DISCUSSION CALENDAR

Agenda Item # 8

AGENDA REPORT SUMMARY

Meeting Date: April 28, 2017

Subject: 4880 El Camino Real—Elevator Tower Height Waiver

Prepared by: David Kornfield, Planning Services Manager—Advance Planning
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, City Manager

Attachments:
1. Abbreviated Plans
2. Application, Letters and Graphics
3. Resolution No. 2017-14
4. Resolution No. 2016-27
5. Staff Reports dated September 13, 2017 and August 23, 2017

Initiated by:
Applicant, LOLA LLC.

Fiscal Impact:
None

Environmental Review:
Categorically exempt per Section 15332 of the California Environmental Quality Act Guidelines

Policy Question for Council Consideration:

- Should the City Council grant an expanded development waiver to allow the increase of an elevator tower from 11 feet to 15.5 feet above the roof increasing the overall height of the building four feet, six inches?

Summary:

- The City Council approved the 21-unit, multiple-family residential project subject to conditions limiting the building height to 58 feet, the rooftop structures to 11 feet above the roof and the area of rooftop structures to six percent of the rooftop as development waivers under the State Density Bonus law.
- The applicant subsequently requests to amend the rooftop height waiver to allow the elevator tower to a height of 15.5 feet above the roof, which increases the overall building height from 69 feet to 73.5 feet.

Staff Recommendation:
Move to approve Resolution No. 2017-14 allowing the elevator height to 15.5 feet above the roof but subject to keeping the overall height of the building at 69 feet.

Subject: 4880 El Camino Real—Elevator Tower Height Waiver

Purpose

The purpose of this application is to consider a revision to a previously granted height waiver. The amended waiver would allow the elevator tower 15.5 feet above the roof, where the Municipal Code currently allows such structures 12 feet above the roof. At the time of entitlement, the Municipal Code limited such structures to eight feet above the roof. The applicant prepared an abbreviated set of plans showing the project conforming to the previously granted 58-foot building height limit but with an elevator structure at 15.5 feet above the roof (Attachment 1). The applicant also submitted two letters and graphics explaining the basis for the height change to the elevator (see Attachment 2).

Background

The project contains 21 multiple-family dwelling units including one moderate income unit and two low income units. The original proposal was for a 62-foot-tall building measured to the roof deck with an additional 11 feet for rooftop structures including the elevator, stairways and trellises for the roof deck for an overall height of 73 feet.

At its June 28, 2016 meeting the City Council continued its initial review of the project to study the density bonus incentives and waivers, and to consider project alternatives that lowered the building's height. At its August 23, 2016 meeting, the City Council considered the applicant's revisions to the project and directed staff to prepare a resolution of approval including but not limited to lowering the building height from 62 feet to 58 feet, allowing approximately 10-foot tall ceilings and a fifth floor, and allowing the rooftop structures 11 feet above the roof for an overall building height of 69 feet consistent with the drawings provided by the applicant. At its September 13, 2016 meeting the City Council approved the project subject to Resolution No. 2016-27 (see Attachment 4).

The staff reports to the City Council providing additional project background are attached for reference (see Attachment 4).

Discussion/Analysis

In developing the construction plans the project architect found it impossible to specify an appropriate elevator to serve the roof deck within the granted 11-foot height limit for its enclosure. The applicant desires a nine-foot tall elevator cab, which is commensurate with the taller ceilings. When considering the manufacturer's required structure above the elevator cab, the elevator tower enclosure must be a height of 15.5 above the roof (or 6.5 feet above the elevator cab). The project architect notes, but does not recommend, that the bare minimum would be an eight-foot-tall elevator cab, which would necessitate an enclosure height of 14.5 feet.

The project architect provided cross-sections of the elevator design (see Sheet A4.2 of the Plans) showing the minimal head space above the elevator cab dictating the overall elevator height of 15.5 feet. The project architect also provided three-dimensional graphics showing the effect of the 15.5-foot tall elevator tower. The graphics show that the taller elevator tower would be slightly visible from the street at more distant vantage points.

Subject: 4880 El Camino Real—Elevator Tower Height Waiver

Staff recommends granting the additional height waiver for the elevator tower subject to maintaining the building at the approved overall building height of 69 feet. This recommendation is based on maintaining the overall height granted by the Council. Staff notes that maintaining the height limit would require the applicant to design the building with lower ceilings to make up for the taller elevator tower. Staff also notes that any rooftop amenity must be fully accessible to those with disabilities, which means that an elevator is necessary in addition to the stairs. The rooftop deck not only provides an amenity for the project it also provides open space for the residents. The proposed elevator enclosure structure is integrated into the overall building design reflecting a progression of rooftop tower elements consistent with the building's architectural forms, materials and details.

In reviewing the proposal, staff researched surrounding cities and their height codes regarding elevator towers:

Jurisdiction	Permitted Elevator Height
Campbell	May extend above the roof with no specified limit (code)
Cupertino	May exceed roof height if enclosed and not visible from the street (General Plan policy)
Mountain View	May extend 10 feet above height limit (El Camino Real Precise Plan)
Los Gatos	May be higher than roof (code) must integrate into roof forms (design guidelines)
Saratoga	May extend 15 feet above height limit (code)
Sunnyvale	May extend 25 feet above height limit and cover up to 25 percent of roof area (code)

Aside from using an unsuitably short elevator cab to minimize the elevator tower, an alternative could be to omit the rooftop deck, which removes this amenity for the development.

Options

1) Grant a development waiver to allow the elevator tower enclosure at 15.5 feet above the roof but keep the overall height at the approved building height of 69 feet.

Advantages: Allows the applicant to provide an amenity for the density bonus project.

Disadvantages: Lowers the ceiling height for each floor in the project.

2) Grant a development waiver to allow the elevator tower enclosure at 15.5 feet above the roof and increase the overall building height to 73.5 feet.

Advantages: Results in ceiling heights in compliance with the original approvals.

Disadvantages: Increases the overall height of the project by four feet, six inches.

3) Deny the development waiver for the taller elevator tower enclosure.

Advantages: Results in compliance with original approvals.

Disadvantages: May necessitate removal of the rooftop deck and preclude construction of an amenity for a Density Bonus project.

Recommendation
The staff recommends Option 1.

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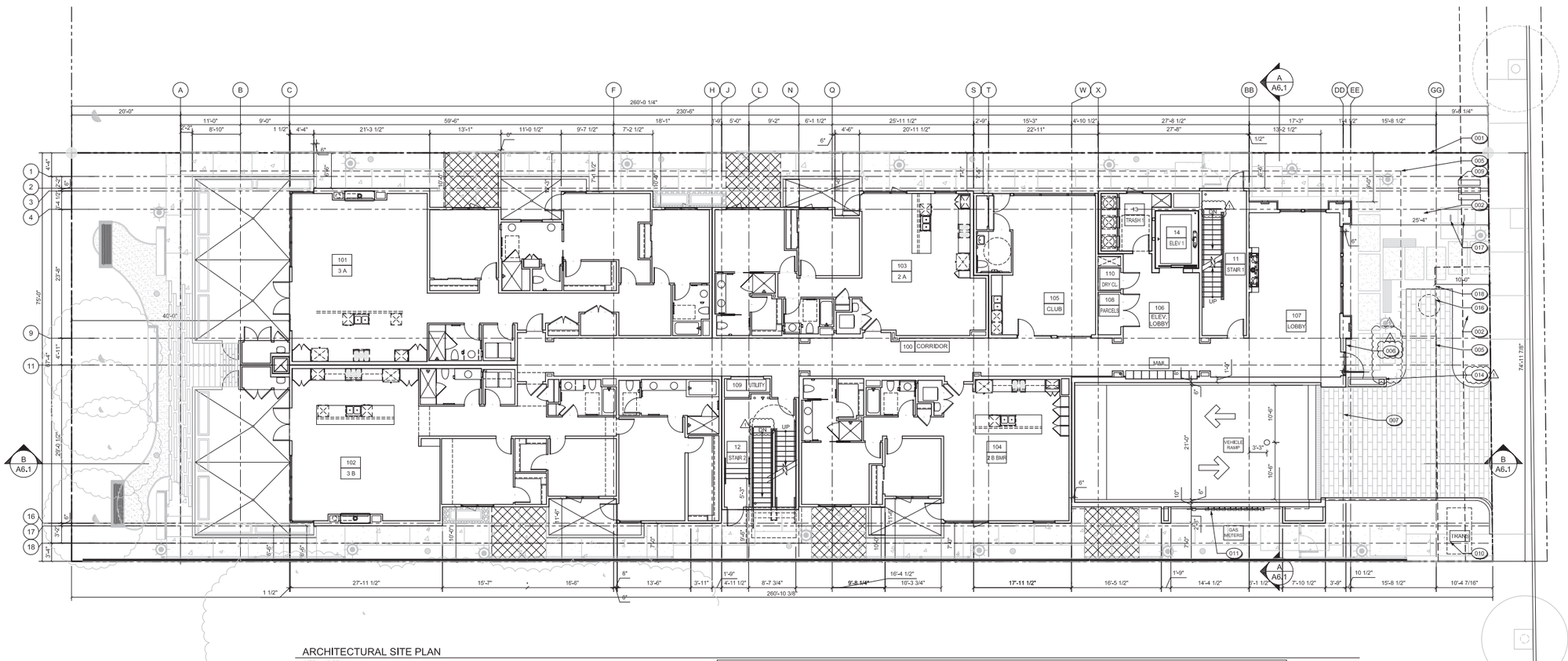


ARCHITECTURAL SITE PLAN
1/8" = 1'-0"

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

UNIT NET LIVING AREA IN SQ. FT.	2A 1127	2B 1146	2B TOP 1146	2B-B MR 1146	2C 1189	2C-BMR 1189	2D 1619	3A 2006	3B 1957	3C 1948	3D 2023	3E 1659	3F-BMR 1342	3G LEVEL 3 1713	3G LEVEL 4+5 1713	3H 1750	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR *interior living space	LEVEL
FIRST FLOOR	1			1				1	1								4	6236	1054	1955	9245	FIRST
SECOND FLOOR		1								1	1	1	1				5	8118		1670	9788	SECOND
THIRD FLOOR		1				1								1		1	4	5798		1333	7131	THIRD
FOURTH FLOOR		1			1										1	1	4	5798		1333	7131	FOURTH
FIFTH FLOOR			1		1		1								1		4	5667		1330	6997	FIFTH
TOTAL R2 & B	1	3	1	1	2	1	1	1	1	1	1	1	1	1	2	2	21	31617			40292	TOTAL
TOTAL NET LIVING AREA IN SQ. FT.	1127	3438	1146	1146	2378	1189	1619	2006	1957	1948	2023	1659	1342	1713	3426	3500						

BUILDING S2 OCCUPANCY FLOOR AREA TABLE

GARAGE LEVEL		15078	GARAGE

SITE NOTES

- THIS SITE PLAN IS NOT A SURVEY. IT IS PROVIDED FOR BUILDING AND SITE WORK LAYOUT ONLY. THE CONTRACTOR SHALL VERIFY ON SITE ALL GRADES, EXISTING IMPROVEMENTS, PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, AND SUB-STRUCTURES. WHERE DISCREPANCIES OCCUR, CONTACT ARCHITECT.
- FINISH GRADE SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING. SEE SOILS REPORT FOR ANY SPECIFIC REQUIREMENTS.
- ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR APPROVED DRAINAGE FACILITY.
- IRRIGATION SYSTEM SHALL BE DESIGNED TO PREVENT THE SATURATION OF SOIL ADJACENT TO BUILDING
- AT THE TIME OF FOUNDATION, INSPECTION CORNER STAKES OR OFFSET STAKES MUST BE ESTABLISHED BY A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA AND VERIFIED BY THE FIELD INSPECTOR TO INSURE THAT THE NEW CONSTRUCTION IS LOCATED IN ACCORDANCE WITH THE APPROVED PLANS.
- PROVIDE EXPANSION AND CONTROL JOINTS IN ALL EXTERIOR CONCRETE SLABS. SPACING OF THE JOINTS SHALL BE PER INDUSTRY STANDARD.
- ALL SECURITY GATE KNOW BOXES/LOCATIONS WILL BE A DESIGN & BUILD BY SECURITY CONSULTANT AFTER BUILD.
- FOR INFORMATION & SCOPE NOT NOTED SEE CIVIL, LANDSCAPE, MECHANICAL, ELECTRICAL & PLUMBING DRAWINGS.
- WHERE DISCREPANCIES BETWEEN SOILS REPORT AND ARCHITECT'S DRAWINGS OCCUR, CONTACT ARCHITECT.

SITE PLAN KEYNOTES (000)

001 PROPERTY LINE
002 LANDSCAPE AREA, SEE LANDSCAPE PLANS
003 NEW CONCRETE WALK, SEE LANDSCAPE & CIVIL PLANS
004 CONCRETE LANDING AT STAIR, FINISH ELEV 1/4" ABOVE ADJACENT. PAVING SURFACE
005 EDGE OF PODIUM DECK
006 SITE ENTRANCE SIGNAGE, SEE DET.
007 SIGNAGE AT GARAGE ENTRY: "CAR COMING" & "PARKING FULL"
008 SECURITY GATE AND FENCE
009 BACK-FLOW PROTECTOR, S.C.D.
010 TRANSFORMER AND CONCRETE PAD, S.E.D.
011 GAS METER, S.P.D., S.C.D.
012 ELECTRIC METER, S.E.D., S.C.D.
013 WATER METER, WITH BACK FLOW PREVENTER, S.P.D.
014 KNOX BOX LOCATION. TO COMPLY WITH CFC 506.1, TO BE APPROVED BY FIRE DEPT. PRIOR TO INSTALLATION.
015 VEHICULAR TURN AROUND - NO PARKING
016 SAND OIL INTERCEPTOR LOCATION
017 SHORT TERM BICYCLE STORAGE RACKS
018 P G & E EASEMENT, S.C.D.

FIRE DEPARTMENT ACCESS

10'-0" X 10'-0" FIRE DEPARTMENT ACCESS LADDER ZONE

ACCESS TO SLEEPING ROOMS BELOW THE FOURTH STORY ABOVE GRADE PLANE

KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.

FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907

STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.

ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.

REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

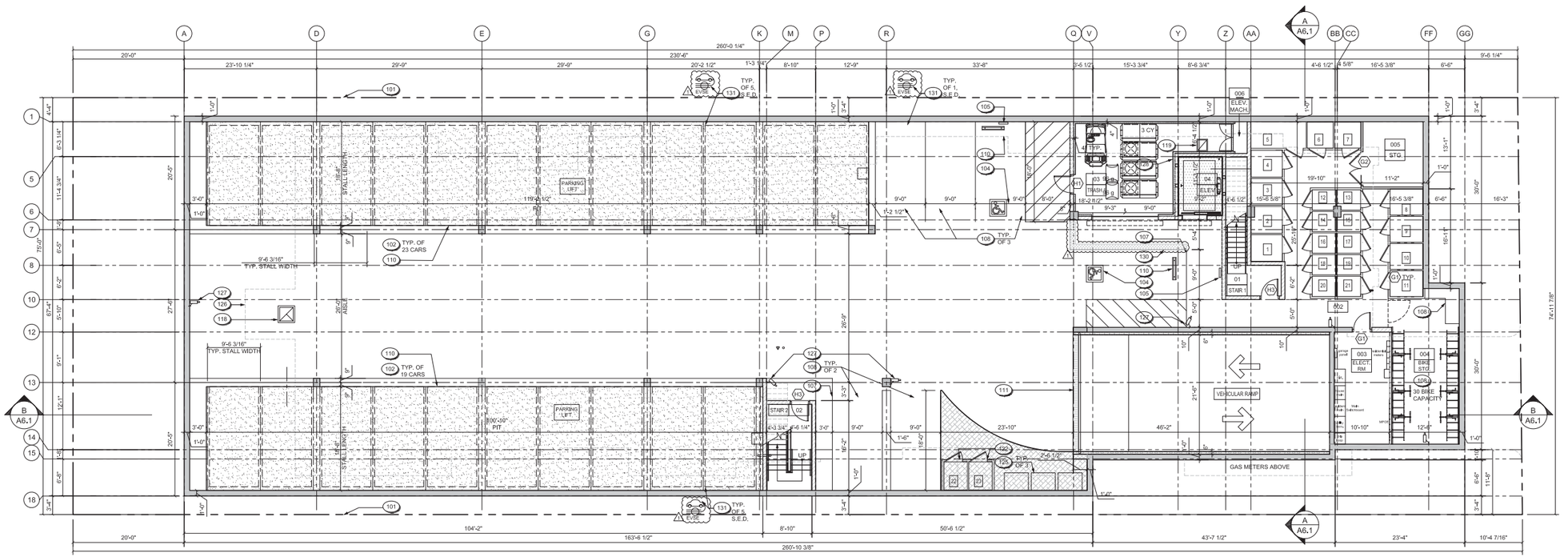
ARCHITECTURAL SITE PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A1.1



GARAGE FLOOR BUILDING PLAN
1/8" = 1'-0"

PARKING

GARAGE LEVEL
23 CAR LIFT (4100 TRENDVARIO)
19 CAR LIFT (4100 TRENDVARIO)
42 TOTAL SPACE ON LIFTS

TRENDVARIO 4100 LIFT SPECIFICATIONS
STALL WIDTH: 9'-6-3/16"
STALL DEPTH: 18'-8"
USABLE PLATFORM WIDTH: 8'-10-5/16"
USABLE PLATFORM DEPTH: 17'-0" *
OVERHEAD CLEARANCE UPPER PLATFORM: 8'-0"
OVERHEAD CLEARANCE LOWER PLATFORM: 6'-9" **

* WILL ACCOMMODATE A 17'-0" LONG VEHICLE
** LOWER PLATFORM IS NOT ACCESSIBLE BY THE USERS

25% of LIFT STALLS TO HAVE
E.V. CHARGING CAPABILITY

(5) ADD'L GARAGE SPACES (OF WHICH 2 ARE ACCESSIBLE) ON BASEMENT FLOOR (NOT ON LIFTS)
TOTAL 47 SPACES

TRASH MANAGMENT PLAN

TOTAL RESIDENTIAL UNITS	21 UNITS
PROJECTED TRASH VOLUME PER 10 UNITS	3.0 CYD
PROJECTED RECYCLE VOLUME PER 10 UNITS	0.5 CYD
PROJECTED GREEN WASTE VOLUME PER 10 UNITS	0.5 CYD
TOTAL REQUIRED FOR 21 UNITS	
TRASH VOLUME = 2.1 X 3 CYD =	6.3 CYD
RECYCLE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
GREEN WASTE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
TOTAL CONTAINERS PROVIDED	
TRASH	2 - 3CY BINS
RECYCLE	2 - 3CY BINS
GREEN WASTE	2 - 3CY BINS

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

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GARAGE PLAN KEYNOTES (100)

101 PROPERTY LINE
102 TYPICAL LIFT PARKING STALL CONFIGURATION: 9'-6 3/16" X 18'-8", KLAUS MULTIPARK SYSTEM SEE DETAIL
103 TYPICAL UNI-STALL PARKING STALL CONFIGURATION: 9'-0" X 18'-0",
104 TYPICAL ACCESSIBLE PARKING STALL CONFIGURATION: 9'-0" X 18'-0" W/ ADJACENT 5'-0" STRIPED LOADING ZONE, 8'-0" AT VAN ACCESSIBLE SPACE SEE DETAIL 12/CA3.3
105 WALL MOUNTED OR POLE ACCESSIBLE PARKING PLACARD, SEE DETAIL 2/CA3.3
106 TYPICAL 4" CONCRETE CAR STOP
107 4" PARKING STRIPING SHALL BE WHITE HEAVY DUTY TRAFFIC PAINT
108 GUEST PARKING STALL
109 8'-2" MINIMUM VERTICAL CLEARANCE AT HATCHED AREA
110 LINE OF PIT FOR PARKING LIFT
111 TRENCH DRAIN. NOTE: BICYCLE FRIENDLY. DRAIN COVER RECESSED WITH FLUSH FINISH OF CONCRETE & FASTENED TO MINIMIZE MOVEMENT. S.P.D.
112 20' WIDE OVERHEAD STEEL GATE WITH AUTOMATIC OPENING DEVICE SEE SPECIFICATIONS & DETAIL XXX.
113 4"X4" T.S. SUPPORTS PER GATE MNFR. SPECIFICATIONS
114 FIRE SPRINKLER STANDPIPE TBD, S.F.P.D.
115 1 HOUR FIRE RATED FIRE PUMP ROOM
116 BIKE STORAGE ROOM. ACCESSORY TO S2, NON-RATED
117 2 HOUR FIRE RESISTANCE- RATED TRASH ROOM WITH 4" WIDE CONCRETE PERIMETER CURB
118 OPENING IN SLAB ABOVE FOR DUCTED EXHAUST FROM GARAGE, 2 HOUR VERTICAL SHAFT TO EXTERIOR S.M.D.
119 OPENING IN SLAB FOR VENT FROM TRASH ROOM, 2 HOUR VERT. SHAFT TO ROOF, 3 HOUR PENETRATION, S.M.D.
120 "DERO ULTRA SPACE SAVER" SINGLE SIDED VERTICAL BICYCLE STORAGE RACK, SEE NUMBER OF HANGERS REQD NEXT TO KEYNOTE
121 BICYCLE REPAIR WORK BENCH
122 PRIVATE STORAGE
123 DUMPSTER, N.I.C.
124 RECYCLE BINS, N.I.C.
125 BATTERY BACK-UP FOR PARKING LIFT
126 LINE OF FLOOR ABOVE
127 SURVEILLANCE CAMERA
128 CONCRETE CURB X 6" HIGH, SEE PLAN FOR SIZE
129 FIRE SPRINKLER STANDPIPE, S.F.P.D.
130 DETECTABLE WARNING SYSTEM = 12" WIDE
131 ELECTRIC VEHICLE CHARGING STATION
132 CONCRETE SLAB TO BE BRUSHED OR COMBED FINISH

GARAGE PLAN LEGEND

STRUCTURAL COLUMN, S.S.D.
3 hr. 10" CONCRETE BEARING WALL, U.O.N., S.S.D.
4" x 26 ga. METAL STUD WALL, U.O.N., S.S.D.
8" WALL, U.O.N. S.S.D.
CONCRETE CURB WITH +6" HEIGHT, S.S.D. SEE PLANS FOR DIMENSION
6'-4" MIN. VERTICAL CLEARANCE
TYPICAL RAISED SLAB AREA
TYPICAL PIT AT ELEVATOR AND PARKING LIFT
TYPICALTRENCH DRAIN
TYPICAL ELEVATION CHANGES IN CONCRETE SLAB
AD AREA DRAIN, S.P.D.
DOWN SLOPE DIRECTION (U.O.N.)
#" T.O. SLAB/CURB
GARAGE EXHAUST FAN

GARAGE PLAN NOTES

- ALL EXTERIOR DIMENSIONS TO FACE OF STUD, FACE OF FOUNDATION, & FACE OF STOREFRONT (U.O.N.)
- ALL INTERIOR DIMENSIONS TO FACE OF STUD (U.O.N.)
- ALL DIMENSIONS AT WINDOWS & DOORS ARE TO THE CENTERLINE, (U.O.N.)
- ALL ANGLED WALLS (OTHER THAN 90 DEG.) SHALL BE 45 DEG., U.O.N.,
- ALL DOOR JAMBS ON HINGE SIDE SHALL BE 4" U.O.N.
- SEE WATER PROOFING DETAILS
- ALL METAL STUD WALLS ARE BUILT ABOVE 6" HIGH CONC CURB

FIRE PROTECTION NOTES

- PROTECTION OF JOINTS AND PENETRATIONS IN FIRE-RESISTIVE ASSEMBLIES SHALL NOT BE CONCEALED FROM VIEW UNITL INSPECTED AND APPROVED. C.B.C. SECTION 109.5.1
- FOR FIRE RATED WALL LOCATIONS, SEE XX/XXX

FIRE DEPARTMENT ACCESS

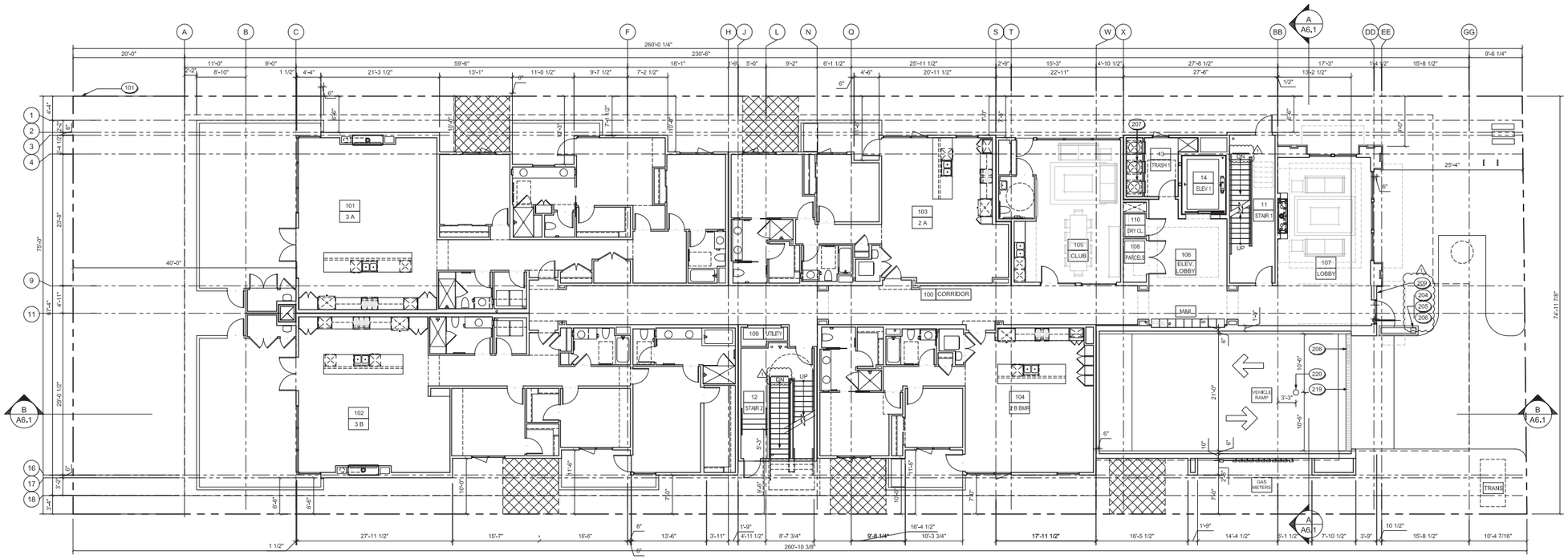
- EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.

REVISIONS
1 PLAN CHECK RESPONSE 03-27-17

GARAGE PLAN

SCALE: 1/8" = 1'-0"
0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16
A2.1



FIRST FLOOR BUILDING PLAN

1/8" = 1'-0"

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

	2A	2B	2B TOP	2B-B MR	2C	2C-BMR	2D	3A	3B	3C	3D	3E	3F-BMR	3G LEVEL 3	3G LEVEL 4 - 5	3H	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR *Interior living space	LEVEL
UNIT NET LIVING AREA IN SQ. FT.	1127	1148	1146	1146	1189	1189	1619	2006	1957	1948	2023	1659	1342	1713	1713	1750						
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BUILDING S2 OCCUPANCY FLOOR AREA TABLE

GARAGE LEVEL																					15078	GARAGE
FIRST FLOOR																					1088	FIRST
TOTAL S-2																					16166	TOTAL

TRASH MANAGMENT PLAN

TOTAL RESIDENTIAL UNITS	21 UNITS
PROJECTED TRASH VOLUME PER 10 UNITS	3.0 CYD
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N

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BUILDING PLAN NOTES

1. ALL EXTERIOR DIMENSIONS TO FACE OF STUD, FACE OF FOUNDATION, & FACE OF STOREFRONT (U.O.N.)
2. ALL INTERIOR DIMENSIONS TO FACE OF STUD (U.O.N.)
3. ALL DIMENSIONS AT WINDOWS & DOORS ARE TO THE CENTERLINE (U.O.N.)
4. ALL ANGLED WALLS (OTHER THAN 90 DEG.) SHALL BE 45 DEG., U.O.N..
5. ALL DOOR JAMBS ON HINGE SIDE SHALL BE 4" U.O.N. FOR NOTES AND ADDITIONAL INFORMATION- SEE INDIVIDUAL UNIT FLOOR PLANS.
6. PROTECT ALL PARTY WALL GYP. BOARD FROM RAIN AND MOISTURE DURING CONSTRUCTION.
7. BEFORE SEALING AIR SPACE BETWEEN PARTY WALLS-GYP. BOARD SHALL BE WITHOUT ANY MOISTURE
8. THE CONTRACTOR SHALL VERIFY ON SITE ALL GRADES.
9. EXISTING IMPROVEMENTS, PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES AND SUB-STRUCTURES. WHERE DISCREPANCIES OCCUR, CONTACT THE CIVIL ENGINEER.
10. FINISH GRADE SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
11. SEE SOILS REPORT FOR ANY SPECIFIC REQUIREMENTS.
12. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR APPROVED DRAINAGE FACILITY.
13. IRRIGATION SYSTEM SHALL BE DESIGNED TO PREVENT THE SATURATION OF SOIL ADJACENT TO BUILDING. FOR HARDSCAPE AND DRAINAGE PLANS S.L.D. AND S.C.D.
14. SEE FIRE ANNUNCIATOR DRAWINGS FOR ALARM LOCATION AND HOOKUP
15. BUILDING DIMENSIONS AND RELATED GRID LINES ALIGNED TO FACE OF SHEATHING (ASSUME 1/2" SHEATHING)

FIRE PROTECTION NOTES

1. PROTECTION OF JOINTS AND PENETRATIONS IN FIRE-RESISTIVE ASSEMBLIES SHALL NOT BE CONCEALED FROM VIEW UNITL INSPECTED AND APPROVED. 2013 CBC SECTION 110.3.6
2. FOR FIRE RATED WALL LOCATIONS, SEE

BUILDING PLAN KEYNOTES (200)

201 FOR FIRE WALLS, SEE SHEET CA1.2
202 1" AIR GAP CENTERED BETWEEN PARTY WALL BETWEEN UNITS, TYP., U.O.N.
203 FIRE SPRINKLER STANDPIPE, S.F.P.D.
204 KEYFOB READER
205 TELEPHONE ENTRY SYSTEM
206 FIRE DEPARTMENT EMERGENCY KNOX BOX
207 TRASH CHUTE, - SEE DET.XXX
208 SOFFIT MOUNTED GARAGE SIGNAGE "PARKING FULL" AND "CAR COMING". SEE EXTERIOR ELEVATIONS
209 ENTRY SIGNAGE PER CFC 505
210 RAMP TO GARAGE BELOW
211 CONCRETE SEAT WALL, S.L.D.
212 EXHAUST CHASE, S.M.D.
213 6' FENCE AND GATE, S.L.D.
214 LINE OF FLOOR BELOW
215 LINE OF FLOOR ABOVE
216 LINE OF ROOF CANOPY ABOVE
217 ATTACH DAVITS FOR SECURING ROOF ACCESS LADDER
218 FIREPLACE EXHAUST FLUE
219 TRENCH DRAIN, S.M.D., S.C.D.
220 POLE MOUNTED GARAGE ENTRY CONTROL DEVICE

BUILDING PLAN LEGEND

- WOOD STUD WALL, REFER TO UNIT PLANS, S.S.D.
- CONCRETE WALL, S.S.D.
- 1-HR. FIRE RATED DWELLING UNIT FIRE PARTITION SEE XX/XXX
- 2-HR. FIRE RATED FIRE WALL SEE XX/XXX
- LINE OF FLOOR ABOVE
- UNIT # — UNIT TYPE AND BUILDING NUMBER - SEE ENLARGED FLOOR PLANS
- DOWNSPOUT CONNECT TO STORM DRAIN, S.C.D.

FIRE DEPARTMENT ACCESS

- EMERGENCY RESPONDER RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.1
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.

REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

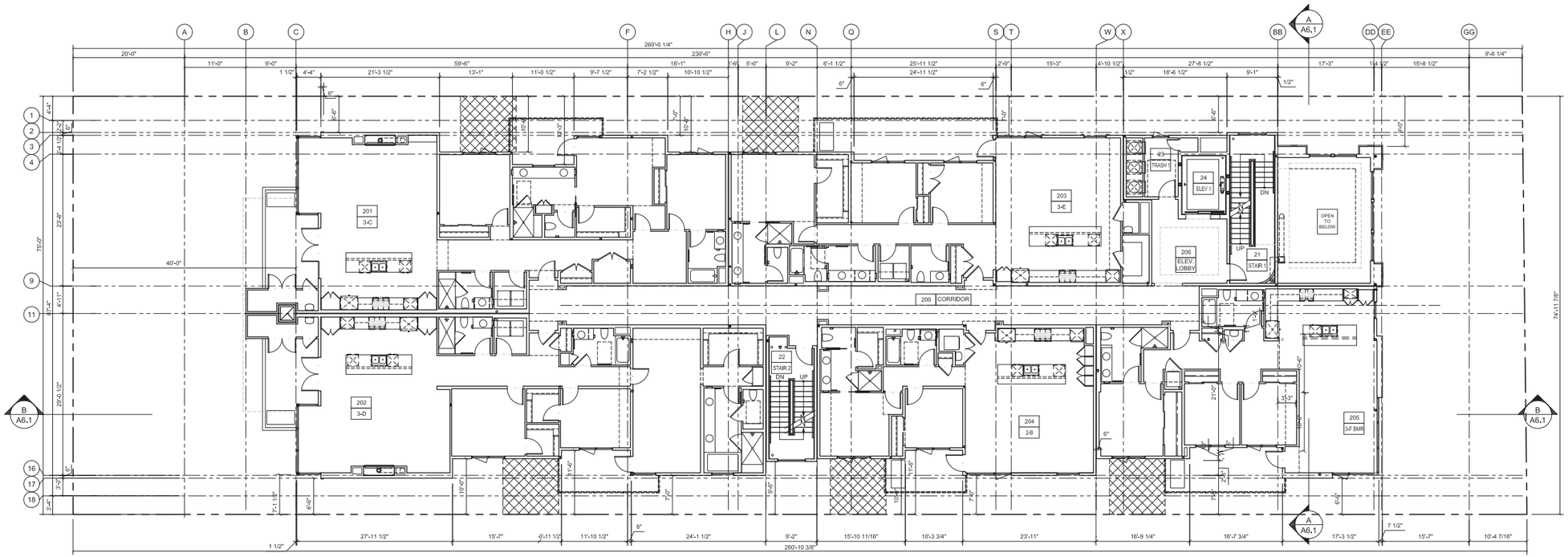
JOB NO. 1334.001 SHEET

DRAWN DG STAFF

CHECK

DATE 12/20/16

A2.3



SECOND FLOOR BUILDING PLAN

1/8" = 1'-0"

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

	2A	2B	2B TOP	2B-B MR	2C	2C BMR	2D	3A	3B	3C	3D	3E	3F BMR	3G LEVEL 3	3G LEVEL 4+5	3H	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR *interior living space	LEVEL
UNIT NET LIVING AREA IN SQ. FT.	1127	1146	1146	1146	1189	1189	1619	2006	1957	1948	2023	1659	1342	1713	1713	1750						
FIRST FLOOR	1			1				1	1								4	6236	1054	1955	9245	FIRST
SECOND FLOOR		1								1	1	1	1				5	8118		1670	9788	SECOND
THIRD FLOOR		1				1								1		1	4	5798		1333	7131	THIRD
FOURTH FLOOR		1			1										1	1	4	5798		1333	7131	FOURTH
FIFTH FLOOR			1		1		1								1		4	5667		1330	6997	FIFTH
TOTAL R2 & B	1	3	1	1	2	1	1	1	1	1	1	1	1	1	2	2	21	31617			40292	TOTAL
TOTAL NET LIVING AREA IN SQ. FT.	1127	3438	1146	1146	2378	1189	1619	2006	1957	1948	2023	1659	1342	1713	3426	3500						

BUILDING S2 OCCUPANCY FLOOR AREA TABLE

GARAGE LEVEL		15078	GARAGE
FIRST FLOOR		1088	FIRST
TOTAL S-2		16166	TOTAL

TRASH MANAGMENT PLAN

TOTAL RESIDENTIAL UNITS	21 UNITS
PROJECTED TRASH VOLUME PER 10 UNITS	3.0 CYD
PROJECTED RECYCLE VOLUME PER 10 UNITS	0.5 CYD
PROJECTED GREEN WASTE VOLUME PER 10 UNITS	0.5 CYD
TOTAL REQUIRED FOR 21 UNITS	
TRASH VOLUME = 2.1 X 3 CYD =	6.3 CYD
RECYCLE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
GREEN WASTE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
TOTAL CONTAINERS PROVIDED	
TRASH	2 - 3CY BINS
RECYCLE	2 - 3CY BINS
GREEN WASTE	2 - 3CY BINS

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

N

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925-251-7200

4880
EL CAMINO REAL
Los Altos, California

BUILDING PLAN NOTES

1. ALL EXTERIOR DIMENSIONS TO FACE OF STUD, FACE OF FOUNDATION, & FACE OF STOREFRONT (U.O.N.)
2. ALL INTERIOR DIMENSIONS TO FACE OF STUD (U.O.N.)
3. ALL DIMENSIONS AT WINDOWS & DOORS ARE TO THE CENTERLINE (U.O.N.)
4. ALL ANGLED WALLS (OTHER THAN 90 DEG.) SHALL BE 45 DEG., U.O.N.,
5. ALL DOOR JAMBS ON HINGE SIDE SHALL BE 4" U.O.N. FOR NOTES AND ADDITIONAL INFORMATION- SEE INDIVIDUAL UNIT FLOOR PLANS.
6. PROTECT ALL PARTY WALL GYP. BOARD FROM RAIN AND MOISTURE DURING CONSTRUCTION.
7. BEFORE SEALING AIR SPACE BETWEEN PARTY WALLS-GYP. BOARD SHALL BE WITHOUT ANY MOISTURE
8. THE CONTRACTOR SHALL VERIFY ON SITE ALL GRADES.
9. EXISTING IMPROVEMENTS, PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES AND SUB-STRUCTURES, WHERE DISCREPANCIES OCCUR, CONTACT THE CIVIL ENGINEER.
10. FINISH GRADE SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
11. SEE SOILS REPORT FOR ANY SPECIFIC REQUIREMENTS.
12. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR APPROVED DRAINAGE FACILITY.
13. IRRIGATION SYSTEM SHALL BE DESIGNED TO PREVENT THE SATURATION OF SOIL ADJACENT TO BUILDING. FOR HARDSCAPE AND DRAINAGE PLANS S.L.D. AND S.C.D.
14. SEE FIRE ANNUNCIATOR DRAWINGS FOR ALARM LOCATION AND HOOKUP
15. BUILDING DIMENSIONS AND RELATED GRID LINES ALIGNED TO FACE OF SHEATHING (ASSUME 1/2" SHEATHING)

FIRE PROTECTION NOTES

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BUILDING PLAN KEYNOTES (200)

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203 FIRE SPRINKLER STANDPIPE, S.F.P.D.
204 KEYFOB READER
205 TELEPHONE ENTRY SYSTEM
206 FIRE DEPARTMENT EMERGENCY KNOX BOX
207 TRASH CHUTE, - SEE DET.XXX
208 SOFFIT MOUNTED GARAGE SIGNAGE "PARKING FULL" AND "CAR COMING". SEE EXTERIOR ELEVATIONS
209 ENTRY SIGNAGE PER CFC 505
210 RAMP TO GARAGE BELOW
211 CONCRETE SEAT WALL, S.L.D.
212 EXHAUST CHASE, S.M.D.
213 6' FENCE AND GATE, S.L.D.
214 LINE OF FLOOR BELOW
215 LINE OF FLOOR ABOVE
216 LINE OF ROOF CANOPY ABOVE
217 ATTACH DAVITS FOR SECURING ROOF ACCESS LADDER
218 FIREPLACE EXHAUST FLUE
219 TRENCH DRAIN, S.M.D., S.C.D.
220 POLE MOUNTED GARAGE ENTRY CONTROL DEVICE

BUILDING PLAN LEGEND

- WOOD STUD WALL, REFER TO UNIT PLANS, S.S.D.
- CONCRETE WALL, S.S.D.
- 1-HR. FIRE RATED DWELLING UNIT FIRE PARTITION SEE XX/XXX
- 2-HR. FIRE RATED FIRE WALL SEE XX/XXX
- LINE OF FLOOR ABOVE
- UNIT # — UNIT TYPE AND BUILDING NUMBER - SEE ENLARGED FLOOR PLANS
- DOWNSPOUT CONNECT TO STORM DRAIN, S.C.D.

FIRE DEPARTMENT ACCESS

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REVISIONS

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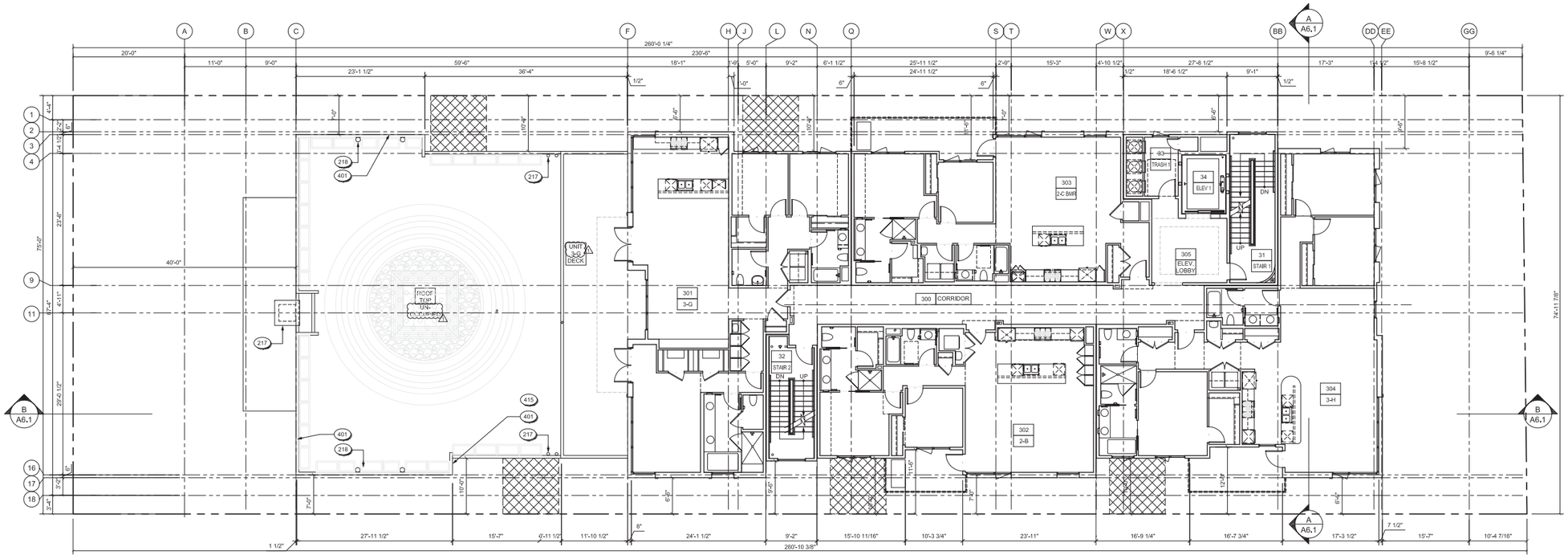
SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A2.5



THIRD FLOOR BUILDING PLAN

1/8" = 1'-0"

ROOF PLAN NOTES

1. ALL ROOF HEIGHTS (T.O.R.) ARE MEASURED FROM THE MAIN T.O.C. OR T.O.SF. AT +0-0" U.N.O.
2. DASHED LINES INDICATE WALL BELOW.
3. LOCATE TRENCHES / CATCH BASINS AND DOWNSPOUTS AS SHOWN.
4. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR AN APPROVED DRAINAGE FACILITY.
5. ALL PLUMBING VENTS SHALL BE COMBINED INTO A MINIMUM AMOUNT OF ROOF PENETRATIONS. (SEE DETAILS 29 & 30 / AD.03)
6. TRUSS MANUFACTURER SHALL SUBMIT STRUCTURAL CALC'S & SHOP DRAWINGS TO THE ARCHITECT, STRUCTURAL ENGINEER AND BUILDING DEPARTMENT PRIOR TO FABRICATION.
7. FOR ROOF PENETRATIONS SEE DET.
8. FOR WALL PENETRATIONS SEE DET.
9. FOR PIPE/DUCT SLEEPER SUPPORT, SEE DET.
10. FOR TYPICAL MECHANICAL SUPPORTS, SEE DET.
11. FOR TYPICAL REGLET INSIDE CORNERS, OUTSIDE CORNERS AND LAP JOINTS, SEE DET.
12. FOR ROLLER PIPE SUPPORT, SEE DET.
13. PROVIDE PLYWOOD CLIPS AT ALL UNSUPPORTED EDGES OR FLAT ROOF SHEATHING (MIN.) S.S.D FOR ADDITIONAL BLOCKING REQUIREMENTS
14. ALL SINGLE PLY. ROOFS SHALL SLOPE 1/2"/1'-0" MIN. AND ALL CRICKETS SHALL SLOPE 1/4"/1'-0" MIN. TO ROOF DRAIN U.O.N. VERIFY WITH ROOFING MANUFACTURER PRIOR TO ROOF FRAMING TO CONFIRM COMPLIANCE WITH PRODUCT AND MANUFACTURER'S WARRANTY.

ROOF PLAN KEYNOTES (400)

400 PARAPET WALL AT + 4'-6" ABOVE T.O. ROOF FINISH
401 PARAPET WALL AT + 3'-8" ABOVE T.O. ROOF FINISH
402 ROOF AT ELEVATOR. SEE ELEVATIONS FOR HEIGHT
403 ROOF AT TRASH & STAIR. SEE ELEVATIONS FOR HEIGHT
404 ROOF CORNICE BELOW, SEE DET.
405 DECK BELOW, SEE DET. 11&13/A9.8
406 FOR FIRE WALLS SEE SHEET CA1.5
407 TRELLIS -
408 EXTENT OF SOLAR ARRAY
409 ROOF MOUNTED AC CONDENSERS
410 MECHANICAL SCREENING AT +5'-6" ABOVE T.O. ROOF FINISH
411 2" OVERFLOW SCUPPER AND CONDUCTOR HEAD, DOWNSPOUT TO BELOW, SEE DET. 9/A9.7
412 NATURAL GAS FIRE BOWL W/ ELECTRONIC IGNITION. INSTALL ON A TIMER, MFR: BLAZE MODEL: BLZ-3PROLP
413 NATURAL GAS BBQ W/ ELECTRONIC IGNITION. INSTALL ON A TIMER, MFR: BLAZE MODEL: BLZ-3PROLP
414 ROOF CANOPY O/ TS. FRAME @ ELEVATOR AND STAIR ENTRY.
415 SEWER VENT TERMINATIONS TO BE NOT LESS THAN 10'-0" TO OPENINGS INTO BUILDING. S.M.D., S.P.D. (A)

STAIR ENTRY
415 SEWER VENT TERMINATIONS TO BE NOT LESS THAN 10'-0" TO OPENINGS INTO BUILDING. S.M.D., S.P.D. (A)
416 EMERGENCY POWER GENERATOR. S.E.E.

ROOF PLAN LEGEND

- DRAFT STOP AS PER CBC 718.3.2 EX. 1 & 718.4.2
- EXTENT OF 5/8" TYPE 'X' GYPSUM BOARD OR FIRE RETARDANT ROOF SHEATHING PER CBC 706.6.4.3 WITHIN 4'-0" OF 2-HR. FIRE RATED FIRE WALLS. NO ROOF ASSEMBLY PENETRATIONS WITHIN THIS AREA
- ROOF AND OVERFLOW DRAIN, 1/A9.7, TYP.
- FLAT ROOF AREA
- RF-1 SINGLE PLY ROOFING
- RF-2 PAVER SYSTEM ABOVE SINGLE PLY ROOFING
- RF-3 GRAVEL ABOVE SINGLE PLY ROOFING

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

	2A	2B	2B TOP	2B-B MR	2C	2C-BMR	2D	3A	3B	3C	3D	3E	3F-BMR	3G LEVEL 3	3G LEVEL 4-5	3H	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR "Interior living space"	LEVEL
UNIT NET LIVING AREA IN SQ. FT.:	1127	1146	1146	1146	1189	1189	1619	2006	1957	1948	2023	1659	1342	1713	1713	1750						
FIRST FLOOR	1			1					1	1							4	6236	1054	1955	9245	FIRST
SECOND FLOOR		1									1	1	1	1			5	8118		1670	9788	SECOND
THIRD FLOOR		1				1								1	1	1	4	5798		1333	7131	THIRD
FOURTH FLOOR		1			1									1	1	1	4	5798		1333	7131	FOURTH
FIFTH FLOOR			1		1		1									1	4	5667		1330	6997	FIFTH
TOTAL R2 & B	1	3	1	1	2	1	1	1	1	1	1	1	1	2	2	21	31617				40292	TOTAL
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BUILDING S2 OCCUPANCY FLOOR AREA TABLE

GARAGE LEVEL	15078	GARAGE
FIRST FLOOR	1088	FIRST
TOTAL S-2	16166	TOTAL

TRASH MANAGMENT PLAN

TOTAL RESIDENTIAL UNITS	21 UNITS
PROJECTED TRASH VOLUME PER 10 UNITS	3.0 CYD
PROJECTED RECYCLE VOLUME PER 10 UNITS	0.5 CYD
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TOTAL REQUIRED FOR 21 UNITS	
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6. PROTECT ALL PARTY WALL GYP. BOARD FROM RAIN AND MOISTURE DURING CONSTRUCTION.
7. BEFORE SEALING AIR SPACE BETWEEN PARTY WALLS-GYP. BOARD SHALL BE WITHOUT ANY MOISTURE
8. THE CONTRACTOR SHALL VERIFY ON SITE ALL GRADES.
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213 6' FENCE AND GATE, S.L.D.
214 LINE OF FLOOR BELOW
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217 ATTACH DAVITS FOR SECURING ROOF ACCESS LADDER
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BUILDING PLAN LEGEND

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- CONCRETE WALL, S.S.D.
- 1-HR. FIRE RATED DWELLING UNIT FIRE PARTITION SEE XX/XXX
- 2-HR. FIRE RATED FIRE WALL SEE XX/XXX
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- UNIT # — UNIT TYPE AND BUILDING NUMBER - SEE ENLARGED FLOOR PLANS
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REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

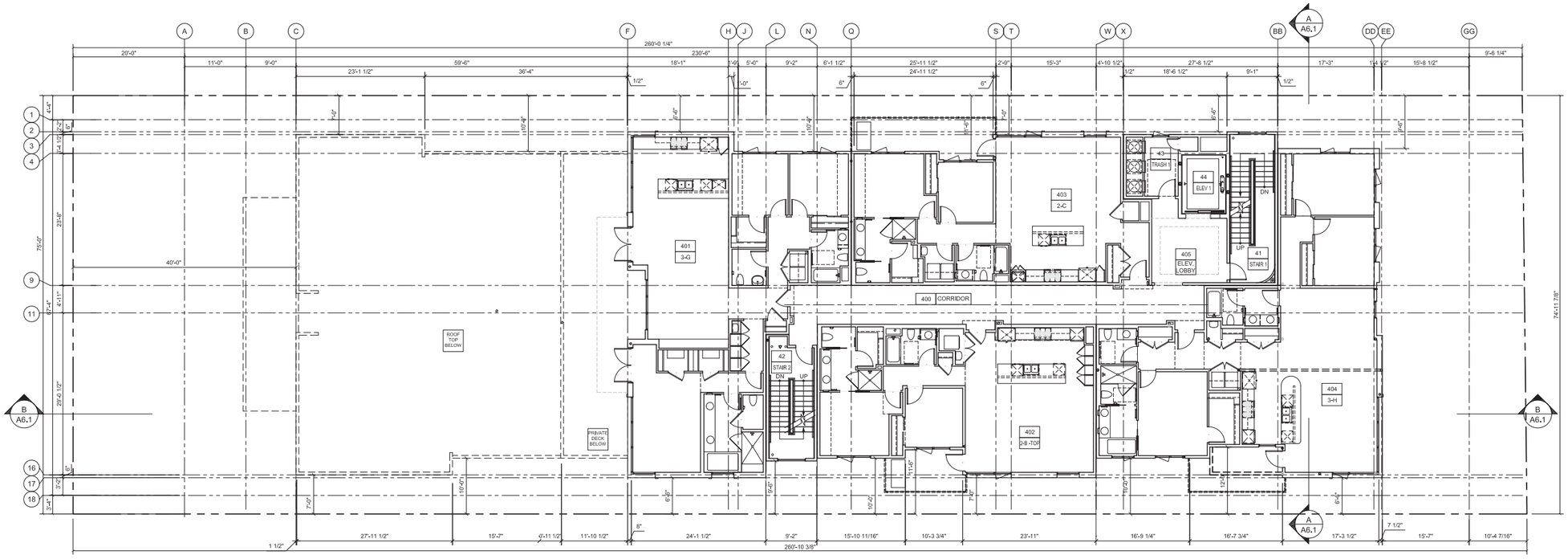
THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A2.6



FOURTH FLOOR BUILDING PLAN

1/8" = 1'-0"

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

	2A	2B	2B TOP	2B-B MR	2C	2C-BMR	2D	3A	3B	3C	3D	3E	3F-BMR	3G LEVEL 3	3G LEVEL 4-5	3H	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR *Interior living space	LEVEL
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FIFTH FLOOR			1		1		1									1	4	5867		1330	6997	FIFTH
TOTAL R2 & B	1	3	1	1	2	1	1	1	1	1	1	1	1	2	2	2	21	31617			40292	TOTAL
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211 CONCRETE SEAT WALL, S.L.D.
212 EXHAUST CHASE, S.M.D.
213 6' FENCE AND GATE, S.L.D.
214 LINE OF FLOOR BELOW
215 LINE OF FLOOR ABOVE
216 LINE OF ROOF CANOPY ABOVE
217 ATTACH DAVITS FOR SECURING ROOF ACCESS LADDER
218 FIREPLACE EXHAUST FLUE
219 TRENCH DRAIN, S.M.D., S.C.D.
220 POLE MOUNTED GARAGE ENTRY CONTROL DEVICE

BUILDING PLAN LEGEND

- WOOD STUD WALL, REFER TO UNIT PLANS, S.S.D.
- CONCRETE WALL, S.S.D.
- 1-HR. FIRE RATED DWELLING UNIT FIRE PARTITION SEE XX/XXX
- 2-HR. FIRE RATED FIRE WALL SEE XX/XXX
- LINE OF FLOOR ABOVE
- UNIT # — UNIT TYPE AND BUILDING NUMBER - SEE ENLARGED FLOOR PLANS
- DOWNSPOUT CONNECT TO STORM DRAIN, S.C.D.

FIRE DEPARTMENT ACCESS

- EMERGENCY RESPONDER RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.1
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.

REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

FOURTH FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

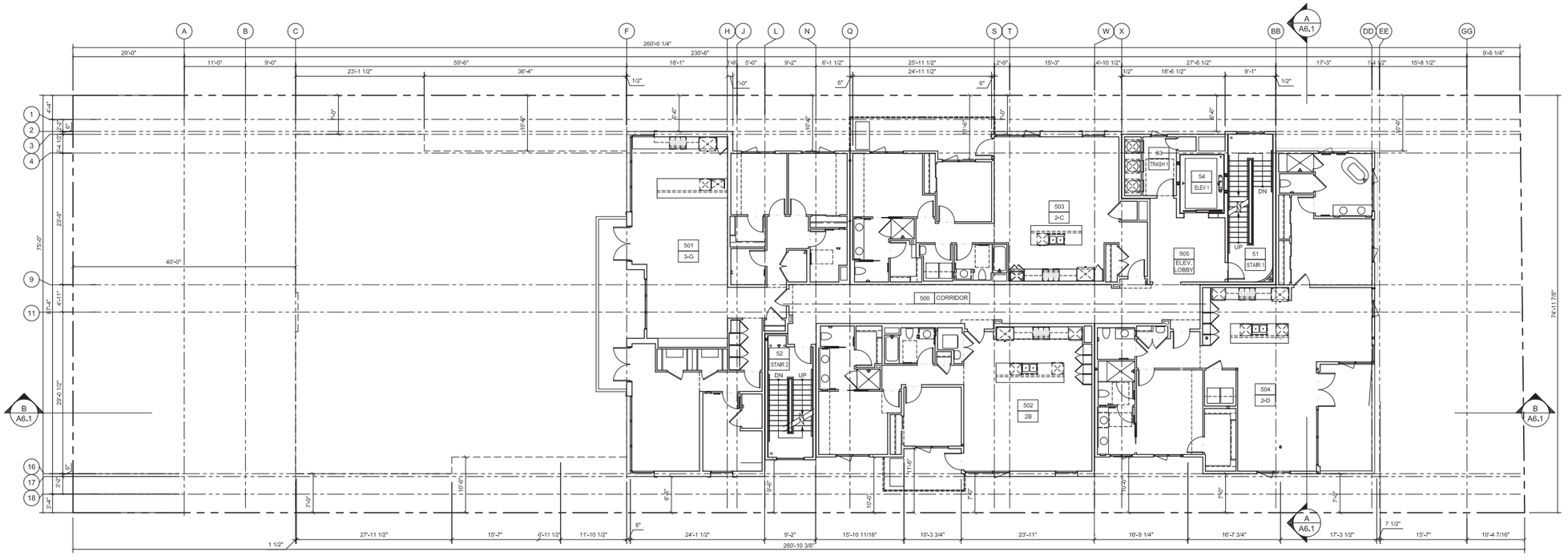
JOB NO. 1334.001 SHEET

DRAWN DG STAFF

CHECK

DATE 12/20/16

A2.7



FIFTH FLOOR BUILDING PLAN

1/8" = 1'-0"

BUILDING R2 & B OCCUPANCY FLOOR AREA TABLE

	2A	2B	2B TOP	2B-B MR	2C	2C-BMR	2D	3A	3B	3C	3D	3E	3F-BMR	3G LEVEL 3	3G LEVEL 4-5	3H	TOTAL NUMBER OF UNITS EACH FLOOR	TOTAL NET LIVING AREA OF UNITS EACH FLOOR	COMMON SPACES ENTRY LOBBY, CLUBHOUSE NET AREA	CIRCULATION STAIRS 1, 2 & ELEVATOR, TRASH	TOTAL NET AREA EACH FLOOR *Interior living space	LEVEL
UNIT NET LIVING AREA IN SQ. FT.:	1127	1146	1146	1146	1189	1189	1619	2006	1957	1948	2023	1659	1342	1713	1713	1750						
FIRST FLOOR	1			1				1	1								4	6236	1054	1955	9245	FIRST
SECOND FLOOR		1								1	1	1	1				5	8118		1670	9788	SECOND
THIRD FLOOR		1				1								1	1	1	4	5798		1333	7131	THIRD
FOURTH FLOOR		1			1									1	1	1	4	5798		1333	7131	FOURTH
FIFTH FLOOR			1		1		1									1	4	5667		1330	6997	FIFTH
TOTAL R2 & B	1	3	1	1	2	1	1	1	1	1	1	1	1	2	2	2	21	31617			40292	TOTAL
TOTAL NET LIVING AREA IN SQ. FT.:	1127	3438	1146	1146	2378	1189	1619	2006	1957	1948	2023	1659	1342	1713	3426	3500						

BUILDING S2 OCCUPANCY FLOOR AREA TABLE

GARAGE LEVEL																					15078	GARAGE
FIRST FLOOR																					1088	FIRST
TOTAL S-2																					16166	TOTAL

TRASH MANAGMENT PLAN

TOTAL RESIDENTIAL UNITS	21 UNITS
PROJECTED TRASH VOLUME PER 10 UNITS	3.0 CYD
PROJECTED RECYCLE VOLUME PER 10 UNITS	0.5 CYD
PROJECTED GREEN WASTE VOLUME PER 10 UNITS	0.5 CYD
TOTAL REQUIRED FOR 21 UNITS	
TRASH VOLUME = 2.1 X 3 CYD =	6.3 CYD
RECYCLE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
GREEN WASTE VOLUME = 2.1 X 0.5 CYD =	1.0 CYD
TOTAL CONTAINERS PROVIDED	
TRASH	2 - 3CY BINS
RECYCLE	2 - 3CY BINS
GREEN WASTE	2 - 3CY BINS

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

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Los Altos, California

BUILDING PLAN NOTES

1. ALL EXTERIOR DIMENSIONS TO FACE OF STUD, FACE OF FOUNDATION, & FACE OF STOREFRONT (U.O.N.)
2. ALL INTERIOR DIMENSIONS TO FACE OF STUD (U.O.N.)
3. ALL DIMENSIONS AT WINDOWS & DOORS ARE TO THE CENTERLINE (U.O.N.)
4. ALL ANGLED WALLS (OTHER THAN 90 DEG.) SHALL BE 45 DEG., U.O.N.,
5. ALL DOOR JAMBS ON HINGE SIDE SHALL BE 4" U.O.N. FOR NOTES AND ADDITIONAL INFORMATION- SEE INDIVIDUAL UNIT FLOOR PLANS.
6. PROTECT ALL PARTY WALL GYP. BOARD FROM RAIN AND MOISTURE DURING CONSTRUCTION.
7. BEFORE SEALING AIR SPACE BETWEEN PARTY WALLS-GYP. BOARD SHALL BE WITHOUT ANY MOISTURE
8. THE CONTRACTOR SHALL VERIFY ON SITE ALL GRADES.
9. EXISTING IMPROVEMENTS, PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES AND SUB-STRUCTURES, WHERE DISCREPANCIES OCCUR, CONTACT THE CIVIL ENGINEER.
10. FINISH GRADE SHALL PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
11. SEE SOILS REPORT FOR ANY SPECIFIC REQUIREMENTS.
12. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR APPROVED DRAINAGE FACILITY.
13. IRRIGATION SYSTEM SHALL BE DESIGNED TO PREVENT THE SATURATION OF SOIL ADJACENT TO BUILDING. FOR HARDSCAPE AND DRAINAGE PLANS S.L.D. AND S.C.D.
14. SEE FIRE ANNUNCIATOR DRAWINGS FOR ALARM LOCATION AND HOOKUP
15. BUILDING DIMENSIONS AND RELATED GRID LINES ALIGNED TO FACE OF SHEATHING (ASSUME 1/2" SHEATHING)

FIRE PROTECTION NOTES

1. PROTECTION OF JOINTS AND PENETRATIONS IN FIRE-RESISTIVE ASSEMBLIES SHALL NOT BE CONCEALED FROM VIEW UNITL INSPECTED AND APPROVED. 2013 CBC SECTION 110.3.6
2. FOR FIRE RATED WALL LOCATIONS, SEE

BUILDING PLAN KEYNOTES (200)

201 FOR FIRE WALLS, SEE SHEET CA1.2
202 1" AIR GAP CENTERED BETWEEN PARTY WALL BETWEEN UNITS, TYP., U.O.N.
203 FIRE SPRINKLER STANDPIPE, S.F.P.D.
204 KEYFOB READER
205 TELEPHONE ENTRY SYSTEM
206 FIRE DEPARTMENT EMERGENCY KNOX BOX
207 TRASH CHUTE - SEE DET.XXX
208 SOFFIT MOUNTED GARAGE SIGNAGE "PARKING FULL" AND "CAR COMING". SEE EXTERIOR ELEVATIONS
209 ENTRY SIGNAGE PER CFC 505
210 RAMP TO GARAGE BELOW
211 CONCRETE SEAT WALL, S.L.D.
212 EXHAUST CHASE, S.M.D.
213 6' FENCE AND GATE, S.L.D.
214 LINE OF FLOOR BELOW
215 LINE OF FLOOR ABOVE
216 LINE OF ROOF CANOPY ABOVE
217 ATTACH DAVITS FOR SECURING ROOF ACCESS LADDER
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219 TRENCH DRAIN, S.M.D., S.C.D.
220 POLE MOUNTED GARAGE ENTRY CONTROL DEVICE

BUILDING PLAN LEGEND

- WOOD STUD WALL, REFER TO UNIT PLANS, S.S.D.
- CONCRETE WALL, S.S.D.
- 1-HR. FIRE RATED DWELLING UNIT FIRE PARTITION SEE XX/XXX
- 2-HR. FIRE RATED FIRE WALL SEE XX/XXX
- LINE OF FLOOR ABOVE
- UNIT # — UNIT TYPE AND BUILDING NUMBER - SEE ENLARGED FLOOR PLANS
- DOWNSPOUT CONNECT TO STORM DRAIN, S.C.D.

FIRE DEPARTMENT ACCESS

- EMERGENCY RESPONDER RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.1
- FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907
- KNOX HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
- STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.

REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

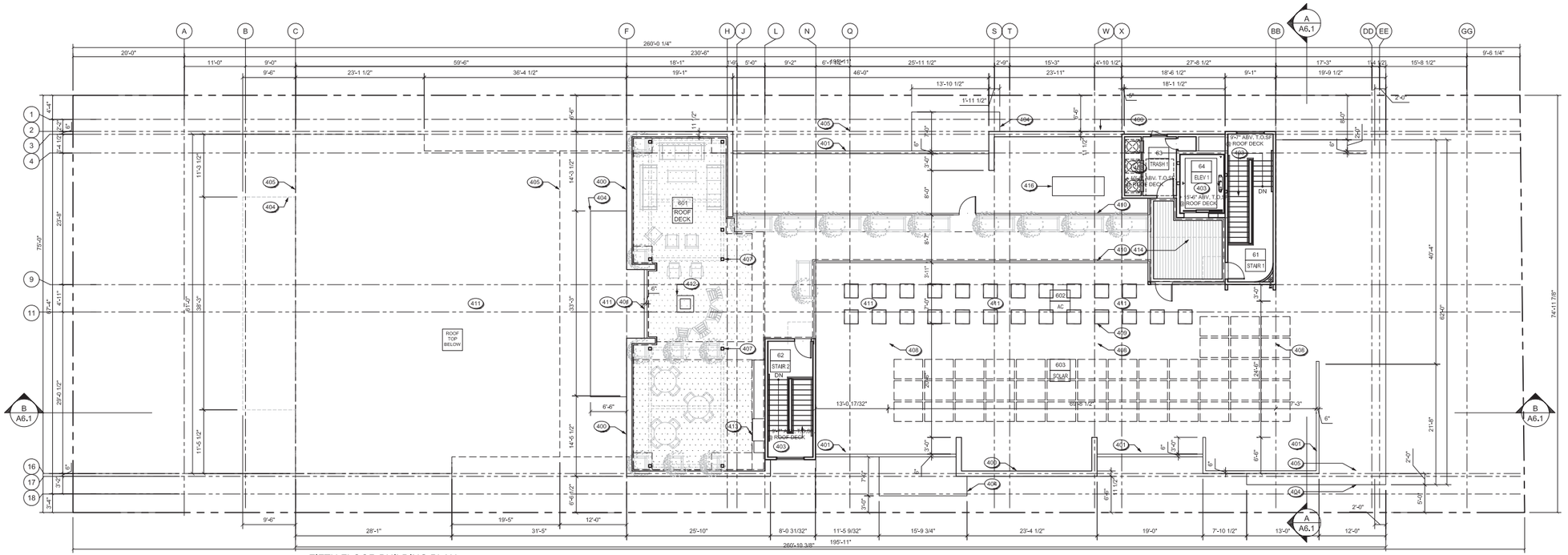
FIFTH FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A2.8



FIFTH FLOOR BUILDING PLAN

1/8" = 1'-0"

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ROOF PLAN NOTES

1. ALL ROOF HEIGHTS (T.O.R.) ARE MEASURED FROM THE MAIN T.O.C. OR T.O.SF. AT +0-'0" U.N.O.
2. DASHED LINES INDICATE WALL BELOW.
3. LOCATE TRENCHES / CATCH BASINS AND DOWNSPOUTS AS SHOWN.
4. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR AN APPROVED DRAINAGE FACILITY.
5. ALL PLUMBING VENTS SHALL BE COMBINED INTO A MINIMUM AMOUNT OF ROOF PENETRATIONS. (SEE DETAILS 29 & 30 / AD.03)
6. TRUSS MANUFACTURER SHALL SUBMIT STRUCTURAL CALC'S & SHOP DRAWINGS TO THE ARCHITECT, STRUCTURAL ENGINEER AND BUILDING DEPARTMENT PRIOR TO FABRICATION.
7. FOR ROOF PENETRATIONS SEE DET.
8. FOR WALL PENETRATIONS SEE DET.
9. FOR PIPE/DUCT SLEEPER SUPPORT, SEE DET.
10. FOR TYPICAL MECHANICAL SUPPORTS, SEE DET.
11. FOR TYPICAL REGLET INSIDE CORNERS, OUTSIDE CORNERS AND LAP JOINTS, SEE DET.
12. FOR ROLLER PIPE SUPPORT, SEE DET.
13. PROVIDE PLYWOOD CLIPS AT ALL UNSUPPORTED EDGES OR FLAT ROOF SHEATHING (MIN.) S.S.D FOR ADDITIONAL BLOCKING REQUIREMENTS
14. ALL SINGLE PLY. ROOFS SHALL SLOPE 1/2"/1'-0" MIN. AND ALL CRICKETS SHALL SLOPE 1/4"/1'-0" MIN. TO ROOF DRAIN U.O.N. VERIFY WITH ROOFING MANUFACTURER PRIOR TO ROOF FRAMING TO CONFIRM COMPLIANCE WITH PRODUCT AND MANUFACTURER'S WARRANTY.

ROOF PLAN KEYNOTES (400)

400 PARAPET WALL AT + 4'-6" ABOVE T.O. ROOF FINISH
401 PARAPET WALL AT + 3'-8" ABOVE T.O. ROOF FINISH
402 ROOF AT ELEVATOR. SEE ELEVATIONS FOR HEIGHT
403 ROOF AT TRASH & STAIR. SEE ELEVATIONS FOR HEIGHT
404 ROOF CORNICE BELOW, SEE DET.
405 DECK BELOW, SEE DET. 11&13/A9.8
406 FOR FIRE WALLS SEE SHEET CA1.5
407 TRELLIS -
408 EXTENT OF SOLAR ARRAY
409 ROOF MOUNTED AC CONDENSERS
410 MECHANICAL SCREENING AT +5'-6" ABOVE T.O. ROOF FINISH
411 2" OVERFLOW SCUPPER AND CONDUCTOR HEAD, DOWNSPOUT TO BELOW, SEE DET. 9/A9.7
412 NATURAL GAS FIRE BOWL W/ ELECTRONIC IGNITION. INSTALL ON A TIMER AND INCLUDE LAVA ROCK MFR: SIERRA COPPER SQUARE GAS FIRE BOWL
413 NATURAL GAS BBQ W/ ELECTRONIC IGNITION, INSTALL ON A TIMER, MFR: BLAZE MODEL: BLZ-3PRO-LP
414 ROOF CANOPY O/ TS. FRAME @ ELEVATOR AND STAIR ENTRY
415 SEWER VENT TERMINATIONS TO BE NOT LESS THAN 10'-0" TO OPENINGS INTO BUILDING. S.M.D., S.P.D. △
416 EMERGENCY POWER GENERATOR, S.E.E.

ROOF PLAN LEGEND

- DRAFT STOP AS PER CBC 718.3.2 EX. 1 & 718.4.2
- EXTENT OF 5/8" TYPE 'X' GYPSUM BOARD OR FIRE RETARDANT ROOF SHEATHING PER CBC 706.6.4.3 WITHIN 4'-0" OF 2-HR. FIRE RATED FIRE WALLS. NO ROOF ASSEMBLY PENETRATIONS WITHIN THIS AREA
- ROOF AND OVERFLOW DRAIN, 1/A9.7, TYP.
- FLAT ROOF AREA
- RF-1 SINGLE PLY ROOFING
- RF-2 PAVER SYSTEM ABOVE SINGLE PLY ROOFING
- RF-3 GRAVEL ABOVE SINGLE PLY ROOFING

FIRE DEPARTMENT ACCESS

- EMERGENCY RESPONDER RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.1
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REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

ROOF PLAN

SCALE: 1/8" = 1'-0"

0 8 16 32

JOB NO. 1334.001 SHEET

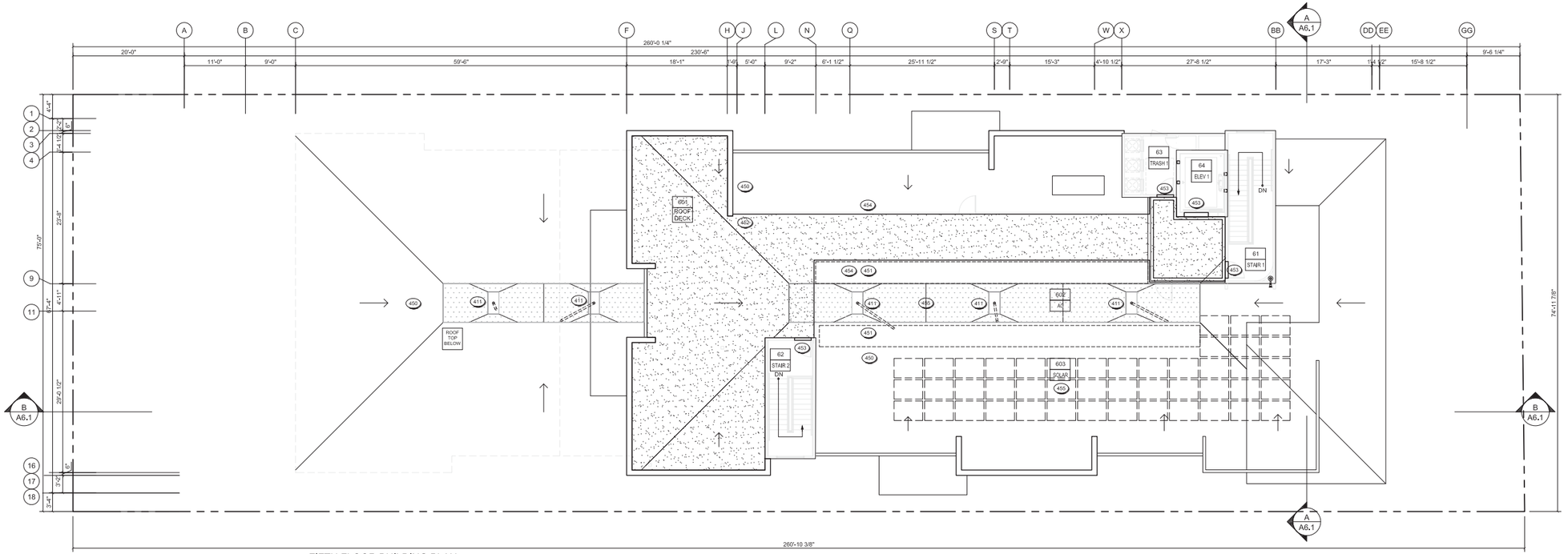
DRAWN DG STAFF

CHECK

DATE 12/20/16

A2.9

N



FIFTH FLOOR BUILDING PLAN

1/8" = 1'-0"

ROOF DRAINAGE PLAN KEYNOTES (450)

450 SINGLE PLY ROOF MEMBRANE
451 WALKPADS WITH ADHERED MEMBRANE, SEE DETAIL
452 PAVER SYSTEM O/ SLOPED WATERPROOFING OVER ROOF ASSEMBLY, SEE DETAIL
453 DOOR THRESHOLD, SEE DETAIL
454 PROVIDE SCUPPER AT BASE OF SCREEN WALL, SEE DETAIL
455 EQUIPMENT SUPPORT AT AC CONDENSERS TO ALLOW FOR 6" CLEARANCE OFF ROOF DECK
456 GRAVEL ROOF BELOW

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4880 EL CAMINO REAL Los Altos, California

ROOF PLAN NOTES

1. ALL ROOF HEIGHTS (T.O.R.) ARE MEASURED FROM THE MAIN T.O.C. OR T.O.SF. AT +0'-0" U.N.O.
2. DASHED LINES INDICATE WALL BELOW.
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4. ALL ROOF DRAINAGE SHALL BE PIPED TO STREET OR AN APPROVED DRAINAGE FACILITY.
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12. FOR ROLLER PIPE SUPPORT, SEE DET.
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403 ROOF AT TRASH & STAIR. SEE ELEVATIONS FOR HEIGHT
404 ROOF CORNICE BELOW, SEE DET.
405 DECK BELOW, SEE DET. 11&13/A9.8
406 FOR FIRE WALLS SEE SHEET CA1.5
407 TRELLIS -
408 EXTENT OF SOLAR ARRAY
409 ROOF MOUNTED AC CONDENSERS
410 MECHANICAL SCREENING AT +5'-6" ABOVE T.O. ROOF FINISH
411 2" OVERFLOW SCUPPER AND CONDUCTOR HEAD, DOWNSPOUT TO BELOW, SEE DET. 9/A9.7
412 NATURAL GAS FIRE BOWL W/ ELECTRONIC IGNITION. INSTALL ON A TIMER AND INCLUDE LAVA ROCK MFR: SIERRA COPPER SQUARE GAS FIRE BOWL
413 NATURAL GAS BBQ W/ ELECTRONIC IGNITION. INSTALL ON A TIMER. MFR: BLAZE MODEL: BLZ-3PRO-LP
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415 SEWER VENT TERMINATIONS TO BE NOT LESS THAN 10'-0" TO OPENINGS INTO BUILDING. S.M.D., S.P.D. ⚠
416 EMERGENCY POWER GENERATOR. S.E.E.

ROOF PLAN LEGEND

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EXTENT OF 5/8" TYPE 'X' GYPSUM BOARD OR FIRE RETARDANT ROOF SHEATHING PER CBC 706.6.4.3 WITHIN 4'-0" OF 2-HR. FIRE RATED FIRE WALLS. NO ROOF ASSEMBLY PENETRATIONS WITHIN THIS AREA
ROOF AND OVERFLOW DRAIN, 1/A9.7, TYP.
FLAT ROOF AREA
RF-1 SINGLE PLY ROOFING
RF-2 PAVER SYSTEM ABOVE SINGLE PLY ROOFING
RF-3 GRAVEL ABOVE SINGLE PLY ROOFING

FIRE DEPARTMENT ACCESS

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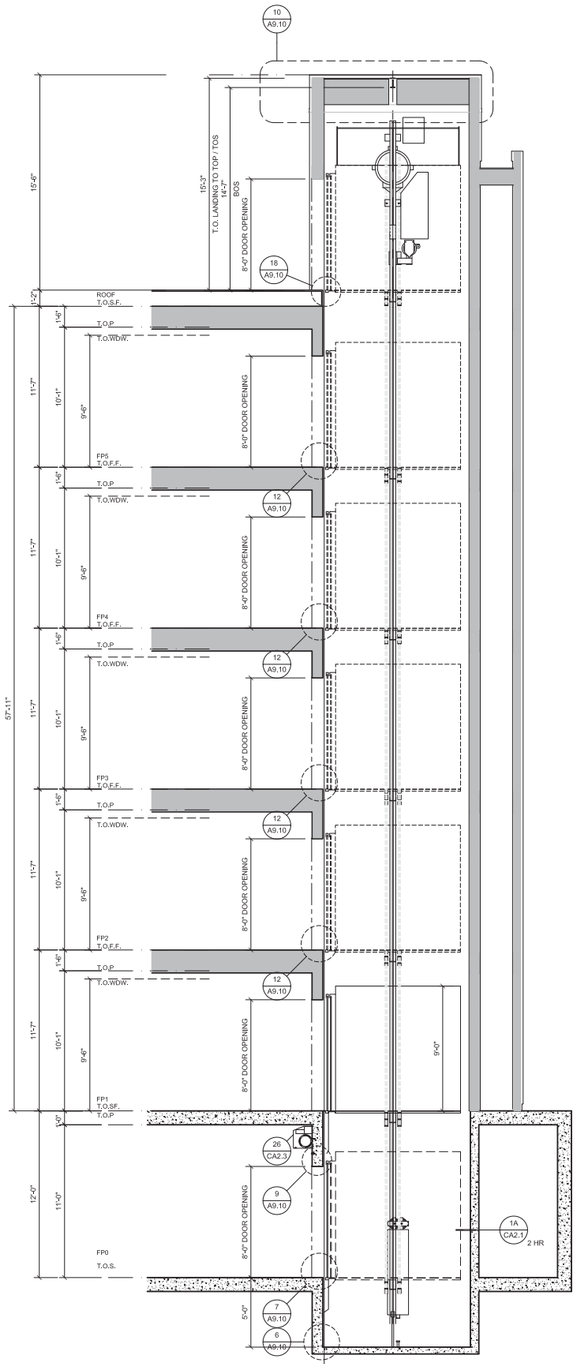
REVISIONS
⚠ PLAN CHECK RESPONSE 03-27-17

ROOF DRAINAGE PLAN

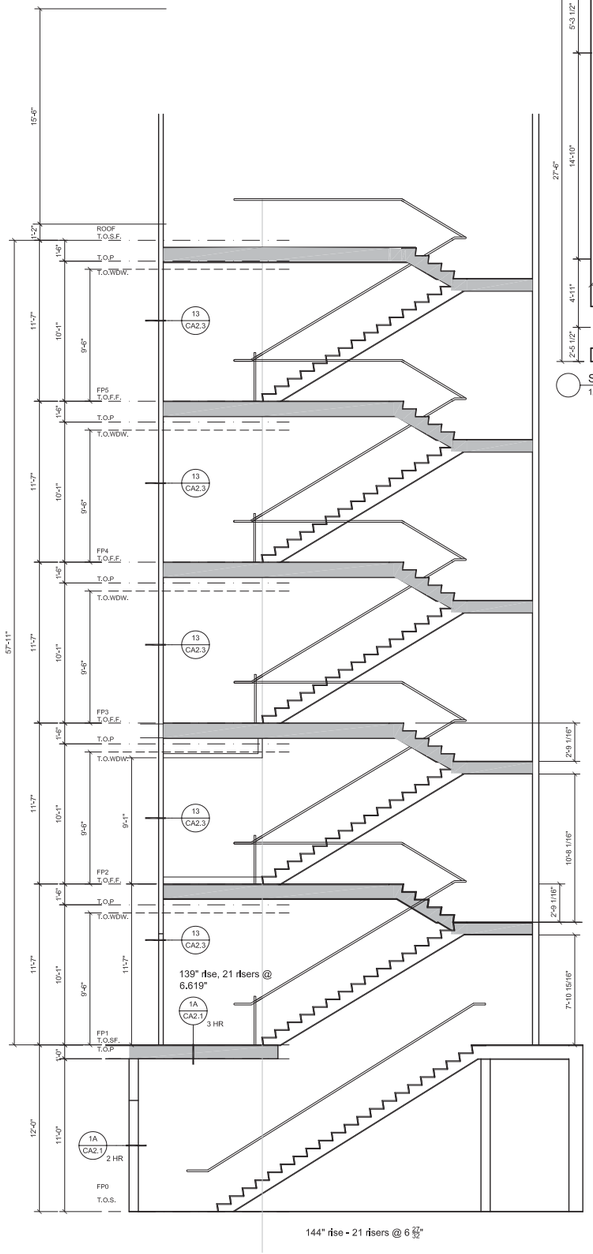
SCALE: 1/8" = 1'-0"
0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A2.10

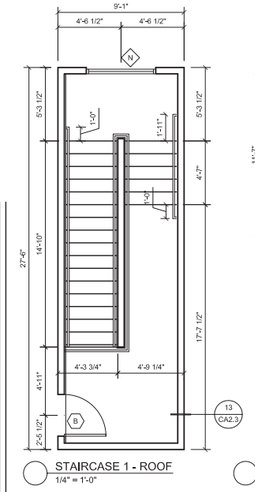


ELEVATOR SECTION
1/4" = 1'-0"

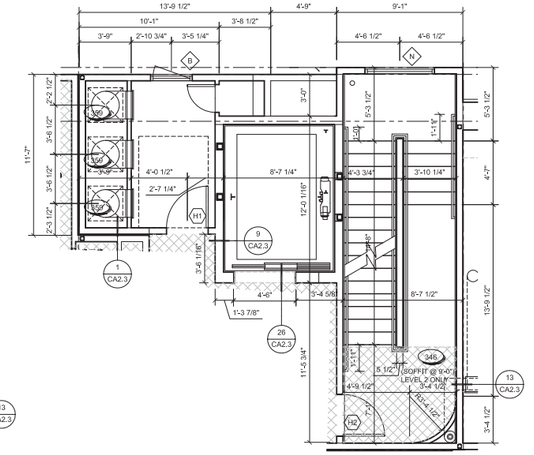


144" rise - 21 risers @ 6 $\frac{57}{64}$"

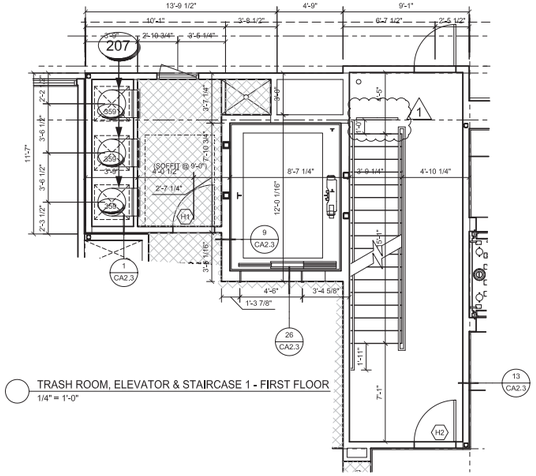
STAIR 1 SECTION
1/4" = 1'-0"



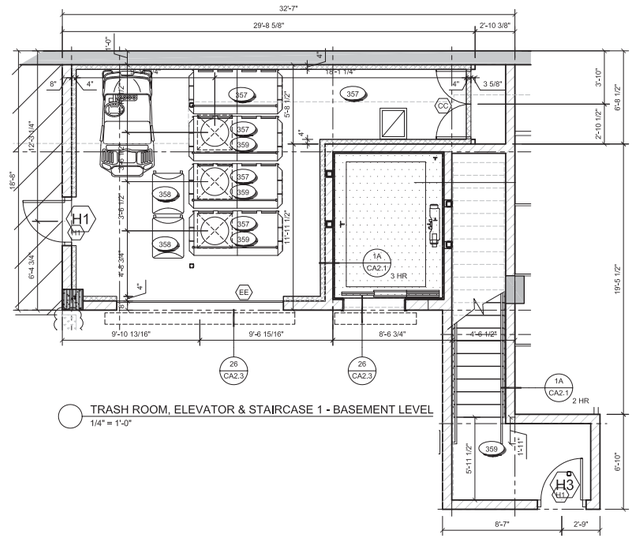
STAIRCASE 1 - ROOF
1/4" = 1'-0"



TRASH ROOM, ELEVATOR & STAIRCASE 1 - SECOND FLOOR TO FIFTH FLOOR
1/4" = 1'-0"



TRASH ROOM, ELEVATOR & STAIRCASE 1 - FIRST FLOOR
1/4" = 1'-0"



TRASH ROOM, ELEVATOR & STAIRCASE 1 - BASEMENT LEVEL
1/4" = 1'-0"

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FLOOR PLAN KEYNOTES 300

301 DISHWASHER W/ DRAIN TO GARBAGE DISPOSAL. (VERIFY DIMS. W/ MNFR.)
302 KITCHEN SINK W/ GARBAGE DISPOSAL. (MAX FLOW 1.8 GPM @ 60 PSI CGBC 4.303.1.4.4) FAUCET CONTROLS AS PER CBC 1133A.5, S.P.D.
303 REMOVABLE BASE KITCHEN CABINET, EXTEND FLOOR BELOW COUNTER AS PER CBC 1133A.3. INSULATE EXPOSED PLUMBING PIPES. SEE DET.10/CA3.0
304 REFRIGERATOR SPACE W/ COLD WATER STUB-OUT FOR ICEMAKER. (VERIFY SIZE W/ MANUFACTURER.)
305 BUILT-IN SINGLE WALL OVEN. SEE PLANS FOR MOUNTING HEIGHT. VERIFY VENTILATION & DIMENSIONS W/ MFR.
306 BUILT-IN MICROWAVE W/ TRIM KIT. (SEE INT.ELEVS.)
307 30" GAS COOKTOP W/ 30" HOOD, LIGHT & FAN ABOVE. VENT TO EXTERIOR & PROVIDE DAMPER. VERIFY W/ MANUFACTURER SPEC. (SEE INT. ELEVS.)
308 36" GAS COOKTOP W/ 36" HOOD, LIGHT & FAN ABOVE. VENT TO EXTERIOR & PROVIDE DAMPER. VERIFY W/ MANUFACTURER SPEC. (SEE INT. ELEVS.)
309 UNDER-COUNTER WINE CHILLER
310 PANTRY W/ 5 ADJUSTABLE SHELVES.
311 BROOM CABINET.
312 RECYCLING CENTER IN BASE CABINET. (SEE INT. ELEVS.)
313 NOT USED
314 SPACE FOR STACKED WASHER / DRYER. PROVIDE HOT & COLD WATER SUPPLY, WASTE LINE AND PAN W/ DRAIN TO EXTERIOR. PROVIDE SMOOTH METAL DRYER VENT TO EXTERIOR.
315 SPACE FOR S/S WASHER/ DRYER. PROVIDE HOT & COLD WATER SUPPLY, WASTE LINE AND PAN WITH DRAIN TO EXTERIOR. PROVIDE SMOOTH METAL DRYER VENT TO EXTERIOR.
316 DRYER VENT (VENT RUN SHALL COMPLY W/ MFR'S. SPECS, AND THE 2013 CMC (SECTIONS 504.3 & 505) PROVIDE RECESSED DRYER BOX & SMOOTH METAL VENT TO EXTERIOR
317 GAS-FIRED TANKLESS WALL-MOUNTED WATER HEATER WITH VENT TO EXTERIOR.
318 MANUFACTURED FIREPLACE WITH GLASS DOORS AND OUTSIDE COMBUSTION AIR
319 32"x 60" TUB/SHOWER W/ ENGINEERED STONE SURROUND ON 3 WALLS TO MIN. +7'-2". SHOWER HEAD AT +78" ABV. FLOOR. SEE DET. XXXX
320 36"x 66" TUB. TOP SET IN ENGINEERED STONE DECK WITH ENGINEERED STONE WAINSCOT TO 36" ABOVE FINISHED FLOOR AND APRON. PROVIDE 1 PIECE WELDED TRAP OR ACCESS PANEL IN APRON WHERE JETTED TUB OCCURS
321 36"x 66" FREESTANDING TUB
322 ACCESSIBLE SHOWER PAN W/ ENGINEERED STONE SURROUND ON 3 WALLS TO MIN. 7'-2", SHOWER HEAD AT +78" ABV. FLOOR, SEE DET. XX. SEE PLANS FOR DIMENSIONS AND WHERE SEAT OCCURS
323 INSTALL GRAB BAR REINFORCEMENT IN BACK & SIDE WALLS OF ADAPTABLE TUB/SHOWER AS PER CBC 1134A.6.4
324 PEDESTAL LAVATORY (MAX FLOW 1.5 GPM @ 60 PSI PER CAL GREEN) FAUCET CONTROLS AS PER CBC 1134A.8.7, S.P.D.
325 LAVATORY (MAX FLOW 1.5 GPM @ 60 PSI.PER CAL GREEN 4.303.1.4.1) FAUCET CONTROLS AS PER CBC 1134A.8.7, S.P.D.
326 ADAPTABLE LAV BASE CABINET, EXTEND FLOOR BELOW COUNTER AS PER CBC 1134A.8.4.3. INSULATE EXPOSED PLUMBING PIPES AS PER CBC 1134A.8.6. SEE DETAIL 5 & 6 CA3.0
327 RECESSED MEDICINE CABINET W/ BTM. MAXIMMUM AT +40" HT. PER CBC 1134A.8.8.
328 HALF WALL. SEE FLOOR PLAN FOR HEIGHT
329 MIRROR WITH BTM. MAXIMUM AT +40" HT. PER CBC 1134A.8.8 (SEE INTERIOR ELEVATIONS.)
330 ELONGATED BOWL LOW FLOW WALL HUNG WATER CLOSET. (1.28 GALLON PER FLUSH MAX. CAL GREEN 4.303.1.1). TOILET FLUSH CONTROL PER CBC 1134A.7.3. INSTALL FOR SEAT HT. BETWEEN 17" & 19" ABOVE FINISHED FLOOR
331 INSTALL GRAB BAR REINFORCEMENT IN BACK WALL OF ADAPTABLE TOILET FOR FUTURE FOLD DOWN SIDE GRAB BAR AS PER CBC 1134A.7.2 SEE DETAIL 14/CA3.0
332 TOWEL BAR (VERIFY SIZE)
333 TOILET PAPER HOLDER
334 TEMPERED GLASS ENCLOSURE
335 SHOWER CURTAIN ROD
336 TILE SHELF - 18" ABOVE FLOOR. WATERPROOF AT TUB OR SHOWER LOCATION AND SLOPE TO DRAIN.
337 LINEN CABINET. (SEE INTERIOR ELEVS)
338 THICKENED AESTHETIC WALL OR PLUMBING WALL
339 MECHANICAL DUCT CHASE LINED WITH 5/8" TYPE 'X' GYP. BD, PER DETAILS
340 LINE OF NON-COMBUSTIBLE SOFFIT ABOVE. SEE DET. XXX
341 LINE OF CEILING CHANGE ABOVE.
342 LINE OF DROPPED BEAM ABOVE. S.S.D.
343 BALCONY WITH EXTERIOR DECK COATING. SLOPE DECK MIN. 1/4" TO 12"
344 2" GSM STRIP VENT IN SOFFIT ABOVE
345 +42" HT. GUARD RAIL ABOVE T.O.S.F., OR ABV. T.O. TREAD @ STAIRS
346 NON-COMBUSTIBLE SOFFIT @ LEVEL 2 ONLY

350 HANDRAIL +34" TO +38" ABOVE T.O. STAIR NOSING BELOW
351 CONCRETE STAIR
352 "DERO ULTRA SPACE SAVER" SINGLE SIDED VERTICAL BICYCLE STORAGE RACK, SEE NUMBER OF HANGERS REQ'D NEXT TO KEYNOTE
353 BICYCLE REPAIR WORK BENCH
354
355a ELECTRIC HOUSE MAIN
355b RESIDENTIAL ELECTRIC MAIN
355c UTILITY TERMINAL
355d DISTRIBUTION LOOP
355e MPOE
356 SURVEILLANCE CAMERA
357 LOCATION FOR DUMPSTER
358 LOCATION FOR RECYCLING BINS
359 TRASH CHUTE
360 PRIVATE STORAGE
361 1 5/8" METAL STUD FRAMING
362 3 5/8" METAL STUD FRAMING

REVISIONS
1 PLAN CHECK RESPONSE 03-27-17

ENLARGED TRASH ROOM, ELEVATOR AND STAIRCASE 1

SCALE: 1/4" = 1'-0"

0 4 8 16

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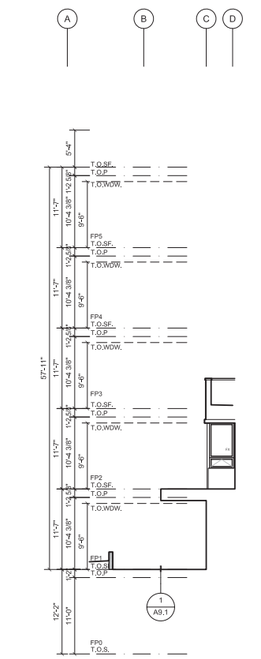
CHECK
DATE 12/20/16

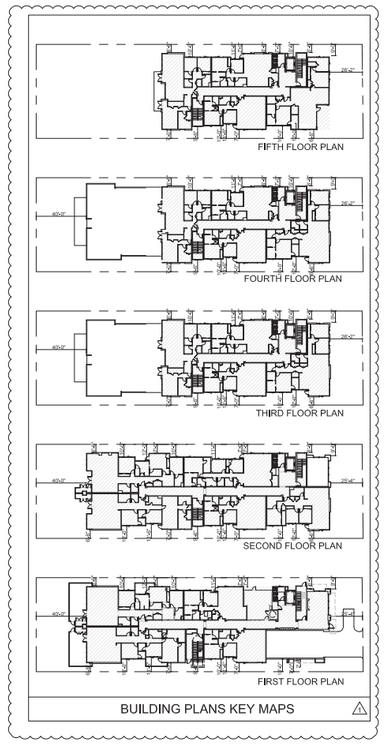
A4.2

D LEFT ELEVATION (SOUTHEAST)
1/8" = 1'-0"



D1 LEFT ELEVATION (SOUTHEAST) CONCEALED VIEW
1/8" = 1'-0"

A FRONT ELEVATION (NORTHEAST)
1/8" = 1'-0"



BUILDING PLANS KEY MAPS

DAHLIN group
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

4880
EL CAMINO REAL
Los Altos, California

EXTERIOR ELEVATION NOTES

1. FOR TYPICAL FLASHING AT WALL OPENINGS, SEE DET. 1&3 /AD.01
2. FOR TYPICAL WALL PENETRATIONS, SEE DET. 11/AD.01
5. FOR TYPICAL MASONRY APPLICATION SEE DET. 13-20 /AD.02
6. SEE FLOOR PLANS FOR GLAZING INFORMATION.
7. INSTALL VERTICAL EXPANSION JOINTS AT ALL INTERIOR BUILDING CORNERS AND PARTY WALLS WHERE OCCUR, INSTALL HORIZONTAL EXPANSION JOINTS AT ALL STRUCTURAL PLATE LINES. SEE ASTM C 1063, & DETAIL 2/AD.02
8. EXTERIOR FINISH SHALL BE: SEE COLORS AND MATERIALS BOARD FOR COLOR BLOCKING
   - 8.1. 7/8" 3-COAT STUCCO W/ WIRE MESH OVER 2 LAYERS OF 60 MIN. GRADE 'D' PAPER o/ SHEATHING (WHERE OCCURS, S.S.D.). SHEATHING SHALL HAVE A 1/8" GAP BETWEEN PANELS. STUCCO SHALL COMPLY WITH ASTM C 1063 & ASTM C 926, PER CBC 2510.3 FINISH TO BE SMOOTH
     - CP PNT-2 BENJAMIN MOORE PAINT #947 NAVAJO WHITE
     - CP PNT-3 BENJAMIN MOORE PAINT # HC-81 MANCHESTER TAN
     - CP PNT-6 BENJAMIN MOORE PAINT # 985 INDIAN RIVER
   - 8.2. 6" HORIZONTAL FIBER CEMENT SIDING BY ALLURA OR EQUAL. INSTALL PER MANUFACTURER'S SPECS OVER 60 MIN. BUILDING PAPER o/ SHEATHING (WHERE OCCURS, S.S.D.). SHEATHING SHALL HAVE 1/8" GAP BETWEEN PANELS.
     - FCS PNT-4 BENJAMIN MOORE PAINT #509 CYPRESS GREEN
   - 8.3. SMOOTH FIBER CEMENT PANEL AND TRIM BY ALLURA OR EQUAL. INSTALL PER MANUFACTURER'S SPECS O/ 60 MIN. GRADE 'D' BUILDING PAPER O/ SHEATHING (WHERE OCCURS, S.S.D.). SHEATHING SHALL HAVE 1/8" GAP BETWEEN PANELS.
     - FCP PNT-5 BENJAMIN MOORE PAINT # 510 SPRINGFIELD SAGE
9. STONE VENEER, INSTALL PER MNFR'S SPECIFICATIONS O/ 2 LAYERS GRADE 'D' BLDG. PAPER.
   - STN-1 BERKSHIRE INDIANA LIMESTONE
10. CORNICE WITH WOOD SOFFIT
    - WD-1 WS-1 OLYMPIC WOOD STAIN #716 NATURAL
11. METAL AWNINGS
    - MTL PNT-1 BENJAMIN MOORE PAINT # 2114-10 BITTERSWEET CHOCOLATE
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16. WINDOW HEAD HEIGHTS ARE AS FOLLOWS:
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19. ALL WELDS ON STEEL TRELLIS MEMBERS SHALL BE GROUND SMOOTH AND RECEIVE POWDER COATED FACTORY FINISH.

ELEVATION KEYNOTES (500)

501	LINE OF STREET LEVEL / GRADE
502	LINE OF GARAGE SLAB
503	LINE OF PODIUM LEVEL
504	VEHICULAR RAMP TO STREET LEVEL
505	CONCRETE STAIR, SEE DETAIL
506	FENCE AND GATE, SEE DETAIL
507	PLANTER, S.L.D.
508	BUILDING ADDRESS LOCATION. SEE DETAIL FOR PLACEMENT
509	HANDRAIL MOUNTED AT + 34" HT. ABOVE STAIR NOSING.
510	GUARDRAIL MOUNTED 42" HT. MIN. ABOVE ADJACENT WALKING SURFACE, SEE DET.
511	EXPANSION JOINT, SEE
512	GARAGE VENT, S.M.D.
513	VENT SHAFT FROM FAN ROOM BELOW, SEE DET.
514	ELEVATOR AND ELEVATOR SHAFT
515	GAS METER LOCATION, S.E.D., S.P.D.
516	EGRESS LADDER WHERE REQUIRED, SEE
517	
518	
519	

REVISIONS

1	PLAN CHECK RESPONSE	03-27-17

EXTERIOR ELEVATIONS

SCALE: 1/8" = 1'-0"

0 8 16 32

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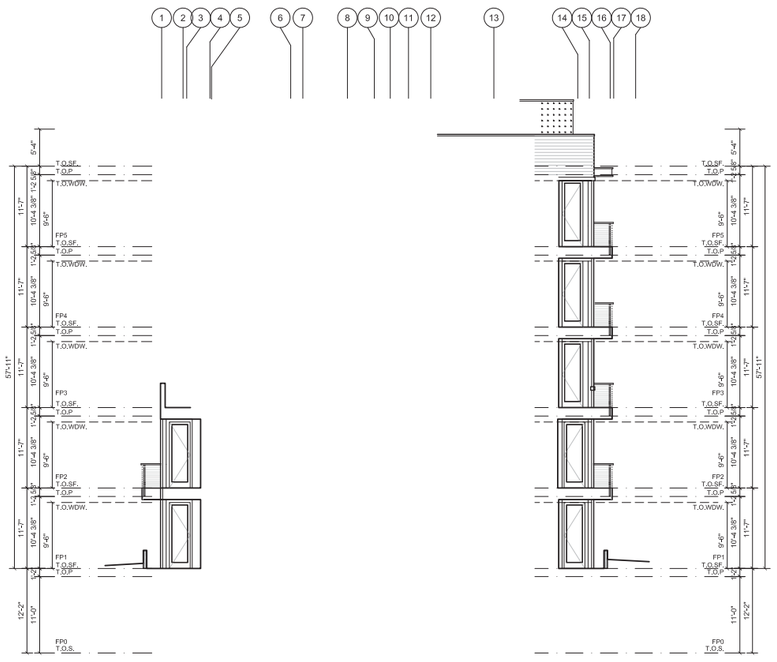
CHECK
DATE 12/20/16

A5.1

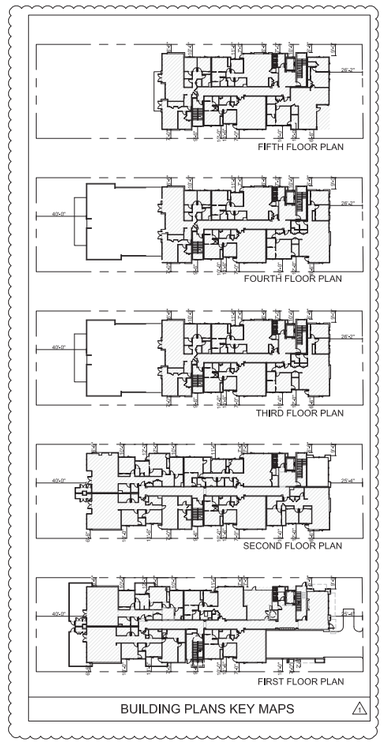
B RIGHT ELEVATION (NORTHWEST)
1/8" = 1'-0"



C1 REAR ELEVATION (SOUTHWEST) CONCEALED VIEW
1/8" = 1'-0"

C2 REAR ELEVATION (SOUTHWEST) CONCEALED VIEW
1/8" = 1'-0"

C REAR ELEVATION (SOUTHWEST)
1/8" = 1'-0"



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515 GAS METER LOCATION, S.E.D., S.P.D.
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517
518
519

REVISIONS
1 PLAN CHECK RESPONSE 03-27-17

EXTERIOR ELEVATIONS
SCALE: 1/8" = 1'-0"
0 8 16 32

JOB NO. 1334.001 SHEET
DRAWN DG STAFF
CHECK
DATE 12/20/16

A5.2

DAHLIN

January 20, 2017

David Kornfield
Planning Services Manager – Advance Planning
City of Los Altos
1 North San Antonio Road
Los Altos, CA 94022

Dear Mr. Kornfield,

Our firm recently completed work on the entitlement of a five-story, 21-unit condominium project at 4880 El Camino Real for our clients, Peggy Galeb and Jeff Taylor (LOLA, LLC). The project was approved by the City Council on September 13, 2016.

Our clients submitted construction documents to the City at the end of December 2016 for building permit. The project features approximately 10-foot ceilings in the common areas and in the residences, eight-foot interior doors, as well as a roof top terrace with an elevator providing equal access to its outdoor amenities. On January 5, 2017 we received your letter communicating the Planning Division's building permit plan check comments. The comments included a request that we "limit the elevator tower to a maximum height of 11 feet above the roof deck in accordance with the Resolution of Approval" (comment no. 10) and that we "provide specification on the type of elevator system and indicate its relative speed" (comment no. 11). This letter seeks to address these two comments.

The elevator we are proposing for this project, the Kone Monospace 500 Elevator, is being specified for its industry minimum overhead clearance requirements and its eco-efficiency. We believe that this elevator is appropriate for the scale and quality of the approved project. It will provide an eight-foot door which will match the other doors in the project and will have a nine-foot elevator cab consistent with the 9'-10" ceilings in the city-approved, five-story design. Kone is globally recognized as an industry leader in the design and provision of eco-efficient, machine room-less traction elevators. The machine room-less design does not have a dedicated machine room above the elevator, thus reducing the height of the shaft. The speed of the elevator will be a minimum 150 FPM. The specifications for the Kone Monospace 500 elevator are attached to this letter.

It is physically impossible to install the specified Kone elevator (or any other elevator of which we know) to service the rooftop deck within a rooftop structure under 11 feet. The minimum height of the rooftop structure needed is 15'-6". It is worth noting that even if we were to install an elevator cab of similar quality with a cab height of 8 feet—a cab height which we do *not* recommend for this project due to its typical door and ceiling height—the minimum height of the rooftop structure would need to be 14'-6".

We also attach for your review some perspective studies showing what, if any, portion of the 15'-6" elevator shaft would be visible from several vantage points on El Camino Real. As you will see in the studies, the elevator shaft is hardly discernable given its location beyond the building's main facades. We believe that most people on the street will not be able to discern between a structure at 11 feet or at 15'-6".

Please feel free to call me directly with any questions you may have about the specifications of the elevator cab or the requirements for its installation in our project. Thank you very much.

Yours sincerely,

BRETT N. BAILEY AIA
Associate / Senior Architect

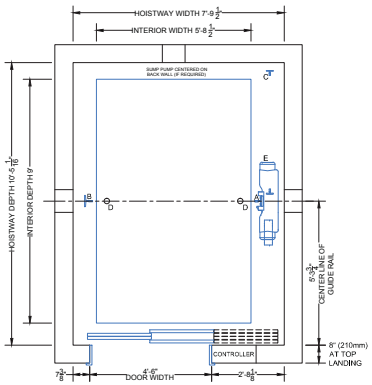
Attachments: 4880 ECR_Elevator Height Study Views and Kone_MonoSpace500

5865 Owens Drive
Pleasanton, California 94588 USA

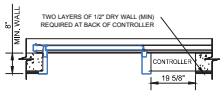
+1-925-251-7200
+1-925-251-7201 fax

WWW.DAHLINGROUP.COM

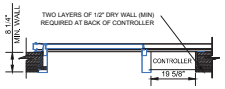
ATTACHMENT 2



HOISTWAY PLAN VIEW



TOP LANDING ENTRANCE / INTEGRATED CONTROL DETAIL
CONCRETE



TOP LANDING ENTRANCE / INTEGRATED CONTROL DETAIL
DRYWALL

BRKTS ABOVE TOPMOST LANDING - IMPACT LOADING REACTIONS (lbf)			
REACTION LOCATION	A	B	C
X DIRECTION	1990	250	50
Y DIRECTION	750	2610	100

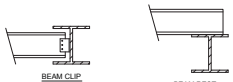
BRKTS BELOW TOPMOST LANDING - RUNNING REACTIONS (lbf)			
X DIRECTION	300	250	50
Y DIRECTION	310	210	100
MAX DEFLECTION NOT TO EXCEED 0.125" (3mm) DUE TO APPLIED LOADS			
SEISMIC ZONES 3 & 4 - ALL BRKTS LOCATIONS - IMPACT LOADING (lbf)			
X DIRECTION	3100	2900	1600
Y DIRECTION	3000	2200	3100
MAX DEFLECTION NOT TO EXCEED 0.125" (3mm) DUE TO APPLIED LOADS			

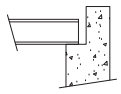
* ORTHOGONAL REACTIONS DO NOT OCCUR SIMULTANEOUSLY
*CALCULATIONS BASED UPON UBC SEISMIC ZONE 3-4 AND IBC 0 < Ip x Sds ≤ 1.0
* ACCEPTABLE GUIDE RAIL BRACKET ATTACHMENT MATERIAL: CONCRETE, STEEL, OR INSERTS

VERTICAL FORCES ONTO PIT FLOOR (lbf)					
REACTION LOCATION	A	B	C	D	E
Z DIRECTION	30000	15300	9200	17900	27900

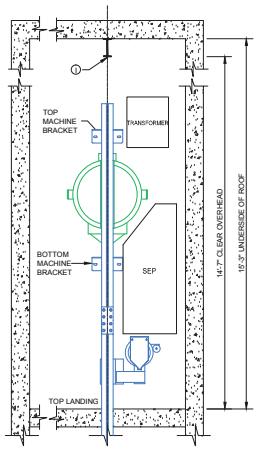
**VERTICAL REACTIONS A, B & C OCCUR SIMULTANEOUSLY. VERTICAL REACTIONS D & E OCCUR INDIVIDUALLY AND SEPARATELY FROM A, B & C.

HOISTBEAM & LIFELINE VERTICAL FORCES (lbf)				
REACTION LOCATION	A	B	C	D
Z DIRECTION	5700	4900	5000	5000



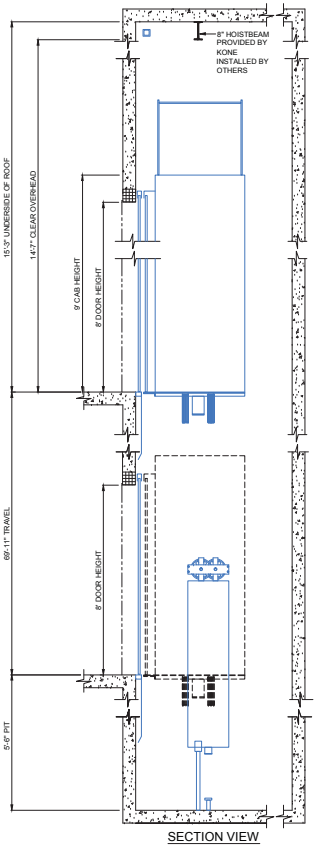


ATTACHMENT DETAILS



ELEVATION IN HOISTWAY
LOOKING AT MACHINE

FLOOR BY FLOOR HEIGHTS CHART						
LANDING 5	11' 7"	LANDING 10	N/A	LANDING 15	N/A	
LANDING 4	11' 7"	LANDING 9	N/A	LANDING 14	N/A	
LANDING 3	11' 7"	LANDING 8	N/A	LANDING 13	N/A	
LANDING 2	11' 7"	LANDING 7	8'4"	LANDING 12	N/A	
LANDING 1	12' 0"	LANDING 6	11' 7"	LANDING 11	N/A	



SECTION VIEW

SCALE: NOT TO SCALE

RE-OPEN CONFIGURATION IN THE TOOLBOX: http://architecttoolbox.kone.us/Mono500/?savedConfigurationID=34115

PREPARATORY WORK BY OTHERS: THE CUSTOMER OR CUSTOMER'S CONTRACTOR, SHALL BE RESPONSIBLE FOR THE FOLLOWING CONDITIONS PRIOR TO THE COMMENCEMENT OF WORK AT NO COST TO KONE, INC LOCAL CODES SHALL PREVAIL WHEN APPLICABLE

1. PROVIDE A CLEAR, PLUMB HOISTWAY OF THE SIZE SHOWN ON THE FINAL KONE LAYOUT. VARIATIONS MUST NOT EXCEED 1". (TOLERANCE = -0" + 1")
2. PROVIDE ADEQUATE SUPPORT FOR GUIDE RAIL BRACKETS (INCLUDING DIVIDER BEAMS FOR MULTIPLE ELEVATORS IN A COMMON HOISTWAY) FROM PIT FLOOR TO THE TOP OF THE HOISTWAY AND NOT SPANNING FURTHER THAN ALLOWED BY THE GOVERNING CODE AUTHORITY. FIREPROOFING SHALL BE AFTER INSTALLATION OF BRACKETS.
3. HOISTWAY VENTILATION SHALL BE PROVIDED PER CODE REQUIREMENTS.
4. PROJECTIONS REQUIRING BEVELING IN ACCORDANCE WITH CODE REQUIREMENTS SHALL BE BEVELED AT AN ANGLE NOT LESS THAN 75 DEGREES FROM THE HORIZONTAL.
5. PROVIDE REMOVABLE, OSHA COMPLIANT BARRICADES AROUND ALL HOISTWAY OPENINGS AND BETWEEN ELEVATORS INSIDE OF THE HOISTWAY AS REQUIRED. PROVIDE TWO LIFELINE ATTACHMENTS AT THE TOP, FRONT OF THE HOISTWAY.
6. ARRANGE FOR ALL BLOCK OUT / CUTOUT OF OPENINGS TO INSTALL HALL PUSHBUTTONS, SIGNAL FIXTURES, AND HATCH DUCT.
7. PROVIDE A DRY PIT REINFORCED TO SUSTAIN VERTICAL FORCE FROM RAILS AND BUFFERS. REFERENCE THE REACTION LOAD TABLES FOR VERTICAL FORCES. SUMPS AND / OR PUMPS (WHERE PERMITTED) LOCATED WITHIN THE PIT MAY NOT INTERFERE WITH THE ELEVATOR EQUIPMENT.
8. PROVIDE SUITABLE LIGHTING FOR THE MACHINE SPACE WITH A LIGHT SWITCH LOCATED IN THE HOISTWAY. PROVIDE A LIGHT FIXTURE AND A SEPARATE GFCI PROTECTED DUPLEX CONVENIENCE OUTLET IN THE ELEVATOR PIT.
9. ENTRANCE WALLS ARE TO BE LEFT OPEN UNTIL THE ELEVATOR EQUIPMENT IS INSTALLED. ADEQUATE SUPPORT FOR ENTRANCE ATTACHMENT POINTS IS REQUIRED AT ALL LANDINGS. ALL FINISHED FLOORING AND GROUTING IS TO BE INSTALLED AFTER THE ENTRANCE FRAMES ARE INSTALLED.
10. A PIT LADDER IS SUPPLIED BY KONE UNLESS OTHERWISE NOTED ON THE LAYOUT DRAWING. LOCATE AND INSTALL PER KONE FINAL LAYOUT DRAWINGS.
11. AN I-BEAM, PROVIDED BY KONE, MUST BE INSTALLED IN THE ELEVATOR HOISTWAY OVERHEAD PER THE KONE FINAL LAYOUT DRAWINGS.
12. FOR PROPER EQUIPMENT OPERATION, THE MACHINE SPACE AT THE TOP OF THE HOISTWAY MUST BE PROPERLY VENTED PER CODE REQUIREMENTS. MAX ALLOWED HUMIDITY IS 95% NON-CONDENSING. HOISTWAY MUST MAINTAIN A TEMPERATURE BETWEEN 41 F AND 104 F.
13. THE ACCESS DOOR TO THE CONTROL SPACE OR THE CONTROL ROOM MUST BE SECURED AGAINST UNAUTHORIZED ACCESS. IT SHALL BE SELF-LOCKING AND SELF-CLOSING.
14. PROVIDE A 15-AMP 102V AC FUSED SERVICE WITH GROUND (VIA EMERGENCY LIGHT SUPPLY IF AVAILABLE) CONNECTED TO EACH CONTROL CABINET FOR LIGHTING AND FAN. PROVIDE DEDICATED PHONE LINE TERMINATING AT THE ELEVATOR CONTROL CABINET.
15. FOR CONTROL SPACES LOCATED REMOTELY FROM THE ELEVATOR HOISTWAY, PROVIDE A GOVERNOR ACCESS DOOR OF SIZE AND LOCATION PER KONE FINAL LAYOUT DRAWINGS. THE ACCESS DOOR SHALL BE SECURED AGAINST UNAUTHORIZED ACCESS.
16. FOR INTEGRATED CONTROL SPACE LOCATED IN SEISMIC AREA, PROVIDE A SEISMIC SWITCH ACCESS DOOR OF SIZE AND LOCATION PER KONE FINAL LAYOUT DRAWINGS. THE ACCESS DOOR SHALL BE SECURED AGAINST UNAUTHORIZED ACCESS.
17. PROVIDE A SUITABLE WORKING ENVIRONMENT INCLUDING ADEQUATE ACCESS TO THE BUILDING, PROPER LIGHTING IN ALL AREAS, CLEAN AND SAFE STORAGE ADJACENT TO THE HOISTWAY, AND SUFFICIENT ON-SITE REFUSE CONTAINERS FOR THE DISPOSAL OF ELEVATOR PACKING MATERIALS.
18. THIS DRAWING MUST BE REVIEWED AND APPROVED BY A LICENSED PROFESSIONAL TO ENSURE COMPLIANCE WITH LOCAL BUILDING CODES.
19. THESE DRAWINGS ARE FOR INFORMATION PURPOSES ONLY AND MUST NOT BE USED FOR CONSTRUCTION PURPOSES. FULLY DETAILED CONSTRUCTION DRAWINGS ARE AVAILABLE FROM THE PRODUCT MANUFACTURER.

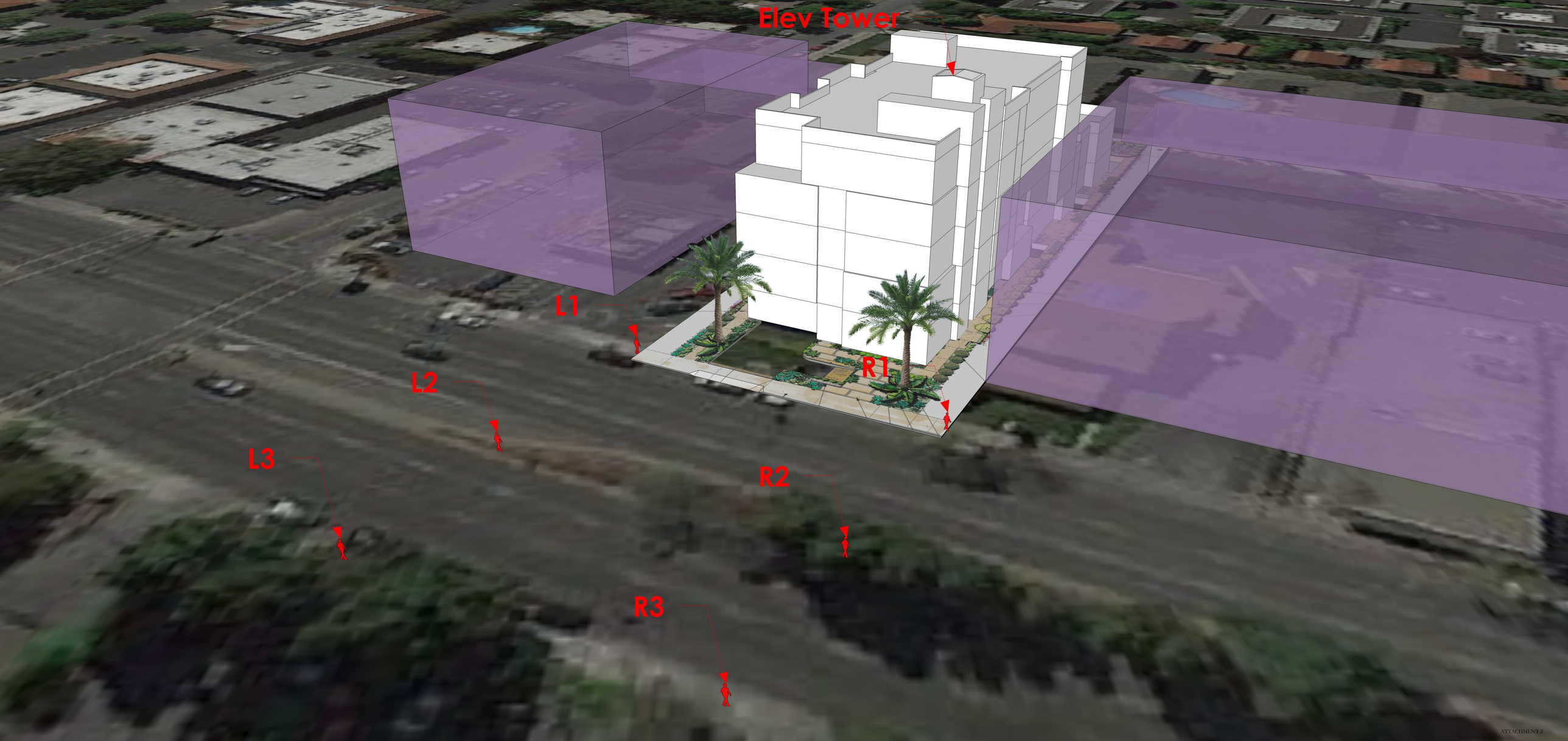
KONE MonoSpace

ONE KONE COURT
MOLINE
P: P: 1-800-956-KONE (5663)
F: F: 309-743-5469
www.KONE.com

SPECIFICATIONS

PRODUCT NAME: KONE MONOSPACE 500 ELEVATOR SEISMIC CAPACITY: 5000 LB AIA SPEED: 150 FPM DOOR: LEFT OPENING TRAVEL: 69' 11" CONTROL LOCATION: INTEGRATED POWER SUPPLY: 208 REQUIRED FUSE AMPS: 90.0 CONTROLLER HEAT OUTPUT: 2.3 MACHINE HEAT OUTPUT: 2.5	BUILDING (PROJECT NAME) 4880 ARCHITECT BRETT BAILEY DRAWING# - PXID: 34115	LOCATION LOS ALTOS DATE 4\11\2016 SHEET 1

ATTACHMENT 2



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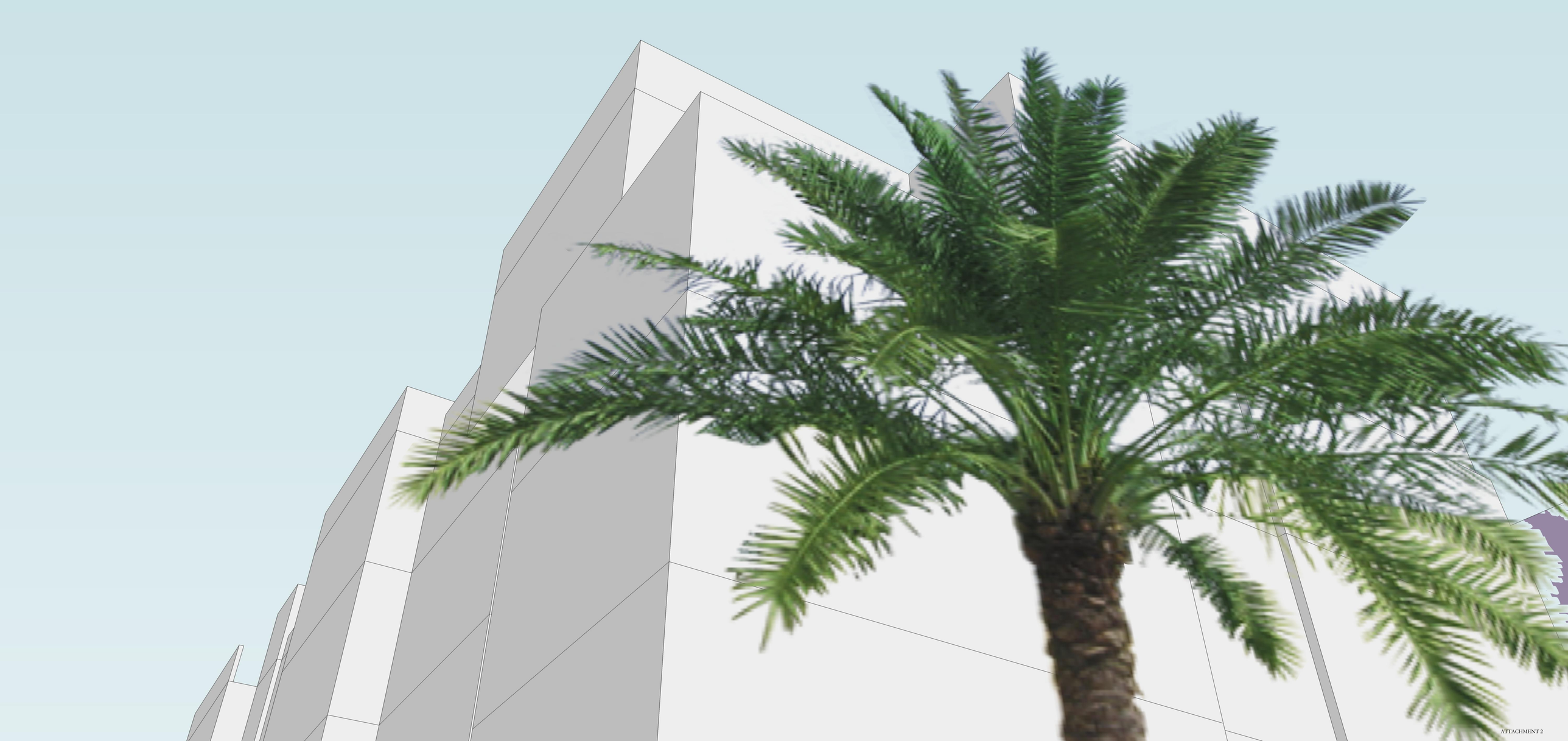

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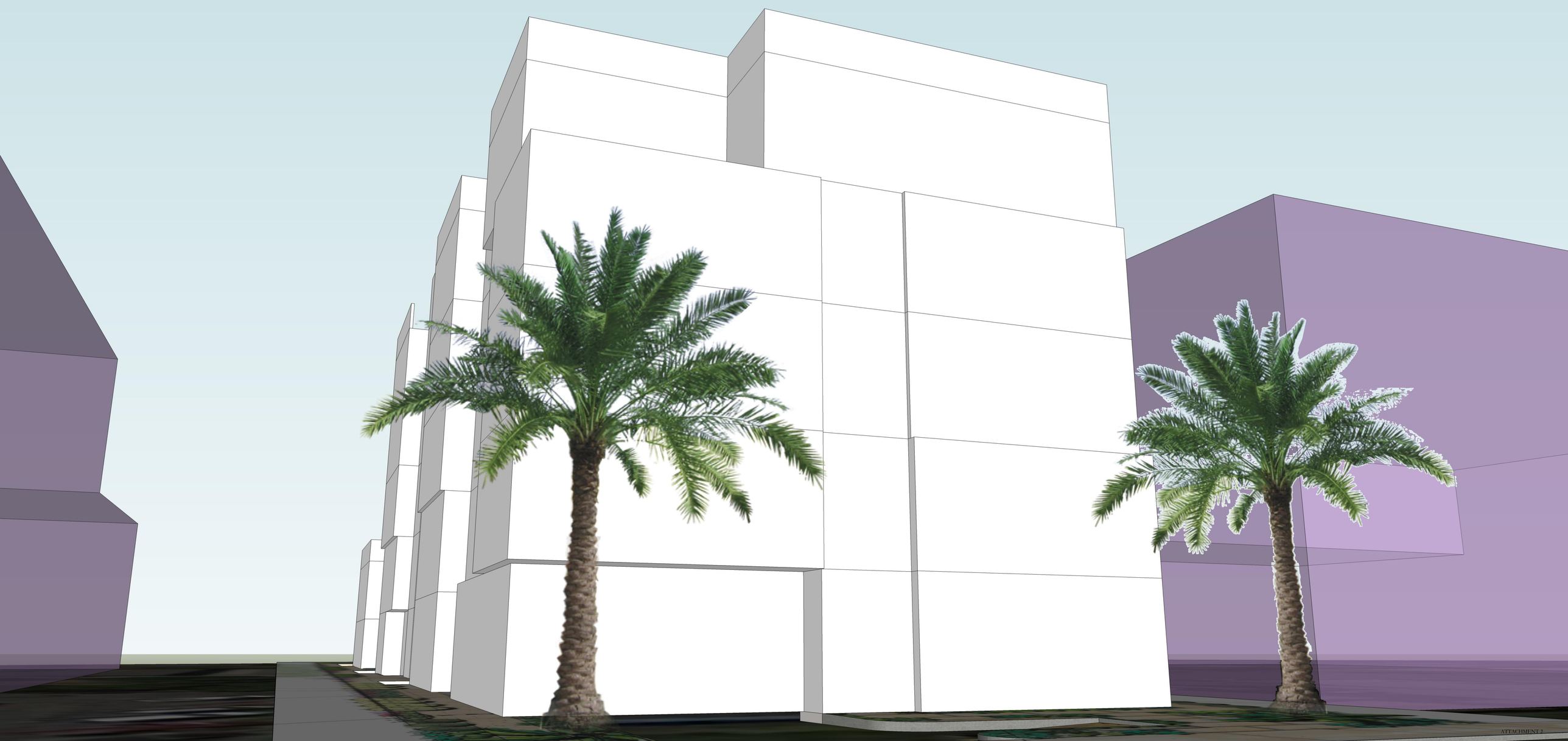

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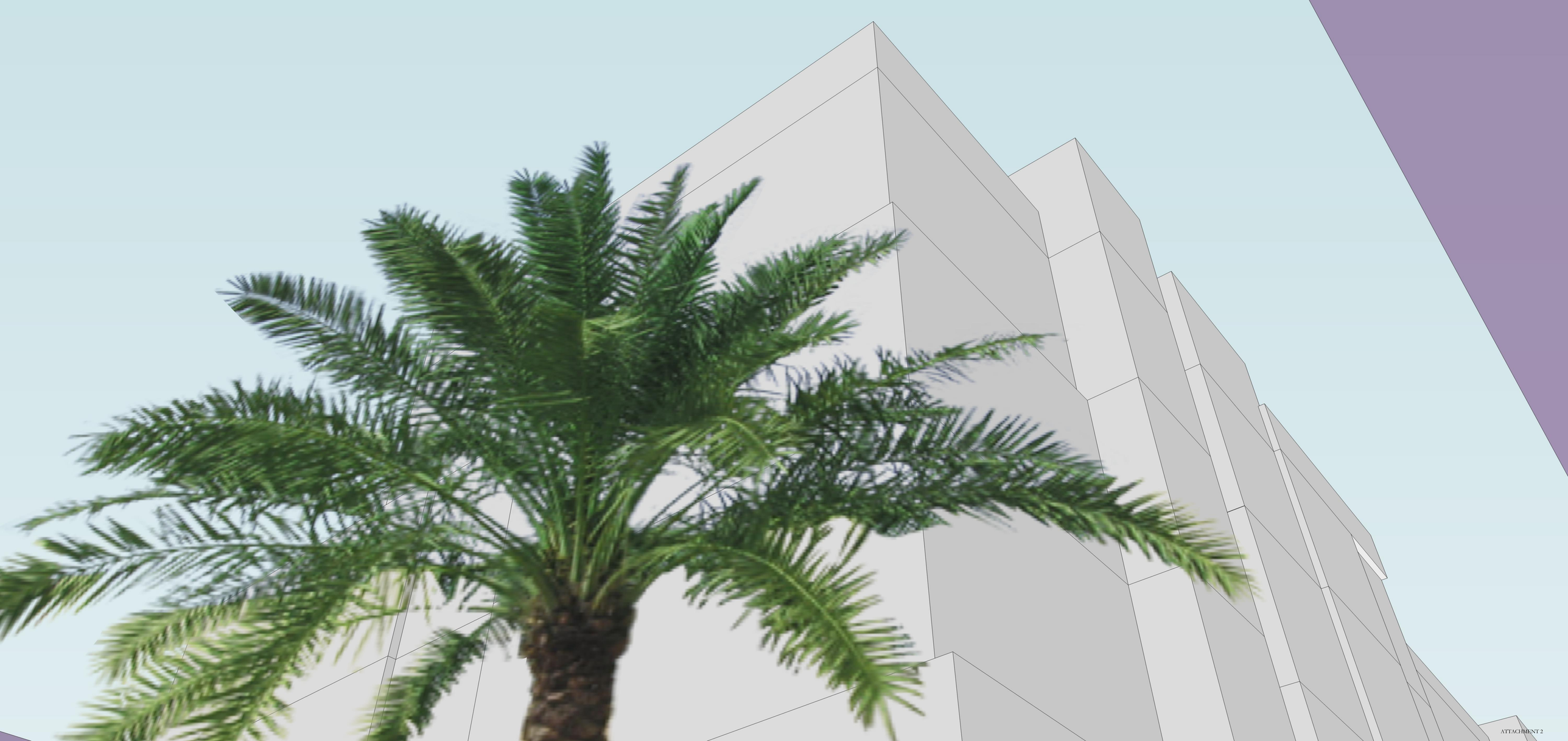

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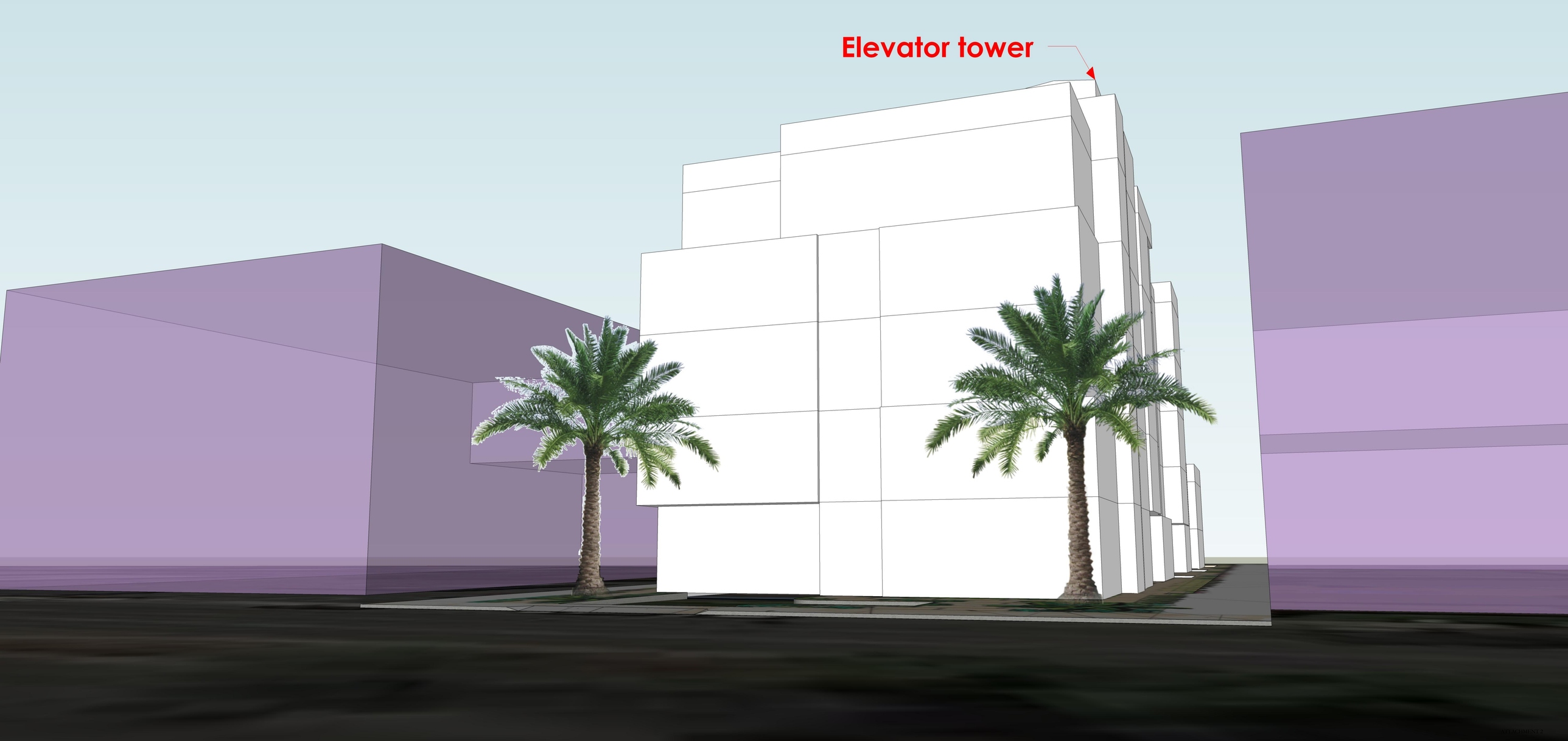
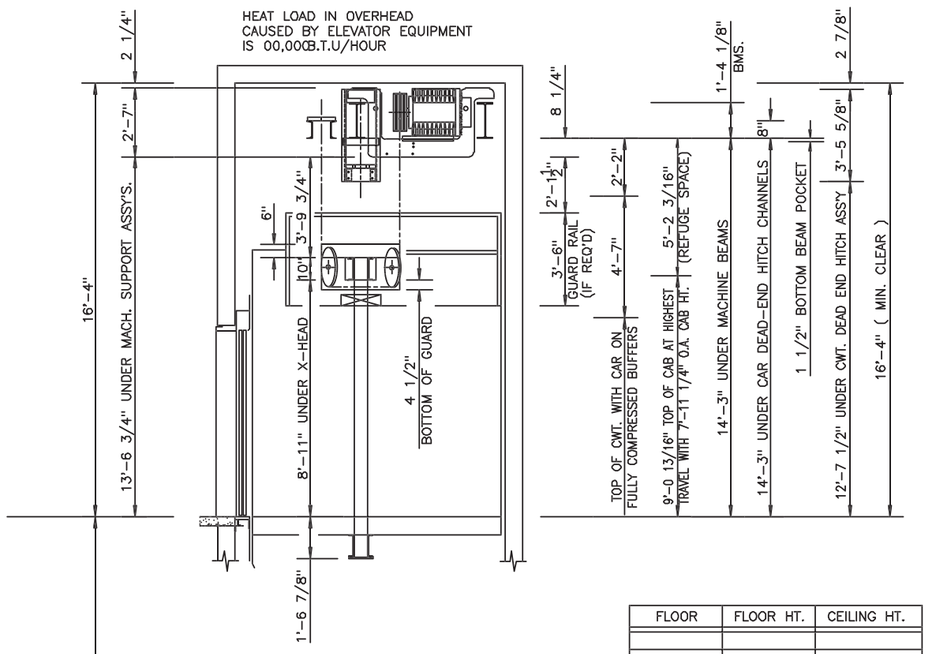

Elevator tower

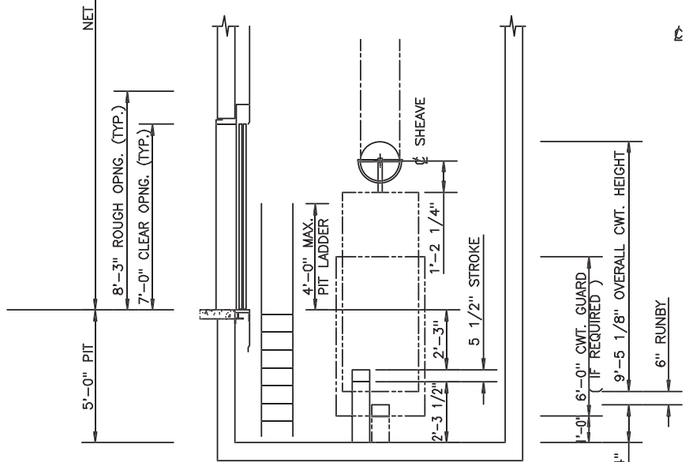
HALL FIXTURE	ELEVATOR	FLOORS	POCKET SIZE W	POCKET SIZE H	POCKET SIZE D	CL. ABOVE FIN. FLOOR

MAX. BRACKET SPACING CAR	MAX. BRACKET SPACING CWT.	CWT. RAIL SIZE
14'-6"	14'-6"	15
	12'-2"	C7



FLOOR	FLOOR HT.	CEILING HT.

℄ CAR & CWT. RAIL BRACKETS (AND INSERTS IF REQ'D), TYPICAL AT EACH FLOOR AND ABOVE TOP FLOOR.



NOTE: CONTINUOUS PIT CHANNELS WITH 1" GROUT

SECTION A-A

* NOTE: COUNTERWEIGHT SPRING BUFFER STANDS SHALL BE REQUIRED WITH CHAIN COMPENSATION.

* AS REQUIRED

TRACTION ELEVATOR CONTRACT DATA

ELEVATOR NUMBER	
TYPE	PASSENGER
CLASS	DESIGNED FOR CLASS "A" FREIGHT LOADING
CAPACITY	5,000 LBS.
MAXIMUM UNIT LOAD	1,250 LBS.
MAXIMUM AXLE LOAD	1,250 LBS.
MAXIMUM SUSTAINING LOAD	5,000 LBS.
SPEED	200 F.P.M.
OPERATION	TAC50-04
STOPS	
HOISTWAY ENTRANCES	TWO-SPEED (PWD.)
CAR DOOR	TWO-SPEED (PWD.)
STILE	F6.5 x 6.05
CROSSHEAD	F10 x 13.2
SAFETY PLANK	F10 x 13.2
CAR GUIDE TYPE	ROLLER
CAR SAFETY	FLEX CLAMP
GOVERNOR	CAR
MACHINE	TORIN W/ BRAKE
DRIVE SHEAVE DIAMETER	17.32 INCH
ISOLATION	SPECIAL
FULL LOAD MASS	19,475 LBS.
CONTROL	VVVF
POWER SUPPLY	___ V. 3 PH. 60 CYC.
HOIST ROPE (PREFORMED)	(8) 10mm DRAKO 250T 8 x 19 WARRINGTON - IWRC
GOVERNOR ROPE (PREFORMED)	(1) 3/8 IN. 8 x 19 IRON
COMPENSATION CHAIN (STEADI-FLEX)	(2) SFC20 (2 LBS./FT.) PER CHAIN
CAR BUFFER TYPE	(4) SPRING
CAR BUFFER STROKE	5 1/2 INCH
CWT. BUFFER TYPE	(3) SPRING
CWT. BUFFER STROKE	5 1/2 INCH
CWT. STILE LENGTH	7'-6"
CWT. GUIDE TYPE	ROLLER
CWT. FILLER TYPE	(53) NO. 121459
TOTAL FILLER WEIGHT	6,529 LBS.
TOTAL CWT. WEIGHT	(50 %) 7,109 LBS.
TOTAL CAR WEIGHT	4,515 LBS.
EST. CAB WEIGHT WITH DOOR OPERATOR CAB TYPE - (TKS)	1,971 LBS.
MACHINE WEIGHT	1,630 LBS.
CAR GUIDE RAILS	15 LBS./FT.
CWT. GUIDE RAILS	□ 15 LBS./FT. □ C7 (Ω)

THE FOLLOWING CONDITIONS MUST BE MET BEFORE INSTALLATION IS COMPLETED, AND ARE NOT INCLUDED IN THE ELEVATOR CONTRACT:

1. A PLUMB, PROPERLY-VENTILATED HOISTWAY (ACCORDING TO CODE AND SIZES SHOWN).
2. ADEQUATE SUPPORT FOR MACHINE BEAMS, GUIDE RAIL BRACKETS, AND BUFFERS (FOR REACTIONS SHOWN).
3. HOISTWAY BARRICADES (ALL CUTTING AND PATCHING TO INSTALL HOISTWAY ENTRANCES, SILLS, AND HALL FIXTURES).
4. PIT LIGHTS AND SWITCH, CONVENIENCE OUTLETS OF THE GFCI TYPE PER NEC, PIT LADDER PER CAR (ACCORDING TO CODE). NOTE: MUST BE CLEAR OF ALL ELEVATOR EQUIPMENT.
5. SEPARATE 120 VOLT, 15 AMP. BRANCH CIRCUITS, ALONG WITH TELEPHONE CIRCUIT WHEN REQUIRED, TO TERMINALS OF EACH REQUIRED CONTROLLER (AS LOCATED ON PLAN VIEW) FOR THE FOLLOWING:
   - CAR LIGHT AND ALARM CIRCUIT WITH RECEPTACLES OF THE GFCI TYPE PER NEC
   - GROUP CONTROL WHEN REQUIRED

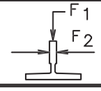
   NOTE: IF STANDBY POWER IS SUPPLIED TO THE ELEVATOR, GROUP CONTROL CIRCUIT MUST BE STANDBY POWER BACKED.
6. BRANCH CIRCUIT CONDUCTOR SIZING, MATERIALS, AND INSULATION (INCLUDING BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE) TO COMPLY WITH ALL LOCAL ELECTRICAL CODES (SEE "ELECTRICAL POWER REQUIREMENTS").

   NOTE: ALSO, A FOURTH WIRE OF SAME SIZE AS THREE PHASE WIRES IS REQUIRED FOR GROUNDING PURPOSES TO MINIMIZE ELECTRICAL NOISE INTERFERENCE. THE GROUNDING WIRE MUST BE CONNECTED TO THE BUILDINGS ELECTRICAL SYSTEMS GROUND.

   NOTE: IF STANDBY POWER IS REQUIRED, SEE "ELEVATOR STANDBY POWER OPERATION".
7. AN ENCLOSED CONTROLLER ROOM AREA (ACCORDING TO CODE), WITH ADEQUATE LIGHT, HEAT, VENTILATION (MIN. 32° F., MAX. 104° F. WITH NON-CONDENSING HUMIDITY OF 10-90%), AND SEALED CONCRETE FLOOR SLAB SURFACE.

   NOTE: MUST PROVIDE ADEQUATE DOOR SIZE TO ALLOW INSTALLATION OF EQUIPMENT - OR LEAVE WALL OUT UNTIL EQUIPMENT IS IN PLACE.

   NOTE: MACHINE BEAM DESIGN (PER ASME A17.1).
8. A PROPERLY VENTED HOISTWAY AND MAINTAINED BET. 32° F. AND 122° F.
9. ENTRANCE WALLS WITH LINTELS, NOTE: MUST BE PROVIDED AFTER ENTRANCE FRAMES ARE SET - OR LEAVE A ROUGH OPENING 1'-3" WIDER AND 1'-3" HIGHER THAN THE FRAME OPENING; FOLLOW INSTALLATION PROCEDURES FOR FRAME TO WALL INTERFACE TO MAINTAIN LABELED CONSTRUCTION. FILL IN AROUND FRAMES AFTER THE FRAMES ARE SET.
10. POCKETS IN CORRIDOR WALL (PER FIXTURE DRAWINGS) FOR HALL FIXTURES.
    NOTE: MUST BE LOCATED AS DIRECTED BY ELEVATOR CONTRACTOR.
11. SMOKE SENSORS (AS REQUIRED).
12. CONDUIT AND WIRING FROM HOISTWAY TO ELEVATOR MONITORING PANELS (FOR SECURITY, LIFE SAFETY, OR FIRE REQUIREMENTS).

RAIL FORCES			F_1	F_2
	LOADING OR UNLOADING		615 LBS.	710 LBS.
	SEISMIC RAIL LOADS (ZONE 3)	CAR	2,300 LBS.	1,150 LBS.
		CWT.	2,900 LBS.	1,450 LBS.

MAXIMUM VERTICAL FORCE ON EACH GUIDE RAIL DUE TO SAFETY APPLICATION.	CAR	
	10,925 LBS.	

NOTE A: ALL REACTIONS INCLUDE ALLOWANCE FOR IMPACT.

NOTE B: THYSSENKRUPP ELEVATOR TO BE NOTIFIED OF ANY CHANGE TO ELEVATOR HOISTWAY OR MACHINE ROOM DESIGN PRIOR TO FABRICATION OF ELEVATOR EQUIPMENT.

NOTE C: ELEVATOR DESIGN AND FABRICATION BASED ON ESTIMATED CAB WEIGHT SHOWN. LAYOUT APPROVAL WILL BE CONSTRUED AS FINAL CAB WEIGHT, UNLESS OTHERWISE NOTIFIED.

DATE	SYM.	REVISION	BY	CHKD.

DO NOT SCALE THIS DRAWING

ELEVATOR CONTRACTOR	CONTRACT NUMBER

FOR:

ADDRESS:

CITY:

ARCHITECT:

GENERAL CONTRACTOR:

SYNERGY SEISMIC - 5000H/200 DS SE | WR039

ThyssenKrupp Elevator Americas

ThyssenKrupp

9/9/2011
GEMANTOWN, TN.

DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.
					OF

The following items must be performed or provided at no cost to Otis Elevator Company ("Otis") by the Owner or General Contractor or their agents in accordance with governing codes. The price and installation schedule of Otis is based on these job-site conditions existing at the beginning and during the installation of the elevator equipment. Failure to provide the items specified in this list will result in additional work performed by Otis Elevator beyond the scope of our contract causing installation delays. A change order will be submitted by Otis for materials and/or labor expended.

All work must be performed per the applicable national and or local codes.

General Prep/Work

1. Provide on-site storage area for elevator equipment as follows: dry and enclosed, provides roll-able access to the elevator hoistway at the ground level, located within 100 feet (30480mm) of the hoistway and is larger than 25 x 20 feet (7620mm x 6096mm) per elevator. Any warranties provided by Otis for elevator equipment are null and void if equipment is stored in a manner other than a dry enclosed building structure.
2. Provide sufficient on-site refuse containers for the proper disposal of elevator packaging material. Should sufficient refuse containers not be provided, disposal of packaging material shall become the responsibility of the owner.
3. Provide any cutouts to accommodate elevator equipment (troughing, venting, and hall fixtures), along with the patching/painting of walls, floors, or partitions together with finish painting of entrance doors and frames, if required.

Hoistway & Pit Prep/Work

4. Provide and install a steel, I-beam shaped safety beam with a maximum flange width of 8 11/16" (220mm), from side wall to side wall at the top of the hoistway, capable of withstanding a minimum net live load of 7500 lb (3402 kg) per elevator. Reference Otis Layout for location. A 4" minimum clearance is required from top of beam to top of hoistway.
   If your jobsite voltage = 600VAC three phase or 240VAC single phase, and your controller is to be located in the hoistway entrance, one of the two option below must be done.

   Option 1: An additional steel I-beam needs to be provided and installed. It is to be located per the Otis layout & sized the same as the safety beam for the purpose of mounting the transformer provide by Otis (See overhead requirements).

   Option 2: No second beam needed. Place a transformer in an electrical room. The transformer must be mounted and wired as per the National Electrical Code (ANSI/NFPA 70). See Otis layout and fact sheets for details.

5. Provide a clear plumb hoistway with variations from the size shown on the Otis layout not to exceed -0"/+1" (25mm) and not less than the clear dimensions shown on the Otis layout
6. Provide adequate rail bracket supports, bracket spacing as required by governing code, from pit floor to top of hoistway comply with the rail reaction forces detailed on the Otis Contract Layout. Provide adequate support for the top rail brackets at locations above the top landing as specified on the Otis Layout. Provide separator beams where required. Unless approved by Otis, rail-bracket attachment supports must be exposed and flush with the clear hoistway line.
   If the floor-to-floor height exceeds the maximum bracket spacing allowed by the elevator code, Otis requires some form of steel support to properly attach our guide rail brackets. The maximum allowed bracket spacing is indicated in the rail force and bracket detail table on the Otis layout. Any rail bracket mounting surfaces that are not in line with the finished hoistway dimension (i.e. the clear hoistway line) may need to be extended to meet the required distance. Otis agrees to provide guidance on this matter at the appropriate time.
   If rail bracket embedded plates or inserts are provided by Otis they shall be installed by others in accordance with Otis documentation and instructions.
   If vertical tube steel is utilized as rail support on car rail side, opposite cwt., (2) vertical tubes spaced at 20.4" (518mm) on center are required for car rail brackets with "A" dimension >= 5.76" (146mm).
7. Provide adequate support at all fastening points of each entrance. Provide plumb vertical surfaces for entrances and sill supports, one above the other, and square with the hoistway. Finish floor and grout, if required, between entrances and building sill line. For MRL installations, a horizontal support member is to be provided 20" (508mm) above the clear opening at the controller landing to support the entrance and controller components. If any other floor height exceeds 12'-0" (3657mm), a horizontal support member is to be provided 12" (305mm) above the clear opening.
8. Prior to the start of installation, provide a dry, properly framed, enclosed and vented hoistway in accordance with all applicable codes.
9. A.) Protection from Falls:
   As required by the Occupational Safety and Health Administration (OSHA) 1926.502 B) (1-3) a freestanding removable barricade at each hoistway opening at each floor. Barricades shall be 42" (1067mm) high, with mid-rail and kick board, and withstand 200 lbs. (90.7kg) of vertical and horizontal pressure.
   B.) Protection from Falling Objects:
   As required by the Occupational Safety and Health Administration (OSHA) 1926.502(j) hoistway protection from falling debris and other trades materials by either:
   1.) Full entrance screening/mesh in front of all elevator entrances
   2.) Secured/controlled access to all elevator lobbies (lock and key) with posted Notice "only elevator personnel beyond this protection."

   Notes:
   Items A.) and B.) can be integrated systems.
   Hoistway barricades and screening shall be constructed, maintained and removed by others.
10. Provide a pit floor designed to sustain vertical forces (based on safety impact) on car and counterweight rails and impact loads on car and counterweight buffers as shown on the Otis layout. The pit must be dry and clean. The elevator pit must have a floor drain or sump pump to prevent the accumulation of water. Location to be coordinated with Otis to avoid all elevator components and access areas. In areas requiring fire fighters emergency operation (FEO) a sump pump/drain shall be provided that shall have the capacity to remove a minimum of 11.4 m3/h (3,000 gal/h) per elevator (2.2.2.5, ASME A17.1-2007/CSA B44-07). Otis recommends that the owner verify the drain or sump pump system is in compliance with all applicable codes and laws.
11. The front entrance wall at the main landing and top landing, is not to be constructed until after all elevator equipment is installed in the hoistway (the entire front wall - CLEAR HOISTWAY WIDTH - must be open for installation). Remaining front entrance walls are not to be constructed until after door frames and sills are in place.
    The rough openings, per sizes shown on the Otis layout, are required. Prior to the completion and turnover of the elevator(s), all entrance walls must be installed and rough openings filled in complete to maintain fire rated hoistway requirements.
12. Provide and install a fixed vertical iron ladder in each pit as required by governing code and located per Otis layout or as coordinated with Otis personnel. Ladder width and pit wall pocket requirements are shown in the pit plan view on the Otis layout.
13. Install permanent light fixture in each elevator pit with illumination of not less than 100 lx (10 fc) as measured at the pit floor. The light bulb(s) shall be externally guarded to prevent contact and accidental breakage. The light switch shall be so located as to be accessible from the pit ladder.
14. Glass used in hoistway construction must block 98% or more of incident full-spectrum ultraviolet radiation for the full height of the hoistway.
15. If an emergency door in a blind hoistway is required, provide an outward swinging single section type door with door closer and a self closing barrier per ASME A17.1-2007, section 2.11.1.2. Contact your local Otis personnel for a detailed drawing (AAA26900D_FMI) showing Otis specific requirements.

MRL Machine Space Prep/Work

16. Maintain the temperature at the top of the hoistway (machine space) between 32° F (0° C) and 104° F (40° C). This space also includes the car controller which is mounted at the top landing. Relative humidity shall not to exceed 95% non-condensing. Provide ventilation to suit Otis heat release amounts as shown in Otis Confirmation of Power Supply form. Local codes may require tighter temperature ranges and higher ventilation levels. Please check with your local code authority for the exact requirements in your area. If your machinery space temperature exceeds this requirement, contact your local Otis sales representative for assistance.
17. Install a permanent light fixture at the top of the hoistway (machine space) of not less than 200-lux (19 fc) as measured at the level of the standing surface on the car when the elevator is at the top landing. Light switch is to be located in the hoistway per the Otis layout.
18. Install a permanent light fixture at the top landing entrance (control space), in the hall, of not less than 200-lux (19 fc) as measured at the floor level. Light switch is to be located close to the elevator entrance.

Control Room/Space and Machine Space Prep/Work

19. Provide a suitable control room/space(s) with access and ventilation in accordance with all applicable codes and regulations. The control room/space(s) shall be maintained at a temperature between 32F (0C) and 104F (40C) to be measured 6 feet (1830 mm) above the floor and 1 foot (305 mm) out from the front center of the car controller(s). Relative humidity is not to exceed 95% non-condensing. Provide ventilation to suit Otis heat release amounts as shown on the Otis Confirmation of Power Supply form. Local codes may require tighter temperature ranges and higher ventilation levels, please check with your local code authority for the exact requirements in your area. If your control room/space(s) temperatures exceed these requirements, contact your local Otis sales representative for assistance.
20. Provide illumination of control room/space(s) of not less than 200 LUX (19 FC) as measured at floor level. Light switch is to be located within 18" (157 mm) to the lock-jamb side of the access door to the control room/space(s).
21. Provide control room/space(s) with self-closing and self-locking doors with a group 2 locking device. In addition, ensure that all air gaps around the doors are sealed (i.e. threshold, weather stripping, etc.).
22. Maintain the temperature at the top of the hoistway (machine space) between 32° F (0° C) and 104° F (45° C). Relative humidity shall not to exceed 95% non-condensing. Provide ventilation to suit Otis heat release amounts as shown in Otis Confirmation of Power Supply form. If your machinery space temperature exceeds this requirement, contact your local Otis sales representative for assistance.
23. Install a permanent light fixture at the top of the hoistway (machine space) of not less than 200-lux (19 fc) as measured at the level of the standing surface on the car when the elevator is at the top landing. Light switch is to be located in the hoistway per the Otis layout.

Fire Prevention Prep/Work

24. Provide hoistway walls designed and constructed in accordance with the required fire rating (including those places where elevator fixture boxes, rail bracket fastenings, and any other penetration into the hoistway walls).
25. In the United States provide smoke detectors, located as required, with wiring from the sensing devices to the controller(s) designated by Otis.
    A. For each group of elevators, provide a normally closed contact representing the smoke detector at the designated return landing.
    B. For each group of elevators, provide a normally closed contact representing all smoke detectors located in lobbies, hoistways, or control rooms/spaces but not the smoke detector at the designated return landing (see above) or the smoke detectors as described below:
       1) If a smoke detector is located in the hoistway at or below the lower of the two recall landings, it shall be wired to activate the same normally closed contact as the smoke detector located in the lobby at the lower of the two recall landings.
       2) If the control room/space(s) are located at the designated return landing, the smoke detectors located therein shall be wired to activate the same normally closed contact as the smoke detector at the designated landing.
    C. Requirements for intermittently illuminating the fire hat visual signal in the car operating panel, either 1) or 2) must be selected.
       1) For a single unit, or group of elevators having control room/space(s) and one common hoistway, provide one additional normally closed contact representing the control room/space(s) and hoistway smoke detectors.
       2) If the group contains more than one hoistway, and hoistway smoke detectors are installed, provide one normally closed contact for each elevator. The contact is to represent the smoke detectors in the control room/space(s) or hoistway containing that particular elevator.
26. In Canada provide smoke detectors, located as required, with wiring from the sensing devices to the controller(s) designated by Otis.
    A. For each group of elevators, provide a normally closed contact representing the smoke detector at the designated return landing and if provided, from the sensing device in the pit.
    B. For each group of elevators, provide a normally closed contact representing all smoke detectors located in elevator lobbies, but not the smoke detector at the designated return landing (see above), and if provided, from the sensing device in the top of the hoistway.
    C. For each group of elevators, provide a normally closed contact representing the smoke detector in the elevator machine space.
    D. If the control space is located at the designated return landing, the smoke detectors located therein shall be wired to activate the same normally closed contact as the smoke detector at the designated landing. For each group of elevators, provide in addition to the above, a normally closed contact representing the sensing devices in the pit or at the top of the hoistway (For the Fire Hat in the Elevator).
27. In the United States, if sprinklers are installed in the hoistway(s), or machine space(s), a means to automatically disconnect the main line power supply of the affected elevator and any other power supply used to move the elevator upon or prior to the application of water is required (unless prohibited by local code). Smoke detectors shall not be used to activate sprinklers in hoistway(s), or machinery spaces or to disconnect the mainline power supply.
    In addition, when the Automatic Recovery Operation (ARO) is specified, the means provided to automatically disconnect power to the elevator shall be equipped with an additional auxiliary contact that is positively opened when power is removed from the elevator system. This automatically controlled mainline disconnect must be provided with all associated wiring and conduit to the controller.
28. Provide an "ABC" fire extinguisher, minimum 10 lbs for machine space, and located convenient to the top landing elevator entrance.
29. Provide control room/space(s) and door to code compliant fire-resistive construction.

Electrical Requirements

30. 3 Phase Power MRL - Provide a permanent three (3) phase electrical-feeder system with a separate equipment-grounding conductor terminating in the elevator controller located at the top landing or transformer located at the top landing or transformer located at the top of the hoistway. Permanent three (3) phase electrical-feeder to be terminated at the elevator controller or transformer at the start of installation of the top landing elevator entrance and the timing of connection to Otis controller shall be coordinated with the elevator installer. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper.
    Provide a fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to elevator controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013 (2) (a)] located at the point of power distribution in the building. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the elevator controller. Size of main contacts to suit elevator power characteristics. Fuses, if provided, are to be current limiting class J or equivalent. Circuit breakers, if provided, are to have current limiting characteristics equivalent to class J fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.
    Single Phase Power MRL - Provide a permanent single phase electrical-feeder system with a separate equipment-grounding conductor terminating in the transformer located at the top of the hoistway. Permanent single phase electrical-feeder to be terminated at the transformer at the start of installation of the top landing elevator entrance and the timing of connection to Otis controller shall be coordinated with the elevator installer. Feeder conductors and grounding conductor sized according to elevator current characteristics shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. Provide a fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to elevator controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013 (2) (a)] located at the point of power distribution in the building. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the elevator controller. Size of main contacts to suit elevator power characteristics. Fuses, if provided, are to be current limiting class J or equivalent. Circuit breakers, if provided, are to have current limiting characteristics equivalent to class J fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.
31. 3 Phase Power Control Room/Space - Provide a permanent three (3) phase electrical-feeder system with a separate equipment-grounding conductor terminating in the control room/space(s), located per Otis layout. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. A fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013(2)(a)]. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the controller. Size of main contacts to suit elevator power characteristics. Fuses are to be current limiting class RK1 or equivalent. Circuit breakers are to have current limiting characteristics equivalent to class RK1 fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.
    Single Phase Power Control Room/Space - Provide a permanent single phase electrical-feeder system with a separate equipment-grounding conductor terminating in the control room/space(s), located per Otis layout. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. A fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013(2)(a)]. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the controller. Size of main contacts to suit elevator power characteristics. Fuses are to be current limiting class RK1 or equivalent. Circuit breakers are to have current limiting characteristics equivalent to class RK1 fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.
32. Provide a dedicated 125 volt, 15 ampere single-phase branch circuit with a fused disconnect switch or circuit breaker located at the point of power distribution in the building. The fused disconnect or circuit breaker shall be capable of being locked in the open position. This branch circuit supplies the car lights, car top receptacle, auxiliary lighting power source and ventilation on each car in compliance with the National Electrical Code [NEC620-53] or Canadian Electrical Code [CEC Rule 38-053]. Termination of this branch circuit shall be in the elevator controller located at the top landing and shall be connected at the same time as the permanent three (3) phase power referenced in the previous paragraph.
33. All 125 volt, 15 or 20 ampere single-phase receptacles installed in pits, machine spaces, control rooms/space(s) shall be of the ground-fault circuit-interrupter type (GFCI). A dedicated single-phase receptacle supplying a permanently installed pit sump pump shall not require GFCI protection.
34. Provide electric power for lights, tools, welding, hoisting, etc. during installation with sufficient power for starting, testing and adjusting the elevator. Provide a 220 volt, 30 ampere single-phase 4 wire electrical supply for platform operation during construction, available at the start of elevator installation.
35. Provide one (1) dedicated outside telephone line, per elevator, and terminated at the controller designated by the Otis construction superintendent. Reference the A17.1 code and the Otis power of confirmation letter for specific requirements.
36. In areas under the jurisdiction of AMSE A17.1-2004/CSA B44 or later where the elevator travel is greater than or equal to 60 feet /18 meters, provide two-way voice communications means that shall enable emergency personnel within the building to establish communications to each car individually without intervention by a person within the car. The communication means shall override communications to the outside of the building and once established shall only be terminated by emergency personnel outside the car. Refer to ASME A17.1-2004 CSA B44 or later, section 2.27.1.1.4 for exact requirements.
37. [Optional] For elevators having an intra building intercom, provide a separate 120 volt, 15 ampere, single phase power supply with fused SPST disconnect switch or circuit breaker, located as required for inter-communicating system power supply. Circuit to be arranged for feeding from the building emergency lighting supply if provided. Conduit and wiring for remotely located inter-communicating stations.
38. [Optional] For installations having emergency (standby) power, provide the standby power unit and means for starting it. The emergency (standby) power unit shall deliver to the elevator via disconnect switches in the building power distribution location or disconnect switches in the control room/space(s), sufficient power to operate one or more elevators at a time at full rated speed, and rated load.
    An automatic power transfer switch for each power feeder to monitor both normal and emergency (standby) power conditions and to perform the transfer from one to the other. Switch to have two sets of normally closed dry contacts, one to be open when the switch is in the emergency (standby) power position; the other to open upon initiation of power transfer and to close when transfer is complete. Switch to have an inhibit function which will delay transfer to normal and/or emergency (standby) power by an adjustable period of 0 - 300 seconds. Switch shall have a phase monitor feature, which prohibits the transfer of power between "live" sources unless the sources are in phase with each other. If a shunt trip device is provided, an additional normally closed contact, with all associated wiring and conduit to the controller, is required from the emergency (standby) power source. The emergency (standby) power system provided shall comply with ANSI/NFPA 70 requirements 620,91. The table in section "ELEVATOR REGENERATIVE POWER REQUIREMENTS", on the Otis Confirmation of Power Supply form, contains the elevator system power regenerated under an overhauling load. The information contained in the form is to be used to determine regenerative power absorption capability for the emergency (standby) power distribution system.
    Note: The building Emergency (Standby Power) Generator system used to operate the elevator(s) shall be capable of supplying non-linear loads.

You agree to indemnify and save Otis harmless against any and all liability and costs arising out of your failure to carry out any of the foregoing requirements.

2014/04/25	REVISED SA
2013/02/20	REVISED nb
2012/09/27	REVISED nb
2012/05/31	REVISED nb
2011/06/16	REVISED es
2011/02/28	DWG Created es

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A United Technologies Company

SHEET 1

DWG. NO.: G2S-TYP-PWBO

BUILDING

LOCATION

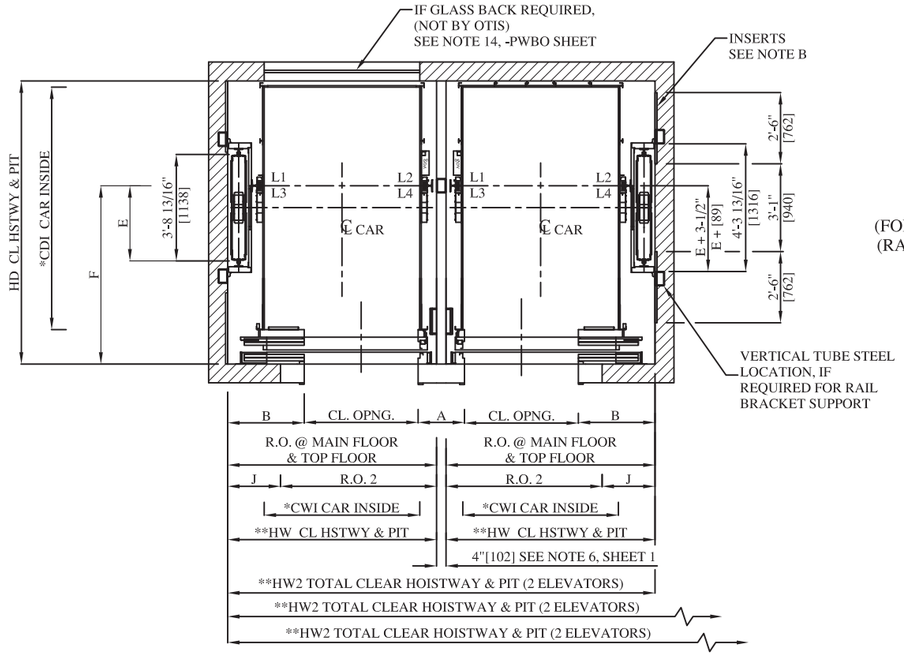
CONT. WITH

OWNER

ARCHT.

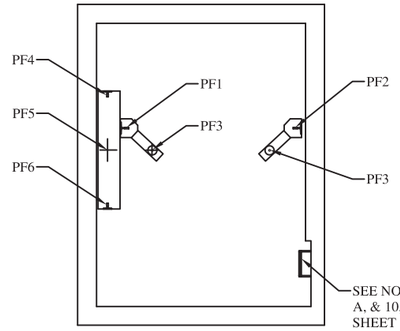
CONTRACT NO.

NOTE – DO NOT SCALE THIS DRAWING



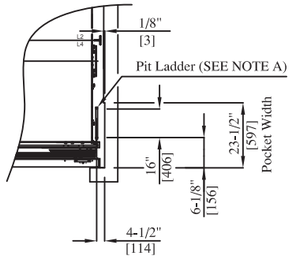
RIGHT HAND & LEFT HAND ENTRANCE ARRANGEMENT
(AVAILABLE WITH 4000, 4500, 5000, 5000AIA CAPACITIES)

** NOTE: HOISTWAY WIDTHS FOR RISES OVER 80' [24384] SHOULD BE INCREASED BY 2" [51] TO ALLOW FOR VARIANCE.

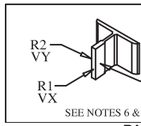


PIT FLOOR FORCES
(FORCES SHOWN ARE DOUBLED FOR IMPACT AND TAKEN BY PIT FLOOR)
(RAIL FORCES AND BUFFER FORCES DO NOT OCCUR SIMULTANEOUSLY)

PIT FLOOR FORCES					
CAPACITY		4000	4500	5000	5000AIA
CAR	PF1	17800 # 79174 N	18000 # 80064 N	18300 # 81398 N	18300 # 81398 N
	PF2	13100 # 58269 N	13300 # 59158 N	13600 # 60493 N	13600 # 60493 N
	PF3	17300 # 76950 N	17800 # 79174 N	18400 # 81843 N	18400 # 81843 N
CWT	PF4	3800 # 16902 N	3800 # 16902 N	3900 # 17347 N	3900 # 17347 N
	PF5	27000 # 120096 N	27000 # 120096 N	27000 # 120096 N	27000 # 120096 N
	PF6	8200 # 36474 N	8200 # 36474 N	8200 # 36474 N	8200 # 36474 N



PIT LADDER DETAIL



SEE NOTES 6 & 7

CAR R1 = SAFETY APPLICATION
CWT R1 = RUNNING
R2 = LOADING OR RUNNING
Vx & Vy DO NOT OCCUR SIMULTANEOUSLY
Vx & Vy = AT ALLOWABLE STRESS DESIGN (ASD) OR WORKING LEVEL

RAIL FORCE & BRACKET SPACING								MAXIMUM BRACKET SPACING
SEISMIC		ZONE 0 & 1		ZONE 2		ZONE 3 & 4		
CAPACITY		R1	R2	VX	VY	VX	VY	
CAR	4000	540 # 2402 N	240 # 1068 N	1230 # 5471 N	615 # 2736 N	2450 # 10898 N	1225 # 5449 N	
	4500	560 # 2491 N	280 # 1245 N	1230 # 5471 N	615 # 2736 N	2450 # 10898 N	1225 # 5449 N	
	5000	620 # 2758 N	340 # 1512 N	1230 # 5471 N	615 # 2736 N	2450 # 10898 N	1225 # 5449 N	11'-0" [3658]
	5000AIA	620 # 2758 N	340 # 1512 N	1230 # 5471 N	615 # 2736 N	2450 # 10898 N	1225 # 5449 N	
	RAIL SIZE	# 1						
CWT	4000	340 # 1512 N	30 # 133 N	1300 # 5782 N	650 # 2891 N	2580 # 11476 N	1290 # 5738 N	
	4500	340 # 1512 N	30 # 133 N	1300 # 5782 N	650 # 2891 N	2580 # 11476 N	1290 # 5738 N	
	5000	350 # 1557 N	30 # 133 N	1300 # 5782 N	650 # 2891 N	2580 # 11476 N	1290 # 5738 N	11'-0" [3658]
	5000AIA	350 # 1557 N	30 # 133 N	1300 # 5782 N	650 # 2891 N	2580 # 11476 N	1290 # 5738 N	
	RAIL SIZE	# 1-1/2						

REQUIREMENTS FOR RAIL BRACKET SUPPORT (NOT BY OTIS): DEFLECTION NOT TO EXCEED 1/8" [3] BASED ON HORIZONTAL RAIL FORCES.

BRACKET SPACING BASED ON TYPICAL OTIS G2S PRODUCT, FOR EXCESSIVE CAR WEIGHT REDUCED SPACING WILL BE REQUIRED.

	* CAB WITH STANDARD 9/16" [15] WALL PANELS							CL. OPNG. = CLEAR OPENING					R.O. = ROUGH OPENING		
CAPACITY	HD	**HW	**HW2	**HW3	**HW4	*CWI	*CDI	CL. OPNG	A	B	E	F	R.O.	R.O.2	J
4000	9'-1" [2769]	7'-6" [2337]	15'-4" [4775]	23'-2" [7214]	31'-0" [9652]	5'-5 9/16" [1665]	7'-4 7/8" [2258]	4'-0" [1219]	1'-10 1/2" [570]	2'-10 3/4" [883]	2'-10 1/8" [866]	5'-2 3/8" [1584]	7'-6" [2337]	5'-7 1/4" [1708]	2'-0 3/4" [629]
4500	9'-7" [2921]						7'-10 15/16" [2411]					5'-5 3/8" [1661]			
5000	10'-1" [3073]	8'-0" [2489]	16'-4" [5080]	24'-8" [7670]	33'-0" [10261]	5'-11 5/16" [1811]	8'-4 3/16" [2544]	4'-6" [1372]				5'-8" [1727]	8'-0" [2489]	6'-1 1/4" [1860]	
5000AIA	10'-8" [3251]	7'-8" [2388]	15'-8" [4878]	23'-8" [7367]	31'-8" [9857]	5'-6 13/16" [1697]	8'-11 3/8" [2728]	4'-0" [1219]		3'-0 3/4" [934]		5'-11 5/8" [1819]	7'-8" [2388]	5'-7 1/4" [1708]	2'-2 3/4" [680]

DIRECTIONAL ARROW INDICATES NORTH

NOTE:
VALUES SHOWN IN [ ] ARE IN MM

REVISIONS	
2014/01/13	Revised Rail Force Detail Added V-Tube details. nb
2014/04/25	REVISED VALUES IN PIT FLOOR FORCE AND RAIL FORCE AND BRACKET SPACING TABLES. REVISED TUBE STEEL LOCATING DIMENSIONS. SA
2016/01/04	Change MIN Hoistway Requiremets AJM

THIS SHEET COVERS THE FOLLOWING CONDITIONS:

HOSPITAL CARS:
4000 - 5000 lbs. @ 150 - 200 F.P.M.
1814 - 2268 KG @ 0.76 - 1.02 m/s.
FRONT OPENING ONLY
SEISMIC ZONES 2, 3 & 4
WITHOUT CWT SAFETIES

NOTE A
CUTOUT REQUIRED FOR PIT LADDER WITH STANDARD HOISTWAY SIZE.

POCKET WIDTH STARTS AT FRONT WALL.

IF A 7" [178] TOE SPACE IS REQ'D, INCREASE BY 2 1/2" [63.5].

NOTE B
THESE DIMENSIONS ARE BASED ON HOISTWAY SIZES SHOWN & 30" [762] INSERTS. IF EITHER OF THESE VARY, CONSULT THE SALES REPRESENTATIVE.

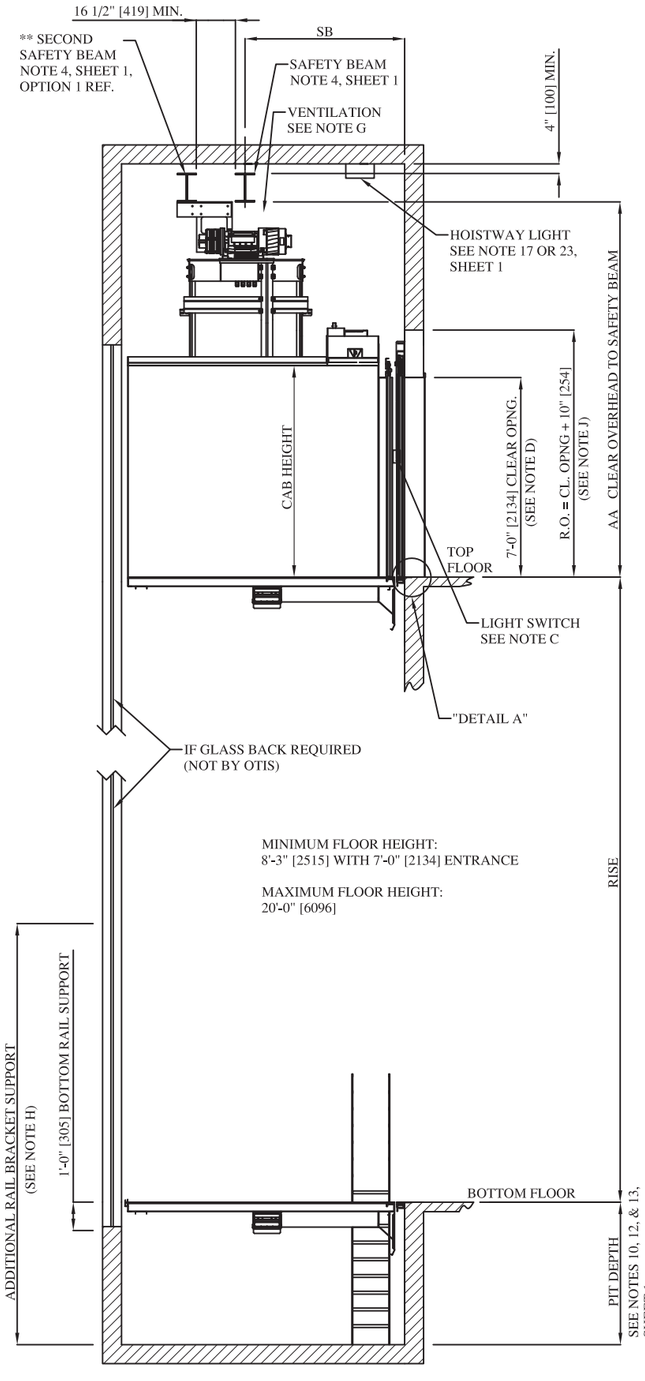
APPROVAL
THIS ARRANGEMENT AND SUPPLEMENTARY NOTES APPROVED

SIGNED: _____ DATE: _____

Gen2®

Otis
A United Technologies Company

DATE:	SHEET 2
DWG. NO.:	G2S-TYP-H-234-PN
BUILDING	
LOCATION	
CONT. WITH	
OWNER	
ARCHT.	
CONTRACT NO.	



SECTIONAL ELEVATION

FOR MAX. SPACING BETWEEN RAIL BRACKET SUPPORTS, SEE RAIL FORCE DETAIL SHEET 2

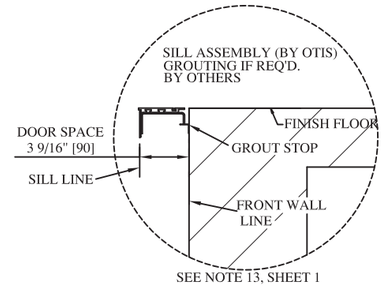
SAFETY BEAM LOCATION	
DUTY	SB
4000	4'-2 11/16" [1287]
4500	4'-5 3/4" [1365]
5000	4'-8 5/16" [1430]
5000AIA	4'-11 15/16" [1522]

CAB HEIGHT	**AA (OVERHEAD)				*PIT DEPTH REQUIRED	MAXIMUM RISE		TB (TOP BRACKET)
	150 F.P.M. [0.76 m/s]		200 F.P.M. [1.02 m/s]		150 - 200 F.P.M. [0.76 - 1.02 m/s]	150 F.P.M. [0.76 m/s]	200 F.P.M. [1.02 m/s]	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM				
7'-9" [2362]	13'-0" [3962]	15'-0" [4572]	13'-1" [3988]	15'-1" [4597]	4'-0" OR 5'-0" [1219] [1524]	80'-0" [24384]	150'-0" [45720]	8'-11" [2718]
9'-9" [2972]	15'-0" [4572]	17'-0" [5182]	15'-1" [4597]	17'-1" [5207]				10'-11" [3327]

* NOTE: MINIMUM PIT DEPTH IS 5'-0" [1524] WHEN 4 FT. TOE GUARD IS REQUIRED.

**NOTE: WITH SECOND SAFETY BEAM (NOTE 4, SHEET 1, OPTION 1) INCREASE AA BY 1'-6" [457].

NOTE: CWT WITH SAFETIES AVAILABLE AT 200 FPM [1.02 m/s] ONLY.

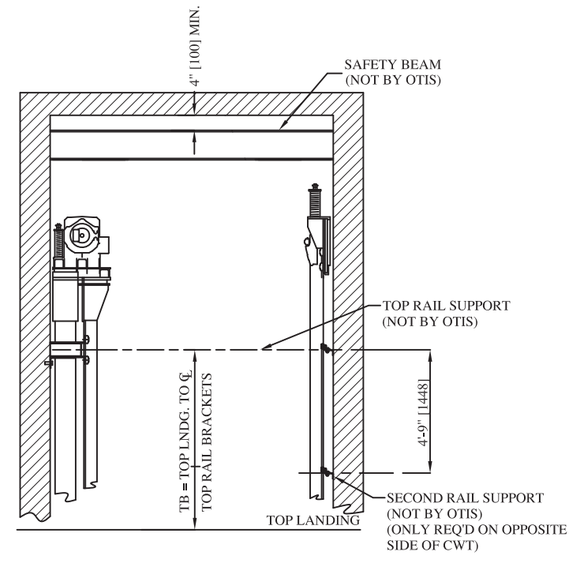


DETAIL "A" SILL SUPPORT

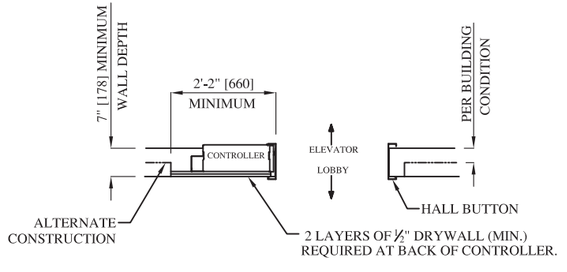
ADEQUATE SUPPORT AT ALL FASTENING POINTS OF ENTRANCE ASSEMBLY REQUIRED. MUST WITHSTAND A HORIZONTAL PULL-OUT FORCE OF 140 LBS.[63.5 kg] @ EA. FASTENING POINT (8 @ EA. ENTRANCE) INCLUDING SUPPORT FOR CENTER SILL SUPPORT BRACKET (NOT BY OTIS).

FLOOR TO FLOOR HEIGHT	FLOOR MARKING

NOTE:
VALUES SHOWN IN [ ] ARE IN MM



TOP RAIL BRACKET DETAIL



TOP LANDING ENTRANCE REQUIREMENTS

CONTROLLER MUST BE LOCATED AT THE FRONT TOP ENTRANCE AND ON SAME SIDE AS COUNTERWEIGHT.

REVISIONS	
2013/03/01	Revised Top Bracket Detail. Increased Rise to 150' for 200 FPM. SA
2014/04/25	REVISED AA ,TB AND BRACKET LOCATION DIMENSIONS IN MACHINE DETAIL AND TABLE. REMOVED REFERENCES TO MASSACHUSETTES. ADDED REFERENCES TO CWT SAFETIES. SA
2014/10/02	ADDED AA REQUIREMENTS FOR 150 F.P.M.. SA
2016/01/04	General Drawing Enhancements. AJM

THIS SHEET COVERS THE FOLLOWING CONDITIONS:

HOSPITAL CARS:
4000 - 5000 lbs. @ 150 / 200 F.P.M.
1814 - 2268 KG @ 0.76 / 1.02 m/s.
FRONT OPENING ONLY
SEISMIC ZONE 0, 1, 2, 3, & 4
WITH OR WITHOUT CWT SAFETIES

NOTE C:
HOISTWAY LIGHT SWITCH (LOCATED 3'-0" [914] ABOVE TOP LANDING) COORDINATE WITH OTIS.

NOTE D:
8'-0" [2438] ENTRANCE AVAILABLE WITH 9'-9" [2819] CAB.

NOTE G:
IF HOISTWAY VENTILATION IS REQUIRED, THE LOCATION CANNOT BE LOCATED ABOVE OR NEAR THE MACHINE OF THE ELEVATOR SYSTEM.

NOTE H:
DEPENDING ON THE BUILDING CONSTRUCTION, AN ADDITIONAL RAIL BRACKET SUPPORT MAY BE REQUIRED LOCATED 14'-0" [4267] ABOVE THE PIT FLOOR. CONTACT YOUR LOCAL OTIS SALES REPRESENTATIVE FOR ASSISTANCE.

NOTE J:
ROUGH OPENING AT TOP LANDING EQUALS 8'-8" [2642] FOR A 7'-0" [2134] ENTRANCE HEIGHT AND 9'-8" [2947] FOR A 8'-0" [2438] ENTRANCE HEIGHT, CL. OPNG + 10" FOR ALL OTHER LANDINGS.

APPROVAL
THIS ARRANGEMENT AND SUPPLEMENTARY NOTES APPROVED

SIGNED: _____ DATE: _____

Gen2®

Otis
A United Technologies Company

DATE:	SHEET 3
DWG. NO.: G2S-TYP-H-EL1	
BUILDING	
LOCATION	
CONT. WITH	
OWNER	
ARCHT.	
CONTRACT NO.	

Allen Matkins

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David H. Blackwell
E-mail: dblackwell@allenmatkins.com
Direct Dial: 415.273.7463 File Number: 376041-00001/SF1030447.02

Settlement Communication

Via Electronic Mail

January 27, 2017

Jolie Houston, Esq.
City Attorney
Los Altos City Hall
1 North San Antonio Road
Los Altos, CA 94022

Re: 4880 El Camino Real (Reso. 2016-27)

Dear Jolie:

I understand from client LOLA, LLC, the applicant for the above-referenced design review, use permit, and subdivision approval issued by the City Council on September 13, 2016, that an issue has arisen regarding the height of the project's rooftop elevator cabin. Specifically, Planning Services Manager David Kornfield noted in correspondence dated January 5, 2017, that the elevator structure must not exceed a height of 11 feet above the project's roof deck.

The source of Mr. Kornfield's 11-foot requirement appears to be two recitals in Resolution No. 2016-27. Generally, recitals are subsidiary to the operative terms of a document and do not create rights and obligations. (*Emeryville Redevelopment Agency v. Harcros Pigments, Inc.* (2002) 101 Cal. App. 4th 1083, 110; *Golden West Baseball Co. v. City of Anaheim* (1994) 25 Cal. App. 4th 11, 37.) Notably, none of the project's conditions of approval expressly impose an 11-foot height restriction on the elevator structure. As such, it appears that City Staff has discretion to permit the elevator cabin to be constructed at the requested height of 15'6" rather than 11 feet.

Exercising such discretion is warranted in this case. As set forth in the attached letter from Brett Bailey of the Dahlin Group to Mr. Kornfield, it "is physically impossible to install the specified Kone elevator (or any other elevator of which we know) to service the rooftop deck within a rooftop structure under 11 feet." Therefore, if the project's development standard waiver is limited to just a 3-foot exception from the City's 8-foot rooftop structure development standard[1],

[1] This 8-foot standard was provided in Municipal Code section 14.66.240.E. In November 2016, the City adopted Ord. No. 2016-427, which added Section 14.66.240.F to the Municipal Code, and which replaced the 8-foot height limit for rooftop elevator structures with a 12-foot limit.

then the elevator cannot be installed and the rooftop amenity will be severely limited in scope and design.

One critical result would be the lack of ADA-compliant access to the rooftop. If the only feasible access to the rooftop is by a stairway, then certain residents and guests would have little or no ability to access this important amenity. This lack of ADA compliance would be contrary to the statute as well as project condition of approval #5.

In addition, limiting the requested development standard waiver to a height that negates the purpose of the waiver is contrary to the intent of the State Density Bonus Law. (Gov. Code § 65915.) The purpose of a requested development standard waiver is to waive or reduce development standards "that will have the effect of physically precluding the construction of" a density bonus project such as the present one. (Gov. Code § 65915(e)(1).) Similarly, even if a waiver is not requested by a developer, a city is precluded from applying "any development standard that will have the effect of physically precluding the construction of" a density bonus project. (*Ibid.*) Application of an 8-foot – or even the current 12-foot – rooftop structure height limit would physically preclude the development of the approved density bonus development project. As a result, the "purpose of the Density Bonus Law to encourage the development of low and moderate income housing would not be achieved." (*Wollmer v. City of Berkeley* (2009) 179 Cal. App. 4th 933, 937.)

Since the height of the elevator structure is not addressed in the project conditions of approval, this minor fix should be addressed at the Staff level if possible. If necessary, this issue could be addressed at a closed session due to the nature of the potential dispute. Regardless, LOLA hopes that this matter is addressed quickly and with the mutual cooperation that has been established between the parties during the project's approval process.

Very truly yours,

David H. Blackwell

DHB:kem

cc: Chris Jordan, City Manager
Jon Biggs, Community Development Director
David Kornfield, Planning Services Manager

RESOLUTION NO. 2017-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS FOR AN AMENDED DEVELOPMENT WAIVER FOR AN ELEVATOR TOWER FOR A 21-UNIT, MULTIPLE-FAMILY PROJECT AT 4880 EL CAMINO REAL

WHEREAS, the City of Los Altos received an application from LOLA, LLC to amend the development waiver previously granted by Resolution No. 2016-27 for their multiple-family residential condominium building, which includes Design, Use Permit and Subdivision applications 16-D-01, 16-UP-01 and 16-SD-01, referred herein as the "Project"; and

WHEREAS, the applicant LOLA, LLC seeks an amended development waiver under Government Code Section 65915 (e) to allow a rooftop elevator tower enclosure 15.5 feet above the roof, where the Municipal Code limits such structures to a height of eight feet above the roof; and

WHEREAS, said Project is exempt from environmental review in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended; and

WHEREAS, the City Council held an additional duly noticed public meeting on the Project on April 28, 2017; and

WHEREAS, the Design application was processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings of the City Council's decision are held the Office of the City Clerk.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the revised development waiver for the Project subject to the additional findings and conditions of approval attached hereto as Exhibit "A" 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 28th day of April, 2017 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Mary Prochnow, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

ATTACHMENT 3

EXHIBIT "A"

FINDINGS (REVISED)

16-D-01—4880 El Camino Real

1. With regard to environmental review, the City Council finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines, 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 applicable zoning designation and regulations, including incentives to produce affordable housing;

   B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; there is no record that the project site has value as habitat for endangered, rare or threatened species;

   C. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the completed studies and staff analysis reflected in this report 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.

2. With regard to commercial design review, the City Council makes the following findings in accordance with Section 14.78.040 of the Municipal Code:

   A. The proposal meets the goals, policies and objectives of the General Plan within the El Camino Real corridor, and ordinance design criteria adopted for the specific district such as the stepped building massing and the landscape buffer at the rear;

   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; the project has a mixture of scales relating to the larger street and vehicles and the smaller pedestrian orientation;

   C. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the projecting bay windows, overhangs and balconies. Building elevations have variation and depth and avoid large blank wall surfaces. Residential projects incorporate elements that signal habitation, such as identifiable entrances, overhangs, bays and balconies;

   D. Exterior materials and finishes convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, and structural elements; and

E. Mechanical equipment is screened from public view by the building parapet and is designed to be consistent with the building architecture in form, material and detailing.

3. With regard to the requested development waiver amendment, the City Council makes the following finding:

A. The amended development waiver to allow the elevator tower at 15.5 feet is required to accommodate the rooftop deck amenity. The taller elevator cab and enclosure is commensurate with the taller ceilings in the project. Without the requested waiver, the City's rooftop development standard would "physically preclude" the development of the project amenity with the density bonus units.

ATTACHMENT 3

CONDITIONS (REVISED)

16-D-01—4880 El Camino Real

GENERAL

1. **Approved Plans**

   The project approval is based upon the plans received on April 17, 2017, except as modified by these conditions. Such plans shall provide the rooftop elevator enclosure no higher than 15.5 feet above the roof deck and maintain an overall building height of 69 feet.

2. **Prior Conditions of Approval**

   All conditions of approval per Resolution No. 2016-27 shall remain in effect except as stated herein.

RESOLUTION NO. 2016-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS FOR DESIGN REVIEW, USE PERMIT AND SUBDIVISION APPLICATIONS FOR A 21-UNIT, MULTIPLE-FAMILY PROJECT AT 4880 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from LOLA, LLC for a multiple-family residential condominium building, which includes Design, Use Permit and Subdivision applications 16-D-01, 16-UP-01 and 16-SD-01, referred herein as the "Project"; and

WHEREAS, the applicant LOLA, LLC, offers one Moderate-Income and two Low-Income affordable housing units; and

WHEREAS, the applicant LOLA, LLC seeks a waiver under Government Code Section 65915(e) to allow a five-story building to have a height of 58 feet, where the Code allows a height of 45; and

WHEREAS, the applicant LOLA, LLC seeks further waivers under Government Code Section 65915(e) to allow a) rooftop structures 11 feet above the roof, where the Code allows such structures to be eight feet above the roof; and b) enclosed roof top structures at six percent of the roof area, where the Code limits such structures to four percent of the roof area; and

WHEREAS, under Government Code 65915 said Project is entitled to a 21.5 percent density bonus and may request one incentive and waivers as required to allow development of the Project; and

WHEREAS, at the City Council meeting of August 23, 2016 the applicant LOLA, LLC agreed to modify its previous requests for an incentive and waivers to include requests for waivers for a building height of 58 feet, rooftop structures 11 feet above the roof, and enclosed rooftop structures at six percent of the roof area; 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, the Design, Use Permit and Subdivision applications were processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the City Council held duly noticed hearings on the Project on June 28, 2016 and on August 23, 2016 at which all public comment was duly considered; and

WHEREAS, the Planning and Transportation Commission held a duly noticed public hearing on the Project on May 19, 2016, and recommended approval of the Project; and

ATTACHMENT 4

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council's decision was made are located in the Office of the City Clerk.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the Project subject to the findings and conditions of approval attached hereto as Exhibit "A" 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 13th day of September, 2016 by the following vote:

AYES:	BRUINS, MORDO, PEPPER, PROCHNOW, SATTERLEE
NOES:	NONE
ABSENT:	NONE
ABSTAIN:	NONE

Jeannie Bruins, MAYOR

Attest:

Jon Maginot, CITY CLERK

EXHIBIT A

FINDINGS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

1. With regard to environmental review, the City Council finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines, 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 applicable zoning designation and regulations, including incentives for the production of affordable housing;

   b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; there is no record that the project site has value as habitat for endangered, rare or threatened species;

   c. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the completed studies and staff analysis reflected in this report 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.

2. With regard to commercial design review, the City Council makes the following findings in accordance with Section 14.78.040 of the Municipal Code:

   A. The proposal meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the El Camino Real corridor, and ordinance design criteria adopted for the specific district such as the stepped building massing and the landscape buffer at the rear;

   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; the project has a mixture of scales relating to the larger street and vehicles and the smaller pedestrian orientation;

   C. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the projecting bay windows, overhangs and balconies. Building elevations have variation and depth and avoid large blank wall surfaces. Residential projects incorporate elements that signal habitation, such as identifiable entrances, overhangs, bays and balconies;

   D. Exterior materials and finishes such as the stained mahogany entry, natural limestone, cementitious horizontal siding, C-channel steel and architectural glass railings, convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, and structural elements;

E. Landscaping such as the specimen palm trees, timber bamboo, hedges and groundcover is generous and inviting and landscape and hardscape features such as the limestone pavers, precast cement planters and benches 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 including three street trees and two specimen palm trees, either in the public right-of-way or within the project frontage;

F. Signage such as the laser cut building numbers is designed to complement the building architecture in terms of style, materials, colors and proportions;

G. Mechanical equipment is screened from public view by the building parapet and is designed to be consistent with the building architecture in form, material and detailing; and

H. Service, trash and utility areas are screened from public view by their location in the building garage and careful placement to the side of the building consistent with the building architecture in materials and detailing.

3. With regard to use permit, the City Council finds in accordance with Section 14.80.060 of the Municipal Code:

a. That the proposed location of the multiple-family residential use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare in that the zoning conditionally permits it and the project provides housing at a variety of affordability levels;

b. That the proposed location of the multiple-family residential use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title in that the project provides for community growth along sound line; that the design is harmonious and convenient in relation to surrounding land uses; that the project does not create a significant traffic impact; that the project helps meet the City's housing goals including affordable housing; that the project protects and enhances property values; and that the project enhances the City's distinctive character with a high-quality building design in a commercial thoroughfare context;

c. That the proposed location of the multiple-family residential use, under the circumstances of the particular case and as conditioned, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;

d. That the proposed multiple-family residential use complies with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

4. With regard to the subdivision, the City Council finds in accordance with Section 66474 of the Subdivision Map Act of the State of California:

   a. That the proposed subdivision is consistent with the General Plan;

   b. That the site is physically suitable for this type and density of development in that the project meets all zoning requirements except where development incentives have been granted;

   c. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;

   d. That the design of the condominium subdivision is not likely to cause serious public health problems because conditions have been added to address noise, air quality and life safety concerns; and

   e. That the design of the condominium subdivision will not conflict with public access easements as none have been found or identified on this site.

5. With regard to requested waivers, the City Council makes the following findings:

   The requested waiver to allow a building height of 58 feet is required to accommodate an additional story so that the four bonus dwelling units may achieve a unit size equivalent to that which could be achieved by a conforming project, and so that all units may have reasonable ceiling heights of 10 feet. The requested waivers to allow the rooftop structures to exceed eight feet above the rooftop and to exceed the four percent area limit for rooftop structures are necessary to accommodate the elevator cab and the rooftop amenities incorporated into the project. The elevator cab is required to accommodate the ceiling heights in the dwelling units, and further enclosure of the rooftop structures is necessary to provide for and accommodate the rooftop amenities. Without the requested waivers, the City's development standards would "physically preclude" the development of the project with the density bonus units.

CONDITIONS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

GENERAL

1. **Approved Plans**

   The project approval is based upon the plans received on August 12, 2016, except as modified by these conditions. Such plans shall provide: a) a roof height of 58 feet; b) the rooftop photovoltaic panels at the locations indicated; c) wiring for vehicle charging stations in the mechanical lift for 25 percent of the parking spaces; and d) smooth parking deck surfaces in the Klaus parking system.

2. **Public Right-of-Way, General**

   All work within the public right-of-way shall be done in accordance with plans to be approved by the City Engineer.

3. **Encroachment Permit**

   The applicant shall obtain an encroachment permit, permit to open streets and/or excavation permit 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. *Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

4. **Public Utilities**

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

5. **ADA**

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

6. **Sewer Lateral**

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

7. **Upper Story Lighting**

   Any upper story lighting on the sides and rear of the building shall be shrouded or directed down to minimize glare.

8. **Indemnity and Hold Harmless**

   The property owner agrees to indemnify and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with

City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

9. **Plan Changes**

The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment of the application with review by the Planning and Transportation Commission and City Council.

PRIOR TO FINAL MAP RECORDATION

10. **CC&Rs**

The applicant shall include provisions in the Covenants, Conditions and Restrictions (CC&Rs) that: a) restrict storage on the private patio and decks and outline rules for other objects stored on the private patio and decks with the goal of minimizing visual impacts; and b) require the continued use and regular maintenance of the Klaus Multiparking vehicle parking system and a power back up system for the parking system. Such restrictions shall be approved by and run in favor of the City of Los Altos.

11. **Public Utility Dedication**

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

12. **Fees**

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

PRIOR TO BUILDING PERMIT SUBMITTAL

13. **Subdivision Map Recordation**

The applicant shall record a final map. Plats and legal descriptions of the final map shall be submitted for review and approval by the City Land Surveyor, and the applicant shall provide a sufficient fee retainer to cover the cost of the final map application.

14. **Public Improvements**

The property owner or applicant shall design the project to install remove and replace with current City Standard sidewalk, vertical curb and gutter, and driveway approaches from property line to property along the frontage of El Camino Real. Such work shall restore the existing driveway approach to be ADA compliant and to the current City Standard vertical curb and gutter along the northerly corner of the property.

The applicant shall design the project to include no parking red curbs on either side of the driveway, and a loading zone to the west of the driveway as approved by the City Engineer. Such design shall include appropriate signage including but not limited to permitting vehicle parking in the loading zone during non-business hours of 6 PM to 8 AM on weekdays and anytime on weekends.

15. **Street Trees**

The street trees shall be installed along the project's El Camino Real frontage and include two trees in front of 4896 El Camino Real, as directed by the City Engineer.

16. **Sidewalk Lights**

The owner or applicant shall maintain and protect the existing light fixture in the El Camino Real sidewalk, as directed by the City Engineer.

17. **Performance Bond**

The applicant shall submit a cost estimate for all improvements in the public right-of-way and shall submit a 100 percent performance bond (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held until 6 months after acceptance of improvements) for the work in the public right-of-way.

18. **Right of Way Construction**

The applicant shall submit detailed plans for any construction activities affecting the public right-of-way, including but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, to the City Engineer for review and approval. The applicant shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by the City.

19. **Sewer Capacity**

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. 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 upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the Director of Public Works.

20. **Trash Enclosure and Management**

The applicant shall contact Mission Trail Waste Systems and submit a solid waste, recyclables, organics, and a 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 approved trash staging location shall be maintained as required by the City Engineer.

The trash staging area shall only be allowed in the street adjacent to the curb to the east of the driveway on scheduled trash and recycling service days only. Any trash and recycling containers staged in the street shall not occur before 5:30 AM on the day of service and shall be returned to the on-site storage area in the parking garage by 5 PM of the same day as serviced or be subject to towing. Any trash and recycling containers staged in the street shall have appropriate reflective devices as approved by the City Engineer.

Should the City or State or Valley Transportation Authority require displacement of the on-street parking or use of the street shoulder for staging the trash and recycling containers, the property owner(s) shall create an on-site staging area as required by the City.

21. **Stormwater Management Plan and NPDES Permit**

The applicant shall submit a complete Stormwater Management Plan (SWMP), a hydrology and hydraulic report for review and approval showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). The proposed storm water media filter is not considered to be an LID treatment measure per the C.3 Technical Guidance Handbook of the Santa Clara Valley Urban Runoff Prevention Program. The implementation of Low Impact Development ("LID") per the current MRP such as using evapotranspiration, infiltration, and/or rainwater harvesting and reuse shall be used. Applicant shall provide a hydrology and hydraulic study, and an infeasible/feasible comparison analysis to the City for review and approval for the purpose to verify that MRP requirements are met. Please complete in detail the attached Provision C.3 Data Form.

22. **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.

23. **Property Address**

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

24. **Landscape**

The applicant shall provide a landscape and irrigation plan in conformance to the City's Water Efficient Landscape Regulations in accordance with Chapter 12.46 of the Municipal Code.

PRIOR TO ISSUANCE OF DEMOLITION AND/OR BUILDING PERMIT

25. **Construction Management Plan**

The applicant shall submit a construction management plan for review and approval by the Community Development Director. The construction management plan shall address any

construction activities affecting the public right-of-way, including but not limited to: prohibiting dirt hauling during peak traffic hours, excavation, traffic control, truck routing, pedestrian protection, appropriately designed fencing to limit project impacts and maintain traffic visibility as much as practical, material storage, earth retention and construction and employee vehicle parking.

26. **Sewer Lateral**

The applicant shall abandon additional sewer laterals and cap at the main if they are not being used. A property line sewer cleanout shall be installed within 5 feet of the property line within private property.

27. **Solid Waste Ordinance**

The applicant shall comply with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance, which requires mandatory commercial and multi-family dwellings to provide for recycling, and organics collection programs as per Chapter 6.12 of the Municipal Code.

28. **Air Quality Mitigation**

The applicant shall implement and incorporate the air quality mitigations into the plans as required by staff in accordance with the report prepared by Illingsworth & Rodin, Inc., dated March 18, 2016.

29. **Noise Mitigation**

The applicant shall implement and incorporate the noise mitigation measures into the plans as required by staff in accordance with the report by Wilson Ihrig, dated March 2, 2016 and revised on April 20, 2016.

30. **Tree Protection**

The applicant shall implement and incorporate the tree protection measures into the plans and on-site as required by staff in accordance with the report by The Tree Specialist, dated April 21, 2106.

31. **Affordable Housing Agreement**

The applicant shall offer for a minimum 30-year period that shall reset for a subsequent 30-year period if transferred within the preceding 30-year period, one, three-bedroom unit at the moderate-income level, and two, two-bedroom units at the low-income level, in accordance with the City's Affordable Housing Agreement, in a recorded document in a form approved by the City Attorney.

PRIOR TO FINAL INSPECTION

32. **Maintenance Bond**

The applicant shall submit a one-year, 10-percent maintenance bond upon acceptance of improvements in the public right-of-way.

33. **Stormwater Facility Certification**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

34. **Stormwater Catch Basin**

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 THE BAY" logo as required by the City Engineer.

35. **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.

36. **Landscaping Installation**

The applicant shall install all on- and off-site landscaping and irrigation, as approved by the Community Development Director and the City Engineer.

37. **Signage and Lighting Installation**

The applicant shall install all required signage and on-site lighting per the approved plan. Such signage shall include the disposition of guest parking, the turn-around/loading space in the front yard and accessible parking spaces.

38. **Acoustical Report**

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

39. **Landscape Certification**

The applicant shall provide a Certificate of Completion conforming to the City's Water Efficient Landscape Regulations.

40. **Condominium Map**

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

41. **Public Improvements and Street Damage**

The applicant shall install all public improvements required herein, and 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 El Camino Real if determined to be damaged during construction, as directed by the City Engineer or his designee.

42. **Stormwater Management Plan Inspection**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

43. **Driveway Visibility and Loading Zone**

The applicant shall provide no parking areas on either side of the driveway and a timed loading zone from 8 AM to 6 PM to the west of the driveway as approved by the City Engineer.

CONSENT CALENDAR

Agenda Item # 5

AGENDA REPORT SUMMARY

Meeting Date: September 13, 2016

Subject: Resolution No. 2016-27: 4880 El Camino Real Development Application

Prepared by: David Kornfield, Advance Planning Services Manager
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, City Manager

Attachments:
1. Resolution No. 2016-27 of Findings and Conditions

Initiated by:
Applicant

Fiscal Impact:
The project provides three fiscal benefits: traffic impact fees, in-lieu of parkland fees and increased property tax. The traffic impact fees total $79,317 ($3,777 per unit). The park fees total $745,500 ($35,500 per unit). The estimated property tax revenue to the City from the project is approximately $20,000 per year.

Environmental Review:
Categorically exempt per Section 15332 of the California Environmental Quality Act Guidelines.

Policy Questions for Council Consideration:
- Does the final Resolution reflect the City Council's desired action to approve the project including the incentives and waivers and intended conditions of approval?

Summary:
- Staff revised the Resolution to indicate a four-foot reduction in roof height to a maximum of 58 feet.
- Staff revised the conditions in accordance with City Council direction.

Staff Recommendation:
Move to adopt Resolution No. 2016-27 approving design review, use permit and subdivision applications 16-D-01, 16-UP-02 and 16-SD-01 subject to the findings and conditions

Subject: Resolution No. 2016-27: 4880 El Camino Real Development Application

Background

At its June 28, 2016 meeting the City Council continued its review to consider the density bonus laws, incentives and waivers and to consider project alternatives that reduced the building's height. At its August 23, 2016 meeting the City Council considered revisions to the project and directed staff to prepare a resolution of approval subject to the following direction:

1. Reduce the building roof height by four feet to 58 feet;
2. Amend Condition No. 20 to state the allowed starting time for staging the trash in the street and to require organics service;
3. Amend Condition No. 14 to clarify the specific hours of general parking in the loading zone;
4. Amend Condition No. 43 to specify the loading zone hours;
5. Include a condition requiring the installation of photovoltaics on the roof and the wiring of 25 percent of the parking spaces for electric vehicle chargers; and
6. Clarify that the minimum length of time for the affordable housing units is 30 years and that period shall reset for an additional 30 years if transferred within the preceding 30-year period.

Discussion/Analysis

In accordance with City Council's direction, staff amended the Resolution as follows:

1. Clarified the preamble to reflect the five-story, 58-foot tall building and the effective meeting dates;
2. Revised Finding 5 (a) based on the approved design;
3. Revised Condition No. 1 to require the lower building height, photovoltaic panels, vehicle charging wiring and smooth parking deck surfaces;
4. Clarified Condition No. 14 with regard to approval authority and loading space parking timing;
5. Modified Condition No. 20 to: a) provide for organics disposal, the timing of the allowed trash staging, and reflective devices on the trash bins, and b) require an on-site trash staging area in the event that the use of the street right-of-way requires displacement of the on-street location (e.g., removal of the on-street parking area, or installation of a bike lane, etc.).

   According to the Valley Transportation Authority under all alternatives of the Bus Rapid Transit project, there is no need to displace the on-street parking. There is an alternative, however, where the City may have the choice to implement a bicycle lane and displace the on-street parking at the City's discretion. In this instance, the trash container staging would need to be located on-site;

6. Revised Condition No. 31 to provide a recursive, 30-year affordability period for the affordable housing units; and
7. Amended Condition No. 43 to specify the permitted loading hours.

Options

1) Approve the Resolution and project conditions as prepared.

2) Amend the Resolution and then move to approve the Resolution.

Recommendation
The staff recommends Option 1.

RESOLUTION NO. 2016-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS FOR DESIGN REVIEW, USE PERMIT AND SUBDIVISION APPLICATIONS FOR A 21-UNIT, MULTIPLE-FAMILY PROJECT AT 4880 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from LOLA, LLC for a multiple-family residential condominium building, which includes Design, Use Permit and Subdivision applications 16-D-01, 16-UP-01 and 16-SD-01, referred herein as the "Project"; and

WHEREAS, the applicant LOLA, LLC, offers one Moderate-Income and two Low-Income affordable housing units; and

WHEREAS, the applicant LOLA, LLC seeks a development incentive to allow a five-story building to have a height of 58 feet, where the Code allows a height of 45; and

WHEREAS, the applicant LOLA, LLC seeks waivers to allow a) rooftop structures 11 feet above the roof, where the Code allows such structures to be eight feet above the roof; and b) enclosed roof top structures at six percent of the roof area, where the Code limits such structures to four percent of the roof area; and

WHEREAS, under Government Code 65915 said Project is entitled to a development incentive and 21.5 percent density bonus; 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, the Design, Use Permit and Subdivision applications were processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the City Council held duly noticed hearings on the Project on June 28, 2016 and on August 23, 2016 at which all public comment was duly considered; and

WHEREAS, the Planning and Transportation Commission held a duly noticed public hearing on the Project on May 19, 2016, and recommended approval of the Project; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council's decision was made are located in the Office of the City Clerk.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the Project subject to the findings and conditions of approval attached hereto as Exhibit "A" and incorporated by this reference.

ATTACHMENT 1

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 13th day of September, 2016 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeannie Bruins, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

ATTACHMENT 1

EXHIBIT A

FINDINGS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

1. With regard to environmental review, the City Council finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines, 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 applicable zoning designation and regulations, including incentives for the production of affordable housing;

   b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; there is no record that the project site has value as habitat for endangered, rare or threatened species;

   c. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the completed studies and staff analysis reflected in this report 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.

2. With regard to commercial design review, the City Council makes the following findings in accordance with Section 14.78.040 of the Municipal Code:

   a. The proposal meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the El Camino Real corridor, and ordinance design criteria adopted for the specific district such as the stepped building massing and the landscape buffer at the rear;

   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; the project has a mixture of scales relating to the larger street and vehicles and the smaller pedestrian orientation;

   c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the projecting bay windows, overhangs and balconies. Building elevations have variation and depth and avoid large blank wall surfaces. Residential projects incorporate elements that signal habitation, such as identifiable entrances, overhangs, bays and balconies;

   d. Exterior materials and finishes such as the stained mahogany entry, natural limestone, cementitious horizontal siding, C-channel steel and architectural glass railings, convey

quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, and structural elements;

e. Landscaping such as the specimen palm trees, timber bamboo, hedges and groundcover is generous and inviting and landscape and hardscape features such as the limestone pavers, precast cement planters and benches 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 including three street trees and two specimen palm trees, either in the public right-of-way or within the project frontage;

f. Signage such as the laser cut building numbers is designed to complement the building architecture in terms of style, materials, colors and proportions;

g. Mechanical equipment is screened from public view by the building parapet and is designed to be consistent with the building architecture in form, material and detailing; and

h. Service, trash and utility areas are screened from public view by their location in the building garage and careful placement to the side of the building consistent with the building architecture in materials and detailing.

3. With regard to use permit, the City Council finds in accordance with Section 14.80.060 of the Municipal Code:

a. That the proposed location of the multiple-family residential use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare in that the zoning conditionally permits it and the project provides housing at a variety of affordability levels;

b. That the proposed location of the multiple-family residential use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title in that the project provides for community growth along sound line; that the design is harmonious and convenient in relation to surrounding land uses; that the project does not create a significant traffic impact; that the project helps meet the City's housing goals including affordable housing; that the project protects and enhances property values; and that the project enhances the City's distinctive character with a high-quality building design in a commercial thoroughfare context;

c. That the proposed location of the multiple-family residential use, under the circumstances of the particular case and as conditioned, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;

d. That the proposed multiple-family residential use complies with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

4. With regard to the subdivision, the City Council finds in accordance with Section 66474 of the Subdivision Map Act of the State of California:

   a. That the proposed subdivision is consistent with the General Plan;

   b. That the site is physically suitable for this type and density of development in that the project meets all zoning requirements except where development incentives have been granted;

   c. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;

   d. That the design of the condominium subdivision is not likely to cause serious public health problems because conditions have been added to address noise, air quality and life safety concerns; and

   e. That the design of the condominium subdivision will not conflict with public access easements as none have been found or identified on this site.

5. With regard to requested incentive and waivers, the City Council makes the following findings:

   a. The economic analysis by Keyser Marston and Associates commissioned by the City to evaluate the requested height concession demonstrates that the proposed height concession provides identifiable, financially sufficient, and actual cost reductions and is needed to offset the cost of the three affordable housing units. According to the analysis, a height concession to allow taller floors and the density bonus units are needed to offset the cost to provide the three affordable housing units, in that the cost of providing the three affordable housing units is approximately $2 million, and that the height concession provides a value increment of $1.7 million. This supports the conclusion that the height concession for taller floors is reasonably necessary to provide for the cost of the three affordable housing units.

   b. The requested waivers to allow the rooftop structures to exceed eight feet above the rooftop and to exceed the four percent area limit for rooftop structures are necessary since the project relies on taller ceiling heights in the dwelling units and rooftop amenities. A taller elevator cab is required to accommodate the taller ceiling heights in the dwelling units and further enclosure of the rooftop structures is necessary to provide for and accommodate the rooftop amenities. Without the requested waivers, the City's development standards would "physically preclude" the development of the project with the density bonus units and the requested height concession.

CONDITIONS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

GENERAL

1. **Approved Plans**

   The project approval is based upon the plans received on August 12, 2016, except as modified by these conditions. Such plans shall provide: a) a roof height of 58 feet; b) the rooftop photovoltaic panels at the locations indicated; c) wiring for vehicle charging stations in the mechanical lift for 25 percent of the parking spaces; and d) smooth parking deck surfaces in the Klaus parking system.

2. **Public Right-of-Way, General**

   All work within the public right-of-way shall be done in accordance with plans to be approved by the City Engineer.

3. **Encroachment Permit**

   The applicant shall obtain an encroachment permit, permit to open streets and/or excavation permit 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. *Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

4. **Public Utilities**

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

5. **ADA**

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

6. **Sewer Lateral**

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

7. **Upper Story Lighting**

   Any upper story lighting on the sides and rear of the building shall be shrouded or directed down to minimize glare.

8. **Indemnity and Hold Harmless**

   The property owner agrees to indemnify and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with

City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

9. **Plan Changes**

The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment of the application with review by the Planning and Transportation Commission and City Council.

PRIOR TO FINAL MAP RECORDATION

10. **CC&Rs**

The applicant shall include provisions in the Covenants, Conditions and Restrictions (CC&Rs) that: a) restrict storage on the private patio and decks and outline rules for other objects stored on the private patio and decks with the goal of minimizing visual impacts; and b) require the continued use and regular maintenance of the Klaus Multiparking vehicle parking system and a power back up system for the parking system. Such restrictions shall be approved by and run in favor of the City of Los Altos.

11. **Public Utility Dedication**

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

12. **Fees**

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

PRIOR TO BUILDING PERMIT SUBMITTAL

13. **Subdivision Map Recordation**

The applicant shall record a final map. Plats and legal descriptions of the final map shall be submitted for review and approval by the City Land Surveyor, and the applicant shall provide a sufficient fee retainer to cover the cost of the final map application.

14. **Public Improvements**

The property owner or applicant shall design the project to install remove and replace with current City standard sidewalk, vertical curb and gutter, and driveway approaches from property line to property along the frontage of El Camino Real. Such work shall restore the existing driveway approach to be ADA compliant and to the current City standard vertical curb and gutter along the northerly corner of the property.

The applicant shall design the project to include no parking red curbs on either side of the driveway, and a loading zone to the west of the driveway as approved by the City Engineer. Such design shall include appropriate signage including but not limited to permitting vehicle parking in the loading zone during non-business hours of 6 PM to 8 AM on weekdays and anytime on weekends.

15. **Street Trees**

The street trees shall be installed along the project's El Camino Real frontage and include two trees in front of 4896 El Camino Real, as directed by the City Engineer.

16. **Sidewalk Lights**

The owner or applicant shall maintain and protect the existing light fixture in the El Camino Real sidewalk, as directed by the City Engineer.

17. **Performance Bond**

The applicant shall submit a cost estimate for all improvements in the public right-of-way and shall submit a 100 percent performance bond (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held until 6 months after acceptance of improvements) for the work in the public right-of-way.

18. **Right of Way Construction**

The applicant shall submit detailed plans for any construction activities affecting the public right-of-way, including but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, to the City Engineer for review and approval. The applicant shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by the City.

19. **Sewer Capacity**

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. 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 upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the Director of Public Works.

20. **Trash Enclosure and Management**

The applicant shall contact Mission Trail Waste Systems and submit a solid waste, recyclables, organics, and a 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 approved trash staging location shall be maintained as required by the City Engineer.

The trash staging area shall only be allowed in the street adjacent to the curb to the east of the driveway on scheduled trash and recycling service days only. Any trash and recycling containers staged in the street shall not occur before 5:30 AM on the day of service and shall be returned to the on-site storage area in the parking garage by 5 PM of the same day as serviced or be subject to towing. Any trash and recycling containers staged in the street shall have appropriate reflective devices as approved by the City Engineer.

Should the City or State or Valley Transportation Authority require displacement of the on-street parking or use of the street shoulder, the property owner(s) shall create an on-site staging area for servicing the trash and recycling containers as required by the City.

21. **Stormwater Management Plan and NPDES Permit**

The applicant shall submit a complete Stormwater Management Plan (SWMP), a hydrology and hydraulic report for review and approval showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). The proposed storm water media filter is not considered to be an LID treatment measure per the C.3 Technical Guidance Handbook of the Santa Clara Valley Urban Runoff Prevention Program. The implementation of Low Impact Development ("LID") per the current MRP such as using evapotranspiration, infiltration, and/or rainwater harvesting and reuse shall be used. Applicant shall provide a hydrology and hydraulic study, and an infeasible/feasible comparison analysis to the City for review and approval for the purpose to verify that MRP requirements are met. Please complete in detail the attached Provision C.3 Data Form.

22. **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.

23. **Property Address**

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

24. **Landscape**

The applicant shall provide a landscape and irrigation plan in conformance to the City's Water Efficient Landscape Regulations in accordance with Chapter 12.46 of the Municipal Code.

PRIOR TO ISSUANCE OF DEMOLITION AND/OR BUILDING PERMIT

25. **Construction Management Plan**

The applicant shall submit a construction management plan for review and approval by the Community Development Director. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to: prohibiting

dirt hauling during peak traffic hours, excavation, traffic control, truck routing, pedestrian protection, appropriately designed fencing to limit project impacts and maintain traffic visibility as much as practical, material storage, earth retention and construction and employee vehicle parking.

26. **Sewer Lateral**

The applicant shall abandon additional sewer laterals and cap at the main if they are not being used. A property line sewer cleanout shall be installed within 5 feet of the property line within private property.

27. **Solid Waste Ordinance**

The applicant shall comply with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance, which requires mandatory commercial and multi-family dwellings to provide for recycling, and organics collection programs as per Chapter 6.12 of the Municipal Code.

28. **Air Quality Mitigation**

The applicant shall implement and incorporate the air quality mitigations into the plans as required by staff in accordance with the report prepared by Illingsworth & Rodin, Inc., dated March 18, 2016.

29. **Noise Mitigation**

The applicant shall implement and incorporate the noise mitigation measures into the plans as required by staff in accordance with the report by Wilson Ihrig, dated March 2, 2016 and revised on April 20, 2016.

30. **Tree Protection**

The applicant shall implement and incorporate the tree protection measures into the plans and on-site as required by staff in accordance with the report by The Tree Specialist, dated April 21, 2106.

31. **Affordable Housing Agreement**

The applicant shall offer for a minimum 30-year period that shall reset for a subsequent 30-year period if transferred within the preceding 30-year period, one, three-bedroom unit at the moderate-income level, and two, two-bedroom units at the low-income level, in accordance with the City's Affordable Housing Agreement, in a recorded document in a form approved by the City Attorney.

PRIOR TO FINAL INSPECTION

32. **Maintenance Bond**

The applicant shall submit a one-year, 10-percent maintenance bond upon acceptance of improvements in the public right-of-way.

33. **Stormwater Facility Certification**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

34. **Stormwater Catch Basin**

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 THE BAY" logo as required by the City Engineer.

35. **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.

36. **Landscaping Installation**

The applicant shall install all on- and off-site landscaping and irrigation, as approved by the Community Development Director and the City Engineer.

37. **Signage and Lighting Installation**

The applicant shall install all required signage and on-site lighting per the approved plan. Such signage shall include the disposition of guest parking, the turn-around/loading space in the front yard and accessible parking spaces.

38. **Acoustical Report**

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

39. **Landscape Certification**

The applicant shall provide a Certificate of Completion conforming to the City's Water Efficient Landscape Regulations.

40. **Condominium Map**

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

41. **Public Improvements and Street Damage**

The applicant shall install all public improvements required herein, and 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 El Camino Real if determined to be damaged during construction, as directed by the City Engineer or his designee.

42. **Stormwater Management Plan Inspection**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

43. **Driveway Visibility and Loading Zone**

The applicant shall provide no parking areas on either side of the driveway and a timed loading zone from 8 AM to 6 PM to the west of the driveway as approved by the City Engineer.

DISCUSSION ITEMS

Agenda Item # 9

AGENDA REPORT SUMMARY

Meeting Date: August 23, 2016

Subject: 4880 El Camino Real Development Application

Prepared by: David Kornfield, Advance Planning Services Manager
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, Interim City Manager

Attachments:
1. Resolution No. 2016-27 of Findings and Conditions
2. Density Bonus and Concession Analysis, dated August 12, 2016
3. Revised Traffic Report, dated August 12, 2016
4. Memorandum to the Planning and Transportation Commission, dated May 19, 2016

Initiated by:
Applicant

Fiscal Impact:
The project provides three fiscal benefits: traffic impact fees, in-lieu of parkland fees and increased property tax. The traffic impact fees total $79,317 ($3,777 per unit). The park fees total $745,500 ($35,500 per unit). The estimated property tax revenue to the City from the project is approximately $20,000 per year.

Environmental Review:
Categorically exempt per Section 15332 of the California Environmental Quality Act Guidelines

Policy Questions for Council Consideration:
- Do the requested incentives and waivers meet the standards contained in the State's Density Bonus law? Is the requested incentive required to provide for affordable housing costs and are the waivers needed to permit the physical development of the proposed development with a density bonus?

Summary:
- The concession analysis shows that the proposed height concession is needed to offset the cost of the three affordable housing units. The height incentive is economically justified under both the five-story and four-story alternatives.
- The five-story alternative is the preferred alternative by the applicant. From a staff perspective the five-story alternative minimizes the project's impacts on the surrounding residential neighborhood.
- The Planning and Transportation Commission (PTC) held a hearing on the proposed project on DATE and recommended approval by a vote of 6-1.

Subject: 4880 El Camino Real Development Application

Staff Recommendation:
In accordance with the recommendation of the PCT, move to approve design review, use permit and subdivision applications 16-D-01, 16-UP-02 and 16-SD-01 subject to the recommended findings and conditions of approval in Resolution No. 2016-27.

Subject: 4880 El Camino Real Development Application

Background

This is the continued review for a 21-unit, multiple-family residential condominium building. On June 28, 2016 the City Council reviewed the project and continued its review subject to addressing the following questions:

1. Do requested incentives and waivers meet the standards contained in the State's Density Bonus law? Is the requested incentive required to provide for affordable housing costs, and are the waivers needed to permit the physical development of the proposed project with a density bonus?

2. Can the City require additional affordable housing units?

3. Can the City require a different mix of unit types (e.g., include one bedroom units)?

The Council also raised the following issues/concerns:

4. Consider a four-story alternative that uses exceptions to the rear yard setback area to minimize building height;

5. Clarify the trash service and staging;

6. Provide more landscape planting area in the front yard and reconsider the choice of using palm trees;

7. Clarify the storage unit sizes;

8. Provide more information on the parking system including the maintenance schedule, service response, access timing, etc.;

9. Clarify the location of the loading space;

10. Clarify other Municipal Codes related to the project such as required site area and open space.

In response to the Council's direction, staff commissioned an economic analysis of the requested concession (discussed below) and the applicant prepared a four-story alternative set of plans for consideration. The four story alternative project has: a roof height of 54 feet compared to the roof height of 62 feet in the original proposal; an elevator tower that reaches 69.5 feet versus the 73 feet of the original project; and interior ceiling heights in the units of 12 feet versus the originally proposed 10 feet, nine inches. The four story alternative has its third and fourth floors set back 50

feet from the rear property line, where a minimum of 100 feet is required. The applicant favors the original five-story proposal.

Discussion/Analysis

Density Bonus, Concession, and Waiver Analysis
The applicant's original proposal includes an incentive, or concession, to exceed the overall building height limit by 17 feet (45 feet to 62 feet). The additional height incentive or concession allows the project to have taller internal ceilings than the City's height code would normally permit and allow the four density bonus units on a fifth story. By definition, a development incentive or concession is a reduction in site development standards or change to zoning resulting in "identifiable, financially sufficient, and actual cost reductions." To deny a request for an incentive, the City must find that it "is not required in order to provide for affordable housing costs."

The original proposal also includes a waiver to allow the rooftop structures to exceed eight feet above the rooftop and to exceed the four percent area limit for such structures. By definition, waivers are different from incentives or concessions. Waivers are necessary when a development standard has the effect of physically precluding the construction of the proposed development. In this case, a fifth floor is needed to accommodate the additional four units. The waiver for the height and area of the rooftop structures is necessary since the project relies on taller ceiling heights and rooftop amenities to make up for the development cost of the affordable housing units, where a taller elevator cab and further enclosure of the rooftop structures is necessary to provide for the rooftop amenities.

At the request of the City Council, staff commissioned a Density Bonus and Concession Analysis prepared by Keyser Marston Associates, dated August 12, 2016. The analysis concludes that the proposed height concession is necessary to offset the cost of the three affordable housing units. The report analyzed the original five-story project, the developer's four-story alternative, a conforming project and an alternative without a density bonus. The concession analysis is included as Attachment 2.

According to the analysis, under both of the applicant's project alternatives, a height concession to allow 11 or 12 foot floors is needed to offset the cost to provide the three affordable housing units. According to the analysis, the cost of providing the three affordable housing units is approximately $2 million. Considering the height concession for both alternatives, the report calculates the value increment between $1.35 and $1.7 million. This supports the conclusion that the height concession for taller floors is reasonably necessary to address the cost of the three affordable housing units.

Additional Affordable Units
The application provides enough affordable units to entitle the project to the density bonus requested, and it meets the requirements of the City's affordable housing ordinance. Given this, the City does not have a basis to require additional affordable housing units.

Housing Unit Mix
The City Council inquired about diversifying the housing unit size, or mix of bedrooms, specifically, whether one bedroom units could or should be added to the mix. Although there are no zoning regulations requiring a specific size of housing units, Housing Element Program 2.1.1 supports encouraging a diversity of housing:

> Require diversity in the size of units for project in mixed-use or multifamily zones to accommodate the varied housing needs of families, couples, and individuals. Affordable housing units proposed within projects shall reflect the mix of community housing needs.

The general mix of housing units in each project is dependent on the permitted density and the allowed building area. In Los Altos, typically the lower density districts have smaller units (mostly one and two bedroom units) largely due to the limited building envelope area of the lot, with the exception of single-family districts. Downtown and along El Camino Real, where more building area is allowed, the City has typically seen larger units mostly ranging from two, three and sometimes four bedrooms.

The original five-story plan has nine, two-bedroom units and 12 three-bedroom units. The original plan offers three affordable housing units: one, three-bedroom, moderate income; and two, two-bedroom low income. The applicant revised the original plan to relocate one of the two-bedroom affordable units from the east side to the west side of the third level, which increases the size of the affordable unit by 44 square feet.

The alternative four-story plan has two, one-bedroom units, 10, two-bedroom units, and 9, three-bedroom units. The alternative plan offers the same mix and orientation of affordable housing units as the original: one, moderate-income, three-three bedroom unit; and two, low-income, two bedroom units.

A 17-unit project entirely conforming to the existing zoning could have units averaging 1,545 sf in size. The units in the proposed project average approximately 1,527 sf in size. This supports the need for a fifth story to accommodate the additional four units, in that the increased height is not due to an increase in unit size over what could be included in a conforming project.

Setback Incentive or Concession for Alternative Project
The applicant prepared a four-story alternative for the project at the request of the City Council. The four-story alternative reduces the building size by approximately 1,300 square feet, incorporates

two, one-bedroom units and distributes two full units and four partial units into the required rear yard setback area. The four-story alternative proposes a 50-foot rear yard setback for the third and fourth floors, where a setback of 100 feet is required.

In 2010 the City increased the height limit in the subject Commercial Thoroughfare district to 45 feet to facilitate mixed-use commercial and housing potential. In doing so, the City also increased the setback requirement for buildings over 30 feet tall to a minimum 100-foot rear yard setback. The increased rear yard setback was to help mitigate the more intensive development impacts from the adjacent residences.

Based on the intent of the setback requirement, staff recommends the applicant's original approach that maintains the 100-foot rear yard setback. Although the proposed four-story alternative is eight feet lower than the original proposal, its 54-foot roof height is roughly a one-to-one setback (horizontal to vertical) from the rear property line, which will appear massive and difficult to buffer from the two-story residential apartments behind. From the sides, the approximately 150-foot long four story building is less articulated (more uniform in height appearance) and appears out of context for the scale of the smaller, narrow property.

Trash Service

The applicant clarified that the trash area will use three-yard dumpsters instead of 96-gallon bins. This is to maintain an adequate service for the building and to facilitate and minimize the frequency of pick-up. The trash room is designed to accommodate a service cart to deliver the dumpsters to the street. The dumpster staging area was changed to the street to the east of the driveway where there will be no parking allowed. A condition of approval requires that the dumpsters would only be allowed in the street on their scheduled service days and must be removed before 5 PM on the same day as service. According to Mission Trail Waste Systems, the trash service along El Camino Real occurs from 6 AM to 10:30 AM and mostly on the early side. The on-street staging location to the east of the driveway minimizes disruption to the street and allows the applicant to increase the planting area in the front yard.

Landscape

The applicant added approximately 100 square feet of planting area to the front yard. In addition to replacing the decomposed granite onsite trash staging area with plantings, the applicant minimized the walkway paving. The softscape was increased from 52 to 57 percent in the front yard not including the driveway and turnaround. The Commercial Thoroughfare (CT) District requires landscaping at least 50 percent of the front yard and does not define the term landscape. Other commercial districts such as the OA-1 and CD/R3 define required front yard landscape to allow hard and soft surfaces.

The proposed landscape concept maintains the specimen palm trees. The project landscape architect indicated that the palm trees will not conflict with the London plane street trees noting that

the palm trees are offset enough, their canopy is significantly different, and the palm trees will be taller than the street trees. At the time of planting the palm trees will be 14 to 16 feet tall; the London plane trees will be nine to 10 feet tall.

Storage Units
The project provides 21 storage units, one for each residential unit. Sixteen storage units range from 140 cubic feet to 200 cubic feet. Four are 250 cubic feet; one is 375 cubic feet. They generally reflect the progression in sizes of the residential units. The storage unit access doors are three feet wide. The ceilings are nine feet tall.

The smallest storage unit is 45 percent larger than the 96 cubic feet required in the R3-1.8 District. The zoning code requires the 96 cubic feet of storage in the R3-1.8 District due to the generally smaller dwelling units where it was determined that the storage was a necessary element to help preserve the garage parking for vehicles.

Parking System
The parking lift system is organized into two bays, one on each side of the garage. Each bay allows a minim of one car to access the lift at a time, which makes the minimum parking potential two cars at a time with both bays. According to the manufacturer, more than one car may be accessed at a time if they are located at the parking level. According to the revised traffic report, the parking lift takes approximately two minutes per car, which equates to a maximum service rate of 60 vehicles per hour or one car per minute. The traffic report (Attachment 3) acknowledges that the parking system may have user imposed delays such as for unloading groceries but that they would be infrequent and generally occur during non-commute periods when traffic accessing the garage is lower. The traffic report concludes that the parking system would maintain a sufficient hourly capacity. The applicant has included a battery back-up power supply for the parking system.

Loading Space
Off-street loading spaces are not required for multiple-family residential uses. The City's off-street parking requirements, Municipal Code Section 14.74.160, requires on-site loading spaces for permitted commercial uses when determined necessary. This is to support the typically more frequent and expansive loading associated with such commercial uses. In staff's view, it is appropriate, however, to include an on-street loading space due to the limited potential of on-site parking opportunities. By condition of approval, the project would be required to establish a loading space adjacent the project, which would double as guest parking after normal business hours on weekdays and unrestricted parking on weekends.

Site Area
The site area of the subject property is slightly nonconforming. Section 14.50.070 of the Municipal Code requires a minimum site area of 20,000 square feet and 75 feet of frontage. The subject parcel has 19,533 square feet and 75 feet of frontage. The minimum site area is to ensure an appropriate

parcel size to facilitate development. Municipal Code Section 14.66.030 provides that nonconforming lots may be used but subject to the district regulations.

Open Space
The zoning code has no requirements for open space for projects. Subdivisions, however, require developers to set aside parkland, provide in-lieu park fees, or both, at the discretion of the City (Chapter 13.24 of the Municipal Code). To require a land dedication, however, the City must have an identified need for a park in the General Plan. In-lieu fees are required when there is not an identified need for a park or recreational facility; when dedication is impossible, impractical or undesirable; or when the subdivision contains 50 or fewer parcels. Staff's evaluation is that in-lieu fees are required to satisfy the park land dedication requirement.

Options

1) Approve the project as recommended by the Planning and Transportation Commission and staff.

Advantages: The project replaces an underdeveloped commercial property with a high-quality residential development that helps the City meet its goals for intensive development in the commercial thoroughfare. Also the project helps the City meet its housing and affordable housing goals.

Disadvantages: The project displaces a commercial development opportunity.

2) Remand the project to the Planning and Transportation Commission and require desired changes to meet the required findings including design, use permit and/or subdivision requirements, and/or direct the applicant to consider a mixed-use project that includes commercial development.

Advantages: The changes might provide more commercial area.

Disadvantages: The project might include a difficult to lease or sub-par commercial use and less housing.

3) Approve alternate 'B'. This goes into 100' rear yard setback but eight feet lower than the original proposal

Advantages: Results in a lower building.

Disadvantages: Encroaches 50' into the 100' rear yard setback. Results in a 54' tall building closer to an adjoining residential use than permitted by the site development standards.

4) Request a peer review of the economic analysis.

Advantages: Provides a review of the economic analysis and conclusions reached in that report.

Disadvantages: May result in differing opinions on the need for the requested incentive.

Recommendation

The staff recommends approving the project as originally recommended by the Planning and Transportation Commission.

RESOLUTION NO. 2016-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS FOR DESIGN REVIEW, USE PERMIT AND SUBDIVISION APPLICATIONS FOR A 21-UNIT, MULTIPLE-FAMILY PROJECT AT 4880 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from LOLA, LLC for a multiple-family residential condominium building, which includes Design, Use Permit and Subdivision applications 16-D-01, 16-UP-01 and 16-SD-01, referred herein as the "Project"; and

WHEREAS, the applicant LOLA, LLC, offers one Moderate-Income and two Low-Income affordable housing units; and

WHEREAS, the applicant LOLA, LLC seeks a development incentive to allow the building to have a height of 62 feet, where the Code allows a height of 45; and

WHEREAS, the applicant LOLA, LLC seeks waivers to allow a) rooftop structures 11 feet above the roof, where the Code allows such structures to be eight feet above the roof; and c) enclosed roof top structures at six percent of the roof area, where the Code limits such structures to four percent of the roof area; and

WHEREAS, under Government Code 65915 said Project is entitled to a development incentive and 21.5 percent density bonus; 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, the Planning and Transportation Commission held a duly noticed public hearing on Project on May 19, 2016, and recommended approval of the Project; and

WHEREAS, the Design, Use Permit and Subdivision applications were processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon the City Council's decision was made are located in the Office of the City Clerk.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the Project subject to the findings and conditions of approval attached hereto as Exhibit "A" 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 23rd day of August, 2016 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Jeannie Bruins, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

EXHIBIT A

FINDINGS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

1. With regard to environmental review, the City Council finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines, 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 applicable zoning designation and regulations, including incentives for the production of affordable housing;

    b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; there is no record that the project site has value as habitat for endangered, rare or threatened species;

    c. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the completed studies and staff analysis reflected in this report 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.

2. With regard to commercial design review, the City Council makes the following findings in accordance with Section 14.78.040 of the Municipal Code:

    A. The proposal meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the El Camino Real corridor, and ordinance design criteria adopted for the specific district such as the stepped building massing and the landscape buffer at the rear;

    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; the project has a mixture of scales relating to the larger street and vehicles and the smaller pedestrian orientation;

    C. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the projecting bay windows, overhangs and balconies. Building elevations have variation and depth and avoid large blank wall surfaces. Residential projects incorporate elements that signal habitation, such as identifiable entrances, overhangs, bays and balconies;

    D. Exterior materials and finishes such as the stained mahogany entry, natural limestone, cementitious horizontal siding, C-channel steel and architectural glass railings, convey

quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, and structural elements;

E. Landscaping such as the specimen palm trees, timber bamboo, hedges and groundcover is generous and inviting and landscape and hardscape features such as the limestone pavers, precast cement planters and benches 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 including three street trees and two specimen palm trees, either in the public right-of-way or within the project frontage;

F. Signage such as the laser cut building numbers is designed to complement the building architecture in terms of style, materials, colors and proportions;

G. Mechanical equipment is screened from public view by the building parapet and is designed to be consistent with the building architecture in form, material and detailing; and

H. Service, trash and utility areas are screened from public view by their location in the building garage and careful placement to the side of the building consistent with the building architecture in materials and detailing.

3. With regard to use permit, the City Council finds in accordance with Section 14.80.060 of the Municipal Code:

a. That the proposed location of the multiple-family residential use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare in that the zoning conditionally permits it and the project provides housing at a variety of affordability levels;

b. That the proposed location of the multiple-family residential use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title in that the project provides for community growth along sound line; that the design is harmonious and convenient in relation to surrounding land uses; that the project does not create a significant traffic impact; that the project helps meet the City's housing goals including affordable housing; that the project protects and enhances property values; and that the project enhances the City's distinctive character with a high-quality building design in a commercial thoroughfare context;

c. That the proposed location of the multiple-family residential use, under the circumstances of the particular case and as conditioned, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;

d. That the proposed multiple-family residential use complies with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

4. With regard to the subdivision, the City Council finds in accordance with Section 66474 of the Subdivision Map Act of the State of California:

    a. That the proposed subdivision is consistent with the General Plan;

    b. That the site is physically suitable for this type and density of development in that the project meets all zoning requirements except where development incentives have been granted;

    c. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;

    d. That the design of the condominium subdivision is not likely to cause serious public health problems because conditions have been added to address noise, air quality and life safety concerns; and

    e. That the design of the condominium subdivision will not conflict with public access easements as none have been found or identified on this site.

5. With regard to requested incentive and waivers, the City Council makes the following findings:

    a. The economic analysis by Keyser Marston and Associates commissioned by the City to evaluate the requested height concession demonstrates that the proposed height concession provides identifiable, financially sufficient, and actual cost reductions and is needed to offset the cost of the three affordable housing units. According to the analysis, a height concession to allow 11 foot floors is needed to offset the cost to provide the three affordable housing units, in that the cost of providing the three affordable housing units is approximately $2 million, and the height concession provides a value increment of $1.7 million. This supports the conclusion that the height concession for taller floors is reasonably necessary to provide for the cost of the three affordable housing units.

    b. The requested waivers to allow the rooftop structures to exceed eight feet above the rooftop and to exceed the four percent area limit for rooftop structures are necessary since the project relies on taller ceiling heights in the dwelling units and rooftop amenities. A taller elevator cab is required to accommodate the taller ceiling heights in the dwelling units and further enclosure of the rooftop structures is necessary to provide for and accommodate the rooftop amenities. Without the requested waivers, the City's development standards would "physically preclude" the development of the project with the density bonus units and the requested height concession.

CONDITIONS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

GENERAL

1. **Approved Plans**

   The project approval is based upon the plans received on August 12, 2016, except as modified by these conditions.

2. **Public Right-of-Way, General**

   All work within the public right-of-way shall be done in accordance with plans to be approved by the City Engineer.

3. **Encroachment Permit**

   The applicant shall obtain an encroachment permit, permit to open streets and/or excavation permit 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. *Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

4. **Public Utilities**

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

5. **ADA**

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

6. **Sewer Lateral**

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

7. **Upper Story Lighting**

   Any upper story lighting on the sides and rear of the building shall be shrouded or directed down to minimize glare.

8. **Indemnity and Hold Harmless**

   The property owner agrees to indemnify and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

9. **Plan Changes**

The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment of the application with review by the Planning and Transportation Commission and City Council.

PRIOR TO FINAL MAP RECORDATION

10. **CC&Rs**

The applicant shall include provisions in the Covenants, Conditions and Restrictions (CC&Rs) that: a) restrict storage on the private patio and decks and outline rules for other objects stored on the private patio and decks with the goal of minimizing visual impacts; and b) require the continued use and regular maintenance of the Klaus Multiparking vehicle parking system and a power back up system for the parking system. Such restrictions shall be approved by and run in favor of the City of Los Altos.

11. **Public Utility Dedication**

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

12. **Fees**

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

PRIOR TO BUILDING PERMIT SUBMITTAL

13. **Subdivision Map Recordation**

The applicant shall record a final map. Plats and legal descriptions of the final map shall be submitted for review and approval by the City Land Surveyor, and the applicant shall provide a sufficient fee retainer to cover the cost of the final map application.

14. **Public Improvements**

The property owner or applicant shall design the project to install remove and replace with current City Standard sidewalk, vertical curb and gutter, and driveway approaches from property line to property along the frontage of El Camino Real. Such work shall restore the existing driveway approach to be ADA compliant and to the current City Standard vertical curb and gutter along the northerly corner of the property.

The applicant shall design the project to include no parking red curbs on either side of the driveway, and a loading zone to the west of the driveway as approved by the Transportation Services Manager. Such design shall include appropriate signage including but not limited to

permitting vehicle parking in the loading zone during non-business hours (e.g., 6 PM to 8 AM) on weekdays and anytime on weekends.

15. **Street Trees**

The street trees shall be installed along the project's El Camino Real frontage and include two trees in front of 4896 El Camino Real, as directed by the City Engineer.

16. **Sidewalk Lights**

The owner or applicant shall maintain and protect the existing light fixture in the El Camino Real sidewalk, as directed by the City Engineer.

17. **Performance Bond**

The applicant shall submit a cost estimate for all improvements in the public right-of-way and shall submit a 100 percent performance bond (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held until 6 months after acceptance of improvements) for the work in the public right-of-way.

18. **Right of Way Construction**

The applicant shall submit detailed plans for any construction activities affecting the public right-of-way, including but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, to the City Engineer for review and approval. The applicant shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by the City.

19. **Sewer Capacity**

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. 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 upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the Director of Public Works.

20. **Trash Enclosure**

The applicant shall contact Mission Trail Waste Systems and submit a solid waste, recyclables (and organics, if applicable) 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 approved trash staging location shall be maintained as required by the City Engineer.

The trash staging area shall only be allowed in the street adjacent to the curb to the east of the driveway on scheduled trash and recycling service days only. Any trash and recycling containers staged in the street shall be returned to the on-site storage area in the parking garage by 5 PM of the same day as serviced or be subject to towing.

21. **Stormwater Management Plan and NPDES Permit**

The applicant shall submit a complete Stormwater Management Plan (SWMP), a hydrology and hydraulic report for review and approval showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). The proposed storm water media filter is not considered to be an LID treatment measure per the C.3 Technical Guidance Handbook of the Santa Clara Valley Urban Runoff Prevention Program. The implementation of Low Impact Development ("LID") per the current MRP such as using evapotranspiration, infiltration, and/or rainwater harvesting and reuse shall be used. Applicant shall provide a hydrology and hydraulic study, and an infeasible/feasible comparison analysis to the City for review and approval for the purpose to verify that MRP requirements are met. Please complete in detail the attached Provision C.3 Data Form.

22. **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.

23. **Property Address**

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

24. **Landscape**

The applicant shall provide a landscape and irrigation plan in conformance to the City's Water Efficient Landscape Regulations in accordance with Chapter 12.46 of the Municipal Code.

PRIOR TO ISSUANCE OF DEMOLITION AND/OR BUILDING PERMIT

25. **Construction Management Plan**

The applicant shall submit a construction management plan for review and approval by the Community Development Director. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to: prohibiting dirt hauling during peak traffic hours, excavation, traffic control, truck routing, pedestrian protection, appropriately designed fencing to limit project impacts and maintain traffic visibility as much as practical, material storage, earth retention and construction and employee vehicle parking.

26. **Sewer Lateral**

The applicant shall abandon additional sewer laterals and cap at the main if they are not being used. A property line sewer cleanout shall be installed within 5 feet of the property line within private property.

27. **Solid Waste Ordinance**

The applicant shall comply with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance, which requires mandatory commercial and multi-family dwellings to provide for recycling, and organics collection programs as per Chapter 6.12 of the Municipal Code.

28. **Air Quality Mitigation**

The applicant shall implement and incorporate the air quality mitigations into the plans as required by staff in accordance with the report prepared by Illingsworth & Rodin, Inc., dated March 18, 2016.

29. **Noise Mitigation**

The applicant shall implement and incorporate the noise mitigation measures into the plans as required by staff in accordance with the report by Wilson Ihrig, dated March 2, 2016 and revised on April 20, 2016.

30. **Tree Protection**

The applicant shall implement and incorporate the tree protection measures into the plans and on-site as required by staff in accordance with the report by The Tree Specialist, dated April 21, 2106.

31. **Affordable Housing Agreement**

The applicant shall offer for a minimum 30-year period, one, three-bedroom unit at the moderate-income level, and two, two-bedroom units at the low-income level, in accordance with the City's Affordable Housing Agreement, in a recorded document in a form approved by the City Attorney.

PRIOR TO FINAL INSPECTION

32. **Maintenance Bond**

The applicant shall submit a one-year, 10-percent maintenance bond upon acceptance of improvements in the public right-of-way.

33. **Stormwater Facility Certification**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

34. **Stormwater Catch Basin**

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 THE BAY" logo as required by the City Engineer.

35. **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.

36. **Landscaping Installation**

The applicant shall install all on- and off-site landscaping and irrigation, as approved by the Community Development Director and the City Engineer.

37. **Signage and Lighting Installation**

The applicant shall install all required signage and on-site lighting per the approved plan. Such signage shall include the disposition of guest parking, the turn-around/loading space in the front yard and accessible parking spaces.

38. **Acoustical Report**

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

39. **Landscape Certification**

The applicant shall provide a Certificate of Completion conforming to the City's Water Efficient Landscape Regulations.

40. **Condominium Map**

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

41. **Public Improvements and Street Damage**

The applicant shall install all public improvements required herein, and 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 El Camino Real if determined to be damaged during construction, as directed by the City Engineer or his designee.

42. **Stormwater Management Plan Inspection**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

43. **Driveway Visibility and Loading Zone**

The applicant shall provide no parking areas on either side of the driveway and a loading zone to the west of the driveway as approved by the City Engineer.

KEYSER MARSTON ASSOCIATES
ADVISORS IN PUBLIC/PRIVATE REAL ESTATE DEVELOPMENT

MEMORANDUM

ADVISORS IN:
REAL ESTATE
AFFORDABLE HOUSING
ECONOMIC DEVELOPMENT

SAN FRANCISCO
A. JERRY KEYSER
TIMOTHY C. KELLY
KATE EARLE FUNK
DEBBIE M. KERN
REED T. KAWAHARA
DAVID DOEZEMA

LOS ANGELES
KATHLEEN H. HEAD
JAMES A. RABE
GREGORY D. SOO-HOO
KEVIN E. ENGSTROM
JULIE L. ROMEY

SAN DIEGO
PAUL C. MARRA

To: Jon Biggs
Community Development Director
City of Los Altos

From: Keyser Marston Associates, Inc.

Date: August 15, 2016

Subject: Density Bonus & Concession Analysis - 4880 El Camino Real

In accordance with your request, Keyser Marston Associates, Inc. (KMA) has prepared a real estate economic analysis related to the proposed residential project at 4880 El Camino Real in the City of Los Altos. The economic analysis addresses the proposal by the Developer of the project, LOLA, LLC, to obtain a density bonus and height concession as provided for by the State Density Bonus law (California Government Code Section 65915).

In summary, the finding of the analysis is that the proposed height concession is needed in order to offset the cost of the three proposed affordable units in the project (two at Low Income and one at Moderate Income). In other words, including three affordable units in the project would satisfy the provision of the State Density Bonus law that the height concession is economically justified.

I. Background

The proposed project is located on an approximately 0.45-acre site at 4880 El Camino Real between Los Altos Square and Jordan Avenue. Existing zoning for the site allows for 17 units, a density of 38 units/acre. The building height limit for the site is 45 feet. In terms of affordable housing requirements, the City's inclusionary housing ordinance requires that one of the project's units be sold to a Moderate Income household and one sold to a Low Income household (households earning up to 120% and 80% of area median income respectively).

The Developer has prepared two project alternatives. In the first alternative, the building would be 5-stories and 62 feet in height, not including rooftop mechanical equipment. Parking would be in a subterranean parking garage with a mechanical parking lift system. The project is proposed to include 21 units, resulting in a density of 47 units/acre. Three affordable units are proposed - two Low Income units required to qualify for the density bonus and one additional affordable unit at Moderate Income.

The Developer's second project alternative is similar to the first alternative except the project would have four stories rather than five. The 21 units are still achieved in this alternative despite the loss of the fifth story by reducing the building setbacks on the rear of the property. It is noted that the 4-story alternative has about 4% less sellable building area than the 5-story alternative (30,768 vs. 32,074 square feet).

The Developer is seeking a density bonus pursuant to the State Density Bonus law to increase the unit count from 17 to 21 units. In addition to the density bonus, the Developer is also seeking a height concession in order to exceed the site's current height limit. The height concession is needed in order for the Developer to achieve approximately 11 foot floor-to-ceiling heights in the proposed 5-story project alternative and 12 foot floor-to-ceiling heights in the proposed 4-story alternative. As described later in this memorandum, the analysis also considers a project alternative under current zoning and an alternative with the density bonus only (without the height concession)[1].

Development Alternatives						
	Acres	Units	DU/Acre	Bldg Height*	Floors	Fl to Ceiling
Project Under Current Zoning (Base Case)	0.448	17	37.9	45 feet	4 floors	~10 feet
Project w/ Density Bonus Only (no Height Concession)	0.448	21	46.8	~57 feet	5 floors	~10 feet
Proposed 5-Story Project w/ Height Concession	0.448	21	46.8	62 feet	5 floors	11 feet
4-Story Project Option w/ Reduced Setback	0.448	21	46.8	54 feet	4 floors	12 feet

*excludes rooftop mechanical equipment

II. Approach

Government Code Section 65915 requires cities to approve density bonuses when developers provide certain amounts of affordable units. A project qualifying for a density bonus is also eligible for one to three "concessions and incentives". These are defined as modifications of development standards that result in "identifiable, financially sufficient, and actual cost reductions". The proposed project is eligible for one concession and has requested an increase in building height from 45 to 62 feet. The City

[1] The height concession relates to the proposed floor-to-ceiling heights in excess of 10 feet. It is assumed that the fifth floor is needed in order to physically accommodate the 21 proposed units in the project (without the reduction in rear yard setbacks in the Developer's 4-story alternative).

must approve the height increase unless it can make a written finding, based on substantial evidence, of any of the following:

a) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c) of Section 65915.

b) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

c) The concession or incentive would be contrary to state or federal law.

The purpose of KMA's analysis is to analyze the economics of the proposed project in order to determine whether the height concession requested, in addition to the density bonus, is required to fulfill the subsection A criteria noted above. To that end, KMA prepared an analysis which (1) quantifies the affordable housing cost, also known as the below market rate housing (BMR) cost, and (2) quantifies the value increment generated by the density bonus and height concession. This two-step approach is a means of assessing, in as objective a manner as reasonably possible[2], whether the requested height concession is "required in order to provide for affordable housing costs" as specified in the State Density Bonus law.

III. Economic Analysis

The following describes the analysis of the two elements of the pro forma analysis: the BMR cost analysis, and the value increment generated by the density bonus and height concession.

a) BMR Cost

The first task of the analysis is to quantify the cost of the BMR units. The gross BMR cost is the development costs of building the BMR units including direct labor and

[2] The approach taken minimizes the analysis impacts that could result from disagreements with the Developer regarding pro forma inputs (sale prices, costs, returns, etc.).

materials costs of project construction, and indirect (soft) costs of development such as architecture and engineering, fees and permits costs, taxes, insurance, marketing, and financing costs. On this basis, the gross cost of the three BMR units in the 5-story alternative is estimated at $715/square foot of net livable area ($520/square foot of gross floor area[3]), or approximately $2.6 million for the three BMR units (average unit size of 1,225 square feet). A portion of the $2.6 million gross BMR cost is then offset by the sale proceeds from the three BMR units, averaging $215,000/unit (see the attached Table 3 and Table 4 for detail on the sale price estimates). After the sale proceeds have been accounted for, the net cost of the three BMR units in the 5-story alternative is estimated at $1.98 million.

Total BMR Cost*

	Units	Net Sq. Ft.	$/Unit	$/NSF	Total
Gross Cost of BMR Units			$875,667	$715 **	$2,627,000
(Less) Low Income Unit Sales (2BR)	2	2,338	($138,000)	($118)	($276,000)
(Less) Moderate Income Unit Sales (3BR)	1	1,337	($369,000)	($276)	($369,000)
Net Cost of BMR Units	3	3,675	$660,667	$539	$1,982,000

**To be conservative, the BMR cost is based on the 5-story alternative. The costs of the alternative without the height concession and the 4-story alternative are slighly lower.*

***$520/square foot of gross floor area.*

The construction costs of the project are high relative to some lower density projects due primarily to the subterranean parking garage. First class design, construction, and materials are also assumed in the analysis to correspond with the projected market rate sale prices.

b) Value Increment from Density Bonus & Height Concession

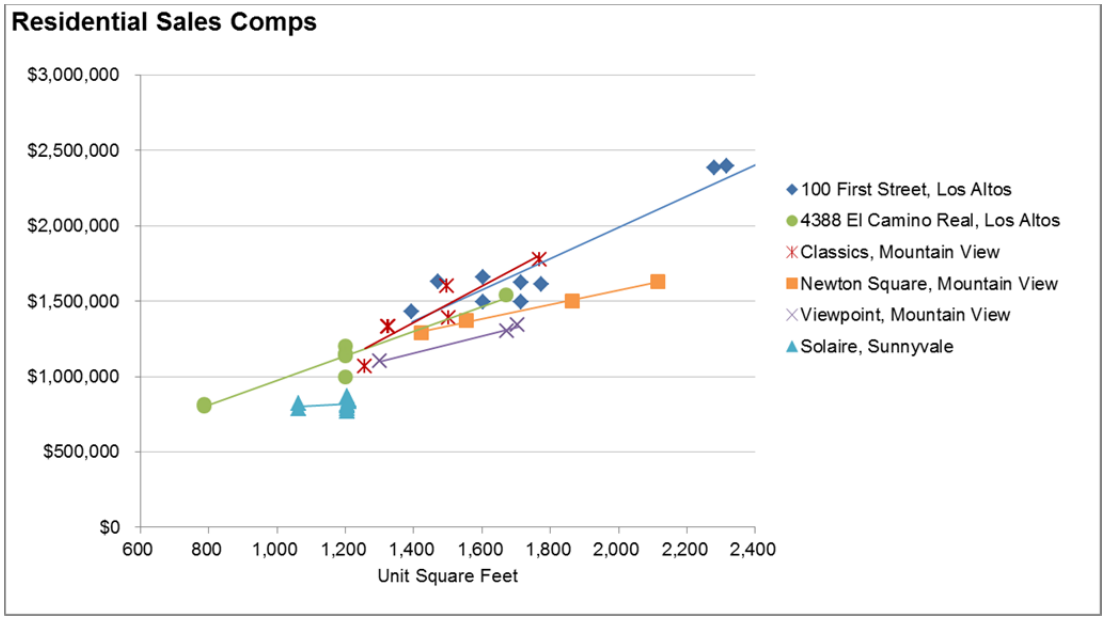
The next step in the analysis is to quantify the value increment (potential additional profit) generated for the Developer as a result of the density bonus and height concession. In order to justify the height concession, the value increment from the density bonus plus height concession should be proportionate to the cost of the BMR units. If the value increment is substantially higher than the BMR cost, the height concession could be determined to be unnecessary.

In order to estimate the value increment, a development pro forma has been run for a project alternative under current zoning (17 units, 4-stories, 45 feet), a project alternative with the density bonus only, i.e. without the height concession (21 units, 5-stories, approximately 57 feet), and the proposed project (21 units, 5-stories, 62 feet). By subtracting the estimated development costs from the estimated condo unit sale

[3] Gross building floor area includes hallways and other common areas but excludes the parking garage.

proceeds, an estimated project return can be calculated for each alternative. The value increment is the amount by which the project return exceeds the project return with the current zoning alternative. In other words, the value increment is the additional profit the Developer could potentially realize by building the project with the density bonus and height concession compared to the project under current zoning.

The development costs have been based on third party construction cost data such as RS Means, by general contractor cost estimates for similar projects in the market, and by project pro formas from other Bay Area projects KMA is involved with (estimates are shown in the attached Table 1A and Table 1B). Condo sale prices have been estimated at approximately $1.17 million for the average 1,200 square foot 2-bedroom unit and $1.7 million for the average 1,800 square foot 3-bedroom unit based on sales of residential units in the market adjusted for time, location, and level of amenities (see chart below). In general, pricing for the project will benefit from its desirable Los Altos address and close proximity to neighborhood services such as Whole Foods and the Village at San Antonio Center, however the project will not have the advantage of a downtown Los Altos location, and pricing will be discounted somewhat to reflect the proposed parking lift system instead of conventional side by side parking.



Source: The Mark Company, Corelogic, Real Estate Economics. Note: 100 First Street and 4388 El Camino Real sales are from 2015.

The following table summarizes the value increment analysis for the Developer's 5-story alternative with three BMR units. As shown, the value increment of the density bonus project only (i.e. the density bonus but not the height concession) over the current

zoning project is estimated at $1.3 million. The value increment of the Developer's 5-story project alternative, including the height concession, over the current zoning project is estimated at $1.7 million. The same figures for the Developer's 4-story alternative are also summarized on the following page (the conclusions from the analysis immediately follow the tables on p. 8).

5-Story Alternative

Value Increment from Density Bonus Only - 5-Story Alternative	Project Under Current Zoning	Density Bonus Only (No Height Concession)	Value Increment
Market Rate Units	15 units	18 units	3 units
Low Income Units	1 units	2 units	1 units
Moderate Income Units	1 units	1 units	0 units
Total Units	17 units	21 units	4 units
Sale Revenues	$22,263,000	$26,881,000	$4,618,000
(Less) Development Costs	($19,250,000)	($22,560,000)	($3,310,000)
Development Return	$3,013,000	$4,321,000	$1,308,000

Value Increment from Density Bonus and Height Concession - 5-Story Alternative	Project Under Current Zoning	Proposed 5-Story Alternative	Value Increment
Market Rate Units	15 units	18 units	3 units
Low Income Units	1 units	2 units	1 units
Moderate Income Units	1 units	1 units	0 units
Total Units	17 units	21 units	4 units
Sale Revenues	$22,263,000	$27,658,000	$5,395,000
(Less) Development Costs	($19,250,000)	($22,930,000)	($3,680,000)
Development Return	$3,013,000	$4,728,000	$1,715,000

4-Story Alternative

Value Increment from Density Bonus Only - 4-Story Alternative	Project Under Current Zoning	Proposed 4-Story Alternative	Value Increment
Market Rate Units	15 units	18 units	3 units
Low Income Units	1 units	2 units	1 units
Moderate Income Units	1 units	1 units	0 units
Total Units	17 units	21 units	4 units
Sale Revenues	$22,263,000	$25,613,000	$3,350,000
(Less) Development Costs	($19,250,000)	($21,820,000)	($2,570,000)
Development Return	$3,013,000	$3,793,000	$780,000

Value Increment from Density Bonus and Height Concession - 4-Story Alternative	Project Under Current Zoning	Proposed 4-Story Alternative	Value Increment
Market Rate Units	15 units	18 units	3 units
Low Income Units	1 units	2 units	1 units
Moderate Income Units	1 units	1 units	0 units
Total Units	17 units	21 units	4 units
Sale Revenues	$22,263,000	$26,355,000	$4,092,000
(Less) Development Costs	($19,250,000)	($21,990,000)	($2,740,000)
Development Return	$3,013,000	$4,365,000	$1,352,000

c) Conclusions

As described in Section III.a. of this memorandum, the cost of three BMR units is estimated at approximately $1.98 million. The value increment that could potentially be realized for the Developer's two alternatives with the density bonus only (no height concession) range from $780,000 to $1.3 million. Including the height concession, the value increment is estimated at $1.35 million and $1.7 million. Since the value increment in all cases is less than the cost of the three BMR units, the conclusion of the analysis is that the height concession is reasonably necessary to address the cost of the three BMR units in the both the 5-story and 4-story project alternatives.

Table 1A.
Development Cost Estimate - 5-Story Alternative vs. Current Zoning

Project Under Current Zoning (Base Case)					
			$/NSF	$/Unit	Total Costs
			26,273	17	
Land Acquisition [1]	$205	/land sf	$152	$235,294	$4,000,000
Direct Construction			$400	$618,235	$10,510,000
Indirects			$140	$216,471	$3,680,000
Financing			$40	$62,353	$1,060,000
Total Costs			$733	$1,132,353	$19,250,000

Project with Density Bonus Only (No Height Concession)					
			$/NSF	$/Unit	Total Costs
			32,074	21	
Land Acquisition [1]	$205	/land sf	$125	$190,476	$4,000,000
Direct Construction			$400	$610,952	$12,830,000
Indirects			$140	$213,810	$4,490,000
Financing			$39	$59,048	$1,240,000
Total Costs			$703	$1,074,286	$22,560,000

Proposed 5-Story Project w/ Height Concession					
			$/NSF	$/Unit	Total Costs
			32,074	21	
Land Acquisition [1]	$205	/land sf	$125	$190,476	$4,000,000
Direct Construction			$408	$623,333	$13,090,000
Indirects			$143	$218,095	$4,580,000
Financing			$39	$60,000	$1,260,000
Total Costs			$715	$1,091,905	$22,930,000

[1] Public records indicate the land was purchased in September 2015 for $4,000,000.

Prepared by: Keyser Marston Associates
Filename: 4880 ECR Pro forma 8.3.16.xlsx; Costs1

Table 1B.
Development Cost Estimate - 4-Story Alternative

Project with Density Bonus Only (No Height Concession)					
			$/NSF	$/Unit	Total Costs
			30,768	21	
Land Acquisition [1]	$205	/land sf	$130	$190,476	$4,000,000
Direct Construction			$400	$586,190	$12,310,000
Indirects			$140	$205,238	$4,310,000
Financing			$39	$57,143	$1,200,000
Total Costs			$709	$1,039,048	$21,820,000

Proposed 4-Story Project w/ Height Concession					
			$/NSF	$/Unit	Total Costs
			30,768	21	
Land Acquisition [1]	$205	/land sf	$130	$190,476	$4,000,000
Direct Construction			$404	$591,905	$12,430,000
Indirects			$141	$207,143	$4,350,000
Financing			$39	$57,619	$1,210,000
Total Costs			$715	$1,047,143	$21,990,000

[1] Public records indicate the land was purchased in September 2015 for $4,000,000.

Prepared by: Keyser Marston Associates
Filename: 4880 ECR Pro forma 8.3.16.xlsx; Costs2

Table 2A.
Sale Proceeds Estimate - 5-Story Alternative vs. Current Zoning

Project Under Current Zoning (Base Case)	Program				Sales Proceeds		
	Units	% Total	Avg. SF	Total SF	Avg. Price	$/SF	Total
Market Rate Units							
2-Bedroom	6	29%	1,199	7,193	$1,127,000	$940	$6,762,000
3-Bedroom	9	43%	1,842	16,574	$1,666,000	$905	$14,994,000
Total	15	71%	1,584	23,767	$1,450,400	$915	$21,756,000
BMR Units							
2-Bedroom - Low	1	5%	1,169	1,169	$138,000	$118	$138,000
3-Bedroom - Moderate	1	5%	1,337	1,337	$369,000	$276	$369,000
Total	2	10%	1,253	2,506	$253,500	$202	$507,000
Total	17	81%	1,545	26,273	$1,309,588	$847	$22,263,000
(Less) Development Costs					($1,132,353)	($733)	($19,250,000)
Development Return					$177,235	$115	$3,013,000
% of Gross Sales							13.5%
% of Development Costs							15.7%

Project with Density Bonus Only (No Height Concession)	Program				Sales Proceeds		
	Units	% Total	Avg. SF	Total SF	Avg. Price	$/SF	Total
Market Rate Units							
2-Bedroom	7	33%	1,201	8,406	$1,141,000	$950	$7,987,000
3-Bedroom	11	52%	1,818	19,993	$1,659,000	$913	$18,249,000
Total	18	86%	1,578	28,399	$1,457,556	$924	$26,236,000
BMR Units							
2-Bedroom - Low	2	10%	1,169	2,338	$138,000	$118	$276,000
3-Bedroom - Moderate	1	5%	1,337	1,337	$369,000	$276	$369,000
Total	3	14%	1,225	3,675	$215,000	$176	$645,000
Total	21	100%	1,527	32,074	$1,280,048	$838	$26,881,000
(Less) Development Costs					($1,074,286)	($703)	($22,560,000)
Development Return					$205,762	$135	$4,321,000
% of Gross Sales							16.1%
% of Development Costs							19.2%

Proposed 5-Story Project	Program				Sales Proceeds		
	Units	% Total	Avg. SF	Total SF	Avg. Price	$/SF	Total
Market Rate Units							
2-Bedroom	7	33%	1,201	8,406	$1,175,000	$978	$8,225,000
3-Bedroom	11	52%	1,818	19,993	$1,708,000	$940	$18,788,000
Total	18	86%	1,578	28,399	$1,500,722	$951	$27,013,000
BMR Units							
2-Bedroom - Low	2	10%	1,169	2,338	$138,000	$118	$276,000
3-Bedroom - Moderate	1	5%	1,337	1,337	$369,000	$276	$369,000
Total	3	14%	1,225	3,675	$215,000	$176	$645,000
Total	21	100%	1,527	32,074	$1,317,048	$862	$27,658,000
(Less) Development Costs					($1,091,905)	($715)	($22,930,000)
Development Return					$225,143	$147	$4,728,000
% of Gross Sales							17.1%
% of Development Costs							20.6%

Table 2B.
Sale Proceeds Estimate - 4-Story Alternative

Project with Density Bonus Only (No Height Concession)	Program				Sales Proceeds		
	Units	% Total	Avg. SF	Total SF	Avg. Price	$/SF	Total
Market Rate Units							
1-Bedroom	2	10%	918	1,836	$896,000	$976	$1,792,000
2-Bedroom	8	38%	1,291	10,325	$1,217,000	$943	$9,736,000
3-Bedroom	8	38%	1,864	14,911	$1,680,000	$901	$13,440,000
Total	18	86%	1,504	27,072	$1,387,111	$922	$24,968,000
BMR Units							
2-Bedroom - Low	2	10%	1,169	2,338	$138,000	$118	$276,000
3-Bedroom - Moderate	1	5%	1,337	1,337	$369,000	$276	$369,000
Total	3	14%	1,225	3,675	$215,000	$176	$645,000
Total	21	100%	1,464	30,747	$1,219,667	$833	$25,613,000
(Less) Development Costs					($1,039,048)	($710)	($21,820,000)
Development Return					$180,619	$123	$3,793,000
% of Gross Sales							14.8%
% of Development Costs							17.4%

Proposed 4-Story Project	Program				Sales Proceeds		
	Units	% Total	Avg. SF	Total SF	Avg. Price	$/SF	Total
Market Rate Units							
1-Bedroom	2	10%	918	1,836	$923,000	$1,005	$1,846,000
2-Bedroom	8	38%	1,291	10,325	$1,253,000	$971	$10,024,000
3-Bedroom	8	38%	1,864	14,911	$1,730,000	$928	$13,840,000
Total	18	86%	1,504	27,072	$1,428,333	$950	$25,710,000
BMR Units							
2-Bedroom - Low	2	10%	1,167	2,334	$138,000	$118	$276,000
3-Bedroom - Moderate	1	5%	1,362	1,362	$369,000	$271	$369,000
Total	3	14%	1,232	3,696	$215,000	$175	$645,000
Total	21	100%	1,465	30,768	$1,255,000	$857	$26,355,000
(Less) Development Costs					($1,047,143)	($715)	($21,990,000)
Development Return					$207,857	$142	$4,365,000
% of Gross Sales							16.6%
% of Development Costs							19.8%

Table 3.
Estimated Affordable Home Prices - Moderate Income
4880 El Camino Real Project

Unit Size	2-Bedroom Unit	3-Bedroom Unit
Household Size	3-person HH	4-person HH
100% AMI Santa Clara County 2016	$96,400	$107,100
Annual Income @ 110%	$106,040	$117,810
% for Housing Costs	35%	35%
Available for Housing Costs	$37,114	$41,234
(Less) Property Taxes	($3,390)	($3,690)
(Less) HOA	($6,300)	($6,900)
(Less) Utilities	($1,524)	($2,400)
(Less) Insurance	($800)	($900)
(Less) Mortgage Insurance	($4,347)	($4,739)
Income Available for Mortgage	$20,753	$22,605
Mortgage Amount	$322,200	$350,900
Down Payment (homebuyer cash)	$16,950	$18,450
Supported Home Price	$339,150	$369,350
Rounded	$339,000	$369,000
Key Assumptions		
- Mortgage Interest Rate [1]	5.00%	5.00%
- Down Payment [1]	5.00%	5.00%
- Property Taxes (% of sales price)	1.00%	1.00%
- HOA (per month) [2]	$525	$575
- Utilities (per month) [1]	$127	$200
- Mortgage Insurance (% of loan amount)	1.35%	1.35%

(1) Based on City BMR pricing sheet for 86 Third Street.

(2) Based on 86 Third Street and 100 First Street.

Table 4.
Estimated Affordable Home Prices - Low Income
4880 El Camino Real Project

Unit Size Household Size	2-Bedroom Unit 3-person HH	3-Bedroom Unit 4-person HH
100% AMI Santa Clara County 2016	$96,400	$107,100
Annual Income @ 70%	$67,480	$74,970
% for Housing Costs	30%	30%
Available for Housing Costs	$20,244	$22,491
(Less) Property Taxes	($1,380)	($1,460)
(Less) HOA	($6,300)	($6,900)
(Less) Utilities	($1,524)	($2,400)
(Less) Insurance	($800)	($900)
(Less) Mortgage Insurance	($1,769)	($1,877)
Income Available for Mortgage	$8,472	$8,955
Mortgage Amount	$131,500	$139,000
Down Payment (homebuyer cash)	$6,900	$7,300
Supported Home Price	$138,400	$146,300
Rounded	$138,000	$146,000
Key Assumptions		
- Mortgage Interest Rate (1)	5.00%	5.00%
- Down Payment (1)	5.00%	5.00%
- Property Taxes (% of sales price)	1.00%	1.00%
- HOA (per month) (2)	$525	$575
- Utilities (per month) (1)	$127	$200
- Mortgage Insurance (% of loan amount)	1.35%	1.35%

(1) Based on City BMR pricing sheet for 86 Third Street.

(2) Based on 86 Third Street and 100 First Street.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

August 12, 2016 (revised)

Mr. David Kornfield
City of Los Altos
1 North San Antonio Road
Los Altos, CA 94022

Subject: ***Traffic Report for the Proposed 4880 El Camino Real Residential Development Project in Los Altos, California***

Dear Mr. Kornfield:

Per your request, Hexagon Transportation Consultants, Inc. is submitting this traffic report for the proposed 4880 El Camino Real development in Los Altos, California. The project, as proposed, would include 21 condominium units. It would replace an existing 3,600-square foot restaurant onsite. Because the project is projected to generate fewer than 50 daily trips, City staff have stated that a full transportation impact analysis will not be required. Instead, the report will focus on documenting project trip generation and providing an assessment of onsite circulation and vehicular access.

Project Traffic Estimates

Through empirical research, data has been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The trip generation estimates for the proposed project are based on rates obtained from the Institute of Transportation Engineers' (ITE) publication *Trip Generation*, 9th Edition.

Based on trip generation rates applicable to residential condos, it is estimated that the project would generate 165 daily trips, with 15 trips occurring during the AM peak commute hour and 17 trips occurring during the PM peak commute hour. The peak commute hour is the peak 60 minute period of traffic demand during the commute periods, which are 7:00 AM to 9:00 AM in the morning, and 4:00 PM and 6:00 PM in the evening.

As previously mentioned, the proposed project would replace an existing restaurant of approximately 3,600 square feet. Based on ITE rates, the existing restaurant use generates approximately 324 daily trips, with 3 trips occurring during the AM peak commute hour and 27 trips occurring during the PM peak commute hour. Thus, the replacement of the existing restaurant use with 21 condominiums would result in 158 fewer daily trips, 12 additional AM peak hour trips, and 10 fewer PM peak hour trips. The project trip generation estimates are presented in Table 1. Because the project would result in a traffic reduction on a daily basis, its impact on the greater transportation network in the context of the City's level of service policy would be negligible.

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Table 1
Project Trip Generation Estimates

Land Use	Size	unit	land use code	Daily rate	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed Project [a]													
Condo	21	d.u.	230	7.88	165	0.71	3	12	15	0.80	11	6	17
Existing use [b]													
Restaurant	3.6	ksf	931	89.95	324	0.81	3	0	3	7.49	18	9	27
Total [a] - [b]					-158		0	12	12		-7	-3	-10

All Rates based on ITE *Trip Generation* , 9th Edition, for Condo and Quality Restaurant uses, regression rates where appropriate

Project Site Circulation and Access

The project's site circulation and access were evaluated in accordance with generally accepted traffic engineering standards based on project plans dated February 4th, 2016. The project would provide a single two-way driveway onto El Camino Real. Additional parking and/or potential loading space for trucks would be provided along the project frontage on El Camino Real. A description of the various design elements of the site circulation and access is provided below.

Street Level. The project driveway would be approximately 20 feet wide and serve a single guest parking stall at street-level directly adjacent to the front lobby. Because this parking stall is located approximately 20 feet from El Camino Real, it may sometimes be blocked by exiting vehicles. In addition, the sight distance between a driver backing out of the parking stall and a vehicle exiting the garage is restricted. For these reasons, this space should not be utilized for vehicular parking. It should be signed and striped as no parking and utilized solely as a turn-around area for vehicles that mistakenly enter the driveway and would otherwise be required to back onto El Camino Real. To improve the ability of a vehicle to back into the space, 3-foot curb radii are recommended between the drive aisle and the stall.

Ramp Design. The proposed garage ramp is approximately 60 feet long with an 18.4% grade and two transitions of 9.2% each at the top and bottom of the ramp. Transitions are generally required when ramp grades exceed 10% to prevent vehicles from bottoming out. Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable when garages are attended, ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. Thus, the proposed 18.4% ramp grade could be adequately traversed by vehicles as designed, but will require a slightly greater level of caution than a less steep ramp. It should be noted that the vast majority of ramp users will be residents, and thus, will quickly become accustomed to the slightly steeper grade.

Gated Garage Entrance. The project driveway would connect directly to a parking garage ramp, which would lead to a below-grade parking structure. A remote controlled gate would be present at the bottom of the ramp. The distance between the gated entrance to the site's parking garage and the sidewalk on El Camino Real would be 75 feet, or enough space for three vehicles to queue. According to ITE, there would be approximately 11 PM peak hour trips inbound at the project driveway, or an average rate of approximately one vehicle every five and a half minutes. According to the publication *Parking* by Weant and Levinson, the typical capacity for a single lane coded-card reader is between 225 vehicles per hour and 550 vehicles per hour. Given this, it is anticipated that the inbound vehicle queues would rarely exceed one or two vehicles during the peak commute period. Thus, the garage gate as located, would most likely provide adequate capacity and vehicular storage to accommodate the proposed demand, and vehicle queues would not spill back to El Camino Real. Prior to final design, the design and operation of the proposed gate system should be reviewed by City staff to confirm the service flow rate and access to guest parking are adequate.

Garage Design. Within the parking structure, all parking would be provided at 90 degrees to the main drive aisle. There is no designated turn around space within the garage if parking cannot be located; the garage is effectively a single dead end aisle that serves mostly reserved parking. In the event that all guest spaces are occupied, vehicles would be required to make multiple point turns to exit the garage. This situation, while not ideal, is generally considered acceptable in urban areas where land is scarce and the traffic volumes are very low. To reduce the likelihood of a vehicle turning around in the garage, a parking guidance sign could be provided outside the garage to alert drivers when guest parking in the garage is full.

Puzzle Parking System. There would be five guest stalls provided in the garage, two of which would be ADA accessible. The remaining 42 parking spaces would be served by a 26-foot wide drive aisle and two puzzle lift systems. The lift systems shown on the project plans would stack two vehicles in each parking stall – one level of parking at basement level and one below in the "pit." Upon arriving at the garage, future patrons would utilize a remote to open their designated, secured, parking bay. If their vehicle is located in the pit, the puzzle lift system will shift parked vehicles on the upper level laterally, as needed, to make space to raise the vehicle on the lower level. The project applicant has also suggested that a 3-level puzzle lift system could be considered for the project. The differences in operation between a 2-level system and 3-level system are very minor, as vehicles are still being shifted laterally on the base level and moved up or down one level. Hexagon conducted observations at an existing two level lift system at the Avalon Development at 651 Addison Street in Berkeley, California. Based on these observations, the time to access a vehicle in the puzzle lift system can vary from 30 seconds to one minute and 45 seconds, depending on the configuration of vehicles within the system. Hexagon estimates the average time to access a parked vehicle in proposed parking garage to be approximately one minute, which equates to a maximum service rate of approximately 60 vehicles per hour (2 lift systems at 2 minutes per lift equates to one vehicle per minute). To determine whether the proposed lift system would work adequately, it is useful to consider the frequency of vehicles entering and exiting the parking garage during the highest hours of the day. According to ITE, the peak period of traffic generation at the project would be during the PM commute period. During this peak 60-minute period, the project would generate 17 trips, or about one trip every three and a half minutes. Given that the garage could accommodate up to 60 vehicles per hour, it is anticipated that the proposed garage would have adequate capacity to accommodate the number of trips into and out of the

proposed parking garage. Vehicle queues and person queues (waiting to retrieve their vehicle) would rarely exceed two within the garage.

User Imposed Garage Delays. City staff have questioned whether user delays, including time required to load/unload goods, children (including infants/toddlers), elderly and mobility-impaired persons would significantly disrupt garage operations. Mobility impaired individuals could be expected to use one of the two ADA compliant parking spaces provided in the garage. During Hexagon's observations at an existing two level lift system at the Avalon Development at 651 Addison Street in Berkeley, there were no instances where people caused unusual delays when parking. Thus, it is expected that such delays would be somewhat infrequent. Many activities that require longer loading times, such as unloading groceries, occur during non-commute periods when traffic accessing the garage is lower. It is also noteworthy that the project would have two puzzle lift systems, one side of the garage would have a 12 parking bay system, and the other would have 10 parking bay system. Each of the two systems may load vehicles simultaneously. In addition, each parking bay will have its own lift. About half of the users would open the gate in front of the parking stall and enter the stall in the same manner as a typical parking space. These users would have very brief delays. It is only when lift activities are engaged that the time spent in a parking stall significantly affects traffic queues in the garage. During the highest hour of the day, ITE trip rates project that the garage would accommodate 17 vehicle trips. This translates to an average vehicular headway of one trip every 3.5 minutes. While some users may take extra time for the reasons staff have noted, for the garage to provide insufficient hourly capacity, every user would have to take an average of 3.5 minutes, instead of one minute, to access the garage. It is our opinion that, based on Hexagon's observations, this would be unlikely.

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

Truck Access. Provisions for garbage collection and truck loading are not shown on the current plan. Prior to final design, the applicant should work with City staff to ensure truck access is adequately accommodated. Given the current design, truck access would likely occur via the existing curb parking on El Camino Real along the project frontage. A marked loading area may be considered for this location.

Bike Parking. The Valley Transportation Authority (VTA) provides guidelines for bike parking in its publication *Bike Technical Guidelines*. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this would equate to seven Class I spaces and two Class II spaces. The project site plan shows two Class II bike parking spaces near the building entrance, between El Camino Real and the lobby. The project also provides for ten Class I bike parking spaces in a secured area (keyed gate) under the garage ramp. Thus, the project would exceed the bike parking standards recommended by VTA.

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

Generally, the design of the project site circulation and access is consistent with urban design practices. The presence of the garage ramp, short onsite drive aisle, and "confined" feel of the parking garage will serve to keep vehicles operating at very low speeds. In addition, the low traffic volume onsite, one trip every three and a half minutes, means that the frequency of vehicle conflicts will be relatively low. Under such circumstances, small parking structures usually operate adequately without any operational problems.

Conclusions

This analysis produced the following conclusions:

- Relative to the existing restaurant use, the project would result in a traffic reduction on a daily basis. Therefore, its impact on the greater transportation network in the context of the City's level of service policy would be negligible.
- The project's parking lift and front entrance gate systems would have adequate capacity to accommodate the anticipated traffic demand. Prior to final design, the design and operation of the proposed gate system should be reviewed by City staff to confirm the service flow rate and access to guest parking are adequate.
- Because of its proximity to El Camino Real and restricted sight distance, the street level parking space should be signed and striped as no parking and utilized solely as a turn-around area for vehicles that mistakenly enter the driveway. To improve the ability of a vehicle to back into the space, 3-foot curb radii are recommended between the drive aisle and the stall.
- Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable under certain conditions. The proposed 18.4% ramp grade could be adequately traversed by vehicles as designed, but will require a slightly greater level of caution.
- There is no designated turn around space within the garage if guest parking cannot be located. In the event that all guest spaces are occupied, vehicles would be required to make multiple point turns to exit the garage. While not ideal, this situation is generally considered acceptable in urban areas where land is scarce and the traffic volumes are very low. To reduce the likelihood of a vehicle turning around in the garage, a parking guidance sign could be provided outside the garage to alert drivers when guest parking in the garage is full.
- Outbound at the project driveway on El Camino Real, the low volume of traffic would result in brief delays and short vehicle queues. Sight distance at the project driveway would be adequate provided (1) the landscaping is low level within 10 feet of the curb face on El Camino Real and (2) it is not blocked by parked vehicles. Parking should be prohibited on El Camino Real within 10 feet west of the driveway.
- Prior to final design, the applicant should work with City staff to ensure truck access is adequately accommodated. Given the current design, truck access would likely occur via the existing curb parking on El Camino Real along the project frontage. A marked loading area may be considered for this location.
- The project would exceed the bike parking standards recommended by VTA.

If you have any questions, please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Brett Walinski T.E.
Vice President and Principal Associate

DATE: May 19, 2016

AGENDA ITEM # 4

TO: Planning and Transportation Commission

FROM: David Kornfield, Planning Services Manager

SUBJECT: 16-D-01, 16-UP-02 and 16-SD-01—LOLA, LLC, 4880 El Camino Real
Proposed Five-Story, 21-Unit Condominium

RECOMMENDATION

Recommend that the City Council approve design review, use permit and subdivision applications 16-D-01, 16-UP-02 and 16-SD-01 subject to the recommended findings and conditions of approval

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PROJECT DESCRIPTION

This project is a multiple-family residential project at 4880 El Camino Real. The project consists of a 21-unit, five-story building with underground parking. The project replaces a vacant restaurant. The following table summarizes the project:

GENERAL PLAN DESIGNATION:	Commercial Thoroughfare
ZONING:	CT (Commercial Thoroughfare)
PARCEL SIZE:	0.45 acres (19,533 square feet)
MATERIALS:	Painted cementitious and plaster cement siding, natural stone veneer, metal overhangs, metal and glass balconies

	Existing	Proposed	Required/Allowed
SETBACKS:			
Front	30 feet	25 feet	25 feet
Rear	145 feet	40/100 feet	40/100 feet
Right side	22 feet	7 to 10 feet	0 feet
Left side	5 feet	7 feet	0 feet
HEIGHT:	n/a	62 feet[1]	45 feet
PARKING:	n/a	48 spaces	47 spaces
DENSITY:	n/a	21 units	21 units[2]

[1] The 62-foot overall building height is measured by the Municipal Code to the top of the roof deck. Exceptions allow for roof top structures eight feet above the roof, where the project has its elevator tower 11 feet above the roof, for an effective height of 74 feet.

[2] The City's zoning code allows 17 units. The State's density bonus regulations for affordable housing allow four additional units because the project provides three affordable housing units, two of which are designated low-income.

BACKGROUND

On February 4, 2016, the Planning and Transportation Commission held a study session on the project. The Commission indicated a general support for the project and provided comments related to clarifying the design. In response, the applicant:

- Organized a field trip to review the operation of the Klaus Mulitlift parking system;
- Widened the look of the mahogany front door by adding a wood surround and narrowed the awning windows above the entry;
- Enhanced the lobby windows by adding wider wood muntins and mullions and adding a lintel;
- Added natural stone to the parking garage entry wall wrapping around to the east side;
- Lowered the horizontal siding and lengthened a second-level balcony along the west side;
- Differentiated the lower two floors with a darker building color;
- Added an eight-foot tall, sound-attenuating wall along the side property line adjacent to the Jack in the Box restaurant;
- Provided more understory plantings and planting areas at the base of the building;
- Relocated the transformer vault from the entry path to the east side of the driveway;
- Moved the at-grade guest parking space to the garage and created a drop-off/turn-around instead;
- Created a staging area for the trash and recycling bins at the western border of the front yard;
- Expanded the area and relocated the rooftop deck to the south; and
- Provided a larger area for photovoltaics on the roof and indicated prewiring.

On March 23, 2016, the Bicycle and Pedestrian Advisory Commission (BPAC) met regarding the project and provided input to enhance the bicycle and pedestrian circulation. In response, the applicant:

- Increased the number of bike racks in the garage to at least one per unit;
- Omitted the landscape area within the public sidewalk; and

- Specified a bike-friendly trench drain grate at the bottom of the garage ramp.

DISCUSSION

General Plan

The General Plan goals and policies for El Camino Real emphasize fiscal stability, increasing commercial vitality, intensification of development, developing housing, including affordable housing, and ensuring compatibility with adjacent residential land uses (Land Use Element, Economic Development Element, and Housing Element).

The project replaces an approximately 3,600-square-foot restaurant with 21, multiple-family condominiums. Eighteen of the units will be market-rate; three of the units will be below-market rate. The site is a narrow and deep property, which lends itself to infill residential land use.

The Housing Element encourages maximum densities of residential development as well as facilitating affordable housing. The project provides the maximum density allowed for the El Camino Real corridor (38 dwellings per acre) and includes three below-market-rate dwellings. The site was overlooked as an opportunity site in the Housing Element.

The Land Use Element anticipates intensification along the El Camino Real corridor. This intensification is balanced with a policy that development along the corridor will be compatible with the residential land uses to the south. The multiple-family land uses to the south include medium density, two-story apartment buildings. Additionally, the medium density Los Altos Square condominiums are nearby to the south and southwest. The proposed building has stepped massing that lowers as it gets closer to the adjacent residential properties. A strong landscape buffer, including mature trees and an eight-foot tall masonry wall, provides a soft barrier along the rear.

Zoning

Except for the building height, the project meets or exceeds the minimum zoning codes. The front setback is 25 feet, where 25 feet is required. The side setbacks range from approximately seven to 10 feet, where no minimum setback is required from the side property line. The rear setback for the first and second stories is 40 feet, where a minimum setback of 40 feet is required for structures up to 30 feet in height. The rear setback for the third through fifth stories is 100 feet, which meets the minimum 100-foot setback for structures over 30 feet in height. The proposed uncovered decks and balconies may project up to six feet into the rear setback.

As a development incentive for providing affordable housing the applicant seeks an overall height exception to allow: a) a building height of 62 feet, where the Code allows a height of 45 feet; and b) rooftop structures 11 feet above the roof, where the Code allows such structures eight feet above the roof. The development incentives are discussed in more detail in the Affordable Housing section below.

The project meets the City's parking requirements by providing 42 reserved parking spaces, two per unit, and five guest parking spaces. Additionally, the project provides one extra parking space as an unassigned handicapped space. A Klaus Multiparking parking system provides the reserved parking in a mechanical system. The proposed system contains a rack that is two stories tall, which is accessed from the main garage level. The rack stores cars at the garage level and in a basement level below the garage on a series of platforms. The platforms shift up and down and side to side. The parking areas are approximately nine-foot, six inches wide, by 18 feet, six inches deep with the platforms at approximately eight feet, 11 inches wide by 17 feet deep. The system provides a vertical clearance of eight feet on the upper level and six feet, nine inches on the lower level. The parking system is explained in more detail in the attached letter and specifications (Attachment C).

Design Requirements and Findings

The applicable CT District design controls (Section 14.50.150 of the Municipal Code) address such concerns as scale, building proportions, bulk, and screening rooftop mechanical equipment as follows:

- In terms of scale, because of the district's relationship to the larger region, a mixture of scales is appropriate with some elements scaled for appreciation from the street and moving vehicles and others for appreciation by pedestrians;

- The building element proportions, especially those at the ground level, should be kept close to a human scale by using recesses, courtyards, entries, or outdoor spaces;

- At the residential interface, building proportions should be designed to limit bulk and protect residential privacy, daylight and environmental quality; and

- Rooftop mechanical equipment should be screened from public view.

In addition to complying with the General Plan and aforementioned district design criteria, the project must address the standard design review findings (Section 14.78.050 of the Municipal Code) summarized as follows:

- Architectural integrity and appropriate relationship with other structures in the immediate area in terms of height, bulk and design;

- Horizontal and vertical building mass articulation to relate to the human scale; variation and depth of building elevations to avoid large blank walls; and residential elements that signal habitation such as entrances, stairs, porches, bays and balconies;

- Exterior materials that convey quality, integrity, permanence and durability, and effectively define the building elements;

- Generous and inviting landscaping including onsite or offsite substantial street tree canopy, hardscape that complements the building;

- Appropriate signage to reflect the building architecture; and

- Screened rooftop mechanical equipment and architecturally appropriate utility areas.

Design Review

The project reflects the desired development intensity of the Commercial Thoroughfare district. It achieves the maximum housing density permitted, which benefits the City's housing goals. It maintains the required stepped massing from the rear property line to limit bulk and to protect daylight and environmental quality. It maintains and enhances an appropriate landscape buffer of redwood and pine trees in the rear yard to help protect the adjacent residential properties to the south.

The building design reflects an appropriate mixture of scales with some taller vertical elements such as the projecting bays with wood siding for appreciation from the street and moving vehicles and some smaller elements such as the mahogany wood entry door, stone veneer on the front lobby, and metal overhangs for appreciation by pedestrians. The design elements of the building avoid large blank walls.

The building design has appropriate elements that signal habitation such as the human-scaled, wooden front entry door, numerous balconies, overhangs and the vertical orientation of the windowpanes.

The exterior building materials appropriately define the building elements and convey the project's quality, integrity, durability and permanence. For example, the stone veneer on the front lobby is set on thick walls; some of the window bays project from two to four feet from the wall planes. Horizontal siding defines the large projecting window bays. On the sides and rear, a darker color cement siding defines the base of the building. C-channel metal awnings overhang the balconies and entry. Stained wood soffits enrich the detail of the bottom of the metal overhangs and balconies.

The landscape plan appears generous and inviting. The front yard contains two specimen palm trees, a bench, hedges, and ground cover. A staggered linear limestone pathway pavers lead to the front door. Smaller, rectangular pavers cover the driveway. The project replaces a street tree in front of the site and two poor condition street trees in front of the Jack in the Box property with City-standard London plane trees. The rear yard maintains the established redwood trees and a mature pine tree and eight-foot tall buffer wall, and proposed evergreen screening along the perimeter. The rear yard also includes benches and the pathways to allow a passive use. Giant timber bamboo screens the narrow side yards to help buffer the building. Low bollard light fixtures light the pathways around the building.

The four to five foot tall parapets architecturally screen the mechanical equipment that is located in the center of the upper roof. The garage contains the trash and recycling area, which is accessed from each floor by chutes. The western side of the front yard contains a staging area for the refuse on pick-up days.

The project does not propose any signage in the front yard. Large, laser cut metal numbers on the front elevation provide for an appropriate building identification in the larger context of the commercial thoroughfare.

Affordable Housing and Development Incentives

The project exceeds the City's affordable housing regulations by providing three affordable housing units, where two are required. Chapter 14.28 of the Municipal Code requires providing a minimum of 10 percent of the units as moderate income. By Code, if there is more than one moderate-income unit required, then the project must provide at least one of the units at the low-income level. In this case, the base project is 17 dwelling units, meeting the City's objective of maximizing the permitted density at 38 dwellings per acre. Rounding up, under the City's regulations the project must provide two affordable housing units: one moderate-income and one low-income. The project provides one moderate-income unit and two low-income units.

Housing Element program 4.3.2 requires that affordable housing units generally reflect the size and number of bedroom of the market rate units. In this case, the project provides nine, two-bedroom units and 12, three-bedroom units. Of the nine, two-bedroom units, two are designated at the low-income level. Of the 12, three-bedroom units, one is designated as a moderate-income unit. Staff believes that this mix of affordable housing meets the intent of the program since the project provides one of each bedroom size and volunteers an additional low-income housing unit.

Under the State's density bonus regulations (Section 65915 of the California Government Code), the project qualifies for a density bonus if it provides at least 10 percent low-income units. With the second low-income unit, the project provides 11.8 percent low-income units, which allows a density bonus of 21.5 percent. The density bonus adds four units to the base of 17 for 21 permitted dwelling units. Under State law, density bonus units are rounded up when there are fractional units and allowed beyond the City's maximum permitted density.

The two low-income units also qualify the project for at least one development incentive. In this case, the applicant requests a height incentive to allow the project to exceed the maximum height of 45 feet. The proposed building height of 62 feet and rooftop structures 11 feet above the roof allow the project to have a fifth story, taller interior wall heights and elevator service to the roof. The fifth floor allows the applicant to provide three additional market rate units.

Under State law (Section 65915 (d) (1), the City must give deference to the applicant on granting the requested development incentives unless it can make either of the findings:

a) That the development incentive is not required to provide for the costs of developing the affordable units; or

b) That the development incentive would have a specific adverse impact upon public health, safety or the physical environment, or historic resources, for which there is no feasible method to mitigate or avoid the impact without rendering the development unaffordable to low- and moderate-income households.

For reference, the moderate-income housing unit would be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income. The low-income housing units would be limited in cost to be affordable to a household that makes no more than 80 percent of the County's median income. The County's median income for 2015 was $106,300 for a family of four.

Use Permit

The project requires a use permit to allow the multiple-family residential use. The location of the use is desirable in that it improves an underdeveloped property along the City's major commercial thoroughfare with an appropriate amount of high-quality housing. The project meets other objectives of the zoning code as it relates well to the adjacent land uses, maintains a safe traffic circulation pattern, and provides a high-quality design that enhances the City's distinctive character.

The site has a limited commercial potential. Its relatively narrow frontage on the commercial thoroughfare does not lend itself to a retail development; however, office use may be feasible.

The project adequately buffers its units from the adjacent restaurant and drive-through use by providing an eight-foot tall masonry wall adjacent the restaurant and by providing a landscape plan that has tall bamboo elements.

The project mitigates the noise and air quality impacts from El Camino Real by using special construction and air handling equipment (see Environmental Review below). Appropriate conditions of approval are included to address the noise and air quality impacts.

Subdivision

The project includes a Vesting Tentative Map for Condominium purposes. The subdivision divides the building into 21 residential units and associated common areas. Under State law, a Vesting Tentative Map freezes the City's regulations that apply to the subdivision at the time of entitlement and provides certainty for the subdivider.

The subdivision conforms to the permitted General Plan and zoning densities as modified by State law. The subdivision is not injurious to public health and safety, and is suitable for the proposed type of development. The subdivision provides proper access easements for ingress, egress, public utilities and public services.

Environmental Review

As a small in-fill site substantially surrounded by urban uses, where the development is consistent with the General Plan and zoning, where there is no significant natural habitat for endangered species, where there are no significant effects related to traffic, noise, air or water quality, where the site is adequately served by all required utilities and public services, in accordance with Section 15332 of the California Environmental Quality Act Guidelines the project is exempt from further environmental review.

With regard to traffic, the Implementation Program C8 of the City's General Plan Circulation Element requires a transportation analysis for projects that result in 50 or more net new daily trips. Compared to the property's recently vacant restaurant use the proposed multiple-family residential project results in a net reduction of daily trips. The attached traffic report (Attachment D) calculates the project at 165 daily trips compared to the calculated 324 trips for the restaurant use. Thus, no transportation analysis is required.

With regard to air quality, since the project is located on a State Highway, the project potentially exposes people to air pollution. Additionally, the project's construction has a potential to create air pollution. The project's air quality report (Attachment E) provides appropriate mitigation measures including controlling dust and exhaust during construction, air filtration for the dwellings, and construction equipment guidelines. The report's recommended mitigations are included as conditions of approval. The project is below the significance threshold for creating a significant amount of greenhouse gas. Staff included appropriate conditions of approval to mitigate the air quality impacts.

With regard to noise, the project is located in an area that may expose its residents to higher noise levels. The noise study (Attachment F) recommends certain glazing, exterior wall construction, supplemental ventilation, and mechanical equipment noise controls to mitigate the noise levels to meet the City's standards. Staff included appropriate conditions of approval to mitigate the noise impacts.

With regard to the tree impacts, the applicant commissioned an arborist report. The report catalogs the condition of all of the on-site trees and provides for tree protection measures for the trees to remain. The significant trees to remain in the rear yard are in moderate to high health and suitable for preservation. The report contains tree protection measures for the on-site and off-site trees to remain. Staff included appropriate conditions of approval to mitigate the impacts to the trees.

PUBLIC CONTACT

The applicant held an informal neighborhood meeting on March 16, 2016 at the project site, which was attended by six interested parties.

Staff placed an advertisement in the Town Crier and mailed a post card the 155 surrounding property owners and business owners within a 500-foot radius.

The applicant constructed story poles marking the corners and heights of the building. The taller poles show the height to the top of the parapet (68 feet). Lower flags on the pole indicate the height of a conforming building parapet at 53 feet (45 feet plus eight-foot parapet). The shorter poles at the rear show parapet height at 29 feet.

The applicant provided a four-foot wide by six-foot tall on-site billboard notice located near the front property line.

Staff posted the agenda for a general public notice.

Cc: Lola, LLC, Property Owners
Brett Bailey, Architect, Dahlin Group

Attachments:
A. Application
B. Area Map, Vicinity Map and Notification Map
C. Klaus Parking System Information
D. Traffic Report
E. Air Quality Report
F. Noise Study
G. Arborist's Report

FINDINGS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

1. With regard to environmental review, the Planning and Transportation Commission finds in accordance with Section 15332 of the California Environmental Quality Act Guidelines, 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 applicable zoning designation and regulations, including incentives for the production of affordable housing;

    b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; there is no record that the project site has value as habitat for endangered, rare or threatened species;

    c. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the completed studies and staff analysis reflected in this report 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.

2. With regard to commercial design review, the Planning and Transportation Commission makes the following findings in accordance with Section 14.78.040 of the Municipal Code:

    a. The proposal meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the El Camino Real corridor, and ordinance design criteria adopted for the specific district such as the stepped building massing and the landscape buffer at the rear;

    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; the project has a mixture of scales relating to the larger street and vehicles and the smaller pedestrian orientation;

    c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the projecting bay windows, overhangs and balconies. Building elevations have variation and depth and avoid large blank wall surfaces. Residential projects incorporate elements that signal habitation, such as identifiable entrances, overhangs, bays and balconies;

    d. Exterior materials and finishes such as the stained mahogany entry, natural limestone, cementitious horizontal siding, C-channel steel and architectural glass railings, convey quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, and structural elements;

e. Landscaping such as the specimen palm trees, timber bamboo, hedges and groundcover is generous and inviting and landscape and hardscape features such as the limestone pavers, precast cement planters and benches 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 including three street trees and two specimen palm trees, either in the public right-of-way or within the project frontage;

f. Signage such as the laser cut building numbers is designed to complement the building architecture in terms of style, materials, colors and proportions;

g. Mechanical equipment is screened from public view by the building parapet and is designed to be consistent with the building architecture in form, material and detailing; and

h. Service, trash and utility areas are screened from public view by their location in the building garage and careful placement to the side of the building consistent with the building architecture in materials and detailing.

3. With regard to use permit, the Planning and Transportation Commission finds in accordance with Section 14.80.060 of the Municipal Code:

   a. That the proposed location of the multiple-family residential use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare in that the zoning conditionally permits it and the project provides housing at a variety of affordability levels;

   b. That the proposed location of the multiple-family residential use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title in that the project provides for community growth along sound line; that the design is harmonious and convenient in relation to surrounding land uses; that the project does not create a significant traffic impact; that the project helps meet the City's housing goals including affordable housing; that the project protects and enhances property values; and that the project enhances the City's distinctive character with a high-quality building design in a commercial thoroughfare context;

   c. That the proposed location of the multiple-family residential use, under the circumstances of the particular case and as conditioned, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;

   d. That the proposed multiple-family residential use complies with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

4. With regard to the subdivision, the Planning and Transportation Commission finds in accordance with Section 66474 of the Subdivision Map Act of the State of California:

   a. That the proposed subdivision is consistent with the General Plan;

b. That the site is physically suitable for this type and density of development in that the project meets all zoning requirements except where development incentives have been granted;

c. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;

d. That the design of the condominium subdivision is not likely to cause serious public health problems because conditions have been added to address noise, air quality and life safety concerns; and

e. That the design of the condominium subdivision will not conflict with public access easements as none have been found or identified on this site.

CONDITIONS

16-D-01, 16-UP-02 and 16-SD-01—4880 El Camino Real

GENERAL

1. **Approved Plans**

   The project approval is based upon the plans received on May 12, 2016, except as modified by these conditions.

2. **Public Right-of-Way, General**

   All work within the public right-of-way shall be done in accordance with plans to be approved by the City Engineer.

3. **Encroachment Permit**

   The applicant shall obtain an encroachment permit, permit to open streets and/or excavation permit 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. *Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

4. **Public Utilities**

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

5. **ADA**

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

6. **Sewer Lateral**

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

7. **Upper Story Lighting**

   Any upper story lighting on the sides and rear of the building shall be shrouded or directed down to minimize glare.

8. **Indemnity and Hold Harmless**

   The property owner agrees to indemnify and hold City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of City in connection with

City's defense of its actions in any proceeding brought in any State or Federal Court, challenging the City's action with respect to the applicant's project.

9. **Plan Changes**

The Planning and Transportation Commission may approve minor changes to the development plans. Substantive project changes require a formal amendment of the application with review by the Planning and Transportation Commission and City Council.

PRIOR TO FINAL MAP RECORDATION

10. **CC&Rs**

The applicant shall include provisions in the Covenants, Conditions and Restrictions (CC&Rs) that: a) restrict storage on the private patio and decks and outline rules for other objects stored on the private patio and decks with the goal of minimizing visual impacts; and b) require the continued use and regular maintenance of the Klaus Multiparking vehicle parking system. Such restriction shall run in favor of the City of Los Altos.

11. **Public Utility Dedication**

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

12. **Fees**

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

PRIOR TO BUILDING PERMIT SUBMITTAL

13. **Subdivision Map Recordation**

The applicant shall record a final map. Plats and legal descriptions of the final map shall be submitted for review and approval by the City Land Surveyor, and the applicant shall provide a sufficient fee retainer to cover the cost of the final map application.

14. **Public Improvements**

The property owner or applicant shall install remove and replace with current City Standard sidewalk, vertical curb and gutter, and driveway approaches from property line to property along the frontage of El Camino Real. Such work shall restore the existing driveway approach to current City Standard vertical curb and gutter along the northerly corner of the property.

15. **Street Trees**

The street trees shall be installed along the project's El Camino Real frontage and include two trees in front of 4896 El Camino Real, as directed by the City Engineer.

16. **Sidewalk Lights**

The owner or applicant shall maintain and protect the existing light fixture in the El Camino Real sidewalk, as directed by the City Engineer.

17. **Performance Bond**

The applicant shall submit a cost estimate for all improvements in the public right-of-way and shall submit a 100 percent performance bond (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held until 6 months after acceptance of improvements) for the work in the public right-of-way.

18. **Right of Way Construction**

The applicant shall submit detailed plans for any construction activities affecting the public right-of-way, including but not limited to excavations, pedestrian protection, material storage, earth retention, and construction vehicle parking, to the City Engineer for review and approval. The applicant shall also submit on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for approval by the City.

19. **Sewer Capacity**

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. 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 upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the Director of Public Works.

20. **Trash Enclosure**

The applicant shall contact Mission Trail Waste Systems and submit a solid waste, recyclables (and organics, if applicable) 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 approved trash staging location shall be maintained as required by the City Engineer.

21. **Stormwater Management Plan and NPDES Permit**

The applicant shall conform to the Stormwater Management Plan (SWMP) report showing that 100% of the site is being treated, and in compliance with the Municipal Regional Stormwater NPDES Permit (MRP), in accordance with the C.3 Provisions for Low Impact Development (LID) and in compliance with the November 19, 2015 requirements. The SWMP shall be reviewed and approved by a City approved third party consultant at the applicant's expense. The recommendation from the SWMP shall be shown on the building plans.

22. **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.

23. **Property Address**

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

24. **Landscape**

The applicant shall provide a landscape and irrigation plan in conformance to the City's Water Efficient Landscape Regulations in accordance with Chapter 12.46 of the Municipal Code.

PRIOR TO ISSUANCE OF DEMOLITION AND/OR BUILDING PERMIT

25. **Construction Management Plan**

The applicant shall submit a construction management plan for review and approval by the Community Development Director. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to: prohibiting dirt hauling during peak traffic hours, excavation, traffic control, truck routing, pedestrian protection, appropriately designed fencing to limit project impacts and maintain traffic visibility as much as practical, material storage, earth retention and construction and employee vehicle parking.

26. **Sewer Lateral**

The applicant shall abandon additional sewer laterals and cap at the main if they are not being used. A property line sewer cleanout shall be installed within 5 feet of the property line within private property.

27. **Solid Waste Ordinance**

The applicant shall comply with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance, which requires mandatory commercial and multi-family

dwellings to provide for recycling, and organics collection programs as per Chapter 6.12 of the Municipal Code.

28. **Air Quality Mitigation**

The applicant shall implement and incorporate the air quality mitigations into the plans as required by staff in accordance with the report prepared by Illingsworth & Rodin, Inc., dated March 18, 2016.

29. **Noise Mitigation**

The applicant shall implement and incorporate the noise mitigation measures into the plans as required by staff in accordance with the report by Wilson Ihrig, dated March 2, 2016 and revised on April 20, 2016.

30. **Tree Protection**

The applicant shall implement and incorporate the tree protection measures into the plans and on-site as required by staff in accordance with the report by The Tree Specialist, dated April 21, 2106.

31. **Affordable Housing Agreement**

The applicant shall offer for 30-year period, one, three-bedroom unit at the moderate-income level, and two, two bedroom units at the low-income level, in accordance with the City's Affordable Housing Agreement, in a recorded document in a form approved by the City Attorney.

PRIOR TO FINAL INSPECTION

32. **Maintenance Bond**

The applicant shall submit a one-year, 10-percent maintenance bond upon acceptance of improvements in the public right-of-way.

33. **Stormwater Facility Certification**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

34. **Stormwater Catch Basin**

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 THE BAY" logo as required by the City Engineer.

35. **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.

36. **Landscaping Installation**

The applicant shall install all on- and off-site landscaping and irrigation, as approved by the Community Development Director and the City Engineer.

37. **Signage and Lighting Installation**

The applicant shall install all required signage and on-site lighting per the approved plan. Such signage shall include the disposition of guest parking, the turn-around/loading space in the front yard and accessible parking spaces.

38. **Acoustical Report**

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

39. **Landscape Certification**

The applicant shall provide a Certificate of Completion conforming to the City's Water Efficient Landscape Regulations.

40. **Condominium Map**

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

41. **Street Damage**

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 El Camino Real if determined to be damaged during construction, as directed by the City Engineer or his designee.

42. **Stormwater Management Plan Inspection**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, the applicant shall record the agreement.

43. **Driveway Visibility**

The applicant shall work with the Engineering Division to indicate a sufficient no parking area along El Camino Real to the north of the driveway to provide adequate sight visibility.