DISCUSSION CALENDAR

Agenda Item # 6

AGENDA REPORT SUMMARY

Meeting Date: June 11, 2019

Subject: Proposed Three-Story Mixed-Use Building at 385-389 First Street

Prepared by: Steve Golden, Senior Planner
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, City Manager

Attachment(s):
1. Resolution No. 2019-17
2. Planning Commission Meeting Minutes, May 2, 2019
3. Planning Commission Agenda Report, May 2, 2019
4. Full Project Plans

Initiated by:
Applicant and Owner – Steve Johnson, 1st Place Village LLC

Previous Council Consideration:
- January 8, 2019 and February 26, 2019 (story pole exemption request)

Fiscal Impact:
The project will result in the following estimated financial contributions to the City:
- Park in-Lieu Fees: $488,000 ($48,800/multiple-family dwelling unit)
- Traffic Impact Fees: $41,590 ($4,159/multiple-family dwelling unit)

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

Policy Question(s) for Council Consideration:
- Is the proposal of the one (1) affordable (below market rate) unit in exchange for one incentive, two waivers and a parking requirement alteration consistent with State Law and the City's Affordable Housing Ordinance?
- Does the proposal meet the required findings for design review and subdivision per the Los Altos Municipal Code?

Reviewed By:

City Manager	City Attorney	Finance Director
CJ	CD	SE

Subject: Proposed Three-Story Mixed-Use Building at 385-389 First Street

Summary:

- The Project consists of demolishing two existing one-story commercial buildings and construction of a new three-story mixed-use building with one level of underground parking and a mechanical lift system. The project includes 10 residential condominium units, approximately 2,100 square feet of office, a rooftop common area, and 29 parking spaces.
- The Applicant is offering one affordable unit at the Moderate income level in exchange for an incentive to allow for an "on menu" height increase of 7.33 feet, two waivers to allow for a taller elevator tower and the mechanical parking lift, and reduced on-site parking requirements.
- The Complete Streets Commission and the Planning Commission have reviewed the proposal at public meetings and recommend approval of the project.

Planning Commission / Staff Recommendation:

Adopt Resolution No. 2019-17, which will approve Design Review application 17-D-02 and Subdivision application 17-SD-02 per the listed findings and conditions for a new mixed-use building with 10 residential units and 2,100 square feet of office at 385, 387 and 389 First Street.

Subject: Proposed Three-Story Mixed-Use Building at 385-389 First Street

Purpose

Consider the recommendation from the Planning Commission and take action on the development application, which includes design review and a tentative map for a new three-story mixed-use building with 10 residential units and 2,100 square feet of office space at 385-389 First Street.

Background

Site Setting

The existing site, which includes two one-story commercial buildings (a total of 3,163 square feet) at 385, 387 and 389 First Street, is currently occupied with office-administrative and personal service uses. There is surface level parking for the site that is accessed via the rear alley. The site is 9,771 square feet (0.22 acres) in size, is designated as "Downtown Commercial" in the General Plan and zoned CD/R3 (Commercial Downtown/Multiple Family). Other land uses along First Street in this vicinity include one- and two-story buildings with retail, restaurant, personal service, and office uses, and a three-story multiple-family residential building across the street at 396 First Street. The properties across the alley at the rear of the site contain surface parking lots for the Packard Foundation and a two-story office building.

Planning Commission Study Session

On November 5, 2017, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. Overall, the Commission expressed general support for the project design, noting that this will be one of the first redevelopment projects on this portion of First Street and the placement of a multi-story structure in a neighborhood with mostly one-story buildings has challenges, but will likely blend in more in the future as other properties redevelop with buildings of similar heights. The Commissioners shared concerns related to the Project's height, especially the elevator/stair well tower, the quality of exterior materials, fenestration design, visual differentiation between the commercial and residential, and how the design will anticipate future development on the adjacent properties. A copy of the Planning Commission study session minutes is included within the Planning Commission agenda report (Attachment 4).

Complete Streets Commission

On August 22, 2018, the Complete Streets Commission (CSC) held a public meeting to consider the Project. The CSC expressed general support for the Project, but noted that the five-foot wide sidewalk along First Street should be increased in width and that additional Class II bicycle parking spaces should be provided. The CSC also expressed concern about the mechanical parking lift system, general pedestrian and bicycle accommodations along First Street and the need to analyze cumulative impacts of all potential projects along First Street and the vicinity. Following the discussion, the CSC voted unanimously to recommend approval of the Project to the Planning Commission and City Council. A copy of the CSC meeting minutes is included within the Planning Commission agenda report (Attachment 4).

Story Pole Exemption and Installation
On January 8, 2019 and February 26, 2019 the City Council held public meetings to consider a request from the Applicant for an exception from the City's Story Pole Policy due to safety concerns related to placing a story pole on a zero lot line and impairment of the use of the existing structures on the site. The original request proposed in January was continued by Council, with direction to bring back a plan that was more in compliance with the Story Pole Policy. The exemption request proposal was then updated to include a modified story pole plan that installed some, but not all of the story poles required by the Policy, show all corners of the elevator tower, include plastic mesh netting atop the poles and offset the poles from the property lines for structural support and safety reasons. At the February meeting, the Council voted to approve the exemption request with the modified story pole plan.

The story poles were subsequently installed and on March 11, 2019, staff received a certification letter from the Applicant's civil engineer verifying that the story poles had been installed per the approved plan. A copy of the certification letter and the approved story pole plan is included in the Planning Commission agenda report (Attachment 4)

Planning Commission
On April 4, 2019 the Planning Commission held a public hearing to consider the Project. Following public comment and Commission discussion of the proposal, the Commission unanimously voted to continue the Project and gave direction to the applicant to address specific concerns and design related issues, which included:

- Provide details on how the garage will be secured;
- Address "framing" appearance and exterior detailing on the building's First Street elevation;
- Reduce the massing and bulkiness of the tower elevator;
- Provide better railing and window details;
- Provide a more complete exterior materials board;
- Improve side elevation exterior materials and detailing; and
- Address potential exterior light impacts.

On May 2, 2019 the Planning Commission reopened the public hearing to consider design revisions to the Project. As discussed in the Planning Commission agenda report (Attachment 4), revised plans had been submitted to address the Commission's concerns, however, staff was concerned that the revisions had not fully resolved the Commission's concerns while also addressing concerns previously raised by City staff and the architectural design peer review. Prior to the meeting, staff communicated these design concerns to the Applicant and a subsequent set of revised plans were distributed to the Commission[1]. Following a presentation from staff and the project architect, Jeff Potts, the

[1] The subsequent design revisions were not completed in time to be included with the published agenda report.

Commission discussed the proposal favoring the last iteration of design revisions. The Commission expressed general support for the Project, noting that the design had been significantly improved to address past comments. While Commissioners expressed some individual design choices and preferences, there were collective concerns with some of the proposed exterior materials and the detailing on the side elevations. After the discussion, the Commission voted 6-1 to recommend approval of the Project with following additional conditions:

- The side elevations should be further modified to break-up the massing appearance;
- A consistent railing detail should be used (metal preferred); and
- The tiling used as exterior siding at the first story should be resolved at the corners.

The Planning Commission meeting minutes and agenda report are attached for reference (Attachments 3 and 4).

Discussion/Analysis

Design Revisions
In response to the comments and conditions made by the Planning Commission at their May 2, 2019 meeting, the Applicant modified the exterior siding treatment on the side elevations to break-up the massing appearance, but are using the same stucco and wood siding materials as previously proposed. Also, all of the balconies now have a consistent metal railing. The plans do not show enough detail with regards to how the exterior tiling will be resolved at the corners; therefore, staff will further review with the building permit plans as contained in Condition #1 of the Resolution.

The full set of plans which incorporate the abbreviated plan revisions and prior plans reviewed by the Planning Commission is included as Attachment 6.

Design Review Findings and CD/R3 District Design Controls
In order to approve the project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code (see Attachment 1). In addition to complying with the standard design review findings, the project must address the CD/R3 District's Design Controls (Section 14.52.110), which include design requirements such as reducing the apparent size and bulk, access, relationship to the Downtown and implementing goals and objectives of the Downtown Plan, activating the street frontage and screening rooftop mechanical equipment. Overall, the Project reflects an appropriate development intensity for the CD/R3 District and within the First Street District as outlined in the General Plan and the Downtown Vision Plan. The mixed-use development type provides for both housing needs and contributes to the commercial vitality of the Downtown. The new building will improve the streetscape and has distinguishable front façade features which visually differentiates the commercial uses at the street level and the residential uses of the upper stories. The façade uses a variety of elements to break up the bulk of the structure including building

articulation, balconies, and awnings, as well as other horizontal projections to reduce the vertical appearance of the building.

The exterior building materials appropriately define the building elements to convey the Project's quality, integrity, durability and permanence. The stone tile exterior siding used at the first story gives the building a base and provides for visual interest at the pedestrian scale. Strategically applied horizontal cedar wood siding and control joints in the stucco reduces the vertical appearance and supports the articulation to create smaller elements and reduced bulk and mass. The installation of metal awnings and roof coverings throughout the building integrates well with the other materials.

The Project includes landscaping along the entire frontage that is at an appropriate scale given the limited building setback and current lack of landscaping along First Street. Two new trees will be located in the landscape area at the back of sidewalk which also includes raised landscape planters that incorporate seat walls and includes various shrubs and smaller plantings. A raised landscape planter with shrub type plants will be installed at the rear of the building and additional landscaping is included within the interior courtyard of the project and in the roof-deck areas.

The Project will have limited building attached signage along the front façade. A master sign program is required to be approved for the Project which will further define the design of the signs. The rooftop mechanical equipment is screened by architecturally integrated parapet walls and the trash area is located within the building at the first story. The rooftop area also provides additional screened area for photovoltaic systems and the mechanical lift system allows for electronic vehicle charging for all vehicles. The applicant has also provided a design review narrative (see Attachment 4) that addresses each design review finding as well as the CD/R3 Design Controls and applicable sections of the Downtown Design Guidelines. Overall, as evidenced in this discussion and as further supported by the findings contained in attached Resolution and recommended by the Planning Commission, the project appears to meet the City's required design review findings and zoning district design controls.

Downtown Design Guidelines and Architectural Design Peer Review

The City's Downtown Design Guidelines provide practical design methods for preserving and enhancing the character and quality of the Downtown. They are intended to be used as guidance and assist in applying visual appropriate designs and understanding of community expectations while providing consistency in the City's downtown development review process. The more recently adopted Downtown Vision establishes present-day expectations while maintaining and preserving Downtown characteristics described in the Downtown Design Guidelines. The City has also retained the services of an architectural design professional, Cannon Design Group, to provide architectural peer reviews for new development in the Downtown Triangle. A peer review for this Project was prepared on July 29, 2018 and is included as an attachment to the Planning Commission agenda report.

In response to the peer review's critique, the Applicant made significant changes to the architectural design of the Project and has incorporated many of the peer review's specific design recommendations. Overall, based on the recommendation from the Planning Commission and as supported by the applicant's Design Narrative (attached to the Planning Commission agenda report), the Project is consistent with the Downtown Design Guidelines as well as new concepts described in the Downtown Vision.

Affordable Housing - Development Incentives and Waivers

The Applicant is offering one affordable unit (10 percent of the Project's units) as affordable at the Moderate income level, which complies with the minimum requirements stipulated in Chapter 14.28 for affordable housing units for a common interest development housing project of this size.[2] A total of 10 units, with two three-bedroom units and eight two-bedroom units, are proposed and the affordable unit is a two-bedroom unit on the first floor. The CD/R3 Zoning District does not have a specific density threshold, but instead relies on the height limit, setbacks and on-site parking requirements to establish a functional density, so no density bonus is being requested.

Since the Project is providing at least ten percent of its units as affordable at the Moderate income level, it qualifies for one incentive per State Law and City Ordinance unless, as noted below, the City makes specific findings for denial of the Applicant's incentive request. The Applicant, as outlined above, is seeking a height incentive to allow the Project to exceed the maximum height limit of 30 feet by 7.5 feet, which would be considered "on-menu" under the Los Altos Density Bonus Ordinance, because it is less than an 11-foot increase in allowable height. The Project is also seeking two waivers, which are needed to construct the Project. In this case, the Project is seeking a waiver for the height of its elevator and stair tower to exceed the 12-foot limit above the roof deck and to allow the mechanical parking lift system to encroach within the minimum parking space area that is required to be clear of all structures. Both of these waiver requests appear appropriate and reasonable for this Project.

Under State Law and City Ordinance, the City must grant the requested incentive unless it can make specific denial findings. Here, the requested incentive is an "on-menu" incentive under the Los Altos pursuant to Section 14.28.040 of the Los Altos Density Bonus Ordinance. Under the Ordinance, the City has determined that "on-menu" incentives would not have a specific, adverse impact on public health and safety or the physical environment, which is one of three potential findings necessitating denial of the request. The other two bases for denial are:

[2] The project was originally submitted and on April 25, 2017 and deemed complete on October 17, 2018, which vested the applicable Code requirements in place at that time, specifically, the affordable housing requirements contained in Chapter 14.28 that required a minimum of 10 percent of the units be offered as affordable. The subsequent amendments to Chapter 14.28 that increased the City's affordable housing requirement from ten to 15 percent of a project's base density, per Ordinance No. 2018-449, did not go into effect until October 26, 2018.

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

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

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

Additional information that supports the incentive and waiver requests is included in the Applicant's Density Bonus Report (see Attachment 4). At this juncture, evidence has not been provided that would support findings for denial of either the requested incentive or waivers.

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

Subdivision

The project includes a Tentative Map to subdivide the site for Condominium purposes. The Condominium map includes the ten residential units and one office unit[3] as well as the below grade parking and common areas. The subdivision creates one lot for further subdivision with a condominium plan and common areas. As outlined in the attached Resolution, the subdivision is in compliance with the General Plan, is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, is not injurious to public health and safety, and provides proper access easements for ingress, egress, public utilities and public services.

[3] The office condominium unit is 2,100 square feet but could be occupied by multiple tenants.

Environmental Review
The project site, which is 9,771 square feet (0.22 acres) in size, is considered a small in-fill site (i.e., less than five acres) that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. The development proposal is consistent with the General Plan and Zoning Ordinance, does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services, and none of the exceptions to applicability of the exemption are present. Therefore, in accordance with Section 15332 of the California Environmental Quality Act (CEQA) Guidelines, the project is exempt from further environmental review.

With regard to traffic, Implementation Program C8 in the General Plan's Circulation Element requires a transportation impact analysis (TIA) for projects that result in 50 or more net new daily trips. As outlined in the project's traffic report prepared by Kimley Horn, the proposed project will generate 84 average daily trips as compared with the property's existing uses, which primarily include office uses, that generate 52 average daily trips. Since the Project will result in a net increase of only 32 average daily trips, a full TIA was not required; therefore, impacts to traffic is considered less than significant.

With regard to air quality, since the project is located in proximity to Foothill Expressway, the project could potentially expose long-term residents to air pollution and the project's construction has the potential to create short-term air pollution impacts. To address these potential impacts, staff assessed potential air quality impacts using screening criteria contained in the Bay Area Quality Management District's (BAQMD) CEQA Guidelines (May 2017). The screening criteria provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. Based on staff's evaluation of the Project alongside the screening criteria, it was concluded that the Project would not result in a significant air quality impact with regards to: operational-related criteria air pollutants and/or precursors; greenhouse gas emissions; construction-related criteria air pollutants and/or precursors; or carbon monoxide impacts. A more detailed description of the evaluation is provided in the April 4, 2019 Planning Commission agenda report (see Attachment 4).

With regard to noise, due to the site's proximity Foothill Expressway, the project is located in an area that may expose its residents to higher noise levels and the project's rooftop mechanical equipment may generate off-site noise levels that exceed thresholds established in the City's Noise Control Ordinance. To address these potential noise impacts, a noise study was prepared by Illingworth & Rodkin, Inc. To ensure that there are no significant noise impacts, the study recommends mitigation measures that specify certain types of exterior glazing, exterior wall construction and supplemental ventilation, and rooftop mechanical equipment noise controls so that the noise levels do not exceed City standards. Appropriate conditions of approval (Condition No. 18) to ensure that the project is designed to comply with the noise study mitigation measures are included.

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. The Applicant will be required to submit a sewage capacity study and upgrade the sewer main as necessary (Condition No. 28). Overall, as documented above, the project's technical studies support the finding that the project meets the criteria and conditions to qualify for as an in-fill development project that is exempt from further environmental review.

Background reports submitted by the Applicant to support the above discussion are provided in Attachment 4.

Public Notification and Correspondence
For this meeting, a public hearing notice was published in the *Town Crier*, and mailed to the 108 property owners and business tenants within 500 feet of the site. A public notice billboard with color renderings was installed along the project's First Street frontage and story poles to represent the corners of the building and the elevator tower, as approved by the City Council were installed.

At the time of publication, staff had not received any public correspondence regarding this project since the Planning Commission public meeting.

City Council Action
The necessary findings related to the project's environmental review, design review, subdivision and affordable housing/density bonus applications to approve the project are contained in Exhibit A of the Resolution, and appropriate conditions to ensure the project is properly implemented are contained in Exhibit B. Based on the information contained in this report, the options for City Council action are listed below.

Options

1) Approve Resolution No. 2019-17

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

Disadvantages: The existing commercial and office space on the site will be slightly reduced in size.

2) Do not approve Resolution No. 2019-17

Advantages: The existing commercial and office uses will be maintained.

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

Recommendation
The Planning Commission and staff recommend Option 1.

RESOLUTION NO. 2019-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS MAKING FINDINGS, ADOPTING AN EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING THE DESIGN REVIEW, AND SUBDIVISION APPLICATIONS FOR A NEW MIXED-USE PROJECT WITH 10 RESIDENTIAL UNITS AND 2,100 SQUARE FEET OF OFFICE SPACE AT 385, 387 AND 389 FIRST STREET

WHEREAS, the City of Los Altos received a development application from Steve Johnson (Applicant), on April 25, 2017 for a new mixed-use building with 10 residential units and 2,100 square feet of office space at 385, 387, and 389 First Street that includes Design Review 17-D-02 and Subdivision 18-SD-02, referred to herein as the "Project"; and

WHEREAS, said Project is located in the CD/R3 District, which allows for office-administrative services and housing as permitted uses, and does not specify a maximum allowable residential density; and

WHEREAS, the Applicant is offering one moderate income affordable housing unit for sale as part of the Project; and

WHEREAS, the Applicant's proposed unit mix would consist of 10 percent of its total units as affordable units (one unit), with that unit affordable at the moderate income level, thereby entitling the project to qualify for one incentive, and additional concessions and waivers pursuant to Los Altos Municipal Code Section 14.28.040 and Government Code Section 65915, *et seq*.; and

WHEREAS, the Applicant is seeking one incentive under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F) to allow for a building height of 37.5 feet where the Code allows for a maximum of 30 feet; and

WHEREAS, the Applicant is seeking further waivers under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(H) to allow: a) the elevator and stair tower to be 16.5 feet above the top of the roof deck, where the Code allows such structures to be up to 12 feet above the roof deck; and b) installation of the mechanical parking lift which encroaches into the minimum parking space clearance area required by Code; and

WHEREAS, the Applicant is seeking a parking requirement alteration under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(G) to allow for a reduction in the minimum onsite parking requirement; and

WHEREAS, said Project was deemed complete on October 17, 2018, which vested the applicable Code requirements in place at that time, specifically, the affordable housing requirements contained in Chapter 14.28, and the subsequent amendments to Chapter 14.28, per Ordinance No. 2018-449, that went into effect on October 26, 2018 that increased the City's affordable housing requirement to 15 percent of the base density are not applicable to the Project; and

WHEREAS, said Project is exempt from environmental review as in-fill development in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended ("CEQA"); and

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

WHEREAS, on November 2, 2017, the Planning Commission held a preliminary project review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on August 22, 2018, the Complete Streets Commission held a public meeting on the Project and at the conclusion of the meeting voted to recommend approval to the Planning Commission and City Council; and

WHEREAS, on March 11, 2019, the Applicant installed story poles on the site per the modified story pole plan that was approved by the City Council on February 26, 2019; and

WHEREAS, on March 20, 2019, the City gave public notice of the Planning Commission's public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners within a 500-foot radius; and

WHEREAS, on April 4, 2019 and on May 2, 2019, the Planning Commission conducted a duly-noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Planning Commission recommended that the City Council approve the Project; and

WHEREAS, on June 11, 2019, the City Council held duly noticed public meetings as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

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

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

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

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

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ___ day of _____ 2019 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
LYNETTE LEE ENG, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

EXHIBIT A

FINDINGS

1. ENVIRONMENTAL REVIEW FINDINGS. With regard to environmental review, in accordance with Section 15332 of the California Environmental Quality Act Guidelines, based on the whole record before it, including, without limitation, the analysis and conclusions set forth in the staff reports, testimony provided at the proposed Project's public hearings, and the supporting technical studies, which include: 1) a Traffic Analysis by Kimley Horn Consultants (August 2018); and 2) an Environmental Noise Assessment by Illingworth & Rodkin, Inc (November 2017), the City Council finds and determines that the following Categorical Exemption findings can be made:

    a. The Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation (Commercial Downtown/Multiple-Family);

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

    c. Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality and the completed technical studies and staff analysis contained in the agenda report 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. DESIGN REVIEW FINDINGS. With regard to Design Review Application 17-D-02, the City Council finds, in accordance with Section 14.76.060 of the Los Altos Municipal Code, as follows:

    a. The Project meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the First Street corridor in Downtown Los Altos, and all Zoning Code site standards and design criteria applicable for a project in the CD/R3 District;

    b. The Project has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design because the project utilizes high quality materials that support its architectural style and is appropriately articulated and scaled to relate to the size and scale of the surrounding buildings on the First Street corridor;

    c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the raised planter boxes, projecting overhangs and balconies, the building elevations have variation and depth and avoid large blank wall surfaces, and the project has incorporated elements that signal habitation, such as identifiable entrances, overhangs, high quality wood trim finishes and natural stone tile and usable balconies;

    d. The Project's exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements. Materials, finishes,

and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;

e. Landscaping, such as the Chinese Pistache, Japanese Maple and planter boxes are generous and inviting, and the landscape and hardscape features such as the decorative pavers, natural stone tile planters and facade, and cedar wood siding are designed to complement the building and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy including in the public right-of-way or within the project frontage;

f. Signage, which is limited to the building address number, commercial tenant identification, and other required directional signage, will be designed to complement the building architecture in terms of style, materials, colors and proportions;

g. Mechanical equipment is screened from public view by the roof 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 locations within the building and consistent with the building architecture in materials and detailing.

3. SUBDIVISION FINDINGS. With regard to Subdivision 17-SD-02, the City Council finds, in accordance with Section 66474 of the Subdivision Map Act of the State of California, as follows:

   a. The tentative map and the Project's design and improvements are consistent with the General Plan;

   b. The Project site is physically suitable for this type and density of development in that the project meets all applicable Zoning requirements;

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

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

4. AFFORDABLE HOUSING AND DENSITY BONUS FINDINGS. With regard to the offered below market rate units and requested parking requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.040, as follows:

   a. The Applicant is offering one moderate income unit for sale, which qualifies the project for incentives, waivers and a parking requirement alteration;

b. Per Table DB 6 in Section 14.28.040(C)(1)(d), a project that includes ten percent or more of its total units as moderate income restricted affordable units shall be granted one (1) incentive. Since the project is including ten percent of its total units as affordable at the moderate income level, the City shall grant one (1) incentive unless specified findings for denial are made';

c. For its incentive, the Applicant is requesting the City allow a building with a roof deck height of 37.5 feet, where the Code has a 30-foot height limitation. The height incentive, which is seeking an increase of less than 11 feet above the height limit, is considered an "on-menu" incentive per Section 14.28.040(F) Incentive Standards and, therefore, the City has determined that the incentive would not have a specific adverse impact upon public health and safety or the physical environment or upon a listed historical resource. Evidence has not been presented which supports other findings for denial of the requested incentive;

d. Per Section 14.28.040(G)(2)(a), the City shall allow a minimum parking requirement, inclusive of handicapped and guest parking, of two (2) onsite parking spaces for each two- to three-bedroom unit if requested by the Applicant. The project includes 10 two- and three-bedroom units and 2,100 square feet of office space and is providing 29 onsite parking spaces, where a minimum of 27 onsite parking spaces is required by Code when applying the parking requirement alteration; and

e. Per Section 14.28.040(H)(1), a project can request a waiver or reduction of development standards that have the effect of physically precluding the construction of a development in addition to the development incentive permitted by the Code. Consistent with these requirements, the Applicant requested waivers to allow: a) the elevator and stair tower to be 16.5 feet above the roof, where the Code allows such structures to be 12 feet above the roof; and b) installation of a mechanical parking lift system as an alternative means for parking, where the Code requires parking spaces to provide horizontal and vertical clearance within the minimum parking space area. The basis to grant the waivers is supported by the fact that the implementation of the standards physically precludes the construction of the development and the facilities are required in order to provide the necessary amenities and accessibility for the building. Evidence has not been presented that the waivers will have a specific, adverse impact upon health, safety, or the physical environment, or an adverse impact on any listed historic resource or will be contrary to state or federal law.

EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**
   The project approval is based upon the plans dated November 9, 2018 and the support materials and technical reports, except as modified by these conditions and as specified below.
   a. The improvements along First Street including but not limited to planters and benches at the front of the building shall provide for a minimum one-foot setback to the back of the public sidewalk for the entire frontage to accommodate the pedestrian access easement.
   b. The Applicant shall provide window and fenestration details on the final building plans for review and approval. The windows and doors shall be high quality aluminum clad that is similar to what is conveyed on the approved plans. The windows shall have a minimum inset of three inches. Opaque, reflective, or dark tinted glass should not be used on the ground floor elevation. Sixty (60) percent of the ground floor elevation shall be installed and maintained as transparent window surfaces.
   c. The stone tile applied to the exterior on the first story should be resolved at the corners.
   d. The final shoring and excavation plan shall be reviewed and approved by the Public Works Director or their designee.

2. **Commercial Space Limitation**
   The 2,100 square feet of commercial space on the ground floor shall be used only for administrative office uses.

3. **Affordable Housing**
   The Applicant shall offer the City one (1) two-bedroom unit at the moderate income level for sale.

4. **Upper Story Lighting**
   Any exterior lighting above the ground floor on the sides and rear of the building and on the rooftop deck shall be shrouded and/or directed down to minimize glare.

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

6. **Public Utilities**
   The Applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.

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

8. **Stormwater Management Plan**
   The Applicant shall submit a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP) NPDES Permit No. CAS612008, Order R2-2015-0049 dated November 15, 2015. 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.

9. **Sewer Lateral**
   Any proposed sewer lateral connection shall be approved by the City Engineer.

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

11. **Indemnity and Hold Harmless**
    The Applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the Applicant's project.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

12. **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.

13. **Property Address**
    The Applicant shall provide an address signage plan as required by the Building Official.

14. **Water Efficient Landscape Plan**
    Provide a landscape documentation package prepared by a licensed landscape professional showing how the project complies with the City's Water Efficient Landscape Regulations.

15. **Climate Action Plan Checklist**
    The Applicant shall implement and incorporate the best management practices (BMPs) into the plans as specified in the Climate Action Compliance Memo prepared by Illingsworth & Rodin, Inc., dated September 21, 2018. The Applicant shall obtain third-party HVAC commissioning per Section 2.2 since the project includes non-residential construction.

16. **Pollution Prevention**
    The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.

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

18. **Noise Mitigation**
The Applicant shall implement and incorporate the noise mitigation measures into the plans as required by the report by Illingsworth & Rodin, Inc., dated November 30, 2017.

PRIOR TO FINAL MAP RECORDATION

19. **Covenants, Conditions and Restrictions**
The Applicant shall include the following provisions in the Covenants, Conditions and Restrictions (CC&Rs):
a. Long-term maintenance and upkeep of the landscaping and street trees, as approved by the City, shall be a duty and responsibility of the property owners.
b. The 2,100 square feet of commercial space shall be used only for administrative office uses.
c. The three surface parking spaces accessed via the public alley shall be considered unrestricted guest parking and the owners shall not put up any restrictive signage to limit the use of these spaces accept permitted by state or federal law.
d. The 22 parking spaces in the mechanical parking lift system shall be assigned and reserved for use by the owners or tenants and shall include provisions for long-term maintenance and upkeep of the mechanical parking lift system;

20. **Public Access Easement Dedication**
The Applicant shall dedicate public access easements as follows:
a. An easement of two feet along the rear alley for use as a public right-of-way; and
b. An easement of one-foot along the First Street frontage to allow for pedestrian access.

21. **Public Utility Dedication**
The Applicant shall dedicate public utility easements as required by the utility companies to serve the site.

22. **Payment of Fees**
The Applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in lieu fees, traffic impact fees, affordable housing impact fee, public art impact fee and a map check fee plus deposit as required by the City of Los Altos Municipal Code.

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

PRIOR TO ISSUANCE OF BUILDING PERMIT

24. **Final Map Recordation**
    The Applicant shall record the final map. Plats and legal descriptions of the final map shall be submitted for review by the City Land Surveyor. Applicant shall provide a sufficient fee retainer to cover the cost of the map review by the City.
25. **Sidewalk Lights**
    The Applicant shall install new light fixture(s) along First Street as directed by the City Engineer.

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

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

28. **Sewage Capacity Study**
    The Applicant shall submit calculations showing that the City's existing 6" sewer line will not exceed two-thirds full due to the project's sewer loads. Calculations shall include the 6" main from the front of the property to the point where it connects to the 8" sewer line on San Antonio Rd. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the Applicant shall replace the 6" sewer line with an 8" sewer line.

29. **Construction Management Plan**
    The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regard to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the site. Applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.

30. **Sewer Lateral Abandonment**
    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.

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

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

33. **Affordable Housing Agreement**
The Applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that offers one below market rate unit, for a period of at least 55-years, as defined in Condition No. 2. The below market rate unit shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regards to design, construction or materials.

PRIOR TO FINAL OCCUPANCY

34. **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.

35. **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.

36. **Acoustical Report**
The Applicant shall submit a report from an acoustical engineer ensuring that the rooftop mechanical equipment meets the City's noise regulations.

37. **Landscape Installation and Verification**
Provide a landscape Certificate of Completion, signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

38. **Condominium Map**
The Applicant shall record the condominium map as required by the City Engineer.

39. **Public Alleyway**
The Applicant shall improve the entire width of the alleyway along the rear of the project with the treatment approved by the City Engineer.

40. **Sidewalk in Public Right-of-Way**
The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street as directed by the City Engineer.

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

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

43. **SWMP 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, City shall record the agreement.

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

45. **Master Sign Program**
The Applicant shall submit and have an approved master sign program for the building that is in compliance with Section 14.68.130 of the Code.

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, MAY 2, 2019 BEGINNING AT 7:00 P.M. AT HILLVIEW COMMUNITY CENTER SOCIAL HALL, 97 HILLVIEW AVENUE, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Chair Samek, Vice-Chair Lee, Commissioners Ahi, Bodner, Bressack and Meadows

STAFF: Planning Services Manager Dahl, Senior Planner Golden and City Attorney Lee

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Resident Eric Steinle spoke in favor of story poles with pennant flags and said they help him to visualize projects.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes
Approve minutes of the regular meeting of April 4, 2019.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Meadows, the Commission approved the minutes from the April 4, 2019 Regular Meeting as amended by Commissioners Meadow and Ahi.
The motion was approved (6-0) by the following vote:
AYES: Samek, Lee Ahi, Bressack, Bodner and Meadows
NOES: None
ABSENT: None

PUBLIC HEARING

2. 17-D-02 and 17-SD-02 – 1st Place Village LLC – 385, 387, 389 First Street
Design Review and Subdivision applications for a new three-story mixed-use building with one level of underground parking and a mechanical lift system. The project includes 10 residential condominium units, approximately 2,100 square feet of office, a rooftop common area, and 29 parking spaces. This item was continued from the April 4, 2109 Planning Commission meeting.
Project Planner: Golden

Senior Planner Steve Golden presented the staff report, recommending approval to the City Council of design review and subdivision applications 17-D-02 and 17-SD-02 per the findings and conditions with the updated design provided by the applicant after the staff report was published.

Project architect Jeff Potts presented the application and provided an overview of the design changes to the front elevation in response to staff concerns with the earlier version.

Public Comment
Resident Eric Steinle spoke in support of the application, noting that the most recent design should be approved, and that metal railing, not glass, should be used.

Commission Discussion
Vice-Chair Lee expressed support for the most recent design version, noting that metal railings are preferable to glass, but still has concerns about overall composition of building elevations.

Commissioner Ahi expressed support for the most recent design version.

Commissioner Bodner expressed support for the most recent design version, noting that use of wood on side elevations are an improvement and that metal railings are preferable to glass.

Commissioner Meadows expressed support for the most recent design version, noting that the stair/elevator tower mass reduction is an improvement.

Commissioner Bressack expressed support for the most recent design version, noting that use of wood on side elevations reads like a "billboard," and faux windows may be a better design element and that more detail should be provided where the siding terminates at the roofline.

Chair Samek expressed general support for the most recent design version, but remained concerned about the roof deck being appropriate in the downtown setting, noting that it also required the elevator/stair tower to be excessively tall.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Bodner, the Commission approved design review and subdivision applications 17-D-02 and 17-SD-02 per the staff report findings and conditions, with the following additional conditions:

- Refine the composition of the side walls to break up the massing;
- Use a consistent railing material (metal preferred); and
- Do not wrap stone material around the sides.

The motion was approved (5-1) by the following vote:
AYES: Lee Ahi, Bressack, Bodner and Meadows
NOES: Samek
ABSENT: None

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Meadows reported on the April 9, 2019 City Council meeting, which included a Study Session on the Housing Accountability Act (HAA) and the El Camino Real Corridor.

POTENTIAL FUTURE AGENDA ITEMS

Will a discussion about changes to the El Camino Real corridor be coming back as a future agenda item?

ADJOURNMENT

Chair Samek adjourned the meeting at 8:14 P.M.

Zachary Dahl, AICP
Planning Services Manager

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: May 2, 2019

Subject: Proposed Three-Story Mixed-Use Building with Office and Multiple-Family Residential at 385-389 First Street

Prepared by: Steve Golden, Senior Planner

Initiated by: Applicant and Owner – Steve Johnson, 1st Place Village LLC

Attachments:
A. April 4, 2019 Planning Commission Staff Report-
   A copy of the staff report can be found on the City's website:
   https://los-altos.granicus.com/MetaViewer.php?view_id=7&clip_id=1446&meta_id=58576
B. April 4, 2019 Planning Commission Draft Minutes
C. Applicant Response Memo
D. ~~Revised Project Plans (abbreviated set)~~

Recommendation:
Continue design review and subdivision applications 17-D-02 and 17-SD-02 to further address exterior design

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

Background
On April 4, 2019 the Planning Commission held a public hearing to review design review and subdivision applications 17-D-02 and 17-SD-02 for a proposed three-story mixed-use building. Following public comment and Commission discussion of the proposed project, the Commission unanimously voted to continue the applications and gave direction to the applicant to address specific concerns and design related issues (Attachment B).

- Secure the garage;
- Address "framing" appearance and detailing at the front of the building;
- Reduce bulkiness of tower elevator. Break-up the elevator tower/stair tower by introducing a mix of materials;
- Provide railing details and window details;
- Return with a complete materials board;
- Address side elevation exterior materials and detailing; and
- Address potential exterior light impacts

Discussion/Analysis

A detailed and comprehensive review of the proposed project is contained in the April 4, 2019 staff report (Attachment A). Since the Commission gave specific direction for design and materials changes to the building exterior, this discussion will focus on those specific changes.

A list of the Applicant's proposed design changes that address the Commission's concerns is contained in Attachment C. The revised plan set (Attachment D) is an abbreviated set of plans including Sheets T1, A2-A4, A9-A14, A18, and A19 which are the only sheets affected by the proposed exterior modifications. All other sheets from the plans reviewed by the Commission on April 4, 2019 will remain unchanged.

In reviewing the Commission's design concerns from the previous meeting, some modifications appear to address Commissioner's concerns; however, it is unclear whether the revised plans fully resolve all the Commission's concerns while also addressing concerns previously raised by City staff and the architectural design peer review. For instance, the height of the tower at the rear has been divided to include the lower structure over the stair well and the taller structure over the elevator shaft. Along the front elevation, some Commissioners were concerned that the horizontal railing details were overused, so the revised plans eliminated the railings from the tower element over the front residential entry. The metal railings have been replaced with obscured glass, which was in response to concerns that the illumination of interior spaces might have excessive glare to neighboring properties and buildings; however, City staff is concerned with the architectural composition of the Juliet balconies with obscured glass over the windows and whether the metal railing is more consistent with other buildings in the Downtown area and more in keeping with the Downtown Design Guidelines.

With regards to front elevation, the Commission expressed concern with the "framing" appearance of the second story balconies. The revised plans have modified this framing feature to include the third story balcony and have introduced a modified exterior color combination of the stucco walls to lighten up the main stucco walls of the building, but darken the portions of the stucco walls that protrude outward from the plane of the primary façades. Staff is concerned that this modification has not resolved the "framing" appearance, but rather reintroduces the large box forms and additional massing as viewed along the front elevation. The open trellises have been removed from the third story at the front elevation which were less bulky and resulted in the third story appearing to be stepped back from the second story which was preferable.

With regards to the side elevations, the revised plans introduce a lighter exterior paint color that frames a darken color which is supposed to add visual interest to the side elevation. The color combination may appear to add some depth to the uniform plane; however, it also appears to emphasize the box form of the building and may not go far enough to address concerns of the unadorned blank wall appearance expressed by Commissioners.

A material samples sheet has been provided (Sheet A19 of Attachment D) which details the exterior siding materials and windows. Additionally, the Applicant will be submitting sample materials at the meeting (Attachment C).

Public Contact and Correspondence
Since this item was continued to a date certain meeting, additional public notifications were not required; however, the public notice posting at the property was updated to include this meeting.

At the time of publication, staff had not received any correspondence from any nearby property owners or tenants regarding this project.

Options
If the Planning Commission agrees with the staff recommendation, the item would be continued to a subsequent meeting. If the Planning Commission is satisfied with the plan modifications, the Commission can recommend approval or approval with modifications. Once the Planning Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: April 4, 2019

Subject: Proposed Three-Story Mixed-Use Building with Office and Multiple-Family Residential at 385-389 First Street

Prepared by: Steve Golden, Senior Planner

Initiated by: Applicant and Owner – Steve Johnson, 1st Place Village LLC

Attachments:
A. Draft Resolution with Findings and Conditions
B. Applicant Materials
   - Cover Letter
   - Density Bonus Report
   - Design Review Narrative
   - Climate Action Plan Checklist
   - CityLift Parking Specifications
   - Story Pole Certification and Approved Story Pole Plan
C. Planning Commission Study Session Minutes, November 2, 2017
D. Complete Streets Commission Meeting Minutes, August 22, 2018
E. Traffic Report
F. Noise Study
G. Architectural Design Peer Review
H. Project Plans

Recommendation:
Recommend to the City Council approval of design review and subdivision applications 17-D-02 and 17- 17-SD-02 per the findings and conditions contained in the resolution.

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

Project Description:
This is a development proposal that includes Design Review and Subdivision Tentative Map applications for a new three-story, mixed-use building with 10 residential condominium units, 2,100 square feet of office space, a rooftop common area, and one-level of underground parking garage with a mechanical parking lift system (Project). The existing site includes two one-story commercial buildings (a total of 3,163 square feet) at 385, 387 and 389 First Street that are currently occupied with office-administrative and personal service uses. The existing surface level parking for the site is

accessed via the rear alley. The Applicant is offering one affordable unit at the Moderate income level in exchange for an incentive to allow for an "on menu" increased height and waivers for the height of the elevator shaft and parking standard requirements. The following tables summarizes the project's technical details:

GENERAL PLAN DESIGNATION:	Downtown Commercial
ZONING:	Commercial Downtown/Multiple Family (CD/R3)
PARCEL SIZE:	9,771 square feet (0.22 acres)
MATERIALS:	Smooth texture stucco, wood siding, stone tile exterior siding, metal awnings and roof structures, metal and glass railings, and aluminum clad wood windows

	Existing	**Proposed**	**Allowed/Required**
FLOOR AREA:	3,163 sq ft	20,479[1] sq ft	N/A[2]
SETBACKS:			
Front	0 feet	2 feet	2 feet
Rear	81.5 feet	2 feet	2 feet
Right side	0 feet	0 feet	0 feet
Left side	0 feet	0 feet	0 feet
HEIGHT:			
Top of roof deck	10 feet	37.5 feet	30 feet
Top of parapet wall	12 feet	43 feet	42 feet
Elevator/stair tower	-	54 feet	42 feet
PARKING:	16 spaces	29 spaces	27 spaces
DENSITY:	-	10 units (45.5 du/ac)	N/A[2]

[1] This does not include the underground garage area.

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

The draft resolution contained in Attachment A includes the Project's findings and conditions of approval. The Applicant's Density Bonus Report and Climate Action Plan Checklist, along with a cover letter, design review narrative, parking mechanical lift system specifications, and story pole installation verification, are included in Attachment B.

Background

Planning Commission Study Session

On November 5, 2017, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. Overall, the Commission expressed general support for the project design noting that this will be one of the first redevelopment projects on this portion of First Street and the placement of a multi-story structure in a neighborhood with mostly one-story buildings has challenges, but will likely blend in more in the future as other properties redevelop with buildings of similar heights. The Commissioners shared concerns of the Project's height, especially

the elevator/stair well tower, the quality of exterior materials, fenestration design, visual differentiation between the commercial and residential, and how the design will anticipate future development on the adjacent properties. A copy of the Planning Commission study session minutes is included as Attachment C.

Complete Streets Commission
On August 22, 2018, the Complete Streets Commission (CSC) held a public meeting to consider the Project. As specified by the Zoning Code, the CSC is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation to the Planning Commission and City Council. The CSC expressed general support for the Project but noted that the width of the five-foot wide sidewalk along First Street should be increased and that additional Class II bicycle parking spaces should be provided. The CSC also expressed concern about the mechanical parking lift system, general pedestrian and bicycle accommodations along First Street and the need to analyze cumulative impacts of all potential projects along First Street and the vicinity. Following the discussion, the CSC voted unanimously to recommend approval of the Project to the Planning Commission and City Council. A copy of the CSC meeting minutes is included as Attachment D.

Story Pole Exemption and Installation
On January 8, 2019 and February 26, 2019 the City Council held public meetings to consider a request from the Applicant for an exception from the City's Story Pole Policy due to safety concerns related to placing a story pole on a zero lot line and impairment of the use of the existing structures on the site. The original request proposed in January was continued by Council, with direction to bring back a plan that was more in compliance with the Story Pole Policy. The exemption request proposal was then updated to include a modified story pole plan that installed some, but not all of the story poles required by the Policy, show all corners of the elevator tower, include plastic mesh netting atop the poles and offset the poles from the property lines for structural support and safety reasons. At the February meeting, the Council voted to approve the exemption request with the modified story pole plan.

The story poles were subsequently installed and on March 11, 2019, staff received a certification letter from the Applicant's civil engineer verifying that the story poles had been installed per the approved plan. A copy of the certification letter and the approved story pole plan is included in Attachment B.

Discussion/Analysis

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

The Land Use Element combined with the Economic Development Element encourages intensification in the Downtown while also requiring that new development be compatible with the character of the small-town atmosphere serving commercial needs of residents and visitors. The Land Use element encourages retail and commercial services on the first floor and residential above on the second and third stories emphasizing the need for affordable housing. The Economic Development Element also supports this goal with emphasis of increasing the attractiveness of the Downtown area to shoppers and pedestrians to enhance the economic vitality. The Project is consistent with both of these elements since it will intensify the site by providing for both commercial space at the first story and residential units above, including one affordable unit, and also providing for a more attractive pedestrian setting.

The Community Design and Historic Resources Element identifies the Downtown as the historic center of commerce and characterizes the Downtown triangular area as a walkable, pedestrian friendly environment with a mix of uses to serve the community. While the Project introduces a three-story building into an area that has historically had more one and two-story buildings, the Project will improve the visual appearance along the First Street streetscape and enhance the pedestrian environment which is a major goal of this element.

The Housing Element encourages maximum densities of residential development and mixed-use development projects within the Downtown as well as facilitating affordable housing. The project is proposing a total of 10 units, which equates to a density of 45.5 units per acre and includes one affordable unit at the Moderate income level. The CD/R3 Zoning District doesn't have a specific density threshold; however, the proposed Project, with a density of 46 dwelling units per acre, would be considered a moderately dense project that is comparable to other land uses and multiple-family projects in the Downtown Triangle area. For comparison purposes, the multiple-family residential buildings at 396 First Street and 100 First Street each have a density of 50 units per acre, and the mixed-use building at 86 Third Street has a density of 41 units per acre.

Downtown Vision Plan

The Downtown Vision Plan (Vision) is a community based effort to provide the Los Altos community with a vision for the future of the Downtown Triangle to guide growth and development over the next 20 years. The Vision acts as the guiding document for future development of the Downtown, maintaining the community's history, values, and desired intensity of development, while also allowing for incremental change intended to facilitate a unique, vibrant village that exemplifies the exceptional character and qualities of Los Altos.

As it relates to the proposed project, the Vision provides guidance with regards to land use policies including economic and housing, built environment/development standards, and circulation. The proposed project is within the First Street District, which is envisioned to have a variety of uses with enhanced pedestrian and vehicular facilities to attract people towards the center of Downtown. It encourages new development to anticipate and design for mixed-use development with ground-floor commercial including high quality facades with residential above. Residences in the downtown will likely be supportive of increasing affordable units in the city by providing income restricted or units that affordable by design (i.e. smaller units). With regards to the built environment, the Vision allows for taller buildings up to three-stories, but encourages upper floors to be stepped back to increase the

articulation and massing of the upper story. The Vision identifies pedestrian and bicycle facilities as a key attribute of the Downtown and the community's expressed concern for further improvements. The First Street corridor was specifically identified as having opportunities to improve the pedestrian, bicycle, and vehicular movements to facilitate movements in the Downtown.

The proposed project supports the overall goals of the Vision since it seeks to redevelop an underutilized site and provide for more intensity, which is anticipated and encouraged in the Downtown. The Project will include replacing two-thirds of the existing commercial space while adding ten multiple-family residential units. The Project proposes a three-story building, 37.4 feet in height, which is compatible with the recommend height maximum of up to 45 feet for mixed-use buildings on First Street.[1] The Project will also be improving the visual appearance of the front façade and contributing to improve the pedestrian environment along First Street. The Project will install bicycle parking in front of the building, which is quite limited along the existing street.

Zoning

The Applicant is seeking incentives for increased building height and waivers for the height of the elevator and stair tower and parking stall standards, which are further discussed below. Beyond these requests, the project meets or exceeds the minimum site standards for the CD/R3 District and all other applicable Zoning Code requirements.

The front and rear setbacks are two feet and there are no side setbacks, which complies with the standards for mixed-use building types in the CD/R3 District. At the first story, portions of the building exceed the front and rear setbacks and include landscaping where feasible per the District requirements. The two-foot rear setback is measured in addition to a two-foot dedication to the public alley (the rear setback is measured four feet from the current lot line). The dedication is being required as a condition of the subdivision map approval process. The public alley currently is 16 feet in width, whereas 18 feet is the minimum typically required to allow for two-way vehicle travel. Should the properties on the opposite side of the alley redevelop in the future, the City will request an equal two-foot dedication which allows for increased circulation efficiency and will align with the 20-foot access easement at the rear of the property at 467 First Street further east of the Project.

With regards to height, the top of the roof deck, which is where building height is measured for flat roof buildings, is proposed at 37.5 feet tall. This exceeds the maximum height of 30 feet for mixed-use building types. In compliance with Chapter 14.28 (Multiple-Family Affordable Housing) of the Municipal Code, the project is proposing one affordable unit that will be restricted to the Moderate income affordability level (10% of the units) and is eligible to receive one incentive. The Applicant is requesting a height exception of 7.5 feet as an "on-menu" incentive, which allows for a height increase incentive of up to 11 feet. In addition to the "on-menu" development incentive, the applicant is requesting a waiver to allow a height limit waiver of 4.5 feet for the elevator and staircase. The elevator and stair tower at the rear of the building is proposed to be 54 feet in height, or 16.5 feet above the roof deck where a 12-foot height exception is allowed (LAMC Section 14.66.240(F)). Under the State Density Bonus Law and the City's Affordable Housing Ordinance, the Applicant can request this waiver since the height limit development standard for the elevator and stairs will have the effect of

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

physically precluding the construction of the project since the elevator and stairs are required facilities for a building of this type and the Project is providing the minimum number of affordable units.

Since the project is providing affordable housing, it is subject to the parking standards specified in Los Altos Municipal Code Section 14.28.040(G). Based on these standards, the project is required to provide two on-site parking spaces for each two- or three-bedroom unit, which results in a minimum of 20 on-site parking spaces for the residential portion of the project. The Project also includes approximately 2,100 square feet of commercial office space, which requires 7 parking spaces (one space per 300 square feet). Therefore, a total of 27 parking spaces are required where the Project includes 29 spaces. Three of the parking spaces are surface parking at the rear of the Project with direct access to the alley and 26 spaces are in the underground parking garage. Of these spaces, four are regular perpendicular spaces and 22 are configured in a mechanical puzzle lift system. The mechanical lift system always requires two spaces to remain open to maneuver the vehicles appropriately. The mechanical parking lift system spaces will be assigned to the owners and tenants (see Condition No. 19 of the attached Resolution) and guest parking should primarily use the standard perpendicular spaces. The mechanical puzzle parking lift system includes tandem parking as well as double-stacking vehicles into a level lower than the drive aisle (i.e. pit area; See CityLift Specifications in Attachment B). Excluding the mechanical lift, all parking spaces comply with the minimal dimensional requirements of nine feet by eighteen feet and vertical clearance of seven feet; however, they are not free and clear of any support structures as specified in Section 14.74.200(A)(4). Therefore, the Applicant is requesting a waiver to include the mechanical parking lift system as an alternative to standard parking prescribed in the Code. The layout of the parking spaces and mechanical parking lift system functionally provides for the parking per the standards, but the clearance requirement physically precludes using the lift system as an alternative means to park all types of vehicles.

Bicycle and Pedestrian Amenities

As recommended by the VTA guidelines, the project should provide at least five Class I bicycle parking spaces and two Class II spaces.[2] As shown on the project plans (Sheets A4 and A5) a total of 20 bicycle storage spaces in the underground parking garage are proposed within a secured bicycle storage room (Class I equivalent). In addition, one bicycle rack that accommodates two bicycles (Class II) is proposed at street level next to the building's front entrance on First Street. The Project is exceeding the VTA guidelines, however, the Class I bicycle parking is designed in densely arranged vertical wall racks, which is a design alternative to traditional racks or bicycle lockers.

The main pedestrian access is at First Street and the Project will be replacing the five-foot wide public sidewalk along its full First Street frontage (75 feet). The Complete Streets Commission recommended to increase the width of the sidewalk (see Attachment D) and staff recommends that a one-foot pedestrian access easement along the First Street frontage be dedicated to allow for the new sidewalk to have a total width of six feet (see Condition No. 20 of the attached Resolution). Overall, with the recommended condition, the Project's bicycle and pedestrian amenities appear to meet or exceed all applicable City policies and guidelines.

[2] The Kimley Horn traffic report in Attachment E identifies only four long-term (Class I) spaces required, however, they combine non-residential and residential bicycle parking demand as a whole rather than separating out the demands of each use type.

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

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the CD/R3 District;
- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls; and the residential elements that signal habitation such as entrances, stairs, porches, bays and balconies;
- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements; and the materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture;
- Mechanical equipment is screened from public view and the screening is designed tobe consistent with the building architecture in form, material and detailing; and
- Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

Overall, the Project reflects a desired and appropriate development intensity for the CD/R3 District and within the First Street District as outlined in the General Plan and the Vision. The mixed-use development type provides for both housing needs and contributes to the commercial vitality of the Downtown. The new building will improve the streetscape and has distinguishable front façade features which visually differentiates the commercial uses at the street level and the residential uses of the upper stories. The façade uses a variety of elements to break up the bulk of the structure including building articulation, balconies, and awnings, as well as other horizontal projections to reduce the vertical appearance of the building. The balconies on the upper stories at the front elevation signals habitation and also steps back the mass of the building.

The exterior building materials appropriately define the building elements to convey the Project's quality, integrity, durability and permanence. The stone tile exterior siding used at the first story gives the building a base and provides for visual interest at the pedestrian scale. Strategically applied horizontal cedar wood siding and control joints in the stucco reduces the vertical appearance and supports the articulation to create smaller elements and reduced bulk and mass. The installation of metal awnings and roof coverings throughout the building integrates well with the other materials.

The Project includes landscaping along the entire frontage that is at an appropriate scale given the limited building setback and current lack of landscaping along First Street. Two new trees, a Chinese

pistache and a Japanese Maple, will be located in the landscape area at the back of sidewalk. There will also be raised landscape planters along the front that includes various shrubs and smaller plantings. The planters will incorporate seat walls and decorative pavers will be installed on the walkways at the building entrances. At the rear of the building, a raised landscape planter with shrub type plants will be installed. Additional landscaping is included within the interior courtyard of the project and in roof-deck areas; however, these spaces will be substantially concealed from public view.

The Project will have limited building attached signage along the front façade at street level for commercial tenant advertisement and will incorporate the address number and directional signage as necessary by Code. A master sign program is required to be approved for the Project which will further define the design of the signs. The rooftop mechanical equipment is screened by architecturally integrated parapet walls and the trash area is located within the building at the first story. Overall, as evidenced in this discussion and as further supported by the findings contained in Exhibit A of the resolution (Attachment A), the project appears to meet the City's required design review findings. The applicant has also provided a design review narrative (Attachment B) that addresses each design review finding as well as the CD/R3 Design Controls and applicable sections of the Downtown Design Guidelines.

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

- In terms of size and bulk, the building is divided into smaller elements using articulation with building surfaces relieved with a change in the wall plane, horizontal projections and recesses using balconies, and using design features such as recesses, overhangs, and entries at the ground level to provide pedestrian scaled elements;
- The primary access to the building is along the front with direct access to the public sidewalk. The front façade, entries, and pedestrian scaled features contributes to the streetscape environment of the Downtown;
- The Project includes landscape features at the street level and improves the circulation of the public alley way at the rear of the property;
- At the residential interface, building proportions should be designed to limit bulk and protect residential privacy, daylight and environmental quality; and
- The rooftop mechanical equipment is screened from public view.

Overall, as discussed above and in the Applicant's design review narrative, the project appears to have adequately addressed these design controls.

Architectural Design Peer Review and Downtown Design Guidelines
The Downtown Design Guidelines (adopted by City Council on December 8, 2009) provide practical design methods for preserving and enhancing the character and quality of the Downtown. They are intended to be used as guidance and assist in applying visual appropriate designs and understanding

of community expectations while providing consistency in the City's downtown development review process. The more recently adopted Downtown Vision, discussed above, establishes present-day expectations while maintaining and preserving Downtown characteristics described in the Downtown Design Guidelines.

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

The Applicant has made significant changes to the architectural design of the Project to address many of the concerns described in the peer review and has incorporated many of the specific design recommendations. Strict adherence to all of the guidelines is not mandatory and overall the Project is consistent with the Downtown Design Guidelines as well as new concepts described in the Downtown Vision.

Affordable Housing - Development Incentives and Waivers

The Applicant is offering one affordable unit (10 percent of the Project's units) as affordable at the Moderate income level, which complies with the minimum requirements stipulated in Chapter 14.28 for affordable housing units for a common interest development housing project of this size.[3] A total of 10 units, with two three-bedroom units and eight two-bedroom units, are proposed and the affordable unit is a two-bedroom unit on the first floor. No density bonus is being requested.

Since the Project is providing at least ten percent of its units as affordable at the Moderate income level, it qualifies for one incentive per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of "on-menu" incentives or concessions. The Applicant, as outlined above, is seeking a height incentive to allow the Project to exceed the maximum height limit of 30 feet by 7.5 feet, which would be considered "on-menu." The Project is also seeking two waivers, which are considered more minor in nature, are needed to construct the Project and do not require use of an incentive or concession. In this case, the Project is seeking a waiver for the height of its elevator and stair tower to go beyond the 12-foot limit and to allow the mechanical parking lift system to encroach within the minimum parking space area that is required to be clear of all structures. Both of these waiver requests appear appropriate and reasonable for this Project.

Under State Law and City Ordinance, the City must grant the requested incentive unless it can make specific negative findings. Since the project is requesting an "on-menu" incentive, the Ordinance has

[3] The project was deemed complete on October 17, 2018 which vested the applicable Code requirements in place at that time, specifically, the affordable housing requirements contained in Chapter 14.28 that required a minimum of 10 percent of the units be offered as affordable. The subsequent amendments to Chapter 14.28 that increased the City's affordable housing requirement from ten to 15 percent of a project's base density, per Ordinance No. 2018-449, did not go into effect until October 26, 2018.

already found that it will not have a specific, adverse impact, thus one of the following two findings would need to be made to deny the request:

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

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

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

Additional information that supports the incentive and waiver requests is included in the Applicant's Density Bonus Report, which is included in Attachment B.

For reference, an affordable housing unit at the Moderate income level deed restricted to be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income. The County's median family income for a family four in FY 2018 is $125,200 per the State Housing and Community Development calculations.

Subdivision

The project includes a Tentative Map to subdivide the site for Condominium purposes. The Condominium map includes the ten residential units and one office unit[4] as well as the below grade parking and common areas. The subdivision creates one lot for further subdivision with a condominium plan and common areas. As outlined in the Draft Resolution (Attachment A), the subdivision is in compliance with the General Plan, is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, is not injurious to public health and safety, and provides proper access easements for ingress, egress, public utilities and public services.

Environmental Review

The project site, which is 9,771 square feet (0.22 acres) in size, is considered a small in-fill site (i.e., less than five acres) that is substantially surrounded by urban uses and does not contain significant natural

[4] The office condominium unit appears to allow for multiple tenants.

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

With regard to traffic, Implementation Program C8 in the General Plan's Circulation Element requires a transportation impact analysis (TIA) for projects that result in 50 or more net new daily trips. As outlined in the project's traffic report prepared by Kimley Horn (Attachment E), the proposed project will generate 84 average daily trips as compared with the property's existing uses, which primarily include office uses, that generate 52 average daily trips. Since the Project's will result in a net increase of only 32 average daily trips, a full TIA was not required.

With regard to air quality, since the project is located in proximity to Foothill Expressway, the project could potentially expose long-term residents to air pollution and the project's construction has the potential to create short-term air pollution impacts. To address these potential impacts, staff assessed potential air quality impacts using screening criteria contained in the Bay Area Quality Management District's CEQA Guidelines (May 2017). The screening criteria provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts.

Since the project includes 10 residential units and 2,100 square feet of commercial office space, it would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the Thresholds of Significance in Table 2-2 of the Guidelines according to screening level project size criteria contained in Table 3-1. The project is also below the screening level project size criteria for Greenhouse Gas (GHG) emissions and will be implementing mitigation measures consistent with the City's Climate Action Plan (Attachment B) which is an adopted qualified GHG Reduction Strategy. Therefore, the Project is considered less than significant with regards to impacts to GHG emissions. With regards to construction-related criteria air pollutants and/or precursors, the Project is below the applicable screening level size shown in Table 3-1 of the Guidelines, will be implementing appropriate mitigation measures for controlling dust and exhaust during construction, and while the project includes demolition of an existing building, the nature of the 3,163 square-foot building is relatively small and it can be reasonably concluded that it will not have a significant impact to criteria air pollutants and precursors. The Project is also not considered to significantly impact carbon monoxide because the affected roadway intersections are well below the 44,000 vehicle per hour threshold and the Project isn't required to prepare a TIA consistent with the Valley Transportation Authority's Congestion Management Program Guidelines.

With regard to noise, due to the site's proximity Foothill Expressway, the project is located in an area that may expose its residents to higher noise levels and the project's rooftop mechanical equipment may generate off-site noise levels that exceed thresholds established in the City's Noise Control Ordinance. To address these potential noise impacts, a noise study was prepared by Illingworth & Rodkin, Inc (Attachment F). To ensure that there are no significant noise impacts, the study recommends mitigation measures that specify certain types of exterior glazing, exterior wall construction and supplemental ventilation, and rooftop mechanical equipment noise controls so that

the noise levels do not exceed City standards. Appropriate conditions of approval (Condition No. 18) to ensure that the project is designed to comply with the noise study mitigation measures are included.

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. The Applicant will be required to submit a sewage capacity study and upgrade the sewer main as necessary (Condition No. 28). Overall, as documented above, the project's technical studies support the finding that the project meets the criteria and conditions to qualify for as an in-fill development project that is exempt from further environmental review.

Public Contact and Correspondence

For this meeting, a public hearing notice was published in the *Town Crier*, and mailed to the 108 property owners and business and residential tenants within 500 feet of the site. A public notice billboard with color renderings was installed along the project's First Street frontage and story poles to represent the corners of the building and the elevator tower, as approved by the City Council (see discussion above), were installed. A story pole certification letter from the project engineer is included as Attachment B.

To-date, staff has not received any correspondence from any nearby property owners or tenants regarding this prospect since the Planning Commission Study Session and Complete Streets Commission public meeting.

Options

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

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS MAKING FINDINGS, ADOPTING AN EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING THE DESIGN REVIEW, AND SUBDIVISION APPLICATIONS FOR A NEW MIXED-USE PROJECT WITH 10 RESIDENTIAL UNITS AND 2,100 SQUARE FEET OF OFFICE SPACE AT 385, 387 AND 389 FIRST STREET

WHEREAS, the City of Los Altos received a development application from Steve Johnson (Applicant), on April 25, 2017 for a new mixed-use building with 10 residential units and 2,100 square feet of office space at 385, 387, and 389 First Street that includes Design Review 17-D-02 and Subdivision 18-SD-02, referred to herein as the "Project"; and

WHEREAS, said Project is located in the CD/R3 District, which allows for office-administrative services and housing as permitted uses, and does not specify a maximum allowable residential density; and

WHEREAS, the Applicant is offering one moderate income affordable housing unit for sale as part of the Project; and

WHEREAS, the Applicant's proposed unit mix would consist of 10 percent of its total units as affordable units (one unit), with that unit affordable at the moderate income level, thereby entitling the project to qualify for one incentive, and additional concessions and waivers pursuant to Los Altos Municipal Code Section 14.28.040 and Government Code Section 65915, *et seq*.; and

WHEREAS, the Applicant is seeking one incentive under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F) to allow for a building height of 37.5 feet where the Code allows for a maximum of 30 feet; and

WHEREAS, the Applicant is seeking further waivers under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(H) to allow: a) the elevator and stair tower to be 16.5 feet above the top of the roof deck, where the Code allows such structures to be up to 12 feet above the roof deck; and b) installation of the mechanical parking lift which encroaches into the minimum parking space clearance area required by Code; and

WHEREAS, the Applicant is seeking a parking requirement alteration under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(G) to allow for a reduction in the minimum onsite parking requirement; and

WHEREAS, said Project was deemed complete on October 17, 2018, which vested the applicable Code requirements in place at that time, specifically, the affordable housing requirements contained in Chapter 14.28, and the subsequent amendments to Chapter 14.28, per Ordinance No. 2018-449, that went into effect on October 26, 2018 that increased the City's affordable housing requirement to 15 percent of the base density are not applicable to the Project; and

WHEREAS, said Project is exempt from environmental review as in-fill development in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended ("CEQA"); and

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

WHEREAS, on November 2, 2017, the Planning Commission held a preliminary project review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on August 22, 2018, the Complete Streets Commission held a public meeting on the Project and at the conclusion of the meeting voted to recommend approval to the Planning Commission and City Council; and

WHEREAS, on March 11, 2019, the Applicant installed story poles on the site per the modified story pole plan that was approved by the City Council on February 26, 2019; and

WHEREAS, on March 20, 2019, the City gave public notice of the Planning Commission's public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners within a 500-foot radius; and

WHEREAS, on April 4, 2019, the Planning Commission conducted a duly-noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Planning Commission recommended that the City Council _____ the Project; and

WHEREAS, on _____, 2019, the City Council held duly noticed public meetings as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

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

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

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

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

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the ___ day of _____ 2019 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
LYNETTE LEE ENG, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

EXHIBIT A

FINDINGS

1. ENVIRONMENTAL REVIEW FINDINGS. With regard to environmental review, in accordance with Section 15332 of the California Environmental Quality Act Guidelines, based on the whole record before it, including, without limitation, the analysis and conclusions set forth in the staff reports, testimony provided at the proposed Project's public hearings, and the supporting technical studies, which include: 1) a Traffic Analysis by Kimley Horn Consultants (August 2018); and 2) an Environmental Noise Assessment by Illingworth & Rodkin, Inc (November 2017), the City Council finds and determines that the following Categorical Exemption findings can be made:

    a. The Project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with the applicable zoning designation (Commercial Downtown/Multiple-Family);

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

    c. Approval of the Project will not result in any significant effects relating to traffic, noise, air quality, or water quality and the completed technical studies and staff analysis contained in the agenda report 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. DESIGN REVIEW FINDINGS. With regard to Design Review Application 17-D-02, the City Council finds, in accordance with Section 14.76.060 of the Los Altos Municipal Code, as follows:

    a. The Project meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the First Street corridor in Downtown Los Altos, and all Zoning Code site standards and design criteria applicable for a project in the CD/R3 District;

    b. The Project has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design because the project utilizes high quality materials that support its architectural style and is appropriately articulated and scaled to relate to the size and scale of the surrounding buildings on the First Street corridor;

    c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the raised planter boxes, projecting overhangs and balconies, the building elevations have variation and depth and avoid large blank wall surfaces, and the project has incorporated elements that signal habitation, such as identifiable entrances, overhangs, high quality wood trim finishes and natural stone tile and usable balconies;

    d. The Project's exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements. Materials, finishes,

and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;

e. Landscaping, such as the Chinese Pistache, Japanese Maple and planter boxes are generous and inviting, and the landscape and hardscape features such as the decorative pavers, natural stone tile planters and facade, and cedar wood siding are designed to complement the building and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy including in the public right-of-way or within the project frontage;

f. Signage, which is limited to the building address number, commercial tenant identification, and other required directional signage, will be designed to complement the building architecture in terms of style, materials, colors and proportions;

g. Mechanical equipment is screened from public view by the roof 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 locations within the building and consistent with the building architecture in materials and detailing.

3. SUBDIVISION FINDINGS. With regard to Subdivision 17-SD-02, the City Council finds, in accordance with Section 66474 of the Subdivision Map Act of the State of California, as follows:

   a. The tentative map and the Project's design and improvements are consistent with the General Plan;

   b. The Project site is physically suitable for this type and density of development in that the project meets all applicable Zoning requirements;

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

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

4. AFFORDABLE HOUSING AND DENSITY BONUS FINDINGS. With regard to the offered below market rate units and requested parking requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.040, as follows:

   a. The Applicant is offering one moderate income unit for sale, which qualifies the project for incentives, waivers and a parking requirement alteration;

b. Per Table DB 6 in Section 14.28.040(C)(1)(d), a project that includes ten percent or more of its total units as moderate income restricted affordable units shall be granted one (1) incentive. Since the project is including ten percent of its total units as affordable at the moderate income level, the City shall grant one (1) incentive;

c. For its incentive, the Applicant is requesting the City allow a building with a roof deck height of 37.5 feet, where the Code has a 30-foot height limitation. The height incentive, which is seeking an increase of less than 11 feet above the height limit, is considered an "on-menu" incentive per Section 14.28.040(F) Incentive Standards.

d. Per Section 14.28.040(G)(2)(a), the City shall allow a minimum parking requirement, inclusive of handicapped and guest parking, of two (2) onsite parking spaces for each two- to three-bedroom unit if requested by the Applicant. The project includes 10 two- and three-bedroom units and 2,100 square feet of office space and is providing 29 onsite parking spaces, where a minimum of 27 onsite parking spaces is required by Code when applying the parking requirement alteration;

e. Per Section 14.28.040(H)(1), a project can request a waiver or reduction of development standards that have the effect of physically precluding the construction of a development in addition to the development incentive permitted by the Code. Consistent with these requirements, the Applicant requested waivers to allow: a) the elevator and stair tower to be 16.5 feet above the roof, where the Code allows such structures to be 12 feet above the roof; and b) installation of a mechanical parking lift system as an alternative means for parking, where the Code requires parking spaces to provide horizontal and vertical clearance within the minimum parking space area. The basis to grant the waivers is supported by the fact that the implementation of the standards physically preclude the construction of the development and the facilities are required in order to provide the necessary amenities and accessibility for the building, they will not have a specific, adverse impact upon health, safety, or the physical environment, they will not have an adverse impact on any listed historic resources and will not be contrary to state or federal law.

EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**
   The project approval is based upon the plans dated November 9, 2018 and the support materials and technical reports, except as modified by these conditions and as specified below.
   a. The improvements along First Street including but not limited to planters and benches at the front of the building shall provide for a minimum one-foot setback to the back of the public sidewalk for the entire frontage to accommodate the pedestrian access easement.
   b. The Applicant shall provide window and fenestration details on the final building plans for review and approval. The windows and doors shall be high quality aluminum clad that is similar to what is conveyed on the approved plans. The windows shall have a minimum inset of three inches. Opaque, reflective, or dark tinted glass should not be used on the ground floor elevation. Sixty (60) percent of the ground floor elevation shall be installed and maintained as transparent window surfaces.
   c. The Applicant shall provide spandrel glass windows on the side elevations as shown in the approved plans that match the visual appearance of the primary windows and shall have similar frame materials.
   d. The final shoring and excavation plan shall be reviewed and approved by the Public Works Director or their designee.

2. **Commercial Space Limitation**
   The 2,100 square feet of commercial space on the ground floor shall be used only for administrative office uses.

3. **Affordable Housing**
   The Applicant shall offer the City one (1) two-bedroom unit at the moderate income level for sale.

4. **Upper Story Lighting**
   Any exterior lighting above the ground floor on the sides and rear of the building and on the rooftop deck shall be shrouded and/or directed down to minimize glare.

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

6. **Public Utilities**
   The Applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.

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

8. **Stormwater Management Plan**
   The Applicant shall submit a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP) NPDES Permit No. CAS612008, Order R2-2015-0049 dated November 15, 2015. 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.

9. **Sewer Lateral**
   Any proposed sewer lateral connection shall be approved by the City Engineer.

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

11. **Indemnity and Hold Harmless**
    The Applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the Applicant's project.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

12. **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.

13. **Property Address**
    The Applicant shall provide an address signage plan as required by the Building Official.

14. **Water Efficient Landscape Plan**
    Provide a landscape documentation package prepared by a licensed landscape professional showing how the project complies with the City's Water Efficient Landscape Regulations.

15. **Climate Action Plan Checklist**
    The Applicant shall implement and incorporate the best management practices (BMPs) into the plans as specified in the Climate Action Compliance Memo prepared by Illingsworth & Rodin, Inc., dated September 21, 2018. The Applicant shall obtain third-party HVAC commissioning per Section 2.2 since the project includes non-residential construction.

16. **Pollution Prevention**
    The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.

17. **Storm Water Management Plan**
    The Applicant shall submit the Storm Water Management Plan (SWMP) in compliance with the MRP. The SWMP shall be reviewed and approved by a City approved third party consultant at

the Applicant's expense. The recommendations from the Storm Water Management Plan (SWMP) shall be shown on the building plans.

18. **Noise Mitigation**
The Applicant shall implement and incorporate the noise mitigation measures into the plans as required by the report by Illingsworth & Rodin, Inc., dated November 30, 2017.

PRIOR TO FINAL MAP RECORDATION

19. **Covenants, Conditions and Restrictions**
The Applicant shall include the following provisions in the Covenants, Conditions and Restrictions (CC&Rs):
    a. Long-term maintenance and upkeep of the landscaping and street trees, as approved by the City, shall be a duty and responsibility of the property owners.
    b. The 2,100 square feet of commercial space shall be used only for administrative office uses.
    c. The three surface parking spaces accessed via the public alley shall be considered unrestricted guest parking and the owners shall not put up any restrictive signage to limit the use of these spaces accept permitted by state or federal law.
    d. The 22 parking spaces in the mechanical parking lift system shall be assigned and reserved for use by the owners or tenants and shall include provisions for long-term maintenance and upkeep of the mechanical parking lift system;

20. **Public Access Easement Dedication**
The Applicant shall dedicate public access easements as follows:
    a. An easement of two feet along the rear alley for use as a public right-of-way; and
    b. An easement of one-foot along the First Street frontage to allow for pedestrian access.

21. **Public Utility Dedication**
The Applicant shall dedicate public utility easements as required by the utility companies to serve the site.

22. **Payment of Fees**
The Applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in lieu fees, traffic impact fees, affordable housing impact fee, public art impact fee and a map check fee plus deposit as required by the City of Los Altos Municipal Code.

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

PRIOR TO ISSUANCE OF BUILDING PERMIT

24. **Final Map Recordation**
The Applicant shall record the final map. Plats and legal descriptions of the final map shall be submitted for review by the City Land Surveyor. Applicant shall provide a sufficient fee retainer to cover the cost of the map review by the City.

25. **Sidewalk Lights**
The Applicant shall install new light fixture(s) along First Street as directed by the City Engineer.

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

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

28. **Sewage Capacity Study**
The Applicant shall submit calculations showing that the City's existing 6" sewer line will not exceed two-thirds full due to the project's sewer loads. Calculations shall include the 6" main from the front of the property to the point where it connects to the 8" sewer line on San Antonio Rd. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the Applicant shall replace the 6" sewer line with an 8" sewer line.

29. **Construction Management Plan**
The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regard to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the site. Applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.

30. **Sewer Lateral Abandonment**
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.

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

32. **Solid Waste and Recyclables Disposal Plan**
The Applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of

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

33. **Affordable Housing Agreement**
The Applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that offers one below market rate unit, for a period of at least 55-years, as defined in Condition No. 2. The below market rate unit shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable design, construction or materials.

PRIOR TO FINAL OCCUPANCY

34. **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.

35. **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.

36. **Acoustical Report**
The Applicant shall submit a report from an acoustical engineer ensuring that the rooftop mechanical equipment meets the City's noise regulations.

37. **Landscape Installation and Verification**
Provide a landscape Certificate of Completion, signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

38. **Condominium Map**
The Applicant shall record the condominium map as required by the City Engineer.

39. **Public Alleyway**
The Applicant shall improve the entire width of the alleyway along the rear of the project with the treatment approved by the City Engineer.

40. **Sidewalk in Public Right-of-Way**
The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street as directed by the City Engineer.

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

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

43. **SWMP 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, City shall record the agreement.

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

45. **Master Sign Program**
The Applicant shall submit and have an approved master sign program for the building that is in compliance with Section 14.68.130 of the Code.

ATTACHMENT B

Applicant Materials

- Cover Letter
- Density Bonus Report
- Design Review Narrative
- Climate Action Plan Checklist
- CityLift Parking Specifications
- Story Pole Certification and Approved Story Pole Plan

March 21, 2019

City Council
Attn: Lynette Lee Eng, Mayor
Los Altos City Hall
1 North San Antonio Road
Los Altos, CA 94022

The vision of First Place Village is to offer a turn-key "city-living lifestyle" in the suburban market. It is a 10-unit Mixed-Use development with approximately 2,100 SF of Office space. The project site is merely blocks from downtown Los Altos and features a Walk Score of 90 (walker's paradise). The addition of the residential units near the downtown serves to strengthen the businesses in that area while maintaining and updating over 60% of the existing Office space on the site. This site is a perfect example of a new infill development strategically located close to downtown retail and consumer services.

The development has been designed to accommodate the unique mix of buyers in the area, including downsizing seniors, millennials, and small families. We chose specific features to meet the needs of each of these groups, such as Tech Areas in select units (for remote workers) and single-floor configurations (for seniors).

The suburban world is changing rapidly to bring elements of urban living. To accommodate this, we've chosen a location close to services, installed bike lockers, and built-in many features to make this a self-contained community.

Highlights of the project include:

- Open-living floor plans
- All units single-story to maximize living space while appealing to all generations
- 660 square foot fitness facility with private spa-like patio
- 750 square foot rooftop deck with grilling stations, dining tables, and seating areas
- Bike storage, in the underground parking designated for each unit
- Private community courtyard
- Solar panels
- Walking distance to downtown Los Altos

Project Rationale and Benefits

The First Place Village development brings greatly needed market rate and affordable housing to Los Altos in an area where this type of Mixed-Use project maintains existing uses while bringing people to the downtown core to provide a vibrant community.

Within the downtown area there is a supermarket (Safeway) along with several restaurants, dozens of consumer services or retail outlets, and hotel.

First Place Village benefits Los Altos in several ways:

- Providing housing units near downtown
- Addition of "below market rate" housing
- Continuing legacy of luxury and sophistication in residential construction

Building Design
The building was designed with a high-end modern aesthetic and features a variety of exterior finishes including; a smooth stucco finish, siding accents, a stone veneer base, and metal railings. At the street level the Office entries feature planters with seat walls and large glass facades while the Residential entry features a wood tower section with metal canopies. The upper units facing First Street and the alley feature balconies that bring life to the street. The building façade is highly articulated with multiple plane changes, large recessed areas, and Juliette type balconies. The building is broken down into several vertical sections. These vertical sections of the building are broken up with a variety of horizontal balcony elements and canopies which accentuate the building forms.

Vehicular Access
The project proposes all vehicular access coming off the alley. This includes the ramp to the lower parking level along with 3 at grade parking spaces. The driveway / ramp will access a one level sub-grade parking garage with mechanical lifts for the residential use. In addition this level contains a bike room for the residents use.

Pedestrian Access
The project site has a Walk Score of 90 which is considered a walker's paradise. The main entries to the Office space as well as the Residential units are from First Street. The building has been designed with a larger front setback so that planter areas with seat walls could be designed into the building frontage. These planters have been pulled back so that people seated along the walls do not interfere with the pedestrians traveling on the sidewalks.

Bicycle Access
The project proposes to exceed the Santa Clara Valley Transportation Agency (VTA) bicycle parking guidelines. The guidelines specify that secure long-term bicycle parking should be provided at a ratio of one space per three units, which would require 4 bicycle parking spaces. The project proposes a secure bicycle storage room with 20 bike racks. The VTA guidelines also specify that 2 short-term bicycle spaces should be provided. The project proposes 2 short-term spaces at a bicycle rack near the front door.

Building Storage
The building is designed to accommodate the storage needs of the residents to the greatest extent possible. The building has a central storage area at the first floor that contains individual locking storage spaces. The storage spaces are fully enclosed and have 3' access doors.

PROJECT DESCRIPTION

This project is a multiple-family residential project at 385, 387, & 389 First Street. The project consists of a 10-unit, three-story, mixed-use building, with underground parking and mechanical lifts. The project replaces the existing office buildings totaling approximately 3,163 SF. The following table summarizes the project:

GENERAL PLAN DESIGNATION:	Commercial Downtown / Multiple Family District
ZONING:	CD / R-3
PARCEL SIZE:	.224 Acres (9,771 S.F.)
MATERIALS:	Painted plaster cement siding, siding accents and railings, architectural metal panels, glass balconies railings, board formed concrete walls.

	Existing	**Proposed**	**Required/Allowed**
SETBACKS:			
Front	0'-5'	2-10"-12'	2'
Rear	85'-90'	2'	2'
Right side	0'	3"	0'
Left side	0'	3"	0'
HEIGHT:	20'	37-4"	41' (with Density Bonus)
PARKING:	16 spaces	29 spaces	27 spaces (with density bonus)
DENSITY:	n/a	44.6 du / ac	n/a

AFFORDABLE HOUSING

- Lot Size: 9,771 / 43560 = .224 ac
  Allowable Density: n/a
- Affordable Housing per LAMC
  10 du x 10% BMR = 1 BMR

Market Rate Residential Units:

(7) 2-bedroom residential units
(2) 3-bedroom residential units

Proposed BMR Units:

(1) 2 bedroom residential unit

DENSITY BONUS

- Affordable Units: 1 units
- 1 moderate (1 moderate / 10 = 10 % = 5 % Density Bonus)
- No Density Bonus requested

DENSITY BONUS CONCESSIONS AND WAIVERS

This project is providing 1 BMR unit and is requesting a 0 % Density Bonus. With 10% Moderate Units the project is entitled to one incentive or concession.

Incentives (10% moderate = 1 incentive)

	Standard	Requested
1. Height increase (11' on-menu increase)	30'	37'-4" (41' allowed)

Waivers

1. Elevator Tower Height Increase	12'	16'-8"
2. 9 SF Roof Structure increase*	(4%) 303 sf	(4.1%) 312 sf
*Includes elevators, stairs and trash enclosure		
3. Parking Space size	9' x 18'	6'-6" x 19'-4" (equivalent)

Parking Required per 65915(p) and LAMC 14.28.040 G2a

2 spaces per 2-3 Bed Unit: 10 Units x 2 spaces	20 Spaces
Visitor / ADA: included	0 Spaces
Office: 1 space / 300 sf	7 spaces
Total:	27 Spaces

Parking Provided

Resident:	22 Spaces
Visitor / ADA:	0 Spaces
Office:	7 Spaces
Total:	29 Spaces

ELEVATOR TOWER INCREASE

An elevator is required to access the Occupied Roof deck per the CBC ADA access requirements. Due to the required height of the elevator tower we have placed it towards the rear of the building. This location allows the taller tower to be hidden from First Street views by the building. The requested elevator tower increase is based on the minimum height required to install the elevator with the 5 levels of stops. There is 14'-7" of clearance required from the floor level of the highest stop to the underside of the hoist beam. The hoist beam for the elevator sits above that required clearance and below the roof of the elevator shaft. The roof structure itself is +/- 18".

Sincerely,

1st Place Village LLC

Steve R. Johnson

Steve Johnson
(managing membe)

September 19, 2018
(Revised March 26, 2019)

Zachary Dahl, AICP
Planning Services Manager
Community Development Department
City of Los Altos

Density Bonus Report – 385/387/389 First Street, Los Altos, California (APN 167-41-066)

Dear Zach –

The proposed project is a mixed-use project comprised of 2,806 square feet of ground floor office, and ten (10) residential units on a .224 acre site located at 385/387/389 First Street. The site has a General Plan designation of Commercial Downtown / Multiple Family District and a Zoning designation of CD / R-3 Commercial Downtown / Multiple Family District.

We are requesting one incentive per Government Code Section 65915 and LAMC 14.28.040. The project was deemed complete prior to the adoption of the City of Los Altos increase in the percentage of affordable housing units and is providing ten percent (10%) of the residential units in a Common Interest Development at the moderate income level, and is therefore entitled to one incentive or concession pursuant to Government Code Section 65915 (b)(1)(D) and LAMC 14.28.040 Table DB 5, and a parking reduction per Government Code Section 65915 (p)(1)(A) and LAMC 14.28.040 G2a(ii). The project is required to provide, and does provide, 20 residential parking spaces, inclusive of ADA and guest parking.

This site has not had any dwelling units on it in the last 5 years and does not have any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to low income households.

Summary Table
APN: 167-41-066
Site Size: 9,771 S.F. (.224 ACRES)
General Plan: COMMERCIAL DOWNTOWN / MULTIPLE FAMILY DISTRICT
Zoning: CD / R-3
Total Number of Residential Units: Ten (10)

Market Rate Residential Units:
Seven (7) 2-bedroom residential units
Two (2) 3-bedroom residential units

BMR Affordable Units (Moderate Income):
One (1) 2-bedroom residential units

Incentives (10% Moderate Income in Common Interest Development = 1 incentive)

	Standard	Requested
Height increase	30’	37’4”

Please note that in the CD / R-3 zoning district, the allowed height of a 100% residential project is 35’.

Parking Required per 65915(p) and LAMC 14.28.040 G2a	
2 spaces per 2 or 3 bedroom unit: (10 Units x 2 spaces)	20 Spaces
Commercial (1 space per 300 SF)	8 Spaces
Total:	28 Spaces

Parking Provided per 65915(p) and LAMC 14.28.040 G2a	
2 spaces per 2 or 3 bedroom unit: (10 Units x 2 spaces)	20 Spaces
Commercial (1 space per 300 SF)	8 Spaces
Total:	28 Spaces

Government Code Section 65915 (d)(1) - Requested Incentive

We are requesting an incentive to allow the height of the mixed-use building to exceed the 30’ height limit by 7’4” (to 37’4). By way of background, the City’s CD / R-3 zoning district allows 100% residential buildings to be 35’ high. However, the City’s CD / R-3 zoning district limits mixed-use (commercial / residential) buildings to 30’ high. In addition, the CD / R-3 zoning district requires that the first floor of mixed use (commercial / residential) buildings to be 12’ high, which leaves only 16.5’ for the residential housing units above (after accounting for the interstitial space between the first floor commercial and the residential housing units above). So, while a 100% residential building could have easily have three floors of residential in the 35’ height limit, a mixed-use building is limited to one floor of residential in the remainder of the 30’ height limit.

Identifiable and Actual Cost Reductions

Government Code Section 65915 (d) (1) provides that a “city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, *based upon substantial evidence*” that (A) the incentive does not result in identifiable and actual cost reductions; (B) the incentive would have a specific adverse impact on public health, safety, the physical environment, or historic resources; or (C) the incentive would be contrary to state or federal law.

Government Code Section 65915 (d) (4) provides that "[t]he city, county, or city and county shall bear the burden of proof for the denial of a requested concession or incentive."

The requested height concession would not have a specific, adverse impact, upon health, safety, or the physical environment, nor would the requested concession be contrary to state or federal law. Government Code Section 65915(r) provides the Density Bonus Law "shall be interpreted liberally in favor of producing the maximum number of total housing units." The City Council has previously determined that the "on-menu incentives listed in LAMC 14.28.040 "would not have a specific, adverse impact." The requested concession of a 7'4" height increase is within the eleven (11) foot "On-Menu Incentive" referenced in LAMC 14.28.040(F)(1)(d).

The City has requested that we provide information concerning the "identifiable and actual cost reductions" that result from the requested incentive. As noted above, it is the City's burden to demonstrate that a requested incentive would not result in an identifiable and actual cost reduction rather than the applicant's burden to demonstrate that it would. Increases in height are specifically recognized in the City's code as an incentive and therefore it should be presumed by the City that a height incentive would result in identifiable and actual cost reductions (See Gov't Code § 65915(o)(1); and LAMC 14.28.040(F)(1)(d).) Shifting the burden to the applicant would be inconsistent with the State Density Bonus Law.

Nonetheless, we are happy to provide reasonable documentation to support our application as set forth below:

Without the additional 7'4" height incentive (to 37'4") to approximate a 100% residential building, our project would lose five (5) market rate units because one floor of five (5) residential units would not be able to fit within the 30' height limit. The subsidized cost of the below market rate unit would have to be borne by a four (4) market rate units (versus nine (9) market rate units as proposed).

Assuming a gross cost of the proposed below market rate unit of $700 per square foot, including two below-ground parking spaces, the cost of providing the proposed below market rate unit is $513,100. This includes all pro-rata hard construction costs, soft costs, parking costs and land valuation. Since the construction costs are in 2018 dollars and not forecast to 2020 when these units are expected to be completed it is reasonable to assume that the cost of providing the proposed below market rate unit will exceed $513,100.

In conclusion, the incentive to increase the height from 30' to 37'4" results in "identifiable and actual cost reductions" totaling $285,056 which helps subsidize the cost of the affordable unit, as shown in the chart below.

		35' Height 9 Market Rate Units (Per Unit)	30' Height 4 Market Rate Units (Per Unit)
Gross Cost of BMR Unit (1233 SF @ $700 PSF)	$ (863,100)		
Sales Price of BMR Unit	$ 350,000		
Net Cost of BMR Unit (9 Market Rate Units)	$ (513,100)	$ (57,011)	$ (128,275)
Total Cost Reduction from additional 5 Market Rate Units (30' Height Limit)		**$ (285,056)**	

In the alternative, because the existing 30' height limit would physically preclude the density bonus project, the requested height increase could also be approved as a waiver of a development standard under Government Code Section 65915(e)(1).

Government Code Section 65915 (e)(1) – Waivers of Development Standards

Government Code Section 65915 (e)(1) provides, in part, that "[i]n no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." Further, "nothing in the [Density Bonus] statute requires the applicant to strip the project of amenities, such as an interior courtyard, that would require a waiver of development standards. Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period. (§ 65915, subd. (e)(1).) The statute does not say that what must be precluded is a project with no amenities, or that amenities may not be the reason a waiver is needed." (*Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347.

We are requesting two waivers of a development standard in order construct the development – first, a parking space width and, second, an elevator override height waiver (as noted above, we also request a height increase to 37'4" as a waiver as an alternative to the requested height incentive). With respect to parking space width, the City's Municipal Code does not address mechanical parking spaces. The Municipal Code's requirements for width of a conventional residential space is 9'0"; however, the only mechanical lift currently on the market that is available for use by the development is 8'6" wide after deducting the mechanical components. Strictly applying the City's 9'0" parking space width standard would result in the loss of 4 or more residential spaces, and thus two or more residential units, thereby physically precluding the construction of the project.

We are also requesting a waiver of a development standard to allow the height of the elevator override for the mixed-use building to exceed the 12' height exception for elevator overrides by 4'8" to a total structure height of 54'0" (comprised of the 37'4" height limit, with the requested incentive, plus the 12' allowed height exception for elevator overrides, plus the requested 4'8" waiver of development standard). An elevator is required to access the occupied roof deck per the CBC ADA accessible access requirements. Due to the required height of the elevator tower to provide the ADA accessible access, we have placed it towards the rear of the building. This location allows the taller tower to be hidden from First Street pedestrian and vehicular views by the building. The requested elevator tower increase is based on the minimum height required to install the elevator with the 5 levels of stops. There is 14'-7" of clearance required from the floor level of the highest stop to the underside of the hoist beam. The hoist beam for the elevator sits above that required clearance and below the roof of the elevator shaft. The roof structure itself is +/- 18". The proposed mixed-use building cannot be constructed without the 4'8" waiver of development standard for elevator override and the failure to grant the waiver would preclude the construction of the common open space roof deck with the required ADA accessible access.

If you have any questions, please feel free to contact me.

Regards,

Steve R. Johnson

Steve Johnson

Managing Member

1st Place Village, LLC

PROJECT DATA SUMMARY

ADDRESS:	385 / 387 / 389 FIRST STREET LOS ALTOS, CA 94022
APN:	167-41-066
ZONING:	CD/R3 COMMERCIAL DOWNTOWN / MULTIPLE FAMILY DISTRICT
GROSS SITE AREA:	9,771 S.F. (.224 ACRES)
NET SITE AREA:	9,621 S.F.
EXISTING BUILDING AREA:	3,163 SF
PROPOSED COMMERCIAL OFFICE:	2,099 SF
PROPOSED RESIDENTIAL UNITS:	10 UNITS
OCCUPANCY:	S2 / R2
CONSTRUCTION TYPE:	IA / IIIA

UNIT SUMMARY
(8) 2 - BEDROOM UNITS
(2) 3 - BEDROOM UNITS

PARKING SUMMARY
REQUIRED PARKING
COMMERCIAL
- 1 SPACE / 300 SF
- 2,099 SF / 300 = 7 SPACES

RESIDENTIAL (PER CA GOVERNMENT CODE 65915)
- 2 SPACES PER 2-3 BEDROOM UNIT
- (10) 2-3 BEDROOM UNITS = 20 SPACES
- TOTAL = 27 SPACES

PARKING PROVIDED
- AT GRADE = 3 SPACES
- BELOW GRADE GARAGE = 26 SPACES
- TOTAL = 29 SPACES

ACCESSIBLE PARKING PROVIDED: 2 STALLS COMPLIES (1 ASSIGNED, 1 VISITOR)

PROJECT AREA SUMMARY

BASEMENT FLOOR:	5,706 SF
FIRST FLOOR:	5,777 SF
SECOND FLOOR:	7,347 SF
THIRD FLOOR:	7,043 SF

FOURTH FLOOR: 312 SF
TOTAL BUILDING SF: 26,185 SF

*FOR INDIVIDUAL SPACE SIZES, SEE SHEET A17.

AFFORDABLE HOUSING / DENSITY BONUS

AFFORDABLE HOUSING

LOT SIZE: 9,771 / 43,560 = .22 AC
AFFORDABLE HOUSING: 10 UNITS x 10% BMR = 1 BMR

DENSITY BONUS CONCESSIONS

HEIGHT INCREASE

DENSITY BONUS WAIVERS

PARKING SPACE SIZE AT MECHANICAL LIFTS, ELEVATOR OVERRIDE, HEIGHT INCREASE IN THE ALTERNATIVE

UNIT	BED BATH COUNT	SF	# OF UNITS	TOTAL
Unit A	2 Bedroom 2 Baths	1350	1	1350
Unit B	2 Bedroom 2.5 Baths	1333	5	6655
Unit C	2 Bedroom 2.5 Baths	1292	2	2584
Unit D	3 Bedroom 2.5 Baths	1493	2	2986
TOTAL			10	13575

DESIGN REVIEW NARRATIVE
FOR NEW DOWNTOWN DEVELOPMENT

General Design Review Findings (Section 14.78.060)

A. The proposal meets the goals, policies and objectives of the general plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area.

RESPONSE: This project was design based on the General Plan, the Downtown Design Guidelines, and the Los Altos Municipal Code. The responses to the following outline along with the Design Intent and Village Character outlines provided show how the project responds to each criteria.

B. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design.

RESPONSE: We feel that this project has architectural integrity and is true to the design style throughout. The majority of the older buildings in this area are fairly non-descript and lack a lot of architectural style. These are typically fairly small scale buildings at this time but it is anticipated that these buildings will be redeveloped in the near future. This redevelopment will most certainly include an increase in scale of these buildings to be more compatible in height, mass, and bulk with the newer buildings along First Street.

C. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth, and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays and balconies.

RESPONSE: Numerous changes in wall planes both horizontally and vertically provide strong visual interest. The Office spaces at the lower level step in and out and have cantilevered elements above that provide a sense of entry as well and relate to human scale at the ground level. The second level balconies are recessed into the façade to provide a covered outdoor space while the upper balconies have a trellis structure to help break down the scale of the building. The building entrances are clearly identifiable and the scale and material of each entrance signals its use. The addition of French style doors with Juliet balconies helps define the residential use at the upper floors while providing a three dimensional feature to break up the larger wall plane.

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

RESPONSE: The exterior materials for this project reflect not only the architectural style of the building, they are high quality durable materials that can be found on both old and new buildings in the downtown. A clean lined modern stone veneer is used to define the base of the building at the office uses while a wood tower feature defines the entry to the residential use. These materials along with the selected color palette provide a rich street presence that is harmonious with surrounding buildings both old and new.

E. Landscaping is generous and inviting, and landscape and hardscape features are designed to complement the building and parking areas, and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage.

RESPONSE: The front building setback has been increased from what is required in order to provide larger planter and seating areas. In addition a street tree has been included where there is natural grade at the building frontage.

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

RESPONSE: A unique signage opportunity has been provided at each space. These signs will be designed to fit within the building context while being induvial to the tenants.

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

RESPONSE: Mechanical equipment screening has been designed to match the building design, be be consistent with the parapet heights, and screen the equipment from public view.

H. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

RESPONSE: These areas are enclosed within a space that is further hidden from view by the parking area at the rear.

CD/R3 District Design Controls (Section 14.52.110)

A. Reduction of apparent size and bulk:

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

RESPONSE: Numerous changes in wall planes both horizontally and vertically provide strong shadows and visual interest. The Office spaces at the lower level step in and out and have cantilevered elements above that provide a sense of entry as well as a shadow line. The second level balconies are recessed into the façade to provide a covered outdoor space with a deep shadow line. The upper balconies have a trellis structure to help break down the scale of the building while providing a covered outdoor space with an interesting shadow effect. In addition the stucco frame at the far right of the building provides a shadow line around that feature.

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

RESPONSE: The recessed wood residential entry provides a strong vertical element which breaks the building frontage into three distinct wall planes. In addition the use of the strong wood element within a recessed frame further breaks down the massing of the larger element to the right of the tower. The building is articulated horizontally at many levels. This begins with the low horizontal planters that help define the building base. The use of a clean lined stone veneer at the base helps define the Office uses while providing a strong building base. The recessed balconies at the second level provide further building articulation while the upper balconies with the lighter trellis features provide a softer building corner and relief from the vertical massing.

3. The proportions of building elements, especially those at ground level, should be kept close to human scale by using recesses, courtyards, entries, or outdoor spaces along the perimeter of the building to define the underlying fifty-foot front lot frontage.

RESPONSE: The building façade is broken down at all levels by variation in wall planes. At the ground floor the residential entry feature divides the building into smaller elements. The ground floor elements are further recessed with soffits above while landscape planters define the lower level.

4. Rooftop equipment shall be concealed from view and/or integrated within the architecture of the building.

RESPONSE: Mechanical equipment screening has been designed to match the building design, be be consistent with the parapet heights, and screen the equipment from public view.

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

RESPONSE: Although individual windows are not inset all windows are recessed by a major wall plane, balcony, or overhang.

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

RESPONSE: Each space within the building has direct access off the sidewalk and faces the street.

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

RESPONSE: _____

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

RESPONSE: This condition has been met.

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

RESPONSE: Although the building has a courtyard it is enclosed for private use of the occupants and is not visible to the street.

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

RESPONSE: Mechanical equipment screening has been designed to match the building design, be be consistent with the parapet heights, and screen the equipment from public view.

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

5.1 PEDESTRIAN ENVIRONMENT

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

5.1.1 Minimize the visual impact of parking

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

RESPONSE: Although this would not be considered a larger parcel the majority of the parking is placed underground with only a few parking spaces at grade. All parking spaces and access to the ramp for the underground parking are accessed off the alley and are not visible from the street.

5.1.2 Provide pedestrian linkages between street front sidewalks and building entries

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

RESPONSE: Each of the building elements has its main entry off of First Street directly adjacent to the sidewalk.

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

a) Building fronts are expected to be as active and attractive as those in the Downtown Core District, and to be buffered from parked cars. Landscaping and, where appropriate, trees should be used to buffer pedestrian areas. Alternatively, arcades and planters at the building may be used for this purpose. Examples of these two approaches are shown to the left.

RESPONSE: This project is designed with the building frontage directly along First Street. All building entries face the street and there is a landscape buffer with seat walls along this frontage.

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

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

RESPONSE: There are no parking areas adjacent to the street.

5.1.5 Provide pedestrian walkways through large parking lots

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

RESPONSE: There are no large parking lots in this project.

5.1.6 Provide pedestrian amenities.

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

RESPONSE: Planters have been provided along the sidewalk which incorporate seat walls into their design. These planters have been pushed back from the back of the sidewalk to provide space to sit while not impeding the flow of people on the sidewalk.

5.1.7 Integrate ground floor residential uses with the streetscape

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

RESPONSE: All ground floor residential is placed away from the street and faces onto the interior courtyard.

5.2 ARCHITECTURE

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

5.2.1 Design to a village scale and character

a) Avoid large box-like structures.
b) Break larger buildings into smaller scale elements.
c) Provide special design articulation and detail for building facades located adjacent to street frontages.
d) Keep focal point elements small in scale.
e) Utilize materials that are common in the downtown core.
f) Avoid designs that appear to seek to be prominently seen from Foothill Expressway and/or San Antonio Road in favor of designs that focus on First Street, and are a part of the village environment.
g) Provide substantial small-scale details.
h) Integrate landscaping into building facades in a manner similar to the Downtown Core District (See DDG pages 28-29).

RESPONSE:

a) Although we have selected a more modern architectural style which is inherently more geometric in nature the numerous plane changes as well as the smaller scale architectural features break down the building's façade.

b) The recessed wood residential entry provides a strong vertical element which breaks the building frontage into three distinct elements. In addition the use of the strong wood element within the recessed frame further breaks down the massing of the larger element to the right of the tower. The building is articulated horizontally at many levels. This begins with the low horizontal planters that help define the building base. The use of a clean lined stone veneer at the base helps define the Office uses while providing a strong building base. The recessed balconies at the second level

provide further building articulation while the upper balconies with the lighter trellis features provide a softer building corner and relief from the vertical massing.

c) In addition to the design articulation is provided by the plane changes noted above we have provided numerous architectural details. Details include; multiple materials used to break up the massing and scale, window shade elements, railing details, light fixtures, signage, and planters.

d) We have provided many small scale focal elements within the design of the building. The main residential entry tower has been lowered in height and smaller scale details have been added including the metal entry canopy as well as the residential scale doors with metal Juliet railings. Also, the upper balconies have been reduced in scale by creating a lighter trellis feature instead of a stucco soffit.

e) The use of stone, wood, and stucco relates to both old and new buildings in the Downtown

f) This building will not be highly visible from Foothill due to the existing building across the street. In addition any new building backing Foothill will further obscure the view of the structure.

g) Many small scale details have been included in all of the building facades. These include; residential scale doors elements with metal railings and awnings, upper level trellises with smaller scale details, window shade elements at the Office level, light fixtures, signage, and planters.

h) The front building setback has been increased from what is required in order to provide larger planter and seating areas. In addition a street tree has been included where there is natural grade at the building frontage.

5.2.2 Design structures to be compatible with adjacent existing buildings

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

RESPONSE: Although the building scale may be perceived to be incompatible with the existing adjacent buildings it is in scale with the newer structures in the area. In addition the adjacent zoning allows for those parcels to be developed with similar scale buildings. The building has been designed with a courtyard throughout the project site so that adjacent parcels can develop without impacting our design.

5.3 LANDSCAPE

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

5.3.1 Provide substantial landscaping adjacent to residential neighborhoods

5.3.2 Landscape Foothill Expressway edges with shrubbery and trees

5.3.3 Add substantial landscaping in all parking lots

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

5.3.4 Add street trees along all parcel street frontages

RESPONSE: This project is not adjacent to a residential neighborhood, along Foothill Expressway, nor does it have a visible parking lot. We have increased the setbacks beyond what is required at the ground floor in order to add planters with a seat wall along with a larger tree at the natural grade area that is not above the parking structure.

5.4 SIGNAGE

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

RESPONSE: Unique signage opportunities have been provided for each office space.

Downtown Design Guidelines – Intent (Page 7) and Village Character (Page 12)

Intent

These guidelines are intended to accomplish the following:

Support and enhance the unique Los Altos Village Character

See outline of Village Character below.

Maintain and enhance the attractive Downtown pedestrian environment

This design enhances the pedestrian environment by creating larger planting and seating areas than the existing building. In addition the cantilevered upper floor elements, window shade details, and lower signage bring the façade down to a pedestrian friendly scale.

Provide a mix of uses to meet the needs of the community residents and visitors

This project creates newer, updated office space while adding 10 additional residential units to the Downtown Core. The additional residents will help create a more vibrant Downtown.

Encourage increased Downtown vitality with additional retails shops, restaurants, offices and residents

This project creates newer, updated office space while adding additional residential units to the Downtown Core. The additional residents will help create a more vibrant Downtown with 10 luxurious units walking distance to all downtown Los Altos has to offer.

Encourage creative design and architectural diversity

The design of this project is creative and adds some diversity to the architectural styles in the downtown without straying too far from the roots of the downtown design and took into consideration the peer review ordered by the city of Los Altos that supports our design and direction. The addition of a more Contemporary design style enhances the eclectic nature of the downtown core.

Encourage appropriate historic preservation

The structures that exist at this site are not of any historical value.

Encourage sustainable design and development

A newer building with more current design and construction techniques is inherently more sustainable. In addition this building will feature solar panels and electric car chargers to help increase the energy efficiency

Establish a strong sense of entry at Downtown gateways

Although this building is not directly at the entry to the Downtown it will help create an entire street scene that will enhance the approach to the downtown area. Although it will not all happen at once the newer buildings along First Street are the catalyst for updating additional properties and creating a more pedestrian friendly access to the downtown.

Provide adequate, attractive and convenient public parking

The bulk of the parking for this building is provided in a sub-grade garage. This hides the preponderance of the vehicles from view which is more attractive and is very convenient to those accessing the building

Encourage the maintenance and upgrading of uses, properties, and signage
Creating a new building at this location is the epitome of this goal.

Encourage signage appropriate to the Downtown Village scale and character
The concept for the signage on this project is to create a base element that is part of the building which allows for the individual tenant to create their own unique signage for their use. The size of this signage is dictated by the space provided which keeps it within the Village scale. The fact that the owners created an individualized look matches the Village Character.

Implement the Los Altos Downtown Design Plan.
See comments that address the Downtown Design Plan in the next section.
The city will consider development incentives for projects that implement or preserve elements of the Downtown Design Plan (e.g., paseos and courtyards) on a case-by-case basis.

Village Character

Traditional Village and Main Street architectural styles
Main Street is a wide-ranging mix of styles many of which are very simple geometric forms. The design of this building fits in with those elements while expanding the vocabulary of the design. In addition the materials and style fit very well with some of the newer building in the Downtown area such as the Packard Foundation building and the new building at First and San Antonio.

Wide diversity of building forms
The village Character allows, even asks for a wide diversity of design styles and building forms

Larger buildings broken up into smaller segments
Our design is broken up into 3 distinct vertical elements with the entry tower in the middle. In addition the cantilevered second floor and the balcony elements break up the building horizontally.

Courtyards and paseos with secondary uses
The building features a courtyard with passive recreation use for the residents and employees.

Mixture of continuous storefronts and stand-alone buildings
This building retains the continuous storefront that exists now

Varied building top profiles and details
The top profile of this building has some variation and provides some variety within this area of First Street.

Wide variety of interesting architectural and storefront detail
The first level storefront detail on this building adds some variety to the pedestrian level along this section of First Street. The scale of the storefront, along with the recessed entries and signage help to create a pedestrian scale.

Diverse mix of pedestrian scaled storefront and signage

The first level storefront detail on this building adds some variety to the pedestrian level along this section of First Street. The scale of the storefront, along with the recessed entries and signage help to create a pedestrian scale.

Individual store personalities

The opportunity for individual signage, as well as the varied depths of the storefronts from the street, help to create identity. The different heights and depths of the landscape element also create individuality.

Variety of storefront profiles with entry vestibules, façade recesses, and landscaping

Varied depths of the storefronts from the street, help to create identity. The different heights and depths of the landscape element also create individuality.

Landscaping integrated with the storefronts

Different types of landscape features are integrated into the individual storefronts. This helps to provide a more unique feel for each space.

Limited blank walls

There are limited blank walls at every level of this design. The areas that include the largest portions of the blank walls were created to help bring out the aesthetic beauty of the various materials.

Wide variety of natural building materials

The façade of the project includes the use of stucco, wood, and stone to create distinct elements of the design while providing a harmonious look.

Abundant landscaping and pedestrian amenities

The setbacks along the street frontage have been increased beyond what is required so that additional landscape and seat walls could be included in the design.

Wide variety of pedestrian paving

The paving at the building entries will be enhanced.

Preserved historic resources

The existing buildings on the site do not have historic value

Pleasant and interesting parking to shopping paths

The parking is sub-grade and is hidden from view from First Street.

Second floors strongly related to the street front

The balconies along the second and third floors help to activate the street and strongly relate to the street front

Residential units included in the downtown mix of uses

This project includes 10 new residential units while maintaining the existing office uses

Public social gathering places

There are courtyards and rooftop gathering spaces for the residents and employees of the project to socialize

Integrated art and whimsical details

No art has been integrated at this point

Use of natural materials

Natural stone and wood materials are incorporated into the design

Subtle lighting

All exterior lighting along the street front will be down lighting.

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M E M O

Date: September 21, 2018

To: **Jeff Warmoth**
1st Place Village, LLC
389 First Street
Los Altos, CA 94022
Email: jeffwarmoth@gmail.com

From: Mimi McNamara
James A. Reyff
Illingworth & Rodkin, Inc.
1 Willowbrook Court, Suite 120
Petaluma, CA 94954

RE: Los Altos Climate Action Plan Best Management Practice Checklist

SUBJECT: Health Risk Issues Job#17-207

This memo addresses the Los Altos Climate Action Plan Best Management Practice Checklist for the mixed-use project at 389 First Street in Los Altos, California. To be consistent with the Los Altos Climate Action Plan (CAP), a project must be incorporate all Best Management Practices (BMPs) identified in the checklist in addition to being consistent with the Lost Altos General Plan and being within the GHG emissions forecasted within chapter 2 of the Los Altos CAP.

The project proposes to construct a four-story building with 2,782 square feet (sf) of commercial office space and 10 residential units on a 0.22-acres site in Los Altos. The project would also include 30 parking spaces with 26 of the spaces in a below-grade garage. An evaluation of the project data was done to determine if it complies with the Los Altos CAP Checklist. After reviewing the project data within the plans, the project will comply with the Los Altos CAP Checklist. The checklist with the project compliance descriptions is attached.

Should you have any questions, please contact at Mimi McNamara in our office at 707-794-0400 ext. 35 or mmcnamara@illingworthrodkin.com.

Attachment 1: Los Altos CAP Checklist

Climate Action Plan Best Management Practice Checklist

	Best Management Practice Required	Applicable to	Describe Project Compliance
1.1	**Improve Non-Motorized Transportation**		
☑	Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.	Nonresidential projects greater than 10,000 square feet	**N/A** the project is residential with less than 10,000 sqft of commercial space
☑	Connect to and include non-motorized infrastructure on-site.	Nonresidential projects greater than 10,000 square feet	**N/A** with same reasoning as above
☑	Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.	Nonresidential projects greater than 10,000 square feet	**YES**, there will be pedestrian access to all surrounding uses
1.2	**Expand Transit and Commute Options**		
☑	Develop a program to reduce employee VMT.	Nonresidential projects greater than 10,000 square feet (or expected to have more than 50 employees)	**N/A** the project residential project with less than 10,000 sqft of commercial space
1.3	**Provide Alternative-Fuel Vehicle Infrastructure**		
☑	Comply with parking standards for EV pre-wiring and charging stations.	New and substantially remodeled residential units Nonresidential projects greater than 10,000 square feet	**YES,** the project will provide 8 EV parking stations
2.2	**Increase Energy Efficiency**		
☑	Comply with the Green Building Ordinance.	All new construction and remodels greater than 50%	**YES,** project will comply with all city ordinances
☑	Install higher-efficiency appliances.	All new construction and remodels greater than 50%	**YES,** project will include high efficiency appliances as applicable
☑	Install high-efficiency outdoor lights.	All new construction and remodels greater than 50%	**YES,** project will include high efficiency lighting where applicable
☑	Obtain third-party HVAC commissioning.	All new nonresidential construction and remodels greater than 50%	**N/A,** HVAC Commissioning is not required for residential projects
3.1	**Reduce and Divert Waste**		
☑	Develop and implement a Construction & Demolition (C&D) waste plan.	All demolition or new construction projects	**YES**, a Construction and Demolition (C&D) waste plan will be developed and implemented prior to commencing demolition.
3.2	**Conserve Water**		
☑	Reduce turf area and increase native plant landscaping.	All new construction	**YES**, the project will not include new turf areas and irrigation will meet the City's WELO
3.3	**Use Carbon-Efficient Construction Equipment**		

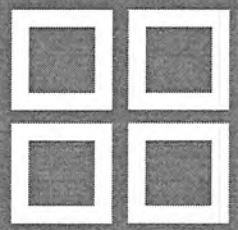
	Best Management Practice Required	Applicable to	Describe Project Compliance
☑	Implement applicable BAAQMD construction equipment best practices.	All new construction	**YES**, the project will use the BAAQMD BMPs during construction
4.1	**Sustain a Green Infrastructure System and Sequester Carbon**		
☑	Create or restore vegetated common space.	Residential or nonresidential projects greater than 10,000 square feet	**YES**, the landscape design includes common area social spaces with planters, shrubbery, and maple trees on the first floor and roof deck.
☑	Establish a carbon sequestration project or similar off-site mitigation strategy.	Residential or nonresidential projects greater than 10,000 square feet	**YES**, landscape design includes shrub planting to assist with storing carbon
☑	Plant at least one well-placed shade tree per dwelling unit.	New residential construction	**YES**, to the greatest extent possible*
5.1	**Operate Efficient Government Facilities**		
☑	Incorporate the use of high-albedo or porous pavement treatments into City projects to reduce the urban heat island effect.	All City-funded or sponsored construction projects	**N/A** the project is not a City-funded or sponsored project

* 4.1 Plant at least one well-placed shade tree per dwelling unit

Yes, Although the size project site and the higher density housing architecture does not allow one shade tree per dwelling unit, the landscape design does provide shade trees wherever possible to help mitigate the urban heat island effect.

cityLift

PUZZLE



SPECIFICATION SHEET

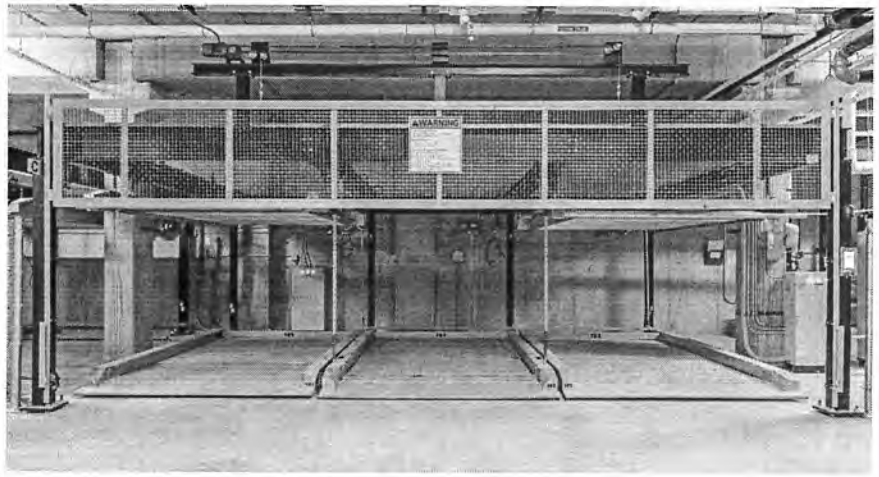
PUZZLE

33 SECONDS
AVERAGE RETRIEVAL TIME

UP TO 7 LEVELS
2 - 7 LEVEL CONFIGURATIONS

40,000
SPACES INSTALLED

Our most popular and versatile mechanical parking solution is the Puzzle. It comes in 2, 3, 4, 5, 6, and 7-level configurations; with or without pits and is ideal for new construction or retrofits. This mechanical parking lift also works in a tandem configuration without impacting retrieval time. They are widely used in residential, mixed use, and public garages in impacted urban areas. Replacing traditional stackers with the Puzzle can drastically reduce valet costs since each space is independently accessed. The Puzzle can be used indoors or outdoors and requires a minimum clear height of 11' 7 3/4" beginning with the 2 level system.



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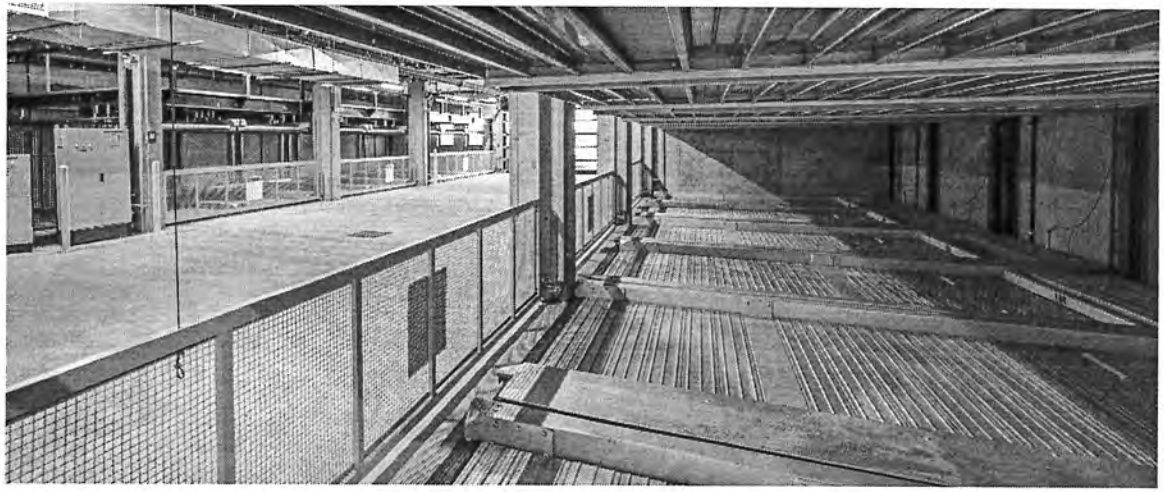
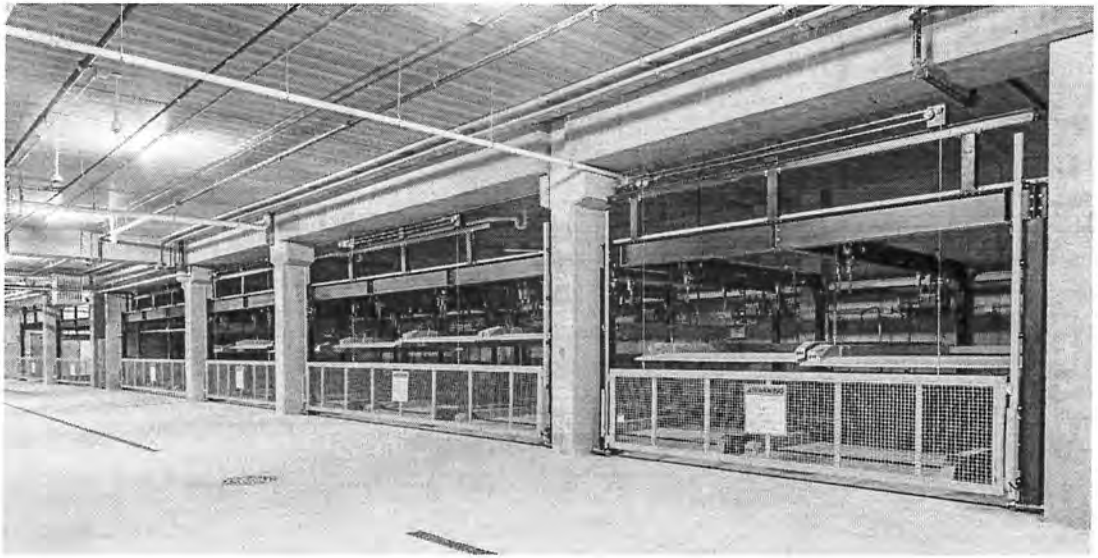
PUZZLE

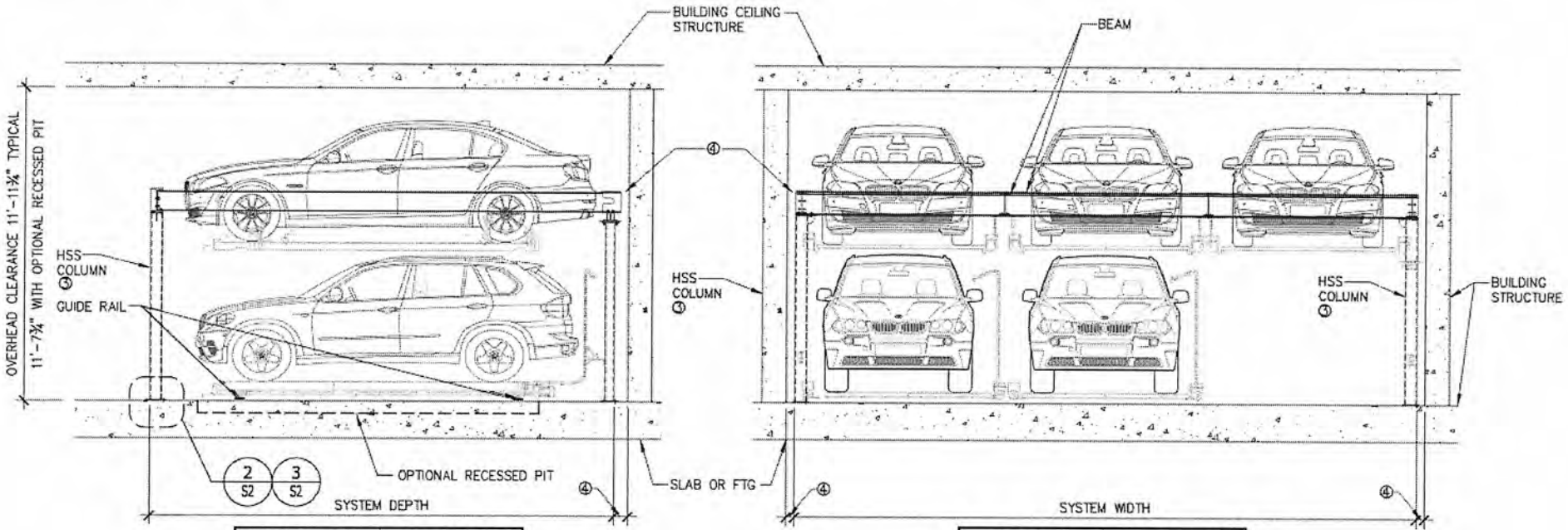




cityLift

TWO LEVEL PUZZLE

MODEL NO **2LP**

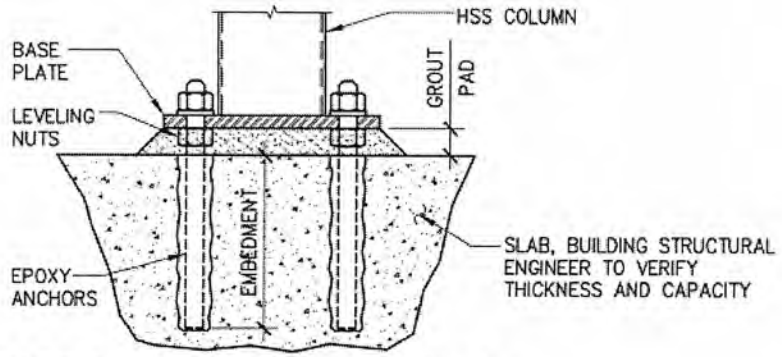


CAR LENGTH	SYSTEM DEPTH
15' - 9"	17' - 9"
16' - 5"	18' - 4 7/8"
17' - 0 3/4"	19' - 3/4"

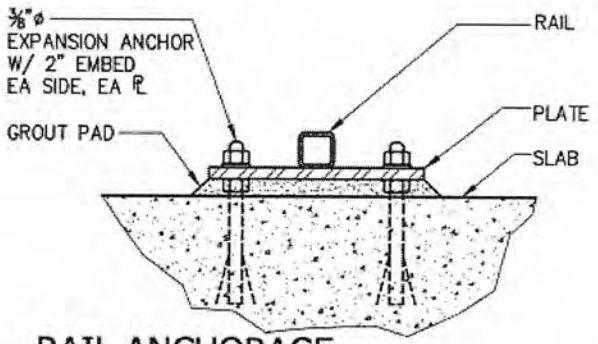
CAR WIDTH	SYSTEM WIDTH
6' - 0 3/4"	24' - 1 5/8"
6' - 2 3/4"	24' - 7 1/2"
6' - 4 3/4"	25' - 1 3/8"
6' - 6 3/4"	25' - 7 1/4"
6' - 8 3/4"	25' - 11 3/8"

cityLift

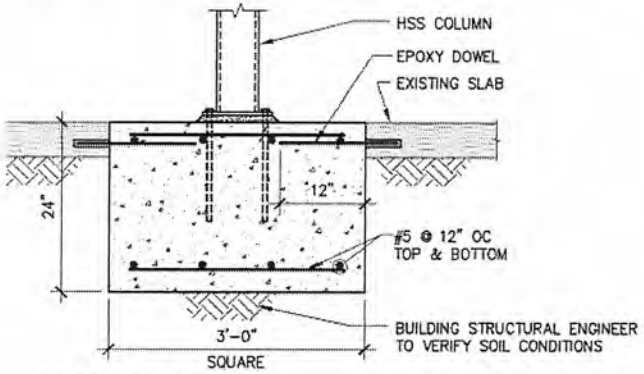
TWO LEVEL PUZZLE



BASE PLATE SECTION AT SLAB



RAIL ANCHORAGE



FOOTING OPTION

NOTES:

- Depth depends on the concrete strengh specified
- Typical base plate dimensions are 12"x12" design may vary based on design
- 5/8" thick plate with 1/4" HSS design may vary based on actual design

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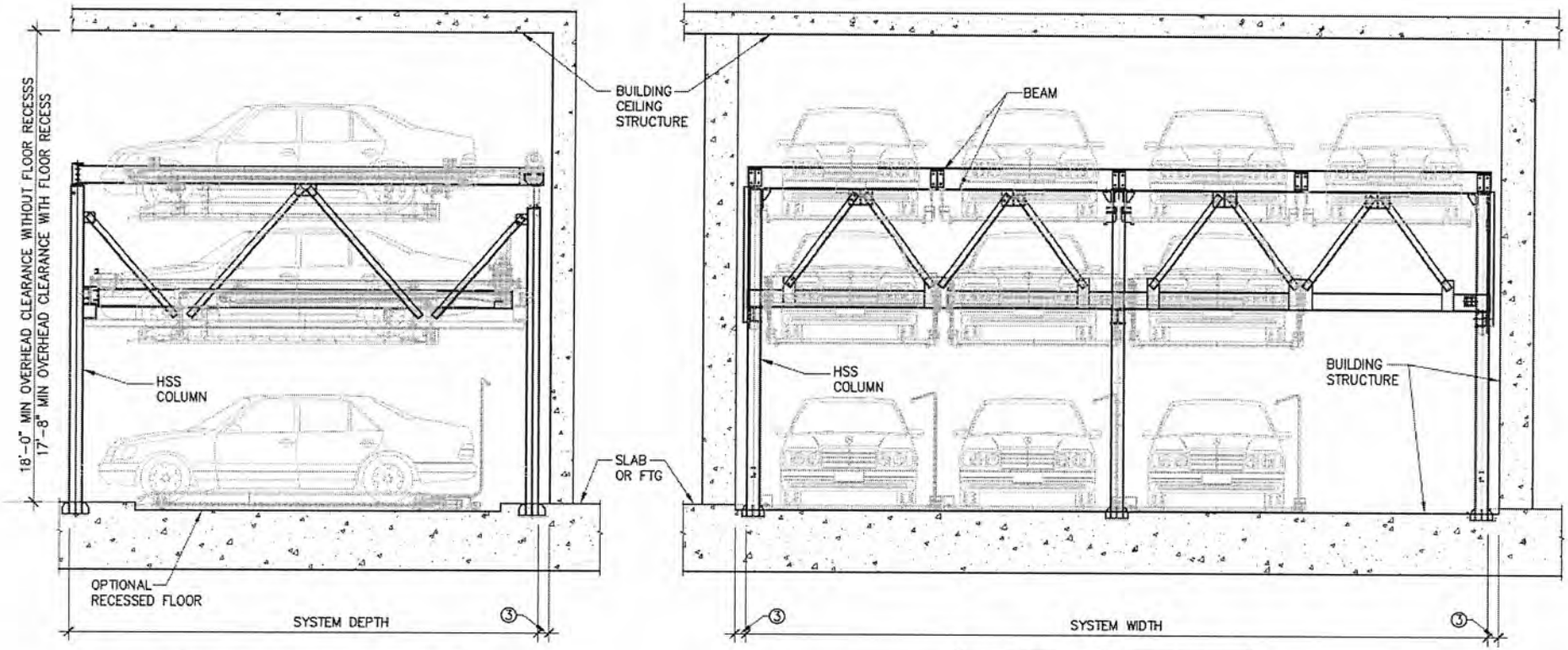
THREE LEVEL PUZZLE

MODEL NO **3LP**



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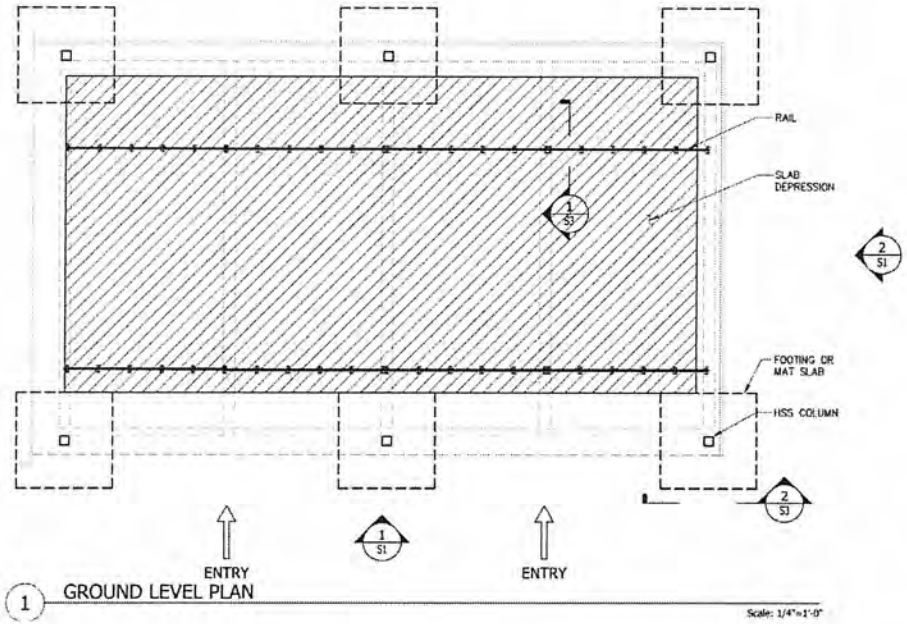
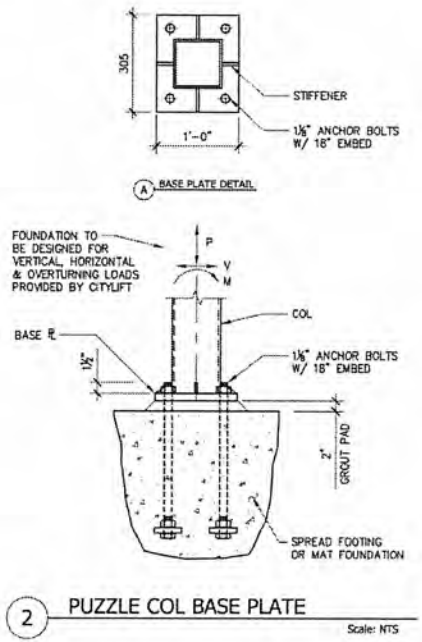
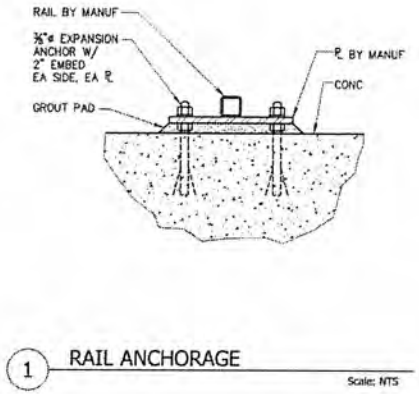
cityLift

THREE LEVEL PUZZLE





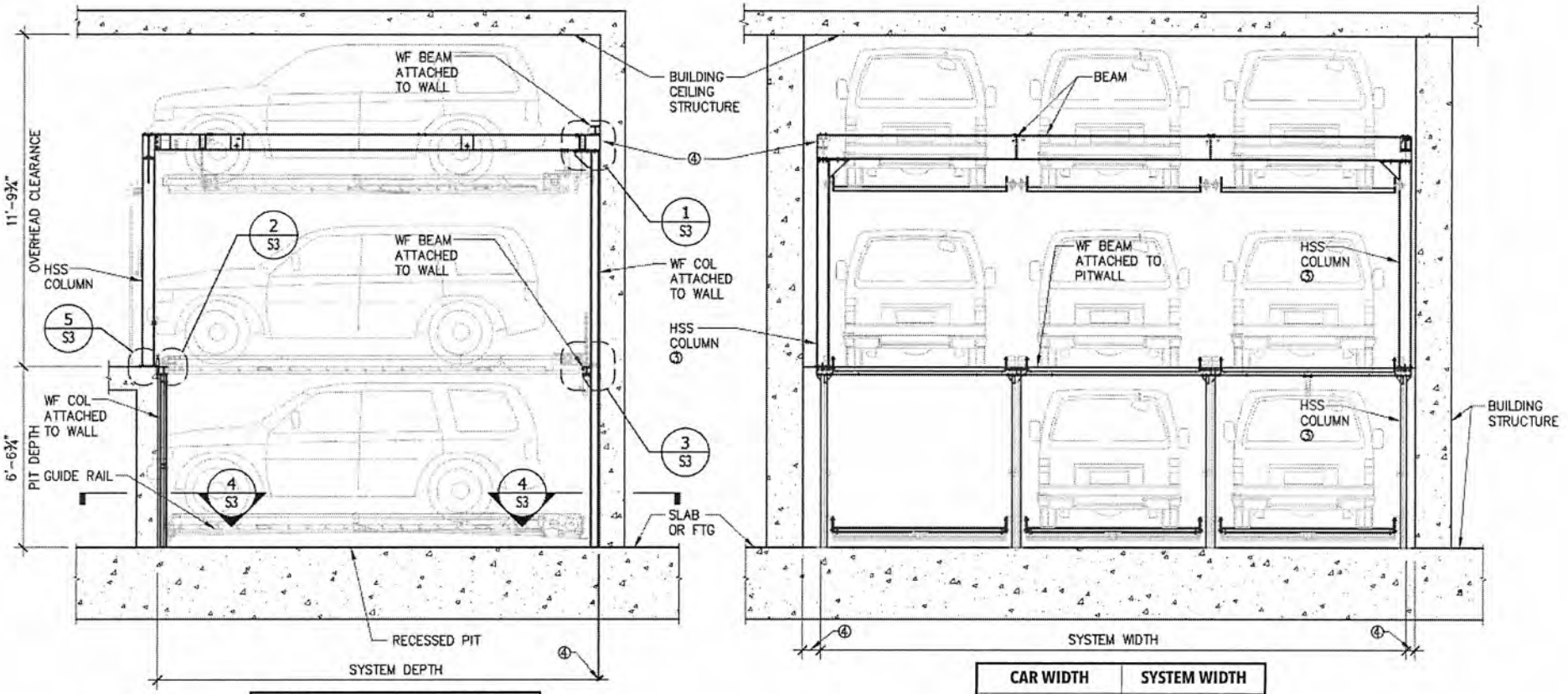


NOTES:

- Dimensions will vary depending on size of platform and design of structure
- See next page for schedule

THREE LEVEL PUZZLE W/PIT

MODEL NO **3LPWP**



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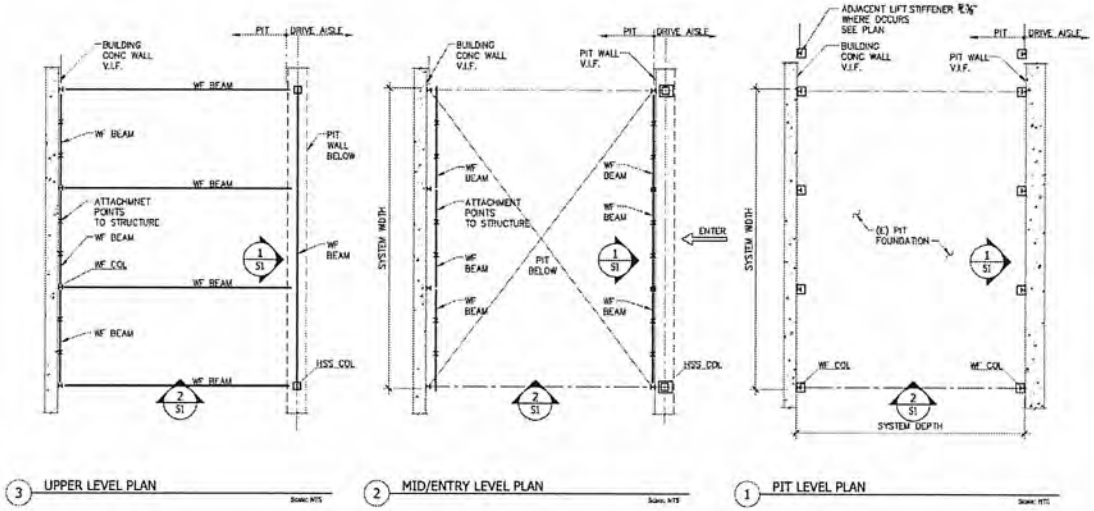
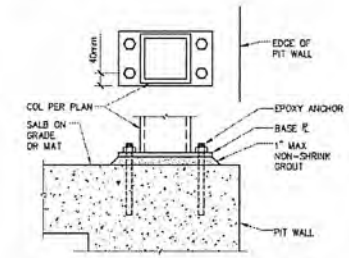
THREE LEVEL PUZZLE W/PIT



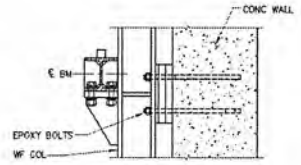
3 UPPER LEVEL PLAN

2 MID/ENTRY LEVEL PLAN

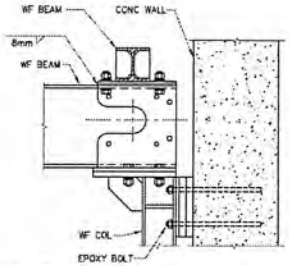
1 PIT LEVEL PLAN



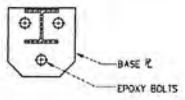
5 HSS COLUMN-ANCHOR PIT WALL



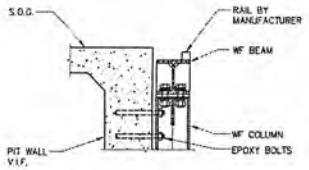
3 DETAIL



1 DETAIL



4 DETAIL



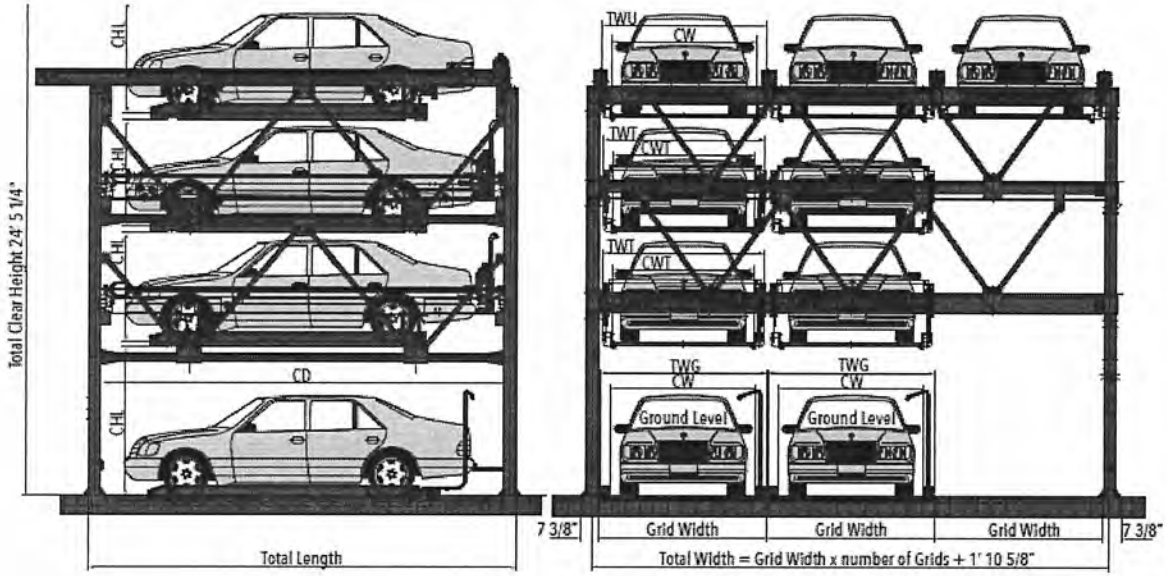
2 DETAIL

NOTES:

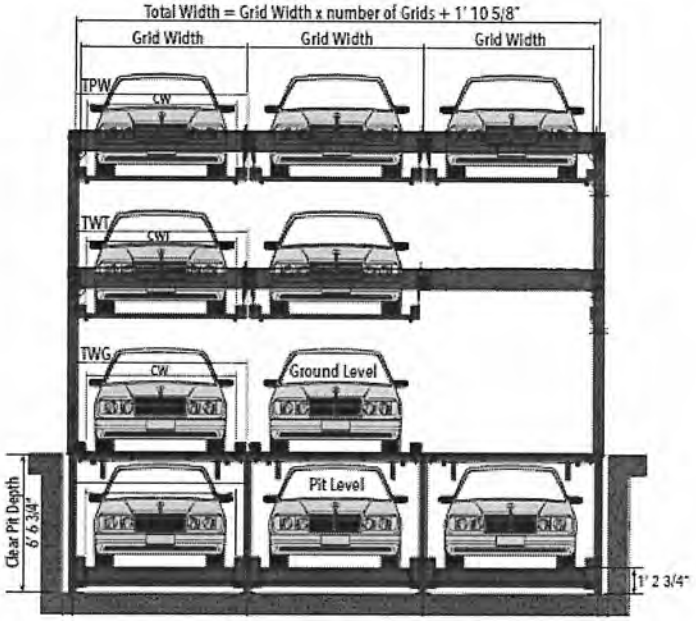
- Rod inbedment and size varies on structural wall design

FOUR LEVEL PUZZLE

MODEL NO **4LP / 4LPWP**



FOUR LEVEL PUZZLE ABOVE GROUND



FOUR LEVEL PUZZLE WITH PIT

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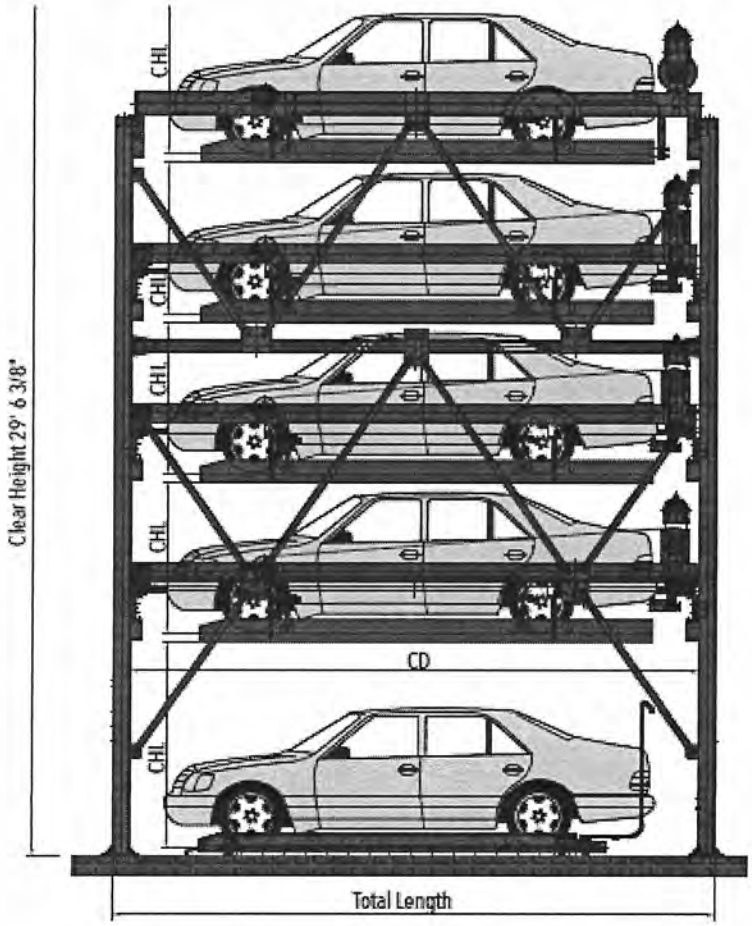
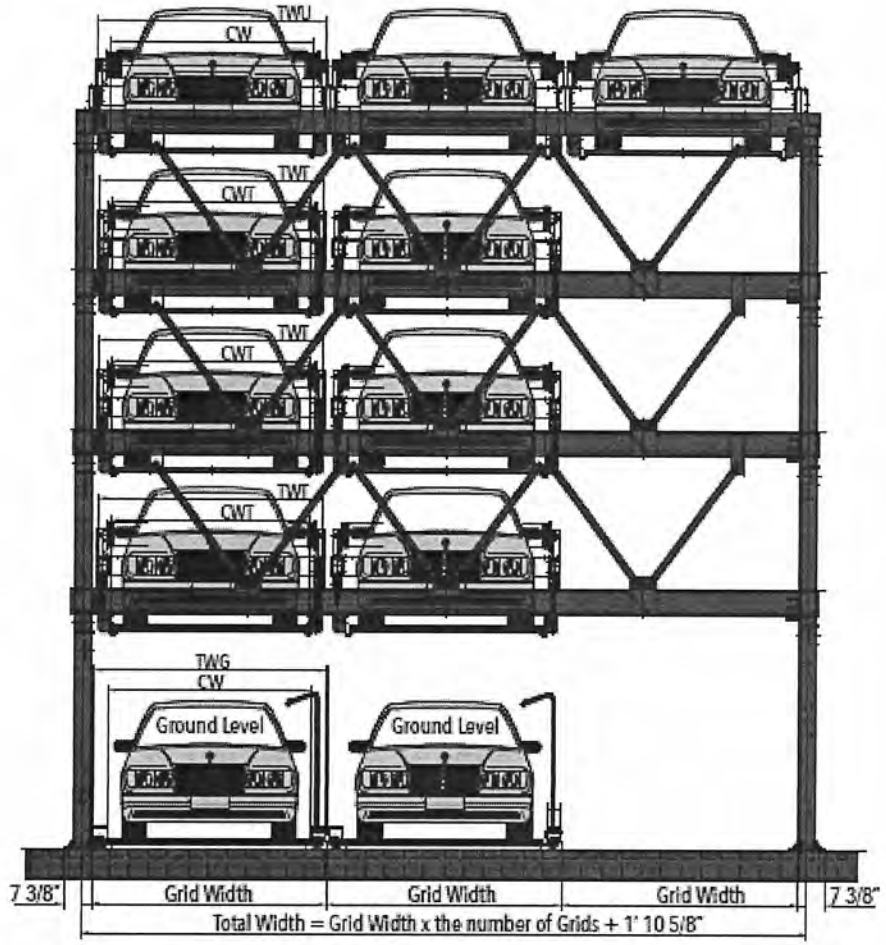
FIVE LEVEL PUZZLE

MODEL NO **5LP**





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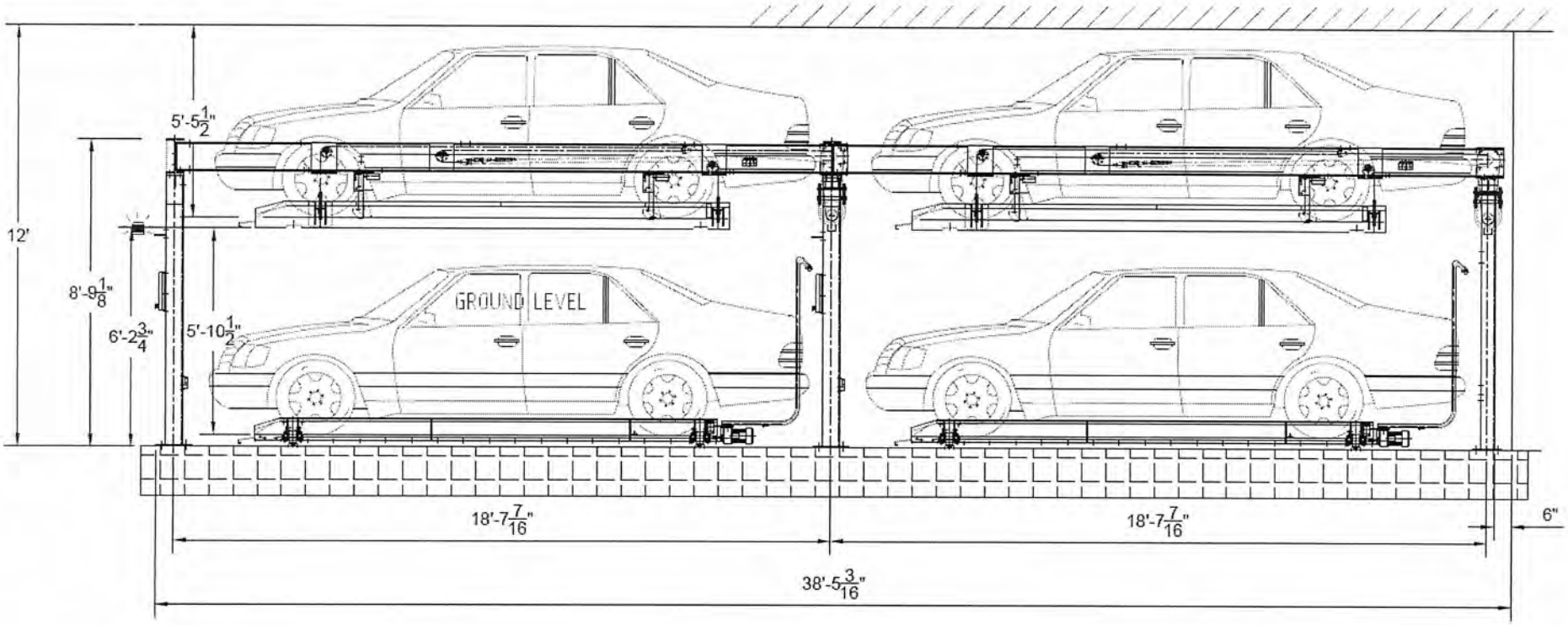
TWO-ROW (TANDEM)

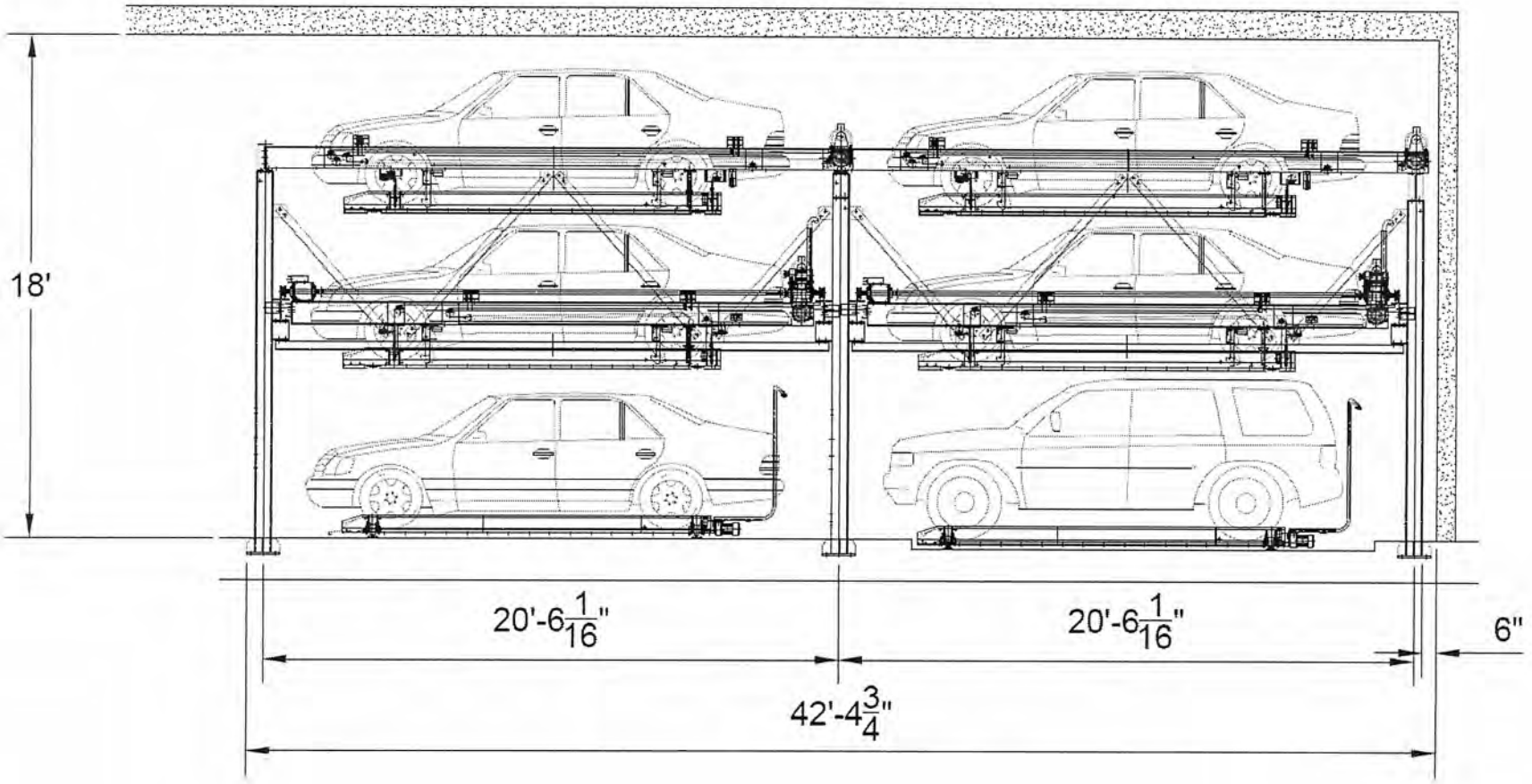
MODEL NO **2LPNPT**



cityLift

TWO-ROW (TANDEM)

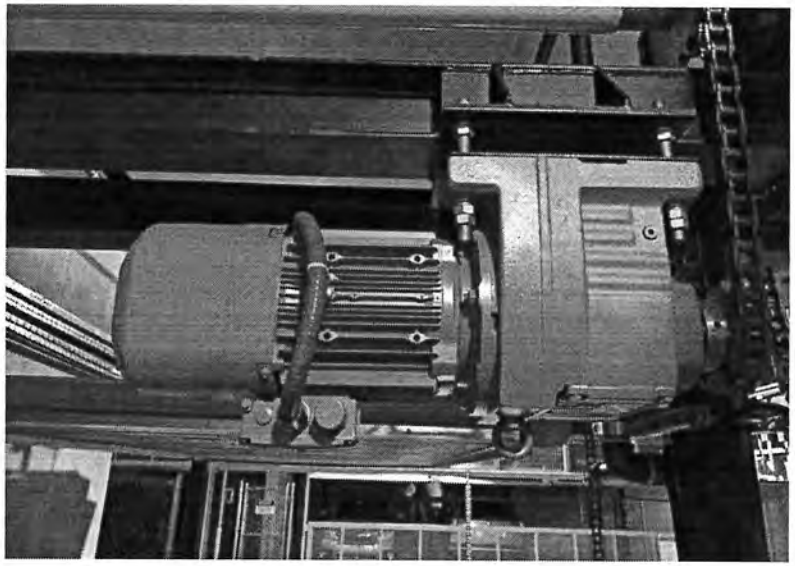
MODEL NO **3LPNPT**

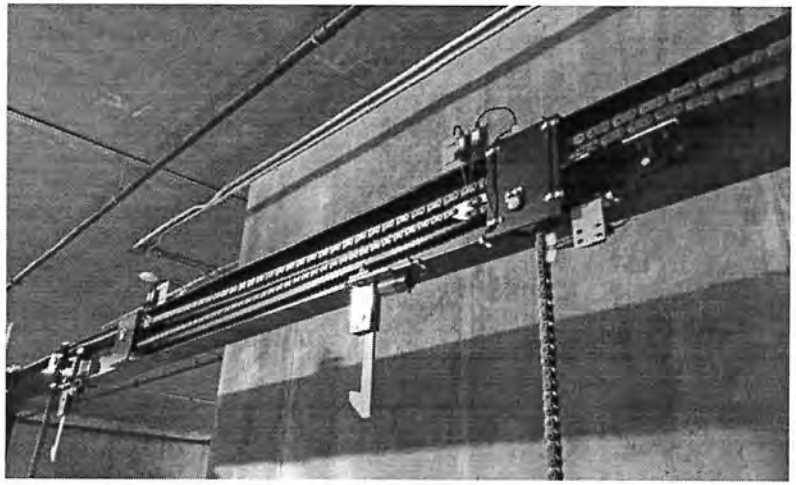


cityLift

TECHNICAL SPECS

Average Retrieval Time	33 Seconds
Maximum Vehicle Weight	40lbs per SF, per level. 5,200 pounds
Electrical Requirement	480 3-Phase or 208 3-Phase
Lifting Motor	Two options: 4.0kW-4P or 2.2 kW-4P
Traverse Motor	0.37 kW-4P
Control Method	PLC control
Circuit Breaker	ABB S204-C40
Operation Method	Button type or touch panel control
Emergency Stop Switch	XB2-BS542C
Optoelectronic Switch	LA31/K31/25/31/115
Remote Monitoring	Primitive Logic / AMI
Drive System/Motor	SEW-Germany
PLC/Sensor	Rockwell
Applicable Code	CA Building Code, 2016 edition
Seismic Loads	Ch.15 ASCE 7-10: Steel ordinary moment frame
Machine Bolts	Min tensile strength = 900 MP
Anchor Bolts/Rods	ASTM F1554, GR.55
Welding Electrodes	480 MP (E-70 KSI) MIN





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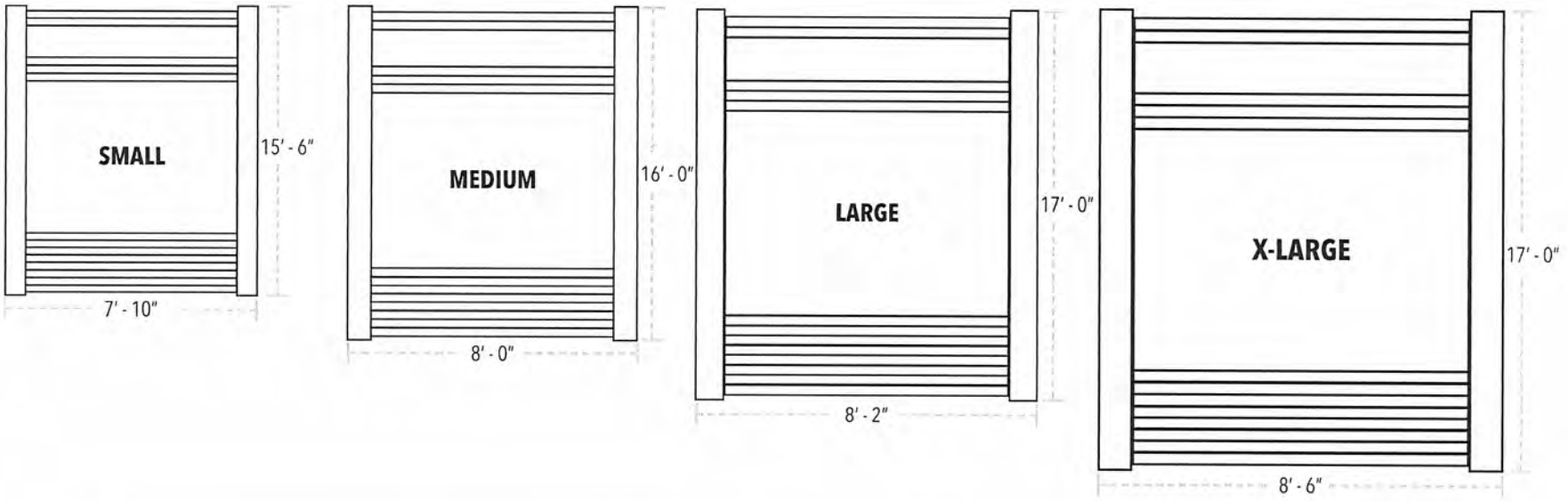
PLATFORM SIZES



SMALL			
Acura ILX	BMW 3-Series	Honda Civic	Lexus IS
MEDIUM			
Audi A6	BMW X5	Dodge Durango	Jeep Grand Cherokee
LARGE			
BMW 5-Series	Chrysler 300	Honda CR-V	Volvo XC60
X-LARGE			
Audi Q5	Chevrolet Corvette	Honda Pilot	Tesla Model S

***Note**: Standard load is 5,200 lbs per vehicle. Heavier loads available. Individual cars should be measured for size fit. Above is a sample list of 2016 model cars that can fit on the different platform sizes given a 6′ horizontal clear height. This list is not meant to be comprehensive or exahaustive.*

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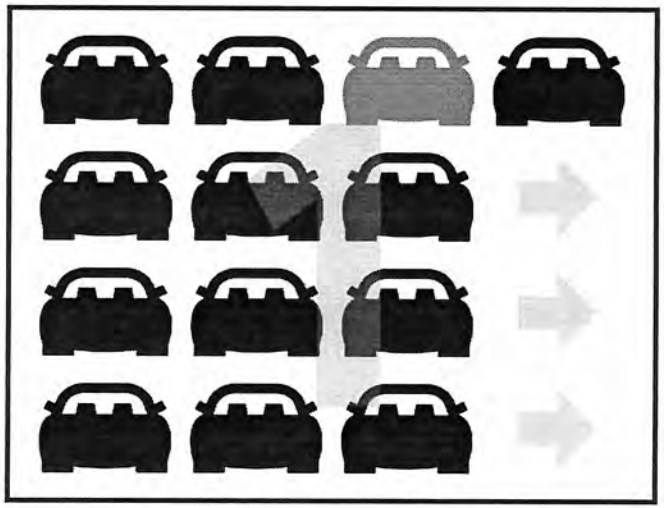
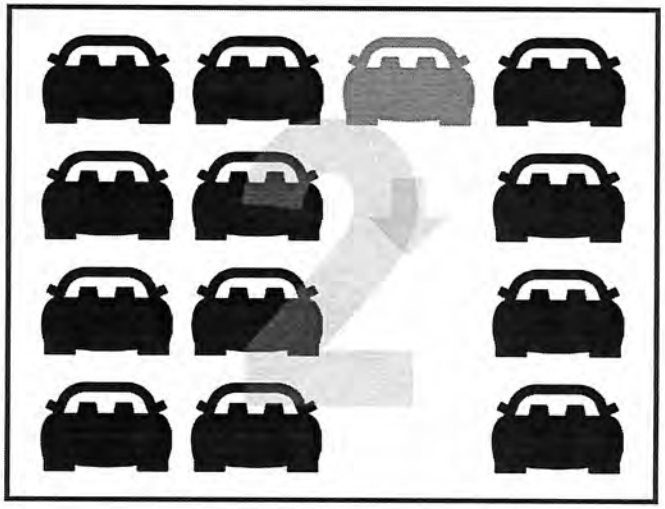
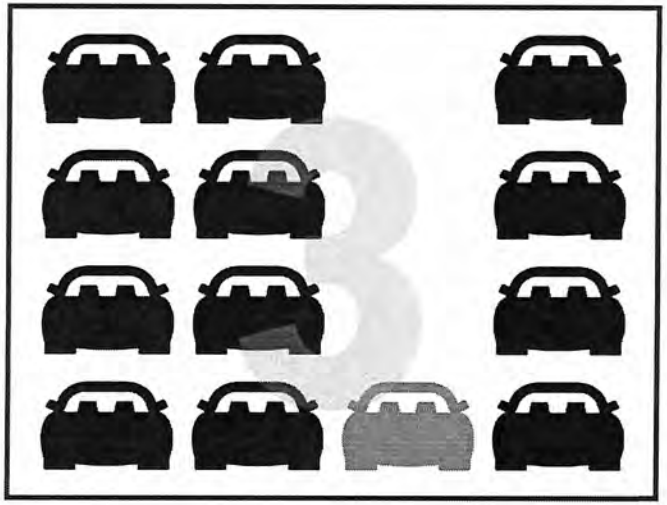
CAR RETRIEVAL







1. Except for the top level, one space will be missing from each level. This allows for each car to be indepently accessible via kiosk or remote key fob. For the blue car to be retrieved, 3 cars from levels 1-3 will move to the right.

2. This allows for the blue car to drop to ground level.

3. Blue car is ready to be retrieved.

cityLift

CITYLIFT PARKING
2335 Broadway, Suite 100, Oakland, CA 94612
contact@cityliftparking.com
844.388.0424

www.cityliftparking.com

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BKF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

Date: 3/11/2019 **BKF Job Number: 20176089**

Deliver To: City of Los Altos
CC: SJR Ventures Inc.

From: BKF Engineers

Subject: 389 First Street- Story Pole Certification

To Whom It May Concern,

After visual observation and field measurements performed on-site at 389 First Street in Los Altos, the story poles that were installed on or around March 8th, 2019 are in general conformance with the Story Pole Exhibit dated 3/4/2019. Two additional poles were added due to spacing. These poles are located;

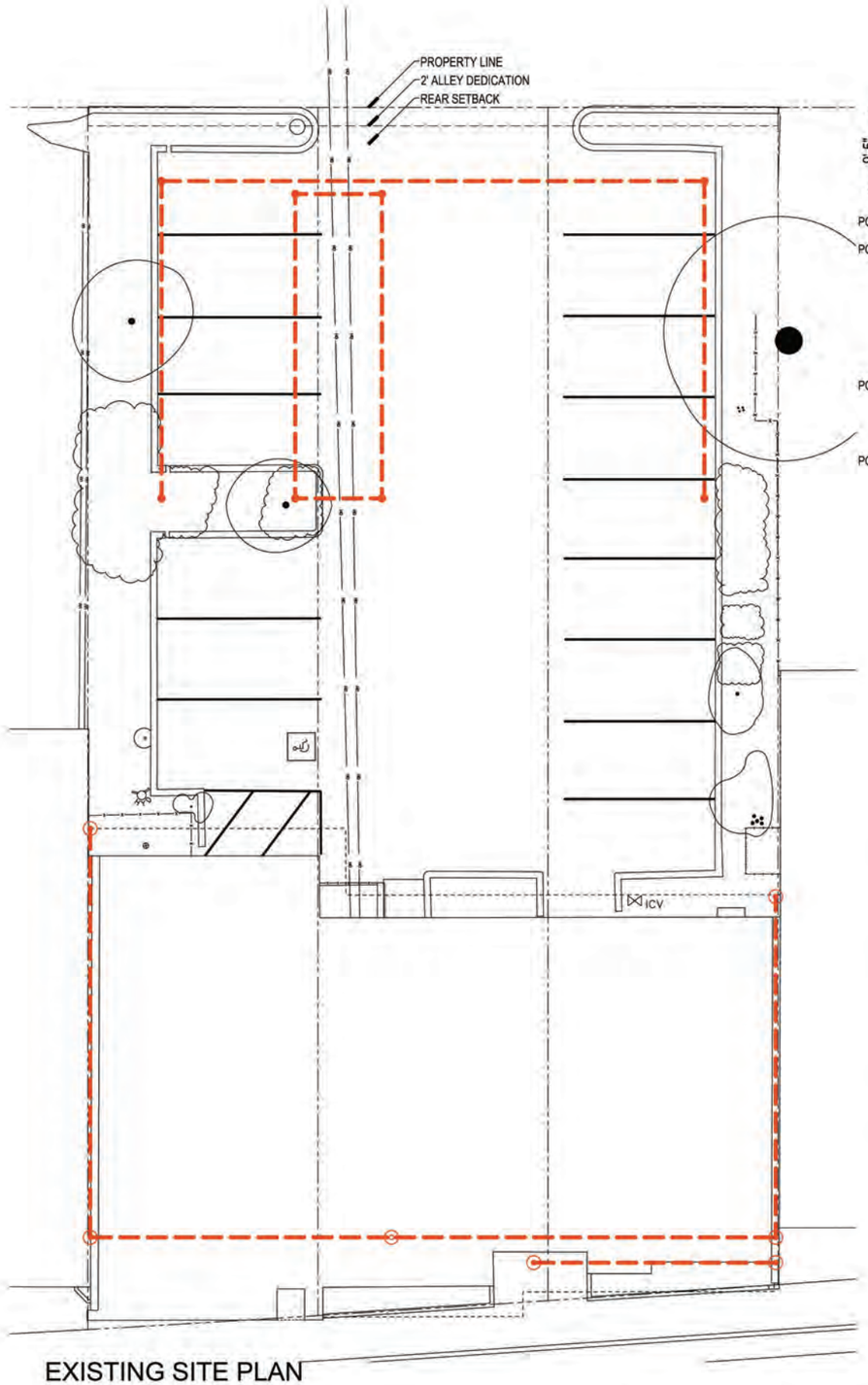
- Between Pole #6 and Pole #7
- Between Pole #9 and Pole #10

This letter explicitly excludes the follow from certification;

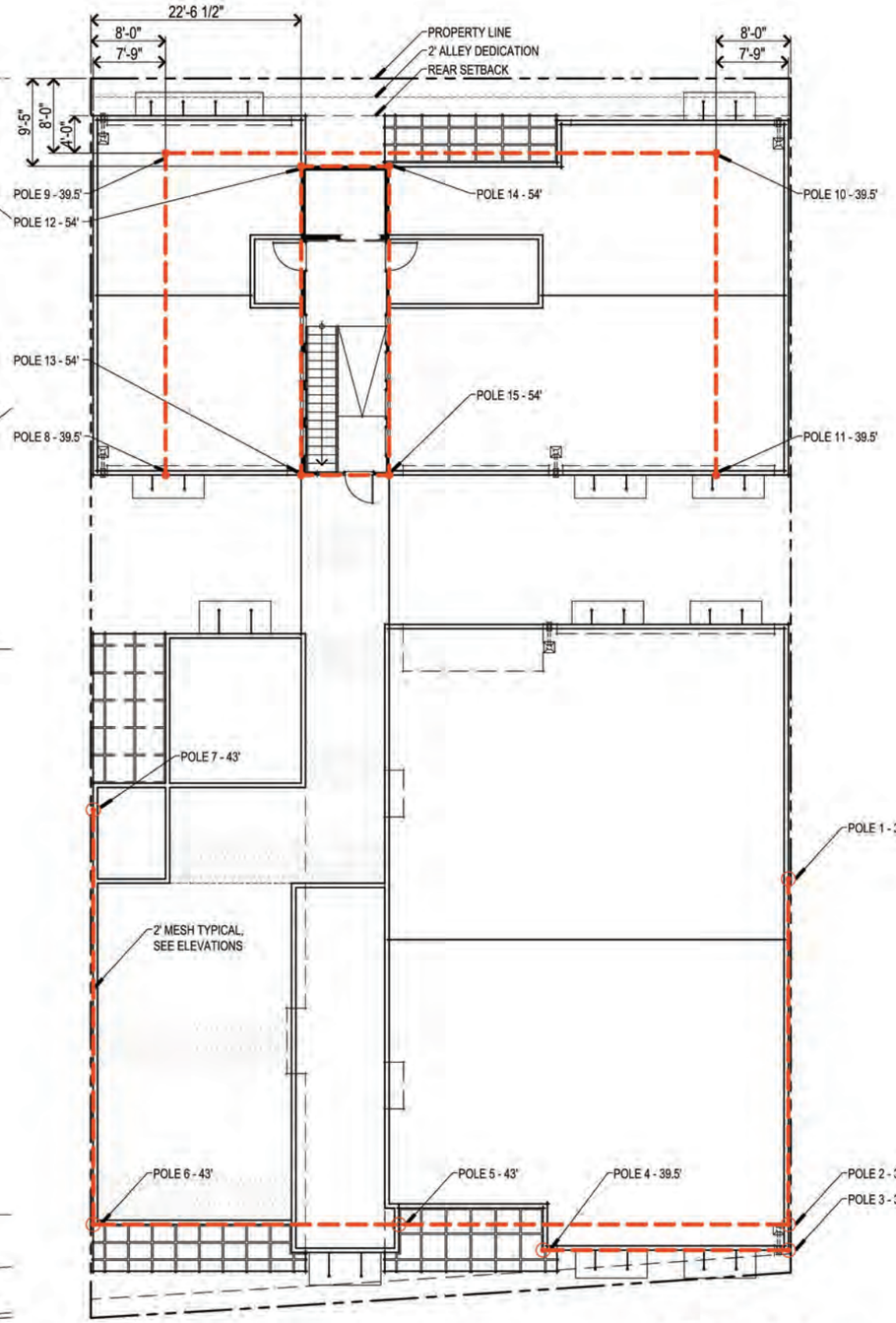
- Structural stability of the poles, foundation, ties or guy wires that were installed.
- The placement, clearance heights or design of the guy wires and anchors.

Regards,

BKF Engineers
Jose Gonzalo Garcia
Project Manager



EXISTING SITE PLAN



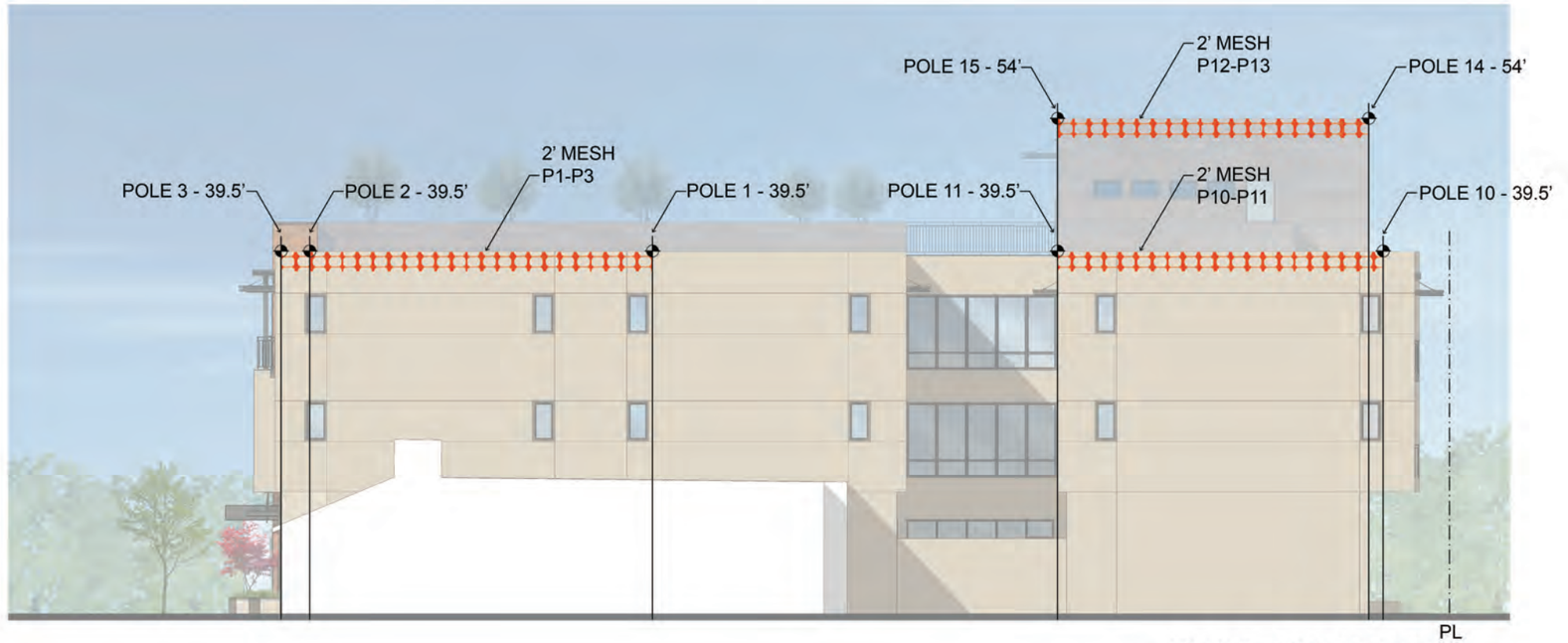
PROPOSED ROOF PLAN

0' 2' 4' 6' 8' 16'

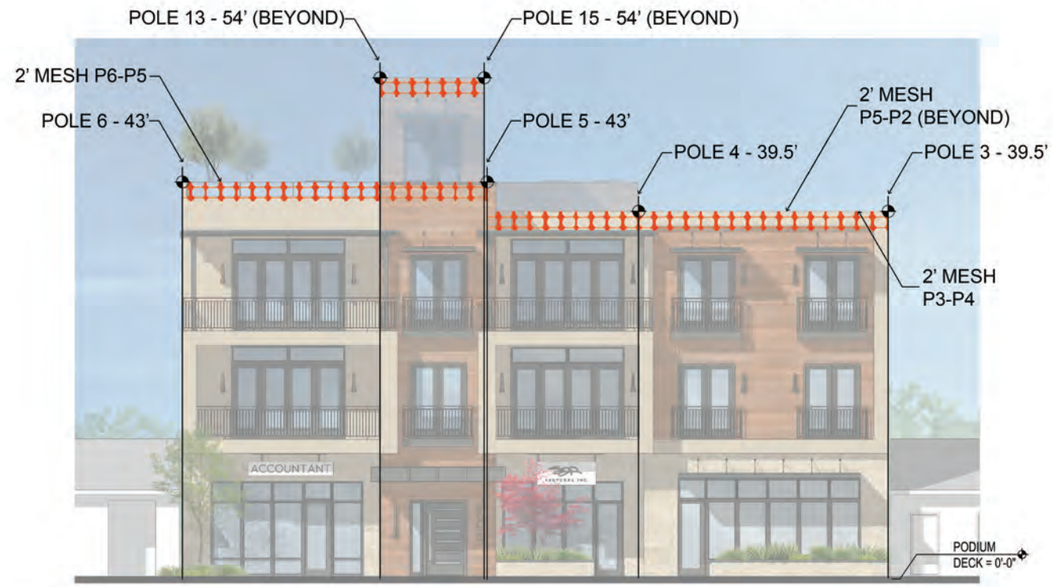
389 FIRST STREET
Los Altos, CA
February 8, 2019

SP1
STORY POLE EXHIBIT

SDG Architects, Inc.



RIGHT ELEVATION



FRONT ELEVATION

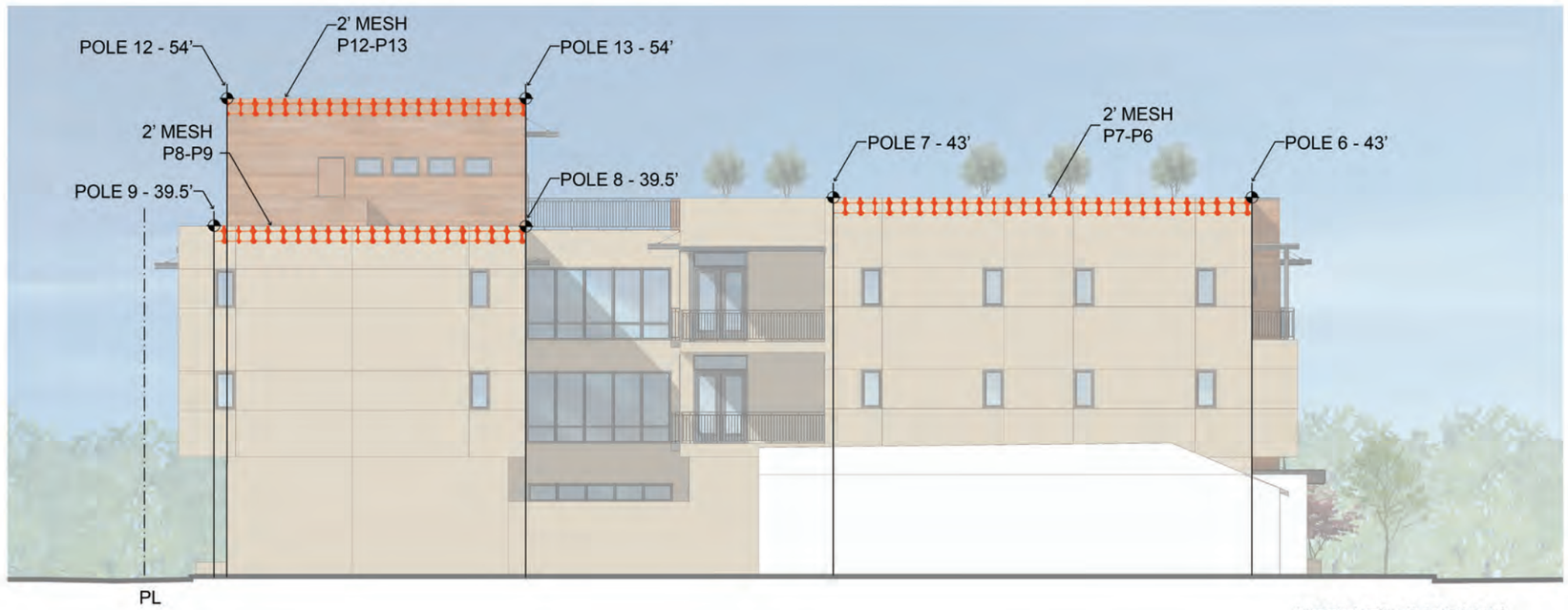
389 FIRST STREET
Los Altos, CA
February 8, 2019

0 2' 4' 6' 8' 16'

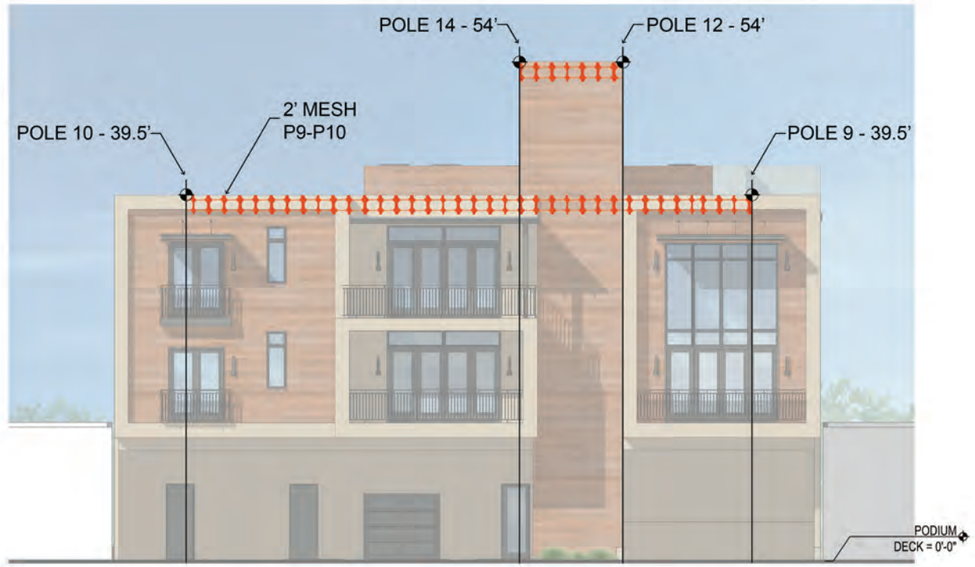
SP2
STORY POLE EXHIBIT

VENTURES, INC

SDG Architects, Inc.



LEFT ELEVATION



REAR ELEVATION

389 FIRST STREET
Los Altos, CA
February 8, 2019

0 2' 4' 6' 8' 16'

SP3
STORY POLE EXHIBIT

VENTURES, INC

SDG Architects, Inc.

VIEW FROM FIRST STREET & LYELL STREET

VIEW FROM FIRST STREET & WHITNEY STREET

VIEW FROM SECOND STREET & LYELL STREET

389 FIRST STREET
Los Altos, CA
February 8, 2019

A14
CONTEXTUAL PERSPECTIVES

VENTURES, INC

SDG Architects, Inc.

ATTACHMENT C

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, NOVEMBER 2, 2017 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Chair Meadows, Vice-Chair Bressack, Commissioners Bodner, Enander, McTighe, Oreizy and Samek

STAFF: Community Development Director Biggs, Advance Planning Services Manager Kornfield and Senior Planner Golden

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning and Transportation Commission Minutes**
   Approve the minutes of the October 19, 2017 Regular Meeting.

Action: Upon motion by Commissioner Enander, seconded by Vice-Chair Bressack, the Commission approved the minutes of the October 19, 2017 Regular Meeting as amended by Vice-Chair Bressack, Commissioners Enander and Bodner. The motion was approved by the following vote: AYES: Bressack, Bodner, Enander, McTighe, Oreizy and Samek; NOES: None; ABSTAIN: Meadows; ABSENT: None. (6-0-1)

PUBLIC HEARING

2. **17-UP-03 – J. Morris – 400 Main Street**
   Proposed real estate office in a first-floor lease space of the commercial building located at 400 Main Street. *Project Manager: Biggs* ***THIS ITEM HAS BEEN CONTINUED TO A DATE UNCERTAIN.***

STUDY SESSION

3. **17-D-02 – 1st Place Village LLC – 389 First Street**
   Design review study session for a mixed-use building with approximately 3,000 square feet of office and 10 condominium units. *Project Planner: Golden*

Senior Planner Golden provided a background staff report for the Commission to provide design review input to the applicant.

Project applicant Jeff Warmoth and SDG Architect Jeff Potts, presented the project to the Commission and answered questions.

Public Comment
None.

The Commission discussed the project design and provided the following input:

- Commissioner Oreizy:
  - The residential entry needs more space;
  - The horizontal material at the tower may not work;
  - The front balconies on the left side should have covers;
  - Likes the use of metal mesh;
  - Articulate the sides of the building more to provide dimension and relief to these walls; and
  - Anticipate how it will relate to adjoining buildings in the future.

- Vice-Chair Bressack:
  - Maintenance wood siding could be an issue in the future;
  - The tower seems "busy" with the use of wood;
  - Simplify the double canopies to a single canopy;
  - The front door is not visible from the street and needs some architectural announcement;
  - Maybe deemphasize or recess the tower element;
  - Differentiate residential fenestration a bit more than the commercial space;
  - Concerned that the courtyard will not get much sunlight;
  - Difficult landscaping potential with only a 20-foot depth of the courtyard;
  - Simplify the tower finishes;
  - Likes the use of metal mesh; and
  - The building should strive to anticipate future buildings in this part of the downtown.

- Commissioner Samek:
  - Concerned about the prominence of the stair tower on this street;
  - Concerned about maintenance at the side of the building over time;
  - There are too many metal panels on the front elevation and these need a softer material; and
  - The quality of the window system is important.

- Commissioner Enander:
  - Does not feel this represents the village character of downtown;
  - Deemphasize the tower by removing the wood;
  - Use more natural materials;
  - Need more landscape potential;
  - Reduce the mass of the third story for the community acceptance; and
  - Provide accurate and realistic view on the renderings.

- Commissioner McTighe:
  - Need a more distant context view from First Street and from behind the project site;
  - Too many white lines on the front (metal mullions) are shown, which are depicted differently in the renderings; and
  - Needs better storm water retention.

- Commissioner Bodner:
  - Thrilled by the new building;
  - Activates the downtown area;
  - Likes the modern aspect, but try to make it appear more residential;
  - Likes the tower and the wood adds warmth;

- Needs more of an overhang on First Street at the ground level;
- Differentiate the residential more in the courtyard from the office space;
- Likes the roof deck and use of solar; and
- Mentioned the loading zone and asked how this might be achieved in the alley.

- Chair Meadows:
  - It's difficult to gauge the project because it is the first one on the block;
  - Incorporate more natural materials;
  - It's a great addition to the area plus the 10 residential units will help activate the Downtown;
  - Likes the courtyard and landscaping; and
  - Asked about using green walls on the sides of the building at the property line, but noted a concern about maintenance when adjourning properties are developed in the future.

COMMISSIONERS' REPORTS AND COMMENTS

Vice-Chair Bressack reported on the October 24, 2017 City Council meeting regarding the approval of an elevator tower height waiver allowing the elevator height to 16 feet eight inches above the structural roof deck at 4880 El Camino Real and the citizen proposal for amendments to the Inclusionary Housing Ordinance for affordable housing and density on El Camino Real. Commissioner Enander reported on the City Attorney's future presentation on the new state housing laws. Chair Meadows noted that at the September 12, 2017 City Council meeting, the Planning and Transportation Commission (PTC) was changed to Planning Commission (PC) and the Bicycle and Pedestrian Advisory Commission (BPAC) was changes to the Complete Streets Commission (CSC) and this went into effect at the beginning of November 2017. She also noted that the City Attorney advised that the proposed change to the code making residential a permitted use rather than a conditionally permitted use would require a more in depth environmental analysis and advised that the change not be included in the ordinance until that analysis is complete. Commissioner McTighe stated that he met with Public Works Director Susanna Chan and new Transportation Services Manager Aruna Bodduna regarding A Street at Loyola Corners.

POTENTIAL FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chair Meadows adjourned the meeting at 8:55 P.M.

Jon Biggs
Community Development Director

ATTACHMENT D

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, AUGUST 22, 2018 AT 7:00 P.M. AT THE LOS ALTOS CITY HALL-COMMUNITY CHAMBERS, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Suzanne Ambiel (Vice-Chair), Stacy Banerjee, Wes Brinsfield, Jerry Chester, Paul Van Hoorickx, Randy Kriegh, Nadim Maluf (Chair), Susanna Chan (Staff Liaison), Aruna Bodduna (Staff Liaison)

ABSENT: None

PUBLIC COMMENTS

Mac McConnell raised concern about proposed installation of field lights at MVLA.
Kester Fong raised concern about traffic issues on Truman Avenue near schools.

ITEMS FOR CONSIDERATION/ACTION

1. Minutes
   Vice-chair Ambiel amended minutes of meeting on June 27, 2018 Page 2, 2nd line to say "…is well used…" and Commissioner Kreigh amended Page 2, bullet point 5 as "… line-of-sight on perimeter pathways". Upon a motion by Commissioner Hoorickx, seconded by Commissioner Chester, the Commission approved the minutes of meeting on June 27, 2018, as amended, by the following vote: AYES: 5 NOES: 0. ABSTAIN: 2 (Banerjee and Brinsfield). ABSENT: 0. Passed 5-0

2. New Mixed-Use Development – 389 First Street
   Steve Golden, Senior Planner presented the item. Mr. Golden and project applicant answered Commissioner questions and comments.

   Questions/Comments:
   Commission members asked questions regarding total number of parking spaces, cumulative traffic impacts, ITE trip generation methodology, access to bicycle parking spaces, trash and emergency access, mechanical lift system in the parking, sidewalk width along frontage on First Street, alleyway width for multi-modal access.

   Project applicant clarified that the cumulative traffic analysis was conducted based on a recent nearby project conducted by Hexagon Consultants. He also clarified that garage ramp floor surface will be textured.

   Discussion:
   Commission members generally shared the opinion that the 5' sidewalk width along First Street is not adequate, concerned about the mechanical lift system, need for additional Class 2 bicycle parking spaces, suggested route to school from the proposed development – currently no bicycle accommodations along First Street. This project along with other development projects in the vicinity should be considered together to analyze cumulative impacts and proactively determine the need for future infrastructure improvements to accommodate the growth.

Upon motion by Vice-Chair Ambiel and seconded by Commissioner Brinsfield to move the project forward to Planning Commission and City Council for further evaluation and comment, with the following recommendations:

- Consideration for increasing Class 2 bicycle parking
- Increase in sidewalk width along the property frontage on First Street

Passed: 7-0

3. Los Altos Police Department Update

This item was considered out of order.
Sergeant Checke and Officer Butler provided verbal update to the commission. They updated the commission about the driver compliance with the new stop signs on Main Street at First and Second streets.

Questions/Comments:
Commissioners asked the questions relating to bicyclist compliance at the new stop signs in Downtown area, enforcement results with the schools being back in sessions, any noticed queuing at the stop signs, hotspots for speeding violations, recent traffic trends (volumes, peak hour traffic), update on crossing guards, clarification on enforcement jurisdiction at the City borders.

Public Comments:
Mac McConnell suggested that enforcement should increase along with the increase in evening events with the installation lights at MVLA, as the event traffic would increase.
Ellen Fong asked about the cross-border enforcement jurisdiction near Truman and Oak.

Discussion:
Commission members suggested that staff share data and statistics about traffic trends, accident and speeding hotspots, speed surveys.

4. Street Shoulder Improvement Policy

Susanna Chan, Public Works Director presented this item. Various options included in the policy were presented to the Commission and additionally following options were provided to the Commission for consideration including maintaining shoulder as unimproved, applying AC swale only on very narrow streets where the AC swale is the only refuge space for pedestrians or bicyclists, or keeping the AC swale as an across-the-board requirement in the Policy. GreenTown Los Altos was given the opportunity to provide a presentation at the meeting regarding their comments on the Policy.

Questions/Comments:
Commissioners asked the following questions regarding maintenance responsibility, different options for treatments along suggested routes to school, what percentage of streets in the City is the policy applicable, clarification on liability concerns if owner/resident lapses the on-going maintenance of the shoulder area.

Public Comments:
Lei Yuan said that for the 3' swale material consideration is only asphalt, but no other material options are presented.

Discussion:
Overall, the Commission was concerned about the potential safety hazards posed by the concrete barrier and permeable swale surfaces to wheel chair users, bicyclists and pedestrians. The Commission was also concerned about installation cost, potential liability, and patchwork implementation intensified by allowing too many options. The majority of the commissioners favored keeping the asphalt swale. Other comments from the commissioners include:

- Not all streets are equal; implementation of the policy should consider other factors such as school routes, traffic volume, accident data, street dimensions and characteristics
- Suggested school route shoulders should be treated differently from non-school routes
- Provide feedback to the commission regarding routine maintenance for compacted gravel option (how does it fare with street sweeping)

5. Foothill Expressway Improvement between El Monte and San Antonio Project Update
Staff liaison Aruna Bodduna presented this item.

INFORMATIONAL ITEMS

6. Monthly Staff Report
Staff reported out on the following items:
    - Staff attended Silicon Valley Bike Summit 2018 on August 22
    - Construction contractors are on board for Street paving projects, and notification letters have been sent to the residents/owners/businesses
    - Potential future joint meeting with Mountain View Bicycle Pedestrian Commission in October
    - 2016 Measure B funding hearing date on September 25, 2018

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Chester reported on America Walks webinar
Commissioner Banerjee reported on her attendance at the LEAD program; June 7 Planning Commission; Los Altos Prepares; update on Homestead Corridor Improvements; 2x2 CUSD and City of Los Altos meeting; Silicon Valley Bike Summit

POTENTIAL FUTURE AGENDA ITEMS

- High schools and evening activities with the installation of new field lights
- Cumulative impacts with the high-density development
- Data report from Los Altos Police Department, inclusion of specific details such as accident hotspots

ADJOURNMENT

Chair Maluf adjourned the meeting at 11:00 P.M.

Kimley»Horn

August 7, 2018

1st Place Village, LLC
389 First Street
Los Altos, CA 94022
(transmitted via email)

RE: ***Los Altos 389 First Street – Traffic Assessment***
Final Letter

Dear Mr. Johnson:

A redevelopment of an existing 3,163-square foot commercial site to a new 2,890-square foot commercial project and up to 10 2-bedroom residential units is being proposed in Los Altos, CA. The City of Los Altos (City) is requesting that a traffic study be completed for this project given that it is estimated to generate more than 50 daily trips. In addition, the City is concerned with the on-site circulation and project access to the site via the alleyway on the rear of the building. The following discusses the methodology, analysis, and results of the traffic assessment.

PROJECT DESCRIPTION

It is proposed that a new 2,890-square foot commercial project and 10-residential unit project be constructed at the existing 3,163-square foot fully occupied commercial project in Los Altos, CA. The building would be three floors tall with commercial and residential space on the bottom floor. Vehicular access to the project site would remain on the alley to the rear of the site between 1st Street and 2nd Street. This existing alley is approximately 16 feet wide.

CITY OF LOS ALTOS REQUIREMENTS

The City of Los Altos General Plan[1] requires in its circulation element that a transportation analysis for all development projects resulting in 50 or more net new daily trips be completed. Therefore, this traffic assessment is being completed to satisfy this requirement. However, after discussions with the City Planner, it was determined that this project would likely generate an insignificant number of net new peak hour trips, which is typically the time period analyzed to determine significant impacts. Based on the project's new peak hour trips based on the Institute of Transportation Engineers (ITE) Trip Generation Manual average trip generation rates, and in consideration of the Santa Clara Valley Transportation Authority (VTA) traffic study standards, Kimley-Horn believes a full traffic study is not required. Specifically, since the project is expected to generate fewer than 50 daily trips and minimal peak hour trips, the project is not required to have a comprehensive traffic impact analysis completed.

[1] *Los Altos General Plan 2002-2020*, City of Los Altos, November 2002.

However, a qualitative assessment of the adjacent intersections was completed to determine if the project would significantly impact the adjacent roadway.

It is proposed that a new 2,890-square foot commercial project and 10-unit residential project be constructed at the existing 3,163-square foot fully-occupied commercial project in Los Altos, CA. Vehicular access to the project site would remain on the alley to the rear of the site between 1st Street and 2nd Street. This existing alley is approximately 16 feet wide. The City has concerns with this being the primary access for the project. Therefore, a site access analysis was performed.

TRIP GENERATION

To establish the project's potential impact on the adjacent roadway network, the number of project vehicle trips generated was estimated. Trip generation is typically estimated by using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition[2]. This is the standard reference in the industry for determining trip generation for potential projects. The land use that bests represents the proposed residential development is Multifamily Housing (Low-rise) (Land Use 220) and Small Office Building (Land Use 712) for the office building. It should be noted that the Small Office Building is for a single tenant and the proposed project includes multiple tenants. However, given the small size of the office space, this represents the best land use for the project.

For the existing use, which includes a mixture of fully-occupied businesses including retail services and office space, it was determined that a small office building would be the most conservative land use for trip generation purposes. Since the square footage for each use is unknown, the uses were combined as either a Small Office Building (Land Use 712) or a Shopping Center (Land Use 820). The Shopping Center land use (Daily rate = 37.75 trips per 1,000 square feet, AM peak our rate = 0.94 trips per 1,000 square feet, and PM peak hour rate = 3.81 trips per 1,000 square feet) has a higher daily trip generation rate and PM peak hour rate compared to that of a Small Office Building (Daily rate = 16.19 trips per 1,000 square feet, AM peak our rate = 1.92 trips per 1,000 square feet, and PM peak hour rate = 2.45 trips per 1,000 square feet). Therefore, to be conservative, the lower trip generation rates from the Small Office Building were used since it would provide a lower existing trip credit.

For Land Use 220, an average rate and a fitted curve equation are provided for the sample data. For Land Use 712, only an average rate is provided. ITE methodology dictates that the fitted curve equation should be used if there are 20 or more data points, or if the R^2 value is greater than 0.75 (the R^2 value shows how close the data is to the fitted curve, with 1.0 being the best fit, and 0.0 showing no fit). **Table 1** shows the trip generation information for Land Use 220.

[2] *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, Washington, D.C., 2017.

Table 1 – Trip Generation for Multifamily Housing (Low-Rise)

Land Use	ITE Land Use Code	Variable	Time Period	# of Data Points	Average Rate	Standard Deviation	Fitted Curve Equation	R^2
Multifamily Housing (Low-Rise)	220	Dwelling Units	Weekday Daily	29	7.32	1.31	T = 7.56(X) - 40.86	0.96
			Weekday AM Peak	42	0.46	0.12	Ln(T) = 0.95 Ln(X) – 0.51	0.90
			Weekday PM Peak	50	0.56	0.16	Ln(T) = 0.89 Ln(X) – 0.02	0.86

For each of the time periods, the following criteria for a fitted curve equation is met:

- Number of data points exceeds 20
- The R^2 value exceeds 0.75

Table 2 shows the expected vehicle trips for the proposed project. Other trip generation considerations were reviewed. Internal capture reductions, which account for the interaction among different uses in a multi-use development, were determined to be insignificant given the small size of the project. Pass-by trip reductions, which account for trips already on the roadway network and stop as they pass the project site along to another destination, were determined to not be relevant for this project because the residential apartment use and the office use are classified as primary sources and destinations for vehicle trips.

Table 2 – Project Trip Generation

TIME PERIOD		LAND USE	Trips		
			In	Out	Total
Daily	Existing	Small Office Building (3.163 KSF)	(26)	(26)	(52)
	Project	Small Office Building (2.89 KSF)	24	24	48
		Multi-Family Housing (10 Dwelling Units)	18	18	36
		Total Proposed Trips	42	42	84
		Net New Trips	**16**	**16**	**32**
AM Peak	Existing	Small Office Building (3.163 KSF)	(5)	(1)	(6)
	Project	Small Office Building (2.89 KSF)	5	1	6
		Multi-Family Housing (10 Dwelling Units)	2	7	9
		Total Proposed Trips	7	8	15
		Net New Trips	**2**	**7**	**9**
PM Peak	Existing	Small Office Building (3.163 KSF)	(3)	(5)	(8)
	Project	Small Office Building (2.89 KSF)	2	5	7
		Multi-Family Housing (10 Dwelling Units)	5	3	8
		Total Proposed Trips	7	8	15
		Net New Trips	**4**	**3**	**7**

As shown in **Table 2**, the trip generation, the project is anticipated to generate a net new 32 daily trips, nine (9) AM peak hour trips, and seven (7) PM peak hour trips. Since the project is expected to generate fewer than 50 daily trips and minimal peak hour trips, the project is not required to have a comprehensive traffic impact analysis completed. However, a qualitative assessment of the adjacent intersections was completed to determine if the project would significantly impact the adjacent roadway.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution for the proposed project was estimated based on the existing traffic distribution, locations of complementary uses, and other traffic studies with similar land uses. The following is the anticipated trip distribution for the proposed project.

- North via Foothill Expressway = 30%
- Northeast via San Antonio Road = 25%
- East via Cuesta Drive = 5%
- South via Foothill Expressway = 40%

The project trips were assigned via the quickest path to and from each of these destinations to the alley behind project site.

STUDY INTERSECTION ASSESSMENT

After consideration of the anticipated routes that vehicles going to and coming from the proposed project, the following study intersections were selected for the assessment:

1) Foothill Expressway / Main Street
2) First Street / Main Street
3) Foothill Expressway / San Antonio Road
4) First Street/Cuesta Drive / San Antonio Road

To determine the potential impacts of the project, the following scenarios were assessed:

- Existing Condition
- Existing plus Project Condition
- Background Condition
- Background plus Project Condition

- Cumulative Condition
- Cumulative plus Project Condition

The baseline conditions, or the without project conditions, are from the *First Street Office Development Traffic Impact Analysis Report* prepared by Hexagon on August 25, 2017.

Level of Service Comparison

The level of service (LOS) criteria for the City of Los Altos is LOS D per the Los Altos General Plan. The level of service criteria for Caltrans and County controlled facilities is LOS E per the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP).

Table 3 shows the LOS for each of the study intersections without the project.

Table 3 – Level of Service Comparison Summary

Intersection	LOS Standard	Existing		Background		Cumulative	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Foothill Expwy/Main St	E	B	C	B	C	B	C
First St/Main St	D	C	C	C	C	C	C
Foothill Expwy/San Antonio Rd	E	B	D	B	D	B	E
First St/Cuesta Dr/San Antonio Rd	D	C	C	C	C	C	C

Based on the LOS results presented in **Table 3**, the only intersection and scenario where the LOS is close to exceeding the LOS standard is the intersection of Foothill Expressway and San Antonio Road in the Cumulative PM peak hour. In this scenario, the level of service is LOS E in the PM peak hour and the LOS standard is LOS E. However, the delay for this scenario is 60.5 seconds, which is much less than the delay of 80 seconds for the transition from LOS E to LOS F. Therefore, it is not anticipated that the three (3) peak hour trips generated by the proposed project through this intersection (7 PM peak hour trips multiplied by 40% going south on Foothill Expressway) would increase the delay by 19.5 seconds to worsen to LOS F. In addition, the inbound trips would make a free right turn from Foothill Expressway onto San Antonio Road, which would not increase the delay to the intersection. Therefore, it is not expected that the propose project would result in any significant impacts to the adjacent roadway.

PARKING ANALYSIS

The City of Los Altos has parking requirements for developments listed in the City Municipal Code based on the zoning. The project site is zoned as Commercial Downtown/Multiple Family or CD/R3. The parking requirements for this zoning are:

- Residential:

  - Two (2) spaces for each dwelling unit in a multiple-family dwelling or apartment house having two rooms or more in addition to the kitchens and bathrooms
  - 1.5 spaces for each dwelling unit in a multiple-family dwelling or apartment house having less than two rooms in addition to the kitchens and bathrooms
  - One (1) on-site visitor space for every four multiple-family residential dwelling units or fraction thereof. Mixed use project may substitute nonresidential parking spaces for visitor use in-lieu of providing dedicated visitor parking spaces, subject to approval of the commission and council

- Office:
  - One (1) parking space for each 300 square feet of net floor area

In addition, since the residential portion of the project is providing Below Market Rate units, the project is eligible for a parking reduction based on California Government Code 65915(p)(1). This reduction states that upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting that exceeds the following ratios:

- Zero to one bedroom: one on-site parking space
- Two to three bedrooms: two on-site parking spaces
- Four and more bedrooms: two and one-half parking spaces

Based on these parking requirements, the proposed project is required to provide the following parking spaces summarized in **Table 4**.

Table 4 – Vehicle Parking Required Summary

Land Use Type	Size	Parking Rate	Parking Spaces Required
Below Market Rate (2-3 bedroom unit)	10 Units	2 per Unit	20
Office	2,890 Square Feet	1 per 300 Square Feet	9.63
Total			**30**

The project is proposing to provide 20 residential parking spaces and 10 office spaces for a total of 30 parking spaces. The project would not be providing any visitor parking spaces for guests of the residents, as allowed by the California Government Code for Below Market Rate Housing. Therefore, the project meets the parking requirements for the project.

Puzzle Lift Parking

The project is proposing to use a puzzle lift parking system in the underground parking lot. This system would provide 22 parking spaces via the puzzle lift parking system. For entering the parking

lot, vehicles would drive up to the puzzle lift, wait for the puzzle lift to open, drive into the empty parking slot, exit the vehicle, and then close the parking lift. Then the puzzle lift would store the parked vehicle until the driver returns. Upon returning, the driver would push a button to call for the vehicle, wait for the puzzle lift to open, enter the vehicle, and exit the parking garage. The estimated wait time is on average 30 seconds. The average system speed will be minimized by assigning users to parking spaces based upon peak load and usage frequency. Frequent users would be assigned parking spaces on the ground floor spaces.

This parking system provides multiple safety devices including a security hook fall prevention device, operation warning device, emergency stop device, electrical overload protection device, operation interlock device, photoelectronic safety device for entry, power brake, vehicle positioning device, power anti-phase protector, magic eye safety device, overrun protection switch, and loose/broken chain detection device. More details on the safety of the system can be provided by the vendor.

Bicycle Parking

The City Code does not have bicycle parking requirements, however VTA does provide guidance on bicycle parking in the VTA *Bicycle Technical Guidelines*[3]. These guidelines recommend one bicycle parking space per 6,000 square feet of office building be provided, of which 75 percent are long-term bicycle parking spaces and 25 percent are short-term bicycle parking spaces. For general multifamily residential uses, one (1) long-term bicycle parking space per three (3) residential units and one (1) short-term bicycle parking space per 15 units is recommended. It should be noted that the minimum number of short-term bicycle parking spaces is four (4), except when the code requires one (1) or less, in which case two (2) bicycle parking spaces should be provided.

Based on these parking requirements, the proposed project should provide the following number of bicycle parking spaces summarized in **Table 5**.

Table 5 – Bicycle Parking Required Summary

Land Use Type	Size	Bicycle Parking Rate	Bicycle Parking Spaces Required
Multifamily Housing – Long-term	10 Units	1 per 3 Units	3.67
Multifamily Housing – Short-term	10 Units	1 per 15 Units	0.73
Office – Long-term	2,890 Square Feet	0.75 per 6,000 Square Feet	0.36
Office – Short-term	2,890 Square Feet	0.25 per 6,000 Square Feet	0.12
Total – Long-term			**4**
Total – Short-term			**2***

*The project should provide two (2) short-term spaces since the sum of the multifamily housing and office short-terms bicycle parking spaces results in less than one (1) bicycle parking space.

[3] *Bicycle Technical Guidelines*, Santa Clara Valley Transportation Authority, December 2012.

The project is proposing to provide 10 long-term bicycle parking spaces. The site plan or project description does not show the number of short-term bicycle parking spaces being provided, but does show bicycle racks near the project entrance on First Street.

The Class I and Class 2 bicycle parking designs shall conform to the VTA *Bicycle Technical Guidelines*. This includes the clearance area surrounding the bicycle parking. The elevator will be the primary means for access to the lower level bicycle storage. Given that the dimensions of the elevator depth 74.5 inches exceed the recommended 72 inches, the elevator should be able to accommodate bicycles.

SITE CIRCULATION REVIEW

The site circulation was reviewed for pedestrians, bicyclists, and motorists accessing the project site. On the project site, pedestrians can enter the site on the first floor. There are stairs on the First Street side of the building and the alleyway side of the building, in addition to an elevator. The garage floor can be accessed via the stairs and the elevator. Pedestrians can use the vehicle ramp descending to the garage floor, however, this is not recommended because of the narrow width for two-way vehicular traffic on the ramp and the poor sight lines around the corners of the parking garage.

For bicyclists, there is a bicycle storage facility on the garage floor next to the resident storage room. Bicyclists can access this storage from the ground floor via the elevator. It is not recommended that bicyclists use the vehicle ramp due to the narrow width for two-way vehicular traffic and the poor sight lines around the corners of the parking garage.

For motorists, there are four parking spaces on the ground level, of which two are accessible parking spaces. There are an additional 26 parking spaces on the garage level, with 22 parking spaces utilizing the puzzle lift parking system. Vehicles can access the parking garage via the alleyway on the east side of the project site and descend down the vehicle ramp. The vehicle ramp is 18.5 feet wide for two-way traffic, which exceeds the City's 18-foot requirement. A vehicle turning evaluation was completed to determine where potential maneuvering issues may arise. **Attachment A** shows the expected turning path of outbound vehicles and **Attachment B** shows the expected turning path of inbound vehicles. **Attachment C** shows the maneuvering to use the parking lift system. Potential issues may include:

- There may be conflicts for opposing vehicles on the alley since the existing alley is only 16 feet wide for two-way traffic. It should be noted that this is an existing condition and the City is in the process of adding a 2-foot dedication for both sides of the public alley. This would result in a future 20-foot alley adjacent to the project site.

- The existing narrow alley results in vehicles making the left turn and right turn into the vehicle ramp to cross into the opposing traffic lane on the vehicle ramp as shown in **Attachment A** and **Attachment B**. However, this conflict would be a limited occurrence due to the low number of vehicle trips expected to be generated by the site. It also does not appear that the existing utility pole in the alleyway across from the ramp would conflict with either of these

two movements. If the City does have a concern with vehicles potentially damaging the existing utility pole, a protective barrier can be added to protect the pole.

- Based on the original site plan, there were sight line issues for vehicles entering and exiting the vehicle ramp since the ramp walls extend to the alleyway. The project has revised the site plan to pull back the walls to the alleyway by 9 feet 4.5 inches. In addition, the project is proposing to install convex mirrors for additional visibility around corners and detector loops in the ground that connect to a "Vehicle Coming" sign to warn motorists of oncoming vehicles.

- Based on the original site plan, a comment regarding sight line issues for vehicles at the bottom of the vehicle ramp due to the ramp walls and proposed drive aisles was included. The project has revised the site plan to show the wall at the bottom of the ramp opening for additional visibility, a convex mirror for additional visibility has been proposed, and the "Vehicle Coming" sign has been proposed.

- Based on the original site plan, it will be difficult for entering vehicles to park in the parking space closest to the elevator. The project has revised the site plan to show one fewer parking space and therefore this turn is more manageable.

- Based on the original site plan, it will be difficult for the vehicle parking in the parking space furthest from the bike storage to enter and exit the parking space due to the 1-foot clearance between the parking space and the wall. The project has revised the site plan to show a 2-foot clearance from the wall.

- Based on the original site plan, it is recommended that the columns adjacent to parking spaces be relocated 2-3 feet inset from the drive aisle. The project has revised the site plan to show a 2-foot setback.

Based on the current site plan, the trash room appears to be accessed from the alleyway. If so, garbage trucks would use the alley way to gain access. This location may create a potential issue with the existing 16-foot wide alley and the larger width of garbage trucks. However, this is an existing issue.

Based on the current site plan, it is unclear where deliveries will be made to the project site. There is no loading dock shown. It is recommended that deliveries be made from First Street to avoid the narrow alleyway. A marked loading zone in front of the proposed project site on First Street would help to facilitate deliveries in and out of the project site.

CONCLUSIONS

The proposed 2,890-square foot office project and 10-unit residential development to be constructed in Los Altos, CA is anticipated to generate 32 daily trips, nine (9) AM peak hour trips, and seven (7) PM peak hour trips using the ITE Trip Generation Manual. This also includes a trip credit for the existing 3,163-square foot office use. The expected number of daily trips are below the City's 50-daily trip threshold for requiring a traffic impact analysis and therefore does not necessitate a

comprehensive traffic study. However, potential traffic impacts were reviewed using baseline conditions from the *First Street Office Development Traffic Impact Analysis Report*. After incorporating the estimated number of peak hour trips by the project, it was determined that the project is unlikely to result in any significant impacts to adjacent intersections.

Parking was also reviewed for this site and it was determined that the project meets the vehicular parking required. It should be noted that no parking spaces would be provided specifically for guests of the residents, which is allowed based on the California Government Code for Below Market Rate housing. To achieve the desired number of parking spaces, the project is also proposing a puzzle lift parking system on the garage floor. This system would average a 30-second wait time, but can be optimized by having frequent users assigned to the ground floor parking spaces.

Site circulation was also reviewed and the Project has addressed them.

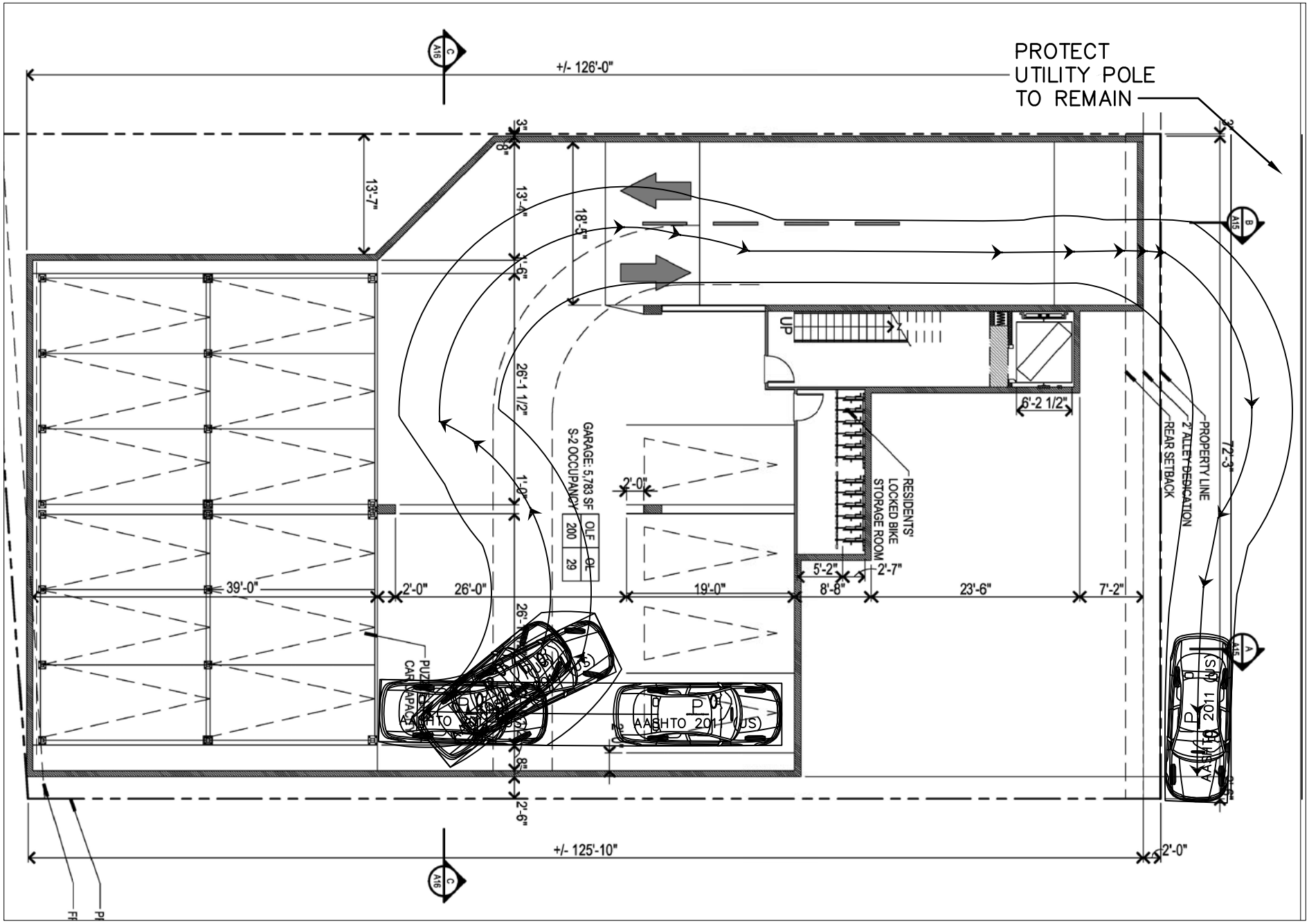
Kimley-Horn appreciates the opportunity to review the project and provides comments and recommendations to improve the project. Please do not hesitate to contact me if you have any questions or comments.

Sincerely,

Ben Huie, P.E.
California Professional Engineer #C76682

Attachments:

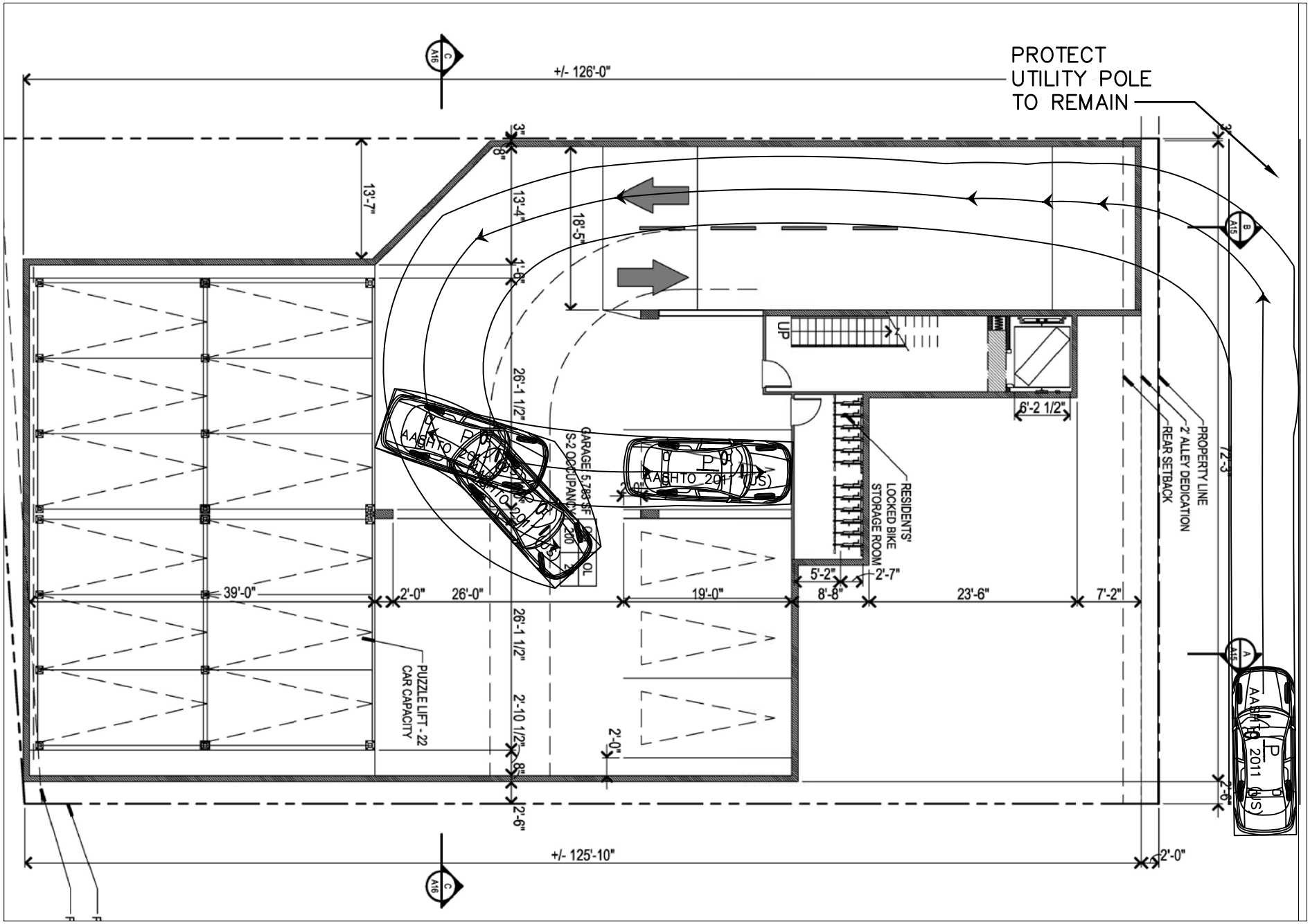
Attachment A – AutoTurn Exhibit Path 1 – Ground Floor (Outbound)
Attachment B – AutoTurn Exhibit Path 2 – Ground Floor (Inbound)
Attachment C – AutoTurn Exhibit Path 3 – Ground Floor (Inbound to Parking Lift System)



389 FIRST STREET DEVELOPMENT
AUTOTURN EXHIBIT PATH 1 -
GROUND FLOOR (OUTBOUND)
AUGUST 2018

Kimley»Horn

NOT TO SCALE



389 FIRST STREET DEVELOPMENT
AUTOTURN EXHIBIT PATH 2 -
GROUND FLOOR (INBOUND)
AUGUST 2018

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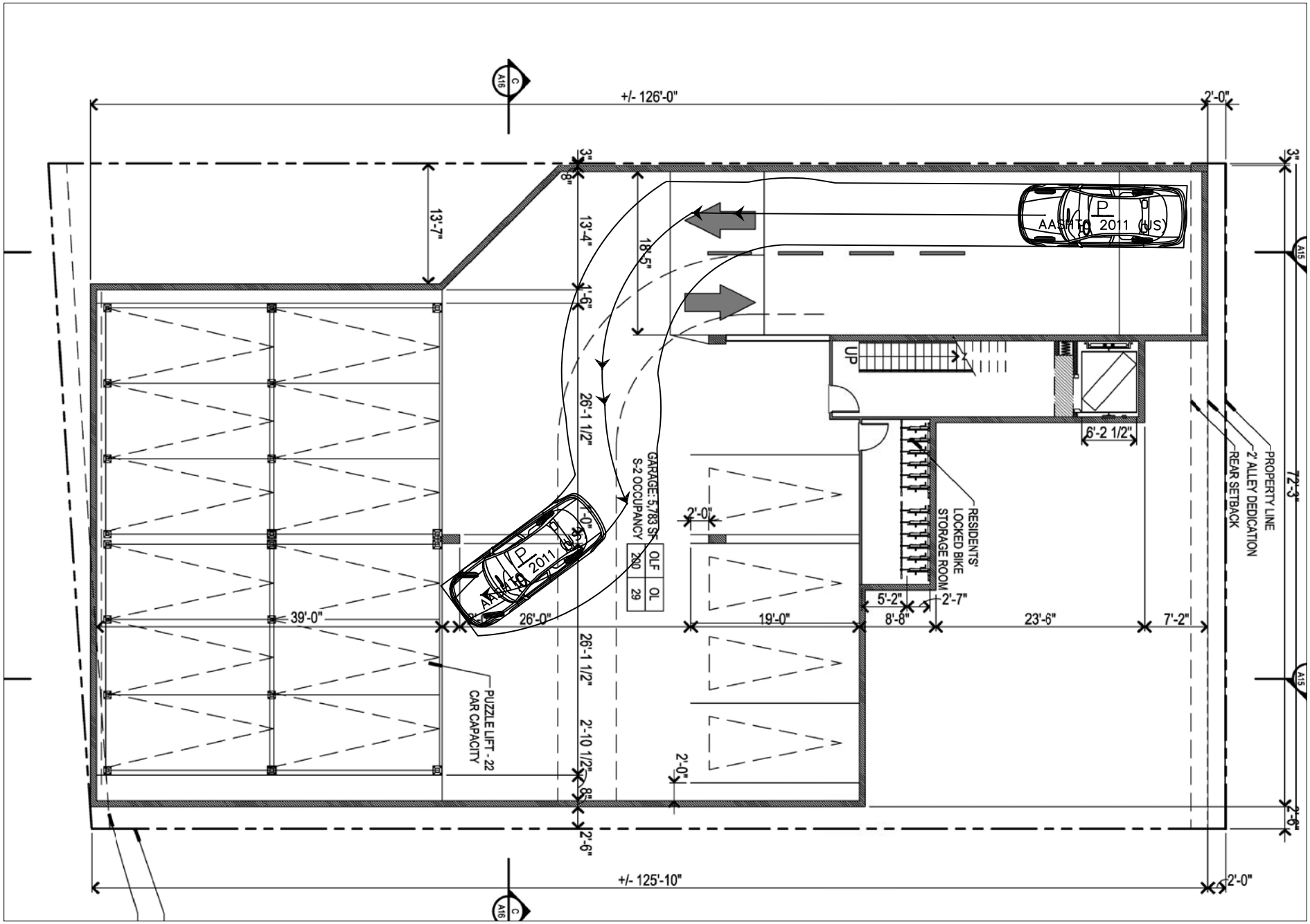
NOT TO SCALE



389 FIRST STREET DEVELOPMENT
AUTOTURN EXHIBIT PATH 3 -
GROUND FLOOR
(INBOUND TO PARKING LIFT SYSTEM)
AUGUST 2018

Kimley»Horn

NOT TO SCALE

389 FIRST STREET MIXED USE RESIDENTIAL/COMMERCIAL PROJECT ENVIRONMENTAL NOISE ASSESSMENT

Los Altos, California

November 30, 2017

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INTRODUCTION

This report evaluates potential noise impacts resulting from the proposed Mixed-Use Commercial/Residential development at 389 First Street in the City of Los Altos. The Setting Section of this report presents the fundamentals of environmental noise and vibration, describes regulatory criteria that are applicable in the project's assessment, and summarizes the existing noise environment. The Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts, provides a discussion of each project impact, and presents mitigation measures where necessary to provide a compatible project in relation to surrounding land uses.

SETTING

FUNDAMENTALS OF ENVIRONMENTAL NOISE

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its pitch or its loudness. Pitch is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. Loudness is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

TABLE 1 Definitions of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level, CNEL, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The Day/Night Average Sound Level, DNL or L_{dn}, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), Caltrans, November 2009.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all

residential uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA L_{dn} with open windows and 65-70 dBA L_{dn} if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn}. At an L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25-30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between an L_{dn} of 60-70 dBA. Between an L_{dn} of 70-80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30-35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

FUNDAMENTALS OF GROUNDBORNE VIBRATION

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous vibration levels produce.

The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

TABLE 3 Reactions of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older structures such as those with plastered walls or ceilings
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as minor cracking of building elements, or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

REGULATORY CRITERIA

The proposed project would be subject to noise-related regulations, plans, and policies established within documents prepared by the State of California and the City of Los Altos. These planning documents are implemented during the environmental review process to limit noise exposure at existing and proposed noise sensitive land uses. Applicable planning documents include: (1) the California Environmental Quality Act (CEQA) Guidelines, Appendix G, (2) State Building Code Limits for multifamily residential uses, (3) the City of Los Altos General Plan, (4) the City of Los Altos Municipal Code, and (5) Construction Vibration Criteria. Regulations, plans, and policies presented within these documents form the basis of the significance criteria used to assess project impacts.

State CEQA Guidelines.

CEQA requires an evaluation of the significance of potential project noise impacts. Potential noise effects from a project are considered to cause a significant environmental impact if any of the following occur:

a) exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
b) exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
c) a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
d) a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
e) for a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels;
f) for a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Checklist items (a), (b), (c), and (d) are relevant to the proposed project. The project is not located in the vicinity of a public or private airstrip; therefore, checklist items (e) and (f) are not carried forward in this analysis.

CEQA does not define what noise level increase would be considered substantial. Typically, project-generated noise level increases of 3 dBA L_{dn}/CNEL or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard. Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of 5 dBA L_{dn}/CNEL or greater would be considered significant.

California Building Code, Title 24, Part 2.

Section 1207.4 of the current (2016) California Building Code (CBC) states that interior noise levels attributable to exterior sources shall not exceed 45 dB(A) L_{dn} or CNEL (consistent with the noise element of the local general plan) in any habitable room of a residential dwelling. Though this section does to not explicitly apply this interior limit to multifamily residential buildings, in keeping with the requirements of prior editions of the CBC this limit is applied to any habitable room for new dwellings other than detached single-family dwellings.

City of Los Altos General Plan.

The Natural Environment & Hazards Element of the City of Los Altos' 2002 General Plan contains Noise and Land Use Compatibility Standards policies. These standards are used to assess the compatibility of a particular land use with the noise environment at the site where it would be located. A project site, depending on its noise exposure, could be considered "Normally Acceptable", "Conditionally Acceptable", "Normally Unacceptable", or "Clearly Unacceptable" for a particular land use. “Normally Acceptable” noise levels assume that buildings are of normal conventional construction. “Conditionally Acceptable” noise levels require a detailed analysis of the noise reduction requirements be performed and needed noise insulation features included in the design of the project. New construction or development should generally be discouraged under “Normally Unacceptable” noise levels, however, if new construction or development does proceed, a detailed analysis of the noise reduction

requirements must be made and needed noise insulation features included in the design. New construction or development should generally not be undertaken under “Clearly Unacceptable” noise levels. Residential land uses are considered "Normally Acceptable" when sites are exposed to noise levels below 60 dBA L_{dn}, "Conditionally Acceptable" when exposed to noise levels between 60 and 70 dBA L_{dn}, "Normally Unacceptable"" when exposed to noise levels of between 70 and 75 dBA L_{dn} and "Clearly Unacceptable"" when exposed to noise levels above 75 dBA L_{dn}. These guidelines are typical of the standards adopted by other cities and counties in the State of California and are based on the assumption that providing for an L_{dn} of 60 dBA in outdoor use areas allows for an acceptable outdoor noise environment and provide an indoor noise environment of 45 dBA L_{dn} or less with the windows open.

City of Los Altos Municipal Code

Title 6 ‘HEALTH AND SAFETY’, Chapter 6.16 ‘Noise Control’, of the City’s Municipal Code establishes noise level limits applicable to the project as follows:

6.16.050 Exterior noise limits.

A. Maximum permissible sound levels by receiving land use.

1. The noise standards for the various categories of land use identified by the noise control office as presented in Table 4 of this section, unless otherwise specifically indicated, shall apply to all such property within a designated zone.
2. No person shall operate, or cause to be operated, any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:
   a. The noise standard for that land use as specified in Table 4 for a cumulative period of more than thirty (30) minutes in any hour (L_{50}); or
   b. The noise standard plus five dB for a cumulative period of more than fifteen (15) minutes in any hour(L_{25}); or
   c. The noise standard plus ten (10) dB for a cumulative period of more than five (5) minutes in any hour(L_{08}); or
   d. The noise standard plus fifteen (15) dB for a cumulative period of more than one minute in any hour (L_{02}); or
   e. The noise standard plus twenty (20) dB or the maximum measured ambient for any period of time (L_{max});.
3. If the measured ambient level exceeds that permissible within any of the first four noise limit categories above, the allowable noise exposure standard shall be increased in five dB increments in each category as appropriate to encompass or reflect such ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.
4. If the noise measurement occurs on a property adjacent to a zone boundary, the noise level limit applicable to the lower noise zone, plus five dB, shall apply.
5. If possible, the ambient noise shall be measured at a consistent location on the property with the alleged offending noise source inoperative. If for any reason the alleged offending noise source cannot be shut down, the ambient noise shall be estimated by performing a measurement in the same general source at least ten (10) dB below the ambient in order that only the ambient level be measured. If the difference between the ambient and the noise source is five to ten (10) dB, then the level of the ambient itself can be reasonably

determined by subtracting a one decibel correction to account for the contribution of the source.

B. Corrections for character of sound. In the event the alleged offensive noise contains a steady, audible tone, such as a whine, screech, or hum, or contains music or speech conveying informational content, the standard limits set forth in Table 4 shall be reduced by five dB.

TABLE 4: EXTERIOR NOISE LIMITS

(Levels not to be exceeded more than 30 minutes in any hour, (L_{50}))

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

6.16.070 Prohibited acts.

A. Noise disturbances prohibited. No person shall unnecessarily make or continue, or cause to be made or continued, any noise disturbance.

B. Specific prohibitions. The following acts, and the causing or permitting thereof, are declared to be in violation of this chapter:

6. Construction and demolition.

a. ii. All other zoning districts (excluding single-family districts). Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 7:00 p.m. and Saturdays before 9:00 a.m. or after 6:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound there from creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by special exception. This section shall apply to operations on properties other than residentially zoned property. This section shall not apply to the use of lawn or garden tools as specified in subsection (B) (11) of this section;

b. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedules:

i. Mobile equipment. Maximum noise levels for the nonscheduled, intermittent, short-term operation (less than ten (10) days) of mobile equipment:

TABLE 5: Maximum Noise Levels for the nonscheduled, Intermittent, and Short–Term Operations (Less than ten (10) days) for Mobile Equipment

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

ii. Stationary equipment. Maximum noise levels for the respectively scheduled and relatively long-term operation (periods of ten (10) days or more) of stationary equipment:

TABLE 6: Maximum Noise Levels for the nonscheduled, Intermittent, and Short–Term Operations (Less than ten (10) days) for Stationary Equipment

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

c. Deliveries, start-up and closing down. The construction times above shall apply to deliveries of materials and equipment, and arrival of workers, start-up and closing down and departure activities on a job site.

12. Air-conditioning or air-handling equipment. Operating or permitting the operation of any air-conditioning or air-handling equipment in such a manner as to exceed any of the following sound levels without a variance:

TABLE 7: Air-Conditioning or Air-Handling Equipment Operational Sound Levels

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

Construction Vibration

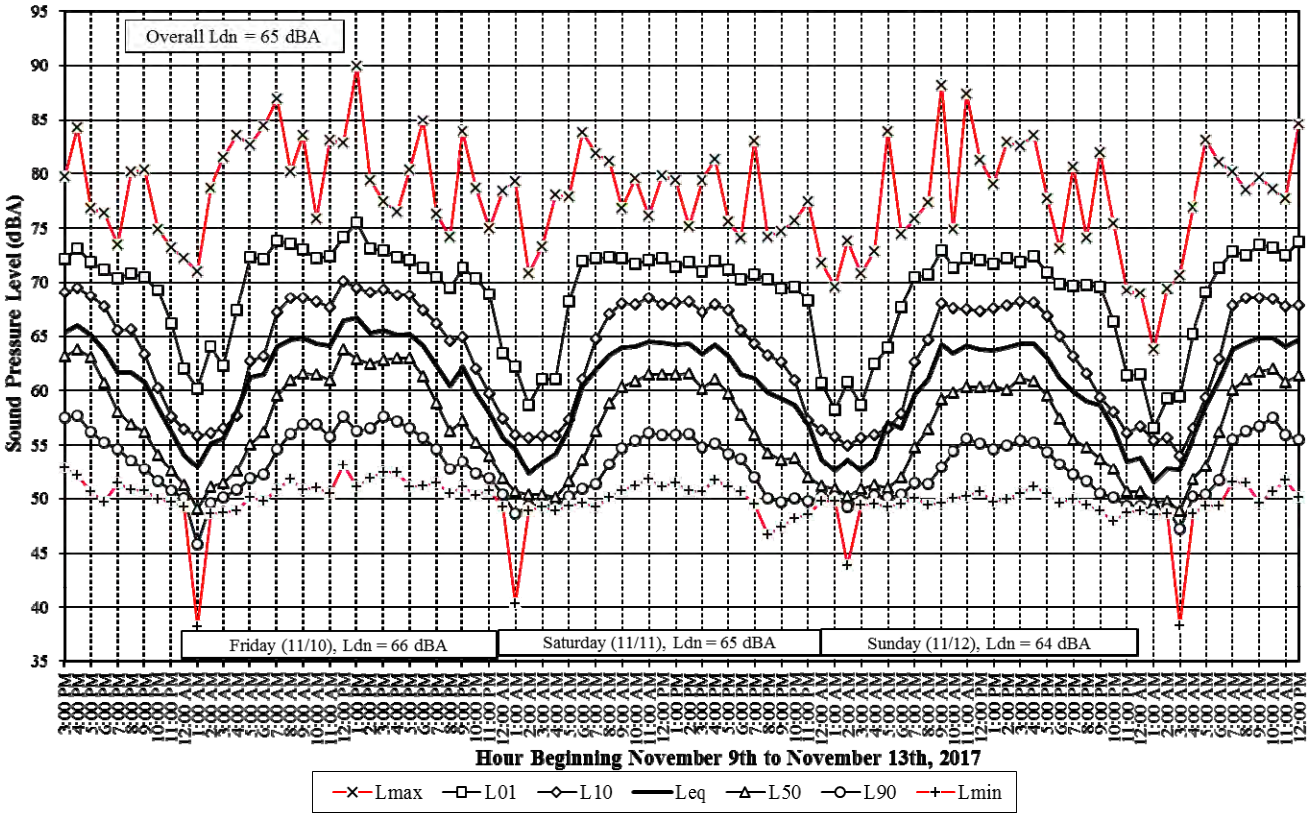
There are no applicable Federal, state, or local quantitatively defined regulations relating to vibration resulting from construction activities. Thresholds for annoyance and structural damage reported by Caltrans (2013) are used in this analysis. Table 3 (page 5, above) summarizes vibration damage thresholds.

NOISE ENVIRONMENT ON THE PROJECT SITE AND THE SITE VICINITY

The primary ambient source of noise on the project site is due to traffic on the First Street, which is at the western edge of the site. More distance sounds from Foothill Expressway traffic and operational noise from area commercial businesses were also found to contribute to background noise levels in the area. The site is located in a commercial use area, with such uses bordering the site directly to the north and south and to the west across First Street. Vacant land and parking lots serving area commercial uses border the site to the east across an alley. The sole residential uses bordering the site are within a three-story multifamily structure to the southwest across First Street. To evaluate the existing noise environment on the project site one long-term noise measurement was conducted at the western side of First Street between 3 p.m. on Thursday November 9th and noon on Monday November 13th, 2017. The long-term measurement was made on a utility pole on directly across First Street from the project site, at approximately 25

feet from the centerline of the roadway and a height of 12 feet above the existing ground level. This a similar distance from the roadway centerline as the façade of the proposed project. The hourly trends in noise levels measured at the long-term measurement location, including the energy equivalent noise level (L_{eq}), and the noise levels exceeded 01, 10, 50 and 90 percent of the time (indicated as L_1, L_{10}, L_{50} and L_{90}) are shown on Chart 1. The L_{eq} noise level is typically considered the average noise level, while the L_1 is considered the intrusive level, the L_{50} is considered the median noise level and the L_{90} is considered the ambient noise level.

Chart 1: Measured Noise Levels at First Street Frontage (LT-1)



A review of Chart 1 shows that the noise levels at long term measurement site follow a typical diurnal pattern characteristic of traffic noise, where the daytime and nighttime average (L_{eq}) noise levels ranged from 59 to 67 dBA and 52 to 62 dBA, respectively, with an average daytime L_{eq} of 63 dBA and an average nighttime L_{eq} of 54 dBA. The daytime and nighttime median (L_{50}) noise levels ranged from 54 to 64 dBA and 49 to 56 dBA, respectively, with an average daytime L_{50} level of 60 dBA and an average nighttime L_{50} level of 50 dBA. The daytime and nighttime ambient (L_{90}) noise levels ranged from 50 to 58 dBA and 46 to 52 dBA, respectively, with an average daytime ambient level of 55 dBA and an average nighttime ambient level of 49 dBA. The day-night average noise level (L_{dn}) over the measurement period was calculated at 65 dBA.

FUTURE NOISE ENVIRONMENT AT THE PROJECT SITE

Though the City's General Plan does not contain future traffic projections for First Street, considering the effect of general growth throughout the City and surrounding region, an increase of 1-2% in traffic volume per year on this roadway has been assumed to establish future traffic volumes. Considering this incremental increase, the future noise environment on the project site is expected to increase by approximately 1 decibel over existing noise levels. Such an increase would result in an L_{dn} level of 66 dBA at the building facades closest to and facing First Street.

A review of project plans indicates that the project will provide common outdoor use areas at the first floor, between building structures and on the rooftop. Both of these areas are positioned in such a way that the building structure will provide sufficient acoustical shielding to reduce existing and future noise levels in these areas to at or below an L_{dn} of 60 dBA.

NOISE IMPACTS AND MITIGATION MEASURES

Significance Criteria

Paraphrasing from Appendix G of the CEQA Guidelines, a project would normally result in significant noise impacts if the project would expose future residents and users to noise levels exceeding applicable noise standards, if the project would generate excessive ground-borne vibration levels, or if ambient noise levels at sensitive receivers would be substantially increased over a permanent, temporary, or periodic basis. The following significance criteria were used to evaluate the significance of environmental noise resulting from the project:

- A significant noise impact would result if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.
- A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Groundborne vibration levels exceeding 0.5 in/sec PPV would have the potential to result in damage to normal buildings.
- A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if noise levels with the project would be 3 dBA L_{dn} or greater above existing conditions.
- A significant noise impact would be identified if construction related noise would temporarily increase ambient noise levels. Construction noise would be considered significant when noise from construction activities would exceed 60 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} for a period of greater than one year or more at exterior areas of noise sensitive uses in the project area.

Impact 1: Noise and Land Use Compatibility. Exterior noise levels at portions of the project site would exceed the City's maximum acceptable outdoor noise exposure standard for residential land uses. **This is a potentially significant noise impact**

Considering the preceding discussion, the western residential facades facing First Street would be exposed to an L_{dn} of 66 dBA under future conditions. Noise levels at other project facades would be lower due to the effect of distance attenuation and building shielding, such that future exterior noise levels on the northern and southern facades are expected to be exposed to an L_{dn} of 63 dBA, and the eastern facade is expected to be exposed to an L_{dn} of 60 dBA or less. In view of these levels, the western, northern, and southern facades would be considered "Conditionally Acceptable" for residential use. In these areas, the City's General Plan standards require new

construction or development to be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design. The project also includes noise protected outdoor areas in a first-floor courtyard and at a fourth level roof deck, to serve as a common outdoor use area for project residences. Exterior noise levels in this area will be at or below an L_{dn} of 60 dBA, which would be considered "Normally Acceptable" for residential outdoor use areas. This is a potentially significant noise impact

Mitigation Measure 1:
The exterior to interior noise reduction needed to meet the City and State 45 dBA L_{dn} interior noise level criterion within residential units at the project site was calculated on a unit-by-unit basis using current site, building and unit plans and elevations. The results of this analysis finds that the following window and exterior door sound isolation ratings will be needed at the project:

1. Residential windows and doors on the western façade (facing First Street) and exposed to an L_{dn} of 66 dBA will require a minimum STC rating of 28,
2. Residential windows and doors on the northern and southern facades (perpendicular to First Street) and exposed to an L_{dn} of between 60 and 65 dBA will require a minimum STC rating of 26, and
3. Residential windows and doors on the western facade (opposite First Street) and exposed to an L_{dn} of less than 60 dBA will not require specific STC ratings.

Additionally, all residences with windows or doors on the western, northern, or southern building facades will require mechanical ventilation to provide a habitable interior environment with windows closed for the purpose of noise control. In our experience a standard central air conditioning system or a central heating system equipped with a 'summer switch', which allows the fan to circulate air without furnace operation in each residence will provide such a habitable interior environment.

Significance after Mitigation
The implementation of Mitigation Measure1 will allow interior noise levels within the project residences to meet the City and State 45 dBA L_{dn} interior noise level criterion and reduce this noise impact to a less than significant level.

Impact 2: Exposure to Groundborne Vibration. Homes and businesses in the vicinity of the project site could be exposed to construction related vibration during the excavation of underground parking garage and during foundation construction. **This is a potentially significant noise impact.**

Construction activities would include demolition of existing site structures, site preparation work, excavation for the subterranean garage, foundation work, and new building framing. Removal of the existing site materials and pavement along with excavation for underground levels may, at times, produce substantial vibration. Construction of the subterranean garage may also involve the use of either driven or drilled piles to construct the necessary shoring system with soldier beams and wood lagging for its excavation. Erection of the building structure itself is not anticipated to be a source of substantial vibration with the exception of sporadic events such as dropping of heavy objects, which should be avoided to the extent possible. Construction activities are not expected to extend for more than one construction season, and construction vibration would not be substantial for most of this time except during vibration generating activities.

Structures of the businesses adjacent to the project will be located within 12 feet of the location of vibration inducing site work and the residential building southwest of the site will be located about 100 feet of vibration inducing site work. All adjacent buildings appear to be of normal (non-historic or weaken) type construction. Groundborne vibration levels exceeding 0.50 in/sec PPV (peak particle velocity) would thus, have the potential to result in damage to these adjacent buildings. Table 8, following, presents typical vibration levels that could be expected from construction equipment at distances of 12 and 100 feet.

A review of Table 8 shows that at a distance of 100 feet, all construction activities would be below the 0.5 in/sec PPV threshold. However driven piles, clam shovel drops, or the use of large vibratory rollers near the building perimeter during site preparation, foundation work or excavation for the subterranean garage could exceed the 0.5 in/sec PPV threshold and result in damage to the adjacent commercial buildings.

TABLE 8 Vibration Source Levels for Construction Equipment

Equipment		PPV at 12 ft. (in/sec)	PPV at 100 ft. (in/sec)
Pile Driver (Impact)[1]	upper range	**3.474**	0.145
	typical	**1.932**	0.080
Pile Driver (Sonic)[1]	upper range	**2.202**	0.092
	typical	**0.510**	0.021
Clam shovel drop (slurry wall)[1]		**0.607**	0.025
Hydromill (slurry wall)[1]	in soil	0.024	0.001
	in rock	0.051	0.002
Vibratory Roller (undefined tonnage)[1]		**0.630**	0.026
2-ton Vibratory Roller[2]		0.420	0.018
Hoe Ram[1]		0.267	0.011
Large bulldozer[1]		0.267	0.011
Caisson drilling[1]		0.267	0.011
Loaded trucks[1]		0.228	0.010
Jackhammer[1]		0.105	0.004
Small bulldozer[1]		0.009	0.0004

In areas where vibration would not be expected to cause structural damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and it would not be considered significant given the intermittent and short duration of the phases that have the highest potential of producing vibration (jackhammers and other high power tools).

Mitigation Measure 2:
Excavation of the subterranean Parking Garage should employ a drilled soldier pile and lagging wall shoring system to eliminate the need for drilled (or vibrated) piles or a slurry wall system to support site excavation. Additionally, the weight rating of Vibratory Rollers used on the site should be limited to 2 tons.

Significance after Mitigation
The implementation of Mitigation Measure 2 would reduce groundborne vibration levels during project construction to less than 0.50 in/sec PPV and eliminate the potential for vibration damage to adjacent buildings.

[1] Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.
[2] Source: Dowding, C.S., Construction Vibrations, Prentice Hall, 1996, page 249

Impact 3: On-Site Project Operational Noise. Noise levels generated by the operation of the project may exceed the standards established in the Los Altos General Plan and Municipal Code. **This is a potentially significant noise impact.**

The operation of the project would introduce new sources of noise that may permanently increase noise levels at noise-sensitive land uses in the site vicinity. Mechanical equipment normally associated with mixed-use buildings can include heating, ventilation, and air conditioning systems, boilers, pumps, and air handling equipment. Large exhaust fans are often necessary for underground parking. This type of equipment typically produces relatively steady noise levels while the equipment is in operation. The City's Municipal Code regulate noise from such equipment. The project site and surrounding uses are zoned CD/R3 (Commercial Downtown/ Multiple Family). For steady noise (noise occurring more than 30 minutes in an hour) the Code requires that noise levels in all Commercial Zoning Districts (C) not exceed 65 dBA L_{50} during the day or 60 dBA L_{50} at night. Exterior noise levels in R3 Zoning Districts must be maintained at or below 55 dBA L_{50} during the day and 50 dBA L_{50} at night. If the noise involves a steady, audible tone such as a whine, screech or hum, the allowable noise level is reduced by 5 dBA. As determined in the noise measurement survey, the existing average L50 noise levels in the site vicinity range are 60 dBA during the day and 50 dBA at night, thus project operational noise levels limited to 55 dBA L_{50} during the day and 50 dBA L_{50} at night, would not be expected to significantly increase noise levels at the at the closest residential uses within the three-story multifamily structure to the southwest across First Street.

Due to the number of variables inherent in the mechanical equipment needs of the project, the impacts of mechanical equipment noise on nearby noise sensitive uses should be assessed during the final project design stage. The most substantial noise generating equipment would likely be garage or other large exhaust fans and building air conditioning units. The project design should take into account the noise criteria associated with such equipment and utilize site planning to locate equipment in areas where the building structure would shield equipment noise from the three-story multifamily residential structure to the southwest across First Street.

Mitigation Measure 3:
Locate the heating, ventilation, and air conditioning (HVAC) equipment serving the project away from sensitive receivers in the three-story multifamily residential structure to the southwest across First Street. Shield rooftop mechanical equipment with rooftop screens or perimeter parapet walls, employ noise control baffles, sound attenuators, or enclosures where required. The goal of this mitigation is achieve a median (L_{50}) noise level of 60 dBA or less at commercially zoned properties, and 50 dBA or less at properties within R3 zoning districts. HVAC noise controls shall be analyzed and reviewed by a qualified acoustical consultant prior to issuance of a building permit. With the implementation of this measure, the impact would be less-than-significant.

Significance after Mitigation
The implementation of Mitigation Measure 3 would reduce noise produced by project mechanical equipment to levels which comply with the City's Municipal Code limit at adjacent noise sensitive uses and thus reduce this noise impact to a less than significant level.

Impact 4: Off-Site Existing or Cumulative Traffic Noise Increases. Project traffic would not substantially increase existing or cumulative traffic noise levels along area roadways. **This is a less-than-significant impact.**

Though no traffic study was reviewed for this analysis, considering the size of the project related to the relative traffic volumes on First Street, vehicular traffic generated by the project is not expected to increase noise levels substantially in the area as project traffic would make up only a small percentage of the total traffic along area roadways. Vehicular traffic noise levels are not expected to increase measurably above existing levels as a result of the project (increase would be less than 1 dBA L_{dn}). This is a **less-than-significant** impact, as the noise level increase would not be measurable or noticeable.

Mitigation 4: None Required.

Impact 5: Construction Noise. During project construction, adjacent businesses and residences would be intermittently exposed to high noise levels. **This is a less-than-significant impact with the incorporation of mitigation.**

The construction of the project would generate noise and would temporarily increase noise levels at adjacent residential receivers. Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment operating on site, the timing and duration of noise generating activities, and the distance between construction noise sources and noise sensitive receptors. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction of the project is anticipated to be completed within one building season, involving site improvements, such as the removal of existing pavement, establishment of utilities, substantial excavation to create the underground parking and to construct foundations, building framing, paving, and landscaping. Construction noise levels would vary by stage and vary within stages based on the amount of equipment in operation and location where the equipment is operating. Typical construction noise levels at a distance of 50 feet are shown in Tables 9 and 10. Table 9 shows the average noise level ranges by construction phase and Table 10 shows the maximum noise level ranges for different construction equipment. Most demolition and construction noise is in the range of 80 to 90 dBA at 50 feet from the source.

TABLE 9:
Typical Ranges of Energy Equivalent (L_{eq}) Construction Noise Levels at 50 Feet, dBA

	Domestic Housing		Office Buildings, Schools, Public Works		Parking Garage, Amusement & Recreation, Service Station	
	I	**II**	**I**	**II**	**I**	**II**
Ground Clearing	83	83	84	84	84	83
Excavation	88	75	89	79	89	71
Foundations	81	81	78	78	77	77
Erection	81	65	87	75	84	72
Finishing	88	72	89	75	89	74
I - All pertinent equipment present at site, **II** - Minimum required equipment present at site.						

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

TABLE 10 Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)[1,2]	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor[3]	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

1 Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

2 Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

3 Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Construction noise is regulated by the City of Los Altos' Municipal Code. As stated in the Code, construction activities occurring on weekdays before 7:00 a.m. and after 7:00 p.m. and Saturdays before 9:00 a.m. or after 6:00 p.m. or any time on Sundays or the city observed holidays are

prohibited if the sound there from creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by special exception. The Municipal Code also states that where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected R3 residential properties will not exceed 80 dBA L_{max}, between 7:00 a.m. and 7:00 p.m. daily except Sundays and legal holidays. Maximum instantaneous noise levels at adjacent office and commercial land uses should not exceed 85 dBA L_{max}.

Average noise levels at 100 feet from the more typical construction activity at this site would range from 70 to 80 dBA during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. The presence of intervening structures would result in lower noise levels, especially for below grade activities. Existing residential land uses are located within 100 feet the site. Noise levels at existing residences in the project area would be elevated by 10 to 15 dBA during typical busy construction periods and by up to 30 to 35 dBA when activities occur immediately adjacent to a specific home. These residences would be intermittently exposed to high levels of noise (75 to 85 dBA) throughout the construction period. To reduce noise impacts from construction, a series of best practices are provided.

Mitigation 5:
Develop a construction mitigation plan in close coordination with adjacent noise-sensitive land uses so that construction activities can be scheduled to minimize noise disturbance. The construction mitigation plan shall consider the following available controls to reduce construction noise levels to levels that do not exceed municipal code standards. The implementation of some combination of the following measures would reduce this impact to a less than significant level.

- Pursuant to the Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction shall be prohibited on Sundays and city observed holidays.
- Temporary noise barriers (e.g., solid plywood fences (minimum 8 feet in height) and/or acoustical blankets could be erected, if necessary, along affected property boundaries or building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Prohibit all unnecessary idling of internal combustion engines;
- Route construction related traffic to and from the site via designated truck routes and avoid residential streets where possible;
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;
- Locate staging areas and construction material storage areas as far away as possible from adjacent land uses;

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- Hold a pre-construction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, construction schedule, and noise coordinator) are completed.

CDG
CANNON
DESIGN
GROUP

ARCHITECTURE PLANNING URBAN DESIGN

July 29, 2018

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

RE: 389 First Street

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

Site Context

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

The Site and Existing Buildings

Buildings to the Immediate Left

Buildings to the Immediate Right

Issues and Concerns

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

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

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

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

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

FIRST STREET DISTRICT

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

INTENT

A. Promote the implementation of the Los Altos Downtown Design Plan.

B. Support and enhance the downtown Los Altos village atmosphere.

D. Respect the scale and character of the area immediately surrounding the existing downtown pedestrian district.

Specific relevant design guidelines include the following:

5.2 ARCHITECTURE

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

5.2.1 Design to a village scale and character

a) Avoid large box-like structures.

b) Break larger buildings into smaller scale elements.

c) Provide special design articulation and detail for building facades located adjacent to street frontages.

d) Keep focal point elements small in scale.

e) Utilize materials that are common in the downtown core.

f) Avoid designs that appear to seek to be prominently seen from Foothill Expressway and/or San Antonio Road in favor of designs that focus on First Street, and are a part of the village environment.

g) Provide substantial small scale details.

h) Integrate landscaping into building facades in a manner similar to the Downtown Core District.

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

DOWNTOWN VILLAGE CHARACTER

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

ARCHITECTURAL STYLE

These guidelines are not intended to establish or dictate a specific style beyond the desire to maintain Downtown Los Altos' small town character and attention to human scale and detail. In general, diverse and traditional architectural styles that have stood the test of time are preferred.
Designs merely repeated from other cities or without thought to the special qualities of Los Altos are strongly discouraged, and unlikely to be accepted.

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

3.2.1 Continue the pattern and scale established by existing buildings

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

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

b) Break larger buildings up into smaller components.

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

d) Utilize awnings and canopies at windows and entries.

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

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

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

- *Wood doors and window frames are strongly encouraged.*

i) Enhance the pedestrian experience with interesting architectural details.

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

j) Provide special storefront and facade lighting.

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

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

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

b) Relate second floor uses to the pedestrian environment on the street level.
Some methods of achieving this include the following:

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

c) Utilize operable windows in traditional styles.

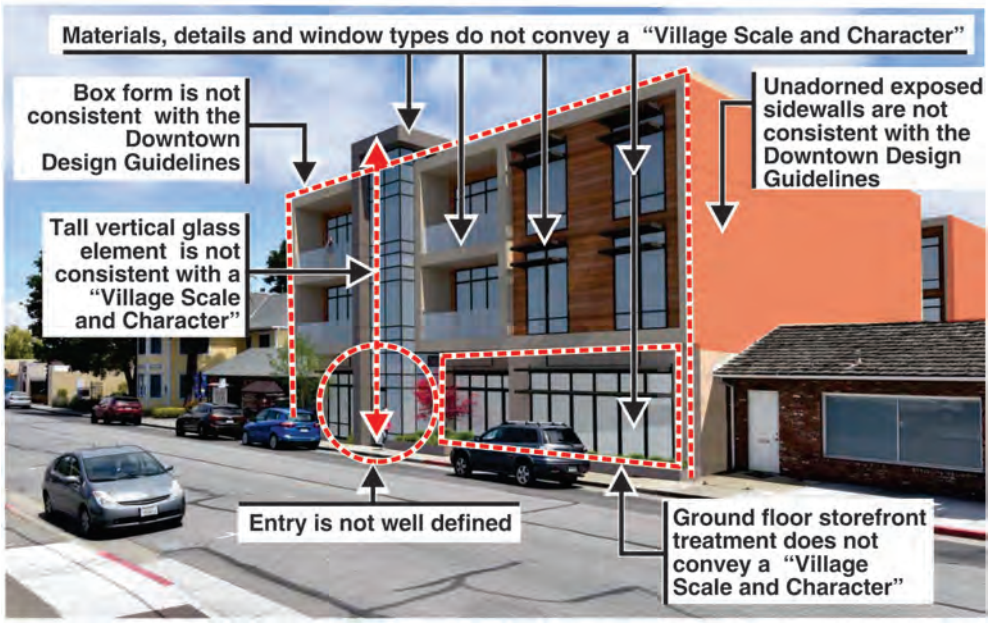
3.2.7 Design larger structures to be sensitive to the unique scale and character of Downtown Los Altos

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

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

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

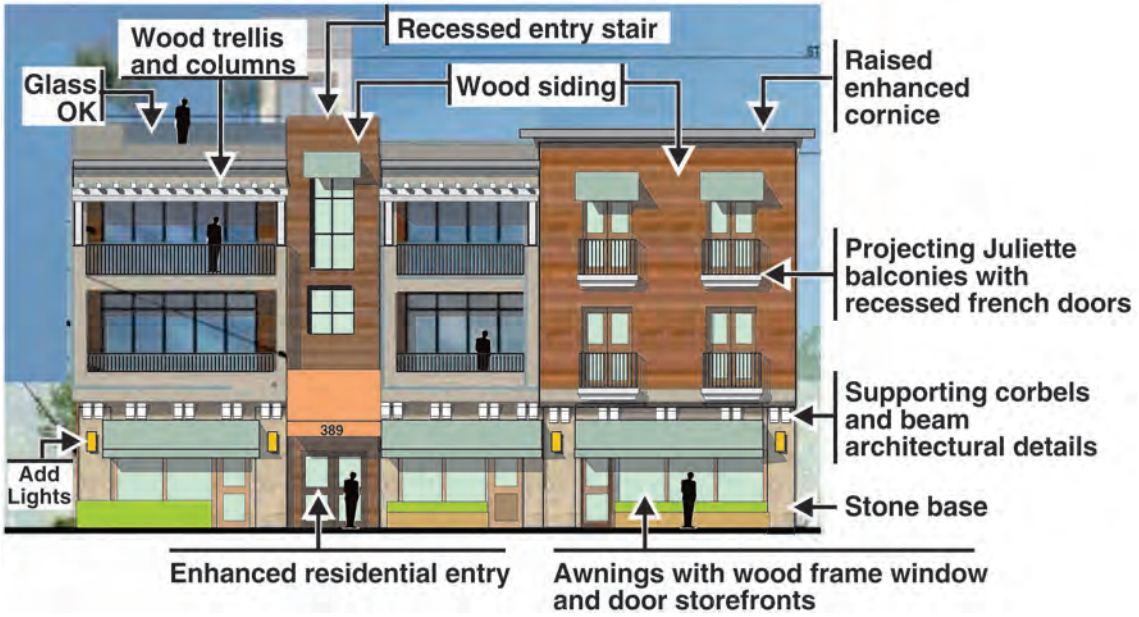
Within the framework of the city's design findings and guidelines, I would identify the issues and concerns below. They are largely the same as concerns raised during the planning commission's study session



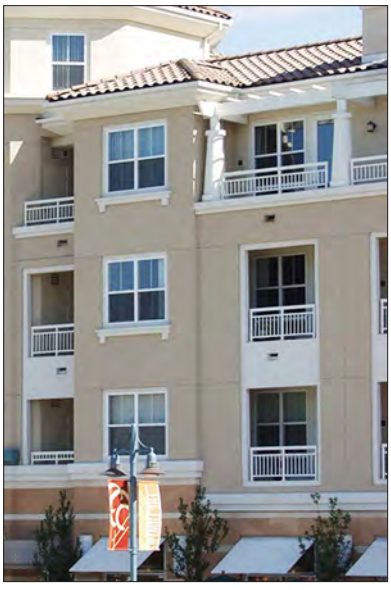
1. The overall building form is rather boxy and not consistent with a "Village Scale and Character".
2. The tall glass element at the stair on the front facade is not consistent with a "Village Scale and Character".
3. The residential entry is not well defined.
4. The ground floor storefront treatment does not convey a "Village Scale and Character".
5. The materials, details and window types do not convey a "Village Scale and Character"
6. The unadorned exposed sidewalls are not consistent with the Downtown Design Guidelines. While these walls may be covered by adjacent new development sometime in the future, they may remain full exposed to view for many years to come.

Recommendations

The Planning Commission seemed to like the concept of a more Contemporary style for the building, but many individual commissioners also expressed concern the design, as currently proposed, would not meet many community members' expectations in regards to fitting into the scale and character of the downtown fabric. With that in mind, I explored ways to largely retain the current floor plans with some suggestions on ways to bring the design more into conformance with the Downtown Design Guidelines. The suggestions are shown on the illustration below and include:



1. Add parapet height and detail variety by a raised cornice on the right hand portion of the front elevation and lowering the perceived parapet height to the left by adding open trellises on the top floor in lieu of the currently proposed solid canopy. The use of the wood trellis and columns would also reduce the visual height of that part of the structure - see example photo to the right.
2. Recess the front facade at the entry, as suggested by planning commissioners in their study session.
3. Use wood siding on the upper floor facades and on the stair tower facade.
   Note: An alternative approach is shown on the following 8.



5. Use awnings on the first floor and selected upper floor windows. This would add human scale to the facade and provide a strong link between the upper floor residential and the pedestrian level - see example photos below.

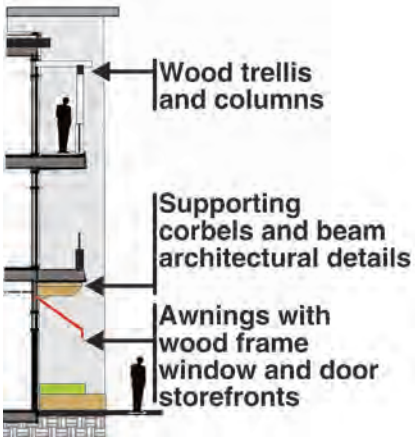

6. Use wood frame windows and doors in lieu of the metal storefront system - see photo example below.

7. Add Juliette balconies with french doors on the residential bedroom windows - see example photos below.

8. Add supporting decorative corbels and beams at the second floor overhangs - see photo examples below.

9. Use stone on the building base.

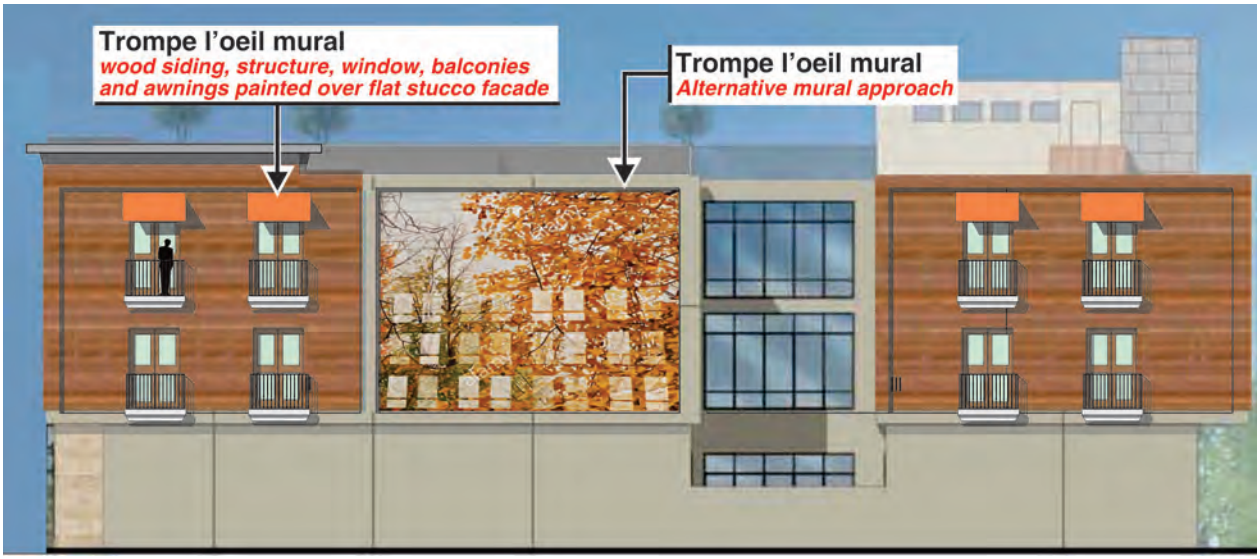
I included wood as the primary wall material on the illustration on page 6 since several commissioners expressed interest in that approach to add some warmth to the structure. The result in the above illustration would be a breaking of the building mass into two smaller segments. However, another approach would be to stick with stucco for the upper floors, as shown in the diagram bellow.



10. For the blank side walls, there are a couple of approaches that could be considered. In a recent project that I reviewed in the San Mateo Downtown, we worked with the applicant to treat a similar blank wall by wrapping the front facade materials and design pattern around on the blank wall with much less plane depth change than utilized on the other facades. This was combined with an art mural - see sketch illustration below.

On downtown projects, there is always the question of how much money to spend on the issue of exposed blank walls. However, these types of blank walls in a small scale downtown fabric may be highly visible for many years in the future. The city recognized this when they adopted the Downtown Design Guidelines, and included specific guidelines to address blank walls. Without addressing the blank sidewall issue, there may be a public perception that the building is too tall for Downtown Los Alto.

Another approach which was suggested at the planning commission study session was the idea of a painted Trompe L'oeil painted mural. Examples of this are shown on the side elevations below and on the following page. Also shown are examples of similar Trompe L'oeil murals.


Trompe l'oeil mural
wood siding, structure, window, balconies and awnings painted over flat stucco facade
Trompe l'oeil mural
Alternative mural approach


LE PROGRES
LA FRESQUE

11. Another issue raised at the study session was the treatment of the facing facades across the relatively narrow 20-foot wide central courtyard. This is a common problem in townhouse developments with central auto courts although the auto courts are usually twenty-four feet wide or a bit more. Below are two photo examples. The photo on the left is a narrow arcade in Downtown Santa Barbara. It concentrates on providing attractive architectural details through special awnings, upper floor shutters and landscaping integrated into the wall facade. The photos on the right are of an auto court in San Mateo that utilizes solid roof elements over windows, bay projections, wall plane changes and material changes to add visual relief to the facades

On the issue of the front facade, the currently proposed streetscape along with the two alternative approaches outlined above are shown on the following page for comparison purposes.

Currently Proposed Streetscape

Alternative Streetscape Approach: Wood Facades

Alternative Streetscape Approach: Stucco Facades

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

Sincerely,

CANNON DESIGN GROUP

Larry L. Cannon

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, APRIL 4, 2019 BEGINNING AT 7:00 P.M. AT HILLVIEW COMMUNITY CENTER SOCIAL HALL, 97 HILLVIEW AVENUE, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

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

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Resident Fred Haubensak of Los Altos Square spoke about the CT zone and mixed-use projects, robust privacy measures, and fixing multiple sections of on-menu requirements for the density bonus regulations.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning Commission Minutes**
   Approve minutes of the regular meeting of March 21, 2019.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bressack, the Commission approved the minutes from the March 21, 2019 Regular Meeting as written.
The motion was approved (5-0) by the following vote:
AYES: Samek, Ahi, Bressack, Bodner and Meadows
NOES: None
ABSENT: Lee

PUBLIC HEARING

2. **17-D-02 and 17-SD-02 – 1st Place Village LLC – 385, 387, 389 First Street**
   Design Review and Subdivision applications for a new three-story mixed-use building with one level of underground parking and a mechanical lift system. The project includes 10 residential condominium units, approximately 2,100 square feet of office, a rooftop common area, and 29 parking spaces. *Project Planner: Golden*

Senior Planner Steve Golden presented the staff report recommending approval to the City Council approval of design review and subdivision applications 17-D-02 and 17-SD-02 per the findings and conditions contained in the resolution.

Project architect Jeff Potts presented the application and provided an overview of the proposal, noting that the mechanical parking lifts can have an EV charger at each space.

Public Comment

Resident and HOA president at 396 First Street, Paul Frattini, expressed concern about the project, noting that the City needs to address all of the future construction on First Street and that this and other projects will create another canyon along First Street.

Resident Norma Joy Ettin expressed concerns about the project and the proposed building height, noting that it will generate additional noise, contribute to traffic in the Downtown and will be very close to her building due to the narrow width of First Street.

Resident April Rassa expressed concerns about the project, noting that it will impact her views, increase traffic on First Street, could increase crime on the street, and asked why a mechanical lift parking garage is being used.

Resident Eric Steinle expressed concern about the project, noting that the rooftop open space will be a liability for the HOA, the appearance of the front elevation with the two boxed elements results in a "googly eye" appearance, the project should use more wood and less stucco, and the roofline appears too boxy.

Commission Discussion

Commissioner Ahi expressed general support for the project, noting that the design was an improvement and appears more residential than previous design iterations; the introduction of color or maybe a metal trellis or mural to the side elevation would improve the building's design; the stucco joints and windows are not quite enough to soften the building; expressed some concern with the courtyard and desirability of this space given the wall heights that surround it; but overall could recommend approval for the project.

Commissioner Bodner expressed general support for the project, noting that the landscaping will improve the pedestrian experience; that the lighting should be reviewed to ensure it does not impact adjacent properties; the recessed tower is an improvement, but it still appears large and the wood cladding makes it stand out; color choices could be improved; provide better railing details; the courtyard elevation B combination here works better and should be explored for other elements of the building; better first floor visual differentiation than previous design; can support the incentive and waiver in exchange for affordable unit; and the parking garage should have restricted access.

Commissioner Meadows stated that the applicant has made a lot of progress since the earlier plan; condition a requirement for one foot sidewalks; be careful and recommend these dedications for each project on this segment of First Street; the garage should be secure; mentioned the two shadow boxes on the front elevation that really appear to stand out; the stucco needs a better color treatment; carefully analyze the lighting and be sure to be sensitive to neighboring properties; the density bonus waiver is one of the more reasonable incentive requests; provide a two material elevator tower with a step down for a portion would be better and should be explored; and would support the project if collective comments from the Commission are addressed.

Commissioner Bressack stated that the lift allows for parking to be maximized and appreciates the parking is accessed from the back; has trouble with the front elevation and the "framed areas" with shadow box details, which are very datable; not a classic enough design to withstand the test of time; look to the interior courtyard elevations for inspiration; the tower element should be reduced in bulk as much as possible; the fenestration has gotten a lot better; appreciates the awning/signs that creates a pedestrian environment, noted the applicant is creating an urban street.

Chair Samek echoed what the other Commissioners said; the roof top deck is good in areas where there are not a lot of amenities close by; would like to see the roof deck sited more towards the center

of the building to allow more separation to neighboring properties; secure access to the garage/parking level; would like to see all materials together on a materials board; mentioned the railings and glass at the side elevation and wants to understand the details of how the windows are finished; suggested wrapping stone at the corners at the ground floor level and noted adding more stone and having the stone end at the corners is not quite right; evaluate the "framed areas" at the front elevation further; clarify what are raised planters and what is just planting; and clarify the one foot easement, sidewalk, and planter relationship at the front of the building.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Meadows, the Commission continued design review and subdivision applications 17-D-02 and 17-SD-02 to the May 2, 2019 Planning Commission meeting to address the following comments/direction:

- Secure the garage;
- Address "framing" appearance and detailing at the front of the building;
- Reduce bulkiness of tower elevator. Break-up the elevator tower/stair tower by introducing a mix of materials;
- Provide railing details and window details;
- Return with a complete materials board;
- Address side elevation exterior materials and detailing; and
- Address potential exterior light impacts

The motion was approved (5-0) by the following vote:
AYES: Samek, Lee, Bressack, Bodner and Meadows
NOES: None
ABSENT: Ahi

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Bressack reported on the March 26, 2019 City Council meeting.

POTENTIAL FUTURE AGENDA ITEMS

An independent review of elevator heights and mechanical parking lift system parking space dimensions were requested as a future agenda items for the Commission to review.

Staff provided an overview of projects slated for Planning Commission meetings on the horizon.

ADJOURNMENT

Chair Samek adjourned the meeting at 9:07 P.M.

Jon Biggs
Community Development Director

ATTACHMENT C

SDG Architects, Inc.

LETTER

Date: 4/22/2019

To: Steve Golden

Address: City of Los Altos
Community Development Department
1 North San Antonio Road
Los Altos, CA 94022

From: Jeff Potts

Via: Hand Delivered

Subject: First Place Village No. 17-D-02 and 17-SD-02

Project: 399.130 - 389 First Street

The following is a list of responses to the comments from the 4-4-19 Planning Commission hearing

Planning Division Response

1. Material samples will be produced and submitted for the 5-2-19 Planning Commission hearing
2. A security gate will be added to the sub-grade parking and will remain open during business hours
3. The elevator / stair tower was broken into the 2 uses and the stair tower was lowered to the minimum height
4. The massing of the balconies at the First Street elevation was revised to include a 2-story feature
5. The doors and railings at the Residential wood tower were removed in favor of windows.
6. All railings were revised to an obscure glass
7. The main building color was lightened and the darker color remains at the balcony features
8. Color variation was added at the side elevations to provide further interest

Regards,

Jeff Potts

Project Principal

PERSPECTIVE RENDERING
SCALE: N.T.S.

VICINITY MAP
SCALE: N.T.S.

PROJECT DIRECTORY

OWNER
1st PLACE VILLAGE LLC
389 FIRST STREET
LOS ALTOS, CA 94022
PHONE: (650) 814-5371
CONTACT: STEVE JOHNSON

ARCHITECT
SDG ARCHITECTS INC.
3361 WALNUT BLVD. SUITE 120
BRENTWOOD, CA 94513
PHONE: (925) 634-7000
CONTACT: JEFF POTTS

LANDSCAPE ARCHITECT
JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218
ORINDA, CA 94563
(925) 254-5422
CONTACT: BRUCE JETT

CIVIL ENGINEER
BKF ENGINEERS
1730 N. FIRST STREET, SUITE 600
SAN JOSE, CA 95112
(408) 467-9187
CONTACT: ISAAC KONTOROVSKY

PROJECT DATA SUMMARY

ADDRESS: 389 FIRST STREET
LOS ALTOS, CA 94022
APN: 167-41-066

ZONING: CD/R3 COMMERCIAL DOWNTOWN / MULTIPLE FAMILY DISTRICT
GROSS SITE AREA: 9,771 S.F. (.224 ACRES)
NET SITE AREA: 9,621 S.F.

EXISTING BUILDING AREA: 3,163 SF

PROPOSED COMMERCIAL OFFICE: 2,099 SF
PROPOSED RESIDENTIAL UNITS: 10 UNITS

OCCUPANCY S2 / R2
CONSTRUCTION TYPE IA / IIIA

UNIT SUMMARY
(8) 2 - BEDROOM UNITS
(2) 3 - BEDROOM UNITS

PARKING SUMMARY
REQUIRED PARKING
COMMERCIAL
1 SPACE / 300 SF
2,099 SF / 300 = 7 SPACES
RESIDENTIAL (PER CA GOVERNMENT CODE 65915)
2 SPACES PER 2-3 BEDROOM UNIT
10 2-3 BEDROOM UNITS = 20 SPACES
TOTAL = 29 SPACES
PARKING PROVIDED
AT GRADE = 3 SPACES
BELOW GRADE GARAGE = 26 SPACES
TOTAL = 29 SPACES
ACCESSIBLE PARKING PROVIDED: 2 STALLS COMPLIES (1 ASSIGNED, 1 VISITOR)

PROJECT AREA SUMMARY

BASEMENT FLOOR	5,706 SF
FIRST FLOOR	5,777 SF
SECOND FLOOR	7,347 SF
THIRD FLOOR	7,043 SF
FOURTH FLOOR	312 SF
TOTAL BUILDING SF	26,185 SF

FOR ITEMIZED SQUARE FOOTAGES, SEE SHEET A17 AREA CALCULATIONS.

AFFORDABLE HOUSING / DENSITY BONUS

AFFORDABLE HOUSING

- LOT SIZE: 9,771 SF / 43,560 SF = 0.22 AC
  AFFORDABLE HOUSING
  10 UNITS x 10% BMR = 1 BMR

DENSITY BONUS CONCESSIONS

- HEIGHT INCREASE

DRAWING INDEX

UNIT SUMMARY

UNIT	BED BATH COUNT	SF	# OF UNITS	TOTAL
Unit A	2 Bedroom 2 Baths	1350	1	1350
Unit B	2 Bedroom 2.5 Baths	1333	5	6665
Unit C	2 Bedroom 2.5 Baths	1292	2	2584
Unit D	3 Bedroom 2.5 Baths	1493	2	2986
TOTAL			10	13585

389 FIRST STREET
Los Altos, CA
May 10, 2019

T1
TITLE SHEET

VENTURES, INC

SDG Architects, Inc.

TENTATIVE MAP

ONE-LOT MAP FOR CONDOMINIUM PURPOSES

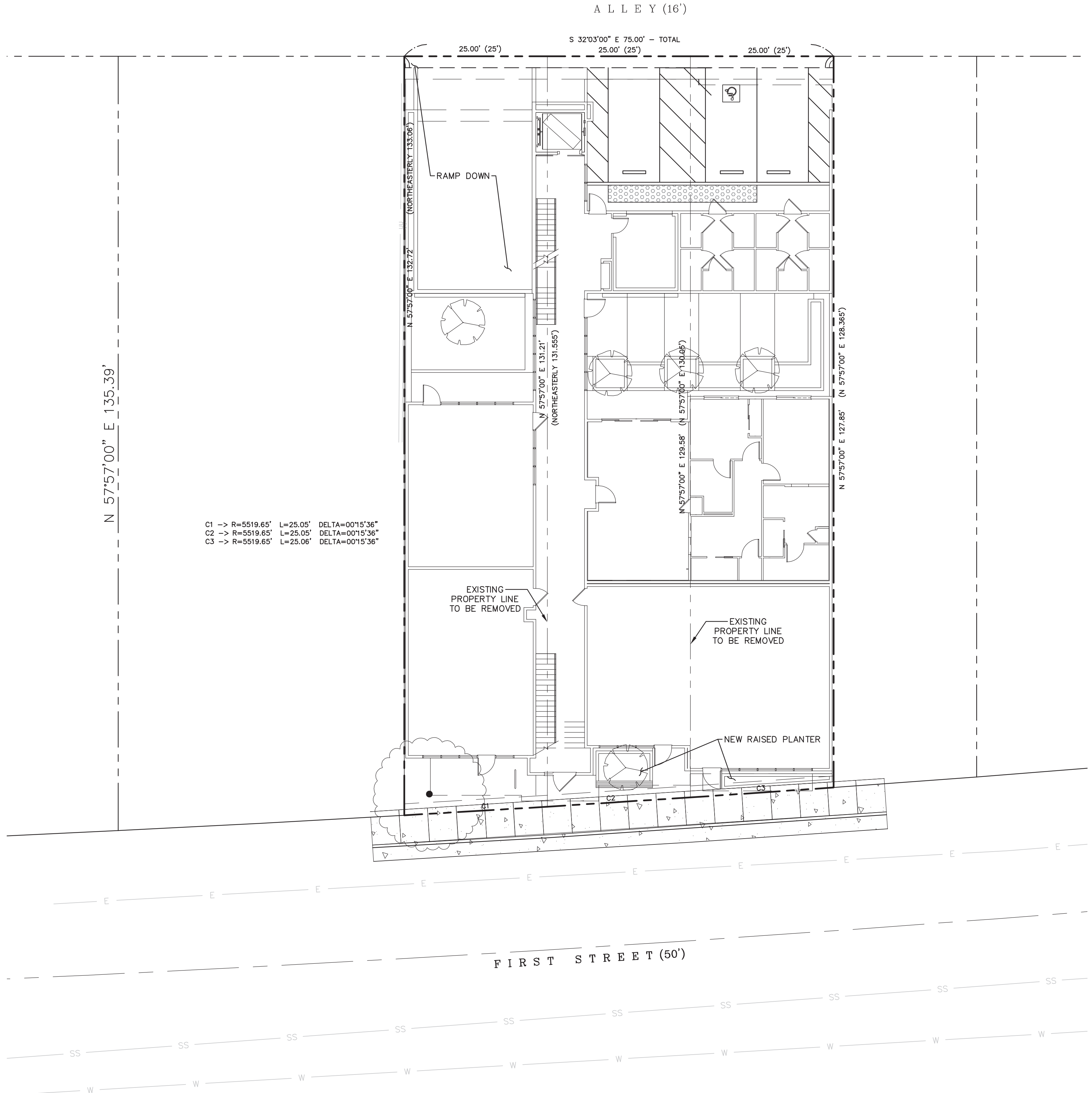


TABLE OF CONTENTS

SITE INFORMATION

1. OWNER: 1ST PLACE VILLAGE, LLC
2. CONTACT: JEFF WARMOTH
3. CIVIL ENGINEER: BKF ENGINEERS, 1730 N. FIRST STREET, SUITE 600, SAN JOSE, CA 95112, CONTACT: ISAAC KONTOROVSKY (408) 467-9100
4. PROPERTY: 389 FIRST ST., LOS ALTOS
5. ASSESSORS PARCEL NO.: 167-41-025
6. GENERAL PLAN: DOWNTOWN LAND USE AND ECONOMIC REVITALIZATION PLANS
7. EXISTING ZONING: COMMERCIAL DOWNTOWN/ MULTIPLE FAMILY (CD/R-3)
8. PROPOSED ZONING: COMMERCIAL DOWNTOWN/ MULTIPLE FAMILY (CD/R-3)
9. EXISTING USE: COMMERCIAL
10. PROPOSED USE: MIXED USE
11. GROSS AREA: 9,771 SQUARE FEET
12. NET AREA: 9,621 SQUARE FEET (AFTER DEDICATION)
13. NUMBER OF UNITS: 1-COMMERCIAL, 10-RESIDENTIAL
14. NUMBER OF LOTS: EXISTING-3, PROPOSED-1
15. UTILITIES:
    A. WATER: PUBLIC STREETS: CALIFORNIA WATER SERVICE COMPANY
    B. SANITARY SEWER: PUBLIC STREETS: CITY OF LOS ALTOS
    C. STORM DRAIN: PUBLIC STREETS: N/A
    D. GAS/ELECTRIC: PACIFIC GAS & ELECTRIC
    E. TELEPHONE: AT&T
    F. CABLE TV: COMCAST
16. BENCHMARK:
17. TOPOGRAPHY: THE INFORMATION SHOWN IS BASED ON A GROUND SURVEY PREPARED BY ALPHA LAND SURVEYS, INC CONDUCTED FEBRUARY 21, 2017. SUPPLEMENTAL TOPOGRAPHIC INFORMATION PROVIDED BY BKF ENGINEERS AND CONDUCTED ON AUGUST 8, 2017.
18. FLOOD ZONE: THIS PROPERTY IS LOCATED WITHIN ZONE X AS SHOWN IN FLOOD INSURANCE RATE MAP COMMUNITY PARCEL NO. 06085C038H.

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- STREET CENTER LINE
- FLUSH CURB
- NEW CITY STANDARD VERTICAL CURB AND GUTTER
- TRUNCATED DOMES
- CONCRETE SIDEWALK

GENERAL NOTES

1) NO NEW EASEMENTS ARE PLANNED FOR THIS PROJECT.

ABBREVIATIONS

TYP. TYPICAL

NORTH

GRAPHIC SCALE: 10 0 10 20

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

BKF ENGINEERS / SURVEYORS / PLANNERS

REGISTERED PROFESSIONAL ENGINEER NORMAN I. KONTOROVSKY C 76090 STATE OF CALIFORNIA

389 FIRST STREET
TENTATIVE MAP SUBMITTAL
TITLE SHEET

LOS ALTOS SAN MATEO COUNTY CALIFORNIA

No.	Revisions

Date: 5/10/2019
Scale: AS SHOWN
Design: JB
Drawn: JB
Approved: IK
Job No: 20176180

Drawing Number: C1.0

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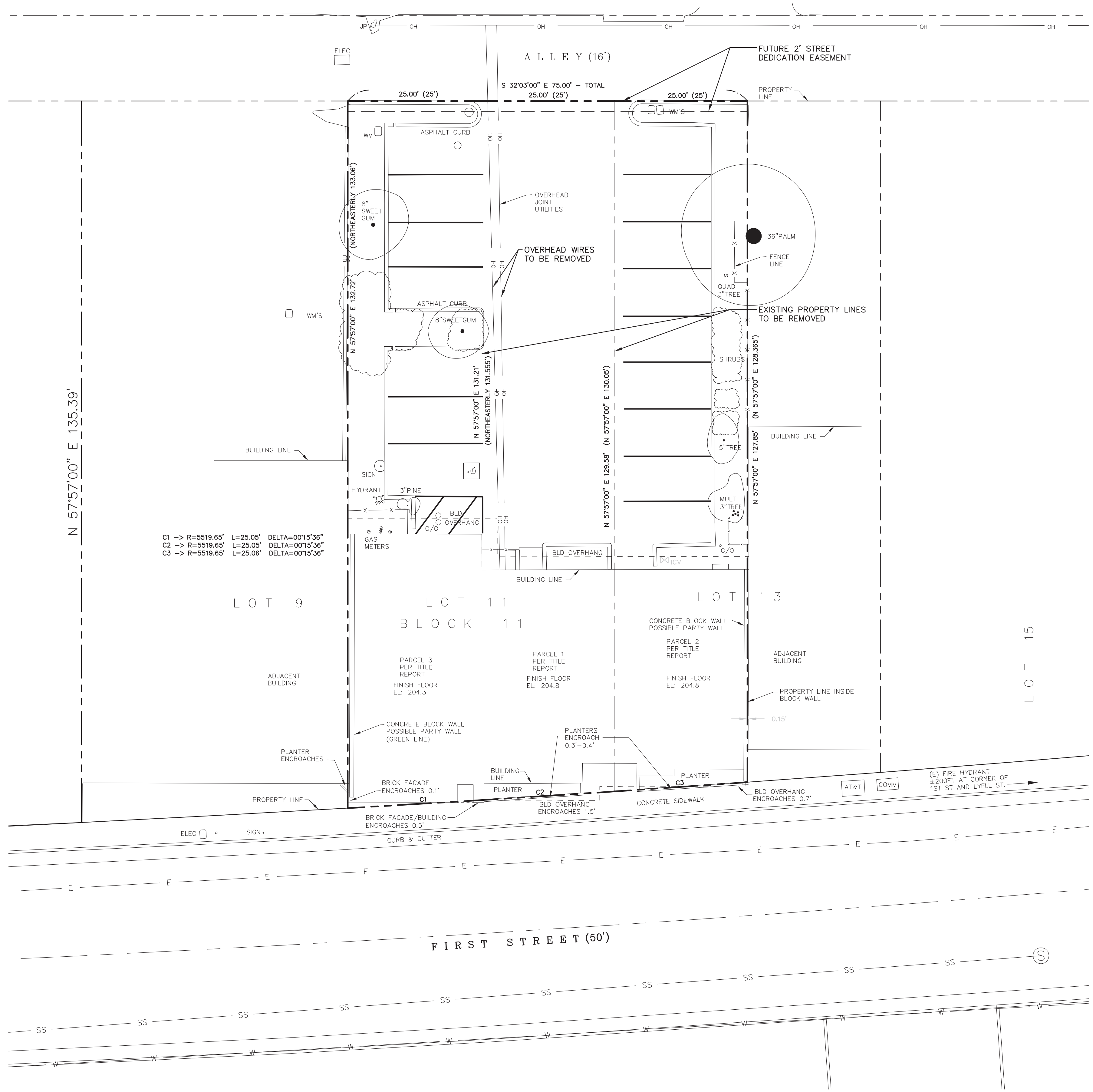

LEGEND

— — —	PROPERTY LINE
— — —	ADJACENT PROPERTY LINE
— — —	STREET CENTER LINE
— SS —	EXISTING SANITARY SEWER LINE
— W —	EXISTING WATER LINE
— E —	EXISTING ELECTRICAL LINE
— OH —	EXISTING OVERHEAD LINE
WM	WATER METER
8" SWEET GUM	EXISTING TREE
	FIRE HYDRANT
GAS METERS	GAS METER
ICV	UTILITY VALVE
C/O	CLEANOUT
JP	JOINT POLE
ELEC	ELECTRICAL BOX

GENERAL NOTES

ABBREVIATIONS

BLD BUILDING

NORTH

GRAPHIC SCALE
10 0 10 20

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

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389 FIRST STREET
TENTATIVE MAP SUBMITTAL
EXISTING CONDITIONS

LOS ALTOS SAN MATEO COUNTY CALIFORNIA

Revisions

No.

Date: 5/10/2019
Scale: AS SHOWN
Design: JB
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Approved: IK
Job No: 20176180

Drawing Number:
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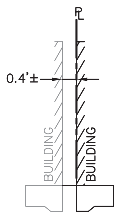

FIRST ST. PROPOSED SECTION A–A

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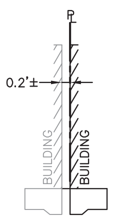

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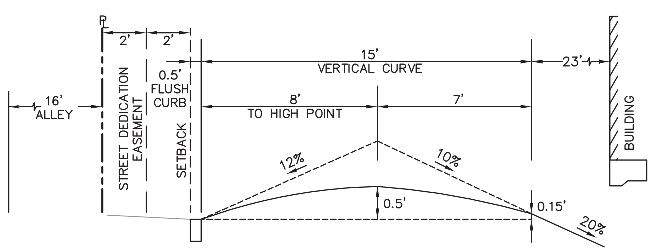

FIRST ST. PROPOSED SECTION C–C

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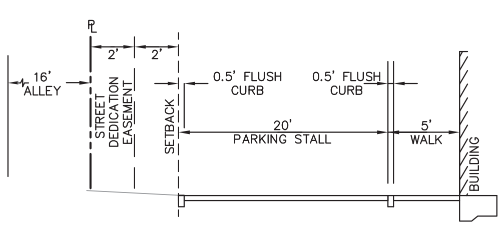

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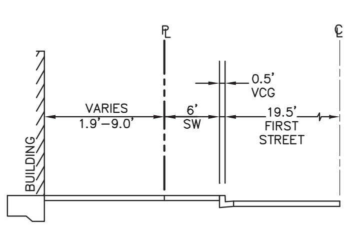

FIRST ST. PROPOSED SECTION E–E

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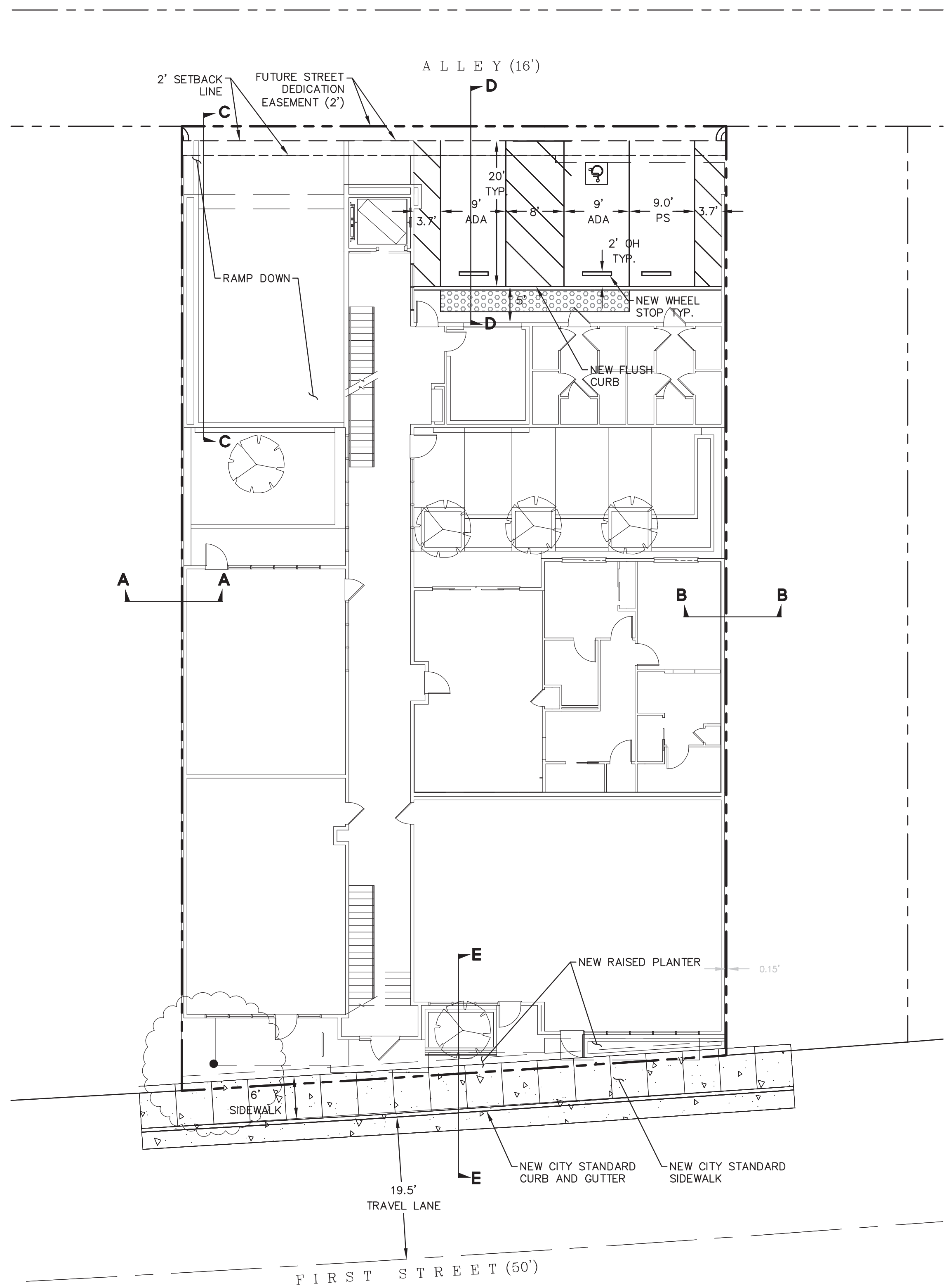
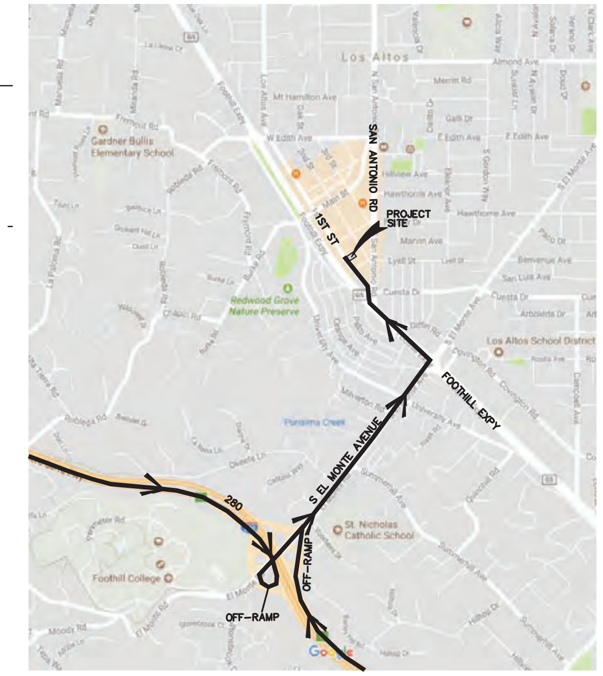
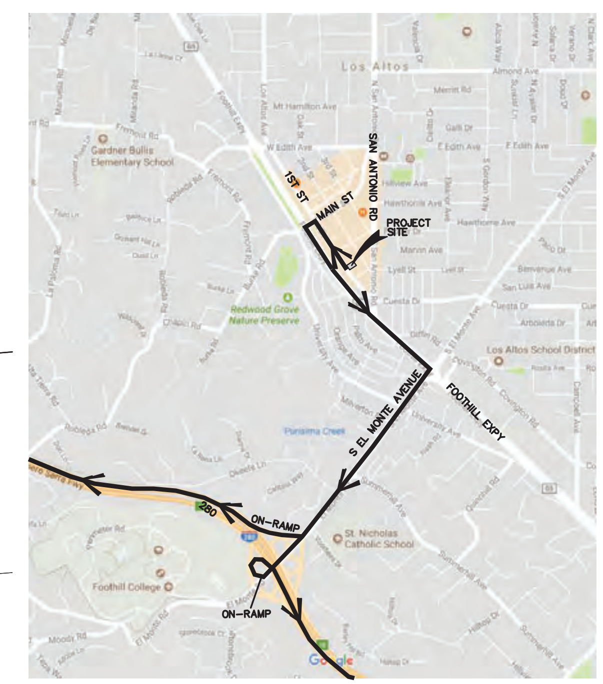




389 FIRST STREET–HAUL ROUTE IN-BOUND

FROM THE SOUTH:
1) TAKE I–280 NORTH BOUND.
2) TAKE EXIT 16 FOR EL MONTE ROAD.
3) KEEP RIGHT AT THE FORK, FOLLOW SIGNS FOR EL MONTE ROAD E AND KEEP RIGHT TO MERGE ONTO EL MONTE ROAD.
4) CONTINUE ON EL MONTE ROAD.
5) USE THE MIDDLE LANE TO TURN LEFT ONTO FOOTHILL EXPRESSWAY.
6) TURN RIGHT ONTO S SAN ANTONIO ROAD.
7) TURN LEFT ONTO FIRST STREET.

FROM THE NORTH:
1) TAKE I–280 SOUTH BOUND.
2) TAKE EXIT 16 FOR EL MONTE ROAD TOWARD MOODY ROAD.
3) KEEP LEFT AT THE FORK, FOLLOW SIGNS FOR EL MONTE ROAD E.
4) KEEP RIGHT AT THE FORK, FOLLOW SIGN FOR EL MONTE ROAD E AND MERGE ONTO EL MONTE ROAD.
5) USE THE MIDDLE LANE TO TURN LEFT ONTO FOOTHILL EXPRESSWAY.
6) TURN RIGHT ONTO S SAN ANTONIO ROAD.
7) TURN LEFT ONTO FIRST STREET.



389 FIRST STREET–HAUL ROUTE OUT-BOUND

HEADED SOUTH:
1) HEAD NORTHWEST ON FIRST STREET TOWARDS MAIN STREET.
2) TURN LEFT ONTO MAIN STREET.
3) TURN LEFT ONTO FOOTHILL EXPRESSWAY.
4) TURN RIGHT ONTO S EL MONTE AVENUE (SIGNS FOR MOODY ROAD).
5) USE THE RIGHT LANE TO TAKE THE RAMP TO I–280 S TOWARDS SAN JOSE.

HEADED NORTH:
1) HEAD NORTHWEST ON FIRST STREET TOWARDS MAIN STREET.
2) TURN LEFT ONTO MAIN STREET.
3) TURN LEFT ONTO FOOTHILL EXPRESSWAY.
4) TURN RIGHT ONTO S EL MONTE AVENUE (SIGNS FOR MOODY ROAD).
5) USE THE RIGHT LANE TO MERGE ONTO I–280 N TOWARDS SAN FRANCISCO.

LEGEND

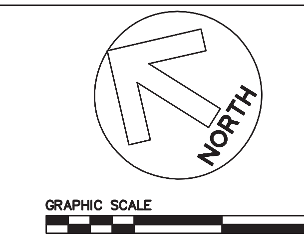
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- STREET CENTER LINE
- FLUSH CURB
- NEW CITY STANDARD VERTICAL CURB AND GUTTER
- TRUNCATED DOMES
- CONCRETE SIDEWALK

GENERAL NOTES

1) THIS PROJECT CREATES AND/OR REPLACES LESS THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE, THEREFORE NO C.3 TREATMENT IS REQUIRED.
2) PEDESTRIAN DETOURS ARE TO BE IN PLACE WHEN WORKING ALONG THE PROJECT FRONTAGE. DETOUR SIGNED DIRECTING PEDESTRIANS TO USE THE SOUTH WEST SIDE OF 1ST STREET ARE TO BE PLACE AT THE CROSSWALKS OF THE INTERSECTIONS OF 1ST STREET/LYELL STREET & 1ST STREET/WHITNEY STREET.
3) DURING CONSTRUCTION, ALL EQUIPMENT AND PARKING SHALL REMAIN ON-SITE UNLESS THE CONTRACTOR HAS APPROVAL FROM THE CITY.

ABBREVIATIONS

℄	CENTER LINE
℗	PROPERTY LINE
SW	SIDEWALK
VCG	VERTICAL CURB AND GUTTER
TYP.	TYPICAL



1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

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389 FIRST STREET
TENTATIVE MAP SUBMITTAL
PRELIMINARY SITE PLAN

LOS ALTOS SAN MATEO COUNTY CALIFORNIA

Revisions

No.

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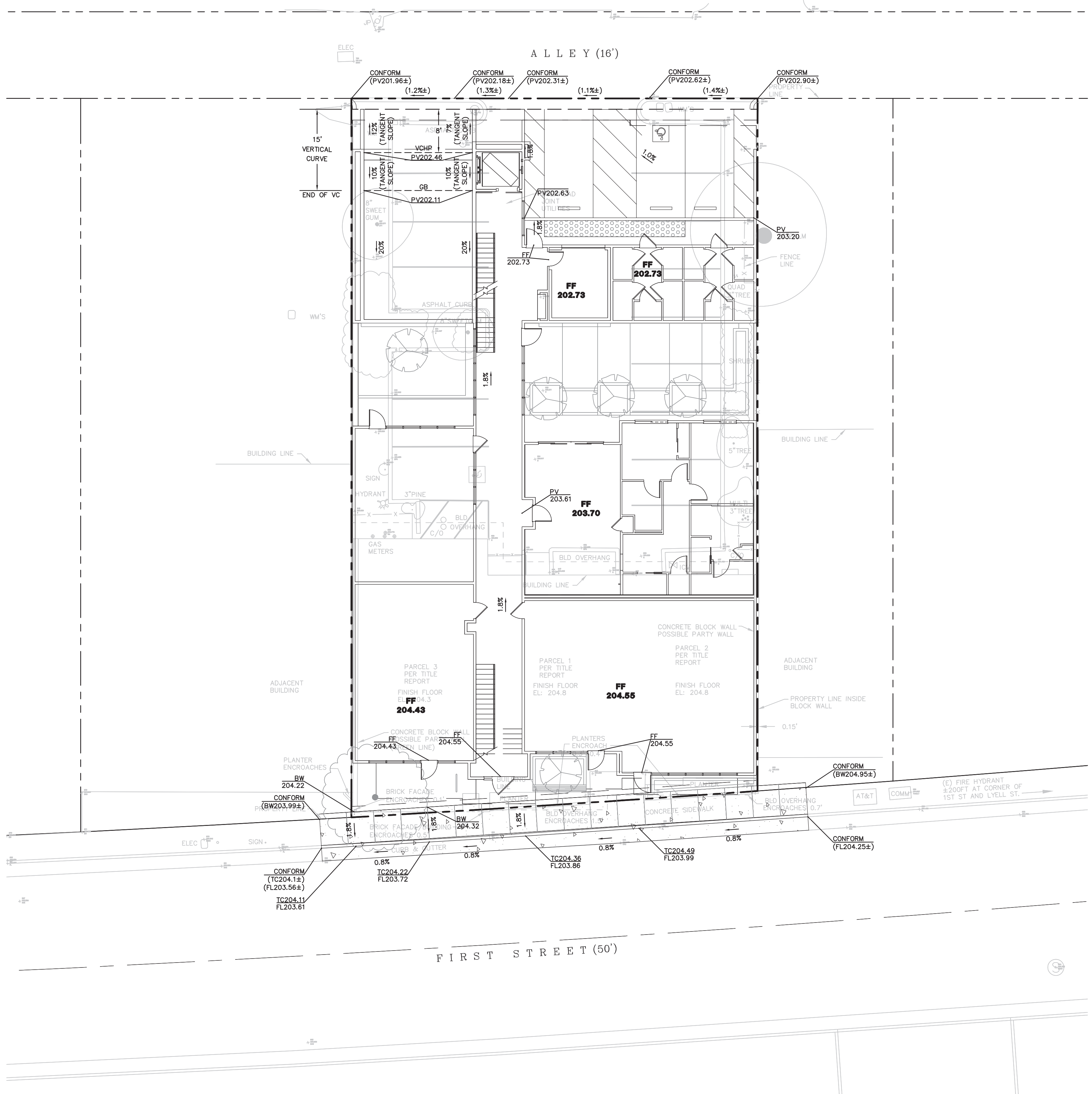

LEGEND

	PROPERTY LINE
	ADJACENT PROPERTY LINE
GB	GRADE BREAK
	STREET CENTER LINE
	FLUSH CURB
	NEW CITY STANDARD VERTICAL CURB AND GUTTER
	TRUNCATED DOMES
	CONCRETE SIDEWALK
1.8%	NEW HARDSCAPE SLOPE

GENERAL NOTES

ABBREVIATIONS

B.O.C.	BACK OF CURB
BW	BACK OF WALK
FF	FINISHED FLOOR
FL	FLOW LINE
PV	PAVEMENT
TC	TOP OF CURB
VC	VERTICAL CURVE
VCHP	VERTICAL CURVE HIGH POINT

NORTH

GRAPHIC SCALE

10 0 10 20

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

389 FIRST STREET
TENTATIVE MAP SUBMITTAL
PRELIMINARY GRADING & DRAINAGE PLAN

LOS ALTOS SAN MATEO COUNTY CALIFORNIA

Revisions

No.

Date: 5/10/2019
Scale: AS SHOWN
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Approved: IK
Job No: 20176180

Drawing Number:

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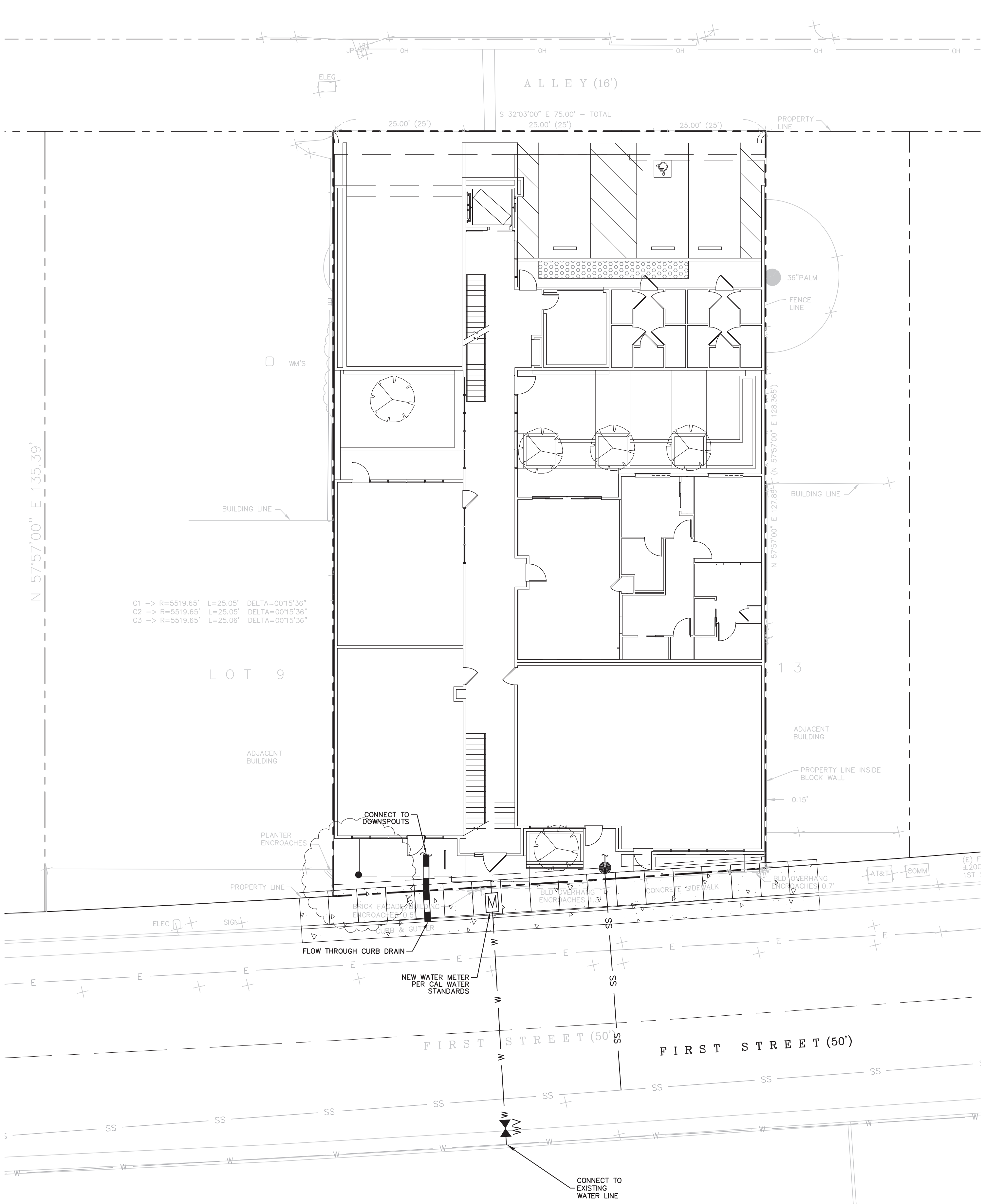
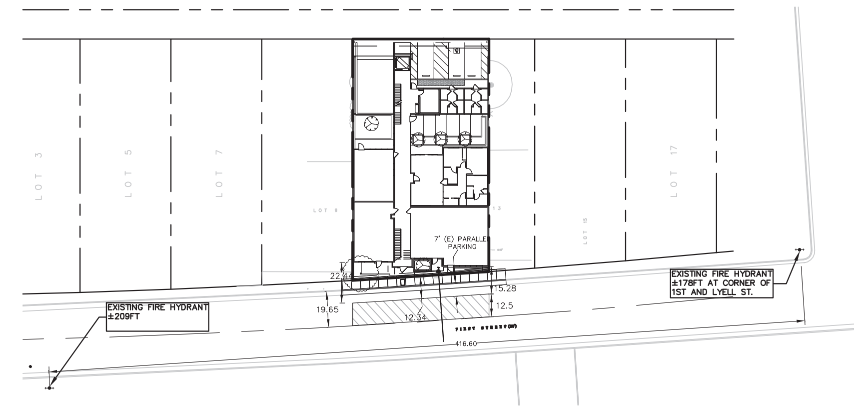




FIRE HYDRANT/STAGING EXHIBIT
1"=30'

LEGEND

Symbol	Description
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	STREET CENTER LINE
	FLUSH CURB
	NEW CITY STANDARD VERTICAL CURB AND GUTTER
SS	SANITARY SEWER LINE
	FLOW THROUGH CURB DRAIN
G	GAS LINE
W	WATER LINE
FW	FIRE WATER LINE
WV	WATER VALVE
	SANITARY SEWER CLEANOUT
BFP	BACKFLOW PREVENTER
	FIRE STAGING AREA

GENERAL NOTES

ABBREVIATIONS

SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE

NORTH

GRAPHIC SCALE
10 0 10 20

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

389 FIRST STREET
TENTATIVE MAP SUBMITTAL
PRELIMINARY UTILITY/FIRE PLAN

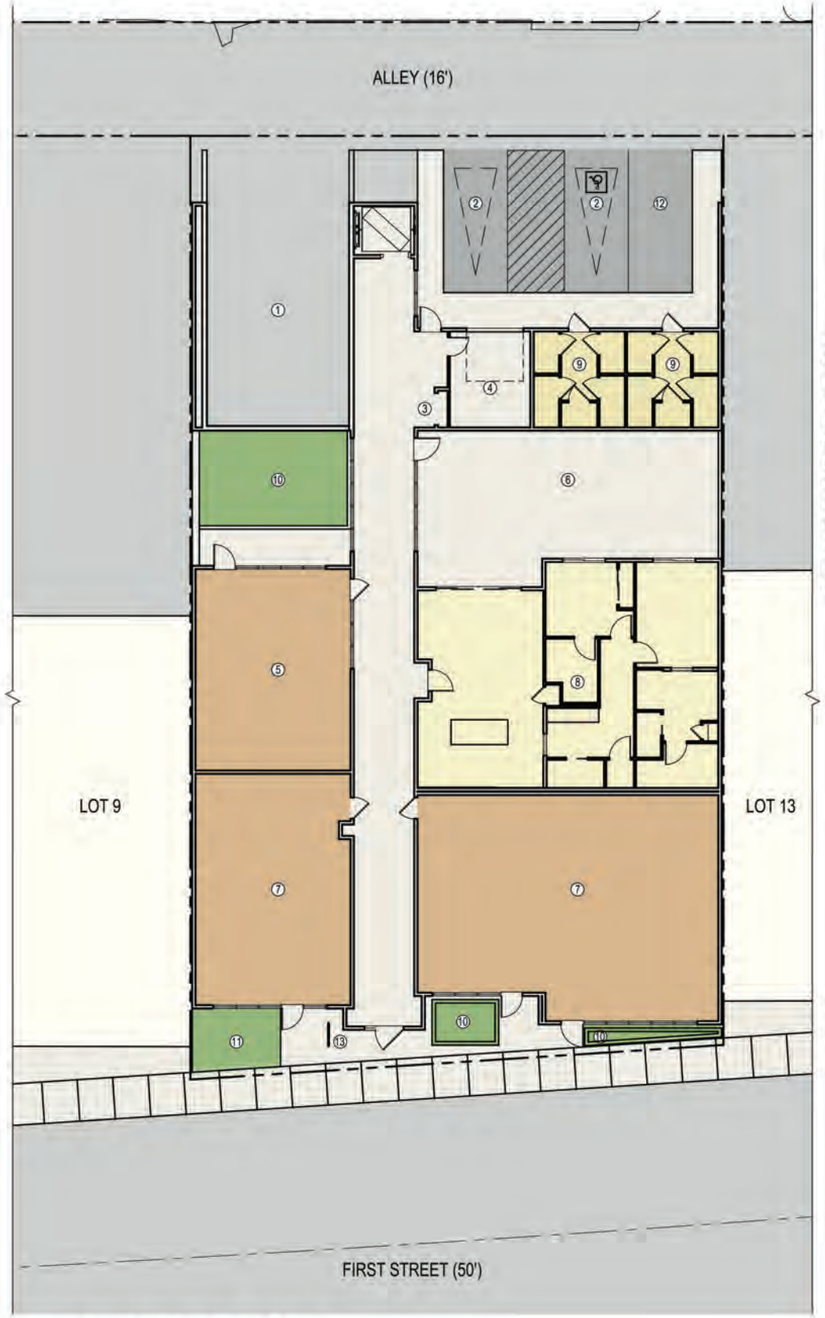
LOS ALTOS SAN MATEO COUNTY CALIFORNIA

Revisions
No.

Date: 5/10/2019
Scale: AS SHOWN
Design: JB
Drawn: JB
Approved: IK
Job No: 20176180

Drawing Number:
C5.0

EXISTING SITE PLAN
SCALE: 3/32" = 1'-0"



PROPOSED SITE PLAN
SCALE: 3/32" = 1'-0"

PROPOSED SITE PLAN KEY

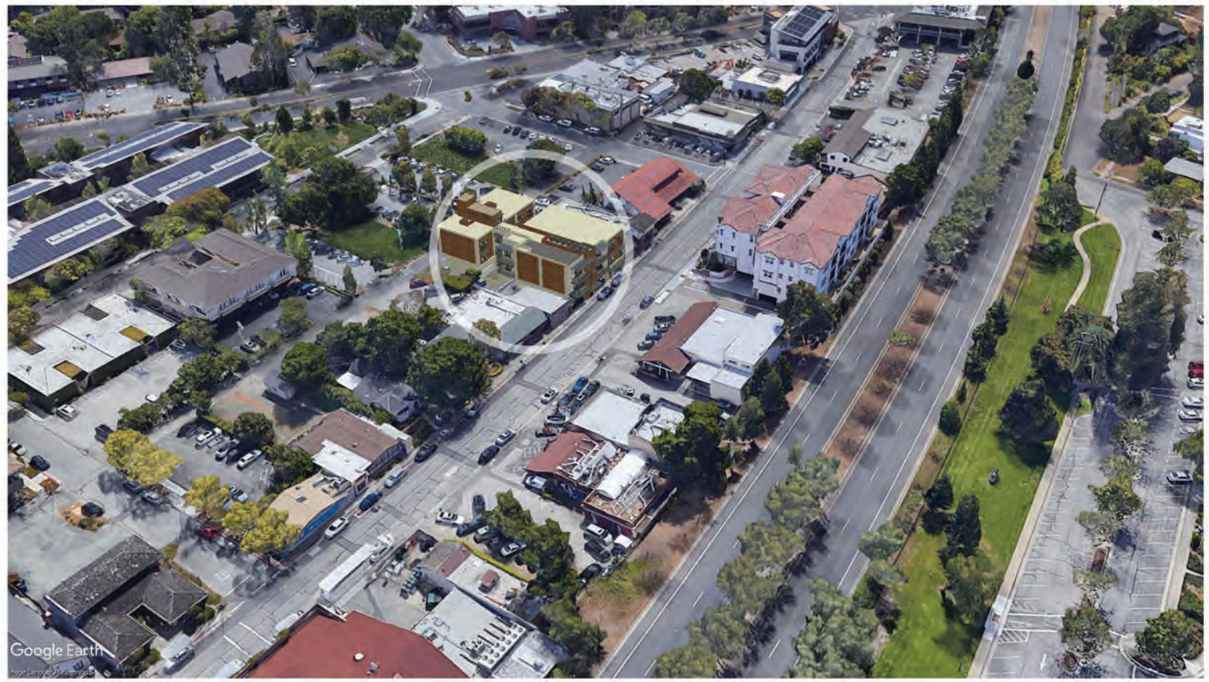
① GARAGE RAMP
② ADA PARKING STALL
③ MAIL BOXES
④ TRASH ROOM
⑤ FITNESS ROOM
⑥ COURTYARD, SEE L.A.D.
⑦ PROPOSED COMMERCIAL SPACE
⑧ RESIDENTIAL UNIT
⑨ STORAGE ROOMS
⑩ RAISED PLANTERS, SEE L.A.D.
⑪ PLANTER AT GRADE, SEE L.A.D.
⑫ STANDARD PARKING STALL
⑬ BICYCLE RACK

389 FIRST STREET
Los Altos, CA
May 10, 2019

0 2' 4' 6' 8' 16'

A1
SITE PLAN

SDG Architects, Inc.



EAST-FACING AERIAL

NORTH-FACING AERIAL

389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC.

A2
CONTEXTUAL AERIAL IMAGERY

SDG Architects, Inc.

VICINITY MAP
N.T.S.

389 FIRST STREET - EXISTING SITE

381 FIRST STREET

425 FIRST STREET

429 FIRST STREET

416 FIRST STREET

371 FIRST STREET

389 FIRST STREET STREETSCAPE

389 FIRST STREET
Los Altos, CA
May 10, 2019

A3
SITE CONTEXT

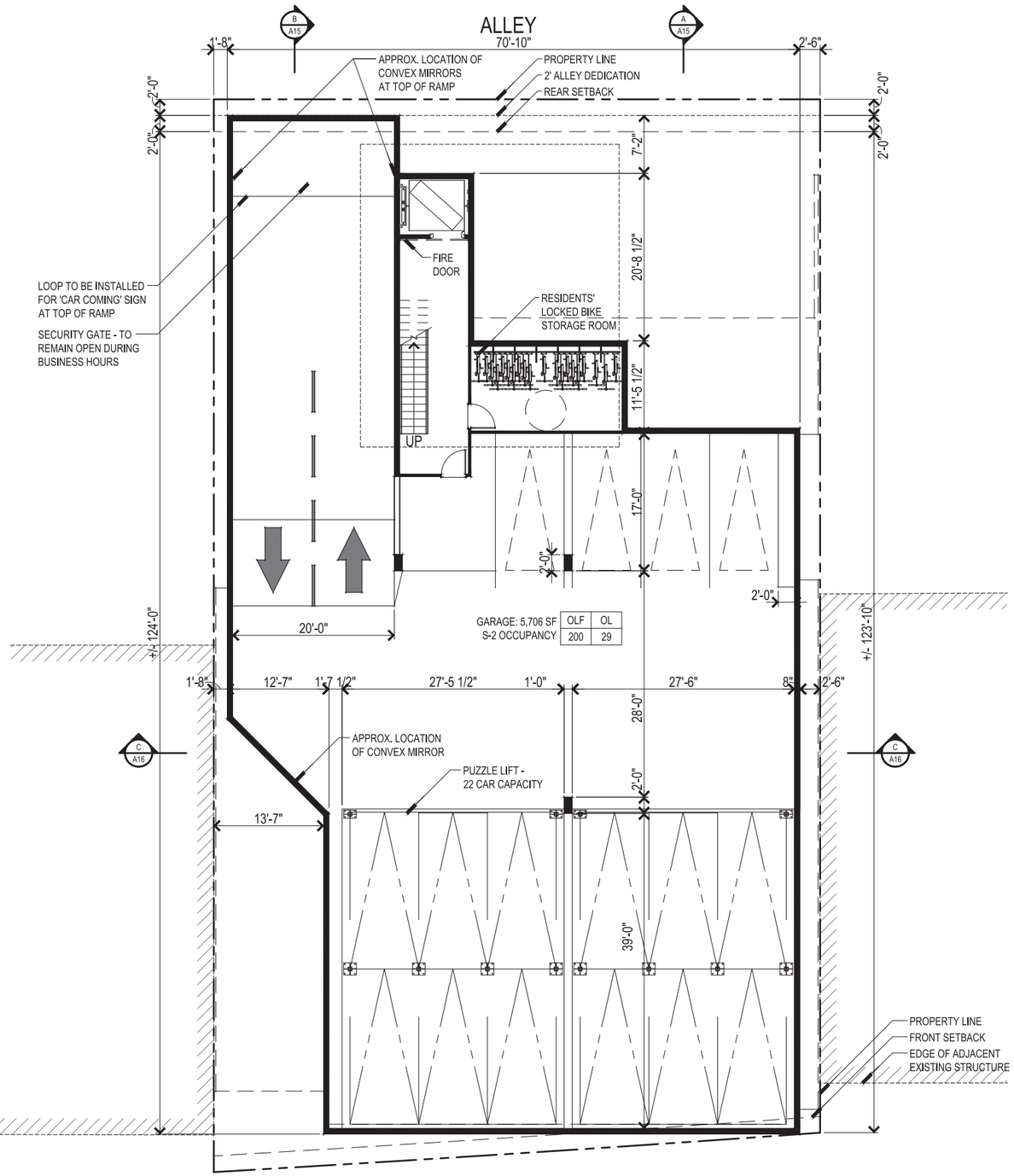
VENTURES, INC

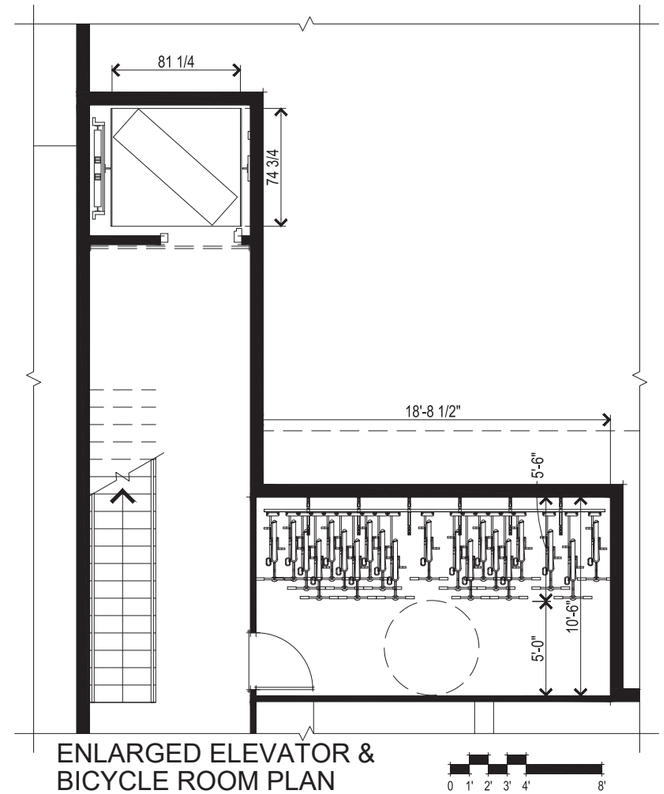
SDG Architects, Inc.

PARKING

STANDARD PARKING	
AT GRADE	1 SPACE
BELOW GRADE	4 SPACES
LIFT PARKING	22 SPACES
ACCESSIBLE (AT GRADE)	2 SPACES
TOTAL	29 SPACES

BICYCLE PARKING	CAPACITY
CLASS 1 BICYCLE STORAGE (AT RESIDENTS' LOCKED BICYCLE STORAGE)	20 BICYCLES
CLASS 2 BICYCLE RACKS (AT GRADE LEVEL)	2 BICYCLES





ENLARGED ELEVATOR & BICYCLE ROOM PLAN

0 2' 4' 6' 8' 16'

A4
GARAGE FLOOR PLAN

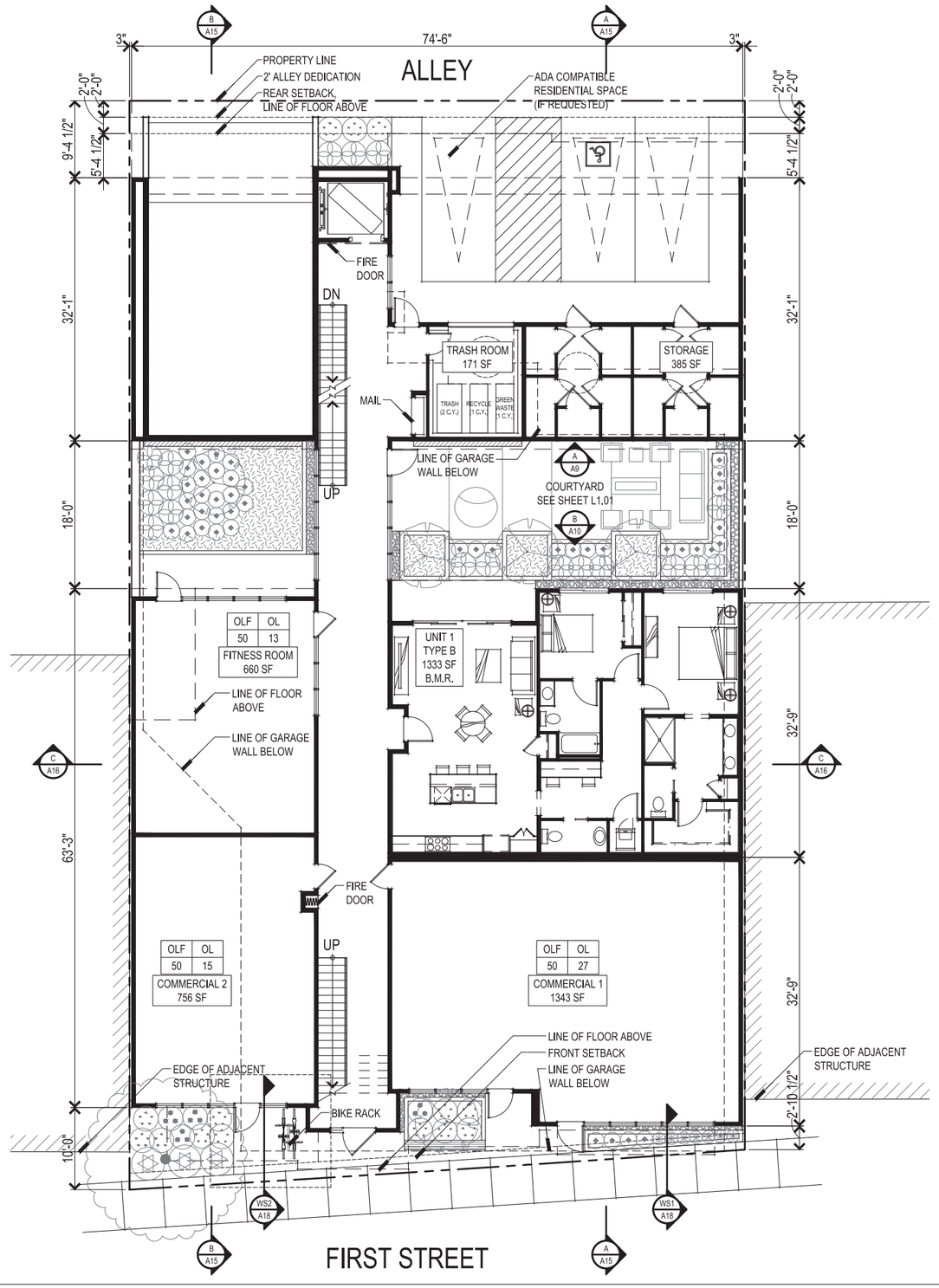
389 FIRST STREET
Los Altos, CA
May 10, 2019

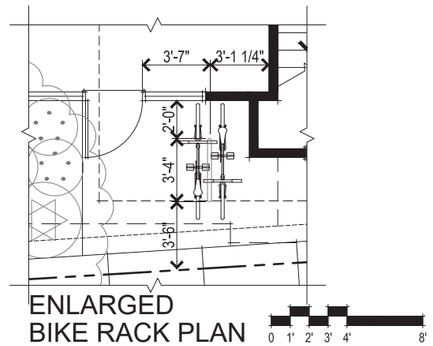
VENTURES, INC

SDG Architects, Inc.

TRASH MANAGEMENT PLAN

TOTAL RESIDENTIAL UNITS	10 UNITS
PROJECTED TRASH VOLUME PER UNIT	.15 CYD TRASH / WEEK
PROJECTED RECYCLED VOLUME PER UNIT	.05 CYD RECYCLE / WEEK
PROJECTED GREEN WASTE VOLUME PER UNIT	.05 CYD GREEN WASTE / WEEK
TOTAL REQUIRED PER 10 UNITS	
TRASH VOLUME = 10 x .15 CYD	1.25 CYD TRASH
RECYCLE VOLUME = 10 x .05 CYD	0.50 CYD RECYCLE
GREEN WASTE VOLUME = 10 x .05 CYD	0.50 CYD GREEN WASTE
TOTAL CONTAINERS PROVIDED	
TRASH	1 - 2 CYD BINS
RECYCLE	1 - 1 CYD BINS
GREEN WASTE	1 - 1 CYD BINS





ENLARGED
BIKE RACK PLAN

0 1' 2' 3' 4' 8'

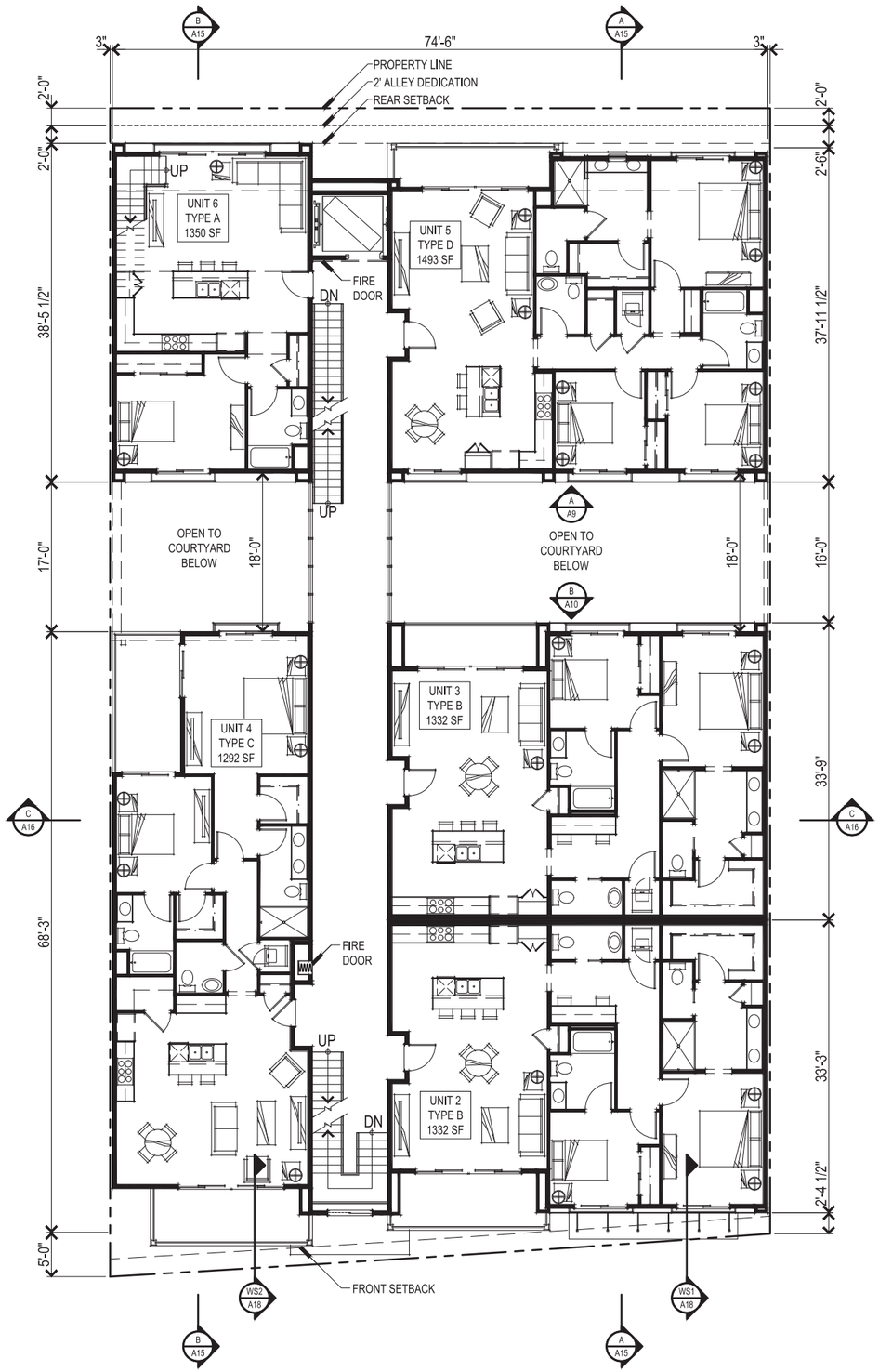
0 2' 4' 6' 8' 16'

A5
FIRST FLOOR PLAN

389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

SDG Architects, Inc.



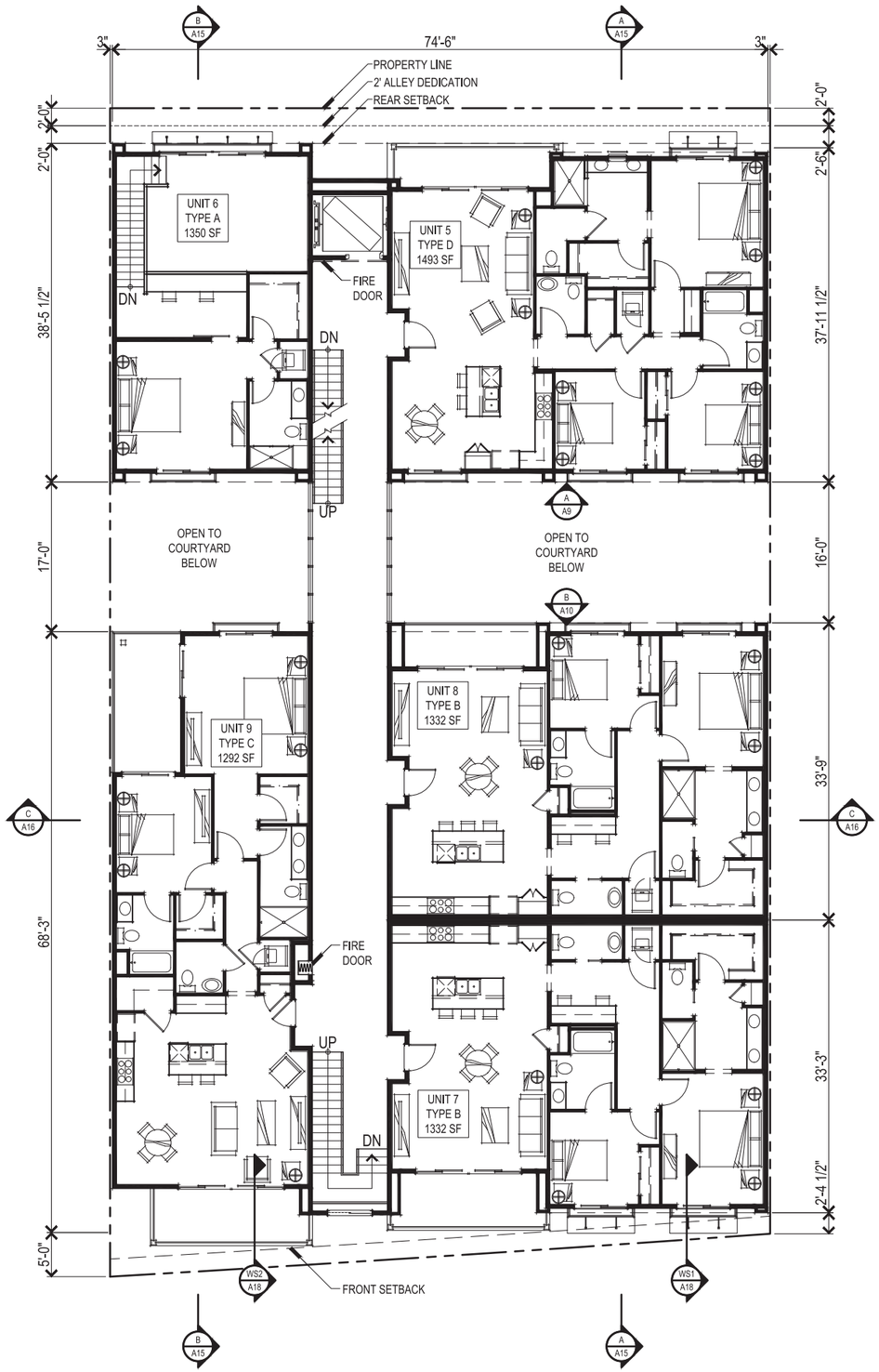
389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

0 2' 4' 6' 8' 16'

A6
SECOND FLOOR PLAN

SDG Architects, Inc.



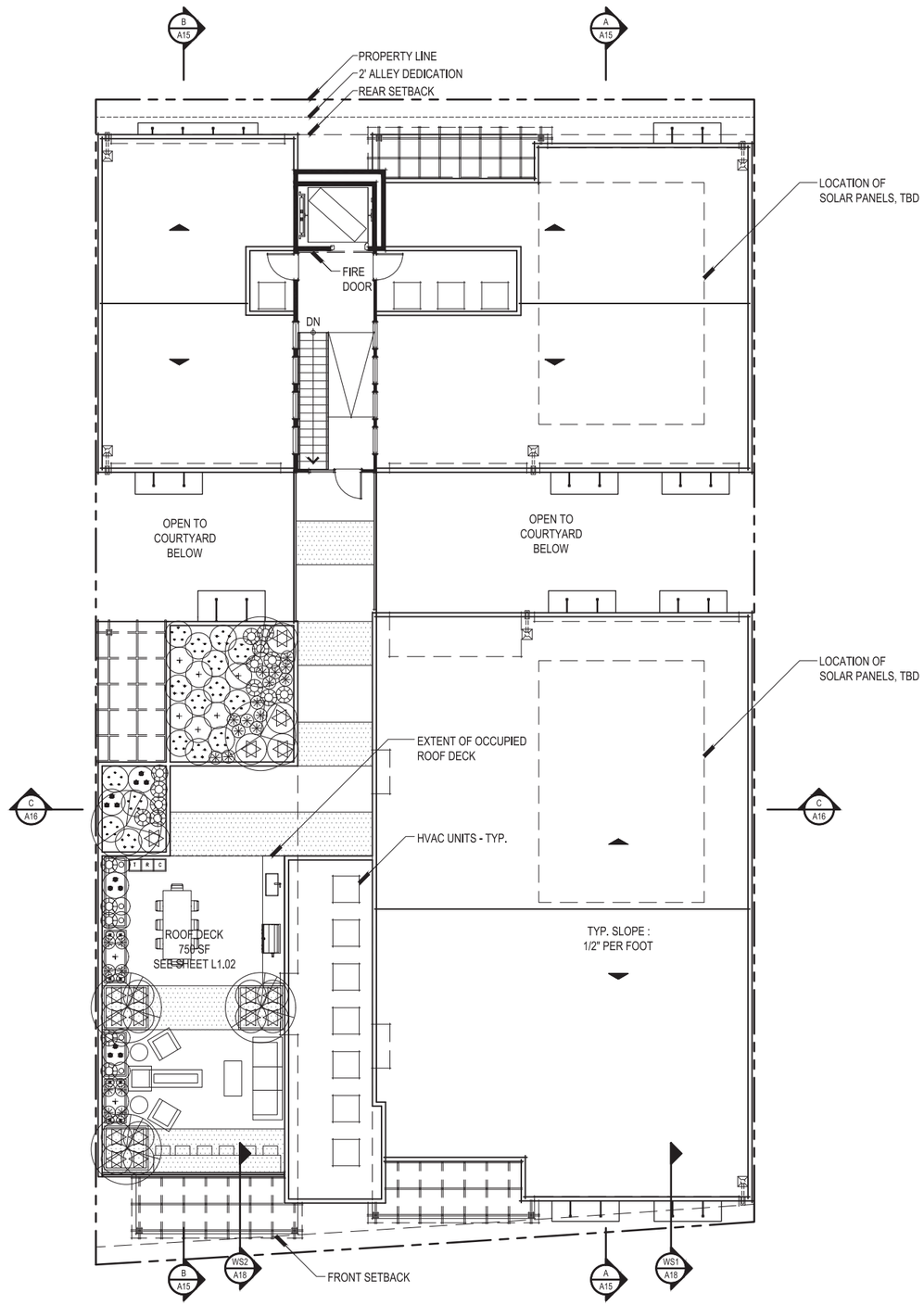
389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

0 2' 4' 6' 8' 16'

A7
THIRD FLOOR PLAN

SDG Architects, Inc.



ROOF PLAN

0 2' 4' 6' 8' 16'

389 FIRST STREET
Los Altos, CA
May 10, 2019

A8
ROOF LEVEL

VENTURES, INC

SDG Architects, Inc.

RIGHT ELEVATION

COURTYARD ELEVATION 'A'

FRONT ELEVATION

389 FIRST STREET
Los Altos, CA
May 10, 2019

0 2' 4' 6' 8' 16'

A9
FRONT & RIGHT ELEVATIONS

VENTURES, INC.

SDG Architects, Inc.

LEFT ELEVATION

COURTYARD ELEVATION 'B'

REAR ELEVATION

389 FIRST STREET
Los Altos, CA
May 10, 2019

0 2' 4' 6' 8' 16'

A10
REAR & LEFT ELEVATIONS

VENTURES, INC.

SDG Architects, Inc.

389 FIRST STREET
Los Altos, CA
May 10, 2019

A11
FRONT PERSPECTIVE

VENTURES, INC.

SDG Architects, Inc.

VIEW FROM FIRST STREET & LYELL STREET

VIEW FROM FIRST STREET & WHITNEY STREET

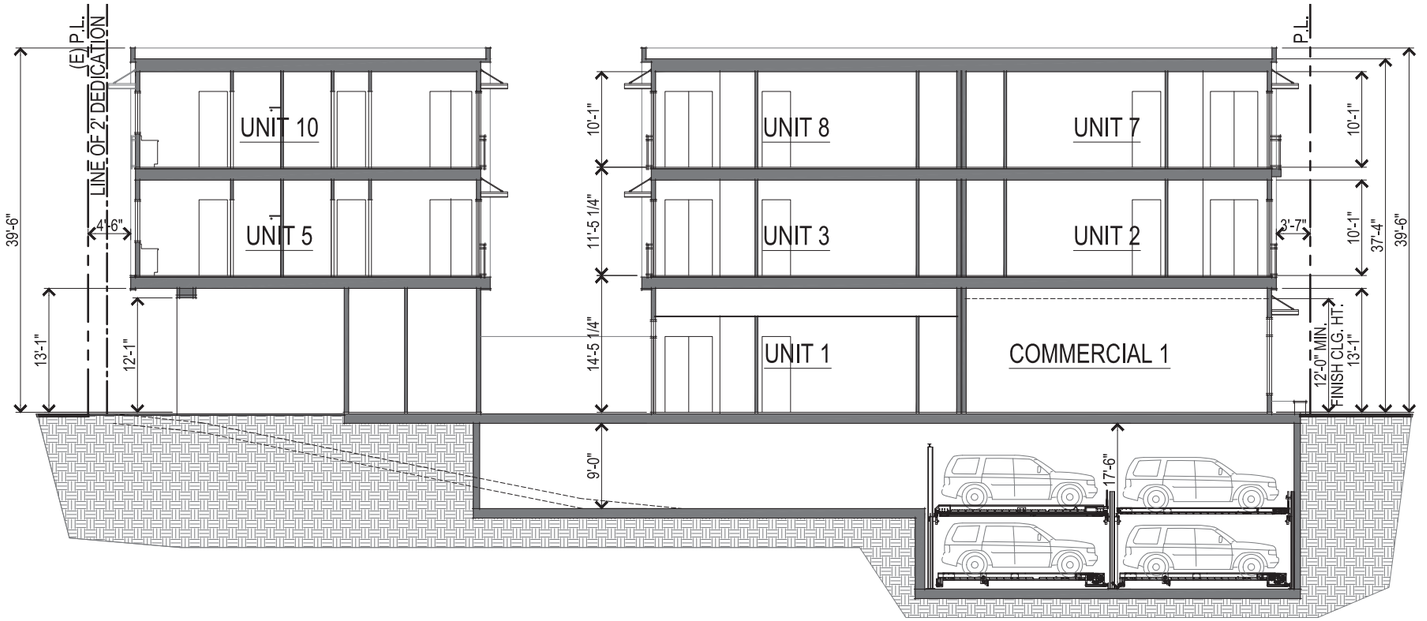
VIEW FROM SECOND STREET & LYELL STREET

389 FIRST STREET
Los Altos, CA
May 10, 2019

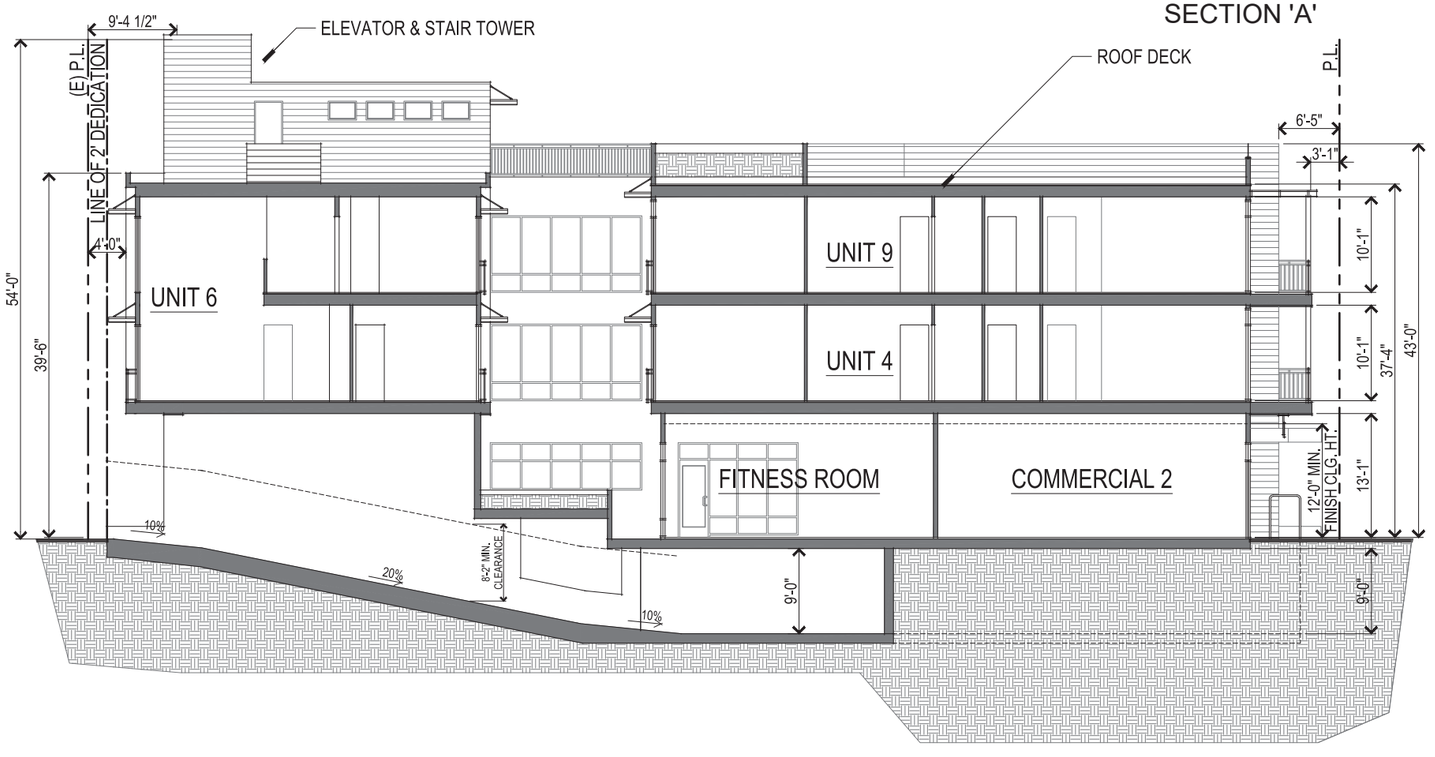
A14
CONTEXTUAL PERSPECTIVES

VENTURES, INC.

SDG Architects, Inc.



SECTION 'A'



SECTION 'B'

389 FIRST STREET
Los Altos, CA
May 10, 2019

0 2' 4' 6' 8' 16'

A15
BUILDING SECTIONS

VENTURES, INC

SDG Architects, Inc.

SECTION 'C'

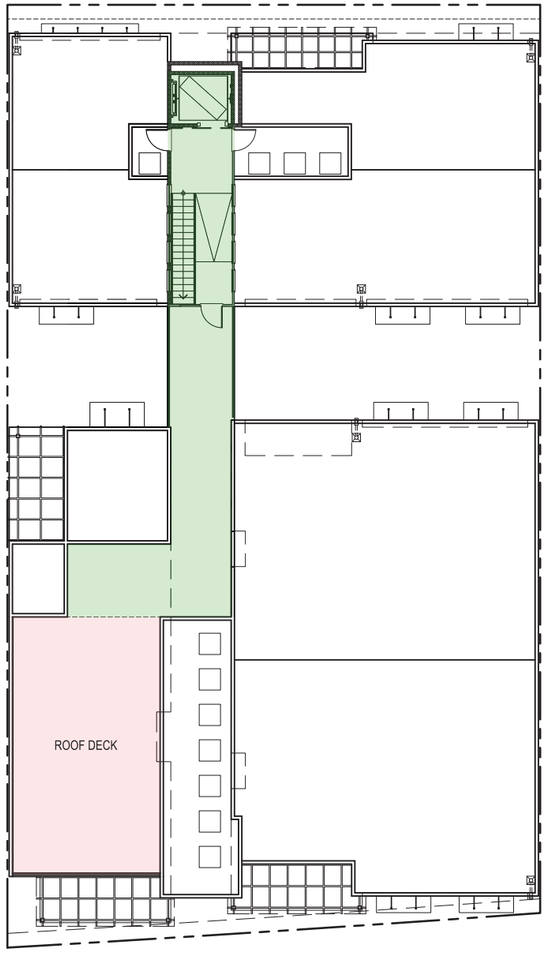
389 FIRST STREET
Los Altos, CA
May 10, 2019

0 2' 4' 6' 8' 16'

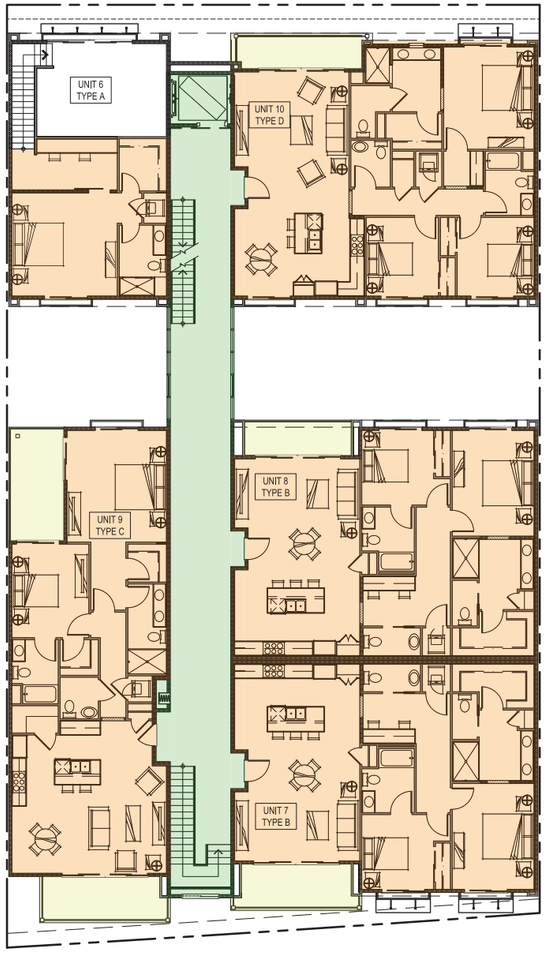
A16
BUILDING SECTION

VENTURES, INC

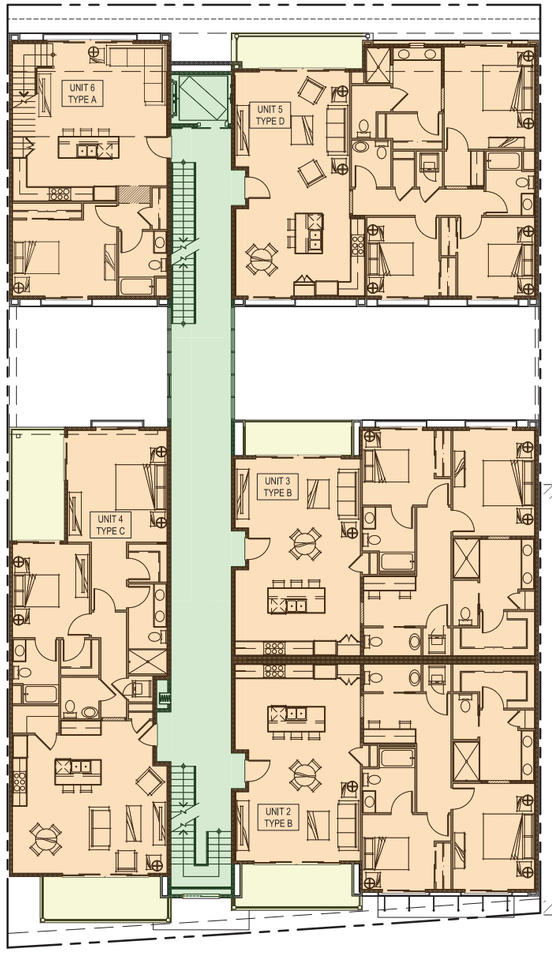
SDG Architects, Inc.



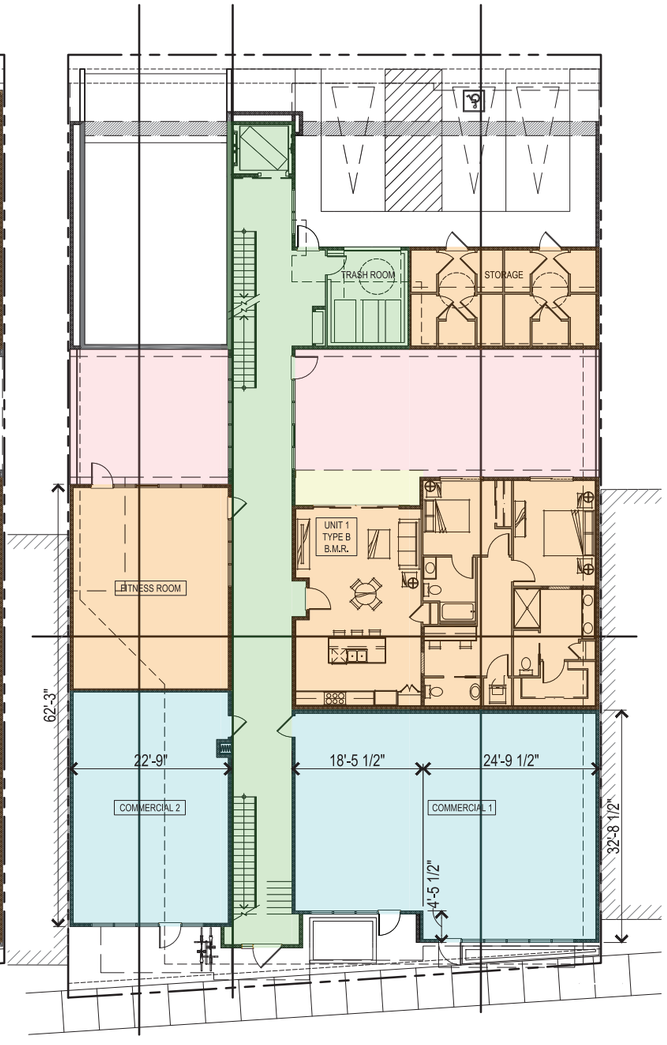
ROOF DECK



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

F.A.R. PROPOSED				LEGEND
FIRST FLOOR		THIRD FLOOR		COMMERCIAL
COMMERCIAL	2,099 SF	RESIDENTIAL AREA	5,967 SF	RESIDENTIAL
RESIDENTIAL AREA	2,379 SF	CIRCULATION	1,163 SF	PRIVATE OPEN SPACE
CIRCULATION	1,297 SF	PRIVATE OPEN SPACE	524 SF	PUBLIC OPEN SPACE
PRIVATE OPEN SPACE	88 SF			CIRCULATION
PUBLIC OPEN SPACE	1,175 SF	ROOF LEVEL		
		CIRCULATION	847 SF	
SECOND FLOOR		PUBLIC OPEN SPACE	750 SF	
RESIDENTIAL AREA	6,282 SF			
CIRCULATION	1,063 SF			
PRIVATE OPEN SPACE	518 SF			

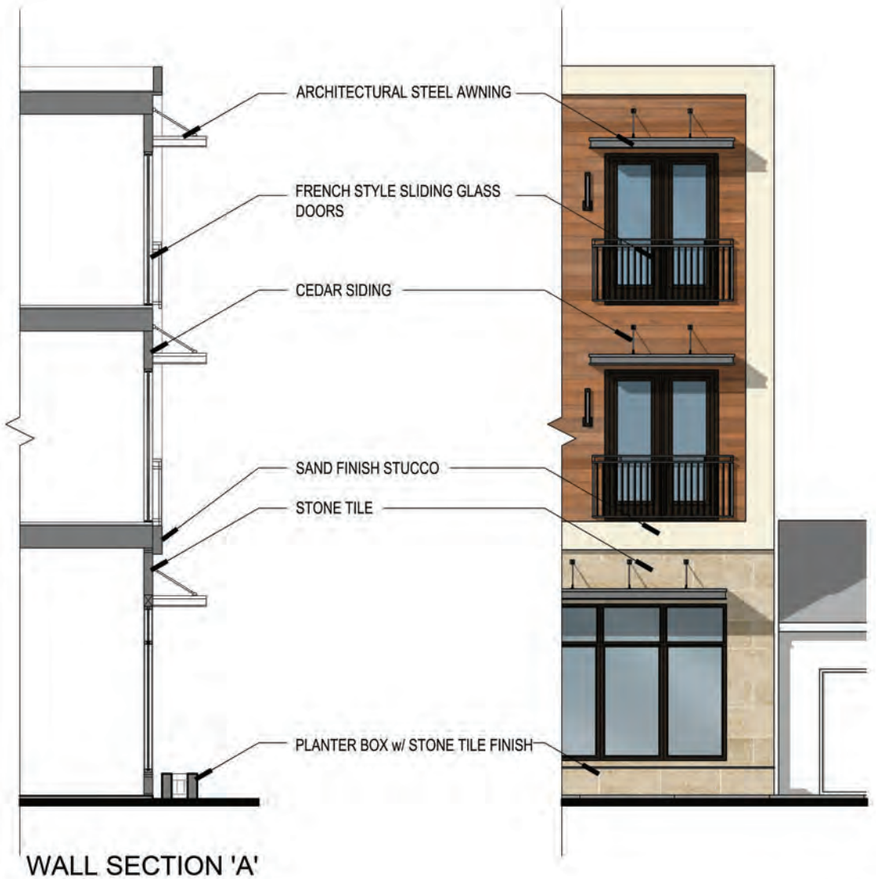
389 FIRST STREET
Los Altos, CA
May 10, 2019

A17
AREA CALCULATIONS

VENTURES, INC

SDG Architects, Inc.

WALL SECTION 'B'



WALL SECTION 'A'

0 1' 2' 3' 4' 8'

389 FIRST STREET
Los Altos, CA
May 10, 2019

A18
ARCHITECTURAL DETAILS & WALL SECTIONS

VENTURES, INC

SDG Architects, Inc.

E-Series Gliding Patio Door

Interior

Exterior

SUMMARY

To purchase this product or customize it further, take this summary to your Andersen dealer.

Product Name	E-Series Gliding Patio Door
Product ID#	GP5068
Unit Width	59 3/4"
Unit Height	80"
Interior Color	Pine
Interior Stain	Unfinished Pine
Glass	Low-E4® Glass
Hardware	Albany, Stone
Grille Pattern	None
Exterior Door Color	Dark Bronze
Exterior Trim Profile	None
Exterior Trim Color	Dark Bronze

Distressed bronze and oil rubbed bronze are 'living' finishes that will change with time and use.
Sapele wood is sapele, a non-endangered species of mahogany, grown in Africa, with color and characteristics similar to American mahoganies.

https://www.andersenwindows.com/ideas-and-inspiration/design-tool/e-series-gliding-door/?widIn=59.75&hgtIn=80&frameColor=Interior%3b+color%3d... 1/2

FRENCH SLIDING DOORS

Marquee24

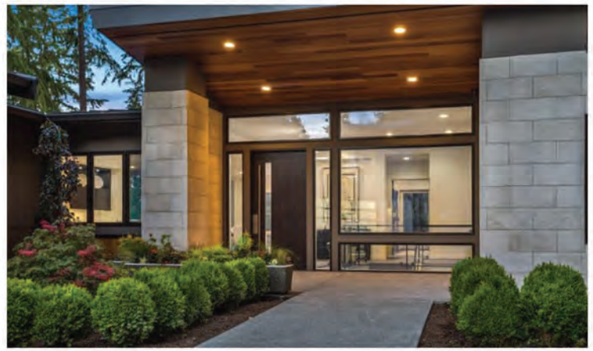
NATIONWIDE PROFILES

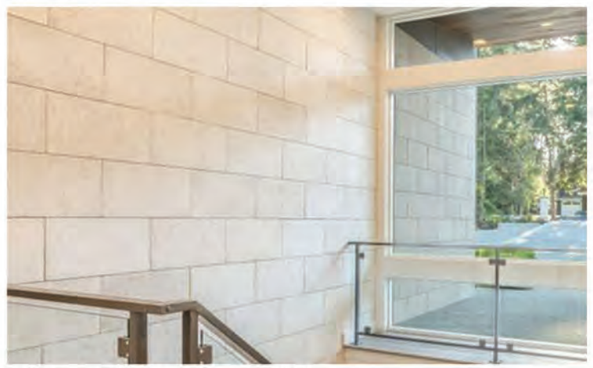
Dove Tail Sanderling

BUY A SAMPLE

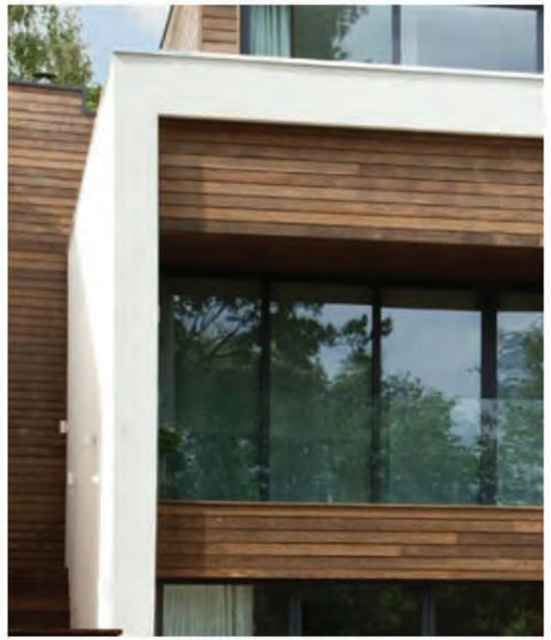
From refined residences to formal public spaces, majestic churches to modern skyscrapers – the versatility of limestone continues to be a key element of style for the ages. Eldorado Stone presents a new interpretation of this architectural powerhouse with Marquee24. Offered in sleek 12" x 24" stone veneer with the authentic textures and subtle hues of natural cut limestone, Marquee24 is sure to play an essential role in your memorable designs. Corners available.

Stone Dimensions (approx): 12" H x 24" L x 1" D





STONE: ELDORADO, MARQUEE24



CEDAR SIDING

MASA Architectural Canopies

Corporate Address

21 Randolph Ave.

Avenel, NJ 07001

800-761-7446

p. 732-453-6120

f. 732-453-6126

Extrudeck Aluminum Sunshade System

General Notes to Specifier

This master specification section has been prepared by MASA Architectural Canopies for use in the preparation of a product specification section covering pre-engineered canopies consisting of extruded aluminum framing, supports, and decking. Contact MASA for specifications to other products.

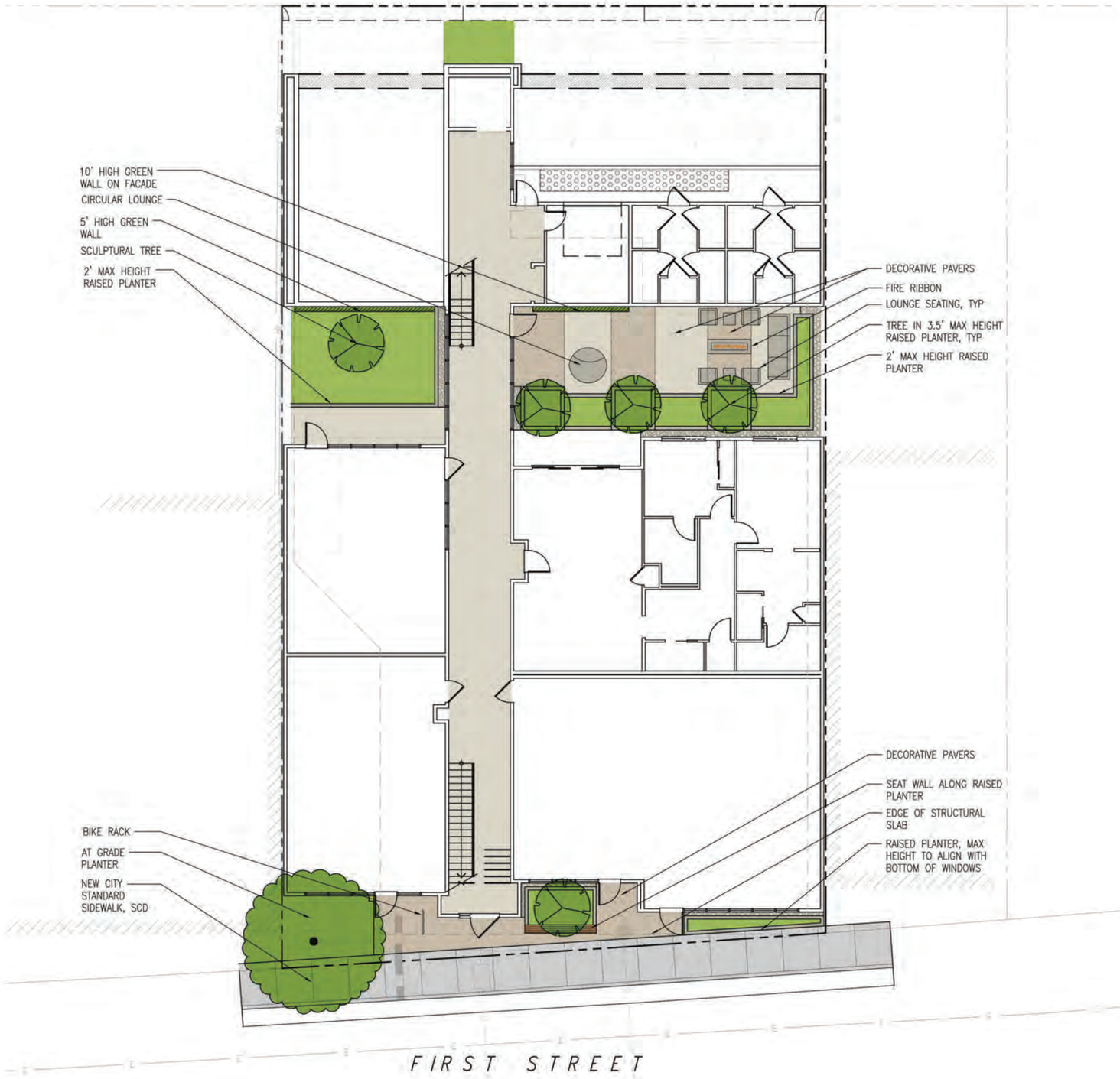
Optional text to be determined as necessary by the user is found within parentheses ( ) notation. e.g.: (Section 09 000).

Sustainable requirements sections should be included for projects requiring LEED certification. For additional information on LEED, visit the U.S. Green Building Council website at www.usgbc.org.

MASA has compiled and categorized its numerous color choices and accessories into an easy to select format located at www.architecturalcanopies.com. Select Downloads and make your choice.

For assistance on the use of the products in this section, contact MASA s product support team by calling 800-761-7446, by email at information@architecturalcanopies.com or visit their website at www.architecturalcanopies.com.

CANOPIES



0 4' 8' 16' 24'

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

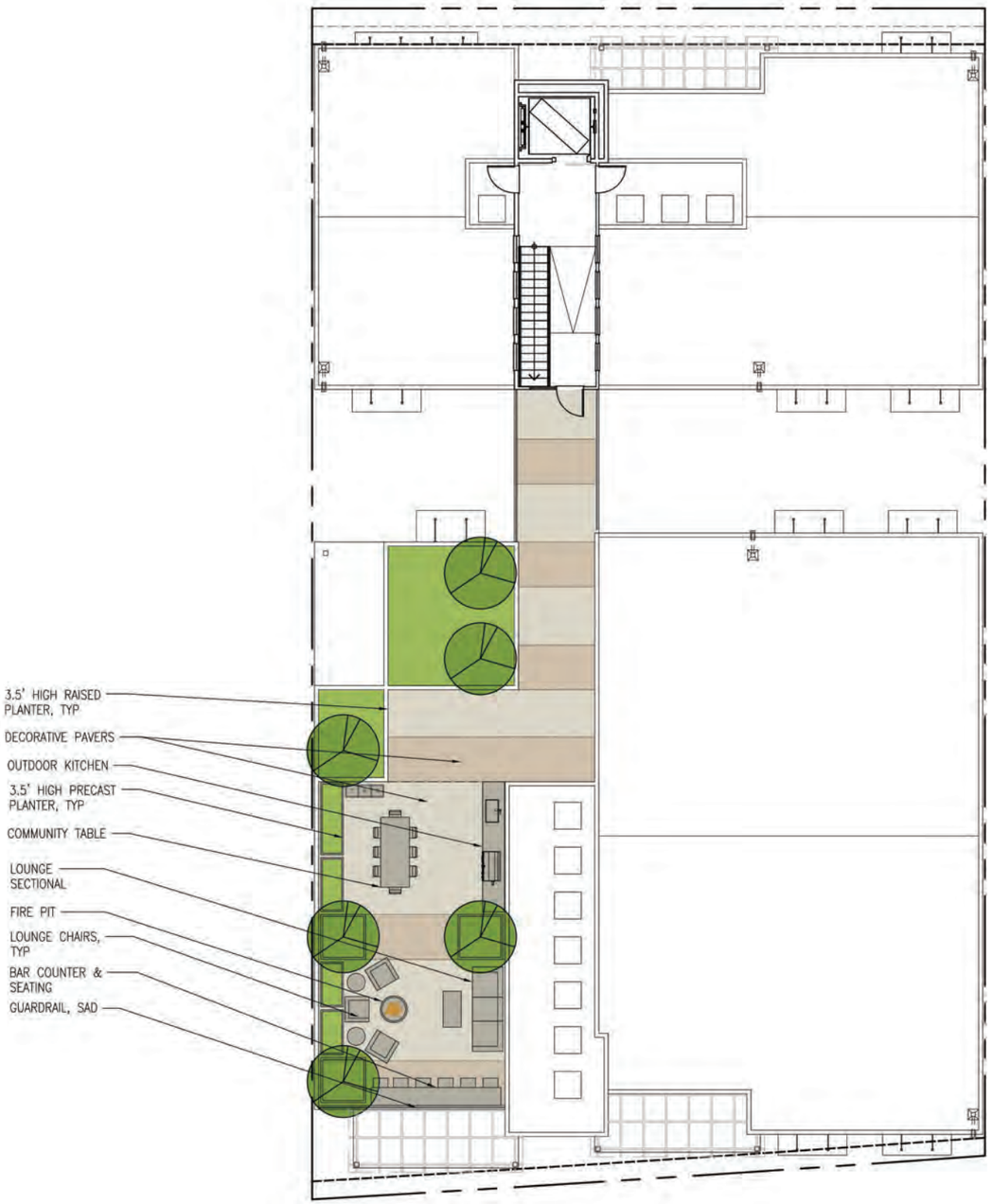
L1.01

LANDSCAPE CONCEPT PLAN - FIRST FLOOR

389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

JETT
LANDSCAPE ARCHITECTURE + DESIGN



N

0 4' 8' 16' 24'

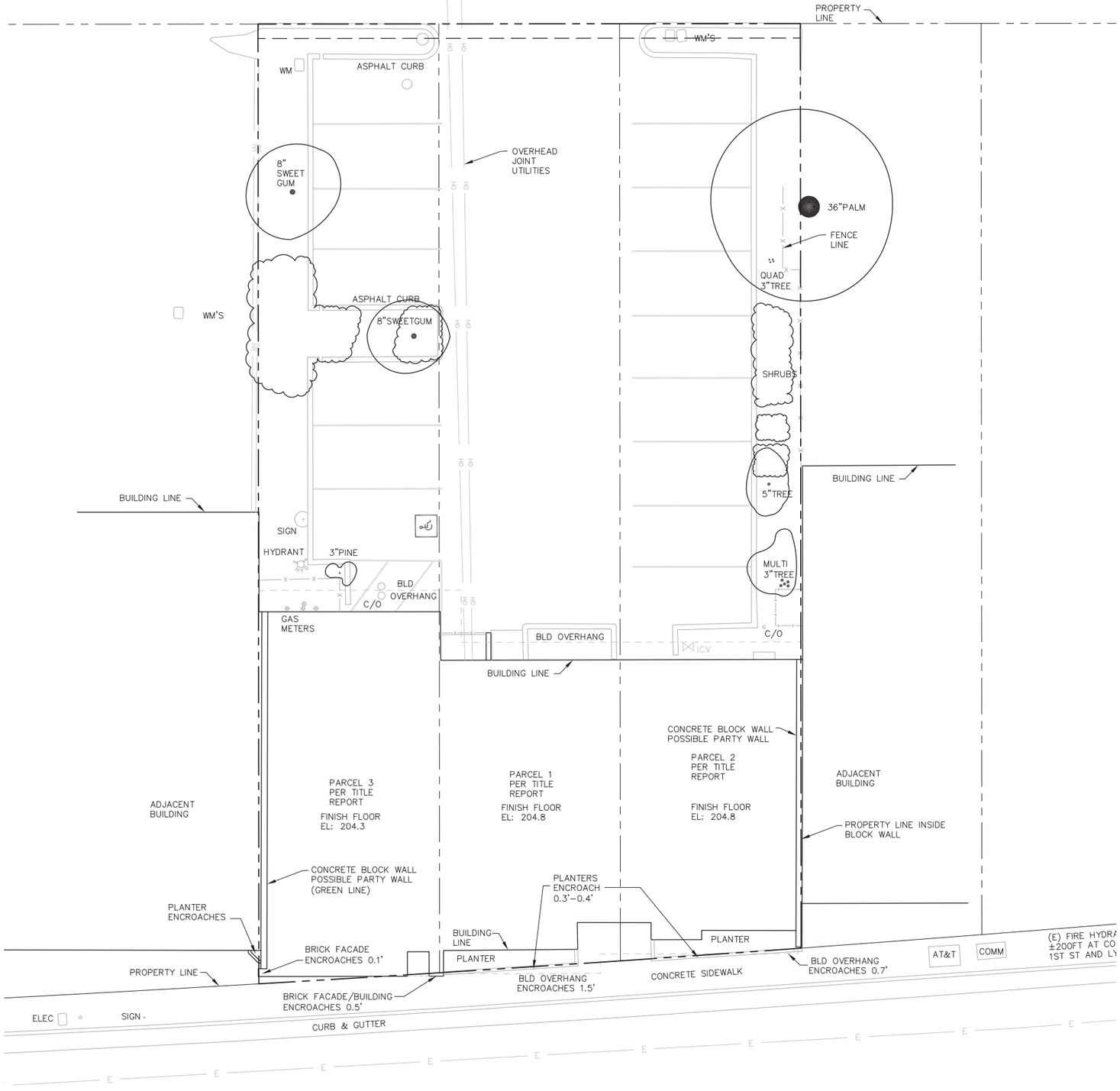
SCALE: 1/8" = 1'-0"

L1.02

LANDSCAPE CONCEPT PLAN - ROOF DECK

389 FIRST STREET
Los Altos, CA
May 10, 2019

JETT LANDSCAPE ARCHITECTURE + DESIGN



TREE REMOVAL NOTES

AS OUTLINED IN THE CITY OF LOS ALTOS TREE PROTECTION ORDINANCE (LAMC CHAPTER 11.08), ALL TREES, REGARDLESS OF SPECIES, THAT ARE 48–INCHES OR LARGER IN CIRCUMFERENCE (APPROX. 15–INCHES IN DIAMETER) ARE PROTECTED AND REQUIRE A TREE REMOVAL PERMIT BEFORE THEY CAN BE REMOVED.

PROTECTED TREES:

1. ANY TREE THAT IS 48–INCHES (FOUR FEET) OR GREATER IN CIRCUMFERENCE WHEN MEASURED AT 48–INCHES ABOVE THE GROUND.
2. ANY TREE DESIGNATED BY THE HISTORICAL COMMISSION AS A HERITAGE TREE OR ANY TREE UNDER OFFICIAL CONSIDERATION BY THE HISTORICAL COMMISSION FOR A HERITAGE TREE DESIGNATION. ALL CANARY ISLAND PALM TREES ON RINCONADA COURT ARE DESIGNATED AS HERITAGE TREES.
3. ANY TREE WHICH WAS REQUIRED TO BE EITHER SAVED OR PLANTED IN CONJUNCTION WITH A DEVELOPMENT REVIEW APPROVAL (I.E. NEW TWO–STORY HOUSE).
4. ANY TREE LOCATED WITHIN A PUBLIC RIGHT–OF–WAY.
5. ANY TREE LOCATED ON PROPERTY ZONED OTHER THAN SINGLE–FAMILY RESIDENTIAL.

N

0 4' 8' 16' 24'

SCALE: 1/8" = 1'–0"

L1.03

TREE REMOVAL PLAN

389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

JETT LANDSCAPE ARCHITECTURE + DESIGN

TREES

PISTACHIA CHINESIS
'KEITH DAVEY'
CHINESE PISTACHE
30-60' H X 30-60' W
GROWTHRATE:MODERATE

ACER PALMATUM
'BLOODGOOD'
JAPANESE MAPLE
15' H X 15' W
GROWTH RATE:SLOW

OLEA EUROPAEA
'WILSONII'
FRUITLESS OLIVE
15-20' H X 15-20' W
GROWTH RATE:SLOW

SHRUBS & GRASSES

AGAVE ATTENUATA
FOXTAIL AGAVE
3' H X 3' W
GROWTH RATE:
MODERATE

LOROPETALUM 'SHANG WHITE'
FRINGE FLOWER
3-4' H X 3-4' W
GROWTH RATE:
MODERATE

LOMANDRA
LONGIFLORA 'BREEZE'
DWARF MAT RUSH
2-3' H X 3' W
GROWTH RATE:
MODERATE

CAREX DIVULSA
BERKELEY SEDGE
2' H X 2' W
GROWTH RATE:
MODERATE

GROUNDCOVERS

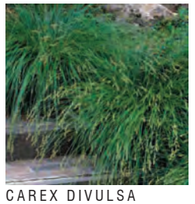
ALOE 'JOHNSON'S HYBRID'
JOHNSON'S HYBRID ALOE
1' H X 18" W
GROWTH RATE:MODERATE

CEANOTHUS
'CENTANNIAL'
CALIFORNIA LILAC
1' H X 4' W
GROWTH RATE:FAST

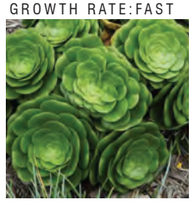
HEUCHERA 'CANYON
BELLE'
RED CORAL BELL
6' H X 1-2' W
GROWTH RATE:FAST

SENECIO
MANDRALISCAE KLEINIA
1-2' H X 3' W
GROWTH
RATE:MODERATE

GREENWALL



CAREX DIVULSA
BERKELEY SEDGE
2' H X 2' W
GROWTH RATE:
MODERATE



AEONIUM
PSEUDOTABULIFORME
GREEN PLATTERS
1-2' H X 2' W
GROWTH RATE:
MODERATE

AJUGA REPTANS
'BURGUNDY GLOW'
CARPET BUGLE
6" H X 1' W
GROWTH RATE:
MODERATE

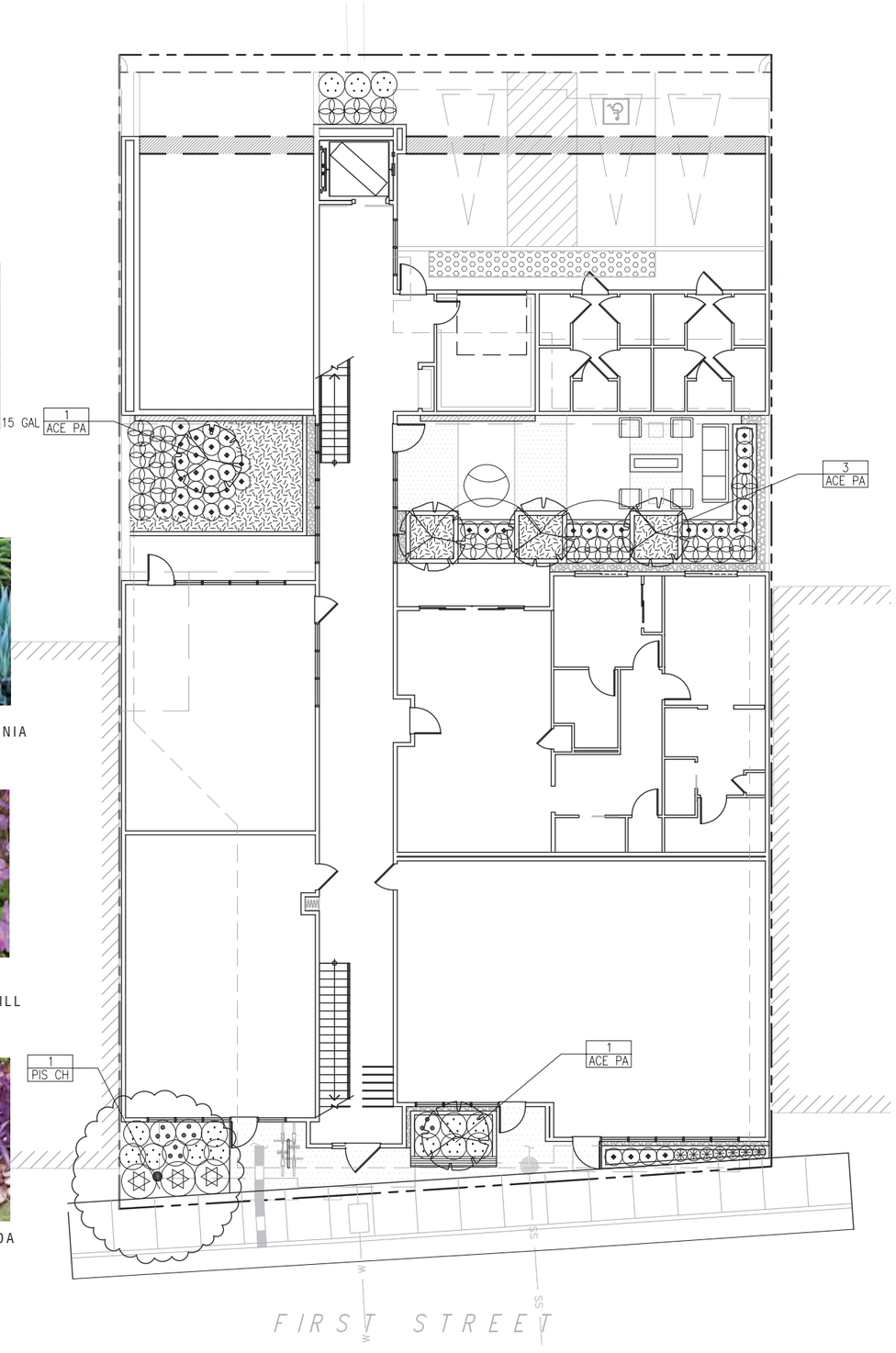
GERANIUM X
CANTABRIGIENSE
'KARMINA' CRANESBILL
1' H X 1' W
GROWTH
RATE:MODERATE

HEUCHERA 'GREEN
SPICE' CORAL BELLS
1' H X 1' W
GROWTH
RATE:MODERATE

LIRIOPE MUSCARI
'VARIEGATA' LILY TURF
1-2' H X 1-2' W
GROWTH RATE:MODERATE

POLYSTICHUM MUNITUM
WESTERN SWORD FERN
2' H X 2' W
GROWTH RATE:MODERATE

SETCREASEA PALLIDA
PURPLE HEART
1' H 2' W
GROWTH RATE:FAST



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WTR USE
TREES						
ACE PA	ACER PALMATUM 'BLOODGOOD'	JAPANESE MAPLE	15 GAL OR (36") BOX MULTI	PER PLAN	1 (4)	M
OLE EU	OLEA EUROPAEA 'WILSONII'	FRUITLESS OLIVE	24" BOX MULTI	PER PLAN	6	L
PIS CH	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX STD	PER PLAN	1	L
SHRUBS						
	AGAVE PARRYI TRUNCATA – GENTRY	PARRYI'S AGAVE	5 GAL	3'–0" OC		L
	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	3'–0" OC		L
	LOROPETALUM 'SHANG WHITE'	FRINGE FLOWER	5 GAL	3'–0" OC		L
GRASS & GRASS–LIKE PLANTS						
	ALOE 'JOHNSON'S HYBRID'	JOHNSON'S ALOE	1 GAL	1'–6" OC		L
	BULBINE FRUTESCENS	BULBINE	1 GAL	2'–0" OC		L
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'–0" OC		L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GAL	3'–0" OC		L
GROUNDCOVER						
	CEANOTHUS 'CENTENNIAL'	CALIFORNIA LILAC	5 GAL	4'–0" OC		L
	HEUCHERA 'CANYON BELLE'	RED CORAL BELL	1 GAL	1'–0" OC		L
	SEDUM PACHYCLADOS	GRAY STONECROP	1 GAL	1'–0" OC		L
	SEDUM REFLEXUM 'BLUE SPRUCE'	BLUE SPRUCE STONECROP	1 GAL	2'–0" OC		L
	SENECIO MANDRALISCAE	KLEINIA	1 GAL	2'–0" OC		L
	SEDUM MORGANIANUM 'BURRO'S TAIL'	DONKEY'S TAIL STONECROP	1 GAL	2'–0" OC		L
GREENWALL						
	AEONIUM UNDULATUM 'PSEUDOTABULIFORME'	GREEN PLATTERS	6" POT			L
	AJUGA REPTANS 'BURGUNDY GLOW'	CARPET BUGLE	6" POT			M
	CAREX DIVULSA	BERKELEY SEDGE	6" POT			L
	GERANIUM X CANTABRIGIENSE 'KARMINA'	CRANESBILL	6" POT			L
	HEUCHERA 'GREEN SPICE'	CORAL BELLS	6" POT			L
	LIRIOPE MUSCARI 'VARIEGATA'	LILY TURF	6" POT			M
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	6" POT			M
	SETCREASEA PALLIDA	PURPLE HEART	6" POT			M

NOTES

1. ALL PLANTING AND IRRIGATION WILL BE IN FULL COMPLIANCE WITH CITY OF LOS ALTOS WATER EFFICIENT LANDSCAPING ORDINANCE AND OTHER APPLICABLE CODES AND ORDINANCES.
2. IRRIGATION SYSTEM SHALL USE WATER EFFICIENT, LOW–FLOW IRRIGATION HEADS OR DRIP TUBING.
3. TREES SHALL BE ON A VALVE CIRCUIT INDEPENDENT OF ALL OTHER PLANTING.
4. IRRIGATION CONTROLLER MODEL SHALL UTILIZE EVAPOTRANSPIRATION DATA AND RAIN SENSOR DATA TO AUTOMATICALLY ADJUST WATERING SCHEDULES.
5. IRRIGATION EQUIPMENT SHALL INCLUDE A MANUAL SHUT–OFF VALVE AND BACKFLOW PREVENTION DEVICE.
6. IRRIGATION SCHEDULE TO BE DEVELOPED AND MANAGED TO UTILIZE THE MINIMUM AMOUNT OF WATER REQUIRED TO MAINTAIN PLANT HEALTH.

N

0 4' 8' 16' 24'

SCALE: 1/8" = 1'–0"

L2.01

PRELIMINARY
PLANTING PLAN -
FIRST FLOOR

389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

JETT
LANDSCAPE ARCHITECTURE + DESIGN

TREES

OLEA EUROPAEA
'WILSONII'
FRUITLESS OLIVE
15-20' H X 15-20' W
GROWTH RATE:SLOW

SHRUBS & GRASSES

AGAVE PARRYITRUNCATA
'GENTRY'
PARRYI'S AGAVE
3' H X 3' W
GROWTH RATE:MODERATE

AGAVE ATTENUATA
FOXTAIL AGAVE
3' H X 3' W
GROWTH RATE:
MODERATE

ALOE 'JOHNSON'S
HYBRID'
JOHNSON'S HYBRID
ALOE
1' H X 18" W
GROWTH RATE:MODERATE

GROUNDCOVER

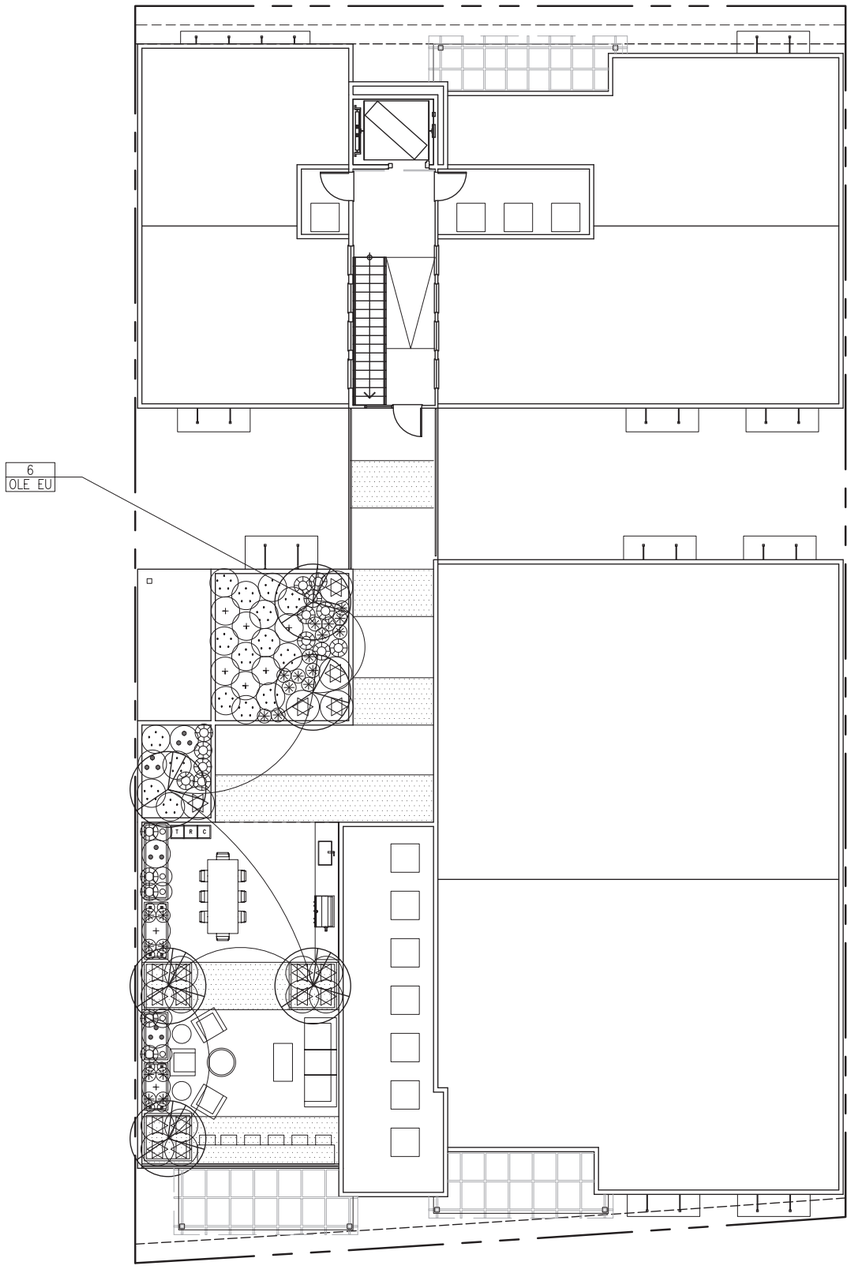
BULBINE FRUTESCENS
BULBINE
1-2' H X 3' W
GROWTH RATE:FAST

CEANOTHUS
'CENTANNIAL'
CALIFORNIA LILAC
1' H X 4' W
GROWTH RATE:FAST

SEDUM PACHYCLADOS
GRAY STONECROP
4" H X 1' W
GROWTH RATE:
MODERATE

SEDUM REFLEXUM
'BLUE SPRUCE'
BLUE SPRUCE SEDUM
5" H X 18" W
GROWTH RATE:FAST

SEDUM MORGANIANUM
'BURRO'S TAIL'
DONKEY'S TAIL
STONECROP
4" H X 2' W
GROWTH RATE:MODERATE



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WTR USE
TREES						
ACE PA	ACER PALMATUM 'BLOODGOOD'	JAPANESE MAPLE	15 GAL OR (36") BOX MULTI	PER PLAN	1 (4)	M
OLE EU	OLEA EUROPAEA 'WILSONII'	FRUITLESS OLIVE	24" BOX MULTI	PER PLAN	6	L
PIS CH	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX STD	PER PLAN	1	L
SHRUBS						
	AGAVE PARRYI TRUNCATA – GENTRY	PARRYI'S AGAVE	5 GAL	3'–0" OC		L
	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	3'–0" OC		L
	LOROPETALUM 'SHANG WHITE'	FRINGE FLOWER	5 GAL	3'–0" OC		L
GRASS & GRASS–LIKE PLANTS						
	ALOE 'JOHNSON'S HYBRID'	JOHNSON'S ALOE	1 GAL	1'–6" OC		L
	BULBINE FRUTESCENS	BULBINE	1 GAL	2'–0" OC		L
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'–0" OC		L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GAL	3'–0" OC		L
GROUNDCOVER						
	CEANOTHUS 'CENTENNIAL'	CALIFORNIA LILAC	5 GAL	4'–0" OC		L
	HEUCHERA 'CANYON BELLE'	RED CORAL BELL	1 GAL	1'–0" OC		L
	SEDUM PACHYCLADOS	GRAY STONECROP	1 GAL	1'–0" OC		L
	SEDUM REFLEXUM 'BLUE SPRUCE'	BLUE SPRUCE STONECROP	1 GAL	2'–0" OC		L
	SENECIO MANDRALISCAE	KLEINIA	1 GAL	2'–0" OC		L
	SEDUM MORGANIANUM 'BURRO'S TAIL'	DONKEY'S TAIL STONECROP	1 GAL	2'–0" OC		L
GREENWALL						
	AEONIUM UNDULATUM 'PSEUDOTABULIFORME'	GREEN PLATTERS	6" POT			L
	AJUGA REPTANS 'BURGUNDY GLOW'	CARPET BUGLE	6" POT			M
	CAREX DIVULSA	BERKELEY SEDGE	6" POT			L
	GERANIUM X CANTABRIGIENSE 'KARMINA'	CRANESBILL	6" POT			L
	HEUCHERA 'GREEN SPICE'	CORAL BELLS	6" POT			L
	LIRIOPE MUSCARI 'VARIEGATA'	LILY TURF	6" POT			M
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	6" POT			M
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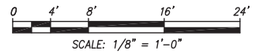


SCALE: 1/8" = 1'–0"

L2.02

PRELIMINARY
PLANTING PLAN -
ROOF DECK

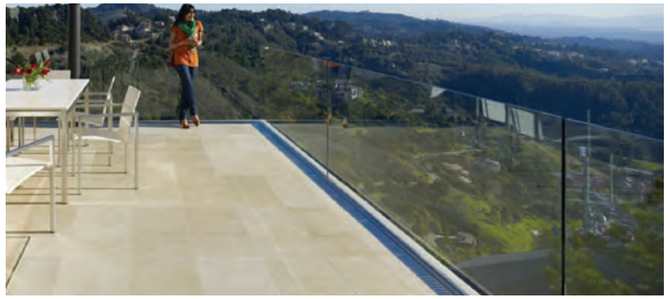
389 FIRST STREET
Los Altos, CA
May 10, 2019

VENTURES, INC

JETT
LANDSCAPE ARCHITECTURE + DESIGN

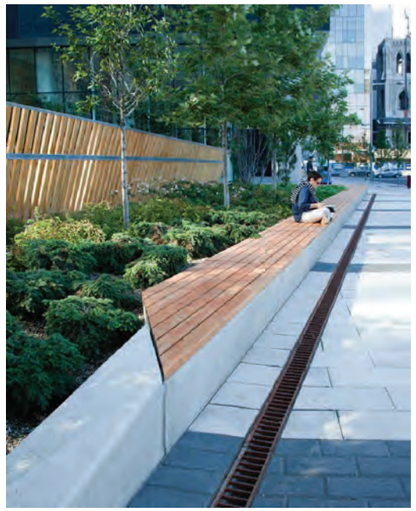
DECORATIVE PAVERS – FIRST FLOOR
SCALE: NTS

COMMUNITY TABLE – ROOF DECK
SCALE: NTS



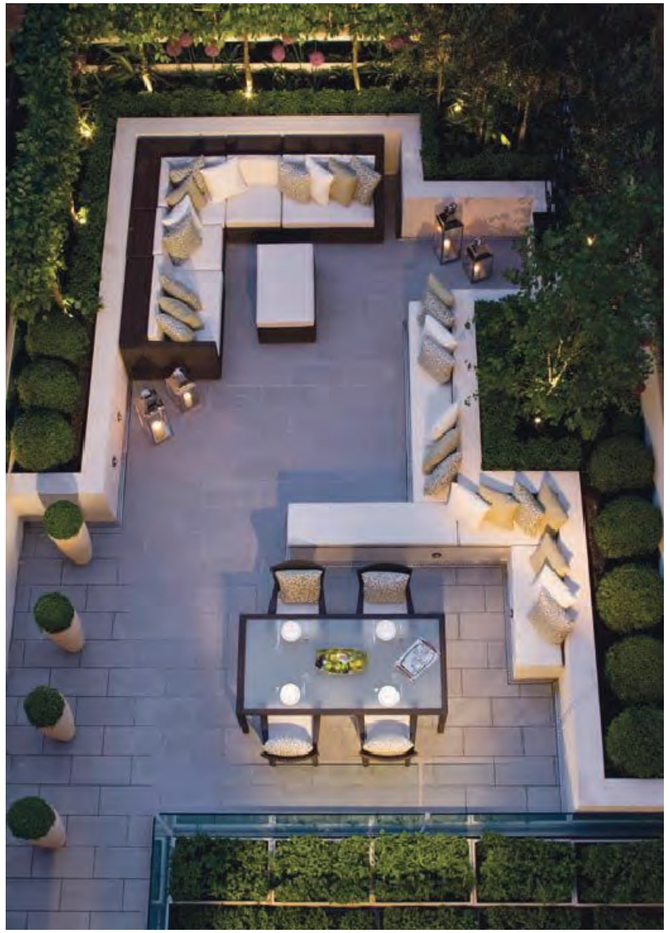
GLASS RAILING – ROOF DECK
SCALE: NTS

FIRE RIBBON–FIRST FLOOR & FIRE PIT–ROOF DECK
SCALE: NTS



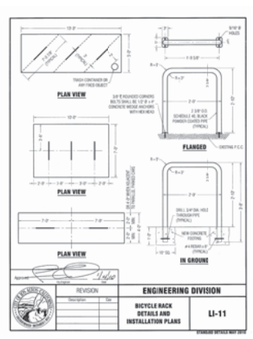
SEAT WALL – FIRST FLOOR
SCALE: NTS

GREEN WALL – FIRST FLOOR
SCALE: NTS



ROOF DECK
SCALE: NTS

LOUNGE SEATING & RAISED PLANTERS
SCALE: NTS



BIKE RACK – FIRST FLOOR
SCALE: NTS

CIRCULAR LOUNGE – FIRST FLOOR
SCALE: NTS

BBQ – ROOF DECK
SCALE: NTS

389 FIRST STREET
Los Altos, CA
May 10, 2019

L3.01

SITE FURNISHINGS
& PRECEDENT
IMAGES

VENTURES, INC

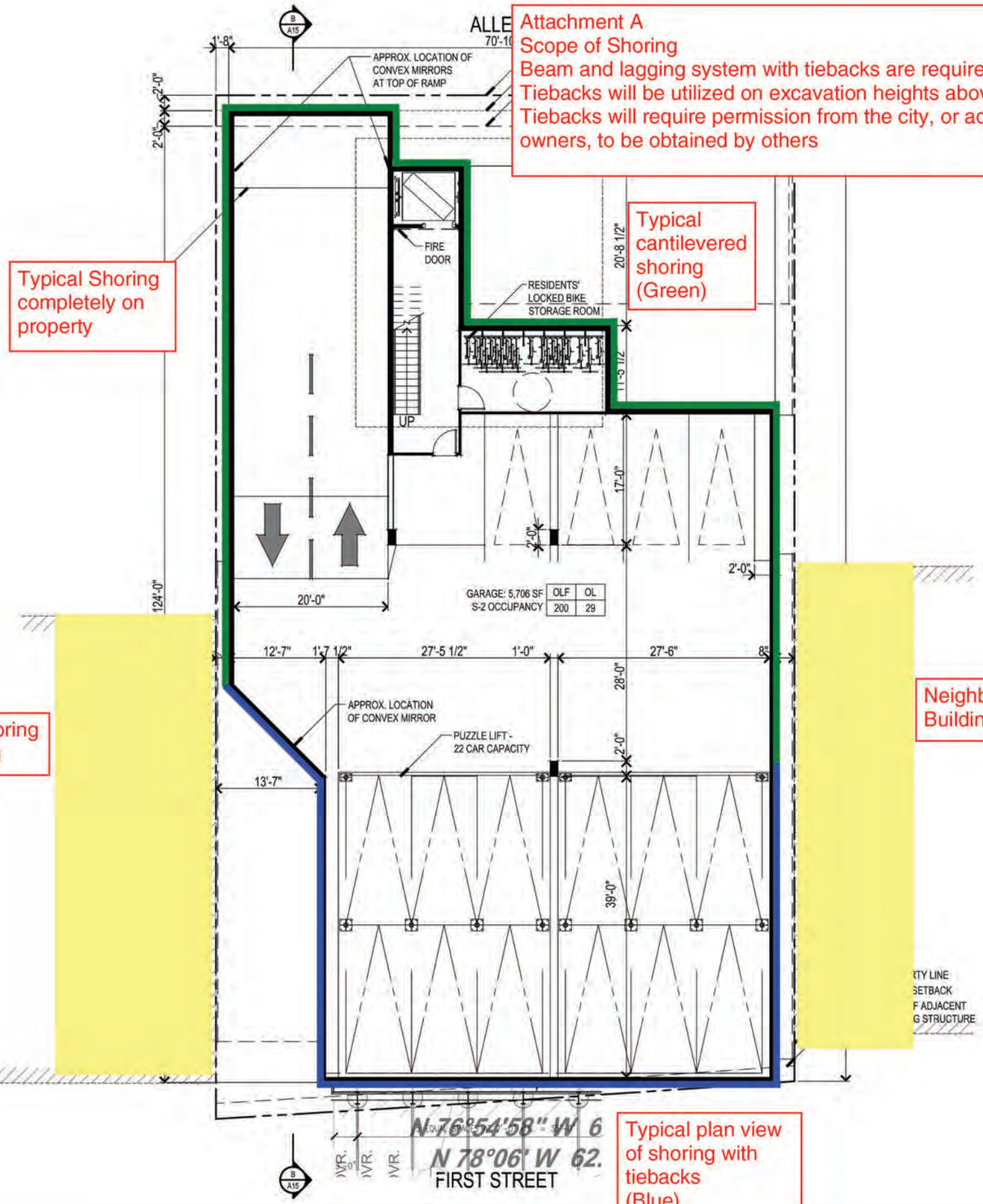
JETT
LANDSCAPE ARCHITECTURE + DESIGN

AMERICAN DRILLING

Attachment A
Scope of Shoring
Beam and lagging system with tiebacks are required by design
Tiebacks will be utilized on excavation heights above 10-11'
Tiebacks will require permission from the city, or adjacent land owners, to be obtained by others

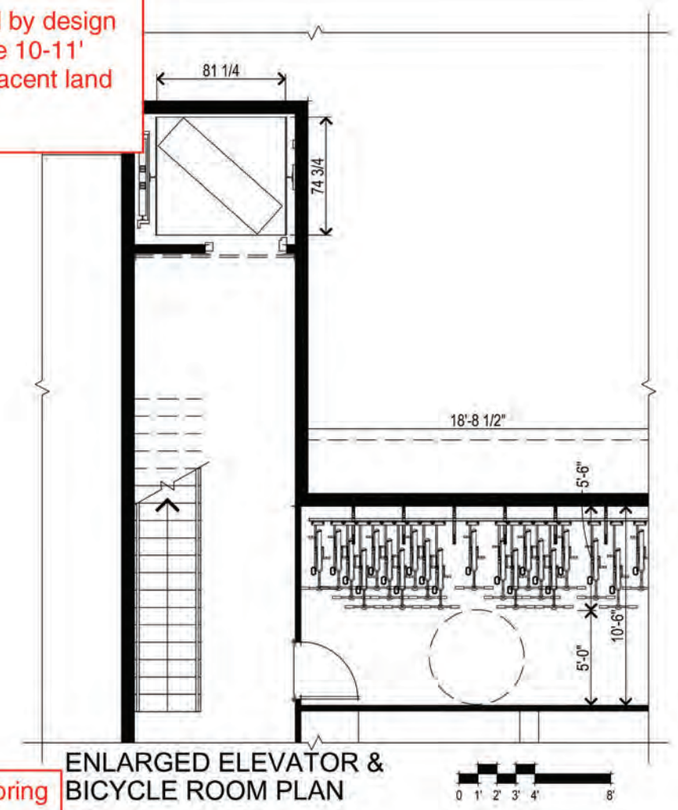
Typical Shoring completely on property

Typical cantilevered shoring (Green)



Neighboring Building

Neighboring Building



ENLARGED ELEVATOR & BICYCLE ROOM PLAN

Typical plan view of shoring with tiebacks (Blue)

0 2' 4' 6' 8' 16'

SHORING PLAN

389 FIRST STREET
Los Altos, CA
May 10, 2019

SDG Architects, Inc.