'-10" = 296'-8"$

66'-11"
 DISTANCE TO CLOSEST FIRE HYDRANT

LETTER OF INTENT FIRE SERVICE ACCESS EASEMENT

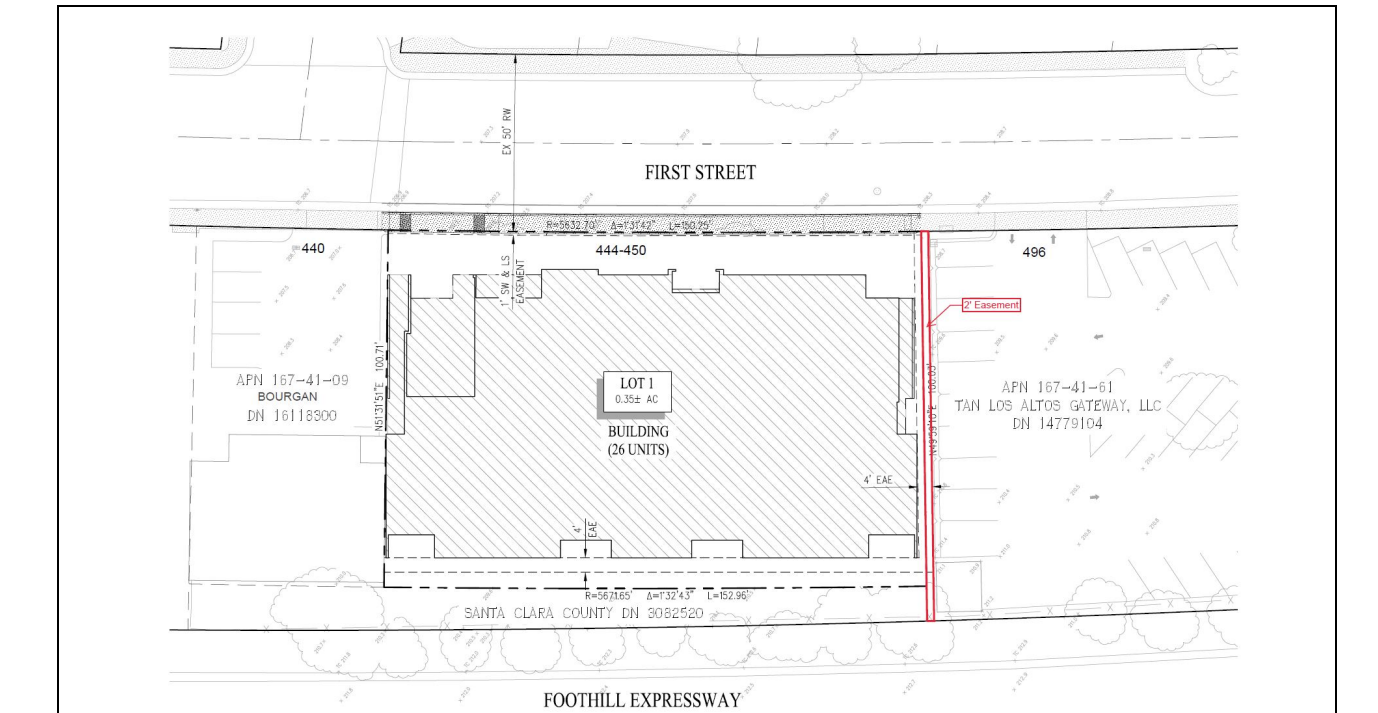
Subject to a definitive and recordable Grant of Fire Service Access Easement acceptable by the Santa Clara Fire Department (SCFD), Tan Los Altos Gateway, LLC (GRANTOR) owner of 496 1st Street, Los Altos, agrees to grant a perpetual two-foot wide, nonexclusive access easement to SCFD, for the benefit of property located at 440 1st Street, Los Altos, CA 94022, owned by Bourgan Family Trust (GRANTEE).

Prior to the grant of easement, GRANTEE shall deposit \$15,000 (Fifteen Thousand Dollars) in an escrow account with First American Title Company, which shall be transferred to GRANTOR upon recordation of the easement document at the County of Santa Clara Recorder's Office.

Grantee shall pay all Escrow, title and closing costs.

It is expressly understood by both parties that this proposal is not a binding agreement between Grantor and Grantee, but is intended only to outline the basic business terms and conditions under which the parties would consider entering into an agreement.

The areas outline below depicts the access corridor along the northwest line of GRANTOR's property.



<p>GRANTOR: Tan Los Altos Gateway, LLC President Joseph T. Bourgan Real Estate Date: 2/22/21</p>	<p>GRANTEE: Bourgan Family Trust Trustee Abbie Bourgan Date: 2-2-2021</p>
--	--

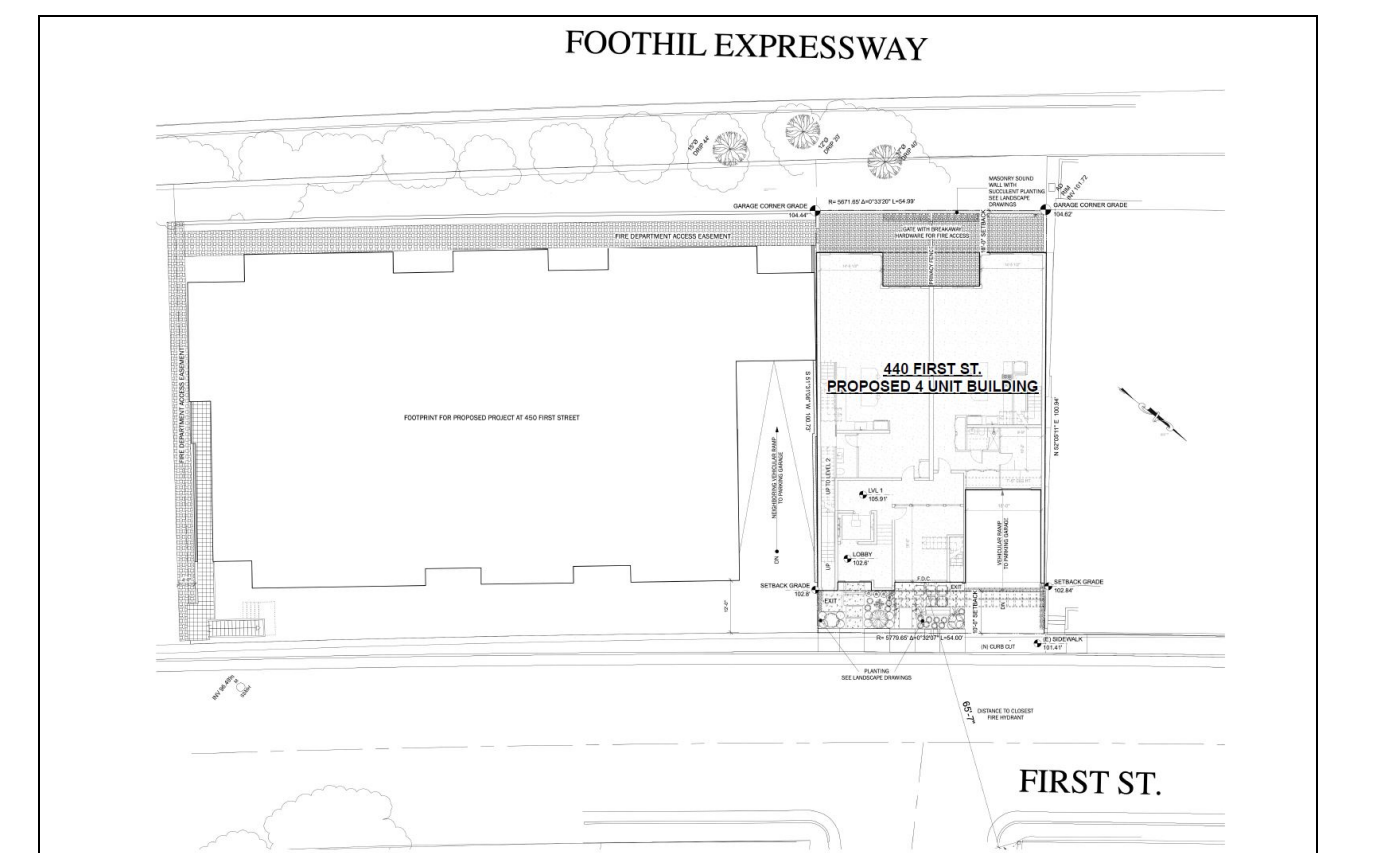
DocuSign Envelope ID: B17B74CD-A5E4-46D1-A310-829743AAB49B

LETTER OF INTENT FIRE SERVICE ACCESS EASEMENT

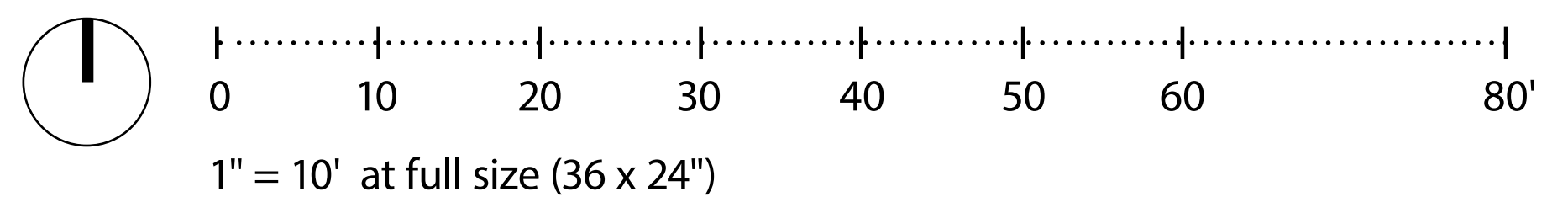
Subject to a definitive and recordable Grant of Fire Service Access Easement acceptable by the Santa Clara Fire Department (SCFD), DD 1st Street Group LLC (GRANTOR) owner of 444-450 1st Street, Los Altos, agrees to grant an access easement to SCFD, for the benefit of the adjacent property at 440 1st Street, Los Altos, CA 94022, owned by Bourgan Family Trust (GRANTEE).

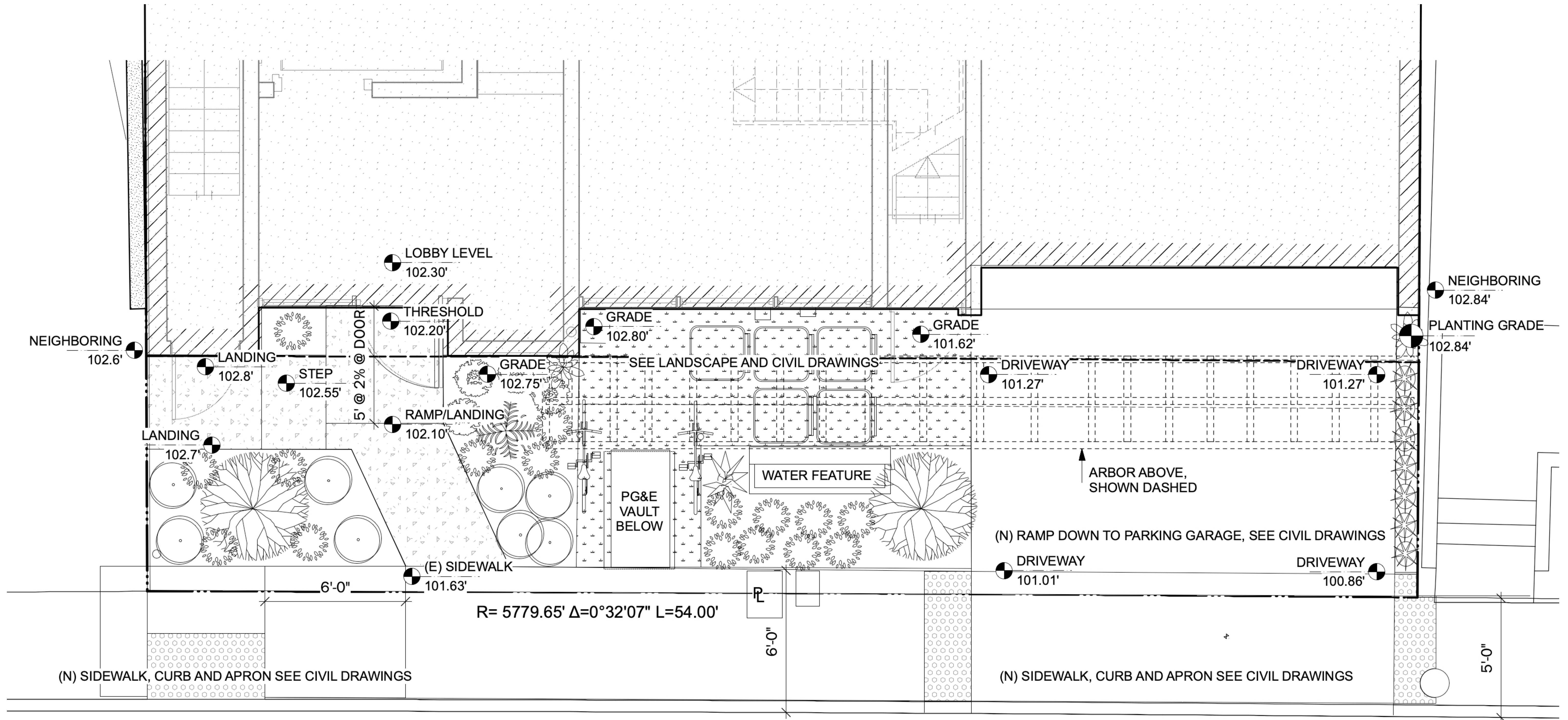
Prior to the grant of easement, GRANTEE shall deposit \$35,000 (Thirty Five Thousand Dollars) in an escrow account (escrow holder TBD), which shall be transferred to GRANTOR upon recordation of the easement document at the County of Santa Clara Recorder's Office.

The hatched areas on the plan below depict the access corridor along the southeast and the rear of the GRANTOR's property, connecting to the rear of Grantee's property through an SCFD accessible gate.



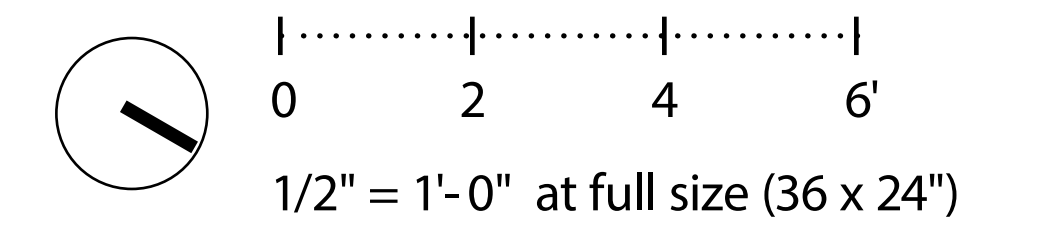
<p>GRANTOR: DD 1st Street Group LLC Manager Mark Yazdani Date: 1/13/2021</p>	<p>GRANTEE: Bourgan Family Trust Trustee Abbie Bourgan Date: 1/8/2021</p>
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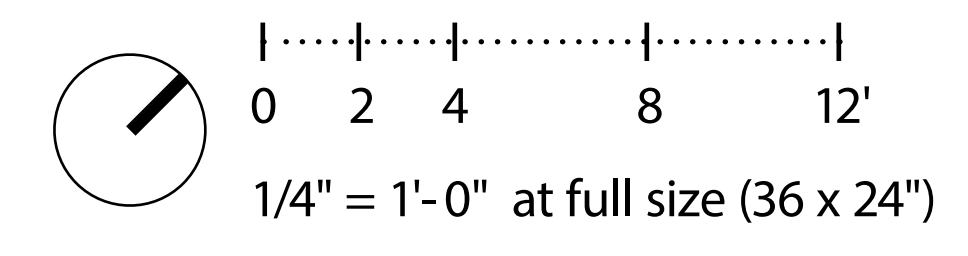
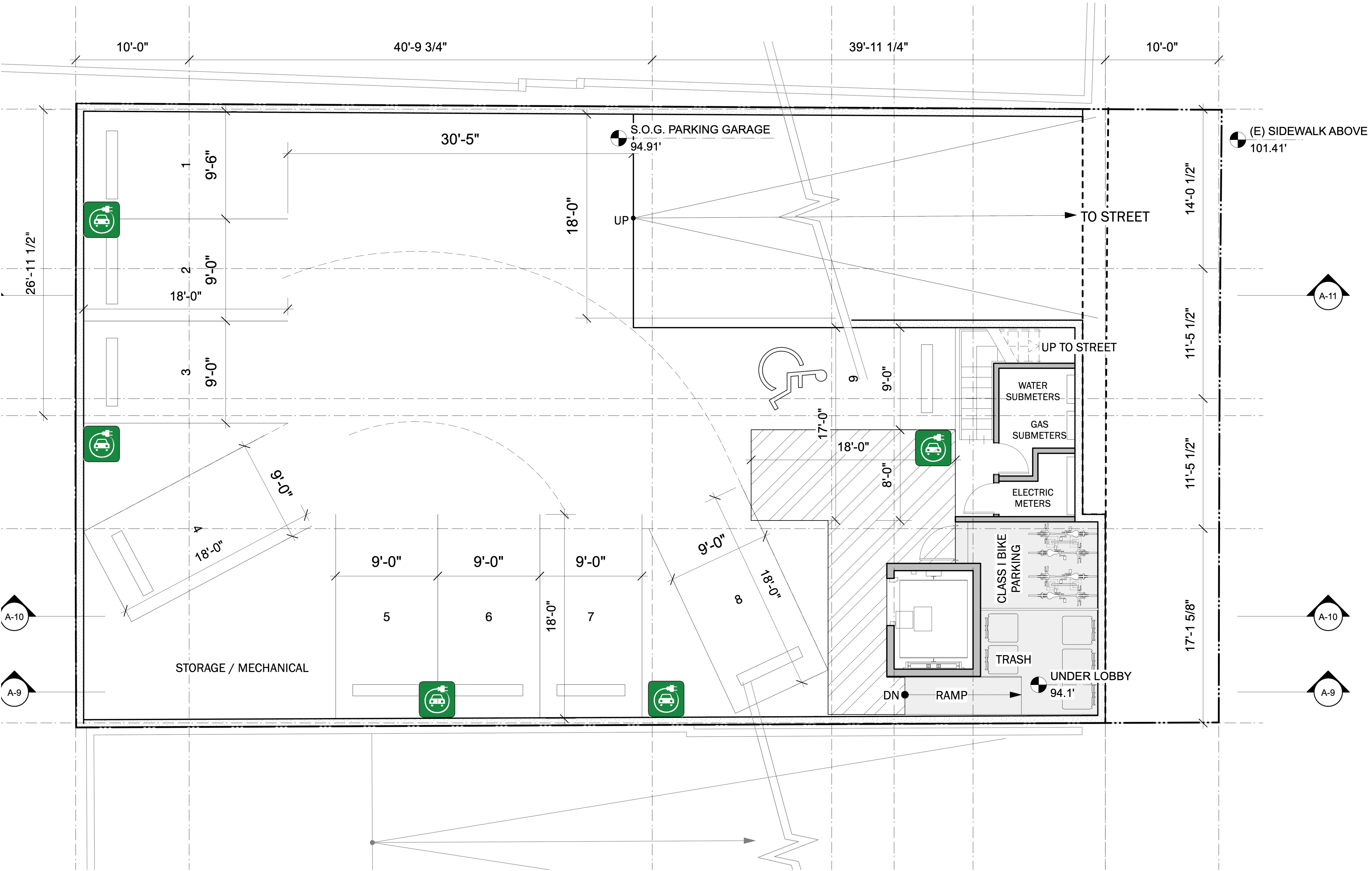


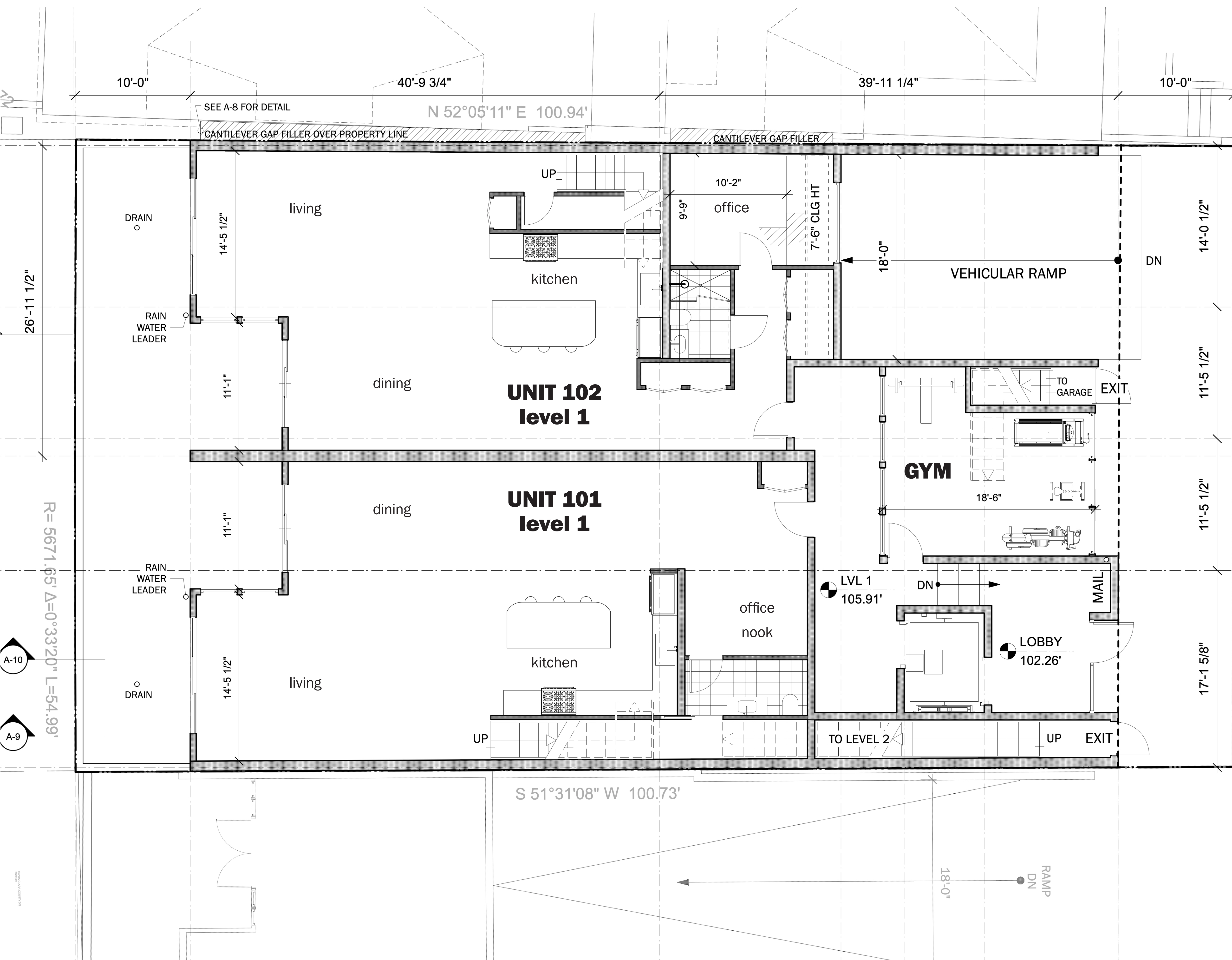


611 S.F. FRONT YARD
 55 S.F. GIVEN AS 1' SIDEWALK DEDICATION
 (TO ALLOW 6' SIDEWALK)

FIRST ST.

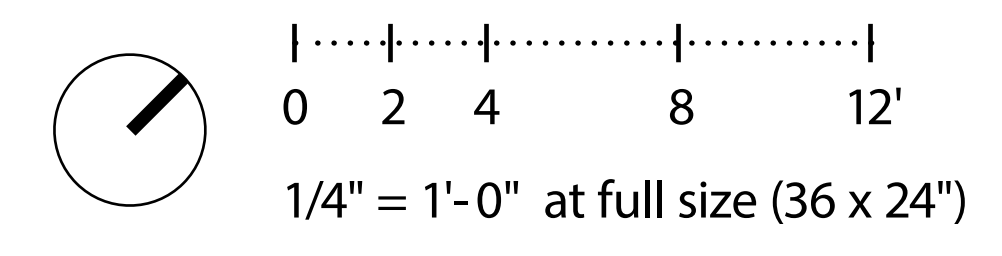


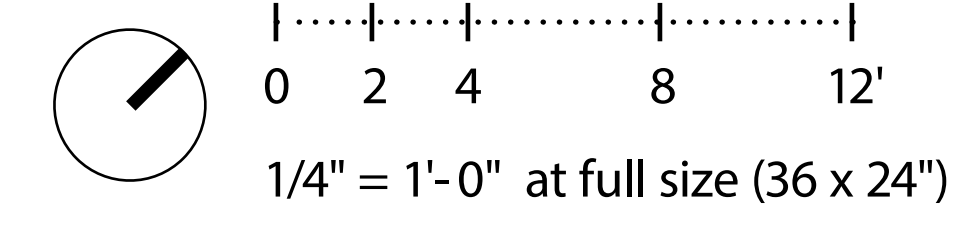
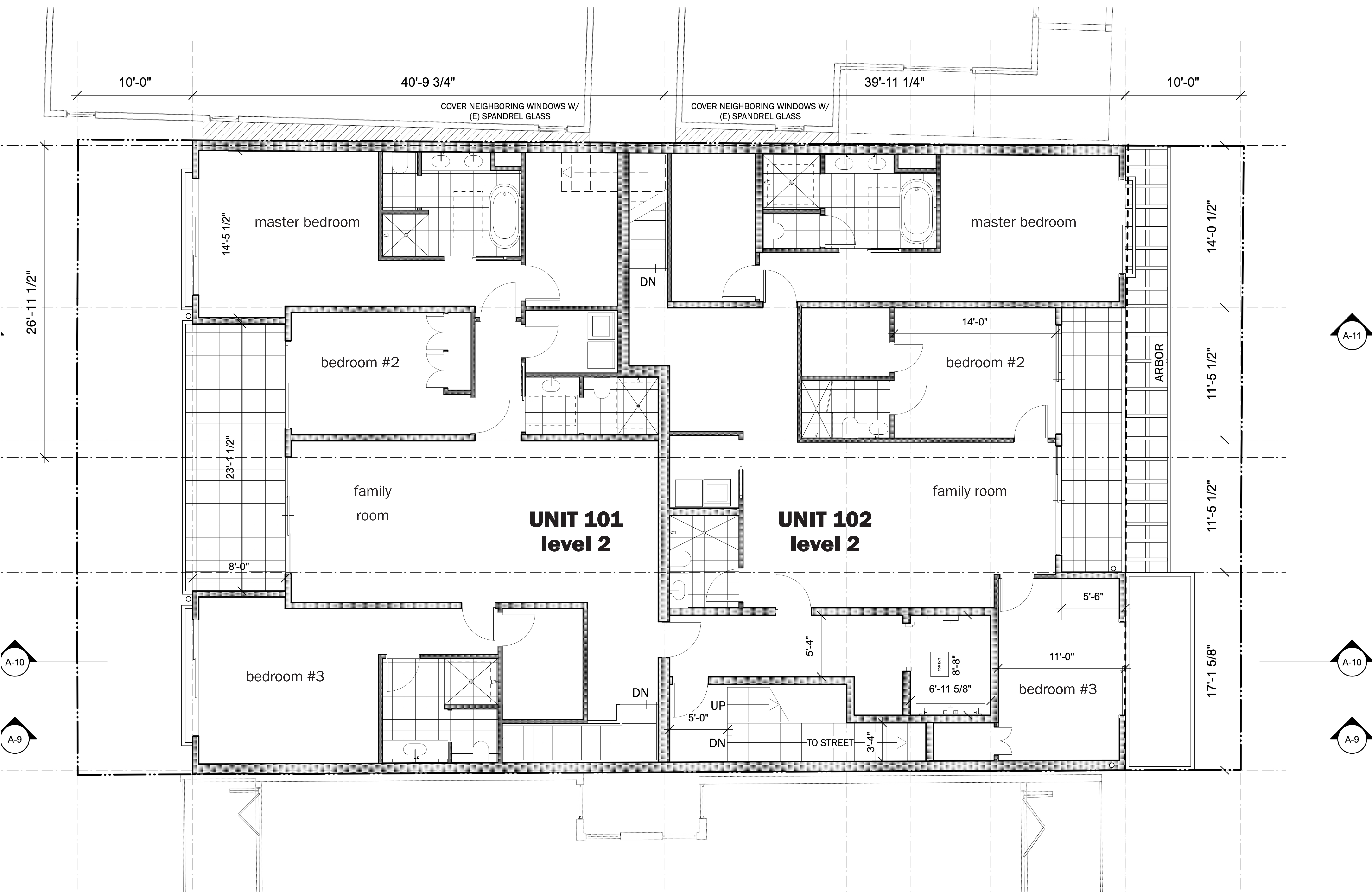


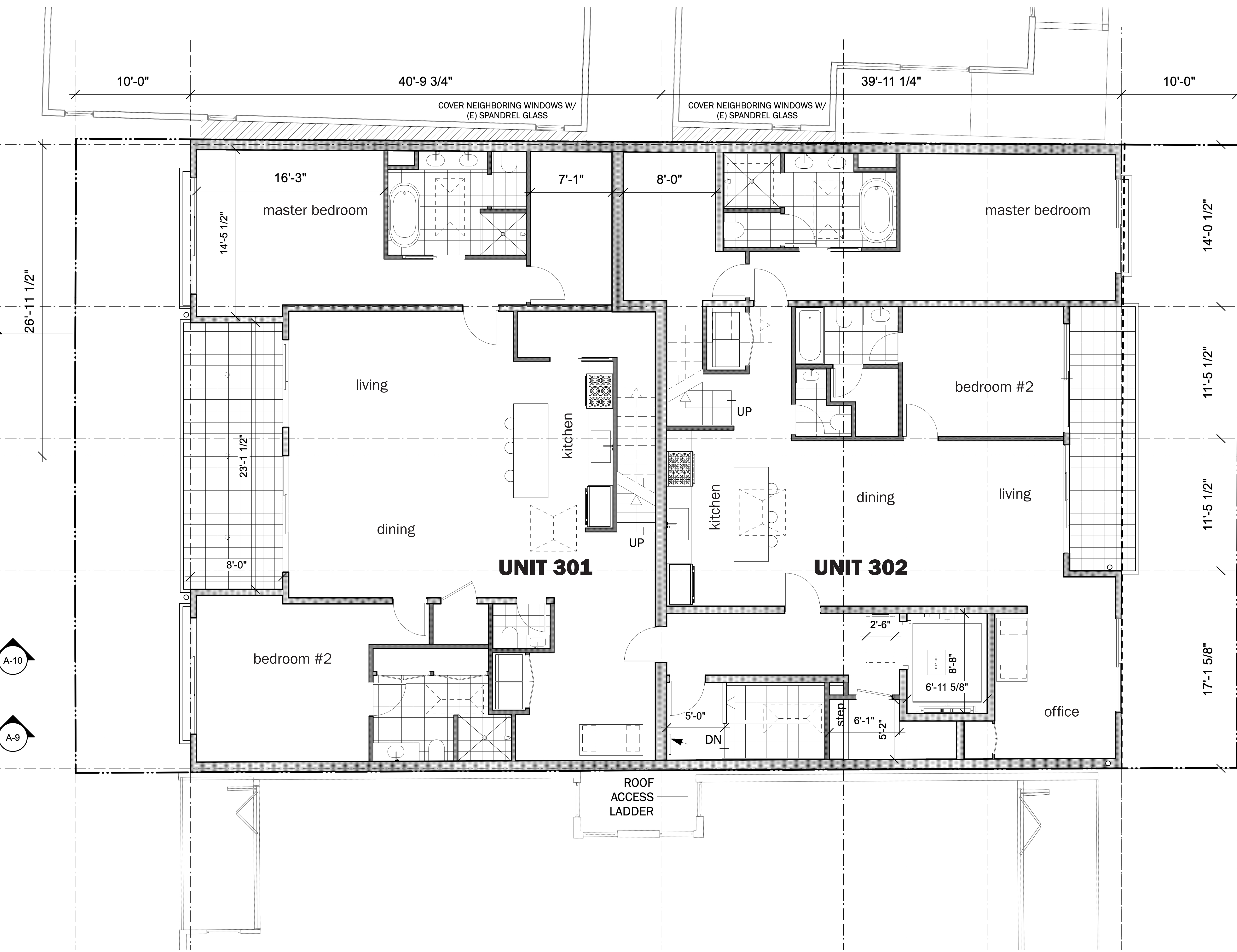


GROSS FLOOR AREAS UNIT 101			
Zone	Level 1	Level 2	Total
Interior	1,384 sf	1,905	3,289 sf*
Covered Deck	89 sf	200 sf	289 sf
Open Deck (rear yard setback)	270 sf		270 sf
TOTAL GROSS RESIDENTIAL AREA			3,848 sf

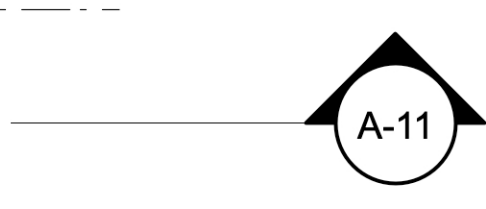
GROSS FLOOR AREAS UNIT 102			
Zone	Level 1	Level 2	Total
Interior	1,394 sf	1,695	3,089 sf*
Covered Deck	89 sf	130 sf	219 sf
Open Deck (rear yard setback)	270 sf		270 sf
TOTAL GROSS RESIDENTIAL AREA			3,578 sf



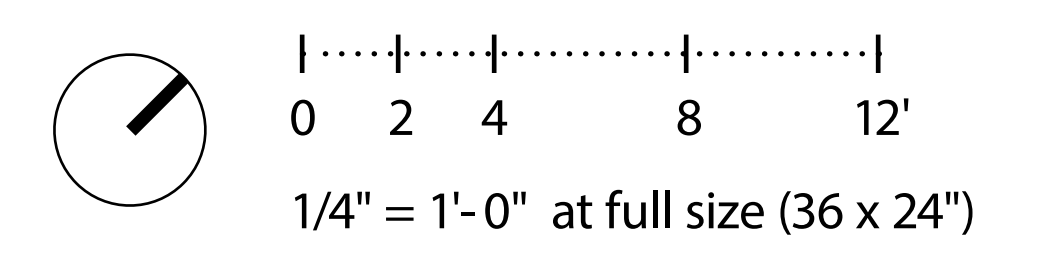
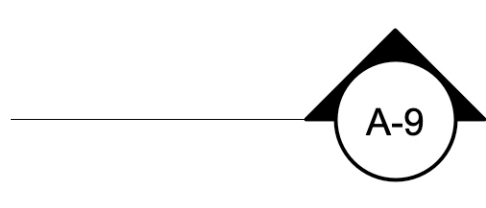
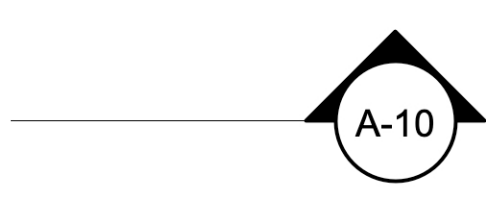


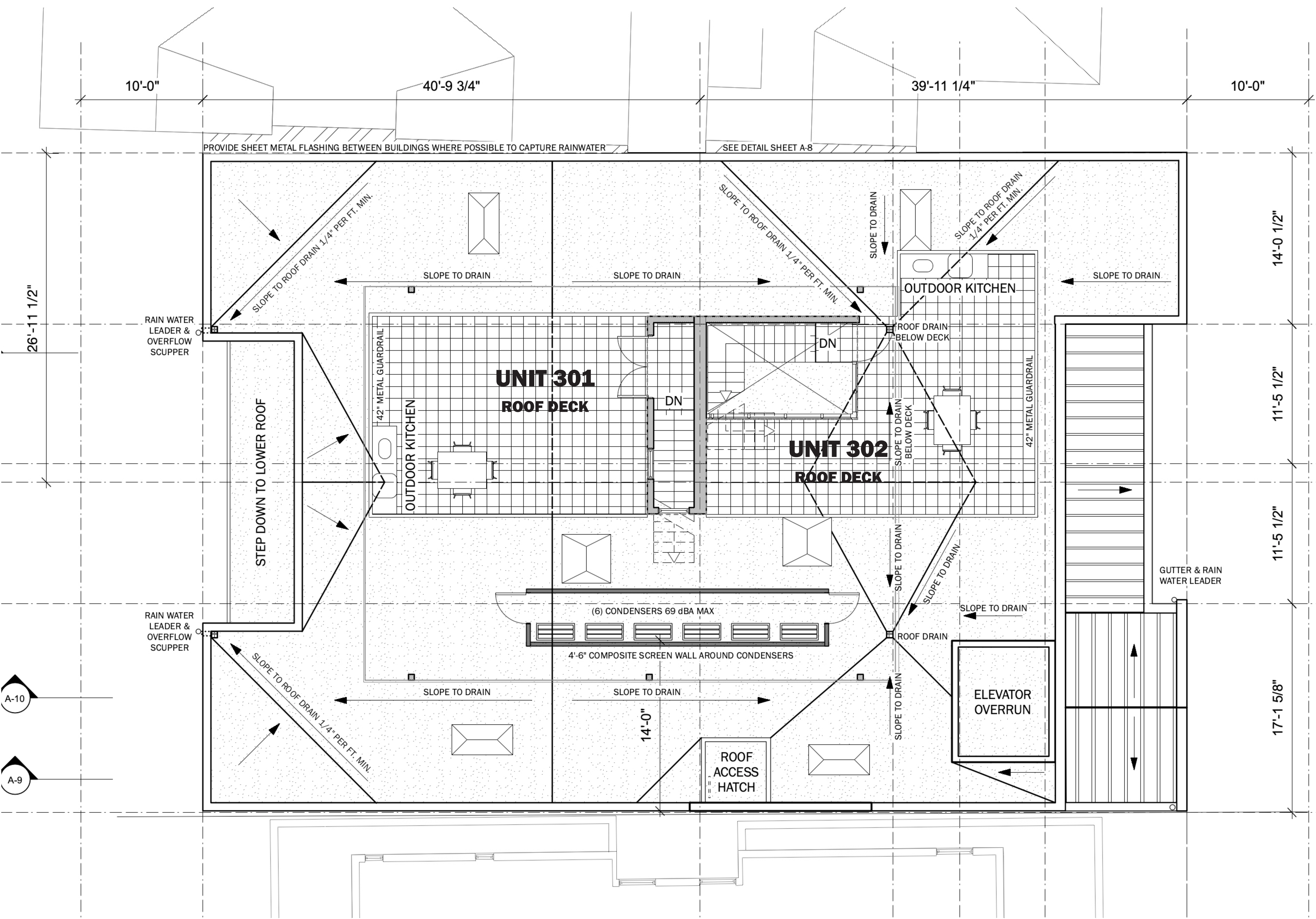


GROSS FLOOR AREAS UNIT 301			
Zone	Level 3	Roof	Total
Interior	2,048 sf		1,985 sf
Deck w/ trellis Lvl 3	200 sf		200 sf
Deck		366 sf	366 sf
TOTAL GROSS RESIDENTIAL AREA			2,551 sf

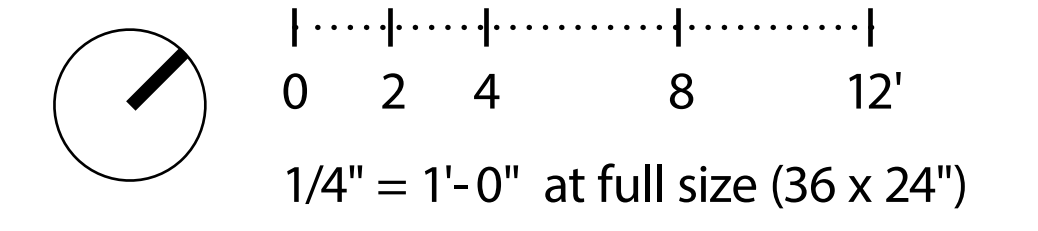


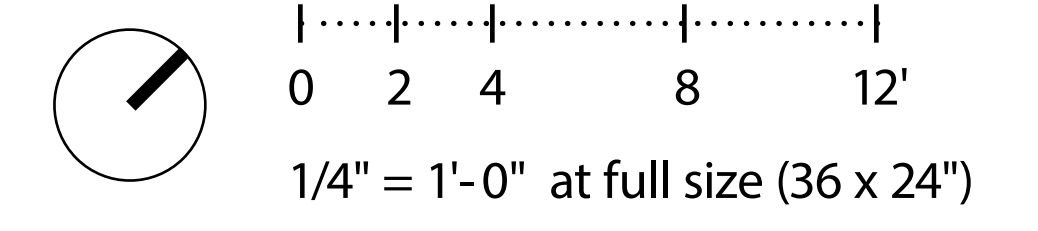
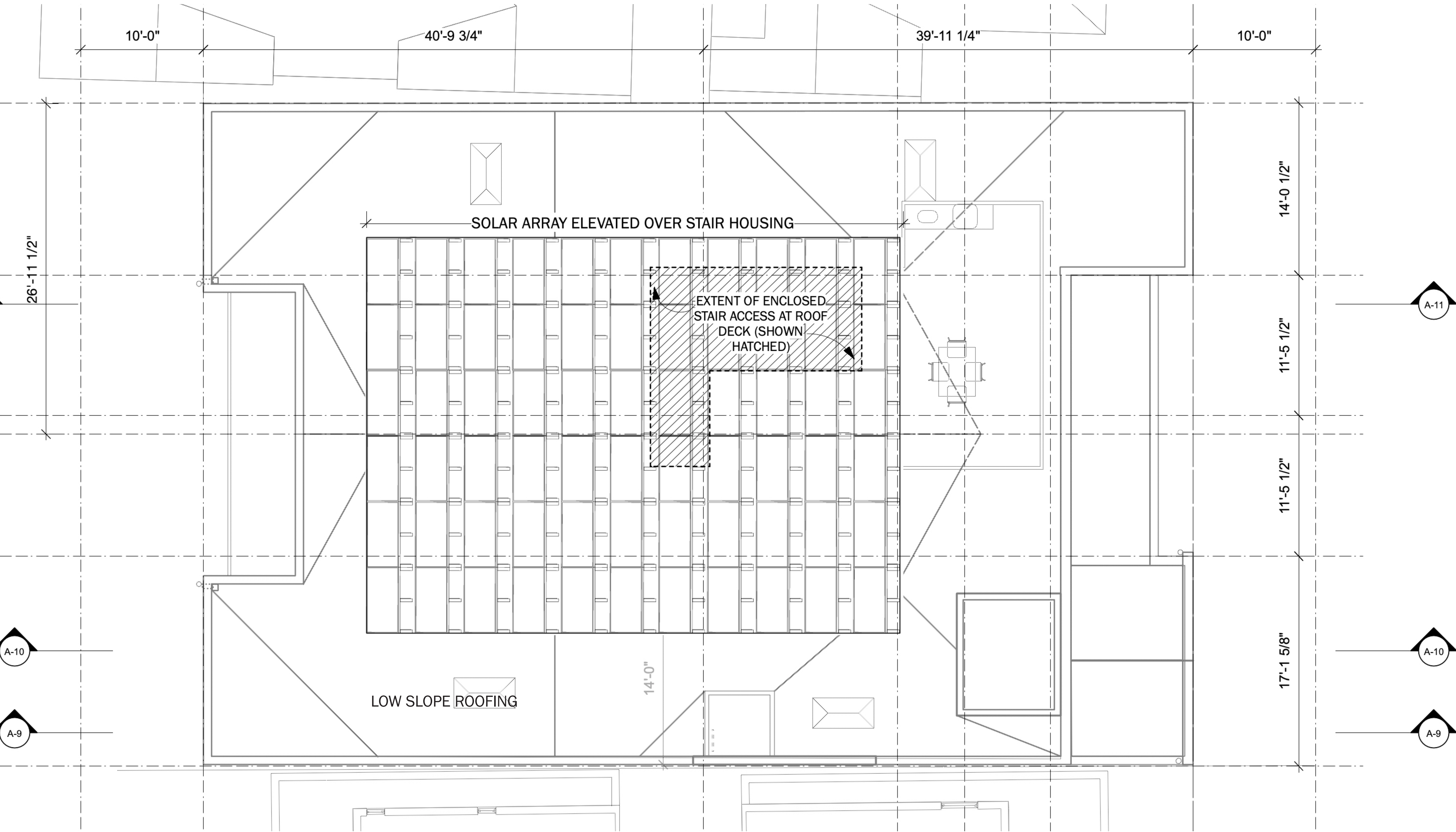
GROSS FLOOR AREAS UNIT 302			
Zone	Level 3	Roof	Total
Interior	1,681 sf		1,743 sf
Deck w/ trellis Lvl 3	133 sf		133 sf
Deck		389 sf	389 sf
TOTAL GROSS RESIDENTIAL AREA			2,236 sf





ROOF AREAS		
	Area	% OF TOTAL
Total Roof Area	4,246 sf	-
Stairwell and Elevator	263 sf	7%
Elevated Solar Panels	613 sf	14%

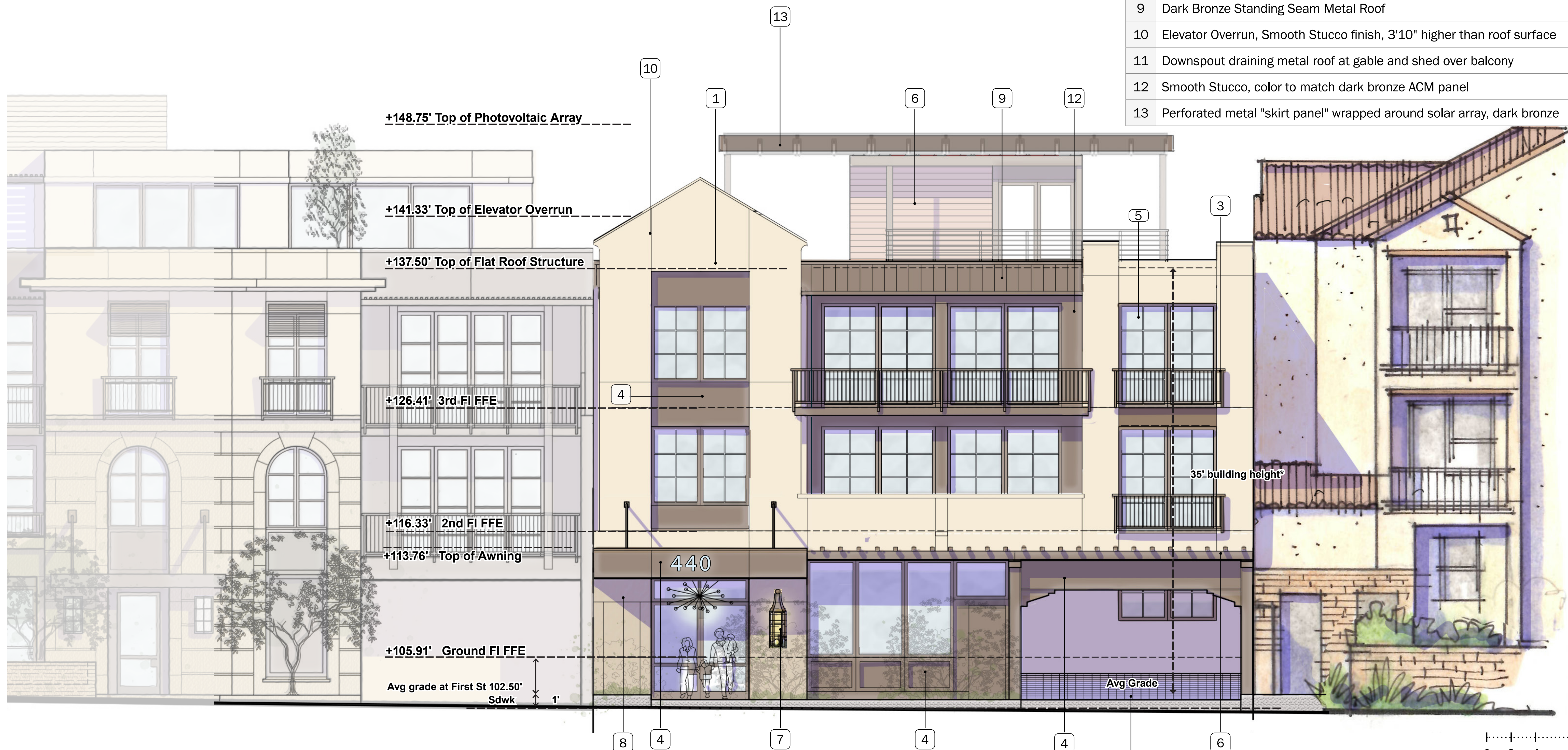




* Building height measured from average grade along all four property lines to top of roof structure

MATERIALS LEGEND

#	Material/Color
1	Smooth Stucco - BM Evening White' Color (or TBD)
2	Steel roll up security gate at bottom of ramp - See Bldg Section A11
3	Dark Bronze Metal Finish Metal Railing
4	Dark Bronze 'Aluminum Composite Material' (ACM) panels
5	Aluminum Windows and Doors
6	Composite Wood Stair Enclosure at Roof
7	Exterior Decorative Light Fixture
8	Quartz Stone Veneer
9	Dark Bronze Standing Seam Metal Roof
10	Elevator Overrun, Smooth Stucco finish, 3'10" higher than roof surface
11	Downspout draining metal roof at gable and shed over balcony
12	Smooth Stucco, color to match dark bronze ACM panel
13	Perforated metal "skirt panel" wrapped around solar array, dark bronze



Elevation Facing First St - East

440 FIRST ST
Los Altos, California

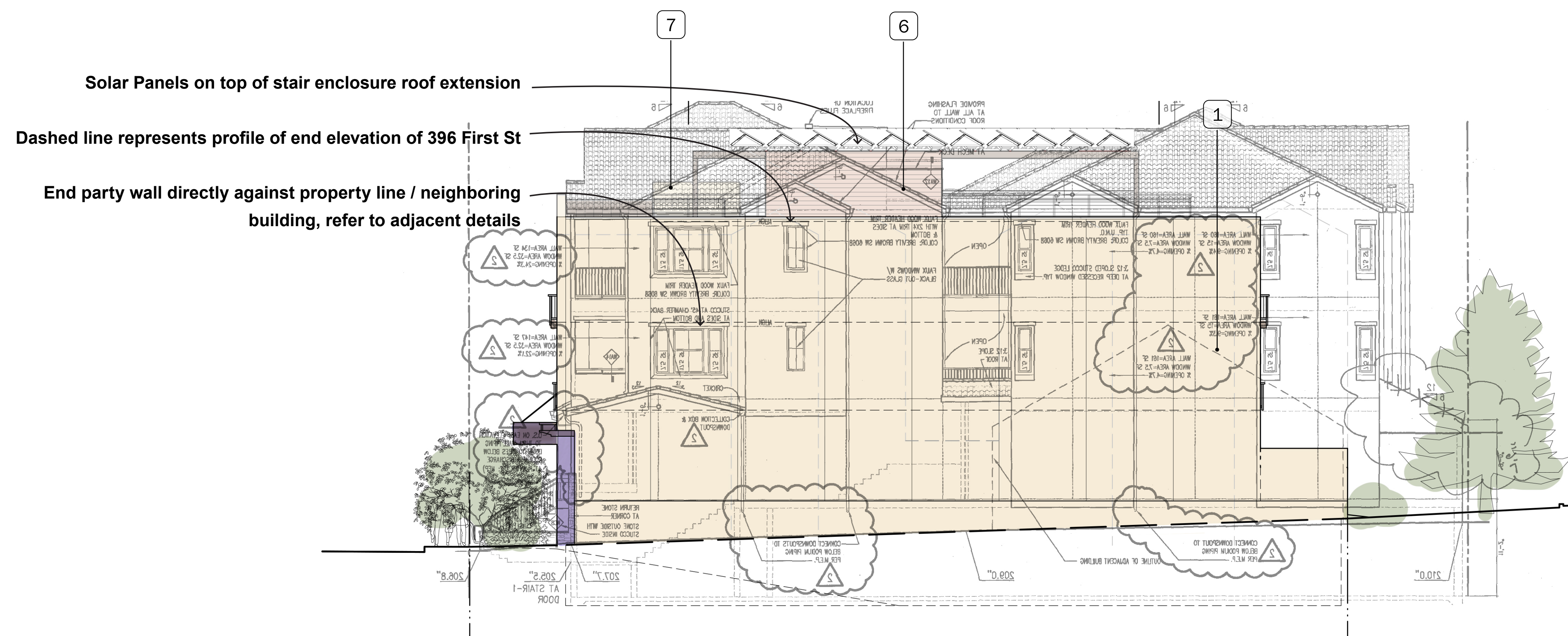
MATERIALS LEGEND

#	Material/Color
1	Smooth Stucco - BM Evening White' Color w/ 3/4" wide expansion joints as seen on elevation
2	Dark Bronze Metal Finish Awning and Trellis
3	Dark Bronze Metal Finish Metal Railing
4	Lower roof with painted finish on fascia to match dark bronze ACM panel
5	Aluminum Windows and Doors
6	Composite Wood Stair Enclosure at Roof
7	Elevator Overrun, Smooth Stucco finish, 3'10" higher than roof surface
8	3" recessed panels in stucco 'Sound Wall' with decorative wood lattice - wall bays to match building behind
9	Smooth Stucco, color to match dark bronze ACM panel
10	Perforated metal "skirt panel" wrapped around solar array, dark bronze

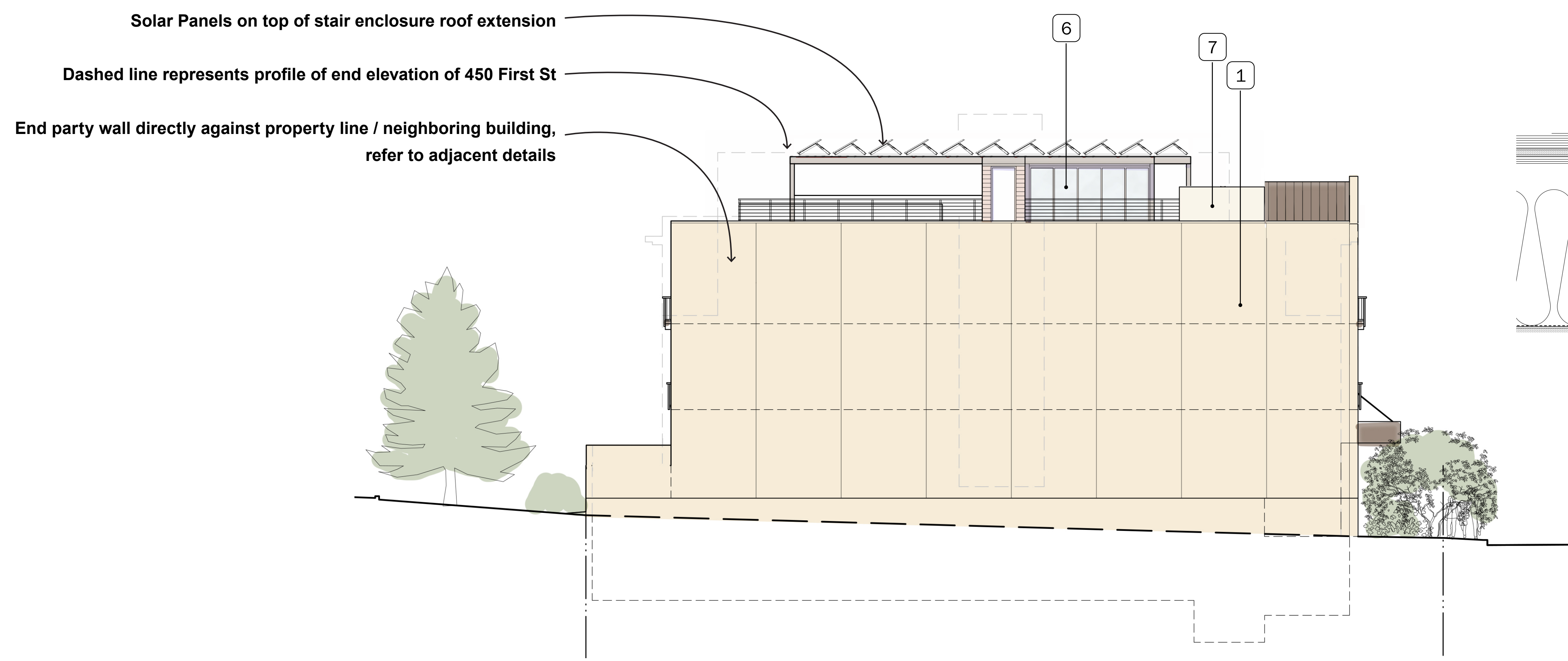


Elevation Facing Foothill Expwy - West

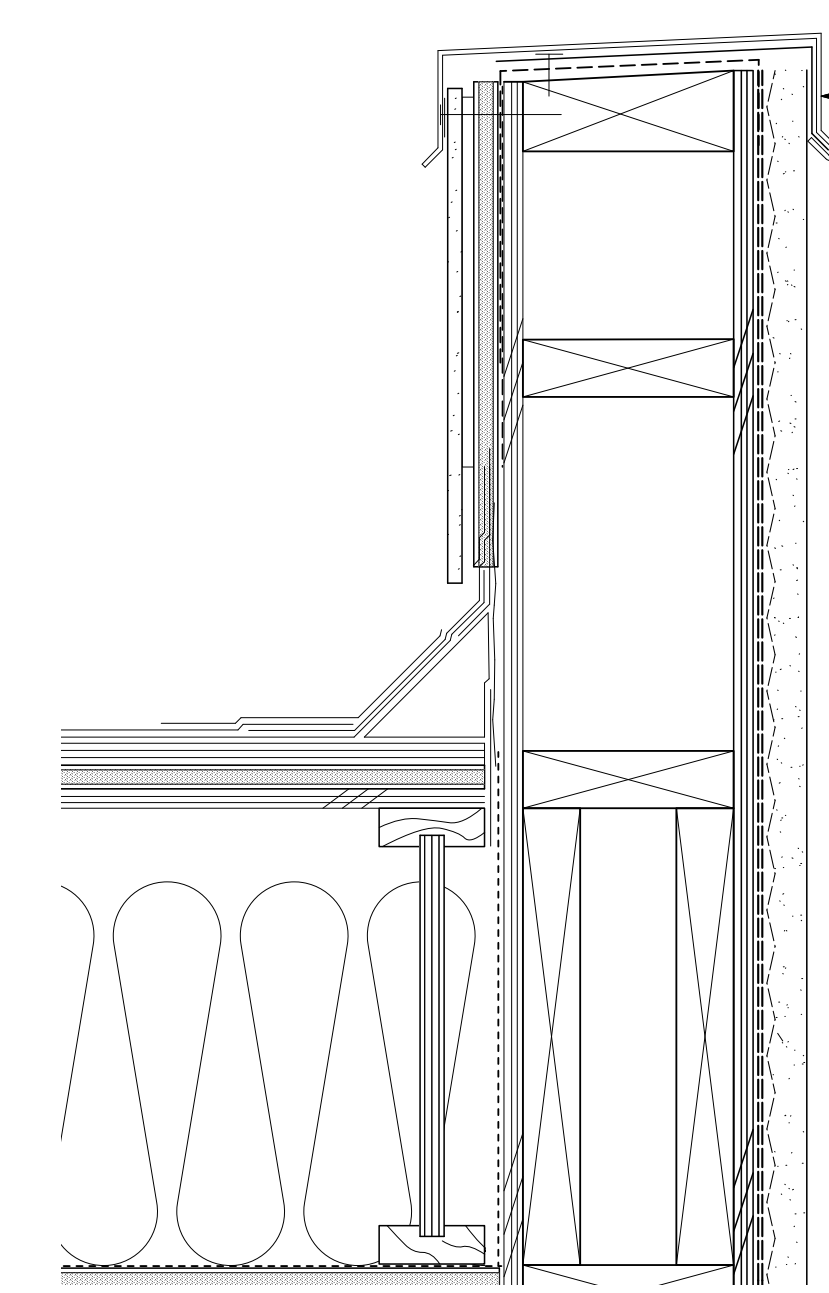
MATERIALS LEGEND	
#	Material/Color
1	Smooth Stucco - BM Evening White' Color w/ 3/4" wide expansion joints as seen on elevation
2	Dark Bronze Metal Finish Awning and Trellis
3	Dark Bronze Metal Finish Metal Railing
4	Dark Bronze 'Aluminum Composite Material' (ACM) panels
5	Aluminum Windows and Doors
6	Tongue and Groove Composite Wood Stair Enclosure at Roof
7	Elevator Overrun, Smooth Stucco finish, 3'10" higher than roof surface



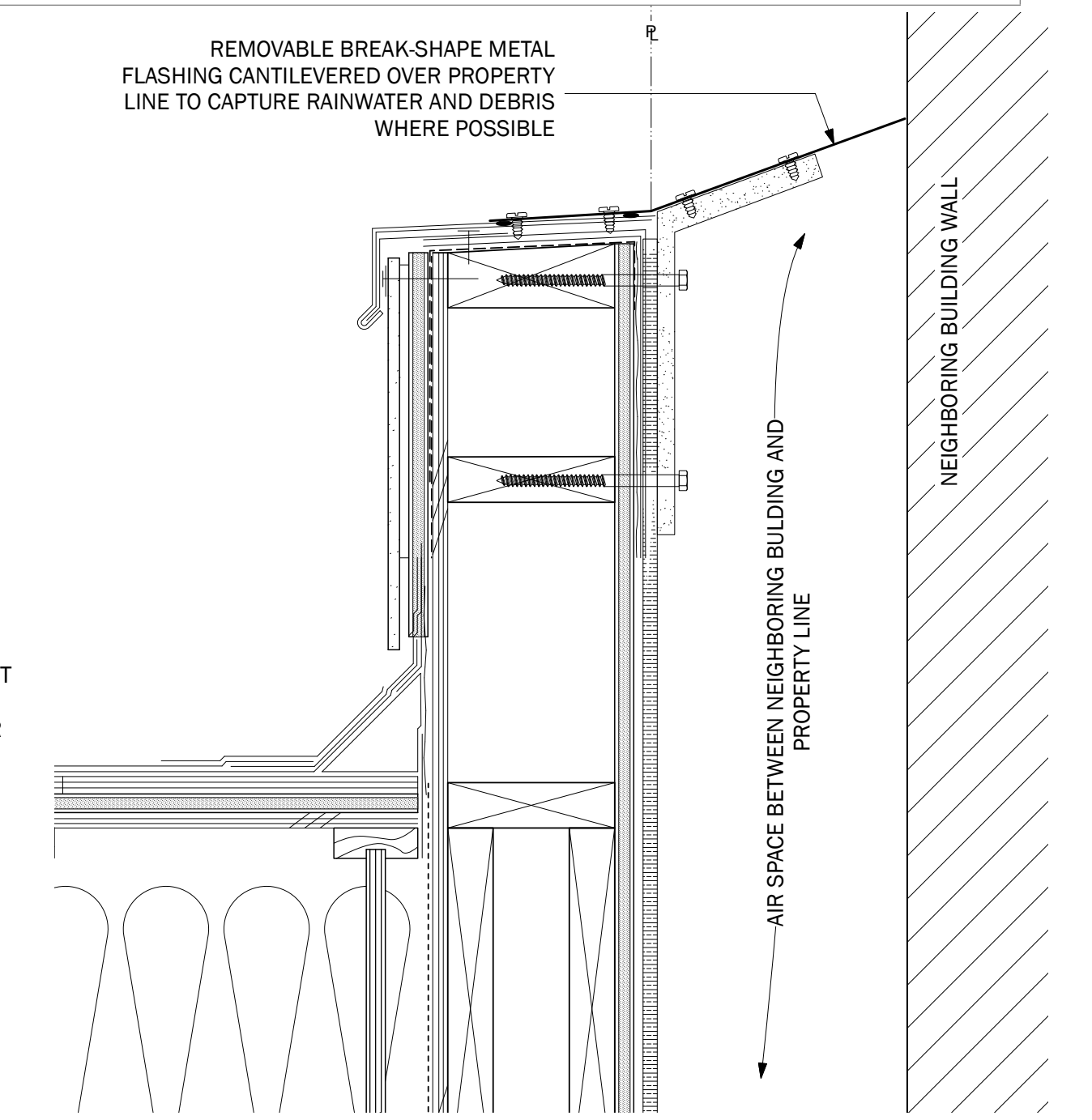
Elevation Facing North (396 party wall)



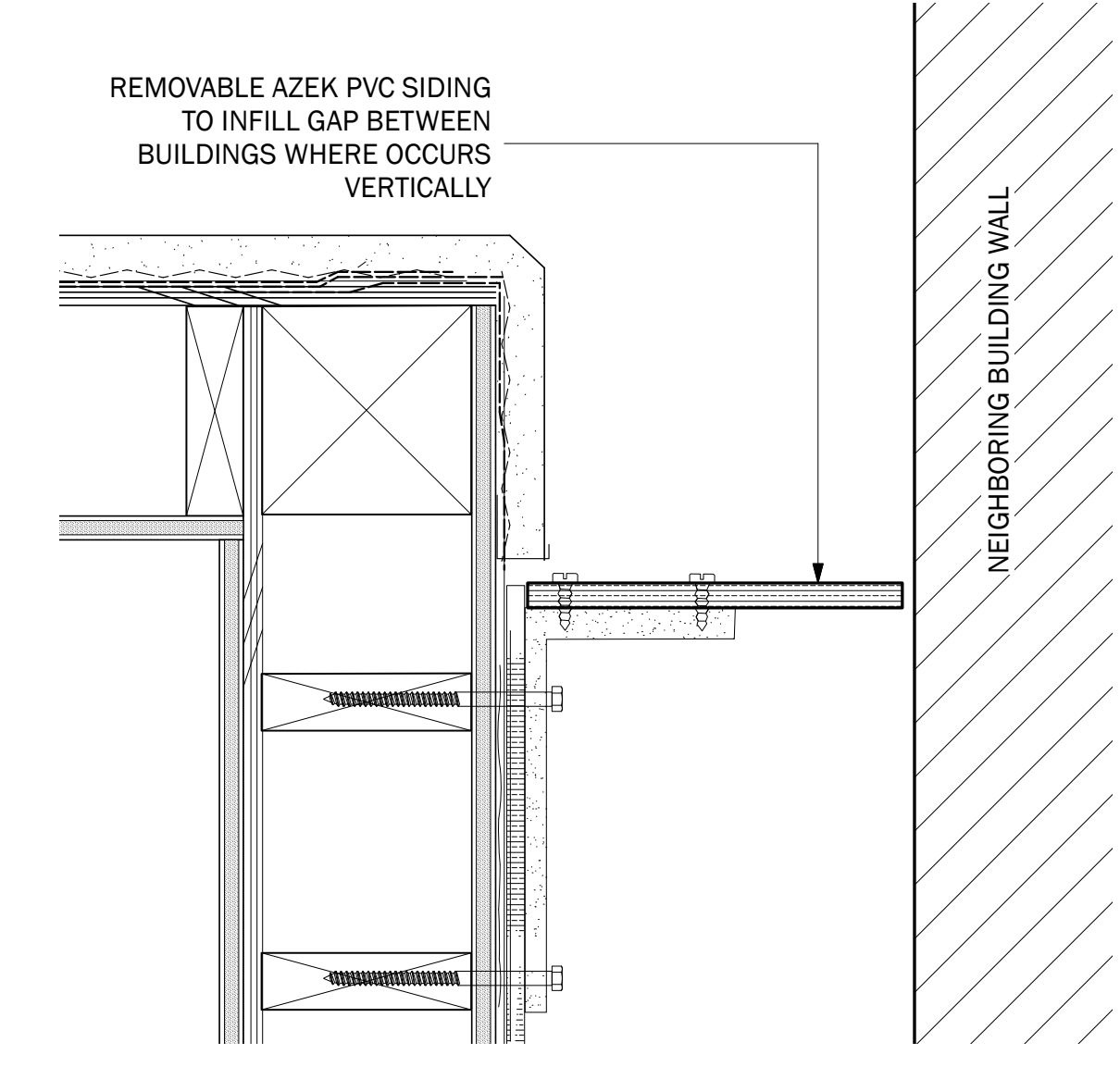
Elevation Facing South (450 Party Wall)



PARAPET CAP

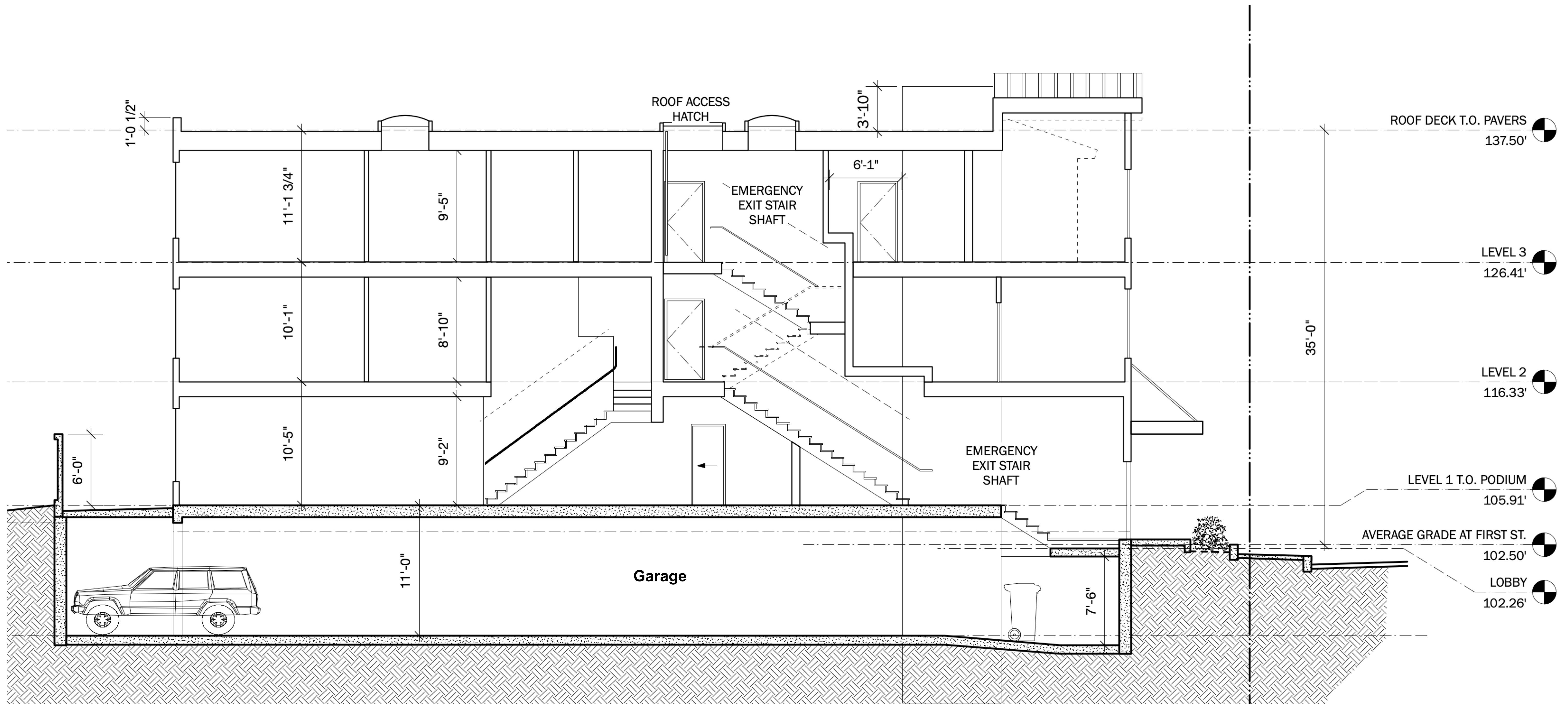


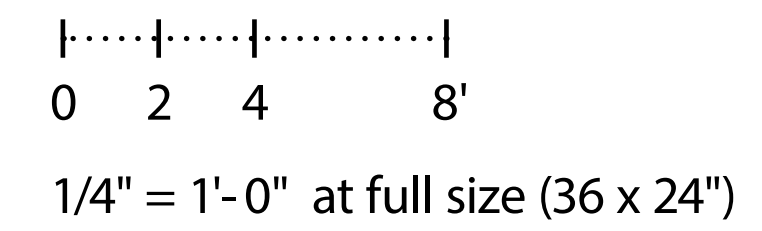
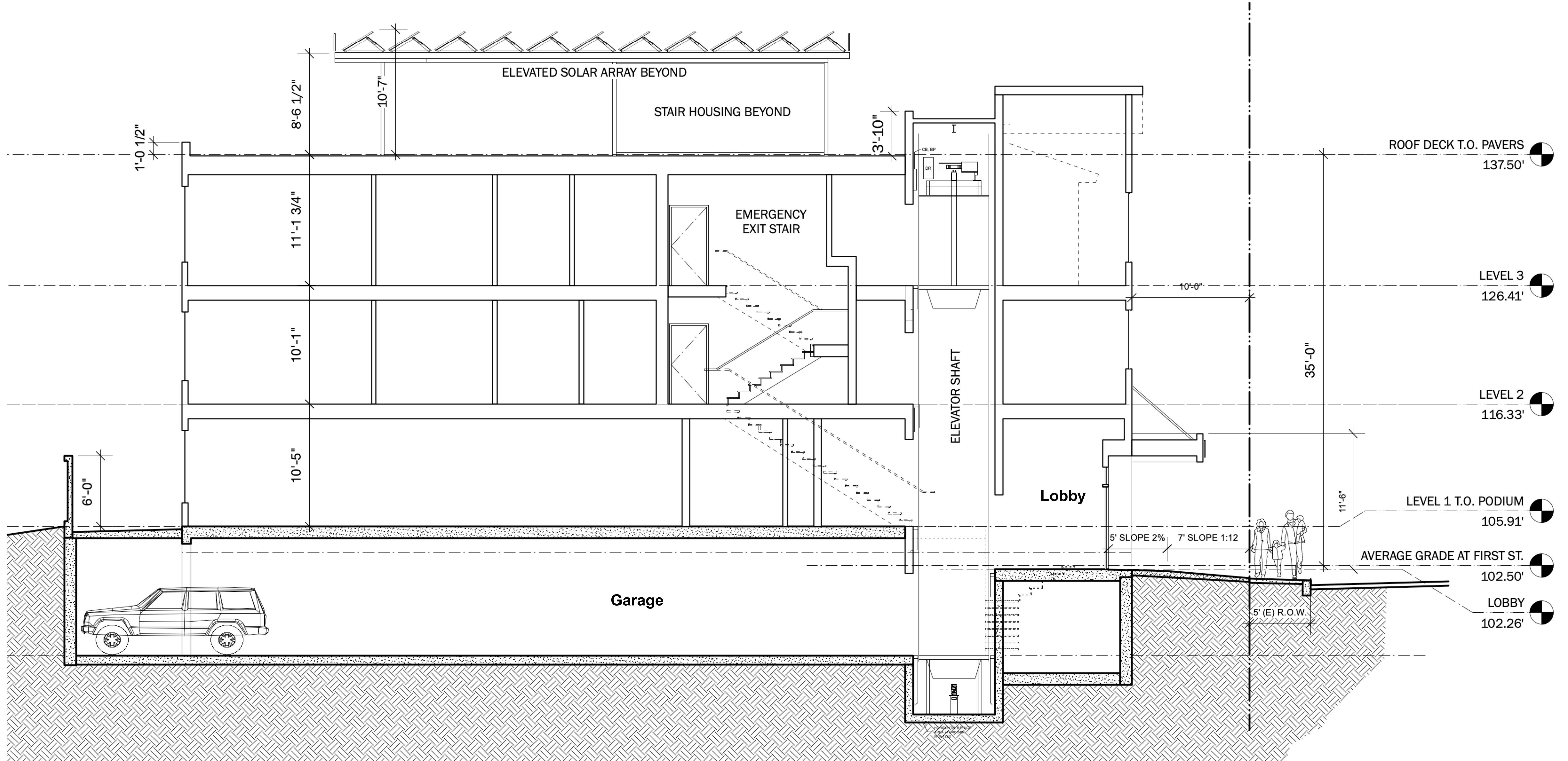
PARAPET SECTION AT BLIND WALL

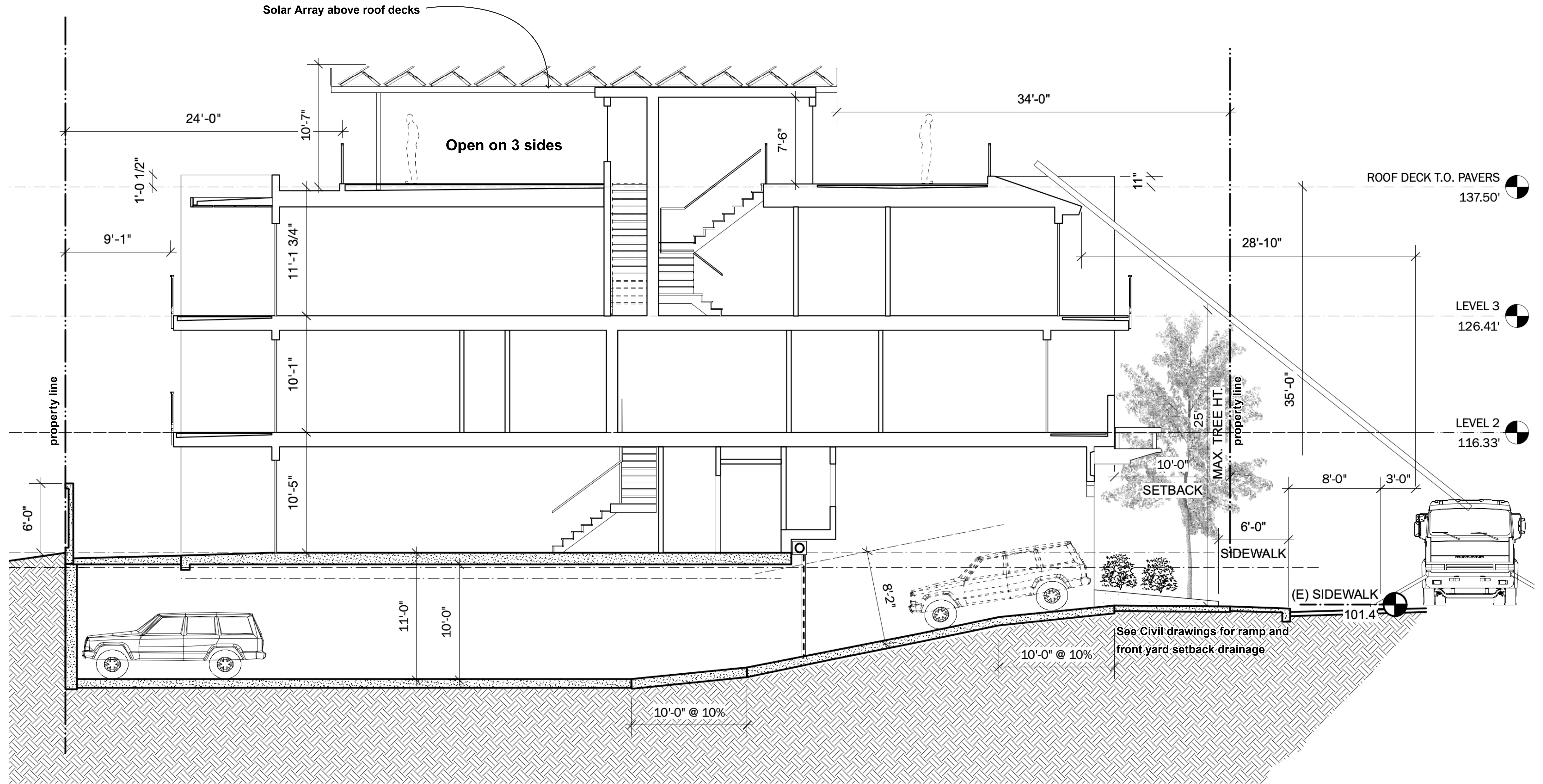


PLAN/SECTION AT BLIND WALL

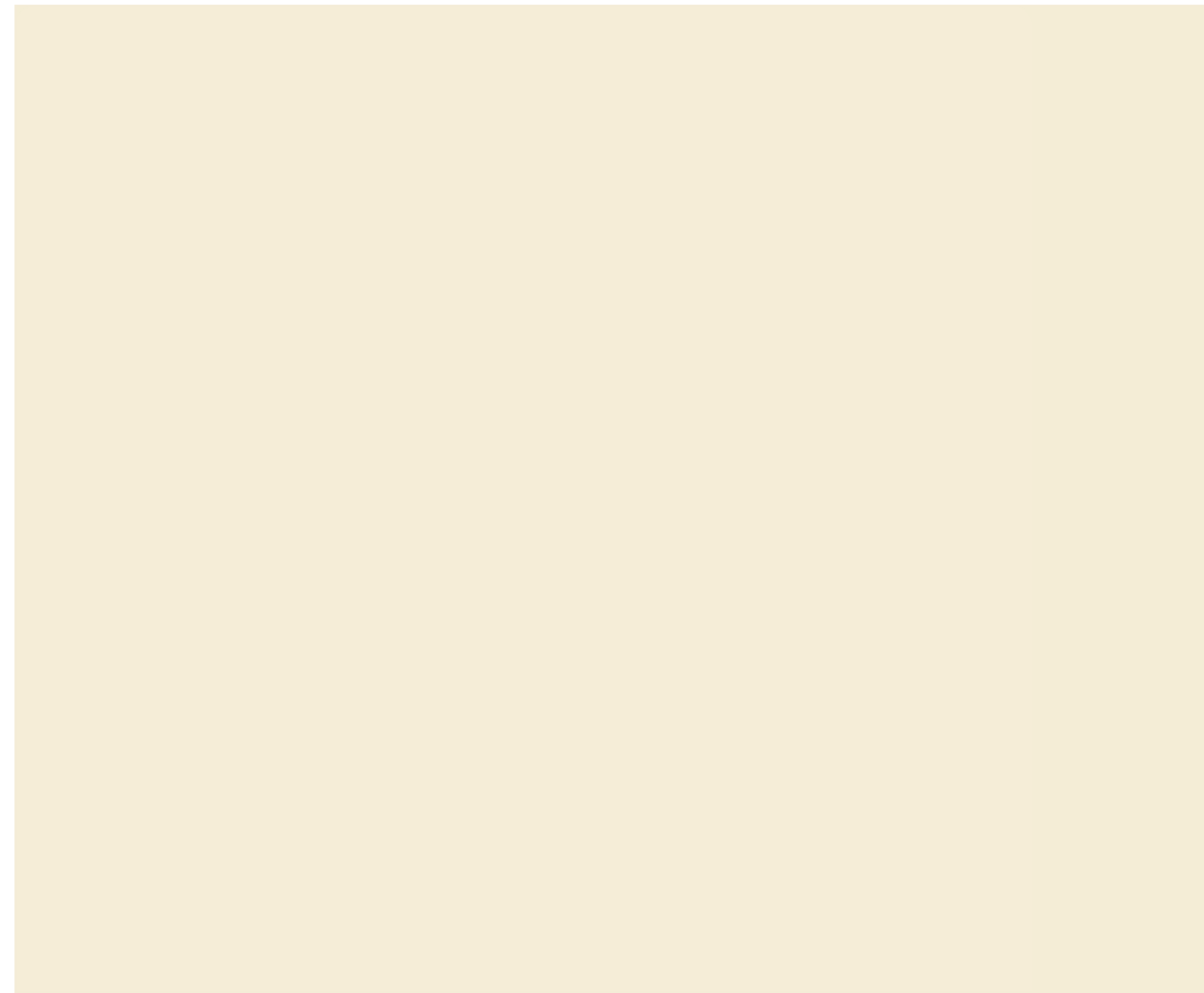
0 4 8 16'
1/8" = 1'-0" at full size (36 x 24")







0 2 4 8'
 1/4" = 1'-0" at full size (36 x 24")



Stucco Color BM 'Evening White' or similar



Composite Wood Siding - Rooftop stair enclosure



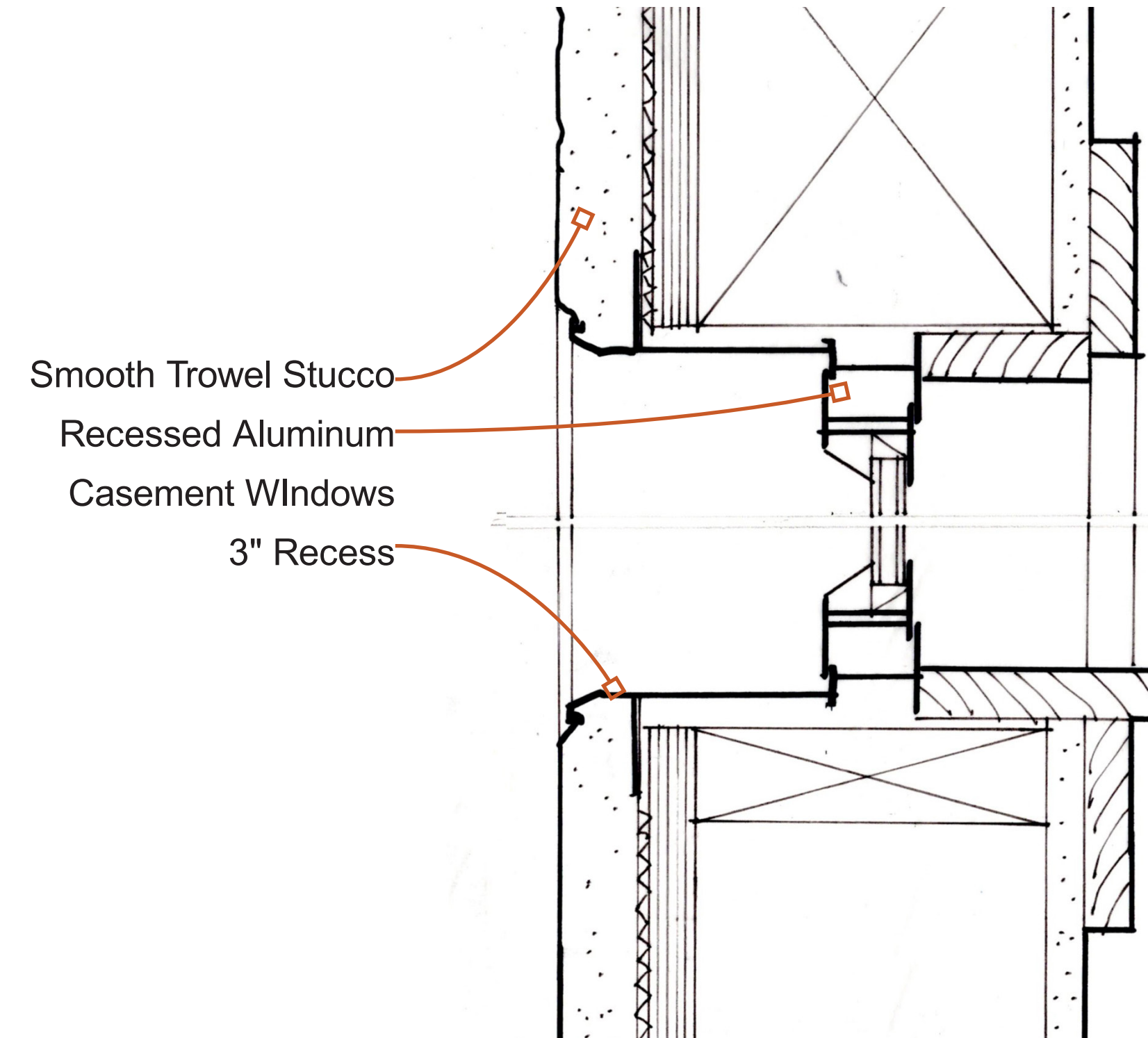
Quartz Stone Veneer at Entry



ACM panel (awning, spandrel, etc) 'Black Iron' or similar



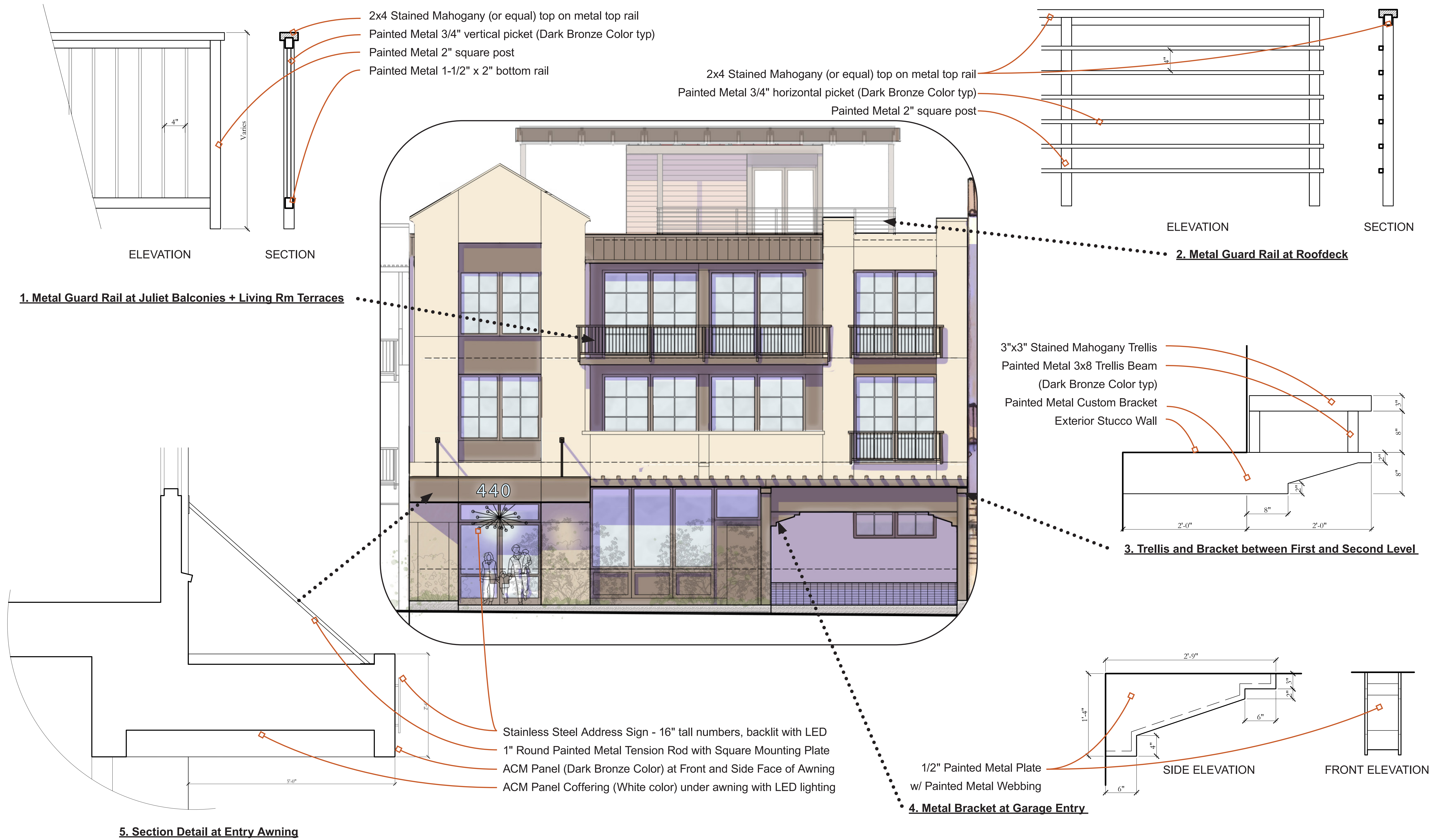
Aluminum 'ACM' Panel - Dark Bronze, Black Iron or Similar Finish



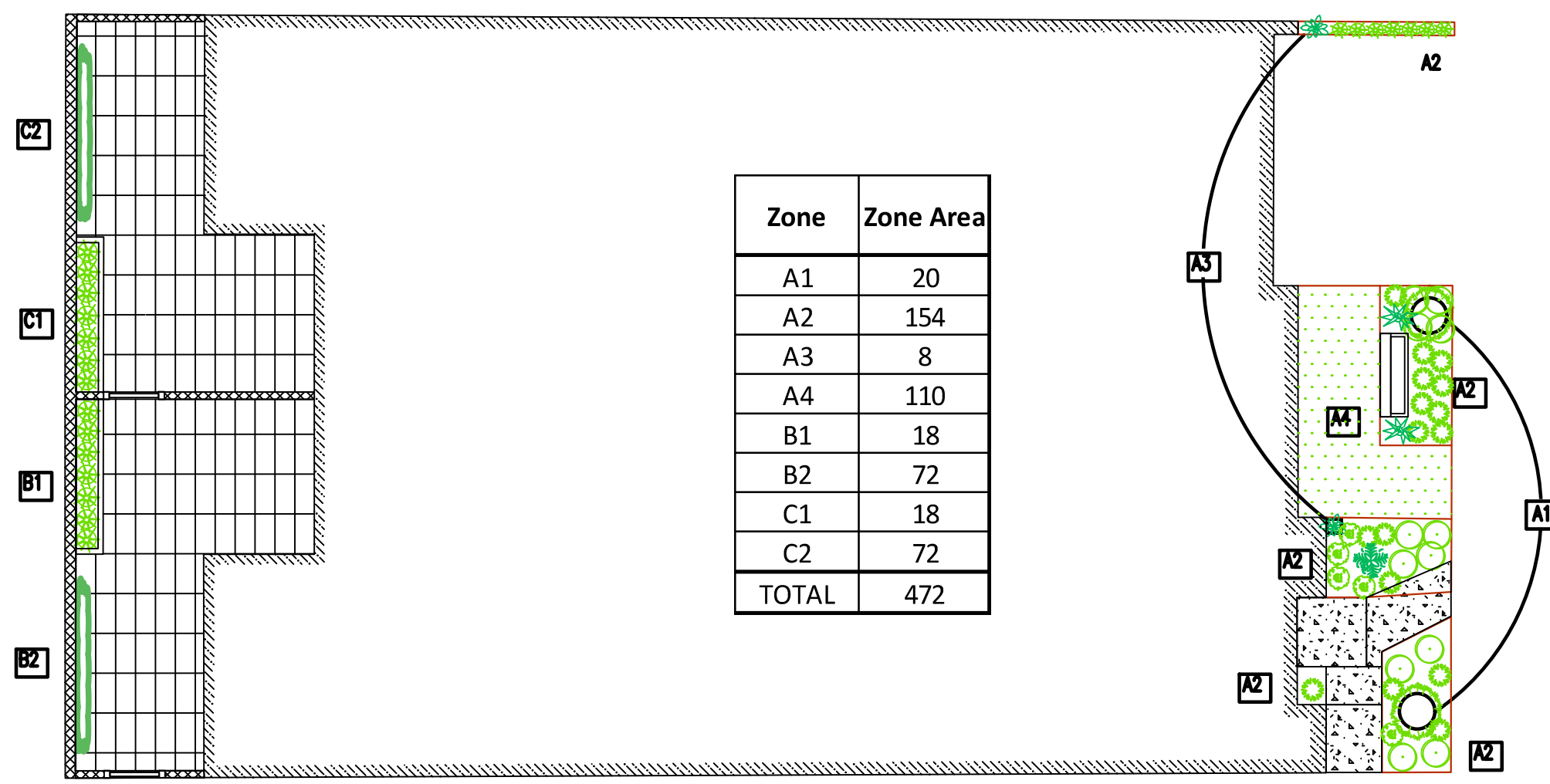
Typical Window Section Detail - 'All Weather' or equivalent aluminum window system



Metal Standing Seam Roof - Dark Bronze Finish



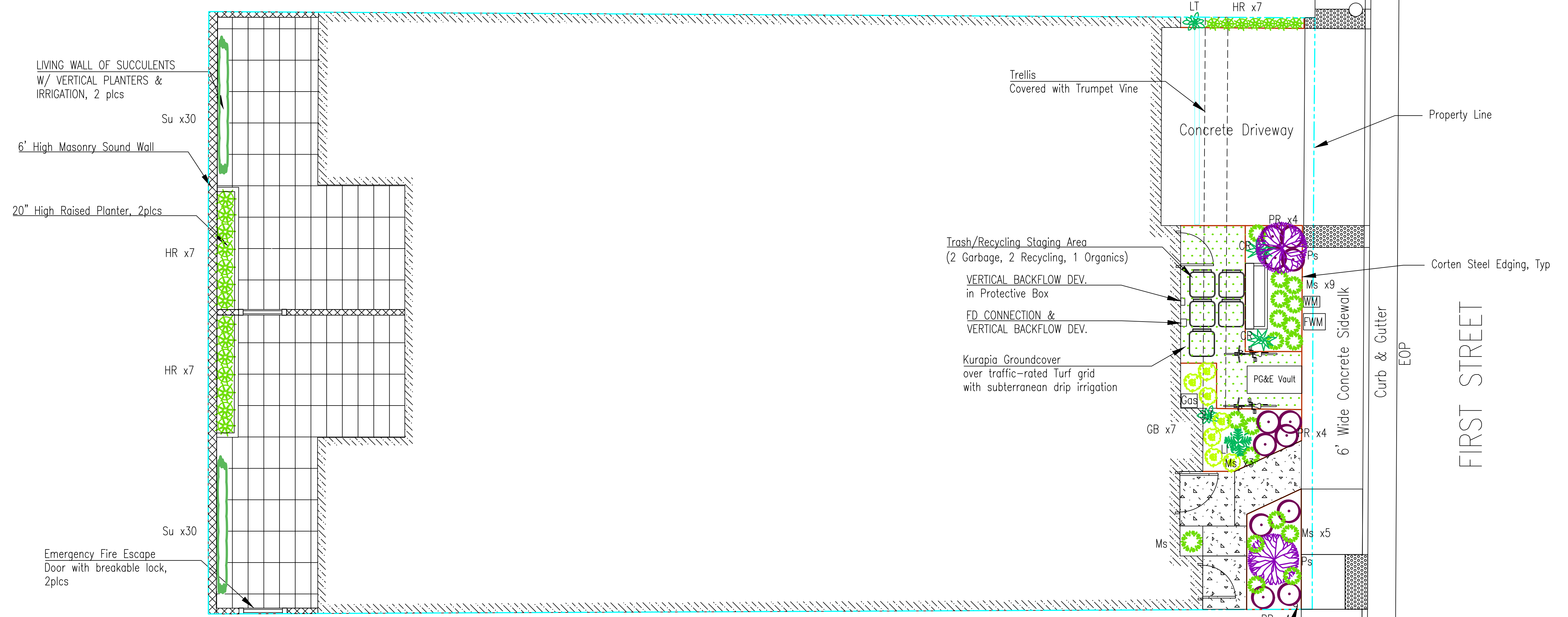
1 2 3 4 5



HYDROZONE MAP

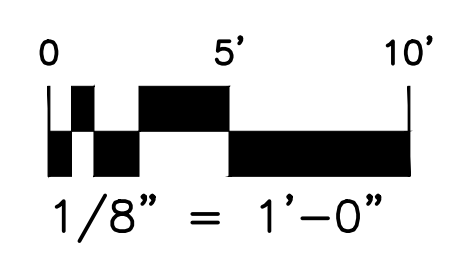
Symbol	Qty	Botanical Name	Common Name	Size	Mature HxW	WUCOLS Water Needs	Irrigation Type	Zone #
Ps	2	Prunus serrulata 'Kwanzan'	Kwanzan Cherry	24"	25'x15'	Moderate	Drip	A1
HR	21	Equisetum hyemale	Horsetail Reed	2 gal	4'x4'	Low-Moderate	Drip	B1, C1
PR	12	Phormium 'Amazing Red'	Phormium	5 gal	3'x3'	Low	Drip	A2
Ms	18	Miscanthus sienensis 'Morning Light'	Varigated Maiden Grass	2 gal	3'x3'	Low	Drip	A2
GB	7	Coleonema pulchellum 'Sunset Gold'	Golden Breath of Heaven	5 gal	4'x3'	Low	Drip	A2
PY	4	Phormium 'YelloW Wave'	Yellow Wave Flax	5 gal	3'x3'	Low	Drip	A2
LI	5	Leonotis leonurus	Lion's Tail	5 gal	4'x3'	Low	Drip	A2
CR	2	Chondropetalum tectorum	Cape Rush	5 gal	4'x3'	Low	Drip	A2
LT	2	Clytostoma callistegioides	Lavender Trumpet Vine	5 gal	15'x2'	Low-Moderate	Drip	A3
Su	60	Various	Succulents	4"	2'x2'	Low	Drip	B2, C2
Kr	72	Lippia nodiflora L. 'Kurapia'	Kurapia	2" plugs	2" x 3"	Low	Drip	A4

440 1st Street
Los Altos, CA 04022



Required Rear Yard Area: 501 sf
Rear Softscape Area: 154 sf incl. Living Walls
% Softscape Area: 31%

Required Front Yard Area: 486 sf
Front Softscape Area: 289.5 sf
% Softscape Area: 59.6%



MARK	DATE	DESCRIPTION
12/29/21	PC Hearing Comments	

PROJECT NO: L1 440 1ST LANDSCAPE PLAN.DWG
CAD DWG FILE: L1 440 1ST LANDSCAPE PLAN.DWG
DRAWN BY: AB
CHK'D BY: -
COPYRIGHT: GreenTek Homes, Inc.

440 1ST LANDSCAPE PLAN

1 2 3 4 5



Living Wall of Succulents



Equisetum hyemale



Prunus serrulata 'Kwanzan'



Kurapia



Waterfall



Phormium 'Amazing Red'



Miscanthus sinensis



Clytostoma callistegioides



Leonotis leonurus



Coleonema pulchellum



Phormium 'Yellow Wave'



Chondropetalum techorum

650-492-4087
www.GreenTekCo.com
Lic. 936918

440 1st Street
Los Altos, CA 94022

OWNER

MARK	DATE	DESCRIPTION

PROJECT NO: ----
CAD DWG FILE: L2 440 1ST LANDSCAPE PLAN.DWG
DRAWN BY: AB
CHK'D BY: -
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SHEET TITLE
440 1ST LANDSCAPE PLAN

ABBREVIATIONS	
DESCRIPTION	DESCRIPTION
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
BC	BACK OF CURB
BFL	BACKFLOW PREVENTOR
BW	BOTTOM OF WALL
C&G	CURB AND GUTTER
C/L	CENTERLINE
CLS	CENTERLINE SWALE
CO	CLEANOUT
CP	CONTROL POINT
DWY	DRIVEWAY
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DTL	DETAIL
ELCT	ELECTRIC
EP	EDGE OF PAVEMENT ELEVATION
EUC	EUCALYPTUS TREE
(E)EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FNC	FENCE
FOC	FACE OF CURB
FS	FIRE SERVICE
GB	GRADE BREAK
GUY	GUY WIRE
HP	HIGH POINT
DIP	DUCTILE IRON PIPE
INV	INVERT
JP	JOINT POLE
JB	JUNCTION BOX (UTILITY)
LIP	LIP OF GUTTER
LND'G	LANDING
LP	LOW POINT
MON	MONUMENT
(N)	NEW
OG	ORIGINAL GROUND
PAE	PUBLIC ACCESS EASEMENT
PB	PULL BOX
PIE	PRIVATE INGRESS EGRESS EASEMENT
P/L	PROPERTY LINE
PP	POWER POLE
PSDE	PRIVATE STORM DRAIN EASEMENT
PSSE	PRIVATE SANITARY SEWER EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
PWE	PRIVATE WATER EASEMENT
R/W	RIGHT OF WAY
RCP	REINFORCED CONCRETE PIPE
SB	SETBACK
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
STD	STANDARD
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SW	SIDEWALK
TC	TOP OF CURB
TF	TOP OF FOUNDATION
TC	TOP OF GRATE
TS	TOP OF SLAB
TP	TOP OF PAVEMENT
TW	TOP OF WALL
(TYP)	TYPICAL
VCP	VITRIFIED CLAY PIPE
WLK	WALKWAY
WM	WATER METER
WV	WATER VALVE

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	STREET CENTER LINE
---	---	SUBDIVISION BOUNDARY LINE (PROPERTY LINE)
---	---	OTHER LOT LINES
---	---	PROPOSED CONDOMINIUM UNIT LINES
---	---	PROPOSED EASEMENT LINES
---	---	DIMENSION LINES AS NOTED
F	F	FILL AREA LIMIT
C	C	CUT AREA LIMIT
102	102	CONTOUR
W	W	WATER LINE
SD	SD	STORM DRAIN PIPE (SOLID)
SS	SS	SANITARY SEWER PIPE
SUB	SUB	SUBDRAIN PIPE (PERFORATED)
OH e,T,V	OH e,T,V	OVERHEAD UTILITIES WITH POLE
G	G	GAS LINE
E	E	ELECTRIC LINE (UNDERGROUND)
JT	JT	JOINT TRENCH
SLV	SLV	STREET LIGHT VAULT
SSCO	SSCO	SANITARY SEWER CLEANOUT
●	●	SANITARY SEWER MANHOLE
⊙	⊙	STORM DRAIN MANHOLE
⊛	⊛	ELECTROLIER
WM	WM	WATER METER
⊙	⊙	TREE WITH TRUNK
x	x	6" WOODEN FENCE
102.23	102.23	SPOT ELEVATION
○	○	TREE PROTECTION FENCE
---	---	EARTH SWALE
⊞	⊞	AREA DRAIN/ INLET
→	→	OVERLAND RELEASE PATH
---	---	GRADING DIRECTION
⊙	⊙	(E) TREE TO BE REMOVE
⊞	⊞	DOWN-SPOUT WITH SPLASH BLOCK

VESTING TENTATIVE MAP

FOUR (4) RESIDENTIAL CONDOMINIUM UNITS

440 1ST STREET, LOS ALTOS, CA 94022

APN: 167-41-009

ALL THAT CERTAIN REAL PROPERTY IN THE CITY OF LOS ALTOS, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 ALL OF LOT 1, AS SHOWN UPON THE MAP OF THE RECORD OF SURVEY OF LAND OF COLLINSON, ET AL, WHICH MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA ON JUNE 29, 1959, IN BOOK 108 OF MAPS, PAGE(S) 9.

CITY OF LOS ALTOS
 COUNTY OF SANTA CLARA

**SMP ENGINEERS
 CIVIL ENGINEERS**

1534 CAROB LANE
 LOS ALTOS, CA 94024

CALIFORNIA
 SEPTEMBER 2021

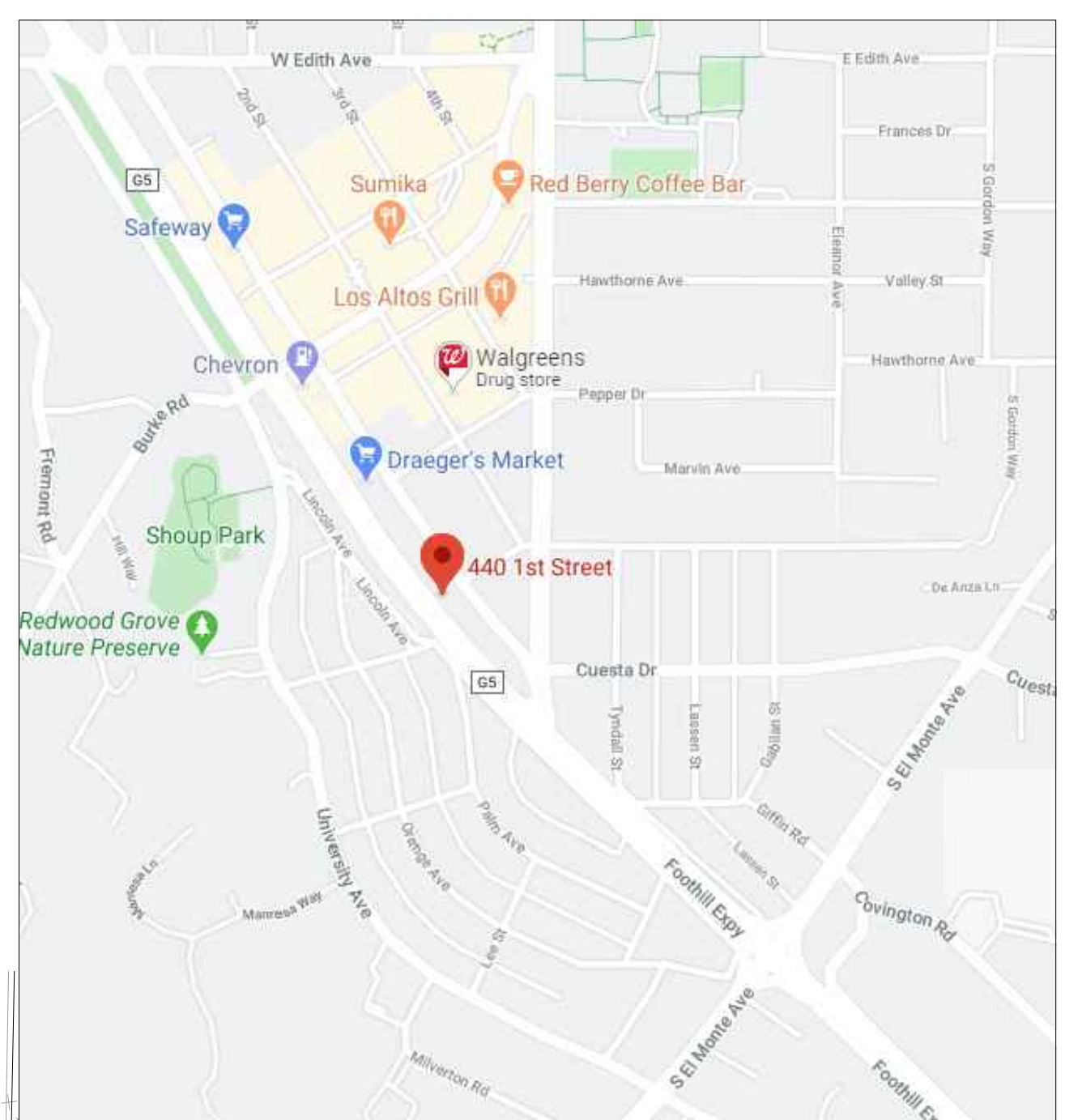
Subdivision Description:
 DEMOLISH EXISTING BUILDING AND RECORD A TRACT MAP, ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES, IN CONJUNCTION WITH A CONDOMINIUM MAP CONTAINING FOUR RESIDENTIAL CONDOMINIUM UNITS.

Referenced Assumed B.m.
 TOP OF SANITARY SEWER MANHOLE, LOCATED AT FIRST ST., DISTANCE THEREON 119± FEET NORTHERLY FROM THE MOST NORTHERLY CORNER OF THE PROPERTY EL: 100.00

Basis Of Bearings:
 THE BEARING S. 53°37'46" W. OF THE SOUTHEASTERLY LINE OF LOT 2 AS SHOWN UPON CORNER RECORD # 2029 WAS TAKEN AS BASIS OF BEARINGS FOR THIS SURVEY.

GROUND LEVEL AREA SUMMARY TABLE

GROSS LAND AREA	(SQFT)	(ACRES)
UNITS 101 BUILDING FIRST FLOOR (EXTERIOR LINE)	1,420	0.033
UNITS 101 PRIVATE OPEN SPACE	367	0.008
UNITS 102 BUILDING FIRST FLOOR (EXTERIOR LINE)	1,392	0.032
UNITS 102 PRIVATE OPEN SPACE	367	0.008
COMMON AREAS	1,949	0.008
LOT 1 (COMMON LOT) TOTAL SUBDIVISION BOUNDARY LINE	5,495	0.126



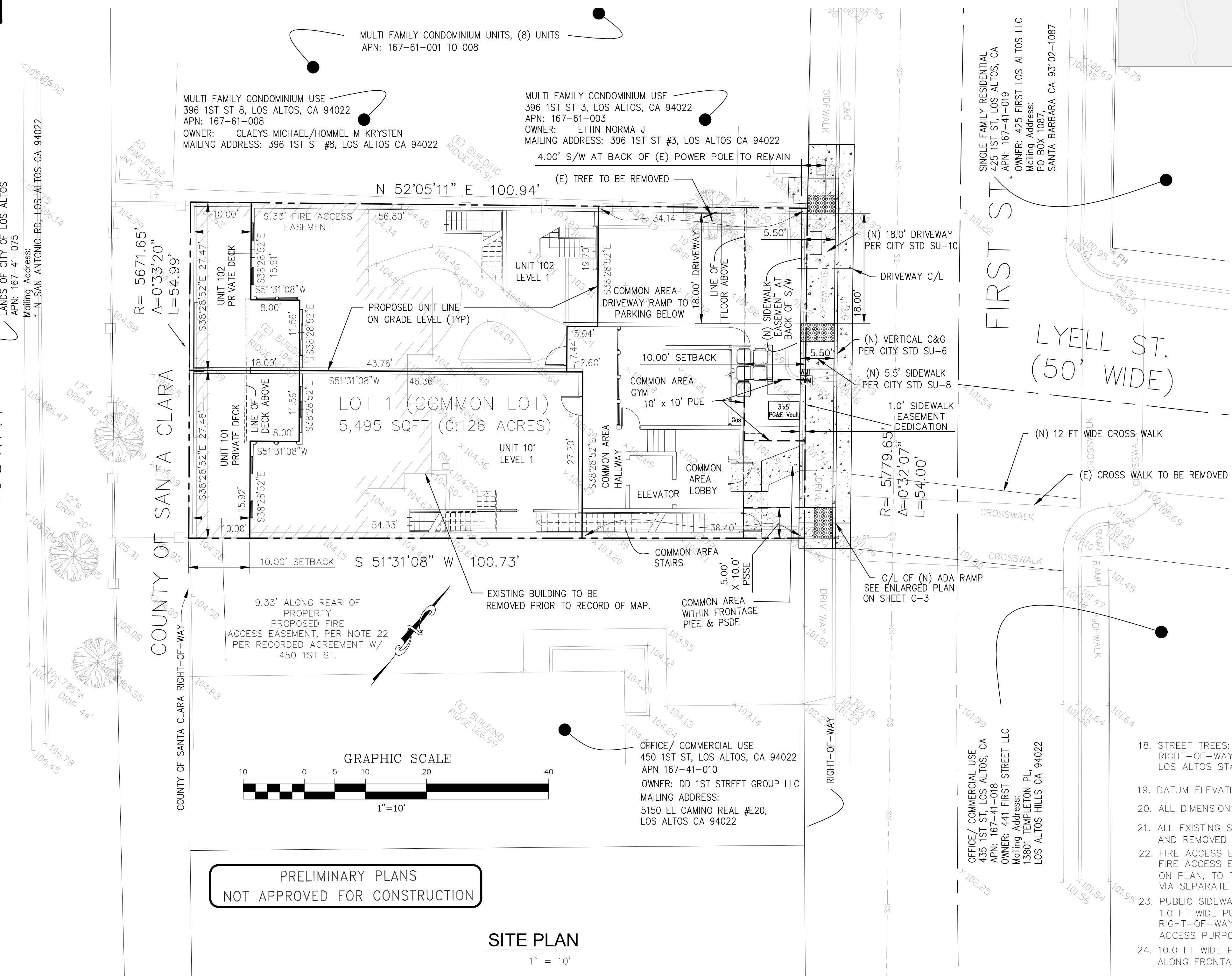
VICINITY MAP

SHEET INDEX:

- C-1 COVER SHEET/ VESTING TENTATIVE MAP
- C-2 PRELIMINARY GRADING AND DRAINAGE PLAN
- C-3 FRONTAGE GRADING PLAN ENLARGED
- C-4 PRELIMINARY UTILITY PLAN
- C-5 STORMWATER CONTROL PLAN
- C-6 BLUEPRINT FOR A CLEAN BAY

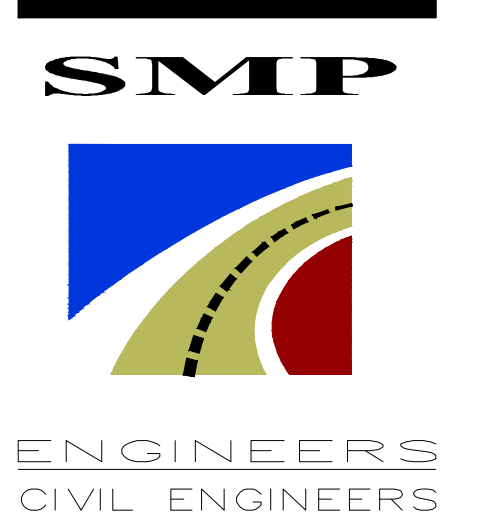
GENERAL NOTES

1. OWNERS: Bourgan Family Trust, 25875 Estacada Way, Los Altos Hills, CA 94022
2. SUBDIVIDERS/ DEVELOPERS: Abbie Bourgan / Bourgan Family Trust, 25875 Estacada Way, Los Altos Hills, CA 94022. Contact: Abbie Bourgan, abbie@bourgan.net, 650-492-1369
3. APPLICANT: SAME AS ABOVE.
4. EXISTING USE: COMMERCIAL USE
5. EXISTING APN: 167-41-009
6. EXISTING ZONING: CD/R3
7. PROPOSED USE: 4 RESIDENTIAL CONDOMINIUM UNITS
8. GENERAL PLAN: PLANED DEVELOPMENT (PD)
9. EXISTING WELLS: NONE
10. LOT AREA: 5,495 SQFT (0.126 ACRES)
11. STREET IMPROVEMENTS: PROJECT ROADWAY FRONTAGE ALONG 1ST STREET FRONTAGE R-0-W WILL BE IMPROVED TO THE SATISFACTION OF PUBLIC WORKS AND WILL BE UPGRADED TO MEET CURRENT CITY STANDARDS.
12. EXISTING USE OF ADJACENT PROPERTIES: RESIDENTIAL
13. WATER: CALIFORNIA WATER COMPANY
14. FIRE PROTECTION: LOS ALTOS/SANTA CLARA COUNTY FIRE DEP.
15. STORM/ SANITARY SEWER: CITY OF LOS ALTOS
16. POWER AND GAS: PACIFIC GAS AND ELECTRIC
17. TELEPHONE: AT&T
18. STREET TREES: ANY NEW STREET TREES IN PUBLIC RIGHT-OF-WAY TO BE PLANTED IN ACCORDANCE WITH CITY OF LOS ALTOS STANDARDS.
19. DATUM ELEVATION: LOCAL DATUM AND MONUMENTS
20. ALL DIMENSIONS ARE IN FEET AND DECIMALS THERE OF.
22. FIRE ACCESS EASEMENT DEDICATION: FIRE ACCESS EASEMENT DEDICATION AT REAR OF PROPERTY AS SHOWN ON PLAN, TO THE SATISFACTION OF FIRE DEPARTMENT WILL BE DEDICATED VIA SEPARATE PLAT AND LEGAL INSTRUMENT.
23. PUBLIC SIDEWALK EASEMENT DEDICATION: 1.0 FT WIDE PUBLIC SIDEWALK EASEMENT (SE) ALONG 1ST STREET FRONTAGE RIGHT-OF-WAY TO BE DEDICATED TO THE CITY OF LOS ALTOS FOR PUBLIC ACCESS PURPOSES.
24. 10.0 FT WIDE PUBLIC UTILITY SERVICE EASEMENT (PSE) TO BE DEDICATED ALONG FRONTAGE, OR AS REQUIRED PER UTILITY COMPANIES.



PRELIMINARY PLANS
 NOT APPROVED FOR CONSTRUCTION

SITE PLAN
 1" = 10'



1534 CAROB LANE
 LOS ALTOS, CA 94024
 TEL: (650) 941-8055
 FAX: (650) 941-8755
 E-MAIL: SRAZAVI@SMPENGINEERS.COM

Applicant / Owner:
 Abbie Bourgan / Bourgan Family Trust
 25875 Estacada Way
 Los Altos Hills, CA 94022
 Contact: Abbie Bourgan
 abbie@bourgan.net
 650-492-1369

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 SMP ENGINEERS
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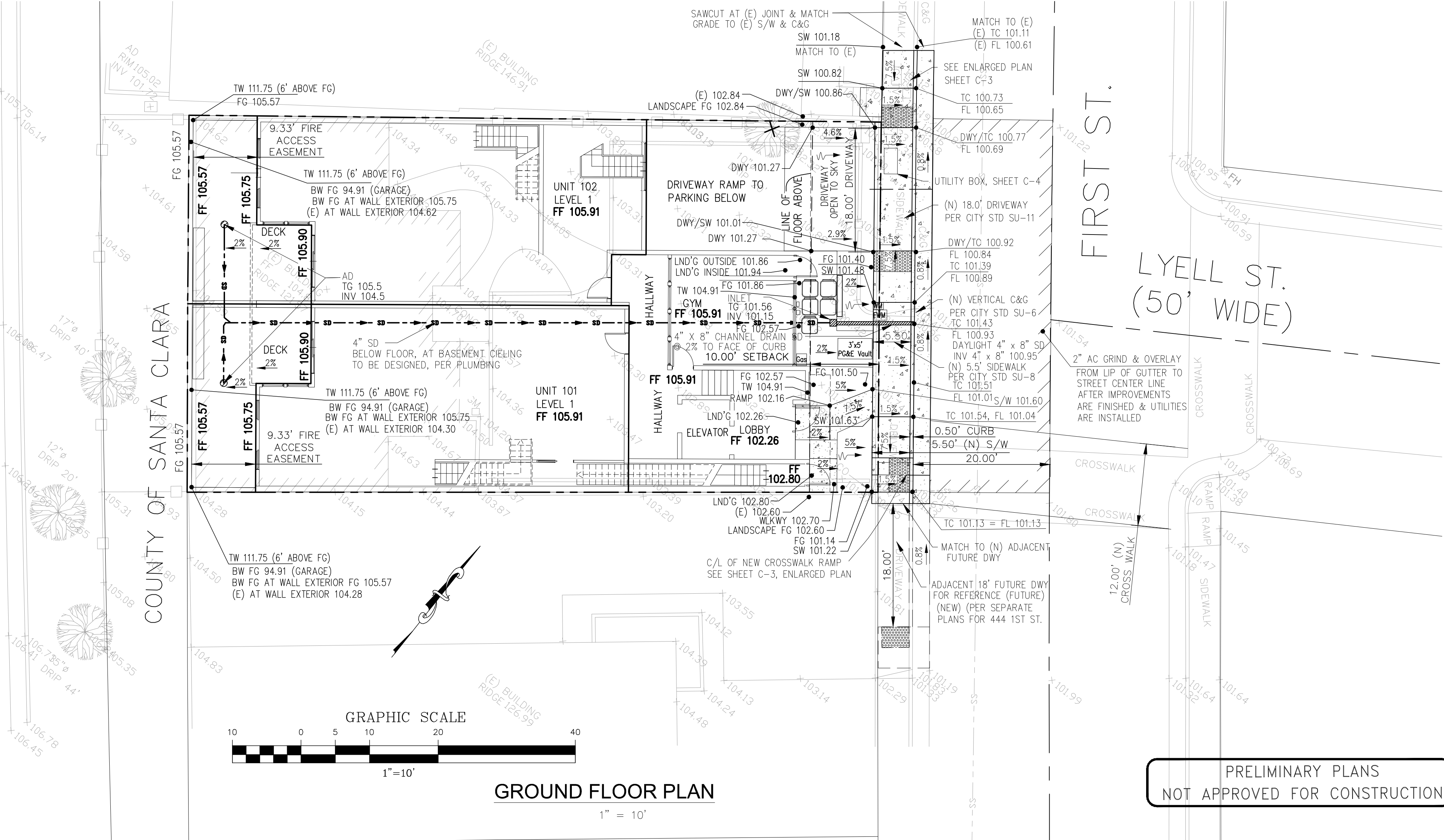
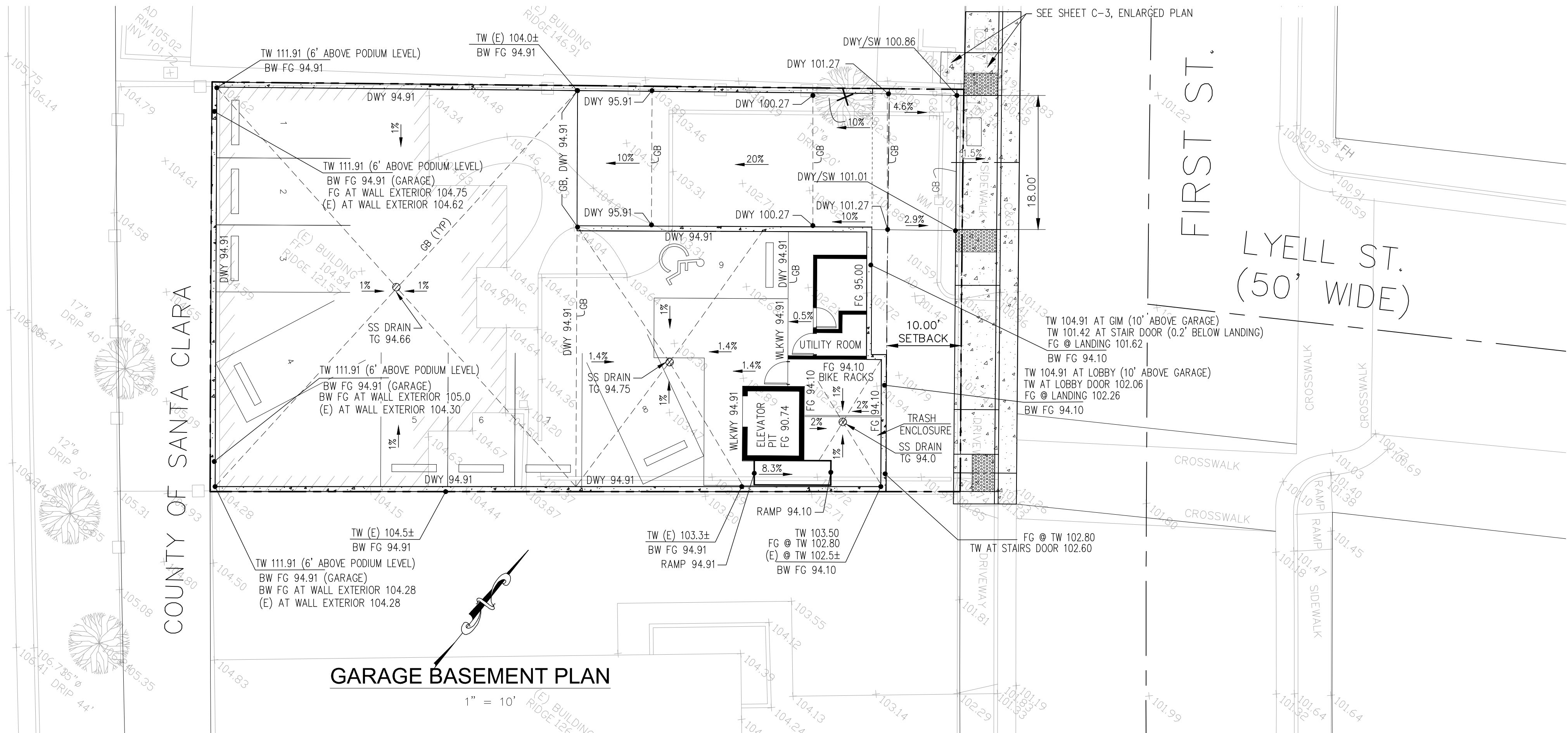
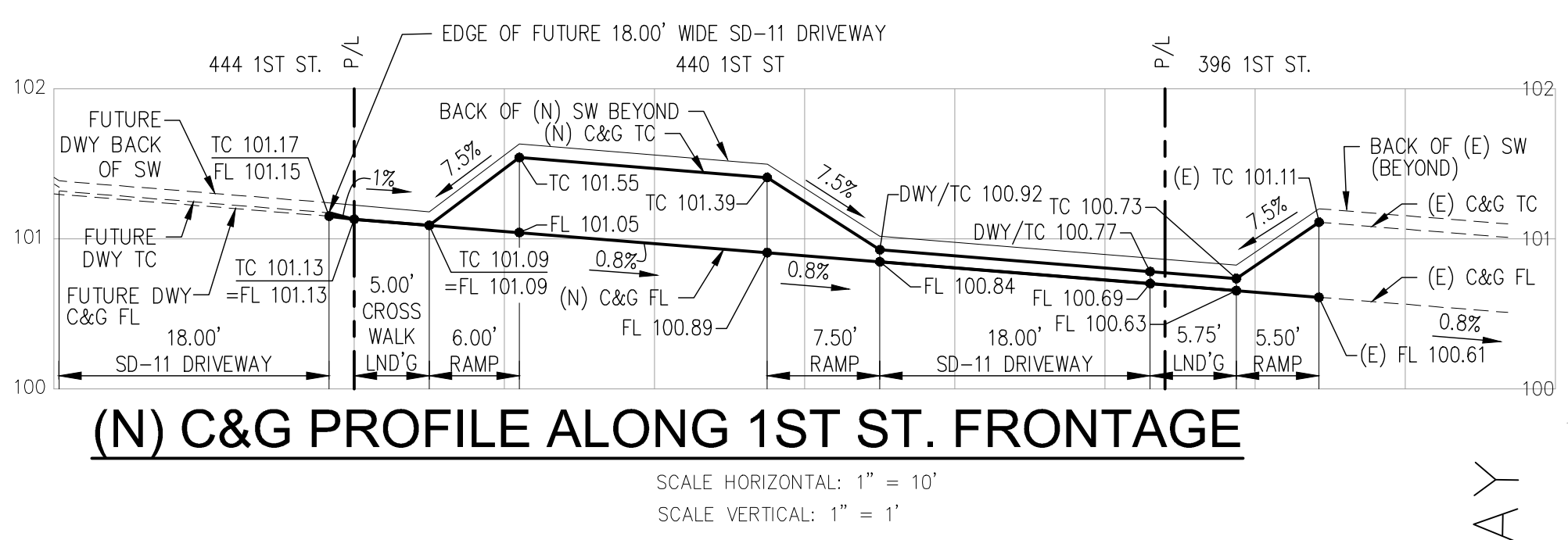
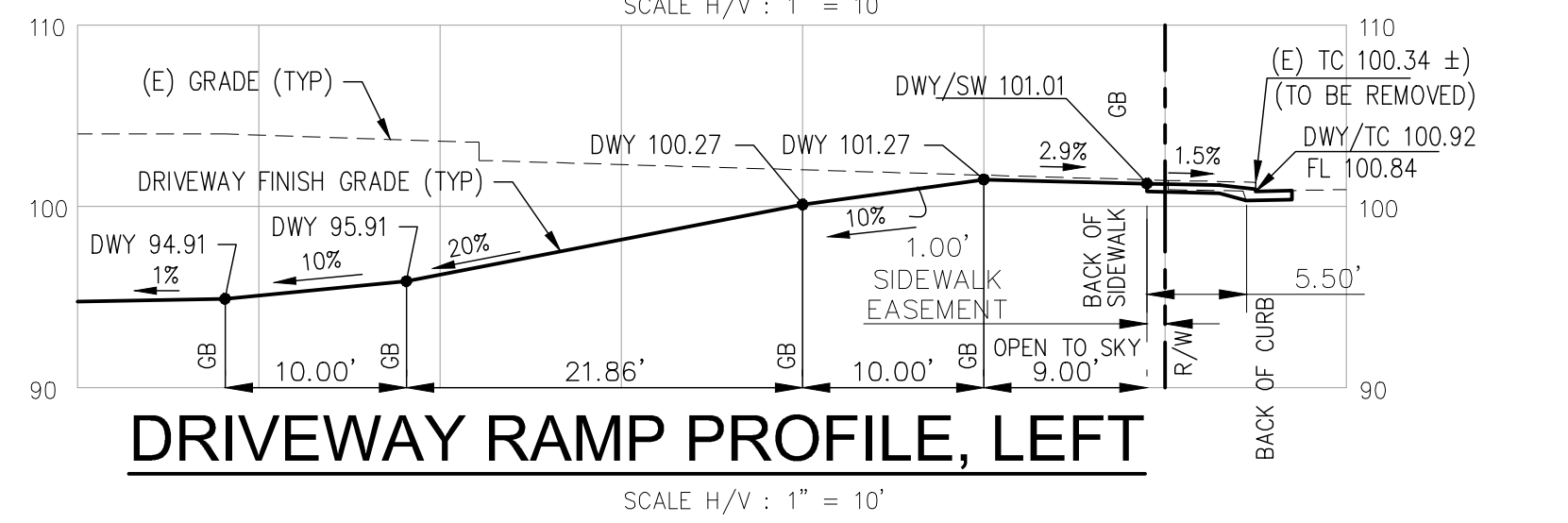
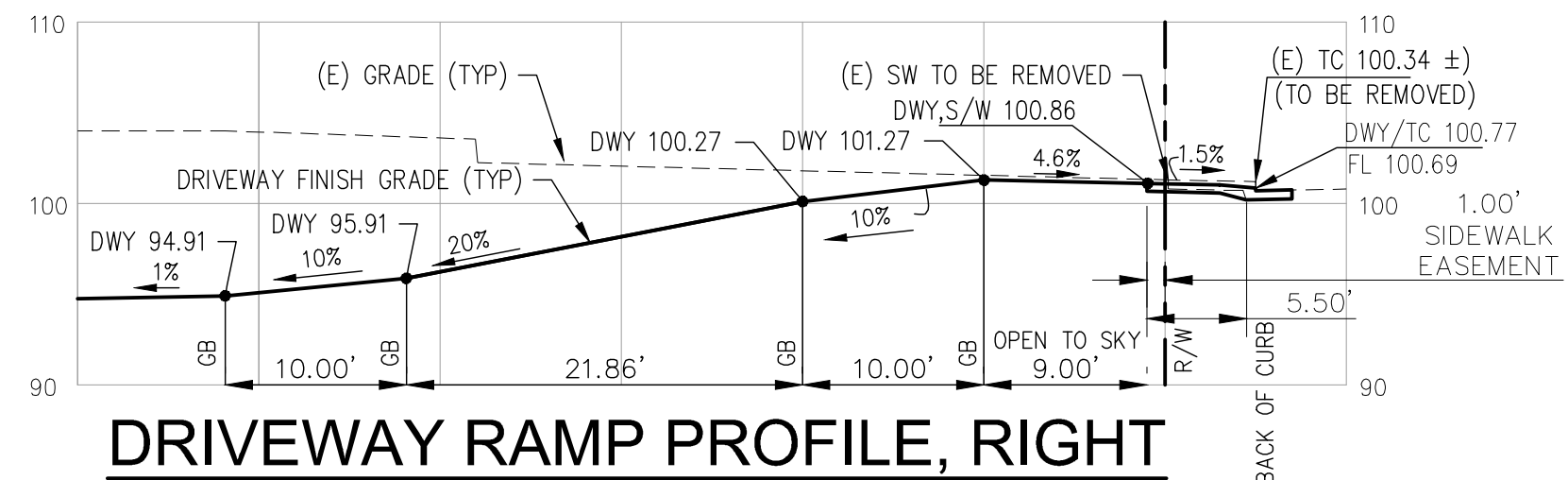
VESTING TENTATIVE MAP
 FOUR (4) RESIDENTIAL CONDOMINIUM UNITS
 440 1ST STREET, LOS ALTOS, CA 94022
 COVER SHEET/ VESTING TENTATIVE MAP



Date: 9/20/2021
 Scale: 1" = 10'
 Prepared by: V.G.
 Checked by: S.R.
 Job #: 218162

EARTHWORK ESTIMATE TABLE:							
a. Notation	b	c	d	e = c - (d/12)	f	i = f - e (CUT)	j = (i.b) / 27
DESCRIPTION/ LOCATION	2D AREA OF GRADING (SQ.FT.)	AVERAGE FINISH GRADE ELEVATION (FT.)	ESTIMATED STRUCTURAL THICKNESS (INCH)	PAD GRADE ELEVATION (FT.)	AVERAGE (E) GRADE ELEVATION	AVERAGE CUT DEPTH (FT.)	CUT VOLUME (C.Y.)
GARAGE	3,937	94.91	12	93.91	104.00	10.09	1,471
DRIVEWAY RAMP	771	98.00	12	97.00	103.30	6.30	180
TRASH ENCLOSURE	176	93.72	12	92.72	102.30	9.58	62
ELEVATOR	82	90.74	18	89.24	102.80	13.56	41
TOTAL Building							1,755
DRIVEWAY, OPEN TO SKY	180	101.00	12	100.00	101.70	1.70	11
WALKWAY OPEN TO SKY	349	101.70	6	101.20	101.70	0.50	6
TOTAL Site							18
TOTAL PROJECT EARTHWORK (C.Y.) =							TOTAL CUT = 1,773
TOTAL PROJECT BALANCE (C.Y.)	1,773	EXPORT					

NOTE: EARTHWORK QUANTITIES ON THIS TABLE ARE FOR INFORMATION ONLY. CONTRACTORS ARE TO PERFORM THEIR OWN QUANTITY TAKE OFFS.



SMP
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Bourgan Family Trust
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Los Altos Hills, CA 94022
Contact: Abbie Bourgan
abbie@bourgan.net
650-492-1369

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VESTING TENTATIVE MAP
FOUR (4) RESIDENTIAL CONDOMINIUM UNITS
440 1ST STREET, LOS ALTOS, CA 94022
PRELIMINARY GRADING AND DRAINAGE PLAN

Revisions:



Date: 9/20/2021
Scale: 1" = 10'
Prepared by: V.G.
Checked by: S.R.
Job #: 218162
Sheet: 2 OF 6
C-2

PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



ENGINEERS
CIVIL ENGINEERS

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LOS ALTOS, CA 94024
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Contact: Abbie Bourgan
obbie@bourgan.net
650-492-1369

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VESTING TENTATIVE MAP
FOUR (4) RESIDENTIAL CONDOMINIUM UNITS
440 1ST STREET, LOS ALTOS, CA 94022
PRELIMINARY UTILITY PLAN

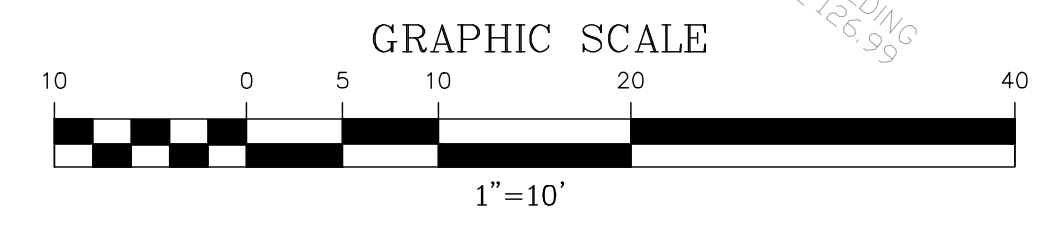
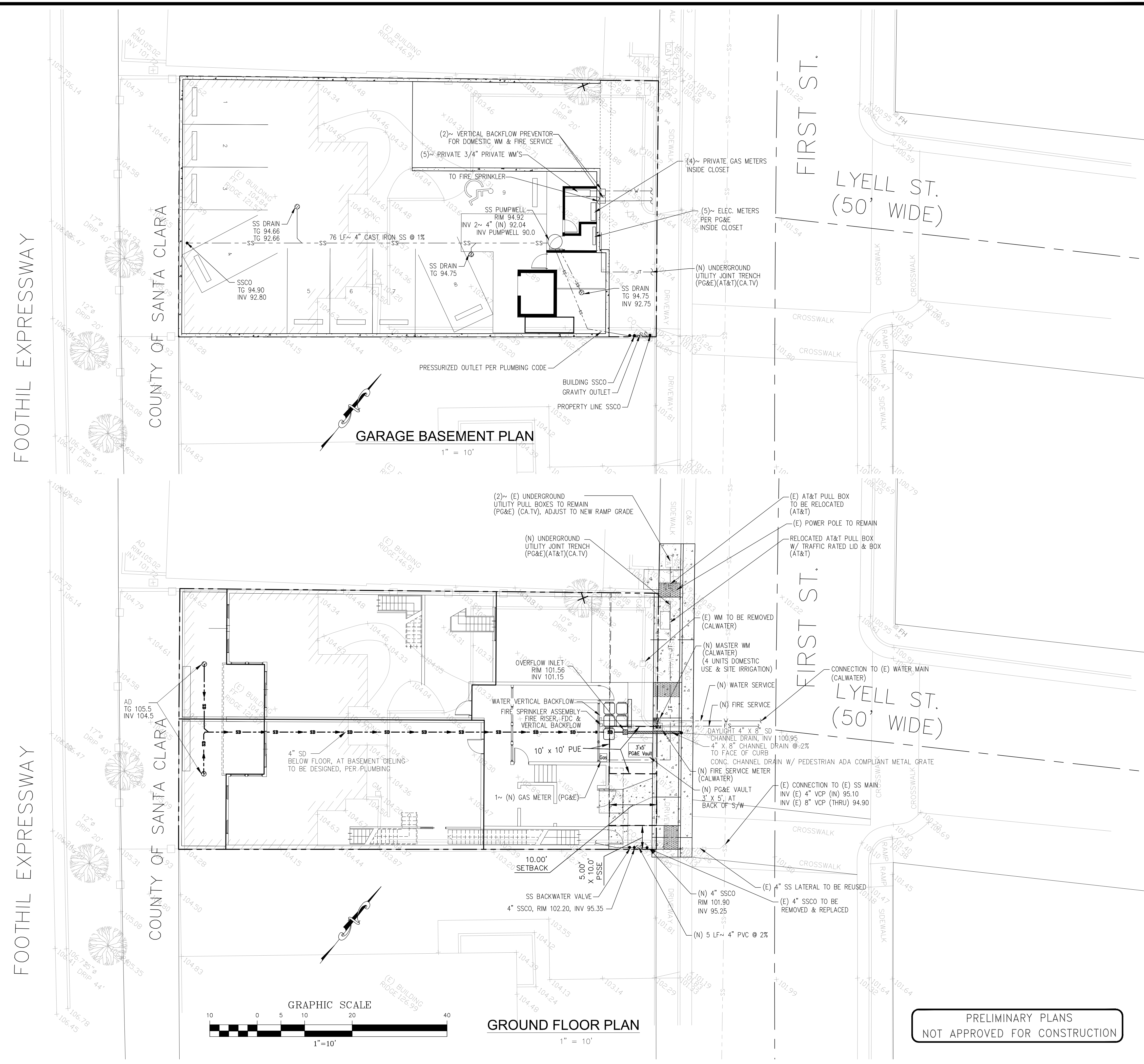
Revisions:



Saeid Razaavi

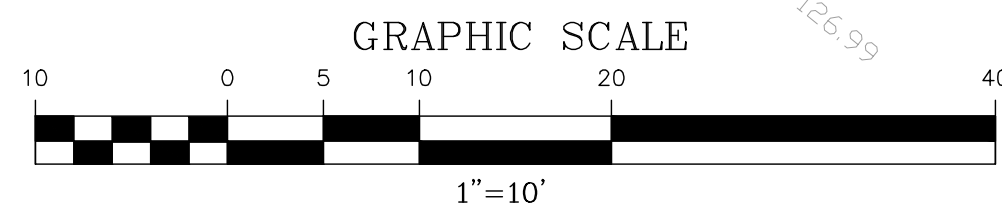
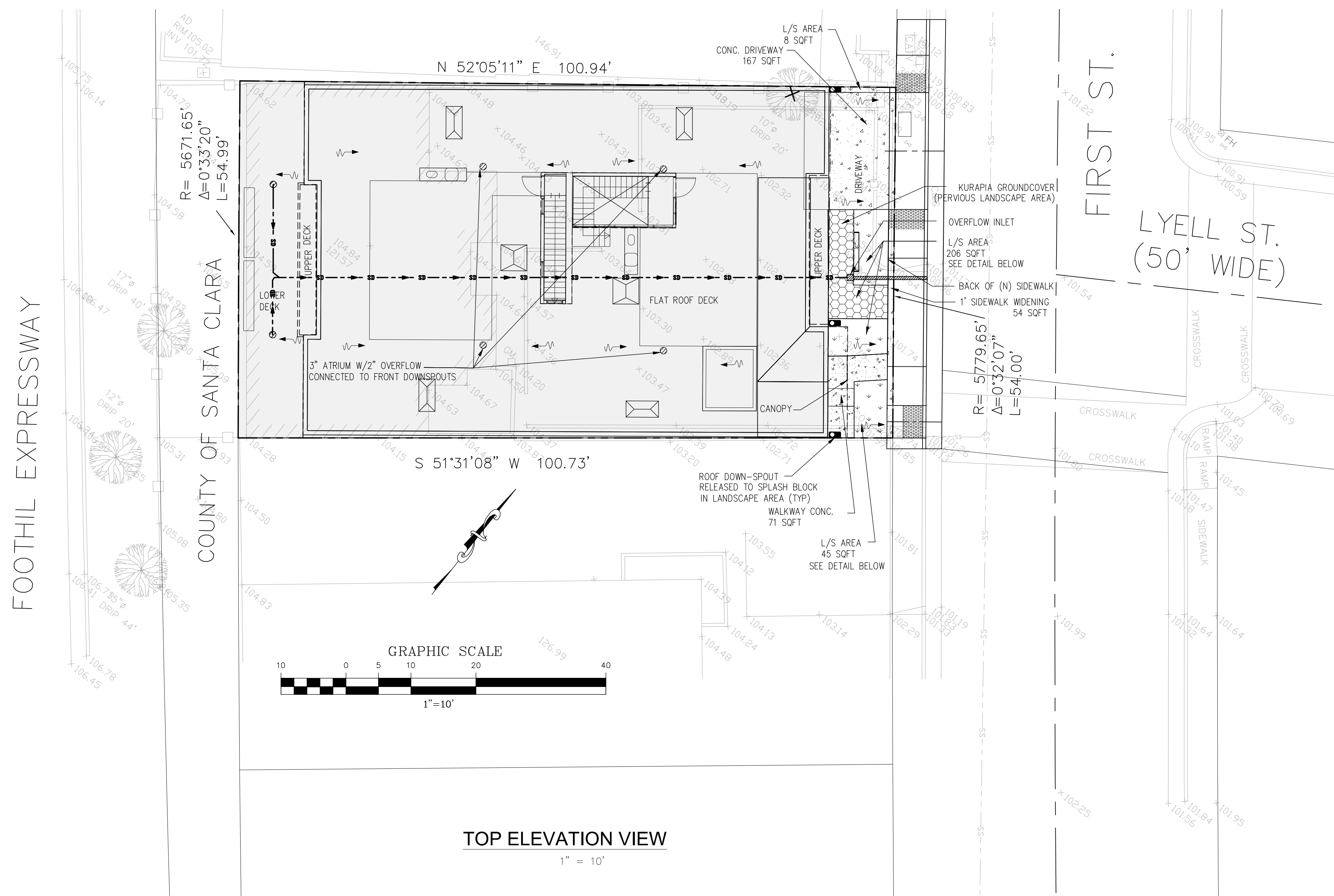
Date: 9/20/2021
Scale: NTS
Prepared by: V.G.
Checked by: S.R.
Job #: 218162

Sheet: 4 OF 6
C-4



GROUND FLOOR PLAN
1" = 10'

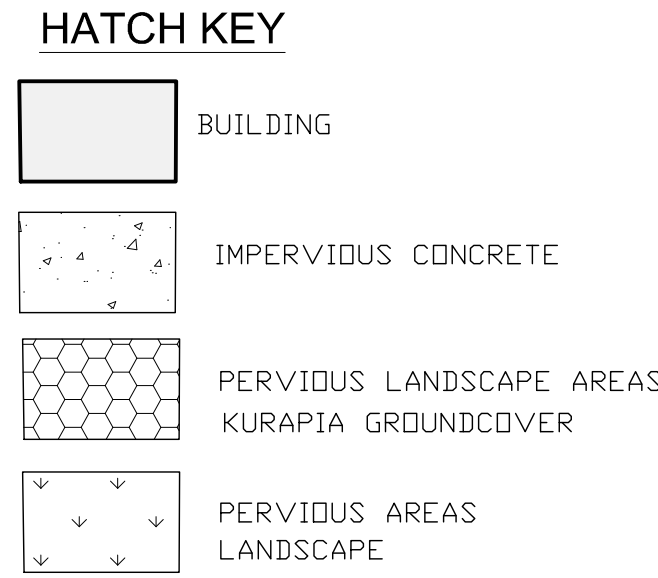
PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



TOP ELEVATION VIEW
1" = 10'

POST-DEVELOPMENT WATERSHED TABLE:

DESCRIPTION:	AREA (SQFT)	AREA (ACRES)	MATERIAL
BUILDING	4,944	0.113	ROOFING
DRIVEWAY	167	0.004	CONCRETE
WALKWAYS, LANDINGS	71	0.002	CONCRETE
SIDEWALK WIDENING	54	0.001	CONCRETE
TOTAL IMPERVIOUS	5,236	0.120	IMPERVIOUS
LANDSCAPE/ KURAPIA GROUNDCOVER	259	0.006	PERVIOUS
TOTAL	5,495	0.126	



STORMWATER CONTROL PLAN

Compliance with NPDES Permit Provision C.3:

The San Francisco Bay Regional Water Quality Control Board (SFRWQCB) incorporated updated requirements into Santa Clara County's National Pollution Discharge Elimination System (NPDES) Permit in August 2006. These updated stormwater quality control requirements are predominantly in the category of new development discharge controls. The Permit requires that permanent, post-construction stormwater quality control measures be implemented as part of development projects.

Updated stormwater quality control measures include:
 - Source Control Measures
 - Site Design Measures
 - Treatment Control Measures

Beginning August 15, 2006, all projects creating or replacing 10,000 sq. ft. or more of impervious surface area must design and install a permanent post-construction stormwater treatment facility on the site. The system must be designed and installed according to numeric sizing criteria.

All projects, regardless of size that create or replace impervious surface may be required to install stormwater quality controls to the maximum extent practicable.

ADDITIONAL INFORMATION:

- NAME AND LOCATION OF RECEIVING WATER BODY: LOCAL CREEK/ RESERVOIR, FOLLOWING TO BAY
- POLLUTANT SOURCES: DRIVEWAY, ROOF
- MAINTENANCE RESPONSIBILITY : HOME OWNERS (HOA)

Municipal Regional Stormwater Permit

THE PROJECT SHALL BE IN COMPLIANCE WITH THE CITY OF LOS ALTOS MUNICIPAL REGIONAL STORMWATER (MRP) NPDES PERMIT NO. CA S612008, ORDER NO. R2-2015-0049 DATED NOVEMBER 19, 2015.

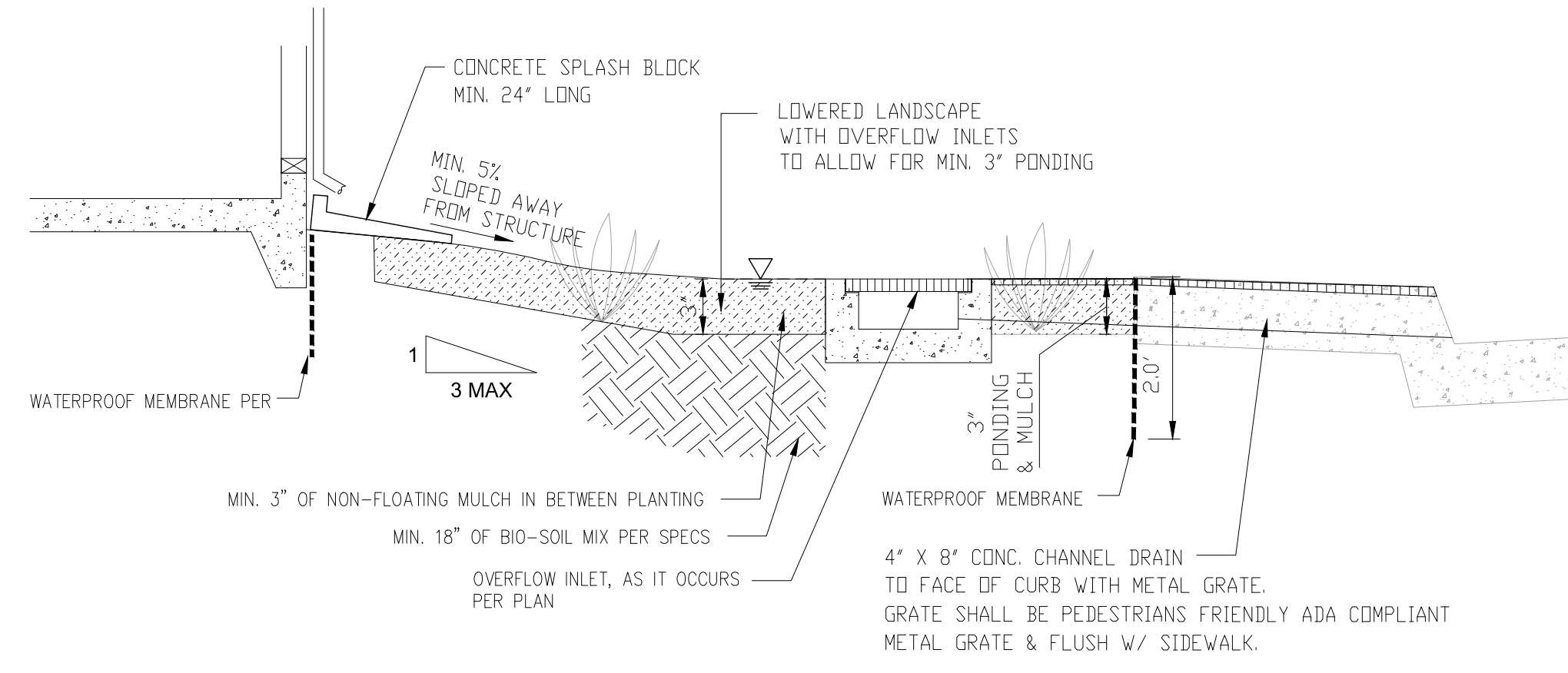
STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

- SOURCE CONTROL MEASURES:**
1. BENEFICIAL LANDSCAPING.
 2. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
 3. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
 4. CONNECT TRASH ENCLOSURE FLOOR DRAIN AND PARKING STRUCTURES FLOOR DRAIN INTO SANITARY SEWER.

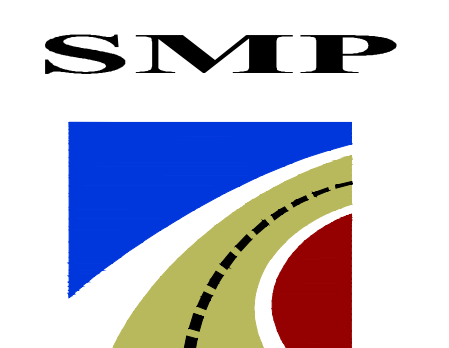
- SITE DESIGN MEASURES:**
1. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
 2. PRESERVE OPEN SPACE AND NATURAL DRAINAGE PATTERNS.
 3. PARKING:
 - A. NOT PROVIDED IN EXCESS OF CODE.
 - B. UNDER BUILDING.

- STORMWATER TREATMENT MEASURES:**
- NOT APPLICABLE, PROJECT PROPOSED BELOW 10,000 SQFT OF IMPERVIOUS AREAS.



BENEFICIAL LANDSCAPE AREA DETAIL
ELEVATION VIEW NTS

PRELIMINARY PLANS
NOT APPROVED FOR CONSTRUCTION



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VESTING TENTATIVE MAP
FOUR (4) RESIDENTIAL CONDOMINIUM UNITS
440 1ST STREET, LOS ALTOS, CA 94022
STORMWATER CONTROL PLAN

Revisions:



Enaid Razavi

Date: 9/20/2021
Scale: 1" = 10'
Prepared by: V.G.
Checked by: S.R.
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