DISCUSSION CALENDAR

Agenda Item # 14

AGENDA REPORT SUMMARY

Meeting Date: June 25, 2019

Subject: Proposed Three-Story Multiple-Family Residential Building at 425 First Street

Prepared by: Zachary Dahl, Planning Services Manager
Reviewed by: Jon Biggs, Community Development Director
Approved by: Chris Jordan, City Manager

Attachment(s):
1. Resolution No. 2019-28
2. Applicant Cover Letter
3. Draft Planning Commission Meeting Minutes, June 6, 2019
4. Planning Commission Agenda Report, June 6, 2019
5. Project Plans

Initiated by:
Applicant and Owner – Jeff Warmoth, 425 First Los Altos, LLC

Previous Council Consideration:
January 8, 2019; February 12, 2019; and March 26, 2019 (story pole exemption requests)

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

- Park in-Lieu Fees: $976,000 ($48,800/multiple-family dwelling unit)
- Traffic Impact Fees: $83,180 ($4,159/multiple-family dwelling unit)
- Los Altos Public Art Fund: (one percent of construction costs, up to $200,000)

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 three affordable (below market rate) units in exchange for a parking requirement alteration (no incentives or waivers requested) 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 Multiple-Family Residential Building at 425 First Street

Summary:

- The Project includes the demolition of an existing two-story commercial building and construction of a new three-story multiple-family building with 20 condominium units and two levels of underground parking with 28 parking spaces
- The Applicant is offering three affordable units, two at the Moderate income level and one at the Low income level in exchange for reduced on-site parking requirements, but is not requesting a density bonus or any incentives or waivers
- The Complete Streets Commission and the Planning Commission have reviewed the proposal at public meetings and recommend approval of the project

Planning Commission Recommendation:

Adopt Resolution No. 2019-28, which will approve Design Review application 18-D-05 and Subdivision application 18-SD-04 per the listed findings and conditions for a new multiple-family building with 20 residential units at 425 First Street

Subject: Proposed Three-Story Multiple-Family Residential Building at 425 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 multiple-family building with 20 residential units at 425 First Street.

Background

Site Setting

The existing site includes a two-story commercial building (4,500 square feet) that is currently occupied with office-administrative uses and surface parking at the rear with driveway access on Lyell Street. The site is 11,894 square feet (0.27 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 Pancake House restaurant at 420 S. San Antonio Road.

Planning Commission Study Session

On August 16, 2018, the Planning Commission held a study session to review and provide feedback on the Applicant's conceptual architectural and site design. Overall, the Commission expressed support for the concept of providing smaller units at a higher density, but expressed serious concerns about the architectural design, building proportions, the Lyell Street elevation and the quality of the exterior materials. A copy of the Planning Commission study session minutes is included within the Planning Commission agenda report (Attachment 4).

Complete Streets Commission

On February 27, 2019, the Complete Streets Commission (CSC) held a public meeting to consider the Project. As specified by the Municipal 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, with a comment that the width of the sidewalk along First Street should be increased and that the cumulative impacts of all potential projects along First Street and the vicinity should be evaluated. Following the discussion, the CSC voted unanimously to recommend approval of the Project to the Planning Commission and City Council with an additional recommendation that the Project provide a one-foot easement along its First Street frontage to allow for a wider sidewalk. 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, the City Council held a public meeting to consider a request from the Applicant for an exception from the City's Story Pole Policy. The request sought a partial exemption for the placement of story poles due to safety concerns and impairment of the use of the existing office

building on the site, and a request to use some alternative materials (pennant flags in place of plastic mesh netting). This request was denied by Council due to a lack of sufficient evidence to demonstrate that there would be a public health and safety concern if the story poles and guy wires are set in compliance with the City's Story Pole Policy and that installation of story poles would significantly impair the use of existing office building.

Following the denial, the Applicant submitted a story pole plan that met the Policy's requirements and retained a story pole installation company to get the story poles installed by the end of February. However, the installation of the poles was never completed due to concerns related to the proximity of the story poles to public areas of First Street, Lyell Street, and the alley. Since the Applicant was unable to find a willing contractor to install story poles in accordance with the approved plan, a second story pole exception request was submitted to the City. On March 26, 2019, the Council considered the Applicant's second request and approved a partial exemption with a modified plan that allowed for the installation of some, but not all, of the story poles as required by the Policy.

The story poles were subsequently installed on March 27, 2019 and 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 May 16, 2019, the Planning Commission held a public hearing to consider the Project. Following a presentation by the applicant and public comment from a resident, the Commission deliberated on the proposal. A majority of the Commissioners expressed general support for the project as a whole, the size, density and mix of the residential units, and the design concept. However, the Commission also raised concerns about inconsistencies with the composition of the exterior materials and the lack of a discernable architectural design concept. Following the discussion, the Commission voted 5-1 to continue the project with direction to improve the composition of the exterior materials and establish a more comprehensive architectural design style.

On June 6, 2019, the Planning Commission reopened the public hearing to consider design revisions to the Project. The applicant's updated design included replacement of the clay barrel tile roof with a standing seam metal roof, removal of the exterior stair on the Lyell Street elevation, simplification of the composition of exterior finishes, and updated plans to ensure internal consistency with regard to the exterior material composition. In addition, the applicant submitted an alternative design scheme for the building with a more contemporary architectural design style. Following public comment and discussion, the Commission voted unanimously to recommend approval of the project with the alternative contemporary architectural design. The Commission also recommended that the applicant consider updating the placement of venting above the rear facing garage entrance and improve the building articulation along Lyell Street.

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

Discussion/Analysis

Design Revisions

In response to the comments made by the Planning Commission, the Applicant made the following revisions to the Project:

- The project design now utilizes a contemporary architectural design style that includes an updated exterior materials palette; and
- The updated exterior materials include a standing seam metal roof (light gray color), smooth finish stucco siding, sandstone or limestone veneer, metal clad windows (Anderson or equivalent), horizontal slat wood garage door and metal railings with cable rails. Details about the exterior materials are included on in the project plans (Sheets A4.3 and A7.0); and
- Increased depth and articulation along the Lyell Street elevation; and
- Removal of the vents above the underground garage entrance along the alley.

Overall, the design revisions appear consistent with the recommendation to approve made by the Planning Commission. With regard to off-site improvements, the Project will be providing the City with a two-foot access easement along its rear property line to widen the public alley, providing a one-foot pedestrian access easement along First Street to widen the public sidewalk, installing a bulb-out and new crosswalks at the corner of First Street and Lyell Street, and installing a new crosswalk where the alley connects with Lyell Street. This is in addition to installing new curbs, gutters, sidewalks, street trees and light poles along both of its street facing frontages. These amenities will improve the pedestrian safety and access and contribute to the overall improvement of the First Street corridor.

General Plan and Zoning

The Project is consistent with all applicable goals and policies contained in the Los Altos General Plan. This includes goals, policies and programs in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element and Housing Element. The Project also meets all applicable site standards for a multiple-family residential project in the CD/R3 District, and all other applicable Zoning Code requirements. While the project is eligible for an incentive and waivers since it is providing 15 percent of its total units as affordable, it is a fully conforming project that is not requesting any incentives or waivers. A more detailed discussion about the Project's General Plan and Zoning compliance is included in the Planning Commission agenda report (Attachment 4).

Design Review Findings and Guidelines

In order to approve the Project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code (see 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). 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 multiple-family development provides both market rate and affordable housing units and will contribute to the vitality of the Downtown. The new building will improve the streetscape and has distinguishable street facing facades that utilize high quality materials and an architectural design style that is appropriate for the First Street corridor setting. Overall, as evidenced in this discussion, the discussion in the Planning Commission Agenda Report (Attachment 4) and as further supported by the findings contained in attached Resolution, the project meets the City's required design review findings and zoning district design controls.

The Downtown Design Guidelines (adopted December 8, 2009) and the more recently adopted Downtown Vision Plan provide additional criteria and guidelines for new development to ensure that high quality materials are utilized, appropriate scales and massing are incorporated, and overarching Downtown characteristics are preserved and maintained. An architectural peer review report, which includes a summary the Downtown Design Guidelines for the First Street District and a critique of an earlier architectural design, was provided for the project. However, it focused on the project's original more traditional architectural design. Overall, the Project design and composition appears consistent with the Downtown Design Guidelines and the Downtown Vision.

Affordable Housing – Density Bonus, Incentives and Waivers

The Housing Element encourages maximum densities of residential development projects within the Downtown as well as facilitating affordable housing. With a total of 20 units, the Project's density is 74 units per acre and includes three affordable units. 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. In this case, the proposed Project has a density of 74 dwelling units per acre and is in compliance the District's height limit, required setbacks and on-site parking. When compared to other land uses and multiple-family projects in the Downtown Triangle area, it is a higher density project. But, it is able to achieve this density by proposing unit sizes that, on average, are much smaller than other multiple-family developments. The Project's studio units are an average of 580 square feet in size, the one-bedroom units are an average of 1,008 square feet in size, and the two-bedroom units are an average of 1,235 square feet in size.

For comparison purposes, the multiple-family residential building across the street at 396 First Street has an average unit size of 1,296 square feet and a density of 50 units per acre. On the north end of First Street, the multiple-family building at 100 First Street has an average unit size of 1,700 square feet and a density of 50 units per acre. The mixed-use building at 86 Third Street has an average unit size of 1,405 square feet and a density of 41 units per acre, and the recently reviewed mixed-use project at 385-389 First Street has an average unit size of 1,358 square feet and a density of 46 units per acre.

The three affordable units, which include two units at the Moderate income level and one unit at the Low income level, complies with the minimum requirements outlined in Chapter 14.28 for a multiple-family housing project of this size. Of the 20 units within the three-story building, four are studio units, eight are one-bedroom units and eight are two-bedroom units. The affordable units include a studio unit on the first floor (Low income), a one-bedroom unit on the second floor (Moderate income) and a two-bedroom unit on the second floor (Moderate income). 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 could seek an incentive (one) and additional waivers per State Density Bonus Law and City Density Bonus Ordinance. However, as noted above, the Project is not requesting any incentives or waivers, and is fully conforming with all applicable Zoning Code requirements. As specified in the City's Ordinance, the affordable units appear to be well dispersed throughout the project and are proportional to the market-rate units in terms of size and bedroom count.

For reference, an affordable housing unit at the Moderate income level is affordable to a household that makes no more than 120 percent of the County's median income and a unit at the Low income level is affordable to a household that makes no more than 80 percent of the County's median income. The County's median family income for a family four in FY 2018 is $125,200 per the State Housing and Community Development calculations.

Environmental Review

The project site, which is 11,879 square feet (0.27 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 TIA prepared by Hexagon Transportation Consultants (Attachment E), the Project will generate 146 average daily trips as compared with the property's existing office use, which generates 81 average daily trips, a net increase of 65 daily trips. Since the net increase is more than 50 net new daily trips, a full TIA was prepared that evaluated the surrounding street network and six nearby intersections that could received additional traffic as a result of the project. Overall, the TIA found that the project would actually reduce trips during the AM and PM peak hours and would not result in any impacts to the studied intersections.

With regard to air quality, since the project is located in proximity to Foothill Expressway, the project could potentially expose long-term residents to air pollution and the project's construction has the potential to create short-term air pollution impacts. 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 only 20 residential units, 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 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 4,500 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 emissions 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. To ensure that there are no significant noise impacts, the study recommends mitigation measures that specify certain types of exterior window and doors with minimum sound isolation ratings to ensure compliance with City standards. Appropriate conditions of approval (Condition nos. 17 and 36) to ensure that the project is designed to comply with the noise study mitigation measures have been included.

The Project is located on an infill site with the Downtown area and will be served by existing public services and utilities. As a standard condition of approval, 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. None of the exceptions to applicability of the categorical exemption, as specified in CEQA Guidelines Section 15300.2 are present. The Project will not result in any significant cumulative impacts, there is no reasonable possibility that the Project will result in a significant environmental effect due to unusual circumstances, and the Project will not affect a scenic highway, occur on a hazardous waste site or impact a historical resource.

Public Notification
For this meeting, public hearing notices were mailed to the 184 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, as approved by the City Council (see discussion above), were installed. A story pole certification letter from the project engineer is included within the Planning Commission agenda report (Attachment 4).

City Council Action
The necessary findings related to the project's environmental review, design review, subdivision and affordable housing 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. 2019-28

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

Disadvantages: The amount of commercial office space along First Street will be slightly reduced in size.

2) Do not approve Resolution No. 2019-28

Advantages: The existing office building on the site will be maintained

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

Recommendation
The Planning Commission and staff recommend Option 1.

RESOLUTION NO. 2019-28

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 20-UNIT MULTI-FAMILY PROJECT AT 425 FIRST STREET

WHEREAS, the City of Los Altos received a development application from Jeff Warmoth (Applicant), for a new 20-unit multiple-family residential building at 425 First Street that includes Design Review 18-D-06 and Subdivision 18-SD-04, referred to herein as the "Project"; and

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

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

WHEREAS, the Applicant's proposed unit mix would consist of 15 percent of its total units as affordable units, with 10 percent of the units 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 not seeking any incentives or waivers under Government Code Section 65915(e) and Los Altos Municipal Code Sections 14.28.040(F); 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 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 August 16, 2018, the Planning Commission held a design review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on February 27, 2019, 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 27, 2019, the Applicant installed story poles on the site per the modified story pole plan that was approved by the City Council on March 26, 2019; and

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WHEREAS, on May 1, 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 and business tenants within a 500-foot radius; and

WHEREAS, on May 16, 2019 and June 6, 2019, the Planning Commission conducted duly-noticed public hearings 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 25, 2019, the City Council held a duly noticed public meeting as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

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

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

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the Project subject to the findings and the conditions of approval 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 25th day of June 2019 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Lynette Lee Eng, MAYOR

Attest:

_____
Jon Maginot, CMC, CITY CLERK

ATTACHMENT 1

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 Hexagon Transportation Consultants (March 2019); 2) a Geotechnical Investigation by Silicon Valley Soil Engineering; and 3) an Environmental Noise Assessment by Illingworth & Rodkin, Inc, 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.

    e. None of the exceptions to the applicability of the categorial exemption, as specified in section 15300.2, are present.

2. DESIGN REVIEW FINDINGS. With regard to Design Review Application 18-D-06, 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

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project has incorporated elements that signal habitation, such as identifiable entrances, overhangs, high quality wood trim finishes and 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 large specimen eastern rosebud, Chinese Pistache and Swan hill olive street trees, hedges, shrubs and groundcover is generous and inviting, and landscape and hardscape features such as the custom paver walkways, stone veneer clad planters, wood benches and wood fences 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 12 new street trees in the public right-of-way and along the front, exterior side and rear of the;

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

g. Mechanical equipment is screened from public view by the sloped 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 in the building garage and behind fencing in the interior side yard, and consistent with the building architecture in materials and detailing.

3. SUBDIVISION FINDINGS. With regard to Subdivision 18-SD-04, 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.

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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 two moderate income units and one low income unit for sale, which qualifies the project for an incentive, additional waivers and a parking requirement alteration;

   b. The applicant is not requesting an incentive or any waivers;

   c. Per Section 14.28.040(G)(2)(a), the City shall allow a minimum parking requirement, inclusive of handicapped and guest parking, of one (1) onsite parking space for each studio and one-bedroom unit and two (2) onsite parking spaces for each two-bedroom unit if requested by the applicant;

   d. The project includes four (4) studio units, eight (8) one-bedroom units and eight (8) two-bedroom units and is providing 28 onsite parking spaces, where a minimum of 28 onsite parking spaces is required, thus it is meeting the minimum permitted by the Code.

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EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**
   The project approval is based upon the plans dated June 13, 2019 and the support materials and technical reports, except as modified by these conditions.

2. **Affordable Housing**
   The applicant shall offer the City three (3) below market rate units as follows:
   a. One (1) two-bedroom unit at the moderate income level for sale;
   b. One (1) one-bedroom unit at the moderate income level for sale; and
   c. One (1) studio unit at the low income level for sale.

3. **Upper Story Lighting**
   Any exterior lighting above the ground floor of the building shall be shrouded and/or directed down to minimize glare.

4. **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.

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

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

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

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

9. **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.

10. **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

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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

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

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

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

14. **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 October 4, 2018.

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

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

17. **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 August 16, 2018.

PRIOR TO FINAL MAP RECORDATION

18. **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. Both parking spaces in a tandem space shall be owned by the same unit and cannot be owned or used by separate units.

19. **Public Access Easement Dedication**

The applicant shall dedicate public access easements for the purpose of providing vehicle and pedestrian access shall be dedicated 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.

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

PRIOR TO ISSUANCE OF BUILDING PERMIT

21. **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.

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 map check fee plus deposit as required by the City of Los Altos Municipal Code.

23. **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 three (3) below market rate units, for a period of at least 55 years, as defined in Condition No. 2. The below market rate units 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 regard to design, construction or materials.

24. **Sidewalk Lights**
The applicant shall replace the existing light fixture along First Street and install new light fixture(s) along First Street and Lyell Street as directed by the City Engineer.

25. **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.

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

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

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

31. **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.

PRIOR TO FINAL OCCUPANCY

32. **Condominium Map**
    The applicant shall record the condominium map as required by the City Engineer.

33. **Landscape and Irrigation Installation**
    All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer. Provide a landscape 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.

34. **Signage and Lighting Installation**
The applicant shall install all required signage and on-site lighting per the approved plan.

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

36. **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. **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.

38. **First Street Sidewalk Replacement**
The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street and Lyell Street as shown on the approved plans and as directed by the City Engineer.

39. **New ADA Ramps and Crosswalks**
The applicant shall provide two new ADA ramps and crosswalk stripping per the City standards on First Street on the north side of the intersection with Lyell Street, on Lyell Street at the intersection with First Street and on the alley where it connects with Lyell Street.

40. **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.

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

42. **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.

43. **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.

ATTACHMENT 1

Cox, Castle & Nicholson LLP
50 California Street, Suite 3200
San Francisco, California 94111-4710
P: 415.262.5100 **F**: 415.262-5199

Linda C. Klein
415.262.5130
lklein@coxcastle.com

File No. 099999

February 4, 2019

VIA E-MAIL CHRISTOPHER.DIAZ@BBKLAW.COM

Mr. Christopher J. Diaz
City Attorney, City of Los Altos
Los Altos City Hall
1 North San Antonio Road
Los Altos, CA 94022

Re: 425 1st Street, Los Altos, California

Dear Mr. Diaz:

I write on behalf of the applicant for a proposed 20-unit residential development ("Project") located on an infill site at 425 1st Street ("Property") in the City of Los Altos ("City"). The Project complies with all applicable objective standards, as indicated by the lack of any statement by the City to the contrary in the "deemed complete" letter issued on January 31, 2019. The Project would meet the height limit and property setbacks, as well as the other objective standards provided in the City's Zoning Ordinance and other applicable planning documents. While the Project would provide on-site affordable units, it is not requesting and does not require a density bonus or waiver.

I write to request your help in explaining the Housing Accountability Act ("HAA") and its application to the Project to City decision-makers (and the public), including ensuring that each staff report for the Project includes text about the requirements of the HAA. To that end, the key requirements of the HAA and how it applies to the Project are outlined below, followed by a summary that could be used in Project staff reports.

1. The HAA Requires The City To Approve The Project At Its Proposed Density

The HAA applies to all residential development projects, not just affordable housing proposals. (*Honchariw v. County of Stanislaus* (2011) 200 Cal. App. 4th 1066, 1077.) "Housing development project" means, among other things, a use consisting of "[r]esidential units only." (Gov't Code § 65589.5(h)(2).) The Project would consist of only residential uses, providing a mix of market-rate and affordable units, and thus is a "housing development project" covered by the HAA. Further, as described below, the Project meets the City's applicable objective standards and policies, and would not have a specific adverse impact on public health

and safety. Therefore, the HAA forbids the disapproval of the Project or approval of the Project conditioned on lower density than proposed.

a. HAA's Purpose

The HAA addresses the state's "housing supply and affordability crisis of historic proportions." (Gov't Code § 65589.5(a).) The Legislature found that "[t]he excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." (*Id.*) To combat this trend, the Legislature has enacted numerous laws, including the HAA (§ 65589.5).

The Legislature recently found that its original intent in enacting the HAA—"meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects"—has "not been fulfilled." (Gov't Code § 65589.5(a)(2)(K).) Accordingly, the Legislature enacted, and the Governor signed into law, a package of reforms that strengthen the HAA. (Ch. 368, Stats. 2017; Ch. 373, Stats. 2017; Ch. 378, Stats. 2017.) The state's recent lawsuit against Huntington Beach evidences the state's continued commitment to ensuring cities plan for and permit housing at all income levels. (Website of the Office of the Governor, *In the Face of Unprecedented Housing Crisis, California Takes Action to Hold Cities Accountable for Standing in the Way of New Housing* (Jan. 25, 2019), available at https://www.gov.ca.gov/2019/01/25/housing-accountability/.)

b. The HAA's Requirements

The HAA requires approval of housing development projects that meet applicable objective standards, even if they may not meet subjective criteria, absent a violation of quantifiable and objective health and safety standards. (*N. Pacifica, LLC. v. City of Pacifica* (N.D. Cal. 2002) 234 F.Supp.2d 1053, 1059–60, aff'd *N. Pacifica LLC v. City of Pacifica* (9th Cir. 2008) 526 F.3d 478.) Under the HAA, the City must determine whether a housing development project "complies with applicable, ***objective*** general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete." (Gov't Code § 65589.5(j)(1) [emphasis added].) If a housing development project so complies, the City ***cannot disapprove the project or approve it conditioned on lowering its density*** absent written findings, supported by a preponderance of the evidence, that the Project would have "a specific, adverse impact upon the public health or safety" and "[t]here is no feasible method to satisfactorily mitigate or avoid the adverse impact" except disapproval of the Project or approval conditioned on requiring lower density than proposed. (§ 65589.5(j) [emphasis added].)

As used in the HAA, a "specific, adverse impact" means "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health

or safety standards, policies, or conditions as they existed on the date the application was deemed complete." (*Id.*) The Legislature has found that "conditions that would have a specific, adverse impact upon the public health and safety . . . arise infrequently." (§ 65589.5(a)(3).) Notably, not all CEQA impacts would qualify as impacts that allow the City to deny or condition a project's approval on lower density that complies with applicable objective standards. For example, an aesthetic impact under the California Environmental Quality Act ("CEQA") can be based on a finding that a project would be out of character with surrounding development because it is taller or denser then that development. Such an impact is not quantifiable or objective and does not implicate public health or safety, and thus is not the type of impact recognized by the HAA as authorizing denial of a project or approval conditioned on lower density.

c. HAA's Relationship to CEQA

The HAA and CEQA are state laws that must be harmonized in a way that gives full force and effect to each. (See *Wollmer v. City of Berkeley*, (2011) 193 Cal.App.4th 1329, 1347–50.) CEQA states that a lead agency may "exercise only those express or implied powers provided by law other than [CEQA]." (Pub. Res. Code § 21004.) Thus where the HAA restricts the scope of a city's authority to reduce the size of a proposed project, a city cannot require such reductions to minimize environmental impacts under CEQA. (See *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 714–16 [holding a lead agency was not required to consider a lower-density alternative under CEQA because it was legally infeasible pursuant to the HAA].)

d. HAA's Penalties

The HAA imposes stiff penalties for failure to comply with its requirements. Under the HAA, the project applicant, people eligible to live in the proposed project, or a housing organization all have standing to sue a city for impermissibly denying or conditioning a project. (Gov't Code § 65589.5(k)(1)(A).) If a court finds a city violated the HAA, the court must issue an order compelling that city to comply with the HAA within 60 days. (*Id.*) The court also "shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes" of the HAA. (*Id.*; see § 65589.5(k)(2) [must award attorneys' fees to a prevailing housing organization].) If the city fails to comply with the initial order within 60 days, the "court shall impose fines" of at least $10,000 per housing unit in the housing development project on the date the application was deemed complete and take further action to ensure the city complies with the HAA. (§ 65589.5(k)(1)(B), (C).) If the court finds a city acted in "bad faith" when illegally disapproving a housing development project or conditioning it on lower density, the court must multiply the fine by a factor of five. (§ 65589.5(l).)

e. Analysis: The City Must Approve The Project

The Project meets the City's applicable, objective development standards, including, but not limited to, height limit and property setbacks. In addition, there is no evidence

that the Project would have any impact on public health or safety. The Project would replace the Property's existing development, consisting of office uses and a surface parking lot. The Property is not contaminated and has adequate infrastructure to serve the Project. Further, the Project's traffic study concluded that the Project would have fewer peak hour trips (both morning and afternoon) than the existing use. Even if the Project would have impacts on health and public safety, which it would not, there is no evidence that such impacts could not be mitigated without reducing the size of the Project. Further, while the City must comply with CEQA, the City cannot use CEQA to negate the protections provided by the HAA. Therefore, the City must approve the Project with its currently proposed mass and height (i.e., density). Failure to do so would open the City up to litigation, fines, and the cost of its own and potentially petitioners' attorneys' fees.

2. Proposed Text Summarizing The HAA For Staff Reports

Because the HAA circumscribes the decision-makers' discretion regarding the Project, it is important that they understand its key points. We suggest including language similar to the following paragraphs in the Project's staff reports to ensure that the decision-makers understand the limits of their discretion when considering Project approval:

> The Housing Accountability Act is a state law intended to promote the production of housing to assuage the state's housing crisis. To that end, the state curbs cities' ability to exercise their discretion when considering housing development projects, including residential projects, under certain circumstances. In particular, a city cannot easily disapprove housing development projects that meet its applicable, objective general plan, zoning, and subdivision standards and criteria. Such standards exclude subjective standards, such as consistency with community or village character, and instead refer to standards that are clear and unambiguous, such as the maximum height listed in a zoning ordinance.
>
> Where a housing development project meets objective standards, the only situation where a city can disapprove it or approve it conditioned on making it smaller is if the city makes written findings supported by the preponderance of the evidence that the project would have "a specific, adverse impact upon the public health or safety" and "there is no feasible method to satisfactorily mitigate or avoid the adverse impact" except disapproval of the project or approval conditioned on requiring lower density than proposed. "Preponderance of the evidence" is a high legal standard. A finding that a project would not fit with a community's character is not a finding that would qualify as a specific, adverse impact on public health and safety. Notably, not all CEQA impacts are specific, adverse impacts on public health or safety, and CEQA does not preempt the Housing Accountability Act.
>
> If a city fails to comply with the Housing Accountability Act, it faces the risk of litigation, fines, and the need to pay the attorneys' fees of the petitioner or

plaintiff that sued the city. Fines begin at $10,000 per housing unit that should have been approved and increase from there.

3. Conclusion

The Project applicant is committed to take reasonable steps to address City concerns about the design of the building and similar subjective issues. Nevertheless, the Project applicant is worried that without a strong statement from you, the City decision-makers will not realize that under state law, it is forbidden to deny the Project or condition its approval on making it smaller than proposed. Accordingly, we seek your help in making sure City decision-makers are aware of the Housing Accountability Act and its application to the Project.

I look forward to working with you through the Project approval process. Please do not hesitate to contact me if you have any questions.

Sincerely,

Linda C. Klein

LXK

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MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, JUNE 6, 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 and Meadows
ABSENT:	Commissioner Bressack
STAFF:	Planning Services Manager Dahl, Senior Planner Golden and City Attorney Zambrano (attending for City Attorney Lee)

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes
Approve minutes of the regular meeting of May 16, 2019.

Action: Upon motion by Commissioner Meadows, seconded by Vice-Chair Lee, the Commission approved the minutes from the May 16, 2019 Regular Meeting as amended.
The motion was approved (5-0) by the following vote:
AYES: Ahi, Bodner, Lee, Meadows and Samek
NOES: None
ABSENT: Bressack

STUDY SESSION

2. 19PPR-0001 – Abbie Bourgan – 440 First Street
Design Review Study Session for a proposed three-story multiple-family building consisting of seven residential units and one level of underground parking. *Project Planner: Golden*

Item continued to July 18, 2019 Planning Commission meeting without discussion at the request of the applicant.

PUBLIC HEARING

3. 18-D-06 and 18-SD-04 – Jeff Warmoth – 425 First Street
Multiple-Family Design Review and Tentative Subdivision Map for a new three-story multiple-family building with 20 condominium units and two levels of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl presented the staff report, recommending approval to the City Council of design review and subdivision applications 18-D-06 and 18-SD-04 per the listed findings and conditions.

Property owner/applicant Jeff Warmoth presented the project, noting the design changes and the contemporary design alternative. Project architect Jeff Potts presented the alternative design.

Public Comment
Resident and HOA president at 396 First Street, Paul Frattini, expressed concern about the project becoming a hotel.

Resident Eric Steinle noted that the design changes are a big improvement and that he prefers the contemporary design alternative.

Resident Jon Baer expressed opposition to the project, noting that the design is not good enough, looks too commercial and hotel-like and that the quality of the final building may not meet expectations.

Property owner/applicant Jeff Warmoth provided a response, noting that the project could have been taller, that the units are for-sale condominium units and that the proposed exterior materials and architectural design were high quality and appropriate for the context.

Commission Discussion
Commissioner Ahi expressed support for the contemporary design alternative, noting that the changes were an improvement, that the Lyell Street elevation could benefit from greater articulation/depth, and that solid railings should be considered for the alley decks.

Commissioner Bodner expressed support for the contemporary design alternative, noting that the changes were a significant improvement, that the exterior materials should be specified to confirm quality and that the landscaping should match the composition provided in the photo rendering.

Commissioner Meadows expressed support for the contemporary design alternative.

Vice-Chair Lee expressed support for the contemporary design alternative, noting that the Lyell Street elevation could be improved with additional depth, the placement of the vents above the rear garage door should be improved, and that the high quality materials should be verified.

Chair Samek expressed support for the contemporary design alternative, noting that the changes were an improvement, that better venting solution above the garage should be explored, and that texture of stone veneer should have depth and not a smooth finish.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission approved design review and subdivision applications 18-D-06 and 18-SD-04 per the staff report findings and conditions, with the following additional conditions:

- Use the contemporary design alternative
- Consider adding additional depth/articulation on the Lyell Street elevation; and
- Improve the vents above the rear facing garage.

The motion was approved (5-0) by the following vote:
AYES: Ahi, Bodner, Lee, Meadows and Samek
NOES: None
ABSENT: Bressack

4. 18-CA-03 – Paul Lovoi – Amendment to R3-4.5 Multiple-Family District
Code Amendment to Chapter 14.16, R3-4.5 Multiple-Family District. *Project Planner: Golden*

Senior Planner Golden presented the staff report, recommending approval to the City Council of the proposed amendments to the R3-4.5 District.

Applicant Paul Lovoi presented, noting that the neighborhood needed development standards so that property owners could move forward with reasonable additions and remodels, that there was opposition to a one-story overlay and that there are many two-story structures in the vicinity of the neighborhood

Public Comment
Resident Neetu Phatnani expressed support for the amendments and allowing two-story houses, noting it was a fairness issue.

Resident Michelle Machado expressed concerns about the amendments creating non-conformities.

Resident Owen Halliday expressed opposition to a single-story overlay and concern about the amendment creating non-conformities.

Resident Teri Wiss, a single-family owner, expressed concern about allowing second stories and a 40 percent floor area ratio since the zone is already dense, noting that the extra floor area could generate more traffic and that two-stories could shade other properties.

Resident Nitin Panjwani expressed support for the amendments and allowing two-stories.

Commission Discussion
Commissioner Bodner expressed support for the amendments, noting that it will transform the neighborhood in a very positive way; supports allowing two-stories; and allowing a 40 percent Floor area ratio (FAR) is appropriate for this district.

Commissioner Meadows expressed concerns with the amendments; noting that basements should be allowed, the R3-4.5 standards should be comparable to the R1-10 standards; would like to see a lot coverage reduction for two-stories, is concerned about two-stories on the lots that function as flag lots.

Vice-Chair Lee expressed support for the amendments, noting that site standards should have been addressed a long time ago; and that this neighborhood is different and more intense than the R1-10 district, so a 40 percent FAR is appropriate.

Commissioner Ahi expressed support for the amendments, noting that second stories need to be allowed, a 40 percent FAR is appropriate, and that the setbacks are a good starting point, but should be revisited in the future.

Chair Samek expressed general support for the amendments, but noted that concerns may limit ability to recommend for approval, noting that a 35 percent FAR seemed more appropriate; basements should be allowed; the amendments adequately address non-conformities; and is okay with the setbacks as proposed.

Commissioner Meadows added that lot coverage should be reduced for second stories similar to the R1-10 District.

Commissioner Bodner stated that Commission needs to take action and move this forward to the City Council.

Action: Upon motion by Commissioner Bodner, seconded by Vice-Chair Lee, the Commission recommended approval of the ordinance amendment to the City Council with the following conditions:

- Allow basements; and
- Reduce lot coverage by 5 percent (5%) for two-stories and one-stories over 20 feet in height.

The motion was failed (3-2) by the following vote:
AYES: Lee Ahi, and Bodner
NOES: Samek and Meadows
ABSENT: Bressack

Action: Upon motion by Chair Samek, seconded by Vice-Chair Lee, the Commission recommended approval of the ordinance amendment to the City Council with the following conditions:

- Allow basements; and
- Reduce the floor area ratio (FAR) to 35 percent and maintain lot coverage at 40 percent.

The motion was approved (4-1) by the following vote:
AYES: Samek, Lee Ahi, and Bodner
NOES: Meadows
ABSENT: Bressack

DISCUSSION

5. Downtown Vision Presentation and FAR Review

The Planning Commission continued this item to the July 18, 2019 meeting.

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

Commissioner Bodner suggested having a study session with the peer review architect.

ADJOURNMENT

Chair Samek adjourned the meeting at 9:07 P.M.

Zachary Dahl, AICP
Planning Services Manager

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: June 6, 2019

Subject: Proposed Three-Story Multiple-Family Residential Building at 425 First Street

Prepared by: Zachary Dahl, Planning Services Manager

Initiated by: Applicant and Owner – Jeff Warmoth, 425 First Los Altos, LLC

Attachments:
A. Planning Commission Meeting Minutes, May 16, 2019 (draft)
B. Planning Commission Agenda Report, May 16, 2019
C. Public Correspondence
~~D. Updated Project Plans~~
~~E. Updated Project Plans – Alternative Design~~

Recommendation:
Recommend to the City Council approval of design review and subdivision applications 18-D-06 and 18-SD-04 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 multiple-family residential building with 20 units and a two-level underground parking garage. The existing site includes a two-story commercial building (4,500 square feet) that is currently occupied with office-administrative uses and surface parking at the rear with driveway access on Lyell Street. The site is designated Downtown Commercial in the General Plan, zoned CD/R3 (Commercial Downtown/Multiple-Family) and is 11,894 square feet in size. The proposal includes three affordable units, two Moderate income units and one Low income unit, but is not requesting any incentives or waivers.

Background
On May 16, 2019, the Planning Commission held a public hearing to consider design review and subdivision applications 18-D-06 and 18-SD-04 for the proposed multiple-family building at 425 First Street. Following a presentation by the applicant, Jeff Warmoth, and public comment from a resident, the Commission deliberated on the proposal. A majority of the Commissioners expressed general support for the project as a whole, the size, density and mix of the residential units, and the design concept. However, the Commission also raised concerns about inconsistencies with the composition of the exterior materials and the lack of a discernable architectural design concept. Following the

discussion, the Commission voted 5-1 to continue the project with direction to improve the composition of the exterior materials and establish a more comprehensible architectural design style. The meeting minutes and agenda report for the May 16, 2019 meeting are included as Attachments A and B.

Discussion/Analysis

In response to the Commission's direction, the project design has been updated as follows:

- The clay barrel tile roof was replaced with a standing seam metal roof;
- The trellis' and columns over the third story balconies on the First Street and alley elevations were removed;
- The exterior stair on the Lyell Street elevation was removed;
- The placement and height of the stone veneer was simplified to create a more uniform transition to the stucco siding on the front, exterior side and rear elevations;
- The garage door facing the rear alley was updated to be metal; and
- The project plans were updated to ensure internal consistency with regard to the exterior material composition.

The overall project design and composition has not been changed from the one that was originally reviewed by the Commission. However, the mix of the exterior materials and the overall design composition has been updated in an attempt to address the Commission's concerns. In staff's opinion, the changes have improved the overall project design and appear to have addressed the Commission's direction.

In addition, the applicant has included an alternative design scheme in the project plans that offers a more modern and contemporary architectural design for the building. This alternative could be approved by the Commission if it finds that the design concept is more appropriate for the project and the Downtown character along the First Street corridor. Both the updated project plans and the alternative design plans are attached with this report.

Staff did receive public correspondence from the adjacent property owner at 401 First Street at the Planning Commission meeting on May 16, 2019. The letter, which raises concerns about the quality of the materials installed in more recent development downtown and requests that high quality materials be used for all new projects, is included as Attachment C.

Options

The Planning Commission can recommend approval of the updated or alternative project design, approval of one of the design schemes 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. The draft resolution that contains the findings and conditions is included in Attachment B.

ATTACHMENT A

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, MAY 16, 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: Community Development Director Biggs, Planning Services Manager Dahl, and City Attorney Lee

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning Commission Minutes**
   Approve minutes of the regular meeting of May 2, 2019.

2. **MOD19-0003 – Karen C. Maness – 124 Second Street**
   Modification to a previously approved landscape plan (part of design review application (00-D-04) that includes new side yard landscape screening and the removal of seven redwood trees. *Project Planner: Niday*

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Bodner, the Commission approved the Consent Calendar with a change to the minutes from the May 2, 2019 Regular Meeting as amended by Chair Samek.
The motion was approved (6-0) by the following vote:
AYES: Samek, Lee, Ahi, Bressack, Bodner and Meadows
NOES: None
ABSENT: None

PUBLIC HEARING

3. **18-D-06 and 18-SD-04 – Jeff Warmoth – 425 First Street**
   Multiple-Family Design Review and Tentative Subdivision Map for a new three-story multiple-family building with 20 condominium units and two levels of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl presented the staff report, recommending approval to the City Council of design review and subdivision applications 18-D-06 and 18-SD-04 per the listed findings and conditions.

Property owner/applicant Jeff Warmoth presented the application noting that this is a HAA (Housing Accountability Act) project that meets all objective standards.

Public Comment
Resident Curtis Powell raised concerns about the project, noting that the story poles appear to make the building look very tall and bulky.

Commission Discussion
Commissioner Meadows expressed general support, noting that the design is a significant improvement from the project reviewed at the study session; the project meets all objective standards with no incentives; and that it is important to ensure that the quality materials shown on the plans are installed during construction.

Commissioner Bressack expressed general support, noting that the project is a huge improvement from the project reviewed at the study session; concerned about the proposed tile roof – consider alternatives; and composition of exterior materials could be improved.

Commissioner Bodner expressed concern about the project design, noting that it appears to be patchwork of materials without an identifiable style; elevations and renderings should be more accurate; consider alternative window designs.

Commissioner Ahi expressed general support for the project density and small unit design, but noted concern that the design is too repetitive; the entry should be more of a focal point; recommended widening the entry hallways; suggested that an alternative roof materials be considered; and the project plans should be clarified and updated before the Commission makes a recommendation.

Vice-Chair Lee expressed general support for the project, noting that it is well scaled and articulated; however, the project design is an amalgamation; architectural style should be clarified; the window style and color are dark and heavy; and the project plans should be clarified and updated before the Commission makes a recommendation.

Chair Samek expressed general support for the project, but noted that the design issues should be addressed.

Owner/applicant Jeff Warmoth asked the Commission to provide an up or down vote, but that he was fine with changing the roof material and updating the exterior materials to address the other comments.

Action: Upon motion by Commissioner Bressack, seconded by Commissioner Bodner, the Commission continued design review and subdivision applications 18-D-06 and 18-SD-04 to the June 6, 2019 Planning Commission meeting with direction to update the design to address the Commission's concerns.
The motion was approved (5-1) by the following vote:
AYES: Lee Ahi, Bressack, Bodner and Meadows
NOES: Samek,
ABSENT: None

4. 19-CA-02 – City of Los Altos – Amendment to Density Bonus
Proposed amendment to Subsection 14.28.040 F., Incentive Standards, of the City of Los Altos Density Bonus regulations to further clarify how On-Menu incentives or concessions can be used for a project that seeks density bonus approval. *Project Planner: Biggs*

Community Development Director Biggs presented the staff report, recommending that the Planning Commission review the proposed ordinance and provide a recommendation to the City Council.

Public Comment
Resident Matt Hershenson spoke in support of the amendment, noting that the height of new development is an issue.

Resident Pierre Bedard spoke in support of the amendment.

Resident Phan Truong spoke in support of the amendment, noting that tall buildings can look directly into single-family properties and create parking impacts on nearby neighborhoods.

Commission Discussion
Commissioner Bodner expressed support for the amendment, but noted that it may not really accomplishing much and that projects should not go beyond the 35 percent density bonus limit.

Commissioner Bressack expressed support for the amendment, noting that it will help staff to explain and guide applicants.

Commissioner Ahi expressed support for the amendment, noting that the City should explore other items to add to the on-menu list.

Vice-Chair Lee expressed support for the amendment.

Chair Samek expressed support for the amendment.

Action: Upon motion by Vice-Chair Lee, seconded by Commissioner Bressack, the Commission voted 6-0 to recommend approval of the ordinance amendment to the City Council.
AYES: Samek, Lee Ahi, Bressack, Bodner and Meadows
NOES: None
ABSENT: None

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

The Commission requested that a meeting with the City's architectural peer reviewer Larry Canon be scheduled at a future meeting to review and discuss the peer review process.

ADJOURNMENT

Chair Samek adjourned the meeting at 8:50 P.M.

Zachary Dahl, AICP
Planning Services Manager

ATTACHMENT B

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: May 16, 2019

Subject: Proposed Three-Story Multiple-Family Residential Building at 425 First Street

Prepared by: Zachary Dahl, Planning Services Manager

Initiated by: Applicant and Owner – Jeff Warmoth, 425 First Los Altos, LLC

Attachments:
A. Draft Resolution with Findings and Conditions
B. Applicant Materials
   - Cover Letter
   - Design Review Narrative
   - Climate Action Plan Checklist
   - Approved Story Pole Plan
   - Story Pole Certification
C. Planning Commission Study Session Minutes, August 16, 2018
D. Complete Streets Commission Meeting Minutes, February 27, 2019
E. Transportation Impact Analysis
F. Noise Assessment
G. Architectural Design Peer Review
H. Public Correspondence
~~I. Project Plans~~

Recommendation:
Recommend to the City Council approval of design review and subdivision applications 18-D-06 and 18-SD-04 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 multiple-family residential building with 20 units and a two level underground parking garage. The existing site includes a two-story commercial building (4,500 square feet) that is currently occupied with office-administrative uses and surface parking at the rear with driveway access on Lyell Street. The proposal includes three affordable units, two Moderate income units and one Low income unit, but is not requesting any incentives or waivers. The following table summarizes the project's technical details:

GENERAL PLAN DESIGNATION:	Downtown Commercial
ZONING:	Commercial Downtown/Multiple Family (CD/R3)
PARCEL SIZE:	11,894 square feet (0.27 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:	4,500 sq ft	23,997 sq ft[1]	N/A[2]
SETBACKS:			
Front (First St)	3 feet	10 feet	10 feet
Rear (Alley)	69 feet	10 feet	10 feet
Exterior side (Lyell St)	4 feet	2 feet	2 feet
Interior side	4 feet	2 feet	0 feet
HEIGHT:			
Midpoint of sloping roof	-	35 feet	35 feet
Top of ridge	27 feet	38 feet	47 feet
Elevator tower	-	41 feet	47 feet
PARKING:	20 spaces	28 spaces	28 spaces
DENSITY:			
Total units	-	20 units (74 du/ac)	N/A[2]
Affordable units	-	3 units (15%)	3 units (15%)

[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 Design Review Narrative, Climate Action Plan Checklist and story pole installation verification, along with a cover letter, are included in Attachment B.

Background

Planning Commission Study Session

On August 16, 2018, the Planning Commission held a study session to review and provide feedback on the Applicant's conceptual architectural and site design. Overall, the Commission expressed support for the concept of providing smaller units at a higher density, but expressed serious concerns about the architectural design, building proportions, the Lyell Street elevation and the quality of the exterior materials. A copy of the Planning Commission study session minutes is included as Attachment C.

Complete Streets Commission

On February 27, 2019, the Complete Streets Commission (CSC) held a public meeting to consider the Project. As specified by the Municipal 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, with a comment that the width of the sidewalk along First Street should be increased and that the cumulative impacts of all potential projects along First Street and the vicinity should be evaluated. Following the discussion, the CSC voted unanimously to recommend approval of the Project to the Planning Commission and City Council with an additional recommendation that the Project provide a one-foot easement along its First Street frontage to allow for a wider sidewalk. A copy of the CSC meeting minutes is included as Attachment D.

Story Pole Exemption and Installation

On January 8, 2019, the City Council held a public meeting to consider a request from the Applicant for an exception from the City's Story Pole Policy. The request sought a partial exemption for the placement of story poles due to safety concerns and impairment of the use of the existing office building on the site, and a request to use some alternative materials (pennant flags in place of plastic mesh netting). This request was denied by Council due to a lack of sufficient evidence to demonstrate that there would be a public health and safety concern if the story poles and guy wires are set in compliance with the City's Story Pole Policy, and that installation of story poles would significantly impair the use of existing office building.

Following the denial, the Applicant submitted a story pole plan that met the Policy's requirements and retained a story pole installation company to get the story poles installed by the end of February. However, the installation of the poles was never completed due to concerns related to the proximity of the story poles to public areas of First Street, Lyell Street, and the alley. Since the Applicant was unable to find a willing contractor to install story poles in accordance with the approved plan, a second story pole exception request was submitted to the City. On March 26, 2019, the Council considered the Applicant's second request and approved a partial exemption with a modified plan that allowed for the installation of some, but not all, of the story poles as required by the Policy.

The story poles were subsequently installed on March 27, 2019 and 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 are 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 residential uses above on the ground floor and emphasizes 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 a high-density residential project, including three affordable units, 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 projects within the Downtown as well as facilitating affordable housing. The project is proposing a total of 20 units, which equates to a density of 74 units per acre and includes three affordable units (two at the Moderate income level and one at the Low income level). 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. In this case, the proposed Project has a density of 74 dwelling units per acre and is in compliance the District's height limit, required setbacks and on-site parking. When compared to other land uses and multiple-family projects in the Downtown Triangle area, it is a higher density project. But, it is able to achieve this density by proposing unit sizes that, on average, are much smaller than other multiple-family developments. The Project's studio units are an average of 580 square feet in size, the one-bedroom units are an average of 1,008 square feet in size, and the two-bedroom units are an average of 1,235 square feet in size.

For comparison purposes, the multiple-family residential building across the street at 396 First Street has an average unit size of 1,296 square feet and a density of 50 units per acre. On the north end of First Street, the multiple-family building at 100 First Street has an average unit size of 1,700 square feet and a density of 50 units per acre. The mixed-use building at 86 Third Street has an average unit size of 1,405 square feet and a density of 41 units per acre, and the recently reviewed mixed-use project at 385-389 First Street has an average unit size of 1,358 square feet and a density of 46 units per acre.

Downtown Vision Plan

The Downtown Vision Plan was a community driven planning 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 Plan 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 Plan 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 Plan 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 Plan 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 is a multiple-family residential project that will replace 4,500 square feet of the existing commercial space with 20 new residential units. The Project proposes a three-story building, 35 feet in height to the midpoint of the sloping roof, 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 frontages along First Street and Lyell Street, and improving the overall pedestrian environment at this intersection and along First Street.

Zoning

The Project meets all applicable site standards for a multiple-family residential project in the CD/R3 District, and all other applicable Zoning Code requirements. While the project is eligible for an incentive and waivers since it is providing 15 percent of its total units as affordable, it is a fully conforming project that is not requesting any incentives or waivers.

The front setback along First Street and the rear setback along the alley are both 10 feet, and the exterior side setback along Lyell Street and the interior side setback are both two feet, which comply with the standards for a multiple-family rebuilding in the CD/R3 District. Within the 10-foot rear setback, a two-foot vehicle access easement to widen the public alley is being offered and within the 10-foot front yard setback, a one-foot pedestrian access easement is being offered. These dedications are 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. The pedestrian access easement along First Street will allow for the sidewalk to be widened to six feet.

With regards to height, the mid-point of the sloping roof, which is where building height is measured for sloping roof buildings, is proposed at 35 feet tall, which meets the CD/R3 District's height limit

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

of 35 feet. The height of the roof ridge is 38 feet tall and the elevator tower is 41 feet tall, both of which are within 12 feet above the District's height limit that is allowed for parapet walls and elevator towers.

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 one on-site parking space for each studio and one-bedroom unit (12 units proposed) and two on-site spaces for each two-bedroom unit (eight proposed), which results in a minimum requirement of 28 on-site parking spaces.

Bicycle and Pedestrian Amenities

As recommended by the VTA guidelines, the project should provide at least seven Class I bicycle parking spaces and two Class II spaces. As shown on the project plans (Sheets A3.0a and L1.01) a total of 28 bicycle storage spaces are proposed within a secured bicycle storage room (Class I equivalent) on the first level of the underground parking garage. In addition, two bicycle racks that each accommodate two bicycles are proposed on First Street and a third is proposed along the alley adjacent to the rear building entrance for a total of six Class II spaces. Therefore, the Project is significantly exceeding the VTA guidelines for bicycle parking.

The Project will be replacing the five-foot wide public sidewalk along its First Street and Lyell Street frontages and adding a new bulb-out at the corner of the intersection and at the alley crossing. The Complete Streets Commission recommended to increase the width of the sidewalk along First Street and the one-foot pedestrian shown on the Project plans will allow for the new First Street sidewalk to be six feet wide (Condition No. 19). Overall, the Project's bicycle and pedestrian amenities appear to meet or exceed all applicable City policies and guidelines.

Design Review

In order to approve the project, the Planning Commission and 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 Downtown Vision Plan. The multiple-family development provides for both market-rate and affordable housing units, provides smaller unit floor plans, which will allow the market-rate units to be more "affordable by design," and will contribute to the overall commercial vitality of the Downtown. The new building will improve the streetscape with high quality exterior façades and has incorporated design elements that support the residential use. The architectural design uses a variety of elements to break up the bulk of the structure including building articulation, balconies, a mix of exterior materials and a sloping roof with eave overhangs and trim details to reduce the vertical appearance of the building. The balconies on the upper stories at the front and exterior side elevations signal habitation and also soften 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 veneer used at the first story gives the building a base and provides for visual interest at the pedestrian scale. The wood trim and siding details, along with the lighting fixtures and metal Juliette balconies, reduce the prominence of the stucco siding on the upper levels and supports the articulation and smaller scale design elements to effectively reduce the perception of bulk and mass.

The Project includes landscaping and street trees along all of its frontages – First Street, Lyell Street and the rear alley – that is generous and inviting. Proposed street trees include Four Chinese pistache trees and two Swan Hill olive trees along First Street, a Chinese pistache trees and a Swan Hill olive tree along Lyell Street and two Eastern rosebud trees and two Swan Hill olive trees along the rear alley. In addition, a mix of landscaping species and types are proposed in landscape areas in the street right-of-way and in raised planters along all three visible sides of the building. The First Street frontage includes two benches, seat walls along the planter boxes and decorative pavers at the building entrance. The rear of the building along the alley also includes a raised landscape planter along with a staging area for for trash pick-up, a second building entrance and the ramp to the underground garage.

Since this is an all residential development, there is not any signage proposed other than address number identification. The rooftop mechanical equipment is screened by the architecturally integrated parapet walls and the trash area is located within the building in the first level of the underground garage. 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 First Street, with secondary entrances along Lyell Street and the rear alley, with all entrances having direct access to the public sidewalk. The front and exterior side façades, 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;
- Building proportions are 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 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 visually appropriate designs and understanding of community expectations while providing consistency in the City's downtown development review process. The more recently adopted Downtown Vision Plan, 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 a couple of recommendations to improve the design consistent with the design guidelines, but overall the peer review was generally supportive of the Project's architectural design. In response to the report's recommendations, the Project's roof pitch was increased from 4:12 to 6:12, the design of the balcony railings was improved, the design of the exit stair along Lyell Street was softened and the quality of the entry and garage doors along the rear alley were upgraded.

Affordable Housing – Density Bonus, Incentives and Waivers

The Applicant is offering three affordable units (15 percent of the Project's units) as affordable, with two units at the Moderate income level and one unit at the Low income level, which complies with the minimum requirements outlined in Chapter 14.28 for a multiple-family housing project of this size. A total of 20 units, four studio units, eight one-bedroom units and eight two-bedroom units, are proposed within the three-story building. The affordable units include a studio unit on the first floor (Low income), a one-bedroom unit on the second floor (Moderate income) and a two-bedroom unit on the second floor (Moderate income). 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 could seek an incentive (one) and additional waivers per State Density Bonus Law and City Density Bonus Ordinance. However, as noted above, the Project is not requesting any incentives or waivers, and is fully conforming with all applicable Zoning Code requirements. As specified in the City's Ordinance, the affordable units appear to be well dispersed throughout the project and are proportional to the market-rate units in terms of size and bedroom count.

For reference, an affordable housing unit at the Moderate income level is affordable to a household that makes no more than 120 percent of the County's median income and a unit at the Low income level is affordable to a household that makes no more than 80 percent of the County's median income. The County's median family income for a family four in FY 2018 is $125,200 per the State Housing and Community Development calculations.

Subdivision

The project includes a Tentative Map to subdivide the site into 20 condominium units. 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 11,879 square feet (0.27 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 TIA prepared by Hexagon Transportation Consultants (Attachment E), the Project will generate 146 average daily trips as compared with the property's existing office use, which generates 81 average daily trips, a net increase of 65 daily trips. Since the net increase is more than 50 net new daily trips, a full TIA was prepared that evaluated the surrounding street network and six nearby intersections that could received additional traffic as a result of the project. Overall, the TIA

found that the project would actually reduce trips during the AM and PM peak hours and would not result in any impacts to the studied intersections.

With regard to air quality, since the project is located in proximity to Foothill Expressway, the project could potentially expose long-term residents to air pollution and the project's construction has the potential to create short-term air pollution impacts. 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 only 20 residential units, 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 4,500 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 window and doors with minimum sound isolation ratings to ensure compliance with City standards. Appropriate conditions of approval (Condition nos. 17 and 36) to ensure that the project is designed to comply with the noise study mitigation measures have been 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 Notification

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to the 184 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, 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.

Public Correspondence
Staff received a letter from the owner of the adjacent property at 401 First Street on February 27, 2019 (date of the Complete Streets Commission meeting). The letter, which is contained in Attachment H, expresses concerns about potential negative impacts to alley circulation, visual impacts from the taller building and if the traffic report is sufficiently objective in its analysis. As discussed above, the Project appears to sufficiently address these issues and staff does not have any concerns about the quality of the Project's TIA. No other public correspondence has been received to-date.

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

ATTACHMENT A

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 20-UNIT MULTI-FAMILY PROJECT AT 425 FIRST STREET

WHEREAS, the City of Los Altos received a development application from Jeff Warmoth (Applicant), for a new 20-unit multiple-family residential building at 425 First Street that includes Design Review 18-D-06 and Subdivision 18-SD-04, referred to herein as the "Project"; and

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

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

WHEREAS, the Applicant's proposed unit mix would consist of 15 percent of its total units as affordable units, with 10 percent of the units 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 not seeking any incentives or waivers under Government Code Section 65915(e) and Los Altos Municipal Code Sections 14.28.040(F); 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 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 August 16, 2018, the Planning Commission held a design review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on February 27, 2019, 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 27, 2019, the Applicant installed story poles on the site per the modified story pole plan that was approved by the City Council on March 26, 2019; and

WHEREAS, on May 1, 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 and business tenants within a 500-foot radius; and

WHEREAS, on May 16, 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 of approval 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 Hexagon Transportation Consultants (March 2019); 2) a Geotechnical Investigation by Silicon Valley Soil Engineering; and 3) an Environmental Noise Assessment by Illingworth & Rodkin, Inc, 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 18-D-06, 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 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 large specimen eastern rosebud, Chinese Pistache and Swan hill olive street trees, hedges, shrubs and groundcover is generous and inviting, and landscape and hardscape features such as the custom paver walkways, stone veneer clad planters, wood benches and wood fences 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 12 new street trees in the public right-of-way and along the front, exterior side and rear of the;

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

g. Mechanical equipment is screened from public view by the sloped 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 in the building garage and behind fencing in the interior side yars, and consistent with the building architecture in materials and detailing.

3. SUBDIVISION FINDINGS. With regard to Subdivision 18-SD-04, the City Council finds, in accordance with Section 66474 of the Subdivision Map Act of the State of California, as follows:

a. The entative 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 two moderate income units and one low income unit for sale, which qualifies the project for an incentive, additional waivers and a parking requirement alteration; and

b. The applicant is not requesting an incentives or any waivers; and

c. Per Section 14.28.040(G)(2)(a), the City shall allow a minimum parking requirement, inclusive of handicapped and guest parking, of one (1) onsite parking space for each studio and one-bedroom unit and two (2) onsite parking spaces for each two-bedroom unit if requested by the applicant; and

d. The project includes four (4) studio units, eight (8) one-bedroom units and eight (8) two-bedroom units and is providing 28 onsite parking spaces, where a minimum of 28 onsite parking spaces is required, thus it is meeting the minimum permitted by the Code.

EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**
   The project approval is based upon the plans dated April 16, 2019 and the support materials and technical reports, except as modified by these conditions.

2. **Affordable Housing**
   The applicant shall offer the City three (3) below market rate units as follows:
   a. One (1) two-bedroom unit at the moderate income level for sale;
   b. One (1) one-bedroom unit at the moderate income level for sale; and
   c. One (1) studio unit at the low income level for sale.

3. **Upper Story Lighting**
   Any exterior lighting above the ground floor of the building shall be shrouded and/or directed down to minimize glare.

4. **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.

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

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

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

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

9. **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.

10. **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

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

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

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

14. **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 October 4, 2018.

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

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

17. **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 August 16, 2018.

PRIOR TO FINAL MAP RECORDATION

18. **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. Both parking spaces in a tandem space shall be owned by the same unit and cannot be owned or used by separate units.

19. **Public Access Easement Dedication**
The applicant shall dedicate public access easements for the purpose of providing vehicle and pedestrian access shall be dedicated 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.

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

PRIOR TO ISSUANCE OF BUILDING PERMIT

21. **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.

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 map check fee plus deposit as required by the City of Los Altos Municipal Code.

23. **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 three (3) below market rate units, for a period of at least 55-years, as defined in Condition No. 2. The below market rate units 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 regard to design, construction or materials.

24. **Sidewalk Lights**
The applicant shall replace the existing light fixture along First Street and install new light fixture(s) along First Street and Lyell Street as directed by the City Engineer.

25. **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.

26. **Cost Estimate and Performance Bonds**
The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held 6 months after acceptance of improvements) for the work in the public right-of-way.

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

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

31. **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.

PRIOR TO FINAL OCCUPANCY

32. **Condominium Map**
The applicant shall record the condominium map as required by the City Engineer.

33. **Landscape and Irrigation Installation**
All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer. Provide a landscape 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.

34. **Signage and Lighting Installation**
The applicant shall install all required signage and on-site lighting per the approved plan.

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

36. **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. **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.

38. **First Street Sidewalk Replacement**
The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street and Lyell Street as shown on the approved plans and as directed by the City Engineer.

39. **New ADA Ramps and Crosswalks**
The applicant shall provide two new ADA ramps and crosswalk stripping per the City standards on First Street on the north side of the intersection with Lyell Street, on Lyell Street at the intersection with First Street and on the alley where it connects with Lyell Street.

40. **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.

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

42. **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.

43. **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.

ATTACHMENT B

Applicant Materials

- Cover Letter
- Design Review Narrative
- Climate Action Plan Checklist
- Approved Story Pole Plan
- Story Pole Certification

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File No. 099999

February 4, 2019

VIA E-MAIL CHRISTOPHER.DIAZ@BBKLAW.COM

Mr. Christopher J. Diaz
City Attorney, City of Los Altos
Los Altos City Hall
1 North San Antonio Road
Los Altos, CA 94022

Re: 425 1st Street, Los Altos, California

Dear Mr. Diaz:

I write on behalf of the applicant for a proposed 20-unit residential development ("Project") located on an infill site at 425 1st Street ("Property") in the City of Los Altos ("City"). The Project complies with all applicable objective standards, as indicated by the lack of any statement by the City to the contrary in the "deemed complete" letter issued on January 31, 2019. The Project would meet the height limit and property setbacks, as well as the other objective standards provided in the City's Zoning Ordinance and other applicable planning documents. While the Project would provide on-site affordable units, it is not requesting and does not require a density bonus or waiver.

I write to request your help in explaining the Housing Accountability Act ("HAA") and its application to the Project to City decision-makers (and the public), including ensuring that each staff report for the Project includes text about the requirements of the HAA. To that end, the key requirements of the HAA and how it applies to the Project are outlined below, followed by a summary that could be used in Project staff reports.

1. The HAA Requires The City To Approve The Project At Its Proposed Density

The HAA applies to all residential development projects, not just affordable housing proposals. (*Honchariw v. County of Stanislaus* (2011) 200 Cal. App. 4th 1066, 1077.) "Housing development project" means, among other things, a use consisting of "[r]esidential units only." (Gov't Code § 65589.5(h)(2).) The Project would consist of only residential uses, providing a mix of market-rate and affordable units, and thus is a "housing development project" covered by the HAA. Further, as described below, the Project meets the City's applicable objective standards and policies, and would not have a specific adverse impact on public health

and safety. Therefore, the HAA forbids the disapproval of the Project or approval of the Project conditioned on lower density than proposed.

a. HAA's Purpose

The HAA addresses the state's "housing supply and affordability crisis of historic proportions." (Gov't Code § 65589.5(a).) The Legislature found that "[t]he excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing." (*Id.*) To combat this trend, the Legislature has enacted numerous laws, including the HAA (§ 65589.5).

The Legislature recently found that its original intent in enacting the HAA—"meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects"—has "not been fulfilled." (Gov't Code § 65589.5(a)(2)(K).) Accordingly, the Legislature enacted, and the Governor signed into law, a package of reforms that strengthen the HAA. (Ch. 368, Stats. 2017; Ch. 373, Stats. 2017; Ch. 378, Stats. 2017.) The state's recent lawsuit against Huntington Beach evidences the state's continued commitment to ensuring cities plan for and permit housing at all income levels. (Website of the Office of the Governor, *In the Face of Unprecedented Housing Crisis, California Takes Action to Hold Cities Accountable for Standing in the Way of New Housing* (Jan. 25, 2019), available at https://www.gov.ca.gov/2019/01/25/housing-accountability/.)

b. The HAA's Requirements

The HAA requires approval of housing development projects that meet applicable objective standards, even if they may not meet subjective criteria, absent a violation of quantifiable and objective health and safety standards. (*N. Pacifica, LLC. v. City of Pacifica* (N.D. Cal. 2002) 234 F.Supp.2d 1053, 1059–60, aff'd *N. Pacifica LLC v. City of Pacifica* (9th Cir. 2008) 526 F.3d 478.) Under the HAA, the City must determine whether a housing development project "complies with applicable, ***objective*** general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete." (Gov't Code § 65589.5(j)(1) [emphasis added].) If a housing development project so complies, the City ***cannot disapprove the project or approve it conditioned on lowering its density*** absent written findings, supported by a preponderance of the evidence, that the Project would have "a specific, adverse impact upon the public health or safety" and "[t]here is no feasible method to satisfactorily mitigate or avoid the adverse impact" except disapproval of the Project or approval conditioned on requiring lower density than proposed. (§ 65589.5(j) [emphasis added].)

As used in the HAA, a "specific, adverse impact" means "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health

or safety standards, policies, or conditions as they existed on the date the application was deemed complete." (*Id.*) The Legislature has found that "conditions that would have a specific, adverse impact upon the public health and safety . . . arise infrequently." (§ 65589.5(a)(3).) Notably, not all CEQA impacts would qualify as impacts that allow the City to deny or condition a project's approval on lower density that complies with applicable objective standards. For example, an aesthetic impact under the California Environmental Quality Act ("CEQA") can be based on a finding that a project would be out of character with surrounding development because it is taller or denser then that development. Such an impact is not quantifiable or objective and does not implicate public health or safety, and thus is not the type of impact recognized by the HAA as authorizing denial of a project or approval conditioned on lower density.

c. HAA's Relationship to CEQA

The HAA and CEQA are state laws that must be harmonized in a way that gives full force and effect to each. (See *Wollmer v. City of Berkeley*, (2011) 193 Cal.App.4th 1329, 1347–50.) CEQA states that a lead agency may "exercise only those express or implied powers provided by law other than [CEQA]." (Pub. Res. Code § 21004.) Thus where the HAA restricts the scope of a city's authority to reduce the size of a proposed project, a city cannot require such reductions to minimize environmental impacts under CEQA. (See *Sequoyah Hills Homeowners Ass'n v. City of Oakland* (1993) 23 Cal.App.4th 704, 714–16 [holding a lead agency was not required to consider a lower-density alternative under CEQA because it was legally infeasible pursuant to the HAA].)

d. HAA's Penalties

The HAA imposes stiff penalties for failure to comply with its requirements. Under the HAA, the project applicant, people eligible to live in the proposed project, or a housing organization all have standing to sue a city for impermissibly denying or conditioning a project. (Gov't Code § 65589.5(k)(1)(A).) If a court finds a city violated the HAA, the court must issue an order compelling that city to comply with the HAA within 60 days. (*Id.*) The court also "shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes" of the HAA. (*Id.*; see § 65589.5(k)(2) [must award attorneys' fees to a prevailing housing organization].) If the city fails to comply with the initial order within 60 days, the "court shall impose fines" of at least $10,000 per housing unit in the housing development project on the date the application was deemed complete and take further action to ensure the city complies with the HAA. (§ 65589.5(k)(1)(B), (C).) If the court finds a city acted in "bad faith" when illegally disapproving a housing development project or conditioning it on lower density, the court must multiply the fine by a factor of five. (§ 65589.5(l).)

e. Analysis: The City Must Approve The Project

The Project meets the City's applicable, objective development standards, including, but not limited to, height limit and property setbacks. In addition, there is no evidence

that the Project would have any impact on public health or safety. The Project would replace the Property's existing development, consisting of office uses and a surface parking lot. The Property is not contaminated and has adequate infrastructure to serve the Project. Further, the Project's traffic study concluded that the Project would have fewer peak hour trips (both morning and afternoon) than the existing use. Even if the Project would have impacts on health and public safety, which it would not, there is no evidence that such impacts could not be mitigated without reducing the size of the Project. Further, while the City must comply with CEQA, the City cannot use CEQA to negate the protections provided by the HAA. Therefore, the City must approve the Project with its currently proposed mass and height (i.e., density). Failure to do so would open the City up to litigation, fines, and the cost of its own and potentially petitioners' attorneys' fees.

2. Proposed Text Summarizing The HAA For Staff Reports

Because the HAA circumscribes the decision-makers' discretion regarding the Project, it is important that they understand its key points. We suggest including language similar to the following paragraphs in the Project's staff reports to ensure that the decision-makers understand the limits of their discretion when considering Project approval:

> The Housing Accountability Act is a state law intended to promote the production of housing to assuage the state's housing crisis. To that end, the state curbs cities' ability to exercise their discretion when considering housing development projects, including residential projects, under certain circumstances. In particular, a city cannot easily disapprove housing development projects that meet its applicable, objective general plan, zoning, and subdivision standards and criteria. Such standards exclude subjective standards, such as consistency with community or village character, and instead refer to standards that are clear and unambiguous, such as the maximum height listed in a zoning ordinance.
>
> Where a housing development project meets objective standards, the only situation where a city can disapprove it or approve it conditioned on making it smaller is if the city makes written findings supported by the preponderance of the evidence that the project would have "a specific, adverse impact upon the public health or safety" and "there is no feasible method to satisfactorily mitigate or avoid the adverse impact" except disapproval of the project or approval conditioned on requiring lower density than proposed. "Preponderance of the evidence" is a high legal standard. A finding that a project would not fit with a community's character is not a finding that would qualify as a specific, adverse impact on public health and safety. Notably, not all CEQA impacts are specific, adverse impacts on public health or safety, and CEQA does not preempt the Housing Accountability Act.
>
> If a city fails to comply with the Housing Accountability Act, it faces the risk of litigation, fines, and the need to pay the attorneys' fees of the petitioner or

plaintiff that sued the city. Fines begin at $10,000 per housing unit that should have been approved and increase from there.

3. Conclusion

The Project applicant is committed to take reasonable steps to address City concerns about the design of the building and similar subjective issues. Nevertheless, the Project applicant is worried that without a strong statement from you, the City decision-makers will not realize that under state law, it is forbidden to deny the Project or condition its approval on making it smaller than proposed. Accordingly, we seek your help in making sure City decision-makers are aware of the Housing Accountability Act and its application to the Project.

I look forward to working with you through the Project approval process. Please do not hesitate to contact me if you have any questions.

Sincerely,

Linda C. Klein

LXK

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DESIGN REVIEW NARRATIVE
FOR NEW DOWNTOWN DEVELOPMENT

Development Statement from Architect:

- *The building is heavily articulated on three sides with both vertical and horizonal undulations. On First Street, the three projecting gables follow the angle of the street as they step away from the Lyell Street intersection heading north. The upper floor is set back from the lower floors for additional relief. This is especially noticeable as the building turns the corner from First to Lyell Street where the third floor is pulled back and wrapped with a band of windows. All four corners of the building are accented with the same window treatment. The Alley elevation has a recessed central loggia on the top floor framed by gabled pavilions at either end which helps to break up the façade as well as the roofline. The majority of the north side of the building is 2 to 3 feet off the property line. Rather than a blank wall there are 5 "false windows" that match the look and feel of the other windows in the building. The center of the elevation is recessed from the property line to allow 6 "real windows" in secondary rooms.*
- *All the building's exterior walls are 8" thick to allow deep-set windows and dramatic shadow lines. The windows themselves are casements with true divided lights.*
- *The sloping tile roof forms a parapet around a well that hides the mechanical units and solar panels from the street or neighboring views.*
- *All parking is shielded from the public in a below-ground parking garage. Access to the garage is by a ramp off the alley at the northeast corner of the site. This is furthest corner of the property away from Lyell Street so as to cause the least interference with the intersection. As designed, the parking is in a three level mechanical puzzle that will call the cars up automatically with each space having a potential charger. In addition, the project will provide an alternative of a conventional two-level garage.*

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: *According to the Peer Review from Larry Cannon of the Cannon Design Group (the "Cannon Letter"), "The following applicable Zoning Code Sections, plans and guidelines apply to this review:*
Downtown Design Guidelines
Commercial/Multi-Family Design Findings (Zoning Code Section 14.78.060)
CD/R3 District Design Controls (Section 14.52.110)"

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

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: *According to the Cannon Letter, the project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with*

both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines.

Of course, many of the surrounding properties are proposed to be redeveloped at heights well in excess of the 35-foot proposed height of the project, and with flat roofs that allow the actual building to be taller (i.e. not measured to the midpoint of the roof – measuring the project to the flat part of the roof would make the building approximately 32.5-foot tall).

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: *As further discussed below, the design team focused on designing the building from outside to inside, which included articulating the building from a pedestrian and vehicular perspective, both horizontally and vertically. There are a number of features that relate to a pedestrian scale, including the significant amount of publicly visible landscaping in the front and rear 10' setbacks (versus landscaping only located in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Building elevations have variation and depth, and avoid large blank wall surfaces. In addition, the significant setbacks of the 3rd floor, the balconies on the 2nd and 3rd floor, and the exterior stairway along Lyell, create variation and depth. In addition, the balcony and window elements, the entries on both public streets, and the open stairway along Lyell, together combine to signal habitation.*

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 proposed materials and finishes are consistent with the highest quality materials and finishes of the newer residential buildings in downtown. The palette is smooth stucco, wood, stone, tile, custom wrought iron. According to the Cannon Letter, "The materials palette is consistent the newer residential buildings in downtown." The contrasting colors will create visual interest and a feeling of high –quality. Please see Sheet A4.3 and Sheet A7.0 for images of the planned materials and colors.*

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: *There are a number of features which relate to a pedestrian scale, including the significant amount of publicly visible landscaping in the front and rear 10' setbacks (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.*

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

RESPONSE: *As a residential building, signage will be limited to "425 First Street". The location, font and size will be provided to the City for Staff review at a later date.*

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: *The 5-foot tall parapet wall will completely shield the solar panels and the air-conditioning units 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: *The trash and utility rooms are located in the below ground parking garage. The trash bins will be brought up by a "concierge trash service" to a trash pad located in the building setback area along the alley for collection by the trash company on trash collection days, and returned to the trash room in the below ground parking garage the same day.*

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: *According to the Cannon Letter, the project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines.*

      In addition, the significant setbacks of the 3rd floor, the balconies on the 2nd and 3rd floor, and the exterior stairway along Lyell, create variation and depth. In addition, the balcony and window elements, the entries on both public streets, and the open stairway along Lyell, together combine to signal habitation.

   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: *As noted above, according to the Cannon Letter, the project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines.*

      In addition, the significant setbacks of the 3rd floor, the balconies on the 2nd and 3rd floor, and the exterior stairway along Lyell, create variation and depth. In addition, the balcony and window elements, the entries

on both public streets, and the open stairway along Lyell, together combine to enhance how the project is perceived on a human scale.

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: *As noted above, there are a number of features which relate to a human scale, including the significant amount of publicly visible landscaping in the front and rear 10' setbacks (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors. In addition, the significant setbacks of the 3rd floor, the balconies on the 2nd and 3rd floor, and the exterior stairway along Lyell, create variation and depth. In addition, the balcony and window elements, the entries on both public streets, and the open stairway along Lyell, together combine to enhance how the project is perceived on a human scale.*

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

   RESPONSE: *As noted above, the 5-foot tall parapet wall will completely shield the solar panels and the air-conditioning units 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: *The wood / metal clad windows are inset by at least 3". Please see Sheet A4.3.*

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

   RESPONSE: *Both the primary access (First Street – center) and the secondary access (Lyell Street – center) are directly to 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:

1. The project location as an entry, edge, or core site; *[Not applicable.]*
2. The ability to contribute to the creation of open space on-site or in designated areas; *[As noted above, 10' front and rear setbacks create open space onsite.]*
3. Enhancement of the pedestrian environment through the use of pathways, plantings, trees, paving, benches or other amenities; *[As noted above, there are a number of features which relate to a pedestrian scale, including the significant amount of publicly visible landscaping in the front and rear 10' setbacks (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.]*
4. Building facade improvements including, paint, signage, service areas, windows and other features; *[As noted above, according to the Cannon Letter, the project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines.]*
5. On-site or off-site parking improvements; *[All parking is below ground.]*
6. Public or private landscape improvements. *[As noted above, there are a number of features which relate to a pedestrian scale, including the significant amount of publicly visible landscaping in the front and rear 10' setbacks (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.]*

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

RESPONSE: *The window and door glass on entire building, including the ground floor, will be transparent. The ground floor is solely residential units.*

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: *Not applicable. Please note that the project added an exterior stair on the Lyell Street side solely for visual interest.*

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: *As noted above, the 5-foot tall parapet wall will completely shield the solar panels and the air-conditioning units 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: *The parking is underground. There is no adjacent parking lot.*

5.1.2 Provide pedestrian linkages between street front sidewalks and building entries

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

RESPONSE: *The primary building entry faces First Street (and the secondary building entry faces Lyell Street).*

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: *As noted above, there are a number of landscape, landscape planters, street furniture and enhanced pedestrian walkways that enhance the pedestrian experience along the First Street and Lyell Street frontages. These features, which relate to a human scale, include the significant amount of publicly visible landscape / landscape planters in the front (and the rear) 10' setbacks. Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.*

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: *Not applicable. Below ground parking.*

5.1.5 Provide pedestrian walkways through large parking lots

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

RESPONSE: *Not applicable. Below ground parking.*

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: *As noted above, there are a number of landscape, landscape planters, street furniture and enhanced pedestrian walkways that enhance the pedestrian experience along the First Street and Lyell Street frontages. These features, which relate to a human scale, include the significant amount of publicly visible landscape / landscape planters in the front (and the rear) 10' setbacks. Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.*

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: *As noted above, the building is set back the required 10' from the front and rear property lines. Also, as noted above, there are a number of features that integrate the ground floor residential use with the streetscape, and which relate to a human scale. The soft landscaping is the required 60% minimum in the front setback, and includes a significant amount of publicly visible landscape / landscape planters (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.*

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

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:

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. *[Not applicable]*
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. *[Not applicable]*

According to the Cannon Letter, the project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines.

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.

RESPONSE: *As noted above, the building is set back the required 10' from the front and rear property lines, which areas contain substantial landscaping. The soft landscaping is the required 60% minimum in the front setback, and includes a significant amount of publicly visible landscape / landscape planters (versus only in privately visible front and rear yards in many similar projects constructed or proposed along First Street). Please see Sheet L1.01 and Sheet L2.01 for images of the planned materials and colors.*

5.3.1 Provide substantial landscaping adjacent to residential neighborhoods

RESPONSE: *Not applicable.*

5.3.2 Landscape Foothill Expressway edges with shrubbery and trees

RESPONSE: *Not applicable.*

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 or- chard 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.

RESPONSE: *Not applicable. Below ground parking.*

5.3.4 Add street trees along all parcel street frontages

RESPONSE: *Twelve (12) 24-inch box trees (minimum) will be installed on the three street frontages – First Street, Lyell Street, and the alley between First Street and Second Street.*

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: *There will not be any "ground signs" or "freestanding signs". As a residential building, signage will be limited to "425 First Street". The location, font and size will be provided to the City for Staff review at a later date.*

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality

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www.illingworthrodkin.com *illro@illingworthrodkin.com*

M E M O

Date: October 4, 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.
429 East Cotati Avenue
Cotati, CA 94931

RE: Los Altos Climate Action Plan Best Management Practice Checklist

SUBJECT: Compliance with the Los Altos CAP Job#18-142

This memo addresses the Los Altos Climate Action Plan Best Management Practice Checklist for the mixed-use project at 425 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 one level of below grade parking and three levels of residential. The project would construct 20 dwelling units and provide 32 parking spaces. This infill project would replace the existing commercial site. 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. 111 or mmcnamara@illingworthrodkin.com.

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.
☐	Connect to and include non-motorized infrastructure on-site.	Nonresidential projects greater than 10,000 square feet	**N/A** the project is residential.
☑	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 is all residential
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	**N/A,** the project will not offer public parking so EV spots are not required. However, 20% of the CityLift parking stalls are estimated to be for EV vehicles.
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 construction.
3.2	**Conserve Water**		
☑	Reduce turf area and increase native plant landscaping.	All new construction	**Yes,** to the greatest extent possible. See below*
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 a common social area with benches surrounded by planters and trees on the ground-level
	Establish a carbon sequestration project or similar off-site mitigation strategy.	Residential or nonresidential projects greater than 10,000 square feet	**N/A**, see below**
☑	Plant at least one well-placed shade tree per dwelling unit.	New residential construction	**YES**, to the greatest extent possible. See below***
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

* 3.2 Reduce turf area and increase native plant landscaping

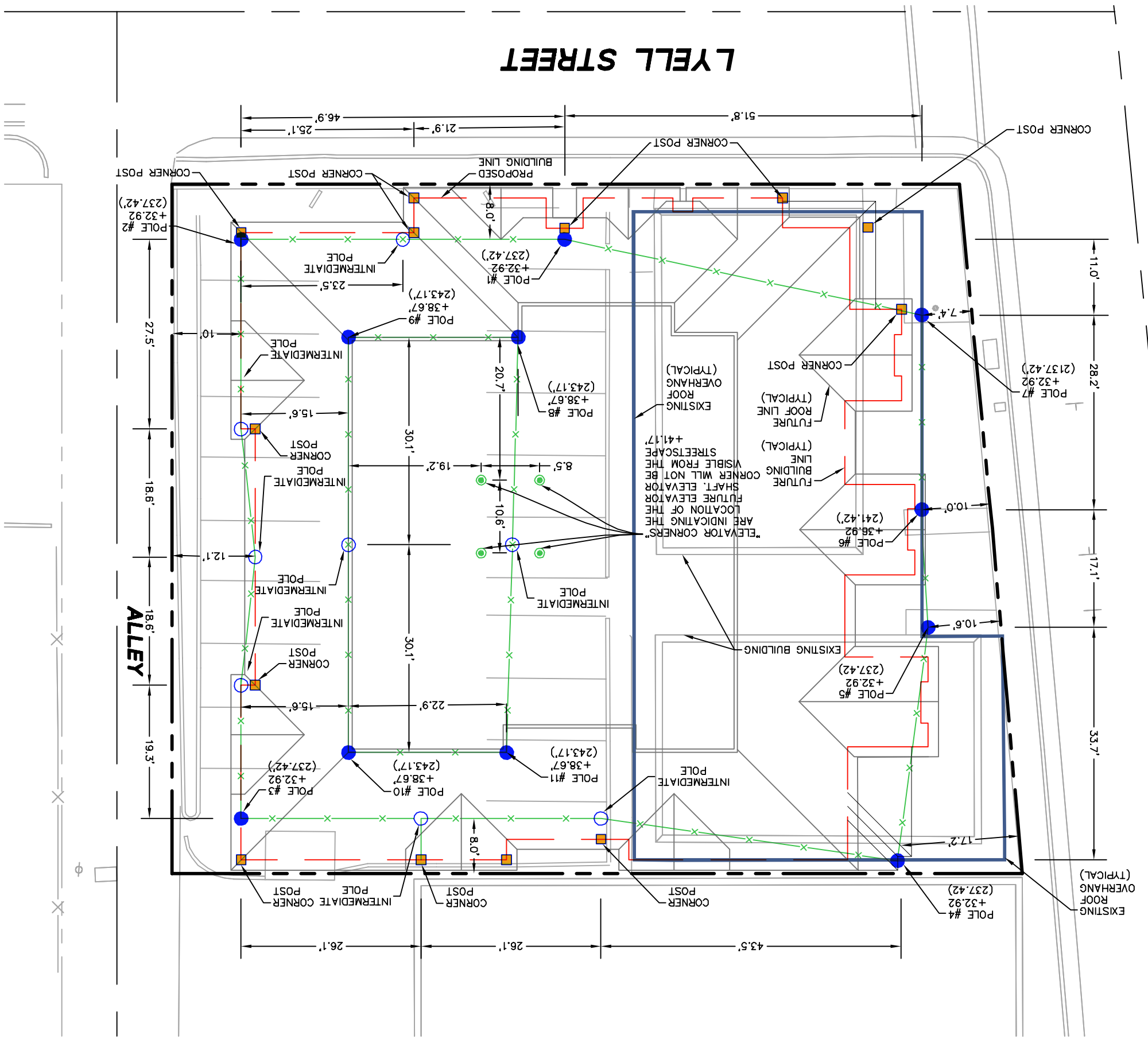
No turf is proposed for the site landscape. All planting will be native or similar climate appropriate water conserving species in raised planters and on-grade planting areas. These planters will be filled with shrubs, grasses, and groundcover to increase the amount of vegetation on site. All planting and irrigation will be in compliance with Los Altos Model Water Efficient Landscape Ordinances. Street trees will be in accordance with City of Los Altos Street Tree requirements and approved by the city arborist

**4.1 Establish a carbon sequestration project or similar off-site mitigation strategy

N/A, this is a residential infill project that will replace existing commercial buildings . The traffic study concluded that the change into a residential site will not have any new vehicular impacts. It is unlikely then that a carbon sequestration mitigation strategy is necessary due to the low impacts of the project.

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

Yes, Although the 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. The project would incorporate 9 trees around the perimeter of the building.



425 1ST STREET
STORY POLE EXHIBIT

LOS ALTOS

SAN MATEO COUNTY

CALIFORNIA

BKF
Engineers | Surveyors | Planners
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- STREET CENTER LINE
- INTERMEDIATE POLE– SEE NOTE 2
- BUILDING CORNER POST
- STORY POLE LOCATION
- ELEVATOR POST
- POLE NUMBER AND HEIGHT OF POLE (XX.XX') — POLE #1 +XX.XX'
- EXISTING ROOF OVERHANG LINE
- FUTURE BUILDING LINE
- STRING WITH FLAGS

GENERAL NOTES

1. STORY POLE HEIGHTS ARE BASED ON THE FUTURE FINISHED FLOOR ELEVATION OF 204.5.
2. "INTERMEDIATE POLE" INDICATES THAT A STORY POLE IS TO BE PLACED AT THE SAME HEIGHT AS THE NEXT ADJACENT POLE. THEY ARE PLACED TO SPAN POLE–TO–POLE RUNS THAT ARE GREATER THAN 35–FEET.
3. POLES 4–7 ARE LOCATED WITHIN LANDSCAPE AREA AND ARE ATTACHED TO EITHER THE ROOF OVERHANG OR BUILDING.
4. STORY POLE HEIGHTS ARE FROM THE AVERAGE GRADE OF THE HIGHEST SIDE OF THE PROPERTY IN ACCORDANCE WITH THE CITY'S HEIGHT REGULATIONS. THE BUILDING MEETS THE CITY'S HEIGHT REGULATIONS AND WILL BE 35'–0" TO THE MIDPOINT OF THE ROOF

REFERENCE ELEVATION

2–1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS06103, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET.

ELEVATION = 193.13 FEET BASED ON CITY OF LOS ALTOS DATUM.

No.	Revisions

Date: 3/4/2019
Scale: 1:16
Design: JB
Drawn: EA
Approved:
Job No: 20180994

Drawing Number:

EX–1

OF

DRAWING NAME: K:\2018\180994_425 First St_Los Altos\ENG\EXHIBITS\STORY POLE\STORY POLE EXHIBIT.dwg
PLOT TIME: 03-Oct-19
PLOTTED BY: berj

BKF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

Date: 4/1/2019 **BKF Job Number: 20180994**

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

From: BKF Engineers

Subject: 425 First Street- Story Pole Certification

To Whom It May Concern,

After visual observation and field measurements performed on-site at 425 First Street in Los Altos, the location of the story poles that were installed on or around March 27th, 2019 are in general conformance with the Story Pole Exhibit dated 3/4/2019.

This letter specifically excludes the following 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

MINUTES OF A STUDY SESSION OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, AUGUST 16, 2018 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

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

STAFF: Community Development Director Biggs and Planning Services Manager Dahl

ITEMS FOR CONSIDERATION/ACTION

1. **18-PPR-04 – Dutchints Development, LLC – 5150 El Camino Real**
   Design Review Study Session for a new multiple-family development. The proposal includes 24 three-story townhouse units in the rear of the site and 172 condominium units in two five-story buildings along El Camino Real with one level of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl presented the staff report and answered questions.

Project architect Chek Tang presented the project and landscape architect Curt Culver answered questions.

Public Comment
Resident William Shea Heath, representing 29 nearby property owners who ceded their time to him, stated that he wants to work with staff and the applicant to address concerns; concerns included the five-story height, traffic impacts during peak hours, parking ratio of only 1.4 spaces per unit will result in overflow parking impacts on the neighborhood; building may block sun and requested a shadow study, better detail on the proposed landscape screening; construction noise and impacts to the neighborhood and the project doesn't solve the City's affordable housing plan.

Resident and HOA Board Member of 5100 El Camino Real, Karen Bleadon, noted that five stories is very imposing, a shadow study needs to evaluate potential impacts, overflow parking will impact neighborhood and there is already a lot of construction along this section of El Camino Real.

Resident and owner at 5100 El Camino Real, Claude Nagamine, said there should be two parking spaces provided per unit to avoid overflow parking impacts on Distel Circle, and the parameter driveway is too close to the building at 5100 El Camino Real.

Resident and former Planning Commissioner, Jon Baer, noted that the design is not very rustic or "Los Altos", that neighbors shouldn't have to bear the burden of affordable housing, and the trees along the rear won't provide proper screening.

The Commission discussed the project and provided the following comments:

- Commissioner McTighe:
  - Concerned with the amount of stucco being used; should look for alternatives;
  - The design has improved with a better rhythm;
  - Need to look at preserving as many existing trees as possible;
  - Need better detail on the landscape area adjacent to 5100 El Camino Real;
  - Consider shared parking agreement with adjacent commercial site;

- Noted that traffic study needs to evaluate intersection circulation; and
- Provide more details on the townhouse elevations.

- Commissioner Bodner:
  - Concerned about the quality of the green space on the site and wants more community space because there are no nearby parks;
  - Propose larger new trees species and provide bigger specimen trees;
  - Improve the sense of arrival;
  - Has an appropriate look/feel for the El Camino Real corridor;
  - Incorporate a more rustic design in the townhomes;
  - Concerned about wide fire truck access road, but does create much bigger buffers; and
  - Wants to better understand the BMR placement and make sure they are evenly distributed.

- Commissioner Enander:
  - Development is improving;
  - Concerned about landscaping;
  - How many kids will be living here – get projections;
  - How many cars will this project really have – poll adjacent projects;
  - Work with Caltrans to improve the signal at the intersection;
  - Do a shadow study – could be a huge impact on 5100 El Camino Real;
  - The developer and neighbors should continue talking;
  - Needs to be able to visualize the project's appearance and wants realistic views from the reas yards along Casita Way and from 5100 El Camino Real;
  - Look at using native trees; and
  - Too much use of stucco.

- Commissioner Meadows:
  - Architect has listened, and design has improved;
  - Supports solutions-oriented approach of the neighbors;
  - The exceptions/waivers need to be clarified;
  - Consider extending the underground garage under the townhouses or other ways to increase onsite parking; and

- Vice-Chair Samek:
  - Agreed with Commissioner Bodner's comments;
  - Project needs more green space opportunity and more landscape buffer along the side facing ground floor units;
  - Main entry looks too commercial;
  - Colors have improved;
  - There is still more room to improve the materials;
  - Nice work overall; and
  - A 47.5-foot setback adjacent to 5100 El Camino Real is significant.

- Commissioner Lee:
  - Concerned about traffic;
  - Need to evaluate shade/shadow impacts;
  - Look at the quality of the courtyard spaces;
  - Will be a very tall volume along El Camino Real – not confident that articulation is enough;
  - Not very Los Altos – design is slightly chaotic, think more calm and understated;
  - Look at the side elevations; and
  - Look at ways to soften the massing.

- Chair Bressack:
  - Look hard at the livable and usable green space;
  - Not concerned about shadows – part of urban living;
  - Fire road is a great buffer on the sides;
  - Need street level renderings;
  - Improve the sense of arrival;
  - Better define materials and detail how stucco will be finished;
  - Stone is missing and would be a nice addition;
  - Volume could be better sculpted, but does a reasonable job as designed;
  - Provide window details – add depth; and
  - Concerned about the parking ratio.

2. <u>18-PPR-05 – Jeff Warmoth – 425 First Street</u>

Design Review Study Session for a new multiple-family development at the corner of First Street and Lyell Street. The proposal includes 20 condominium units in a three-story building with one level of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl introduced the project.

Property owner/applicant Jeff Warmoth presented the project, stating that it meets all applicable standards, there are no incentives being requested, and a smaller unit mix is more affordable by design.

Project architect Richard Handlen stated that the design is a simple Mediterranean style of architecture and the colors will be more defined later in the process.

<u>Public Comment</u>
Resident and former Planning Commissioner, Jon Baer, expressed concern over the vague nature of the proposal, appears to be a mediocre design that needs to clarify proposed exterior details and materials.

Resident of 396 First Street, Paul Frattini, expressed concern about the impact of the new building on the views from his unit, will be one of many projects proposed on First Street, needs to look at the cumulative impacts for traffic, and had concern about construction impacts.

The Commission discussed the project and provided the following comments:

- Commissioner Bodner:
  - Project design can do better
  - Provide higher quality materials;
  - Better window pattern/variety;
  - Roofline needs work; and
  - Better landscaping detail.

- Vice-Chair Samek:
  - Hates design;
  - Minimal details and no articulation; and
  - Nothing redeeming about the design – need to start over.

- Commissioner Meadows:
  - Not enough information to comment on at all; and
  - A higher density would be interesting to explore in later iterations of the plan.

- Commissioner McTighe:
  - Consider a design that is modeled after 467 First Street and the Packard buildings; and
  - This building is not well defined.

- Commissioner Enander:
  - Not a high-quality design – needs to improve;
  - Need to decrease bulk/mass;
  - Look at minimizing height of parapets; and
  - More attention on the Lyell Street elevation.

- Commissioner Lee:
  - Virtually no information about how the building relates to the street;
  - Need to better understand adjacencies;
  - Not specific to Los Altos in design;
  - Style demands a very high level of composition and detail;
  - Symmetrical composition not the best solution for a design that is compatible with the First Street context;
  - Provide inspirational images to demonstrate exterior materials and details; and
  - The Lyell Street elevation is very important.

- Chair Bressack:
  - Likes idea of micro units;
  - Proportions are off;
  - Not good enough by far;
  - It's a cube;
  - Improve all elevations;
  - 396 First Street building doesn't fit in and expects better; and
  - Be careful with details – consider window alternatives.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Lee reported on the June 26, 2018 City Council meeting and Commissioner McTighe reported on the July 10, 2018 meeting. Commissioner Enander reported on the August 7, 2018 Special City Council meeting in which the City Council decided not to place a competing measure to the Citizens' Initiative on the ballot and instead directed staff to prepare a General Plan and/or Zoning Code Amendments.

POTENTIAL FUTURE AGENDA ITEMS

Chair Bressack asked to add the City's Story-Pole Policy to a future agenda to review and discuss duration of installation and aesthetic impacts.

ADJOURNMENT

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

Jon Biggs
Community Development Director

ATTACHMENT D

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, February 27, 2019 AT 7:00 PM AT THE LOS ALTOS CITY HALL-COMMUNITY CHAMBERS, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Wes Brinsfield, Stacy Banerjee, Randy Kriegh, Paul Van Hoorickx, Jaime Rodriguez (Interim Staff Liaison)

ABSENT: Nadim Maluf (Chair), Suzanne Ambiel (Vice-Chair), One Vacancy

PUBLIC COMMENTS

None

ITEMS FOR CONSIDERATION/ACTION

1. Minutes

   Commissioner Kriegh amended Minutes of January 23, 2019 Complete Streets Commission meeting, correct item number 3 to accurately reflect recommendation made set forth to the City Council. Commissioner Banerjee amended Minutes of January 23, 2019 Complete Streets Commission meeting, wrong Commissioner's name for a comment, correction on public comments not on the agenda section, missing inputs from Commissioners and residents regarding bicycle needs and school route needs on item number 2.

   Upon motion by Commissioner Banerjee, seconded by Commissioner Kriegh, the Commission approved the minutes of regular meeting on January 23, 2019, by the following vote: AYES:4, NOES: 0. ABSTAIN: 0. ABSENT: 0. Passed 4-0

2. 999 Fremont Avenue – New Mixed Use Building

   Consideration of a design review application for a new 1,614 square-foot two story building with three condominium units on the second floor, commercial space on the first floor, and grade level parking with mechanical lift parking system.

   Planning Services Manager Zach Dahl presented the application and answered Commissioner questions. Interim Staff Liaison Jaime Rodriguez answered additional question from the Commissioners regarding traffic impact and off-site improvements.

   Applicant representative Gregg Bunker presented the project and answered questions from the Commission.

   Comments from the Commission:

   - Questions regarding mechanical lift parking system functionality and clearance.
   - Adequacy of bicycle parking and storage on site.

- Sidewalk width on Miramonte Avenue.
- Intersection safety at A Street and Miramonte Avenue.

Public comments at the meeting:

- Good project, don't foresee any traffic issue rising.
- Bring attention to Loyola Corner Specific Plan regarding business impact on neighbors.
- Concerned with Miramonte Avenue as dangerous street for bikers and children.
- Concerned with driveway exit on Miramonte Avenue.

Upon motion by Commissioner Kriegh, seconded by Commissioner Van Hoorickx, the Commission recommended approval of the project to be presented to Planning Commission and City Council with the following recommendations:

- City to look into widening the width of sidewalk along the west side of Miramonte Avenue.
- Additional class II bicycle parking on site adjacent to Fremont Avenue.

Commissioner Banerjee amended motion for intersection safety improvement at A Street and Miramonte Avenue. Amendment retracted after discussion.

Passed 4-0

3. 425 First Street – New Multi-Family Residential Building
Consideration of a design review application for a new 11,894 square-foot three story residential building with 20 condominium units and underground parking garage.

Planning Services Manager Zach Dahl presented the application and answered Commissioner's questions.

Applicant representative Jeff Warmoth presented the application and answered questions from the Commission. Hexagon's Traffic Engineer representative Michelle Hunt answered additional question related to the Traffic Impact Analysis. The use of mechanical lift system for the parking structure is still under consideration.

Public comments at the meeting:

- Question to the City regarding future plan for Alley. Possibility to widen the street from the current 16-ft width. Traffic is blocked when delivery service trucks are stopped in the alley.

Comments from the Commission:

- Main and 1st Street not included in the Traffic Impact Analysis intersection study.
- Study was completed while school was out of session.
- Foothill expressway classified as bikeway in study.
- Questioning validity of some peak hour volume.

- Would like to see cumulative traffic impact study done in downtown.
- Alley to be turned into access street, widen from 16-ft to 20-ft.
- Would like City to work with applicant to widen sidewalk.

Upon a motion by Commissioner Banerjee, seconded by Commissioner Hoorickx, the Commission recommended approval of the development plan as presented. Commissioner Brinsfield amended motion recommending City staff to acquire 1-ft of easement from the applicant to widen the sidewalk.

Passed 4-0

4. VTA BPAC and Traffic Safe Communities Network
   Commissioner Brinsfield seeks recommendation for a new VTA BPAC representative from the Los Altos Community. The Commission has recommended Jim Fenton, a former Complete Streets Commissioner. City staff will reach out to Jim Fenton requesting his attendance to VTA BPAC as Los Altos representative.

   Commissioner Banerjee has volunteered to continue to attend Traffic Safe Communities Network meeting.

5. Homestead Road Safe Routes to School Project (County of Santa Clara Study)
   Interim Staff Liaison Jaime Rodriguez provided updates to the Homestead Road Safe Routes to School Planning Phase project. The project focuses on finding near-term improvements opportunities for the pursuit of future grant funding opportunities for construction. The project is funded through County Supervisor Simitian's office and is being managed by the County of Santa Clara – Roads & Airports Department.

   Staff presentation focused on Homestead Road-Vineyard Drive between Deodara Drive and Fallen Leaf Drive-Homestead Court. Concept plan line drawings presented by the County at the final community outreach meeting on 2-25-2019 were presented along with concept plan line drawings prepared by staff used to advise the count drawings. Staff presentation focused on:

   - Vineyard Drive (Deodara Drive to Foothill Expressway)
     This section is not currently a formal element of the project. Staff is pursuing opportunities to include this section so funding for recommended sidewalks and traffic calming measures can be included in the project.

   - Foothill Expressway & Homestead Road-Vineyard Drive
     This intersection will be a part of a future Foothill Expressway widening project between Homestead Road-Vineyard Drive and I-280 and is being funded by the 2016 Measure B half-cent sales tax. Concepts shown are for reference and inclusion in the future project and include the removal pork chop islands that allow free right turn movements and pedestrian-bicyclists enhancements.

- Grant Road-Homestead Road Triangle
  Project proposes extension of the Homestead Road multi-use path through the triangle and includes pedestrian-bicyclists pathway enhancements.

- Homestead Road-El Sereno Avenue-Chevron Dwy
  Staff is recommending that the project include a new northbound left turn lane for access into the Chevron driveway to help reduce queue impacts on northbound Homestead Road towards Foothill Expressway. This is not currently an element of the project but will be considered for inclusion in final city comments to the county on the project.

- Green Bikeway Treatments
  Project proposes separate pedestrian crosswalks and green bikeway pathways at each intersection along Homestead Road and green bikeway treatments in front of driveways.

- Traffic Signal at Homestead Road & Fallen Leaf Drive-Homestead Court
  The project currently proposes a new traffic signal at the intersection of Homestead Road & Fallen Leaf Drive-Homestead Court. In the interim before the traffic signal can be built, City staff will be pursuing authorization to add a 3rd flashing beacon sign at the intersection to supplement the existing two signs at the intersection for improved motorist visibility regarding pedestrian activity at the intersection.

A presentation to the City Council on this project is planned for April 9, 2019. No committee comments were provided as this was presented to the commission as an update item only.

Public comments at the meeting:

- Addressed significance for pedestrian and bicycling children safety for the project.

INFORMATIONAL ITEMS

6. Monthly Staff Report
   Interim Staff Liaison Jaime Rodriguez introduced Gaku Watanabe, new full-time staff in Engineering Division as an Assistant Civil Engineer.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Kriegh and Commissioner Banerjee provided comments regarding previous meeting item at Los Altos Avenue and W. Portola Avenue.

POTENTIAL FUTURE AGENDA ITEMS

- Annual work plan for year 2020
- Cumulative traffic impact study in Downtown and El Camino Real
- 1st Street streetscape
- VTA BPAC representative
- Cuesta Drive Traffic Calming

ADJOURNMENT

Commissioner Brinsfield adjourned the meeting at 10:02 PM

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: March 20, 2019

To: Mr. Jeff Warmoth, 425 First Street Los Altos, LLC.

From: Gary Black
Michelle Hunt

Subject: Traffic Impact Analysis for the Residential Development at 425 First Street in Los Altos, California

Hexagon Transportation Consultants, Inc. has completed a traffic impact analysis for the proposed residential development at 425 First Street in Los Altos, California (see Figure 1). The project would consist of a three-level residential building with 20 residential units including four studio, eight one-bedroom and eight two-bedroom units. The project proposes to demolish the existing 5,000 square-foot office building on the site. Vehicle access to the parking garage would be provided via a driveway on the alley behind the site (see Figure 2A). The parking would be provided in a two-level underground garage (see Figures 2B and 2C).

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

Scope of Study

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

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

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

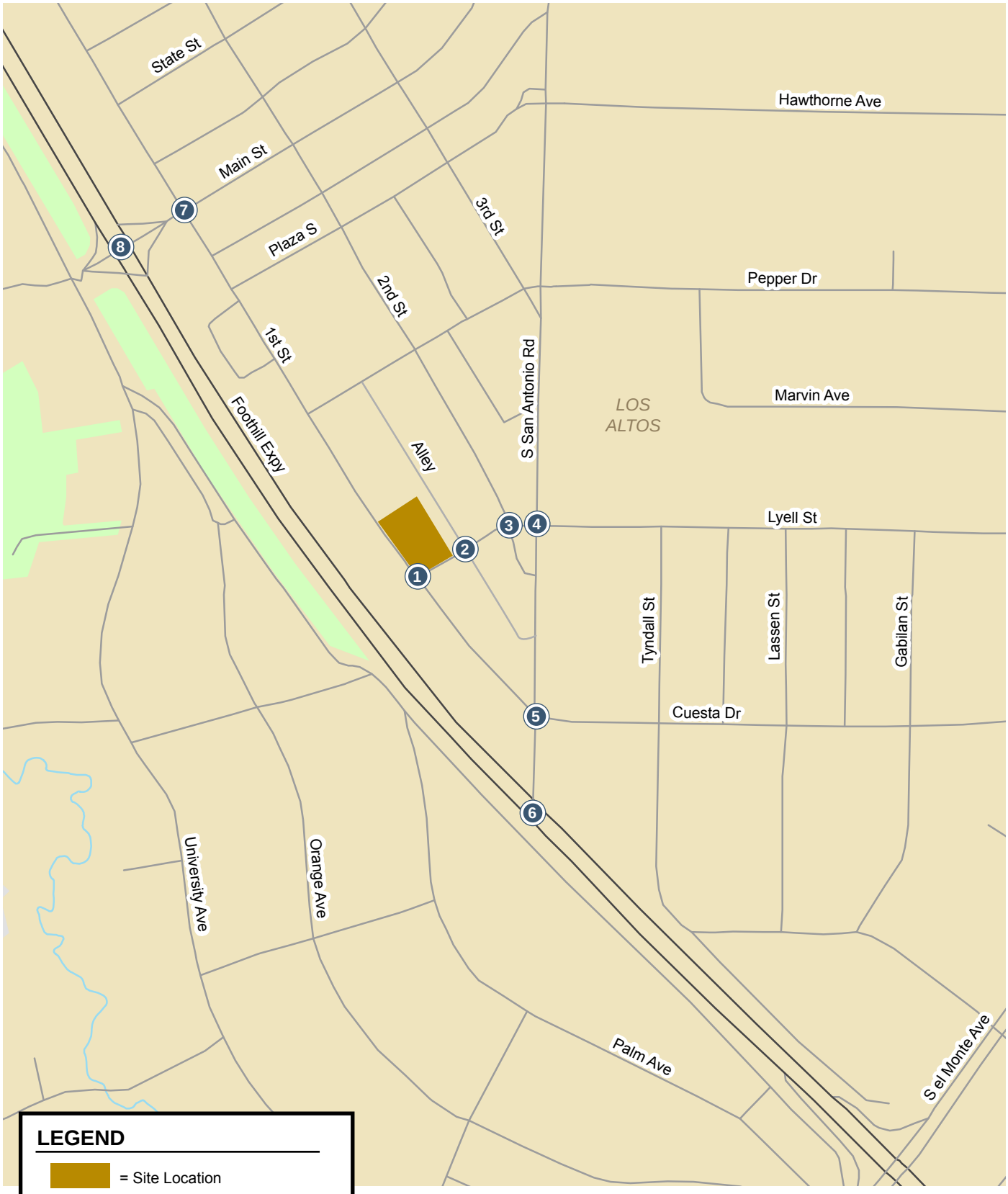
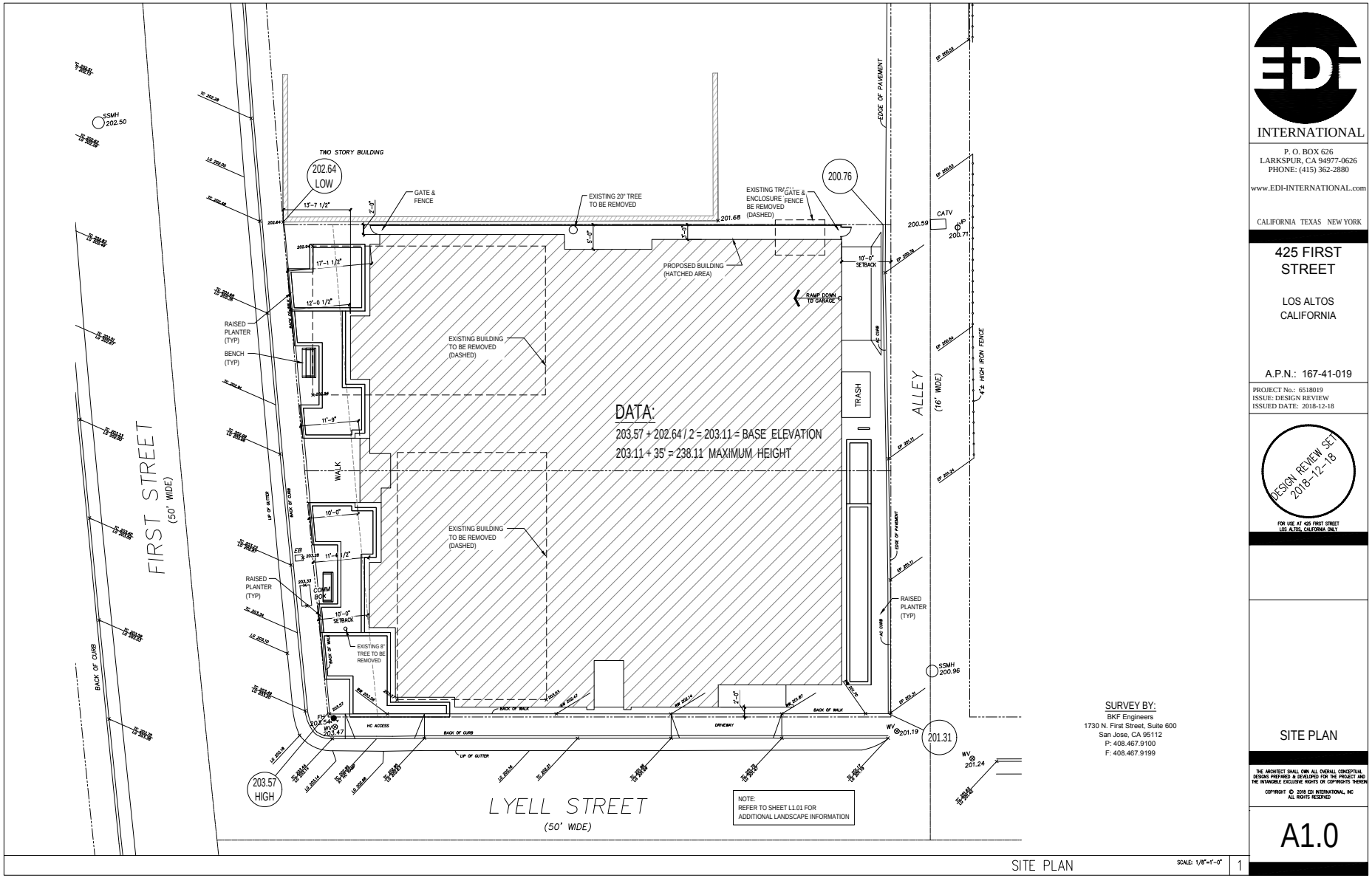


Figure 1
Site Location and Study Intersections



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425 FIRST STREET
LOS ALTOS
CALIFORNIA

A.P.N.: 167-41-019

PROJECT No.: 6518019
ISSUE: DESIGN REVIEW
ISSUED DATE: 2018-12-18

DESIGN REVIEW SET 2018-12-18
FOR USE AT 425 FIRST STREET LOS ALTOS, CALIFORNIA ONLY

SITE PLAN

A1.0

Figure 2A
Project Site Plan

NORTH
Not to Scale

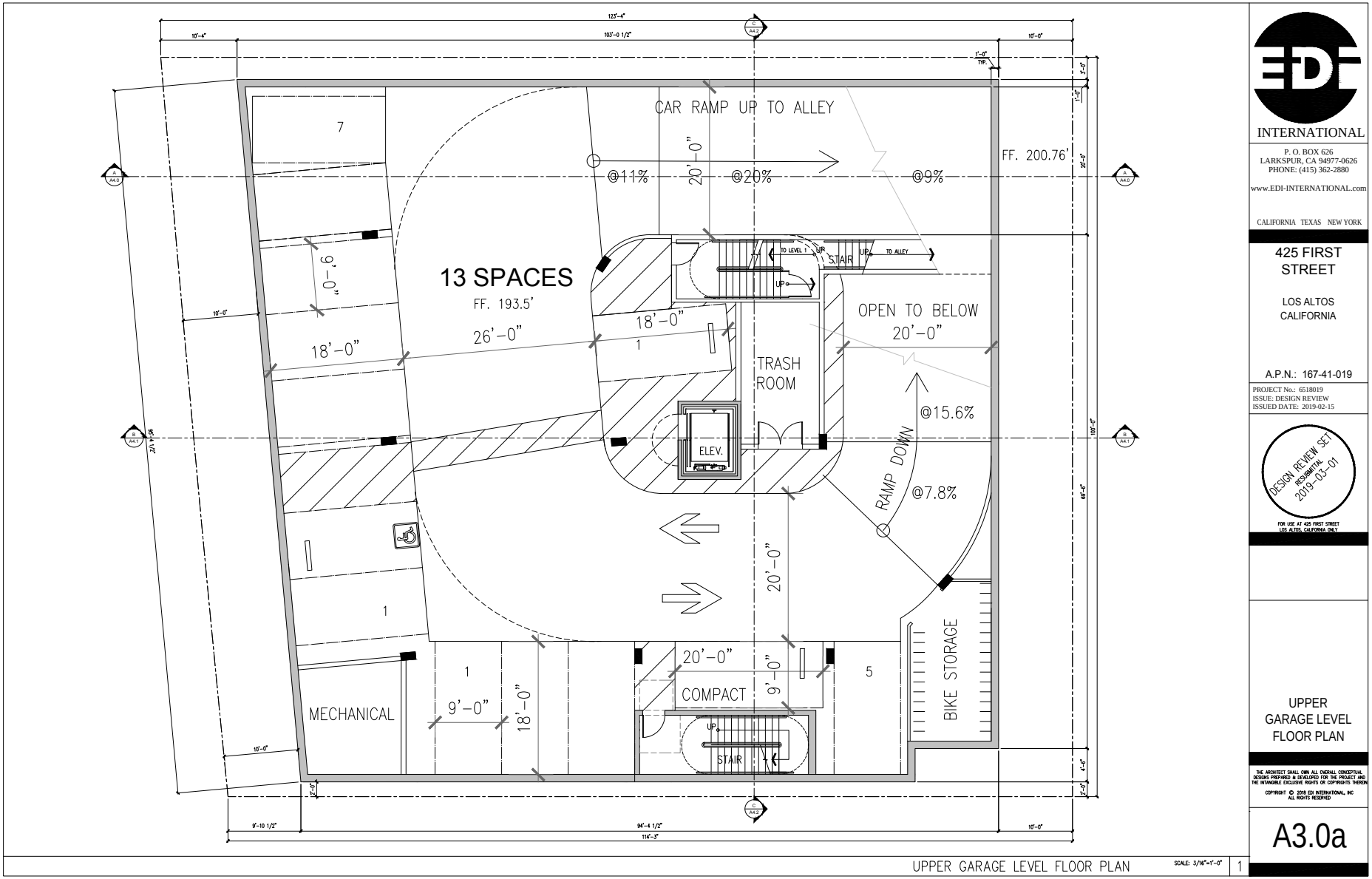


Figure 2B
Project Basement Level One Plan

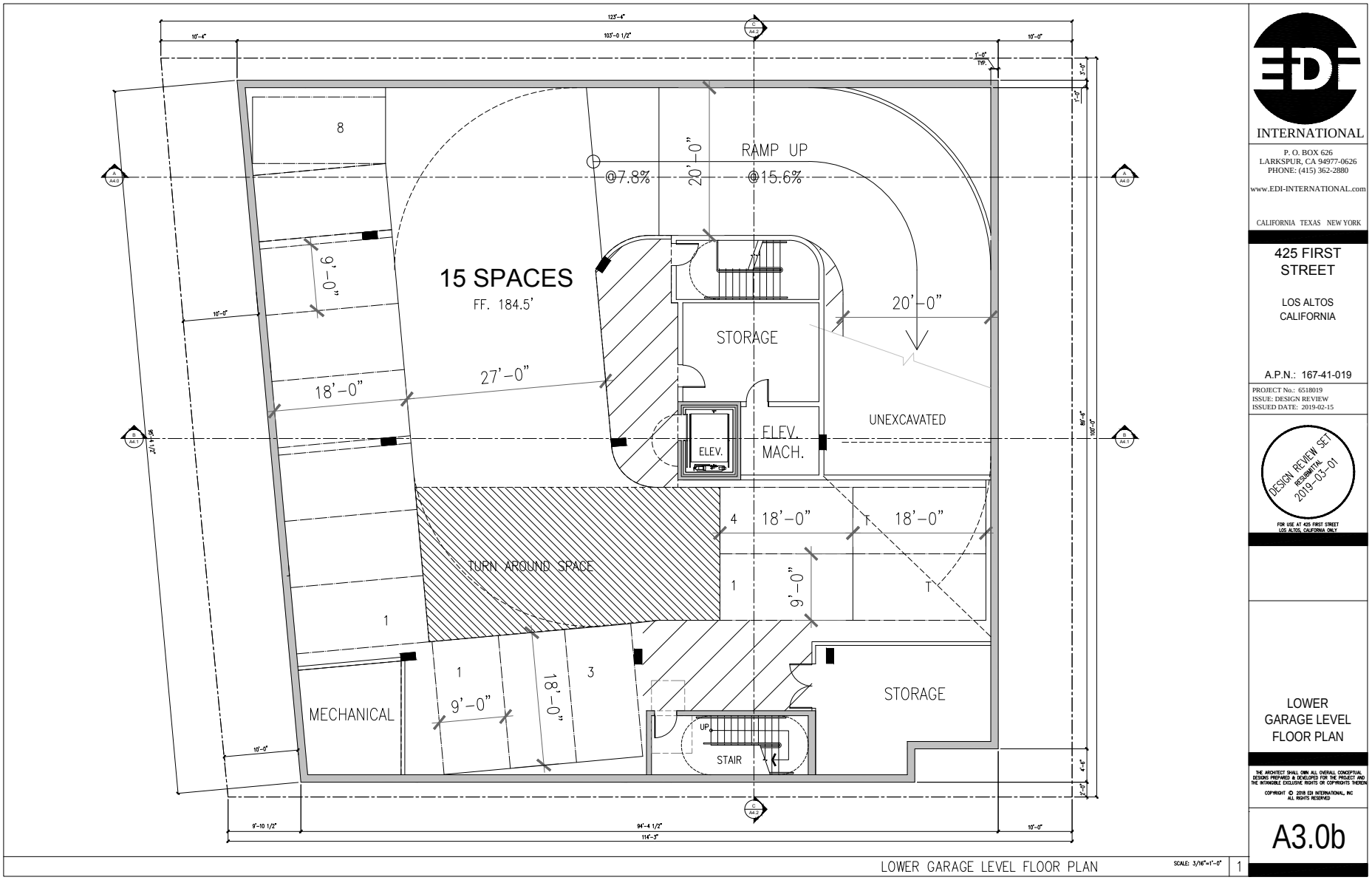


Figure 2C
Project Basement Level Two Plan

NORTH
Not to Scale

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing AM and PM peak-hour traffic volumes at study intersections were based on new traffic counts collected in June 2018 and March 2019. Because the June 2018 counts were conducted when schools were not in session, the volumes were increased by 10% to represent typical conditions. Existing AM and PM peak-hour traffic volumes at the CMP intersection were obtained from recent counts conducted in April 2017 and the 2016 CMP Annual Monitoring Report, respectively.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed development. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Methodology

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

Data Requirements

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

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

Analysis Methodologies

Signalized Intersection Levels of Service

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

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

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

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

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

Unsignalized Intersection Levels of Service

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

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

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

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

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

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

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

Significant Impact Criteria

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

City of Los Altos Signalized Intersections

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

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

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

CMP Signalized Intersections

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

Unsignalized Intersections

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

Existing Roadway Network

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

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

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

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

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

Second Street is a two-lane local street that runs parallel to and east of Foothill Expressway between Lyell Street and Edith Avenue. Second Street provides access to the project site via Lyell Street. Sidewalks are present on both sides of Second Street. The speed limit on Second Street is 25 mph.

Lyell Street is an east-west local street that extends eastward from First Street, through San Antonio Road, and ends in a cul-de-sac. It is two lanes wide and has discontinuous sidewalks. The project frontage has a sidewalk with on-street parking allowed. The speed limit on Lyell Street is 25 mph.

Alley. There is a two-way alley behind the project site that runs between Whitney Street and Lyell Street. The alley is approximately 16 feet wide and provides access to the backs of the buildings along First and Second Street. The project is shown to have its driveway on the alley.

Intersection Lane Configurations and Traffic Volumes

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

Existing peak-hour traffic volumes were obtained from new turning-movement counts conducted in June 2018 while schools were not in session. The traffic counts from June 2018 were factored by 10% to represent the school year. In response to comments by the City's Complete Streets Commission, intersection counts were conducted again in March 2019, while schools were in session. As a conservative approach, Hexagon took the higher count between the two counts for intersection analysis. Existing AM and PM peak-hour traffic volumes at the CMP intersection were obtained from recent counts conducted in April 2017 and the 2016 CMP Annual Monitoring Report, respectively (see Figure 4). New intersection turning-movement counts conducted for this analysis are presented in Appendix A. Traffic volumes for all components of traffic are tabulated in Appendix C.

Existing Intersection Levels of Service

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

Table 3
Existing Intersection Level of Service Summary

Study Number	Intersection	Control	Peak Hour	Count Date	Avg Delay (sec/veh)	LOS
1	First Street and Lyell Street	Two-Way Stop	AM	03/12/19	10.0	A
	(Unsignalized Intersection)		PM	06/12/18	12.8	B
2	Alley and Lyell Street	Two-Way Stop	AM	06/12/18	8.7	A
	(Unsignalized Intersection)		PM	03/12/19	8.7	A
3	Second Street and Lyell Street	Two-Way Stop	AM	06/12/18	10.1	B
	(Unsignalized Intersection)		PM	06/12/18	9.5	A
4	San Antonio Road and Lyell Street	Two-Way Stop	AM	03/12/19	25.9	D
	(Unsignalized Intersection)		PM	06/12/18	25.0	D
5	San Antonio Road and First Street/Cuesta Drive	Signal	AM	03/12/19	23.7	C
			PM	06/12/18	20.5	C+
6	San Antonio Road and Foothill Expressway*	Signal	AM	04/18/17	10.3	B+
			PM	01/31/17	56.4	E+
7	First Street & Main Street	Signal	AM	03/12/19	19.2	B-
			PM	03/12/19	19.9	B-
8	Foothill Expressway & Main Street *	Signal	AM	03/12/19	20.9	C+
			PM	10/06/16	23.0	C+

Note: For two-way stop controlled intersections, the average delay and LOS is reported for the worst approach.
* Denotes a CMP designated intersection

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

San Antonio Road between Foothill Expressway and First Street

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

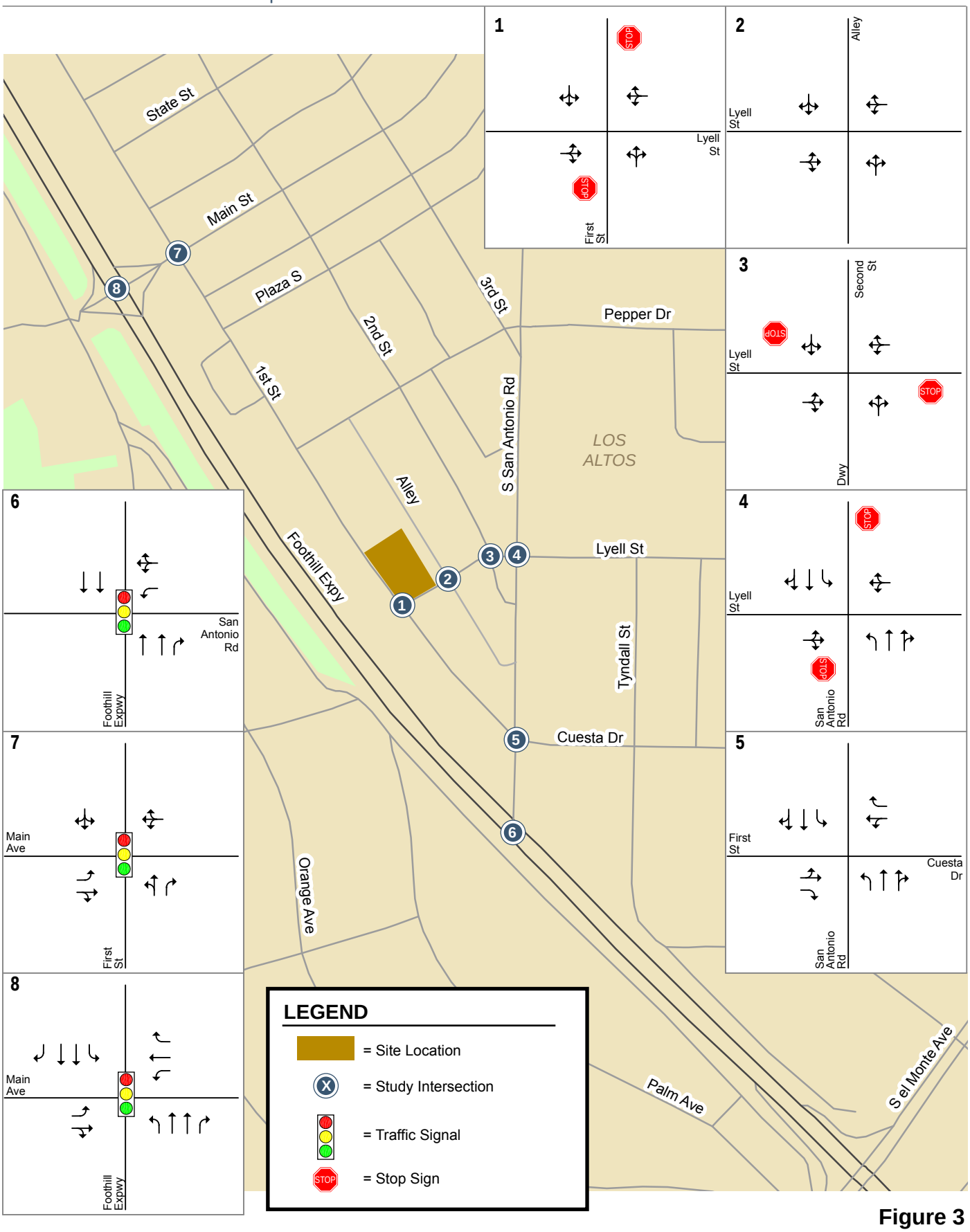


Figure 3
Existing Lane Configurations

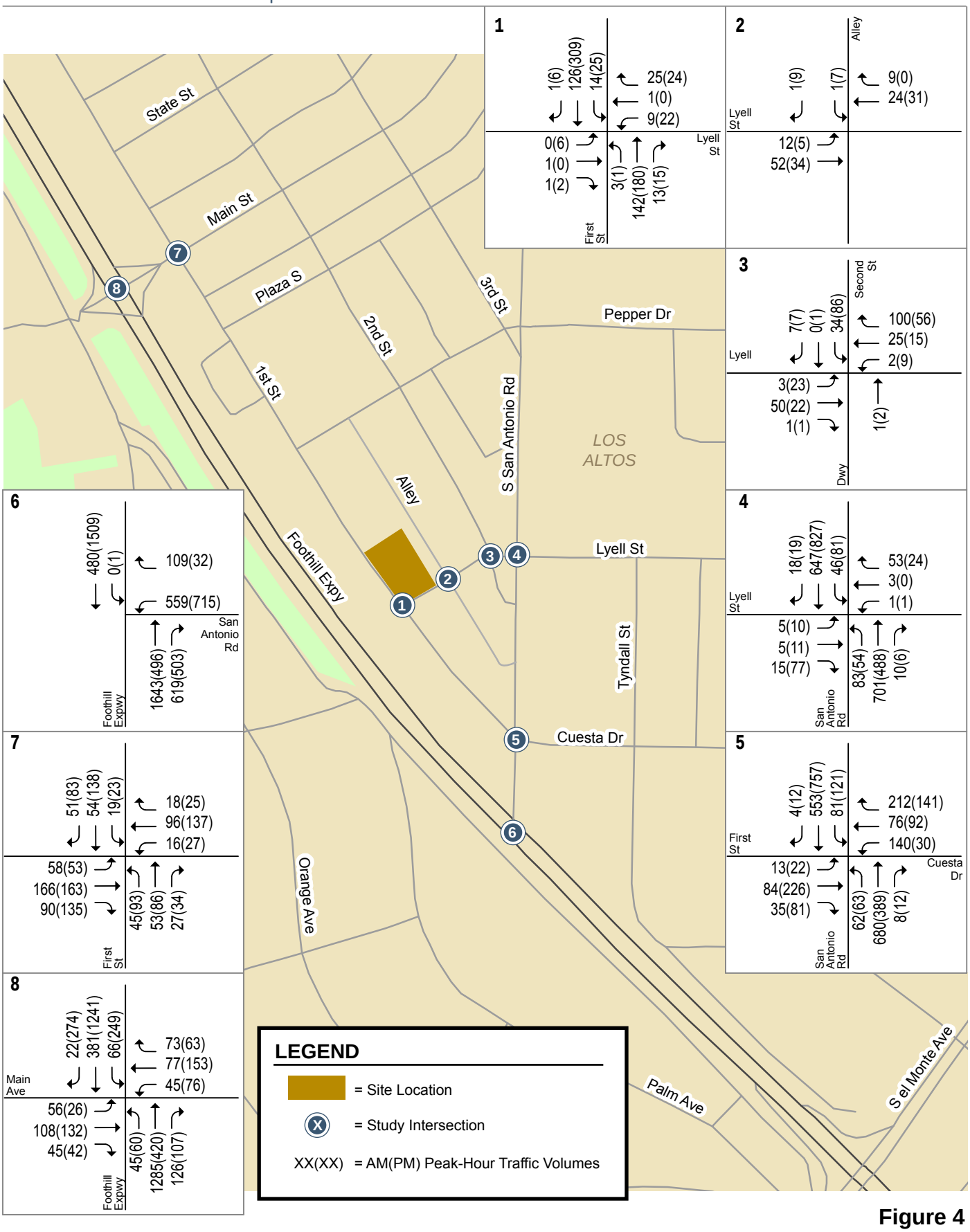


Figure 4
Existing Traffic Volumes

NORTH
Not to Scale

Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th Edition* (2017) were used for this analysis. The rates published for Multifamily Housing – Low-Rise (Land Use 220) were used to estimate the trips generated by the proposed multifamily dwelling units. Based on these rates, the proposed project would generate 146 daily trips with 9 trips during the AM peak hour and 11 trips during the PM peak hour (see Table 4).

The magnitude of traffic that is being generated by the existing businesses on the site was estimated based on trip generation rates for Small Office Building (Land Use 712) published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, *10th Edition.* As shown in Table 4, the existing uses on site are estimated to generate 81 daily trips with 10 trips during the AM peak hour and 12 trips during the PM peak hour.

After accounting for the trips generated by the existing offices, the proposed residential project is estimated to generate 65 new daily trips with a net decrease of one trip in the AM peak hour and a net decrease of one trip in the PM peak hour.

Table 4
Project Trip Generation Estimates

					AM Peak Hour				PM Peak Hour			
Land Use	Size		Daily Rate	Daily Trips	Rate	In	Out	Total Trips	Rate	In	Out	Total Trips
Proposed Use												
Townhomes[1]	20	units	7.32	146	0.46	2	7	9	0.56	7	4	11
Existing Land Use												
Office[2]	5,000	sq.ft.	16.19	(81)	1.92	(8)	(2)	(10)	2.45	(4)	(8)	(12)
Net New Trips:				**65**		**(6)**	**5**	**(1)**		**3**	**(4)**	**(1)**

Notes:

[1] Low-Rise Multifamily Housing (Land Use 220), *ITE Trip Generation Manual, 10th Edition (2017)* , average rates for General Urban/Suburban settings are used.

[2] Small Office Building (Land Use 712), *ITE Trip Generation Manual, 10th Edition (2017)* , average rates for General Urban/Suburban settings are used.

Trip Distribution and Assignment

The trip distribution pattern for the proposed development was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses (see Figure 5).

The peak-hour trips generated by the existing and proposed uses were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the location of the project driveway (see Figure 6). The trips generated by the existing uses were subtracted from the roadway network prior to assigning project trips.

Intersection Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 7). Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service

The intersection level of service analysis results show that all study intersections would operate at acceptable levels of service during both AM and PM peak hours under existing plus project conditions (see Table 5). It should be noted that, at some study intersections, the average delay under project conditions is shown to be better than under no-project conditions. This occurs because the project would subtract from some traffic movements. The intersection level of service calculation sheets are included in Appendix B.

Table 5
Existing Plus Project Intersection Levels of Service

					Existing		Existing + Project			
#	Intersection	Control	Peak Hour	Count Date	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	First Street and Lyell Street	Two-Way Stop	AM	03/12/19	10.0	A	10.0	A	-	-
	(Unsignalized Intersection)		PM	06/12/18	12.8	B	12.8	B	-	-
2	Alley and Lyell Street	Two-Way Stop	AM	06/12/18	8.7	A	8.6	A	-	-
	(Unsignalized Intersection)		PM	03/12/19	8.7	A	8.7	A	-	-
3	Second Street and Lyell Street	Two-Way Stop	AM	06/12/18	10.1	B	10.1	B	-	-
	(Unsignalized Intersection)		PM	06/12/18	9.5	A	9.5	A	-	-
4	San Antonio Road and Lyell Street	Two-Way Stop	AM	03/12/19	25.9	D	26.9	D	-	-
	(Unsignalized Intersection)		PM	06/12/18	25.0	D	24.4	C	-	-
5	San Antonio Road and First Street/Cuesta Dri	Signal	AM	03/12/19	23.7	C	23.7	C	0.0	-0.001
			PM	06/12/18	20.5	C+	20.5	C+	0.0	0.001
6	San Antonio Road and Foothill Expressway*	Signal	AM	04/18/17	10.3	B+	10.3	B+	0.0	0.001
			PM	01/31/17	56.4	E+	56.2	E+	-0.2	0.000
7	First Street & Main Street	Signal	AM	03/12/19	19.2	B-	19.2	B-	0.0	0.000
			PM	03/12/19	19.9	B-	19.9	B-	0.0	0.000
8	Foothill Expressway & Main Street *	Signal	AM	03/12/19	20.9	C+	20.9	C+	-0.1	-0.001
			PM	10/06/16	23.0	C+	23.0	C+	0.1	0.001

Note: For two-way stop controlled intersections, the average delay and LOS is reported for the worst approach.
* Denotes a CMP designated Intersection

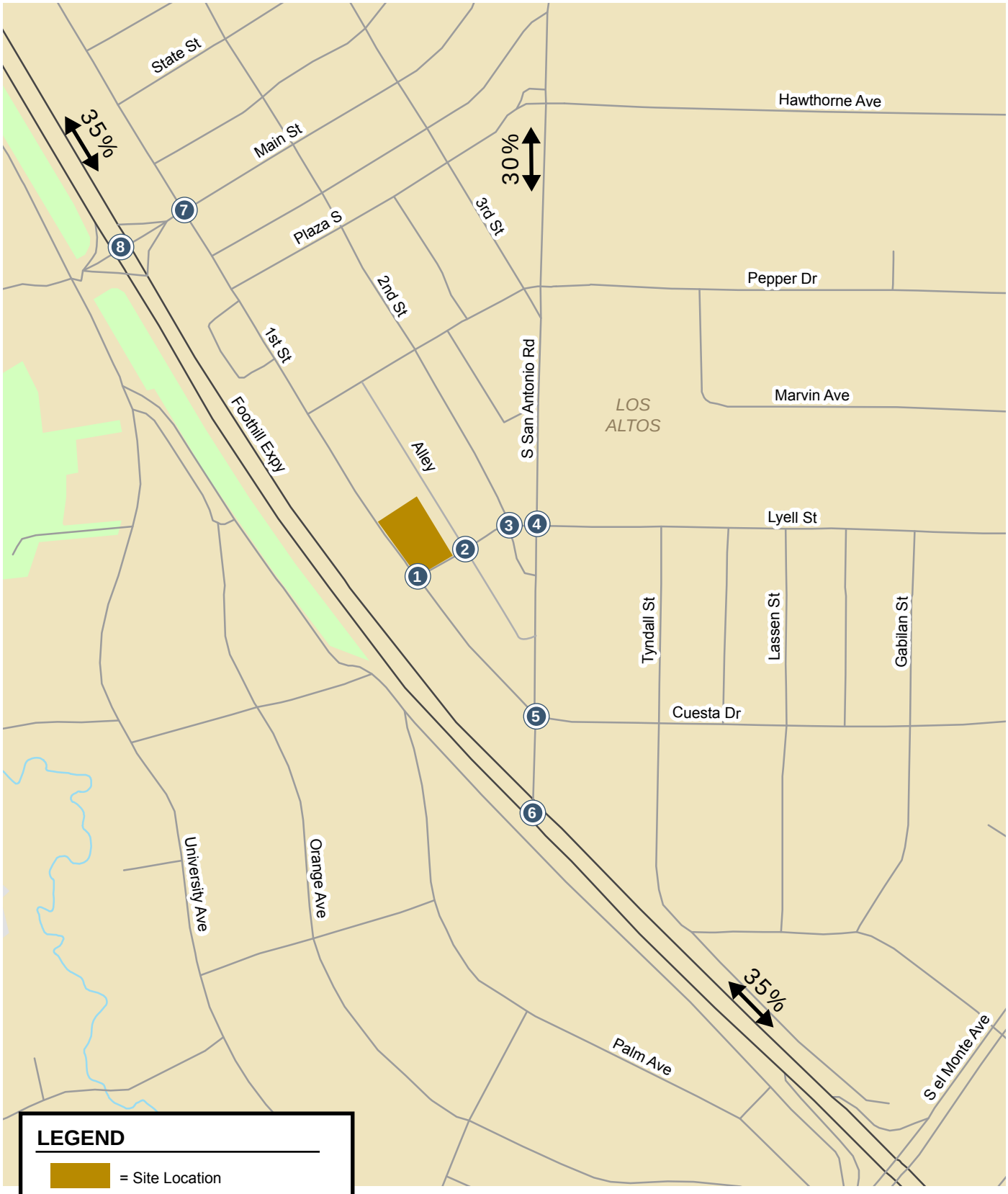


Figure 5
Project Trip Distribution

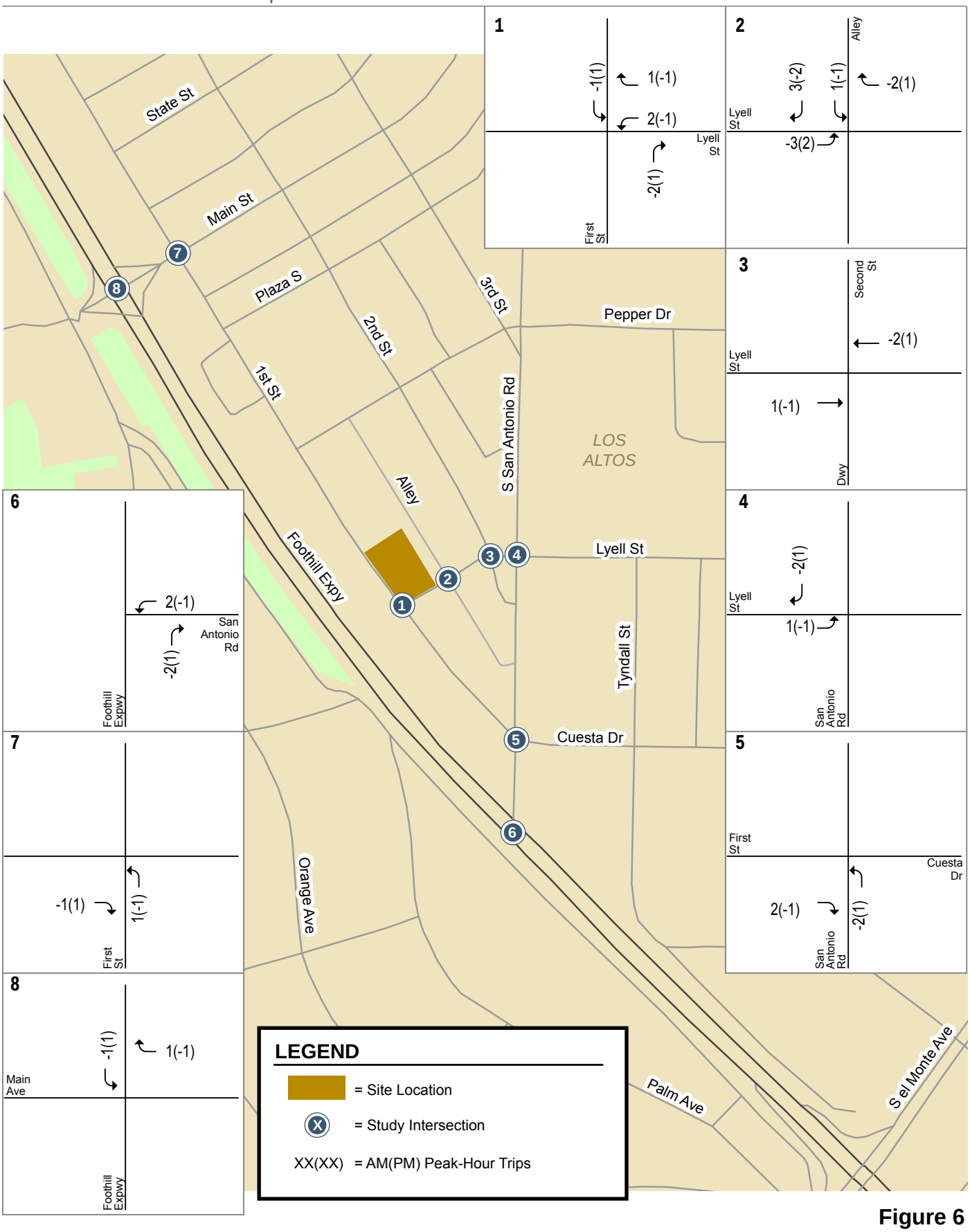


Figure 6
Net Project Trip Assignment

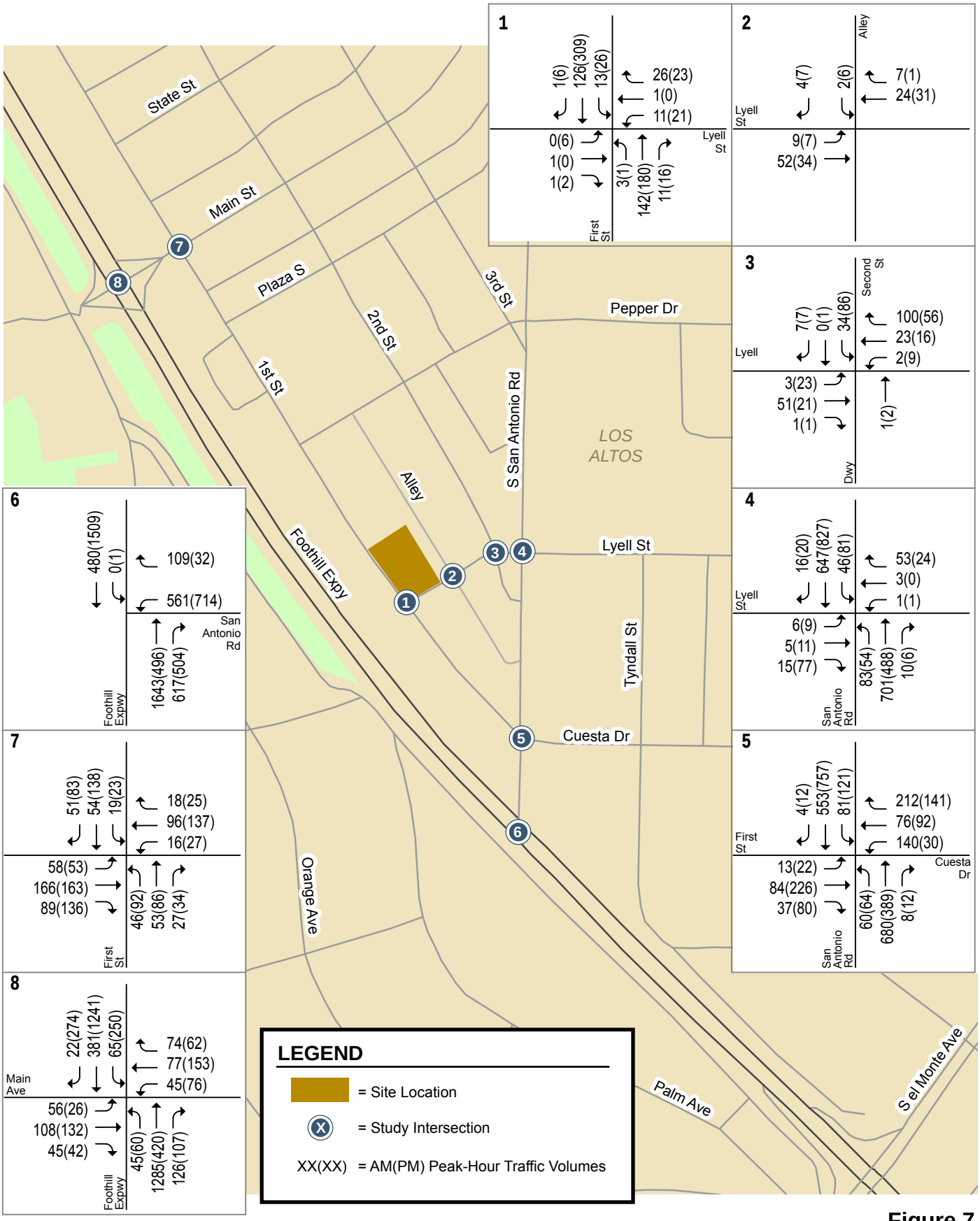


Figure 7
Existing Plus Project Traffic Volumes

Parking Analysis

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

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

According to the city code, the project is required to provide a total of 28 parking spaces (12 for studio and one-bedroom units and 16 for two-bedroom units). The site plan shows a two-level underground parking garage with 28 parking spaces, including 23 standard parking spaces, 2 pairs of tandem parking spaces (4 spaces), and 1 van accessible parking space. Los Altos Municipal Code, Ordinance 14.28.040 (G.5) permits tandem parking for affordable housing developments. Thus, the project would meet the City's overall parking requirement. Even though guest parking is not required, any guest parking would need to occur on-street on Lyell Street and First Street.

The Valley Transportation Authority (VTA) provides guidelines for bike parking in its publication *Bike Technical Guidelines*. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this equates to 7 Class I spaces and 2 Class II spaces. The project site plan shows a bike room in the underground parking garage with 28 bicycle parking spaces. The project will also provide two Class II spaces with a U-shaped bike rack near the garage entrance on the alley and four Class II spaces along First Street.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine whether adequate site access and on-site circulation would be provided. This review was based on the site plan provided by EDI International, Inc. dated February 15, 2019 (see Figures 2A to 2C).

Site Access

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

The project site plan shows that the new proposed residential building would be accessed by a driveway on the alley. According to the City's Zoning Code (14.74.200), a two-way driveway should be a minimum of 18 feet wide. Based on the project site plan, the garage driveway would be 20 feet wide, which complies with the City's standards.

The project is estimated to generate 9 trips during the AM peak hour and 11 trips during PM peak hour. This equates to one vehicle every seven minutes during the AM peak hour and one vehicle every five minutes during the PM peak hour. Based on existing traffic counts conducted at the alley and Lyell Street, 23 vehicles use the alley during AM peak hour and 27 vehicles during the PM peak hour. This equates one vehicle every three minutes during the AM peak hour and one vehicle

every two minutes during PM peak hour. The width of the alley adjacent to the project site is 18 feet, which is wide enough for two vehicles to pass each other. Given the low traffic volumes in the alley, vehicle queues entering and exiting the alley would seldom exceed one vehicle. It should be noted that Los Altos requires development on both sides of the alley to dedicate right-of-way such that the ultimate width of the alley will be 20 feet.

Sight distance generally should be provided in accordance with Caltrans design standards. Sight distance requirements vary depending on the roadway speeds. In the vicinity of the project site, the speed limit on the alley is presumably 25 mph. However, traffic was observed to be travelling much slower because of the narrow alley width. The Caltrans recommended sight distance is 150 feet. This means that a driver must be able to see 150 feet down the alley to locate a sufficient gap to turn out of the driveway. The setback between the proposed building and the alley would be approximately 8 feet, which would provide sufficient sight distance for drivers to see oncoming traffic in the alley without their vehicles entering the travelled way. There are no sharp roadway curves or landscaping features shown on the site plan that would obstruct the vision of exiting drivers.

Garage Ramp Design

The proposed garage ramp at the garage entrance is shown to have a maximum slope of 20% with 11% and 9% transitions on the sides. The curved ramp connecting the two basement levels is shown to have a maximum slope of 16% with 8% transitions on both sides. These dimensions are acceptable. Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable when ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. It should be noted that the vast majority of ramp users will be residents, and thus, will quickly become accustomed to steeper grades.

Garbage Collection and Loading Space

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

On-Site Circulation

The on-site circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would provide 27 90-degree parking stalls and 1 parallel parking stall. The project site plan shows one standard parking space located at the entrance of the parking garage near the bottom of the ramp. While drivers of compact vehicles could make the sharp turn necessary to pull directly into this space, drivers in full-size passenger vehicles would be required to undertake a three-point turn in order to park in this space. The site plan shows the two-way drive aisle adjacent to 90-degree parking would have a minimum width of 26 feet, which would provide sufficient room for vehicles to back out of the parking stalls and meets the standard set forth in the City's Zoning Code. The ramp between basement levels one and two and the two-way drive aisle adjacent to the parallel parking space is shown to have a width of 20 feet, which is adequate to accommodate two-way flow and vehicle maneuvers to and from the parallel parking space. Basement level two includes a turn-around space at the end of the parking aisle that will allow vehicles that park in the head-in spaces along the southern edge of basement level two to back out

of the space and turn around within basement level two before proceeding forward up the garage ramp.

Potential Impacts on Pedestrians, Bicycles and Transit

Pedestrian facilities within the study area are in the form of sidewalks, signalized crossings, and unsignalized crossings. Local streets in the study area, including First Street and Lyell Street have sidewalks on at least one side of the street. Sidewalks are found on both sides of Second Street and San Antonio Road. Crosswalks with pedestrian signal heads and push buttons are located at the San Antonio Road and First Street/Cuesta Drive signalized study intersection. Crosswalks are also present at the unsignalized study intersections.

Existing pedestrian counts were conducted as part of the peak-hour intersection turning movement counts for the project. The highest pedestrian crossing counts were 26 pedestrians during the AM peak hour at the First Street/Lyell Street intersection and 13 pedestrians during the PM peak hour at the San Antonio Road/Lyell Street intersection.

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

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

Local VTA route 40 provides service between Foothill College in Los Altos Hills and La Avenida Street in Mountain View via San Antonio Road, Lyell Street and First Street (near the project site) with 25 to 40-minute commute hour headways through weekdays and 30 to 60-minute headway on weekends. In the project vicinity, the closest bus stops are located at San Antonio Road and Lyell Street. The distance between the project site and these bus stops is approximately 350 feet.

Conclusions

The proposed residential development would not result in any significant impacts to the study intersections during the AM and PM peak hours under the existing plus project scenario.

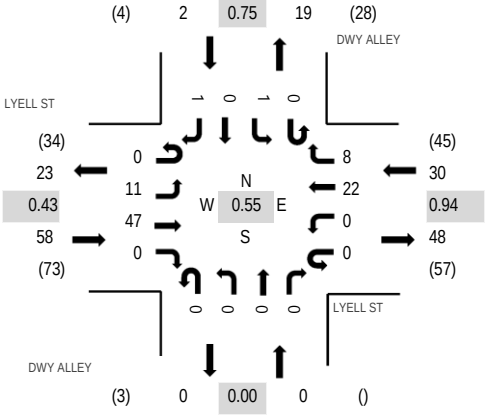
The project site plan shows a two-level underground parking garage with 28 parking spaces, including 23 standard parking spaces, 2 pairs of tandem parking spaces, and 1 van accessible parking space. The project site plan was reviewed for site access and on-site circulation and no operational issues were found.

Appendix A
Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

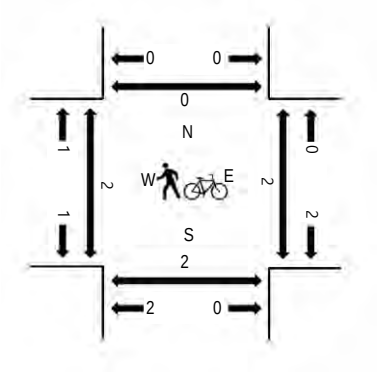
Location: 1 DWY ALLEY & LYELL ST AM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				DWY ALLEY Northbound				DWY ALLEY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	5	32	0	0	0	2
7:15 AM	0	0	4	1	0	1	4	0	0	0	0	0	0	0	0	0	10	42	0	0	0	0
7:30 AM	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	1	7	44	0	0	2	2
7:45 AM	0	2	2	1	0	0	1	3	0	0	0	0	0	0	0	1	10	59	0	0	0	0
8:00 AM	0	3	4	0	0	0	5	2	0	0	0	0	0	1	0	0	15	90	2	0	0	0
8:15 AM	0	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	12		0	0	0	0
8:30 AM	0	5	8	0	0	0	6	2	0	0	0	0	0	0	0	1	22		0	0	0	0
8:45 AM	0	3	31	0	0	0	7	0	0	0	0	0	0	0	0	0	41		0	2	2	0

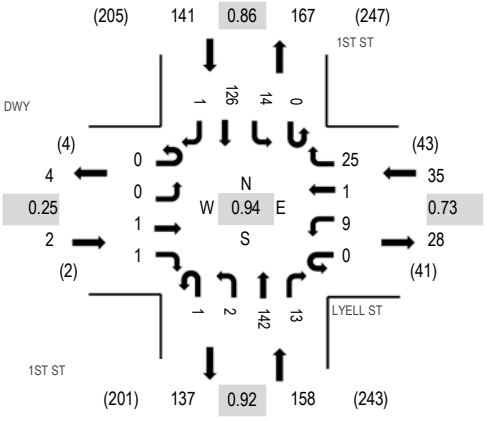
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	10	46	0	0	0	22	8	0	0	0	0	0	1	0	1	88
Mediums	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	11	47	0	0	0	22	8	0	0	0	0	0	1	0	1	90

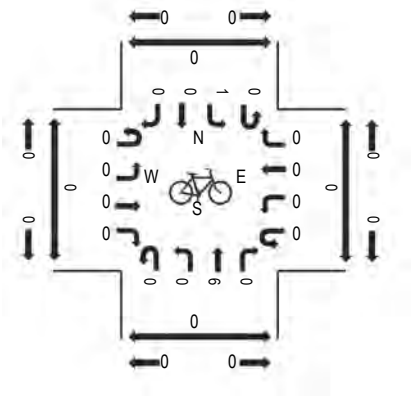
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 1ST ST & LYELL ST AM
Date: Tuesday, March 12, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

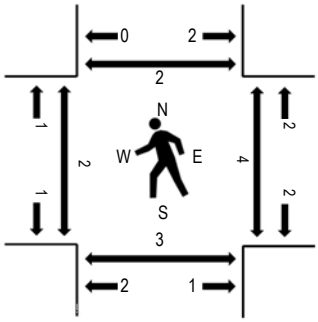
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DWY Eastbound				LYELL ST Westbound				1ST ST Northbound				1ST ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	1	0	1	0	0	13	3	0	1	5	0	24	157	0	0	0	0
7:15 AM	0	0	0	0	0	2	0	0	0	0	17	0	0	1	16	0	36	211	0	0	1	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	23	3	0	1	10	0	39	260	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	23	3	0	1	29	0	58	310	0	1	1	2
8:00 AM	0	0	0	0	0	1	0	4	0	0	32	4	0	5	32	0	78	336	0	0	0	0
8:15 AM	0	0	0	0	0	2	0	5	0	1	39	3	0	1	34	0	85		2	3	3	1
8:30 AM	0	0	0	0	0	3	1	7	1	0	33	2	0	7	35	0	89		0	0	0	1
8:45 AM	0	0	1	1	0	3	0	9	0	1	38	4	0	1	25	1	84		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	7
Lights	0	0	1	1	0	7	1	25	1	2	133	12	0	13	119	1	316
Mediums	0	0	0	0	0	2	0	0	0	0	3	1	0	0	6	0	12
Total	0	0	1	1	0	9	1	25	1	2	142	13	0	14	126	1	336

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(303) 216-2439
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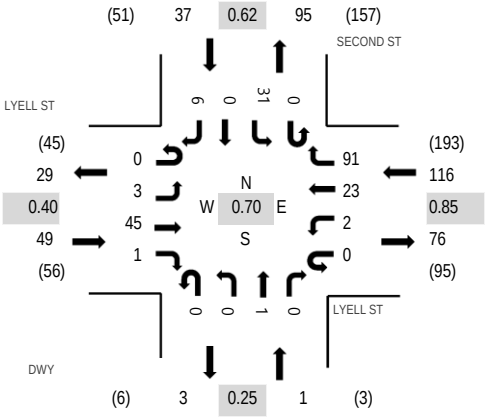
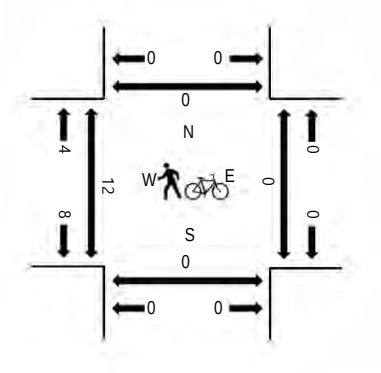
Location: 3 DWY & LYELL ST AM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				DWY Northbound				SECOND ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	4	10	0	0	0	0	0	6	0	0	20	100	1	0	0	1
7:15 AM	0	0	3	0	0	2	5	20	0	0	1	1	0	1	0	1	34	119	1	0	0	1
7:30 AM	0	0	2	0	0	1	2	15	0	0	0	0	0	3	0	0	23	128	0	0	0	1
7:45 AM	0	1	1	0	0	0	3	15	0	0	0	0	0	2	0	1	23	154	4	0	1	2
8:00 AM	0	0	5	0	0	1	4	22	0	0	0	0	0	4	0	3	39	203	0	0	0	0
8:15 AM	0	0	3	1	0	1	8	25	0	0	0	0	0	5	0	0	43		2	0	0	0
8:30 AM	0	1	8	0	0	0	7	23	0	0	0	0	0	10	0	0	49		6	0	0	0
8:45 AM	0	2	29	0	0	0	4	21	0	0	1	0	0	12	0	3	72		4	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	44	1	0	2	23	91	0	0	1	0	0	31	0	6	202
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	45	1	0	2	23	91	0	0	1	0	0	31	0	6	203

All Traffic Data Services Inc.
(303) 216-2439
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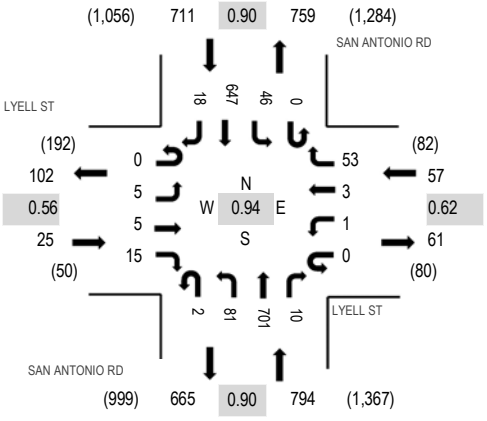
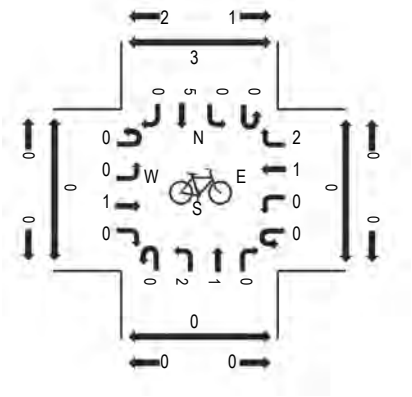
Location: 2 SAN ANTONIO RD & LYELL ST AM
Date: Tuesday, March 12, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

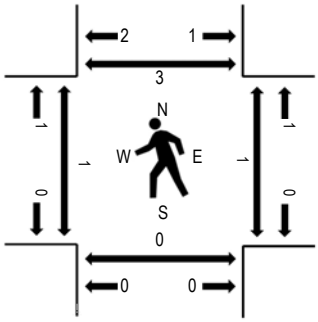
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	6	0	0	0	2	1	19	103	0	0	1	49	0	181	1,100	0	1	0	4
7:15 AM	0	1	0	2	0	1	1	4	2	15	110	1	0	6	74	2	219	1,329	0	0	0	1
7:30 AM	0	2	0	2	0	0	1	4	0	18	153	1	1	3	90	1	276	1,531	0	2	0	0
7:45 AM	0	3	1	6	0	0	1	12	1	11	206	5	0	5	171	2	424	1,587	0	1	0	0
8:00 AM	0	0	1	4	0	0	1	9	1	21	171	4	0	18	177	3	410	1,455	1	0	0	1
8:15 AM	0	0	1	3	0	1	1	21	0	31	175	1	0	17	167	3	421		0	0	0	2
8:30 AM	0	2	2	2	0	0	0	11	0	18	149	0	0	6	132	10	332		0	0	0	0
8:45 AM	0	4	0	8	0	1	0	11	0	21	129	0	1	7	98	12	292		1	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Bicycles on Road	0	0	1	0	0	0	1	2	0	2	1	0	0	0	5	0	12
Lights	0	5	4	15	0	1	2	49	2	79	688	10	0	46	632	16	1,549
Mediums	0	0	0	0	0	0	0	2	0	0	9	0	0	0	10	2	23
Total	0	5	5	15	0	1	3	53	2	81	701	10	0	46	647	18	1,587

All Traffic Data Services Inc.
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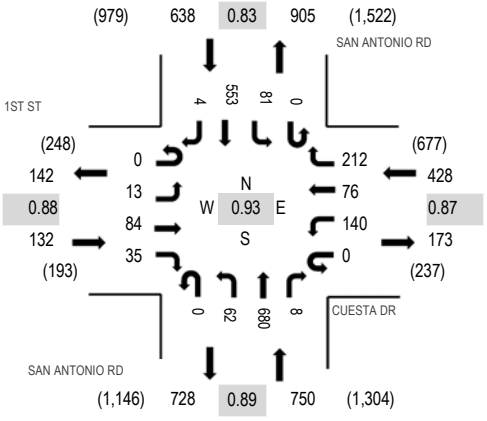
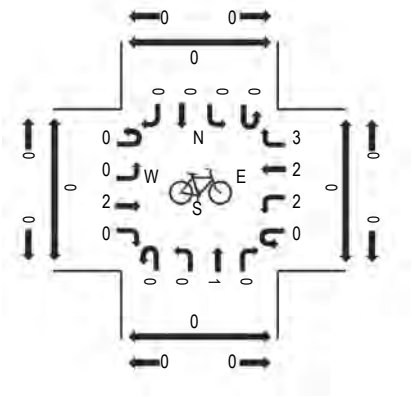
Location: 1 SAN ANTONIO RD & CUESTA DR AM
Date: Tuesday, March 12, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

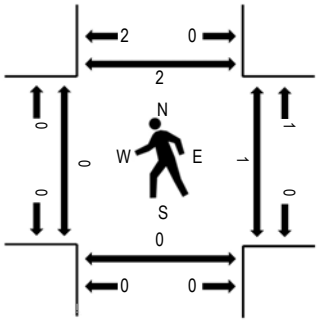
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	1ST ST Eastbound				CUESTA DR Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	4	2	0	8	9	23	0	5	100	3	0	5	44	1	204	1,290	0	0	0	0
7:15 AM	0	2	9	7	0	11	10	21	0	8	109	1	0	6	67	2	253	1,583	0	0	0	0
7:30 AM	0	0	4	5	0	24	14	27	0	12	155	0	0	5	92	2	340	1,852	0	0	0	0
7:45 AM	0	2	22	3	0	45	15	40	0	8	203	1	0	11	143	0	493	1,948	0	0	0	0
8:00 AM	0	6	24	3	0	28	18	53	0	17	153	2	0	29	163	1	497	1,863	0	0	0	0
8:15 AM	0	4	15	15	0	37	25	62	0	18	182	3	0	24	135	2	522		0	1	0	1
8:30 AM	0	1	23	14	0	30	18	57	0	19	142	2	0	17	112	1	436		0	0	0	1
8:45 AM	0	1	14	13	0	41	17	44	0	24	135	2	0	11	104	2	408		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	2	0	0	0	1	0	5
Bicycles on Road	0	0	2	0	0	2	2	3	0	0	1	0	0	0	0	0	10
Lights	0	11	80	33	0	138	74	208	0	61	667	8	0	81	544	3	1,908
Mediums	0	1	2	1	0	0	0	1	0	1	10	0	0	0	8	1	25
Total	0	13	84	35	0	140	76	212	0	62	680	8	0	81	553	4	1,948

All Traffic Data Services Inc.
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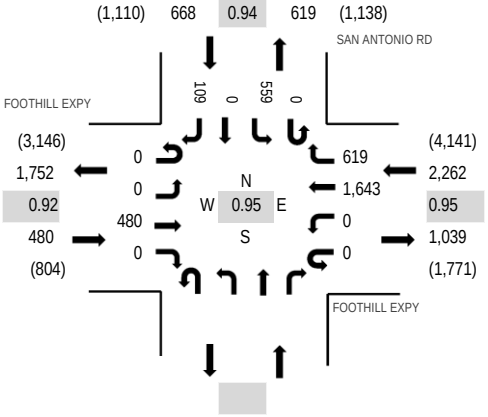
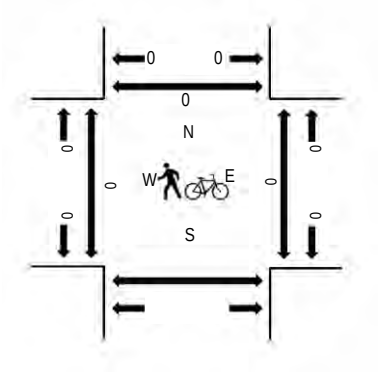
Location: 3 SAN ANTONIO RD & FOOTHILL EXPY AM
Date and Start Time: Tuesday, April 18, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	FOOTHILL EXPY Eastbound				FOOTHILL EXPY Westbound				Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	48	0	0	0	293	80					0	64	0	9	494	2,645	0	0		0
7:15 AM	0	0	60	0	0	0	325	107					0	77	0	5	574	2,978	0	0		0
7:30 AM	0	0	104	0	0	0	355	163					0	113	0	14	749	3,214	0	0		0
7:45 AM	0	0	112	0	0	0	387	169					0	154	0	6	828	3,359	0	0		0
8:00 AM	0	0	119	0	0	0	412	147					0	131	0	18	827	3,410	0	0		0
8:15 AM	0	0	117	0	0	0	371	144					0	148	0	30	810		0	0		0
8:30 AM	0	0	131	0	0	0	449	147					0	142	0	25	894		0	0		0
8:45 AM	0	0	113	0	0	0	411	181					0	138	0	36	879		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1					0	0	0	0	2
Lights	0	0	476	0	0	0	1,627	602					0	551	0	109	3,365
Mediums	0	0	4	0	0	0	15	16					0	8	0	0	43
Total	0	0	480	0	0	0	1,643	619					0	559	0	109	3,410

All Traffic Data Services Inc.

(303) 216-2439
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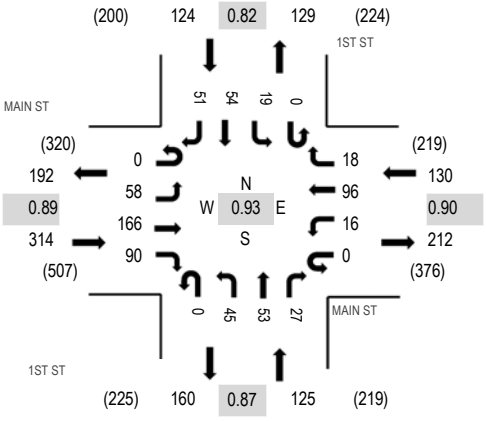
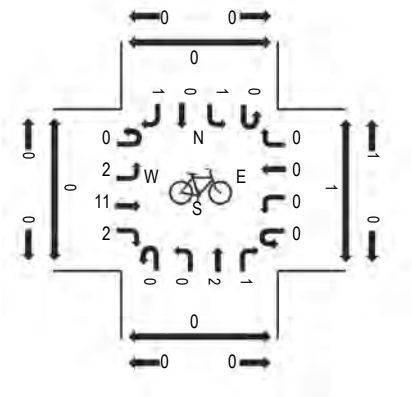
Location: 6 1ST ST & MAIN ST AM
Date: Tuesday, March 12, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

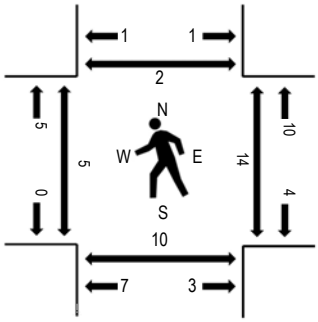
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				1ST ST Northbound				1ST ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	27	4	1	2	12	2	0	6	7	3	0	2	3	14	90	466	0	2	0	0
7:15 AM	0	16	22	10	0	2	16	2	0	2	8	6	0	2	9	5	100	542	0	2	2	2
7:30 AM	0	7	36	4	0	3	13	4	0	7	9	7	0	3	6	8	107	614	0	2	1	3
7:45 AM	0	14	50	19	0	5	20	7	0	10	13	5	0	3	10	13	169	693	0	2	2	2
8:00 AM	0	12	39	23	0	3	26	6	0	8	8	7	0	5	13	16	166	679	0	5	2	0
8:15 AM	0	10	38	21	0	4	19	4	0	12	16	10	0	8	19	11	172		0	3	0	0
8:30 AM	0	22	39	27	0	4	31	1	0	15	16	5	0	3	12	11	186		5	4	6	0
8:45 AM	0	15	36	9	0	3	26	3	0	9	15	15	0	4	10	10	155		1	5	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Bicycles on Road	0	2	11	2	0	0	0	0	0	0	2	1	0	1	0	1	20
Lights	0	56	153	87	0	15	95	18	0	44	51	26	0	18	53	48	664
Mediums	0	0	2	1	0	1	1	0	0	1	0	0	0	0	0	1	7
Total	0	58	166	90	0	16	96	18	0	45	53	27	0	19	54	51	693

All Traffic Data Services Inc.
(303) 216-2439
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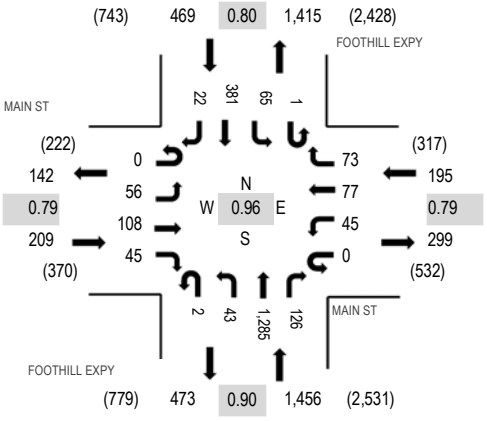
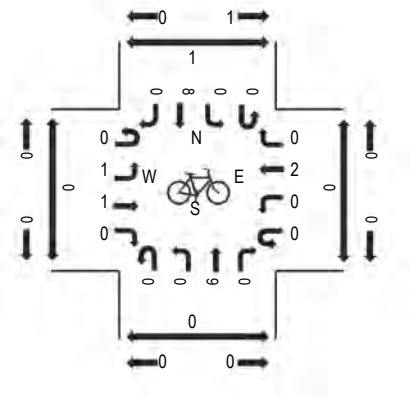
Location: 7 FOOTHILL EXPY & MAIN ST AM
Date: Tuesday, March 12, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

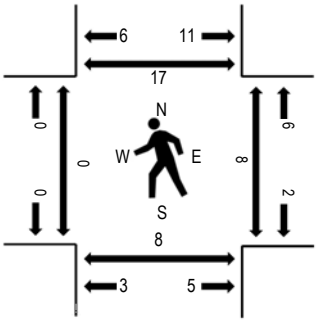
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				FOOTHILL EXPY Northbound				FOOTHILL EXPY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	6	11	3	0	11	8	12	0	6	180	23	0	3	34	2	299	1,632	1	1	1	1
7:15 AM	0	8	15	7	0	5	8	11	0	6	247	28	0	9	42	4	390	1,942	0	0	2	2
7:30 AM	0	8	19	7	0	9	7	13	0	13	242	33	0	4	62	1	418	2,083	1	0	2	5
7:45 AM	0	23	40	14	0	15	13	10	0	9	253	35	0	13	97	3	525	2,272	2	2	4	4
8:00 AM	0	16	33	7	0	14	23	13	0	11	313	27	0	16	126	10	609	2,329	0	3	2	1
8:15 AM	0	10	26	9	0	10	20	15	0	12	297	36	0	18	71	7	531		0	1	0	2
8:30 AM	0	16	34	14	0	16	18	28	2	8	315	31	0	18	103	4	607		0	2	2	7
8:45 AM	0	14	15	15	0	5	16	17	0	12	360	32	1	13	81	1	582		0	2	4	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Bicycles on Road	0	1	1	0	0	0	2	0	0	0	9	0	0	0	8	0	21
Lights	0	55	107	44	0	42	75	72	2	42	1,264	126	1	63	368	22	2,283
Mediums	0	0	0	1	0	3	0	1	0	1	12	0	0	2	3	0	23
Total	0	56	108	45	0	45	77	73	2	43	1,285	126	1	65	381	22	2,329

All Traffic Data Services Inc.
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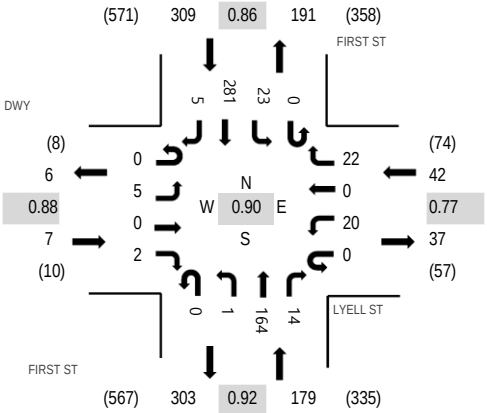
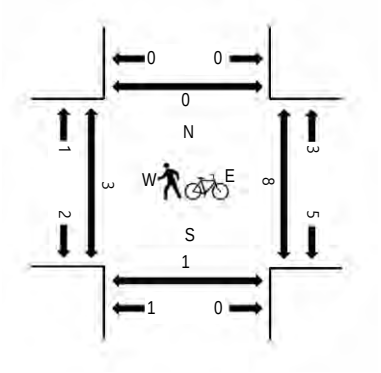
Location: 2 FIRST ST & LYELL ST PM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				LYELL ST Westbound				FIRST ST Northbound				FIRST ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	1	0	6	0	2	0	0	38	1	0	6	52	0	106	490	4	4	1	1
4:15 PM	0	1	0	1	0	2	1	7	0	0	40	2	0	1	62	1	118	534	1	2	1	0
4:30 PM	0	1	0	1	0	5	0	2	0	0	42	1	0	5	68	3	128	537	0	2	0	0
4:45 PM	0	2	0	0	0	3	0	11	0	1	45	3	0	9	63	1	138	519	1	1	1	0
5:00 PM	0	1	0	0	0	6	0	6	0	0	44	3	0	3	86	1	150	500	1	2	0	0
5:15 PM	0	1	0	1	0	6	0	3	0	0	33	7	0	6	64	0	121		1	3	0	0
5:30 PM	0	0	0	0	0	1	0	2	0	0	34	3	1	1	68	0	110		2	2	2	0
5:45 PM	0	0	0	0	0	3	0	8	0	0	34	4	0	2	68	0	119		0	1	0	0

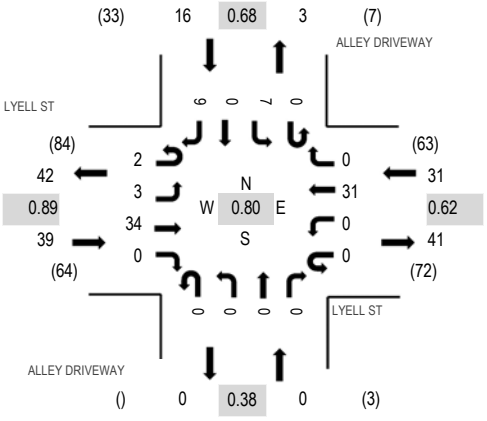
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	5	0	2	0	20	0	22	0	1	164	14	0	23	279	5	535
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	5	0	2	0	20	0	22	0	1	164	14	0	23	281	5	537

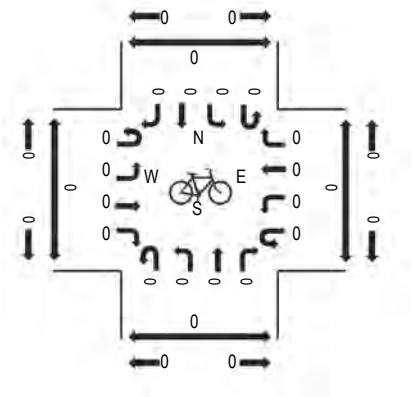
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 ALLEY DRIVEWAY & LYELL ST PM
Date: Tuesday, March 12, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

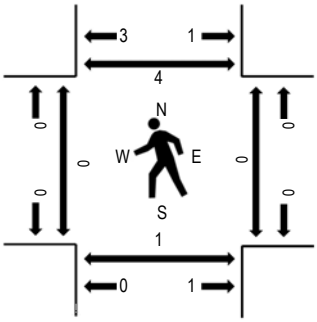
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				ALLEY DRIVEWAY Northbound				ALLEY DRIVEWAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	4	0	0	0	12	1	0	1	0	1	0	3	0	3	25	77	4	0	2	3
4:15 PM	0	1	6	0	0	0	9	0	0	0	0	0	0	1	0	2	19	79	3	1	4	0
4:30 PM	0	0	4	0	0	0	6	0	0	1	0	0	0	1	0	4	16	80	2	0	2	0
4:45 PM	0	2	8	0	0	0	4	0	0	0	0	0	0	3	0	0	17	80	0	0	0	1
5:00 PM	1	1	9	0	0	0	9	0	0	0	0	0	0	3	0	4	27	86	0	0	0	3
5:15 PM	0	0	11	0	0	0	5	0	0	0	0	0	0	2	0	2	20		0	0	0	0
5:30 PM	1	0	6	0	0	0	6	0	0	0	0	0	0	1	0	2	16		0	0	0	0
5:45 PM	0	2	8	0	0	0	11	0	0	0	0	0	0	1	0	1	23		0	0	1	1

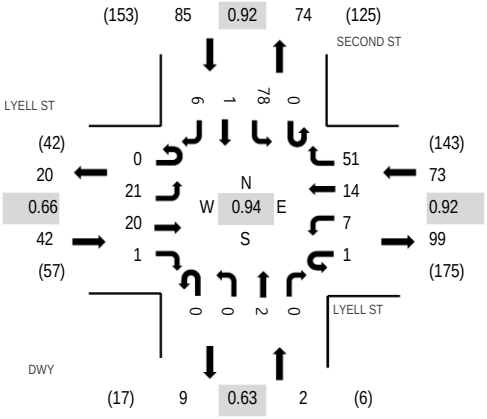
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	3	34	0	0	0	31	0	0	0	0	0	0	7	0	9	86
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	34	0	0	0	31	0	0	0	0	0	0	7	0	9	86

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

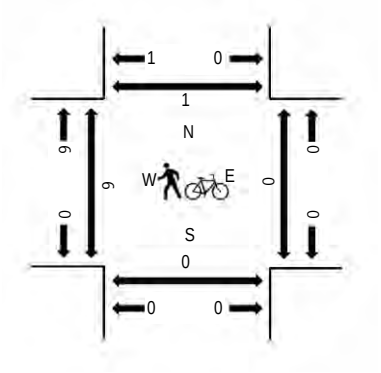
Location: 3 DWY & LYELL ST PM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				DWY Northbound				SECOND ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	2	0	0	1	3	14	0	0	0	1	0	13	1	1	38	182	1	1	0	0
4:15 PM	0	0	4	0	1	1	6	12	0	0	1	1	0	19	2	1	48	196	3	0	0	0
4:30 PM	0	1	4	0	0	3	4	14	0	0	1	0	0	21	0	1	49	202	1	0	0	0
4:45 PM	0	4	2	1	0	1	5	12	0	0	1	0	0	19	0	2	47	181	2	0	0	1
5:00 PM	0	8	8	0	1	2	2	12	0	0	0	0	0	17	1	1	52	177	0	0	0	0
5:15 PM	0	8	6	0	0	1	3	13	0	0	0	0	0	21	0	2	54		3	0	0	0
5:30 PM	0	0	1	1	0	1	3	11	0	0	0	1	0	10	0	0	28		3	0	0	0
5:45 PM	0	1	4	0	0	0	7	10	0	0	0	0	0	19	1	1	43		1	0	0	0

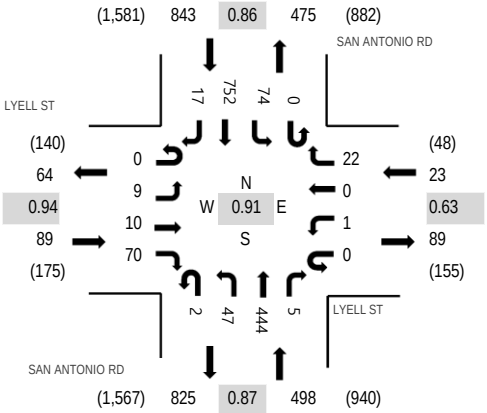
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	20	1	1	7	14	51	0	0	2	0	0	78	1	6	202
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	21	20	1	1	7	14	51	0	0	2	0	0	78	1	6	202

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

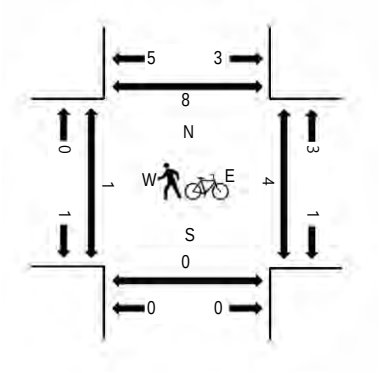
Location: 4 SAN ANTONIO RD & LYELL ST PM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LYELL ST Eastbound				LYELL ST Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	1	10	0	1	0	3	0	13	98	0	0	7	139	3	280	1,291	0	1	0	2
4:15 PM	0	3	2	17	0	1	2	2	0	12	102	2	0	20	183	8	354	1,408	2	1	0	0
4:30 PM	0	1	3	23	0	3	2	5	1	14	88	0	0	11	180	5	336	1,397	0	1	0	3
4:45 PM	0	3	2	16	0	1	0	5	1	15	92	4	0	14	166	2	321	1,404	0	1	0	5
5:00 PM	0	3	2	21	0	0	0	2	0	11	110	2	0	19	221	6	397	1,453	0	0	0	0
5:15 PM	0	2	4	21	0	0	0	5	0	12	100	0	0	21	175	3	343		0	0	0	2
5:30 PM	0	1	1	11	0	1	0	6	2	12	104	2	0	20	180	3	343		0	0	0	3
5:45 PM	0	3	3	17	0	0	0	9	0	12	130	1	0	14	176	5	370		0	3	0	2

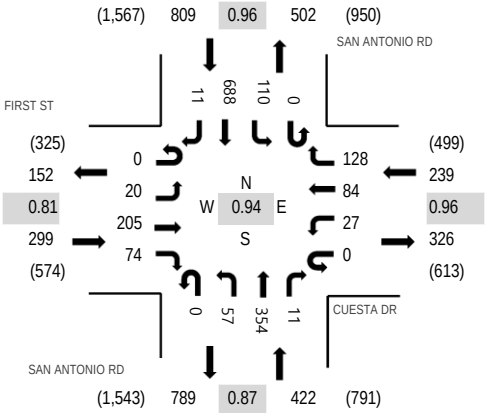
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	10	70	0	1	0	22	2	47	442	5	0	74	748	17	1,447
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Total	0	9	10	70	0	1	0	22	2	47	444	5	0	74	752	17	1,453

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

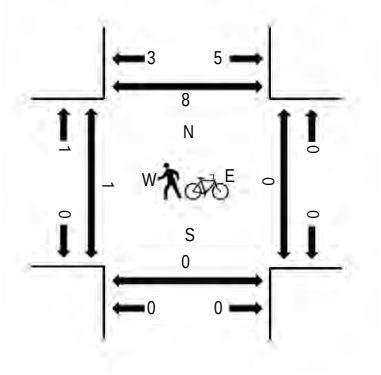
Location: 5 SAN ANTONIO RD & CUESTA DR PM
Date and Start Time: Tuesday, June 12, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	FIRST ST Eastbound				CUESTA DR Westbound				SAN ANTONIO RD Northbound				SAN ANTONIO RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	34	24	0	3	27	36	0	12	72	1	0	27	129	3	373	1,662	0	0	0	1
4:15 PM	0	5	41	19	0	11	23	24	0	11	86	0	0	28	174	4	426	1,760	1	1	0	0
4:30 PM	0	1	38	30	0	13	29	26	0	11	81	1	0	31	174	2	437	1,767	0	0	0	2
4:45 PM	0	5	55	18	0	5	34	29	0	14	78	2	0	29	154	3	426	1,753	0	0	0	1
5:00 PM	0	5	63	27	0	5	27	29	0	15	92	1	0	33	169	5	471	1,769	1	0	0	1
5:15 PM	0	4	50	13	0	7	19	35	0	15	73	6	0	25	184	2	433		0	0	0	2
5:30 PM	0	5	40	18	0	6	17	32	0	14	84	1	0	27	176	3	423		0	0	0	2
5:45 PM	0	6	52	16	0	9	21	32	0	13	105	3	0	25	159	1	442		0	0	0	1

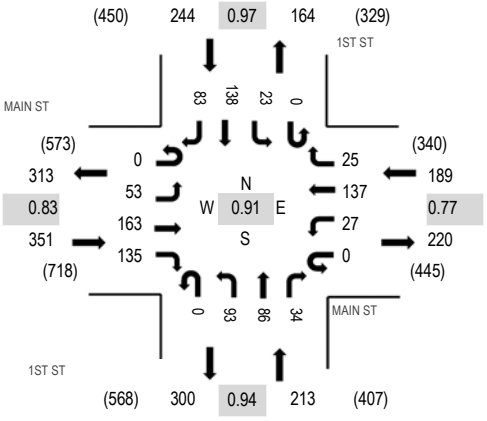
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	20	203	73	0	27	84	127	0	57	353	11	0	110	681	11	1,757
Mediums	0	0	2	1	0	0	0	1	0	0	1	0	0	0	6	0	11
Total	0	20	205	74	0	27	84	128	0	57	354	11	0	110	688	11	1,769

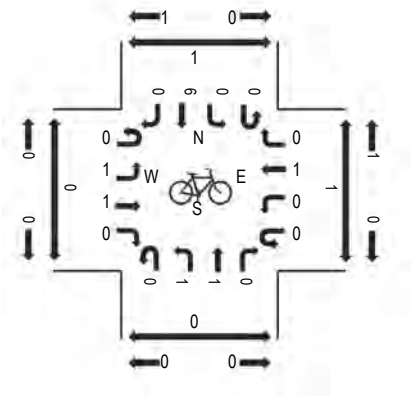
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 1ST ST & MAIN ST PM
Date: Tuesday, March 12, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

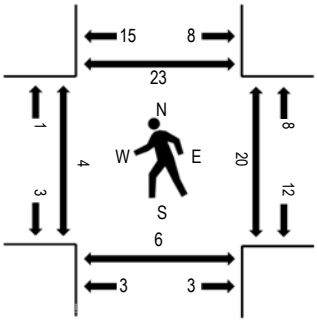
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MAIN ST Eastbound				MAIN ST Westbound				1ST ST Northbound				1ST ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	18	50	24	0	5	27	7	0	13	18	13	0	11	24	21	231	918	0	5	1	3
4:15 PM	0	16	27	48	0	2	27	6	0	14	21	8	0	9	19	22	219	917	1	4	5	2
4:30 PM	0	12	27	34	0	5	34	3	0	22	18	16	0	4	24	17	216	946	2	8	3	2
4:45 PM	0	22	41	48	0	6	24	5	0	19	19	13	0	6	29	20	252	976	0	8	4	4
5:00 PM	0	8	35	31	0	5	35	5	0	24	23	6	0	5	32	21	230	997	0	1	2	1
5:15 PM	0	15	46	26	0	3	30	6	0	22	26	11	0	3	43	17	248		3	5	3	5
5:30 PM	0	15	34	33	0	12	24	8	0	27	22	9	0	9	28	25	246		0	8	0	9
5:45 PM	0	15	48	45	0	7	48	6	0	20	15	8	0	6	35	20	273		1	6	1	8

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Bicycles on Road	0	1	1	0	0	0	1	0	0	1	1	0	0	0	6	0	11
Lights	0	52	162	134	0	27	136	25	0	90	84	34	0	22	129	83	978
Mediums	0	0	0	1	0	0	0	0	0	2	1	0	0	1	2	0	7
Total	0	53	163	135	0	27	137	25	0	93	86	34	0	23	138	83	997

Appendix B
Intersection Level of Service Calculations

This information can be found on the City's website:

https://www.losaltosca.gov/communitydevelopment/page/425-first-street-18-d-05-and-18-sd-04

Or is available upon request to the Planning Division

Appendix C
Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: First Street and Lyell Street
Peak Hour: AM
Count Date: 3/12/2019 2018 School Year Adjustment 1.1

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**126**	**14**	**25**	**1**	**9**	**13**	**142**	**3**	**1**	**1**	**0**	**336**
Project Trips	0	0	-1	1	0	2	-2	0	0	0	0	0	0
Existing Plus Project Conditions	**1**	**126**	**13**	**26**	**1**	**11**	**11**	**142**	**3**	**1**	**1**	**0**	336

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Alley and Lyell Street
Peak Hour: AM
Count Date: 6/12/2018

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1**	**0**	**1**	**8**	**22**	**0**	**0**	**0**	**0**	**0**	**47**	**11**	**90**
Existing Conditions for School Yr 2018	**1**	**0**	**1**	**9**	**24**	**0**	**0**	**0**	**0**	**0**	**52**	**12**	**99**
Project Trips	3	0	1	-2	0	0	0	0	0	0	0	-3	-1
Existing Plus Project Conditions	**4**	**0**	**2**	**7**	**24**	**0**	**0**	**0**	**0**	**0**	**52**	**9**	98

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Second Street and Lyell Street
Peak Hour: AM
Count Date: 6/12/2018

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**0**	**31**	**91**	**23**	**2**	**0**	**1**	**0**	**1**	**45**	**3**	**203**
Existing Conditions for School Yr 2018	**7**	**0**	**34**	**100**	**25**	**2**	**0**	**1**	**0**	**1**	**50**	**3**	**223**
Project Trips	0	0	0	0	-2	0	0	0	0	0	1	0	-1
Existing Plus Project Conditions	**7**	**0**	**34**	**100**	**23**	**2**	**0**	**1**	**0**	**1**	**51**	**3**	222

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: San Antonio Road and Lyell Street
Peak Hour: AM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**18**	**647**	**46**	**53**	**3**	**1**	**10**	**701**	**83**	**15**	**5**	**5**	**1587**
Project Trips	-2	0	0	0	0	0	0	0	0	0	0	1	-1
Existing Plus Project Conditions	**16**	**647**	**46**	**53**	**3**	**1**	**10**	**701**	**83**	**15**	**5**	**6**	1586

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: San Antonio Road and First Street/Cuesta Drive
Peak Hour: AM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**4**	**553**	**81**	**212**	**76**	**140**	**8**	**680**	**62**	**35**	**84**	**13**	**1948**
Project Trips	0	0	0	0	0	0	0	0	-2	2	0	0	0
Existing Plus Project Conditions	**4**	**553**	**81**	**212**	**76**	**140**	**8**	**680**	**60**	**37**	**84**	**13**	1948

Intersection Number: 6
Traffix Node Number: 5214
Intersection Name: San Antonio Road and Foothill Expressway
Peak Hour: AM
Count Date: 4/18/2017

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**480**	**0**	**109**	**0**	**559**	**619**	**1643**	**0**	**0**	**0**	**0**	**3410**
Project Trips	0	0	0	0	0	2	-2	0	0	0	0	0	0
Existing Plus Project Conditions	**0**	**480**	**0**	**109**	**0**	**561**	**617**	**1643**	**0**	**0**	**0**	**0**	3410

Intersection Number: 7
Traffix Node Number: 9
Intersection Name: First Street and Main Street
Peak Hour: AM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**51**	**54**	**19**	**18**	**96**	**16**	**27**	**53**	**45**	**90**	**166**	**58**	**693**
Project Trips	0	0	0	0	0	0	0	0	1	-1	0	0	0
Existing Plus Project Conditions	**51**	**54**	**19**	**18**	**96**	**16**	**27**	**53**	**46**	**89**	**166**	**58**	693

Intersection Number: 8
Traffix Node Number: 10
Intersection Name: Foothill Expressway and Main Street
Peak Hour: AM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**22**	**381**	**66**	**73**	**77**	**45**	**126**	**1285**	**45**	**45**	**108**	**56**	**2329**
Project Trips	0	0	-1	1	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	**22**	**381**	**65**	**74**	**77**	**45**	**126**	**1285**	**45**	**45**	**108**	**56**	2329

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: First Street and Lyell Street
Peak Hour: PM
Count Date: 6/12/2018 2018 School Year Adjustment 1.1

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**281**	**23**	**22**	**0**	**20**	**14**	**164**	**1**	**2**	**0**	**5**	**537**
Existing Conditions for School Yr 201	**6**	**309**	**25**	**24**	**0**	**22**	**15**	**180**	**1**	**2**	**0**	**6**	**590**
Net Project Trips	0	0	1	-1	0	-1	1	0	0	0	0	0	0
Existing Plus Project Conditions	**6**	**309**	**26**	**23**	**0**	**21**	**16**	**180**	**1**	**2**	**0**	**6**	**590**

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Alley and Lyell Street
Peak Hour: PM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**9**	**0**	**7**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**34**	**5**	**86**
Net Project Trips	-2	0	-1	1	0	0	0	0	0	0	0	2	0
Existing Plus Project Conditions	**7**	**0**	**6**	**1**	**31**	**0**	**0**	**0**	**0**	**0**	**34**	**7**	**86**

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Second Street and Lyell Street
Peak Hour: PM
Count Date: 6/12/2018

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**6**	**1**	**78**	**51**	**14**	**8**	**0**	**2**	**0**	**1**	**20**	**21**	**202**
Existing Conditions for School Yr 201	**7**	**1**	**86**	**56**	**15**	**9**	**0**	**2**	**0**	**1**	**22**	**23**	**222**
Net Project Trips	0	0	0	0	1	0	0	0	0	0	-1	0	0
Existing Plus Project Conditions	**7**	**1**	**86**	**56**	**16**	**9**	**0**	**2**	**0**	**1**	**21**	**23**	**222**

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: San Antonio Road and Lyell Street
Peak Hour: PM
Count Date: 6/12/2018

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**17**	**752**	**74**	**22**	**0**	**1**	**5**	**444**	**49**	**70**	**10**	**9**	**1453**
Existing Conditions for School Yr 201	**19**	**827**	**81**	**24**	**0**	**1**	**6**	**488**	**54**	**77**	**11**	**10**	**1598**
Net Project Trips	1	0	0	0	0	0	0	0	0	0	0	-1	0
Existing Plus Project Conditions	**20**	**827**	**81**	**24**	**0**	**1**	**6**	**488**	**54**	**77**	**11**	**9**	**1598**

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: San Antonio Road and First Street/Cuesta Drive
Peak Hour: PM
Count Date: 6/12/2018

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**11**	**688**	**110**	**128**	**84**	**27**	**11**	**354**	**57**	**74**	**205**	**20**	**1769**
Existing Conditions for School Yr 201	**12**	**757**	**121**	**141**	**92**	**30**	**12**	**389**	**63**	**81**	**226**	**22**	**1946**
Net Project Trips	0	0	0	0	0	0	0	0	1	-1	0	0	0
Existing Plus Project Conditions	**12**	**757**	**121**	**141**	**92**	**30**	**12**	**389**	**64**	**80**	**226**	**22**	**1946**

Intersection Number: 6
Traffix Node Number: 5214
Intersection Name: San Antonio Road and Foothill Expressway
Peak Hour: PM
Count Date: 1/31/2017

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**1509**	**1**	**32**	**0**	**715**	**503**	**496**	**0**	**0**	**0**	**0**	**3256**
Existing Conditions for School Yr	**0**	**1509**	**1**	**32**	**0**	**715**	**503**	**496**	**0**	**0**	**0**	**0**	**3256**
Net Project Trips	0	0	0	0	0	-1	1	0	0	0	0	0	0
Existing Plus Project Conditions	**0**	**1509**	**1**	**32**	**0**	**714**	**504**	**496**	**0**	**0**	**0**	**0**	**3256**

Intersection Number: 7
Traffix Node Number: 9
Intersection Name: First Street and Main Street
Peak Hour: PM
Count Date: 3/12/2019

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**83**	**138**	**23**	**25**	**137**	**27**	**34**	**86**	**93**	**135**	**163**	**53**	**997**
Net Project Trips	0	0	0	0	0	0	0	0	-1	1	0	0	0
Existing Plus Project Conditions	**83**	**138**	**23**	**25**	**137**	**27**	**34**	**86**	**92**	**136**	**163**	**53**	**997**

Intersection Number: 8
Traffix Node Number: 10
Intersection Name: Foothill Expressway and Main Street
Peak Hour: PM
Count Date: 10/6/2016

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**274**	**1241**	**249**	**63**	**153**	**76**	**107**	**420**	**60**	**42**	**132**	**26**	**2843**
Net Project Trips	0	0	1	-1	0	0	0	0	0	0	0	0	0
Existing Plus Project Conditions	**274**	**1241**	**250**	**62**	**153**	**76**	**107**	**420**	**60**	**42**	**132**	**26**	**2843**

ATTACHMENT F

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August 16, 2018

425 1st Los Altos, LLC
PO Box 1001
Los Altos, CA 94023

VIA E-MAIL: jeff.warmoth@gmail.com

SUBJECT: Multi-family Residential Project at 425 1st Street, Los Altos, CA -- Environmental Noise Assessment

Dear Mr. Warmoth:

This letter presents the results of the environmental noise assessment prepared for the multi-family residential project proposed at 425 1st Street in Los Altos, California. This assessment evaluates the compatibility of the project with respect to the noise environment at the project site. The regulatory criteria used in the noise assessment are presented first and then the results of on-site noise monitoring are discussed. The report concludes with our evaluation of the compatibility of the proposed project with the noise environment at the project site. Preliminary noise reduction measures are presented to provide an acceptable interior noise environment per applicable guidelines. Appendix A contains background information on environmental noise and definitions of technical terms used in the assessment.

Regulatory Background

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 multi-family 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.

Existing Noise Environment

Figure 1 shows the proposed project on an aerial image of the site vicinity and the locations of noise measurements made to document existing conditions. The primary ambient source of noise affecting the project site is traffic along 1st Street, which is at the western edge of the site. More distant sounds from Foothill Expressway and San Antonio Road traffic, as well as operational noise from area commercial businesses, were also found to contribute to background noise levels in the area. The site is bordered by commercial uses to the north and south, and parking lots on the east. A three-story multi-family apartment building is located west of the site across 1st Street.

To evaluate the existing noise environment at the project site, one long-term noise measurement was made along the western side of 1st Street between Tuesday, July 31, 2018 and Thursday, August 2, 2018. The long-term measurement was made on a utility pole directly across 1st Street from the project site, approximately 17 feet from the centerline of the roadway at a height of 12 feet above the existing ground level. The daily trends in noise levels measured at the long-term measurement site, including the energy equivalent noise level (L_{eq}), and the noise levels exceeded 1, 10, 50 and 90 percent of the time (indicated as $L_{(1)}$, $L_{(10)}$, $L_{(50)}$ and $L_{(90)}$) are shown on Figure 2. 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. Daytime hourly average noise levels generated by vehicular traffic typically ranged from 60 to 66 dBA L_{eq}. Nighttime noise levels typically ranged from 44 to 62 dBA L_{eq}. The calculated day-night average noise level at this location was 65 dBA L_{dn}. Figure 2 summarizes the noise data collected at Site LT-1.

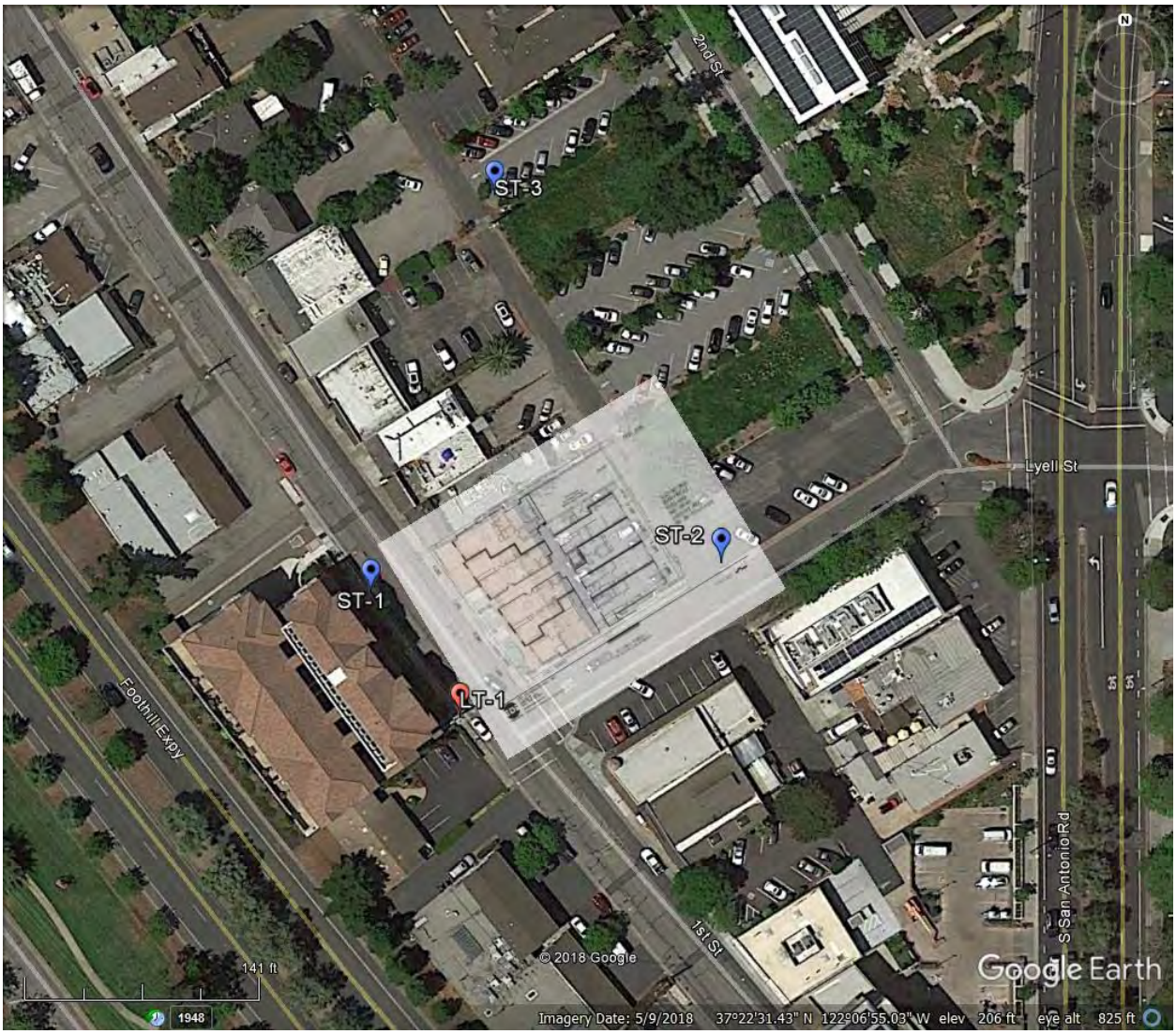
The long-term noise data were supplemented by three observed, short-term noise measurements made on the afternoon of Tuesday, July 31, 2018. Noise levels were measured at location ST-1, which was representative of the setback of proposed apartments near 1st Street, location ST-2,

which was representative of the noise environment at the easternmost portion of the site near San Antonio Road, and location ST-3, in the parking lot north of the site. The average noise level measured at site ST-1 was 67 dBA L_{eq}. The maximum instantaneous noise level measured at ST-1 was 84 dBA L_{max} and was produced by a heavy-duty truck passing the site along 1st Street. Noise levels measured at Site ST-2 were primarily the result of local and distant traffic, averaging 60 dBA L_{eq}. Noise levels at ST-3 were fairly low for the area, resulting from mechanical equipment and intermittent automobile passby. The average noise level measured at ST-3 was 51 dBA L_{eq}. Table 1 summarizes the results of the short-term noise measurements.

TABLE 1 Summary of Short-Term Noise Measurements

Noise Measurement Location (Date, Time)	**Measured Noise Level, dBA**					
	L_{max}	**$L_{(1)}$**	**$L_{(10)}$**	**$L_{(50)}$**	**$L_{(90)}$**	**$L_{eq(10\text{-}min)}$**
ST-1: 1st Street frontage. 37°22'31.0" N, 122°06'56.7" W (7/31/2018, 12:00-12:10 p.m.)	84	78	70	59	52	67
ST-2: Lyell Street frontage. 37°22'31.2" N, 122°06'54.0" W (7/31/2018, 12:20-12:30 p.m.)	78	74	61	54	50	60
ST-3: Alley frontage. 37°22'33.4" N, 122°06'55.7" W (7/31/2018, 12:40-12:50 p.m.)	63	59	54	50	48	51

Figure 1 Aerial Image Showing Site Plan and Noise Monitoring Locations



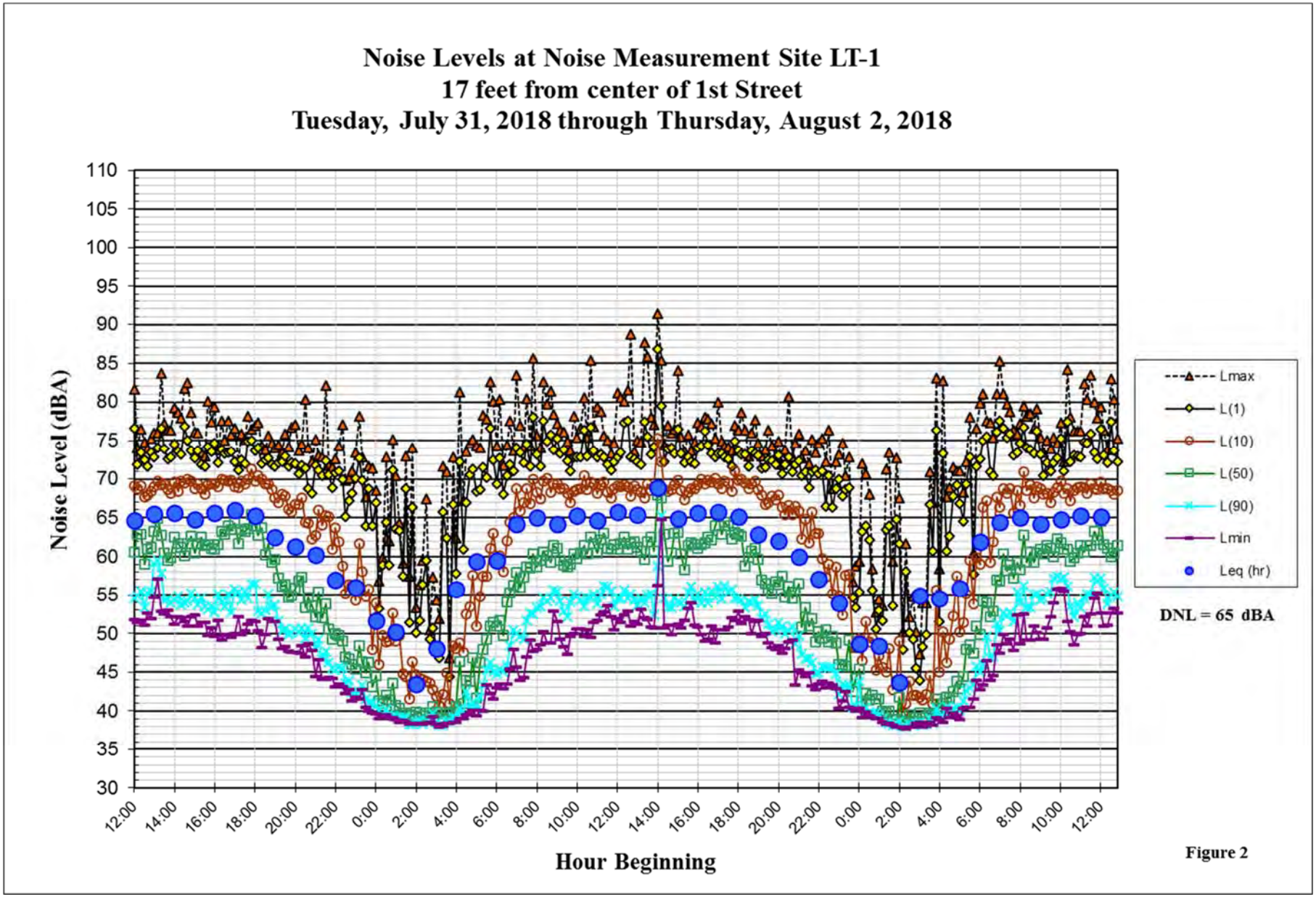

Noise Levels at Noise Measurement Site LT-1
17 feet from center of 1st Street
Tuesday, July 31, 2018 through Thursday, August 2, 2018
Noise Level (dBA)
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
12:00
14:00
16:00
18:00
20:00
22:00
0:00
2:00
4:00
6:00
8:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
0:00
2:00
4:00
6:00
8:00
10:00
12:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)
DNL = 65 dBA

Figure 2

Noise and Land Use Compatibility Assessment

Future Exterior Noise Environment

The City's General Plan does not contain future traffic projections for 1st Street but does contain future traffic projections for nearby roadways including Foothill Expressway and San Antonio Road. Based on a comparison the General Plan traffic volumes for existing and future traffic conditions, future traffic noise levels (2025) along Foothill Expressway and San Antonio Road were projected to increase by less than 1 decibel over existing noise levels (2001). For the purposes of this assessment, a credible worst-case scenario would assume that general growth throughout the City and surrounding region would follow previous growth patterns and result in an increase of 1-2% in traffic volumes per year. Considering this incremental increase, the future noise environment on the project site adjacent to 1st Street is expected to increase by up to 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 1st Street.

The City's exterior noise level goal of 60 dBA L_{dn} is normally applied where outdoor use is a major consideration (e.g., backyards in single family developments and recreation areas in multi-family projects). Common industry practice regarding the exterior noise assessment of small private outdoor use areas (e.g., balconies, patios, etc.) or pathways in multi-family residential land uses is to apply the exterior noise threshold established by the City to common outdoor use areas only.

A review of the project plans indicates that no common outdoor use areas are proposed by the project. A small, private balcony is proposed for Unit 16, which would overlook 1st Street. A seated receptor located at the center of the balcony would be shielded from direct line-of-sight to traffic along the roadway by the solid wall proposed along the west side of the balcony. Exterior noise levels at this seated receptor would be reduced by 5 dBA by the solid wall and would be 61 dBA L_{dn}, which would exceed the normally acceptable noise level of 60 dBA L_{dn} by 1 decibel. However, mitigation is not recommended to reduce exterior noise levels at the small balcony proposed for Unit 16 given the slight exceedance and applicability of the normally acceptable exterior noise threshold at the small balcony proposed by the project.

Future Interior Noise Environment

Considering the preceding discussion, the western residential facades facing 1st 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 distance attenuation and building shielding, such that future exterior noise levels on the southern facade are expected to be 63 dBA L_{dn} or less, 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.

To quantify interior noise levels resulting from traffic, calculations were made to estimate the transmission loss provided by the proposed building elements. Interior noise levels were calculated based on a review of the project's site plan, conceptual exterior building elevations, and floor plans. The relative areas of walls, windows, and doors were input into an acoustical model to calculate noise levels within individual units. The exterior walls of the proposed units were assumed to be a stucco sided exterior finish, ½" plywood sheathing, 2x4 or 2x6 wood studs, R-19 batt insulation, and ½" gypsum board interior finish. These exterior walls have a minimum Sound Transmission Class rating of STC 46. Windows (vinyl – dual glazed) and doors were then tested to determine the necessary sound transmission class ratings for these building elements to reduce interior average noise levels to 45 dBA L_{dn} or less, as required by the State Building Code and City of Los Altos.

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 1st 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 southern facade (facing Lyell 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 and exposed to an L_{dn} of 60 dBA or less will not require specific STC ratings.

Additionally, all residences with windows or doors on the western, southern, and eastern building facades will require mechanical ventilation to provide a habitable interior environment with windows closed for 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.

The implementation of the above noise insulation features in the project design will allow interior noise levels within the project residences to meet the City and State 45 dBA L_{dn} interior noise level criterion.

♦ ♦ ♦

This concludes our environmental noise assessment. If you have any questions, or if we can be of further assistance, please do not hesitate to call.

Sincerely yours,

Michael S. Thill
Principal Consultant
ILLINGWORTH & RODKIN, INC.

(18-142)

APPENDIX A

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 A1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (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 A2. Because sound levels can vary markedly over a brief 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.

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 p.m. - 10:00 p.m.) and a 10 dB addition to nocturnal (10:00 p.m. - 7:00 a.m.) noise levels. The *Day/Night Average Sound Level* (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.

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 noises 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 a L_{dn} of 60-70 dBA. Between a 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.

TABLE A1 Definition 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 micro Pascals.
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 p.m. and 7:00 a.m.
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 p.m.to 10:00 p.m. and after addition of 10 decibels to sound levels measured in the night between 10:00 p.m. and 7:00 a.m.
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.

TABLE A2 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 (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

ATTACHMENT G

CDG
CANNON
DESIGN
GROUP

ARCHITECTURE PLANNING URBAN DESIGN

November 21, 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: 425 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. A newer three-story over podium garage multifamily development is located nearby across First Street from the site and a 10-unit mixed use development over below-grade parking nearby on First Street is under review. Photos of the site and immediate context are shown on the following page.

700 LARKSPUR LANDING CIRCLE . SUITE 199 . LARKSPUR . CA . 94939
TEL: 415.331.3795
CDGPLAN@PACBELL.NET

Buildings to the Immediate Left

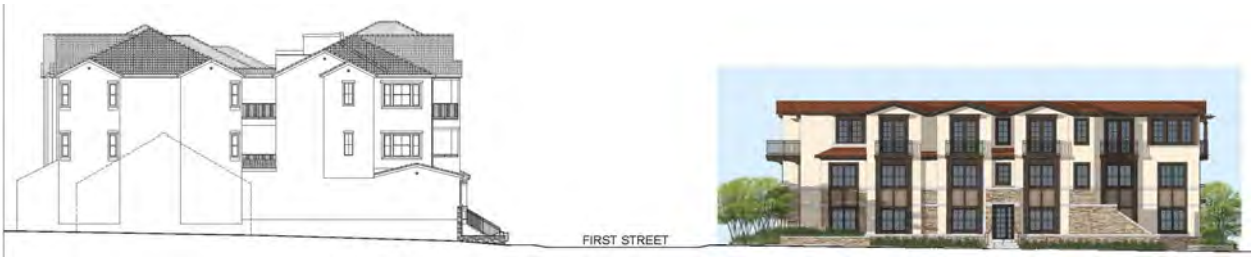
THE SITE

Multifamily Development across First Street

Buildings across Lyell Street

Buildings across First Street

Parking Lot Immediately behind the Site



Proposed Project in Context with Similar Use across First Street

Design Review Framework

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

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

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

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

FIRST STREET DISTRICT

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

INTENT

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

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

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

Specific relevant design guidelines include the following:

5.2 ARCHITECTURE

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

5.2.1 Design to a village scale and character

a) Avoid large box-like structures.

b) Break larger buildings into smaller scale elements.

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

d) Keep focal point elements small in scale.

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

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

g) Provide substantial small scale details.

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

The following narrative text and guidelines on the next two pages from the Downtown Design Guidelines would seem to be relevant to this proposed project:

DOWNTOWN VILLAGE CHARACTER

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

ARCHITECTURAL STYLE

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

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

3.2.1 Continue the pattern and scale established by existing buildings

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

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

b) Break larger buildings up into smaller components.

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

d) Utilize awnings and canopies at windows and entries.

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

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

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

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

i) Enhance the pedestrian experience with interesting architectural details.

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

j) Provide special storefront and facade lighting.

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

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

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

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

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

c) Utilize operable windows in traditional styles.

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

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

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

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

Issues and Concerns

The project is well designed with a recognizable traditional architectural style and an abundance of details authentic to the architectural style. The facades are articulated with both horizontal and vertical off-sets to break up the mass of the building and relate to the smaller scale adjacent buildings as called for in the Downtown Design Guidelines - see rendering below.

The step down on First Street at the interior property line is particularly well done to provide a transition to the adjacent smaller commercial buildings - see illustration below.

The design also benefits from a well defined top floor with balconies, special window and door treatments and setbacks from the floor below which will reduce building's bulk and the appearance of a fully three-story structure

Within the framework of the city's design standards, findings and guidelines, I am able to only identify limited potential issues, as follows:

1. The two-foot setback on Lyell Street may not be consistent with Downtown Design Guideline 5.1.7.

   5.1.7 Integrate ground floor residential uses with the streetscape

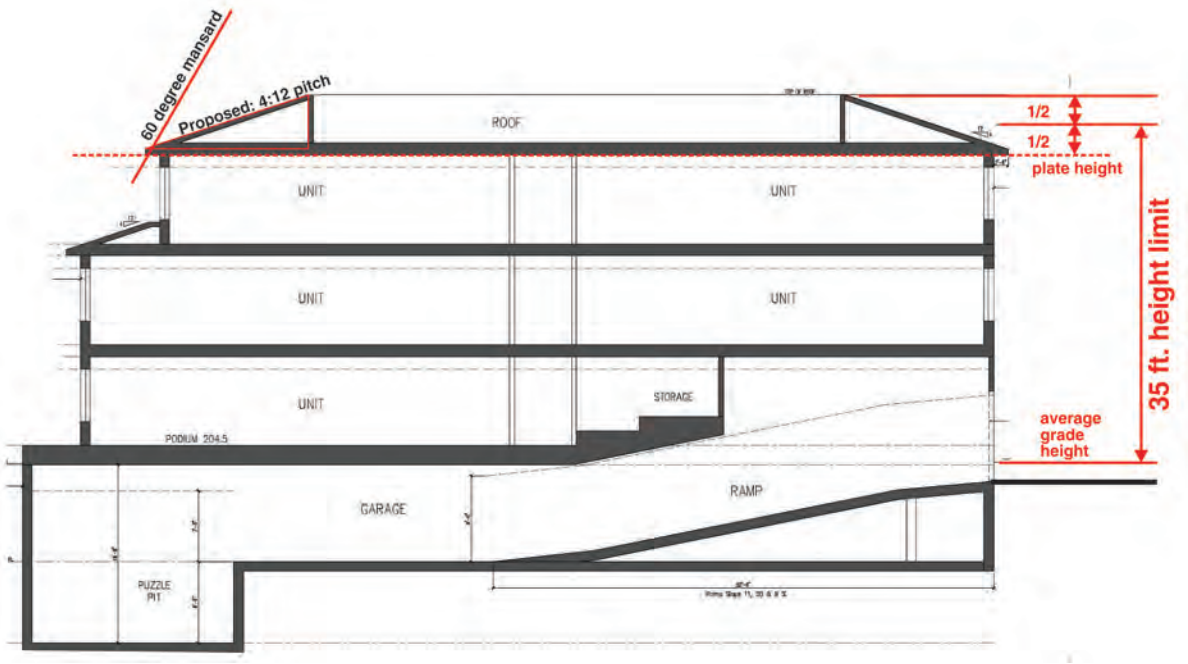
   a) Set structures back a minimum of 10 feet from the street property line.
   Stairs and entry porches may encroach into this setback up to the property line.

   When the design guidelines were developed, primary attention was given to the urban design characteristics of the major streets and pedestrian routes in the downtown area. Less focus was placed on secondary streets. Staff and the Planning Commission will need to assess whether a greater setback on Lyell Street is warranted.

2. The maximum building height measurement assumed by the applicant may not be totally consistent with chapter 14.66.230 of the Zoning Ordinance.

   14.66.230 - Height limitations—Measurement.
   The vertical dimension shall be measured from the average elevation of the finished lot grade at the front, rear, or side of the building, whichever has the greater height, to the highest point of the roof deck of the top story in the case of a flat roof or a mansard roof; and to the average height between the plate and ridge of a gable, hip, or gambrel roof. A mansard roof is defined as any roof element with a slope of sixty (60) degrees or greater.

   The question is whether to treat the pitched roof as parapet walls or mansard roofs and measure to the top of the roof deck, or to treat it as a sloping roof and measure to the mid-point of the slope. The applicant has assumed the latter interpretation, and measured to the midpoint of the sloped roof - see illustration below.



   The proposed building height would be acceptable under either interpretation. However, there may be good reason to consider the roof deck at the maximum building height datum. That will be discussed further in the recommendations, but the primary reason relates to Concern #3 below.

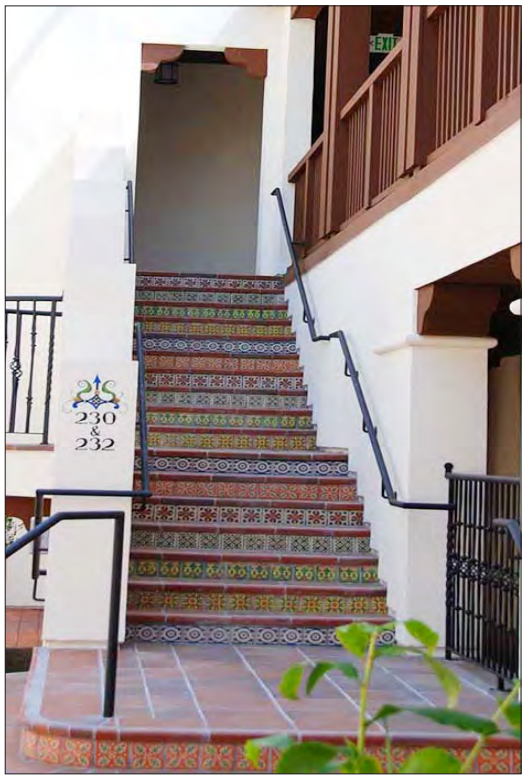
3. The roof pitches of 4:12 are shallow for this architectural style, and less than the more typical 6:12 pitch, as utilized on the similar multifamily project immediately across First Street.

4. Wood balcony railings are more common for this architectural style, but metal railings are also common and acceptable. The only concern here is that perhaps an opportunity is being missed to provide a richer design to the railings which is also common for the architectural style - examples are shown in the recommendations.
5. The exit stair on Lyell Street will be rather prominent. Some refinements might be considered to enhance the architectural style and pedestrian experience.

6. The visual exposure of the rear alley elevation will be as great as the street elevations. Currently the garage and stair exit doors on the rear elevation are much more utilitarian in appearance than the rest of the facade.

Recommendations

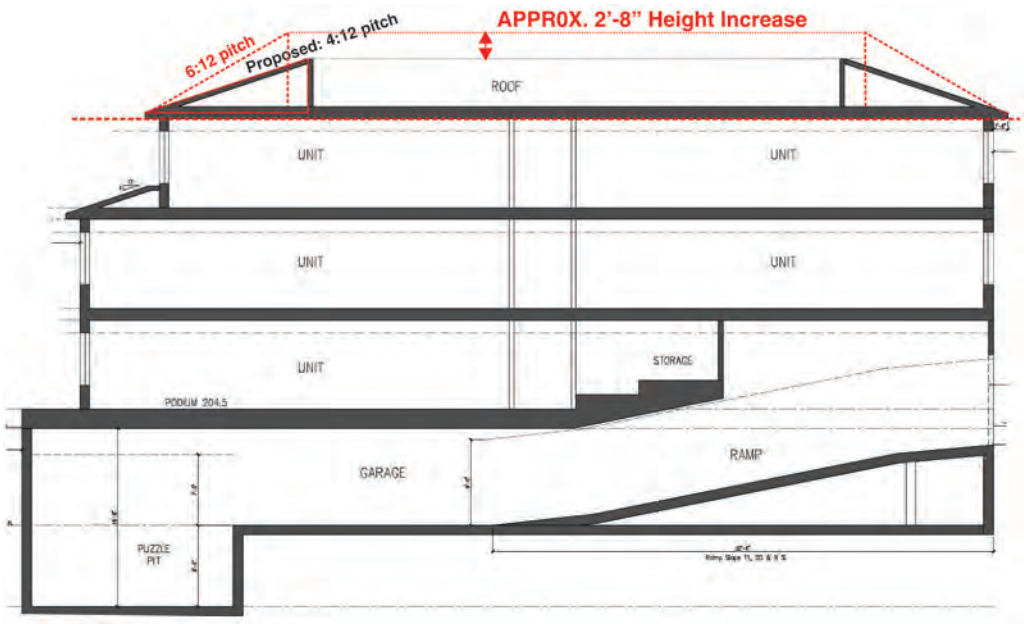
1. Consider a more traditional stepped wall at the Lyell Street stair. Although this is an exit stair, consideration might also be given to adding tile risers to enhance the visual experience of the pedestrian environment - see examples below.



2. Consider adding more detail appropriate to the architectural style to the metal balcony railings - see examples below.

3. Recess the garage and exit stair doors on the rear facade, and match materials and colors to the window panels above.

4. Consider increasing the roof pitches to 6:12. This would be possible if the maximum allowable height limit datum was determined to be the flat roof/eave height. The diagrams below show the difference in height and appearance of 6:12 pitches relative to the currently proposed 4:12. It would raise the roof ridge height by approximately 2'-8". This could also be accomplished with the applicant's currently assume height limit datum, but only if the floor to ceiling heights were reduced from the currently proposed 9'-4" to approximately 8'-3".



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

Sincerely,

CANNON DESIGN GROUP

Larry L. Cannon

ATTACHMENT H

Date: February 27, 2019

To: **LOS ALTOS - COMPLETE STREETS COMMISSION**

From: Robert Dailey
Owner, 401 First Street

Re: **425 FIRST STREET**

INTRODUCTION

I have owned 401 First Street, immediately adjacent to 425 First Street, and my company has resided at this location for 34 years. I represent myself as a business and property owner and I represent seven other property owners residing on the "alley". I would like to offer the following comments regarding the proposed construction of 425 First Street and the plan to access the parking garage via the alley between Lyell and Whitney Streets. It is stated in the Agenda Report that the plan is to widen the 16' alley by two feet to 18', with the "City's *long-term* plan to obtain a two foot access easement/dedication on both sides of the existing alley to widen it from 16 feet to 20 feet."

WIDENING "ALLEY"

I am deeply aware of the past and current traffic patterns on the alley as well as "type" of traffic, i.e., delivery trucks. I am also deeply familiar with traffic on First Street as it connects to San Antonio. There are serious issues with the proposed increase in traffic on what is currently an alleyway. Even widening the alley by two feet is inadequate for the proposed increase in vehicle traffic that would be generated by the 20 new housing units at 425 First Street PLUS the 20 new housing units at 396 First Street. And it should be acknowledged that the City's "*long – term*" plans to widen by four feet may not happen in the future. There are multiple issues.

THE ALLEY & ITS INTENDED PURPOSE:

The alley is constantly busy during week days with large delivery truck traffic to the many business on First and Second streets that all have access to this alley. The logic to alley deliveries is clear. The alley was built to alleviate truck traffic stoppage on First and Second Streets. The reconfiguration of the alley to a two-way street will surely involve additional traffic making truck stoppage a bottleneck. Many times during the day the narrow alley is blocked by delivery trucks including the USPS, UPS, FedEx, etc.; one bi-weekly delivery truck is 53' long. Some of the delivery trucks to Round Table Pizza and other businesses block the entire alley during daily deliveries. The alley, even widened by two feet, doesn't allow two-way traffic, continually vehicles have to stop and pull into a property's parking lot or driveway to avoid the delivery trucks. If this building is approved we recommend widening the alley by ten feet adjacent to the proposed building along the entire length at the alley side. This will allow for more relief for turning in and out of the entry ramp and will allow for room for trucks and cars to pass with ease at least at this portion of the alley.

ACCESS TO 425 FIRST FOR PARKING:

Traffic in and out of 425 First Street potentially will back up because it is subject to mechanical parking lift system parking one car at a time. I propose that the garage entrance be placed on Lyell and not on the narrow and heavily used alleyway. If the Streets Commission concludes that the alley is the only possible point of access and the best use, the new proposed building and planters as shown should be stepped back from alley by an additional ten feet. **Currently a car exiting from the ramp has limited visibility to evaluate oncoming traffic before the car pulls out of the driveway. At minimum the garage entry portion of the building and planter should be recessed ten additional feet.** This is not solely a traffic issue; stepping back the building in general on the alley side should be seriously considered as an aesthetic issue. Visibility of the entire east portion of the building is far more prominent from San Antonio Road, Second Street and Lyell than visibility on First Street. The architect has provided significant relief on First Street, not in the sense of adding balconies but relief in the plane of the building. The current relief as designed to the highly visible east facing alley side of the building resides in ornamental additions such as cantilevered decks and railings. The building should be stepped in and out for aesthetic reasons on this highly visible face.

TRAFFIC STUDY:

Business owners would like to comment on the traffic impact analysis by Hexagon Transportation Consultants. It should be noted that this report was not generated by an independent transportation consultant but by the developer of 425 First Street. I believe the City should contract with a third party for a true independent traffic study. (Several of the businesses on the alley would contribute to the cost of same if required.)

Prior to building the multi-residential unit at 396 First Street, the traffic in this part of downtown Los Altos was manageable. Once this building and the multi-residential buildings on First Street on the other side of Safeway were built in the past 3-4 years, traffic on First Street increased significantly. It is now difficult to drive south on First Street and turn right on to San Antonio which joins Foothill Expressway between the hours of 4pm and 6pm. Between the traffic light on First/Cuesta at San Antonio and Foothill Expressway there is room for maybe 5 cars. The traffic on San Antonio backs up for blocks trying to enter the expressway. The traffic light at Foothill turns green and then a minute later the traffic light at First Street turns green. It is almost impossible to enter San Antonio from First Street as the traffic on San Antonio backs up for blocks during this time frame. The issue is so severe that some of our employees have taken to leaving downtown via Main Street, crossing over Foothill Expressway and turning left on to University Avenue to make their way to El Monte and ultimately Hwy 280. I'm sure the residents of University Avenue do not appreciate the increased commuter traffic, but it's the only viable way to get out of downtown Los Altos during the evening rush hour.

IN SUMMARY:

A. Please consider garage access to building from Lyell Street.

B. Please consider recessing the building if garage entry is to remain on alley; at least the portion of the building at garage entry.

C. Please be aware that visibility of the building is significantly more impactful to the alley "east side", and additional relief at garage entry and entire building on east side would be a major aesthetic improvement to the community.

D. Please consider an addition "independent" traffic study that takes in to consideration comments of business owners on the alley.

Respectfully submitted,

Robert Dailey

FINE HOME BUILDING

RJ DAILEY

SINCE 1979

CONSTRUCTION

ATTACHMENT C

May 16, 2019

Dear Los Altos Planning Commissioners,

Re: 425 First Street

I am a property owner on First Street for over 20 years and my business has been located in downtown for the past 34 years. I implore the planning commissioners to pay attention to quality of construction and materials reflected on buildings popping up around town. As building owners in downtown in recent years have discovered, artist renderings and beautiful simulated colored drawings of proposed buildings do not articulate the quality of construction, methodology and materials being applied. I would implore commissioners to personally tour buildings that have been approved and constructed in the past five years in town.

How closely do these buildings mirror the renderings, material and quality that were presented to the planning commission at time of approval? I realize that the term quality is subjective. Nevertheless, without identifying specific address(s), newer construction in closest proximity to this proposed building could and should be reviewed to ascertain if they represent the quality of materials and design initially represented to the planning commission. Commissioners and the town residents would benefit significantly by a physical review by commissioners for quality and conformance AFTER construction process is completed. Some examples might include: use of particle board that simulate real wood that may be implied on artists' renderings; simulated clay tile roof' simulated wood windows. Artists' drawings and renderings imply famous Santa Barbara-style clay tile roofs that are similar to those used in communities such as Stanford University; often the new buildings end up with the most inexpensive simulated "S" tile available. The least expensive method for creating "character" in stucco buildings is to simply carve a few recesses or shadow lines into the stucco. These "architectural details" make beautiful renderings but the finished product often represent a building that might be found in downtown San Jose.

The buildings popping up around our town will represent our town image for decades to come. My recent experience has been that building and property owners in our beautiful town are expressing a growing concern about quality of design and materials used that seem to be recreating our town's image and not in a good way. Simulated copper is not copper. Simulated wood windows are not wood windows; simulated wood in no way should be confused with true authentic wood. Property owners in town applaud the commission for its approval of the type of quality materials demonstrated by the new Packard Foundation building. Clearly, if the integrity of town architecture is to be preserved, there should be no significant difference in quality and architecture in buildings designed for the enjoyment of those within vs. those designed for speculation. With buildings popping up all over town, our city's planning commission and architectural oversight boards have literally one chance at preserving the century-old ambiance and architectural integrity of Los Altos.

Respectfully submitted,

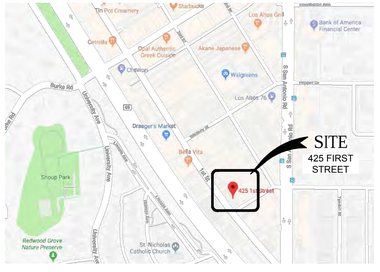
Bob Dailey

401 First Street | Los Altos, California 94022 | (650) 948-5196 | License# B-379562

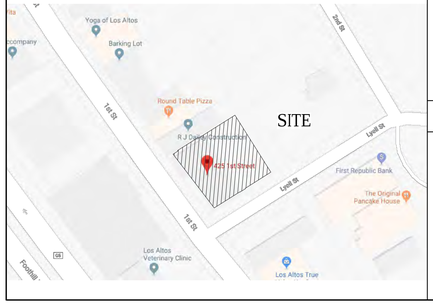
425 FIRST STREET

LOS ALTOS, CA

VICINITY MAP



LOCATION MAP



PROJECT TEAM:

OWNER	ARCHITECTURE	CIVIL	LANDSCAPE
425 First Los Altos, LLC 425 First Street, Suite C Los Altos, CA 94022 P: 650.400.6293 Contact: Jeff Warmoth	EDI International, Inc. P.O. BOX 626 Larkspur, CA 94977 P: 415.362.2880 Contact: Richard Handlen Richard.Handlen@EDI-International.com	BKF Engineers 1730 N. First Street, Suite 600 San Jose, CA 95112 P: 408.467.9100 F: 408.467.9199	Jett Landscape Architecture + Design 2 Theater Square, Suite 218 Orinda, CA 94563 P: 925.254.5422

PROJECT DATA:

CODES APPLICABLE:

- 2016 California Building Code
- 2016 California Plumbing Code
- 2016 California Mechanical Code
- 2016 California Electrical Code
- 2016 California Energy Code, Title 24
- 2016 California Green Building Standards Code
- 2016 California Residential Code
- City of Los Altos Municipal Code

OCCUPANCY GROUP: R-2

CONSTRUCTION TYPE: TYPE VA (SPRINKLERED)

BUILDING TOTAL AREA: 33,775.2 SQ FT (INCLUDING BALCONIES)

STORIES: 3 ABOVE GRADE, 2 BELOW GRADE

PROJECT INFORMATION:

PROJECT:	NEW 3-STORY BUILDING (2 LEVELS BELOW GRADE PARKING, 3 LEVELS RESIDENTIAL)
ADDRESS:	425 FIRST STREET LOS ALTOS, CALIFORNIA
A.P.N.:	167-41-019
ZONING:	CD / R3
NET LOT AREA:	11,894 SQ FT (0.27 ACRE)
NO. OF UNITS:	20 (8 UNITS @ LEVEL 1, 6 @ LEVELS 2 & 3)
NO. OF PARKING:	28 COVERED – (1) VAN, (26) STANDARD SPACES & (1) COMPACT SPACE
SCOPE:	NEW CONSTRUCTION

BUILDING AREA CALCULATIONS:

AREA CALCULATIONS

	GROSS	NET
UPPER GARAGE LEVEL	9325.8 SF	9325.8 SF
LOWER GARAGE LEVEL	9325.8 SF	9325.8 SF
LEVEL 1	7,907.5 SF	5,970.7 SF
LEVEL 2	8,272.8 SF	7,370.5 SF
LEVEL 3	7,816.9 SF	6,930.8 SF
PORCHES / LOGGIA / BALCONIES	621.1 SF	
TOTAL BUILDING AREA	43,269.9 SF	38,923.6 SF

PARKING SPACES:

9'-0" x 18'-0" (VAN)	1
9'-0" x 20'-0" (COMPACT)	1
9'-0" x 18'-0" (STANDARD)	26
TOTAL SPACES :	28

LOT & COVERAGE:

LOT AREA: 11,894.3 SQ.FT.

PROPOSED STRUCTURAL COVERAGE: 9254.0 SQ.FT. (77.80%)

UNIT MATRIX

UNIT TYPE	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL UNITS	TOTAL BEDROOMS
STUDIO / 1 BATH	4			4	4 STUDIOS
1 BEDROOM / 1.5 BATH	4			4	4
1 BEDROOM / 2 BATH		2	2	4	4
2 BEDROOM / 2.5 BATH		4	4	8	16
TOTAL BEDROOMS:	8	10	10		28
TOTAL UNITS:	8	6	6	20	

24 BEDROOMS ÷ 4 STUDIOS = 28 PARKING SPACES REQUIRED
28 SPACES PROVIDED

BMR (BELOW MARKET RATE) UNITS

LOW:	UNIT 6
MODERATE:	UNITS 12 & 14

EXISTING SITE DATA:

EXISTING TO BE REMOVED

	AREA / SQ. FT.
BUILDING TO BE REMOVED	4,497 SF
TRASH ENCLOSURE	72 SF
EXISTING HARDSCAPE	6,528 SF
EXISTING SOFTSCAPE	-- SF

SETBACKS

	PROPOSED
FRONT SETBACK	10'-0"
RIGHT SIDE SETBACK	2'-0"
LEFT SIDE SETBACK	2'-0"
REAR SETBACK (ALLEY)	10'-0"
BUILDING HEIGHT LIMIT	35'-0"
PROPOSED HEIGHT	35'-0"

SHEET INDEX

EDI INTERNATIONAL

P. O. BOX 626
LARKSPUR, CA 94977-0626
PHONE: (415) 362-2880

www.EDI-INTERNATIONAL.com

CALIFORNIA TEXAS NEW YORK

425 FIRST STREET

LOS ALTOS
CALIFORNIA

A.P.N.: 167-41-019

PROJECT No.: 6518019
ISSUE: DESIGN REVIEW
ISSUED DATE: 2019-02-15

DESIGN REVIEW SET
RESUBMITTAL
2019-06-12

FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

TITLE SHEET

A0.0

FIRE DEPARTMENT COMMENTS / REQUIREMENTS

Plan Review Comments:

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

2. **Fire Sprinklers Required:** *(Will be provided and installed as noted on Sheet A0.0)* Automatic sprinkler systems for other than an R-3 occupancy, shall be designed and installed in accordance with CFC Sections 903.3.1 through 903.3.9. Sprinkler systems shall be designed and installed per NFPA 13 unless otherwise permitted by CFC Sections 903.3.1.2 and 903.3.1.3, the LOSMC and the Fire Code Official to be designed and installed per NFPA 13R.

3. **Fire Alarm System Requirement:** The building shall be provided with a fire alarm system in accordance with CFC #907.2.9. **Note on the plans that this requirement shall be met.**

4. **Water Supply Requirements:** Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2010 CFC Sec. 903.3.5 and Health and Safety Code 13114.7. **Note on the plans that this requirement shall be met.**

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

6. **Public/Private Fire Hydrant(s) Required:** Provide public fire hydrant(s) at location(s) to be determined jointly by the Fire Department and San Jose Water Company. Maximum hydrant spacing shall be 500 feet, with a minimum single hydrant flow of 1000 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C. **Identify the location of all existing and new fire hydrants to comply with above mentioned code section.**
SEE CIVIL SHEET C3.0

7. **Emergency responder radio coverage in new buildings.** All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. **Note on the plans that this requirement shall be met.**

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

9. **Ground ladder access:** Ground-ladder rescue from second and third floor rooms shall be made possible for fire department operations. With the climbing angle of seventy five degrees maintained, an approximate walkway width along either side of the building shall be no less than seven feet clear. **Landscaping shall not be allowed to interfere with the required access.** CFC Sec. 503 and 1029 NFPA 1932 Sec. 5.1.8 through 5.1.9.2. **Identify the location of ground ladder access on the plans.**
SEE LANDSCAPE SHEET L1.03

10. **Construction Site Fire Safety:** All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification SI-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33. **Note on the plans that this requirement shall be met.**

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

12. **Solar photovoltaic power systems:** Solar photovoltaic power systems shall be installed in accordance with Sections 605.11.1 through 605.11.4, the California Building Code and the California Electrical Code. CFC Sec. 605.11 **Note on the plans that this requirement shall be met.**

California Water Service Company
Fire Flow Test

2/15/2019

Test Date: 03/14/2018 Time: 8:45
District: LOS ALTOS SUBURBAN Zone: 340 Plat: 27-23
Address: 465 1st ST
Cross Street: Lyell ST
Requested By: Automatic Sprinkler Corp.
Conducted By: C.M.
Purpose Of Test: Fire flow calc's
Witnessed By: Calwater: E.G.
Others: R.R. G.C.

Outlet No.	Outlet Size	PITOT	Observed	Static Pressure	Residual Pressure	Flow Observed	Flow Avail. @20
Location 1 Hydrant No.: LAS-461			Address: 425 1st St.				
1	2.50	50	1186	72	60	1186	2619
2							
3							
4							
Location 2 Hydrant No.:			Address:				
1							
2							
3							
4							
Location 3 Hydrant No.			Address:				
1							
2							
3							
4							
			Total Flow Observed Available @20:			1186	2619

Remarks:

Static/Residual Location: 465 1st St.

Note:

Regardless of the results of this test, California Water Service Company assumes no liability beyond that stated in the following excerpt from the P.U.C. Tariff Schedule: "The utility (California Water Service Company) will supply only such water at such pressure as may be available from time to time as a result of its normal operation of the system."

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425 FIRST STREET

LOS ALTOS
CALIFORNIA

A.P.N.: 167-41-019

PROJECT No.: 6518019
ISSUE: DESIGN REVIEW
ISSUED DATE: 2019-02-15

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2019-06-12

FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

FIRE DEPARTMENT COMMENTS

A0.0a

LYELL STREET ELEVATION

0 1' 2' 3' 4' 8'

FIRST STREET ELEVATION

425 FIRST STREET
Los Altos, CA
June 12, 2019

A0.1
FIRST STREET & LYELL STREET BUILDING ELEVATIONS

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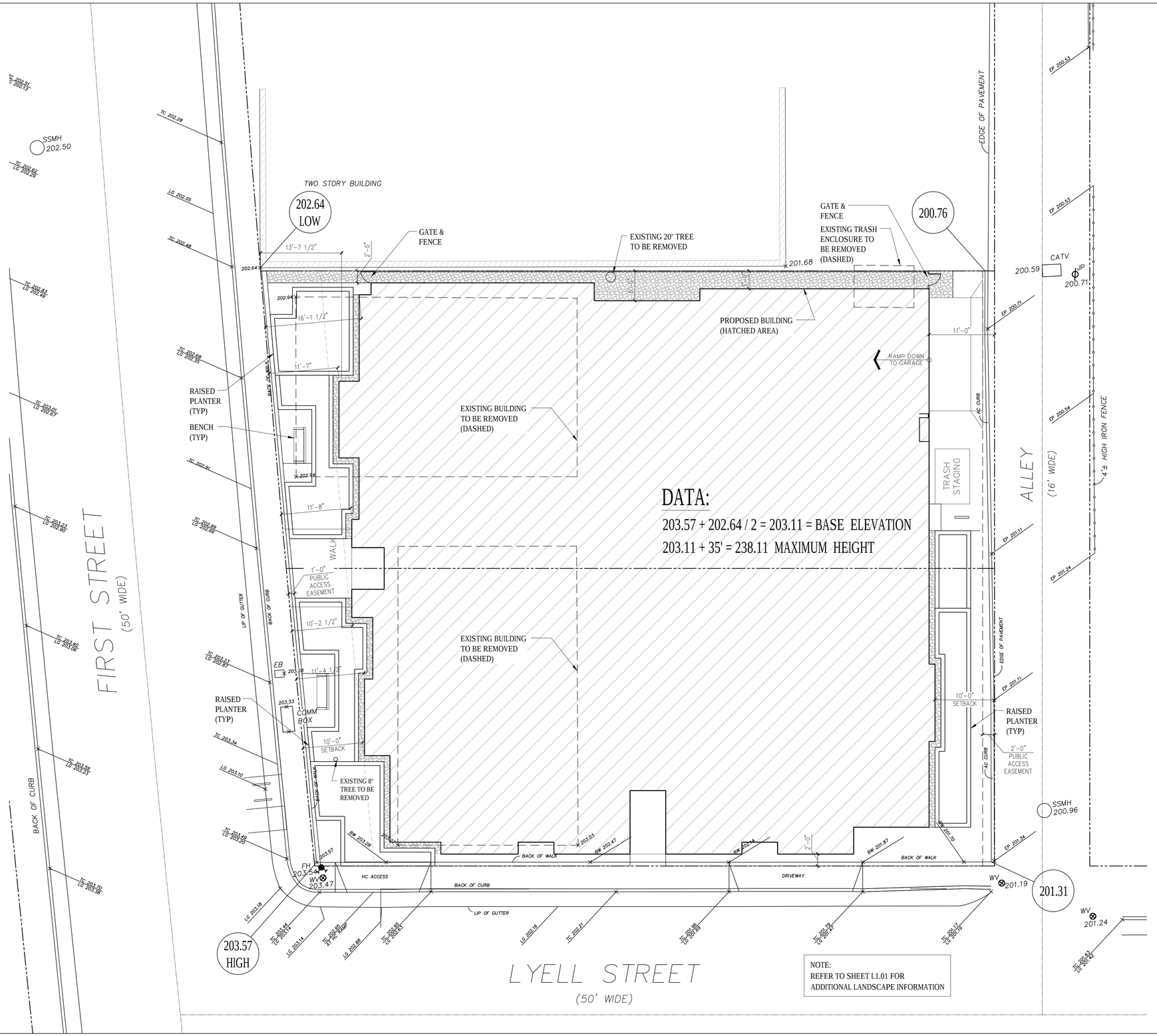

DATA:

203.57 + 202.64 / 2 = 203.11 = BASE ELEVATION

203.11 + 35' = 238.11 MAXIMUM HEIGHT

NOTE:
REFER TO SHEET L1.01 FOR ADDITIONAL LANDSCAPE INFORMATION

SURVEY BY:
BKF Engineers
1730 N. First Street, Suite 600
San Jose, CA 95112
P: 408.467.9100
F: 408.467.9199

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425 FIRST STREET

LOS ALTOS
CALIFORNIA

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FOR USE AT 425 FIRST STREET
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SITE PLAN

A1.0

ROUND TABLE PIZZA /
R J DAILEY CONSTRUCTION

425 FIRST STREET - PROPOSED

LOS ALTOS HARDWARE

FIRST STREET - STREETSCAPE

396 FIRST STREET

425 FIRST STREET - PROPOSED

PARKING

LYELL STREET - STREETSCAPE

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.0
STREETSCAPES

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CORNER OF LYELL & SECOND ST. LOOKING WEST

1ST ST. LOOKING NORTH

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.0A
STREET PERSPECTIVES

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CORNER OF FIRST & LYELL ST.

NORTH SIDE & FIRST ST.

CORNER OF LYELL ST. & REAR ALLEY

REAR ALLEY & NORTH SIDE

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.1
PERSPECTIVES

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ELEVATION LEGEND

1 METAL CABLE RAIL

2 STONE VENEER

3 WOOD SIDING

4 STUCCO

5 METAL ROOF

6 METAL AWNING

7 METAL TRELLIS

FIRST STREET ELEVATION

0 1' 2' 3' 4' 8'

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.2
FIRST STREET BUILDING ELEVATION

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ELEVATION LEGEND

1 METAL CABLE RAIL

2 STONE VENEER

3 WOOD SIDING

4 STUCCO

5 METAL ROOF

6 METAL AWNING

7 METAL TRELLIS

LYELL STREET ELEVATION

0 1' 2' 3' 4' 8'

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.3
LYELL STREET BUILDING ELEVATION

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ELEVATION LEGEND

1 METAL CABLE RAIL

2 STONE VENEER

3 WOOD SIDING

4 STUCCO

5 METAL ROOF

6 METAL AWNING

7 METAL TRELLIS

ALLEY ELEVATION

0 1' 2' 3' 4' 8'

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.4
ALLEY BUILDING ELEVATION

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ELEVATION LEGEND

1 METAL CABLE RAIL

2 STONE VENEER

3 WOOD SIDING

4 STUCCO

5 METAL ROOF

6 METAL AWNING

7 METAL TRELLIS

8 FAUX WINDOW

NORTH ELEVATION

0 1' 2' 3' 4' 8'

425 FIRST STREET
Los Altos, CA
June 12, 2019

A2.5
NORTH BUILDING ELEVATION

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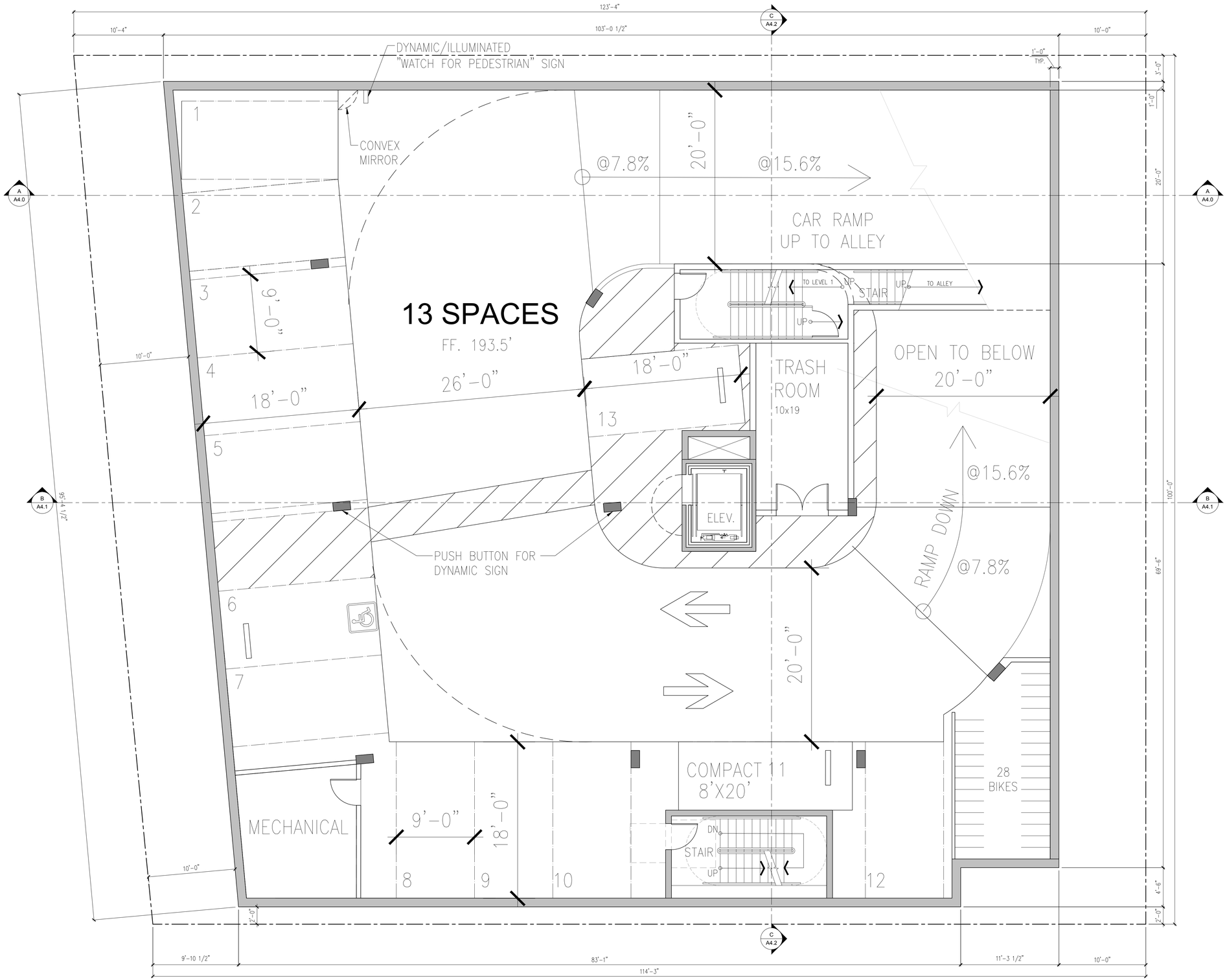

UPPER GARAGE LEVEL FLOOR PLAN

SCALE: 3/16"=1'-0"

1

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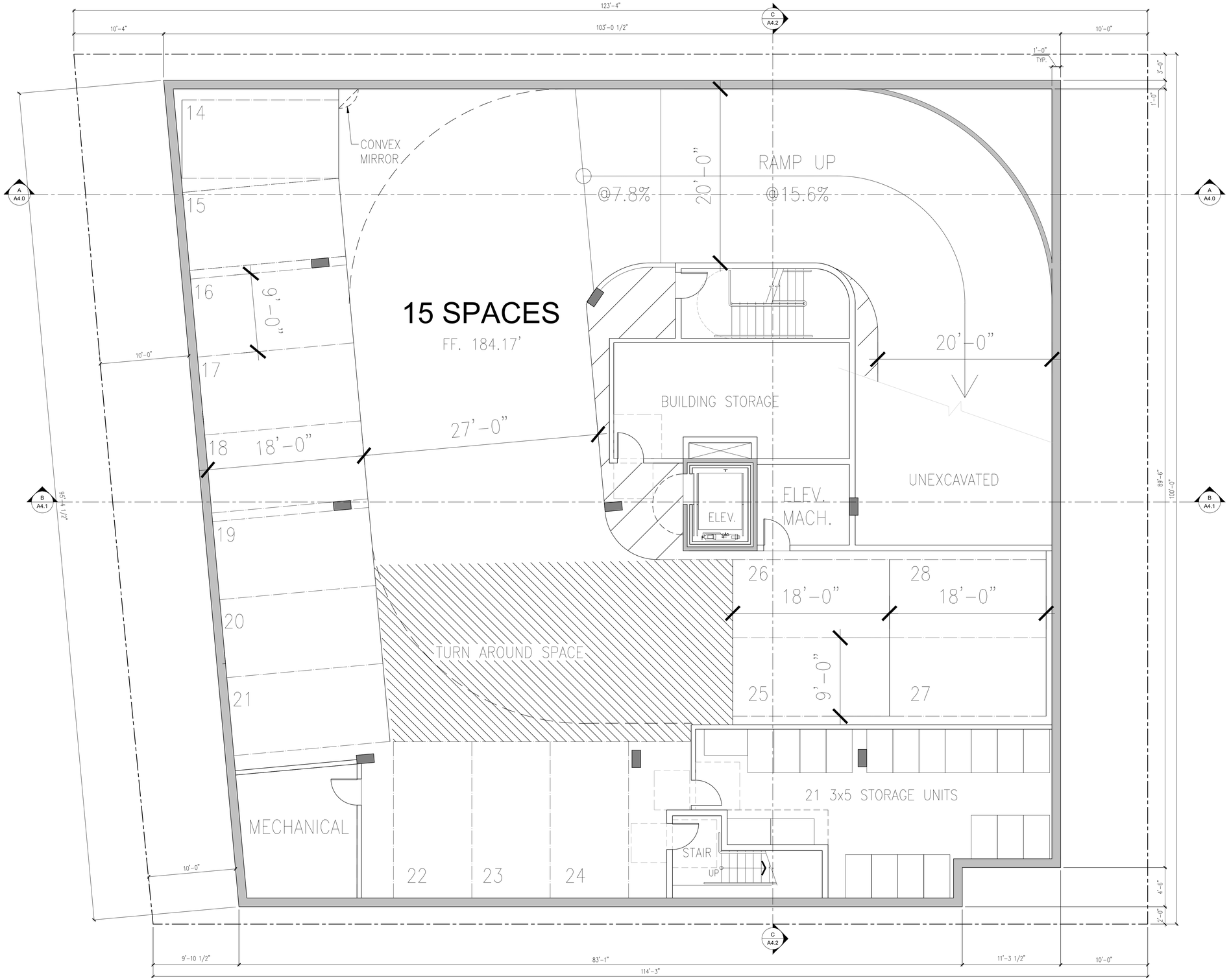
UPPER GARAGE LEVEL FLOOR PLAN

A3.0a



LOWER GARAGE LEVEL FLOOR PLAN

SCALE: 3/16"=1'-0" | 1

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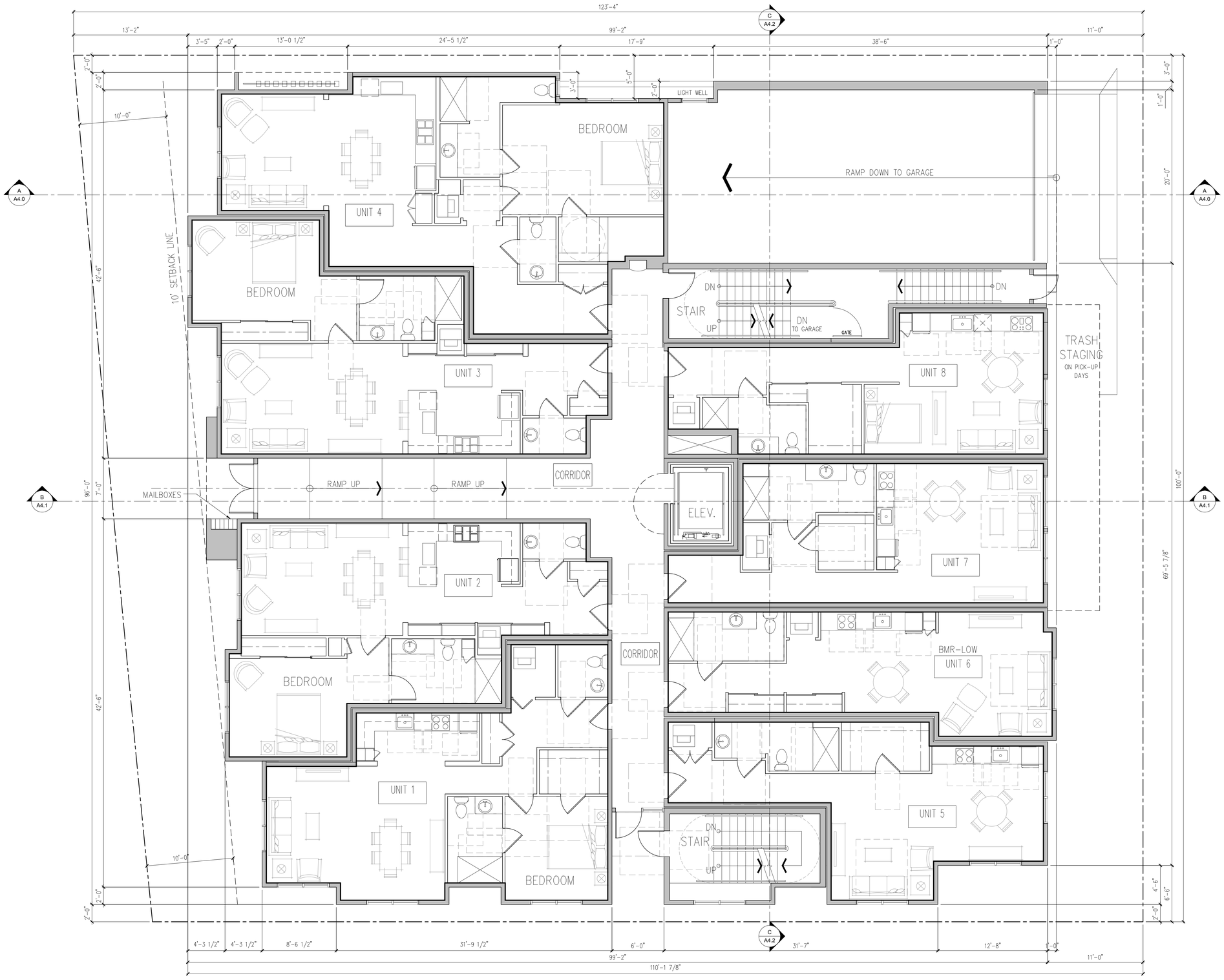
LOWER GARAGE LEVEL FLOOR PLAN

A3.0b



LEVEL 1 FLOOR PLAN

SCALE: 3/16"=1'-0"

1

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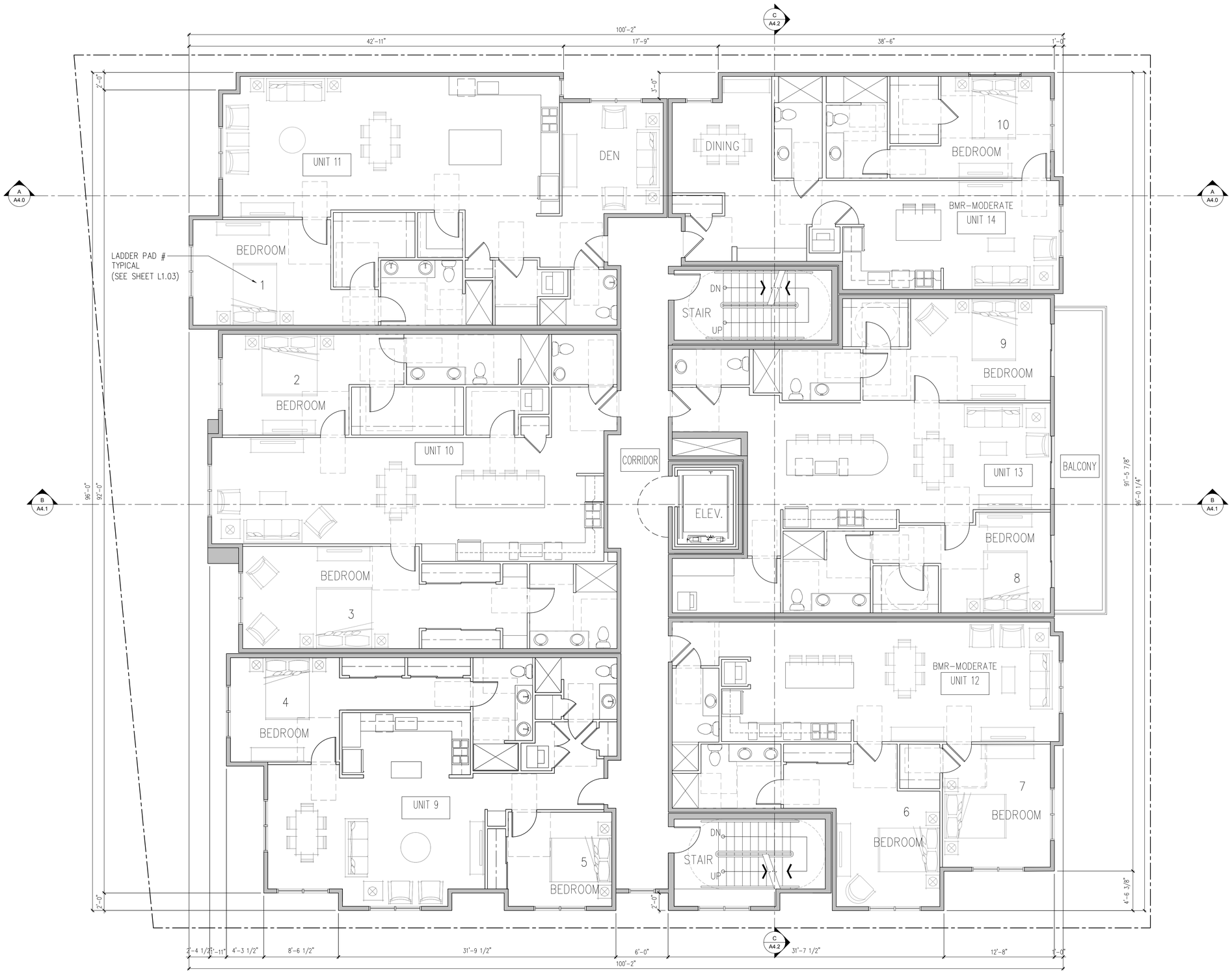
LEVEL 1 FLOOR PLAN

A3.1



LEVEL 2 FLOOR PLAN

SCALE: 3/16"=1'-0"

1

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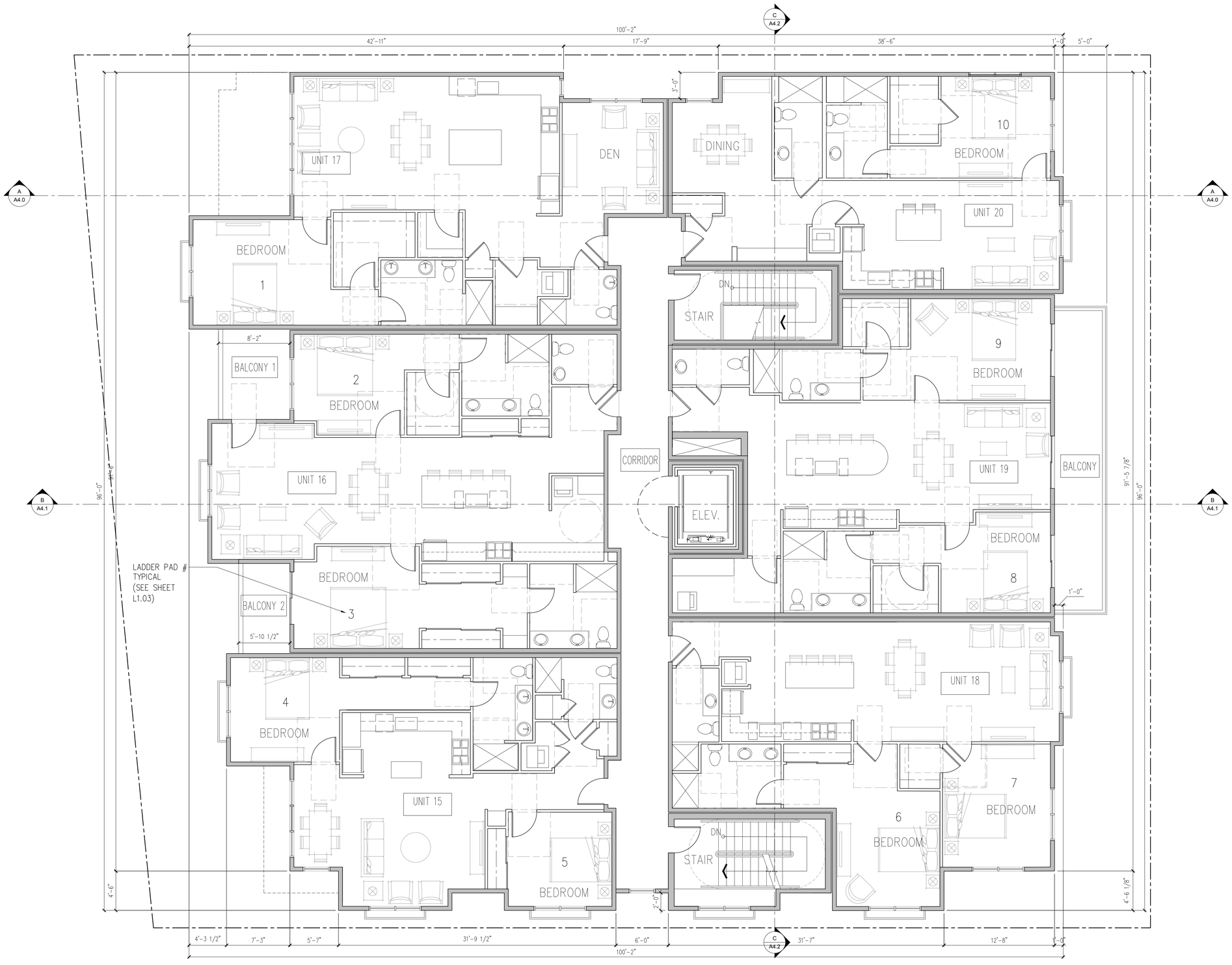
LEVEL 2 FLOOR PLAN

A3.2



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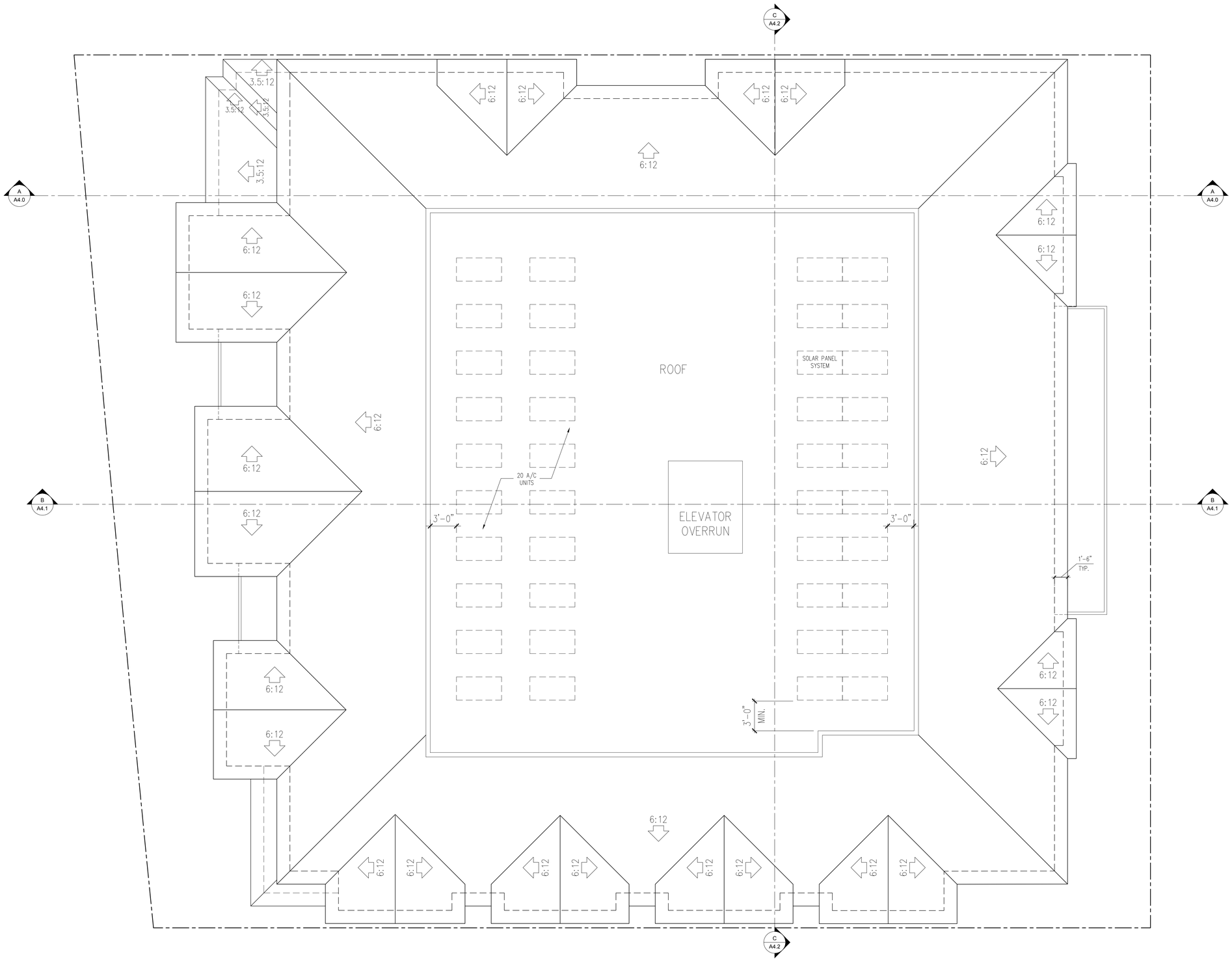
LEVEL 3 FLOOR PLAN

A3.3

LEVEL 3 FLOOR PLAN SCALE: 3/16"=1'-0" 1



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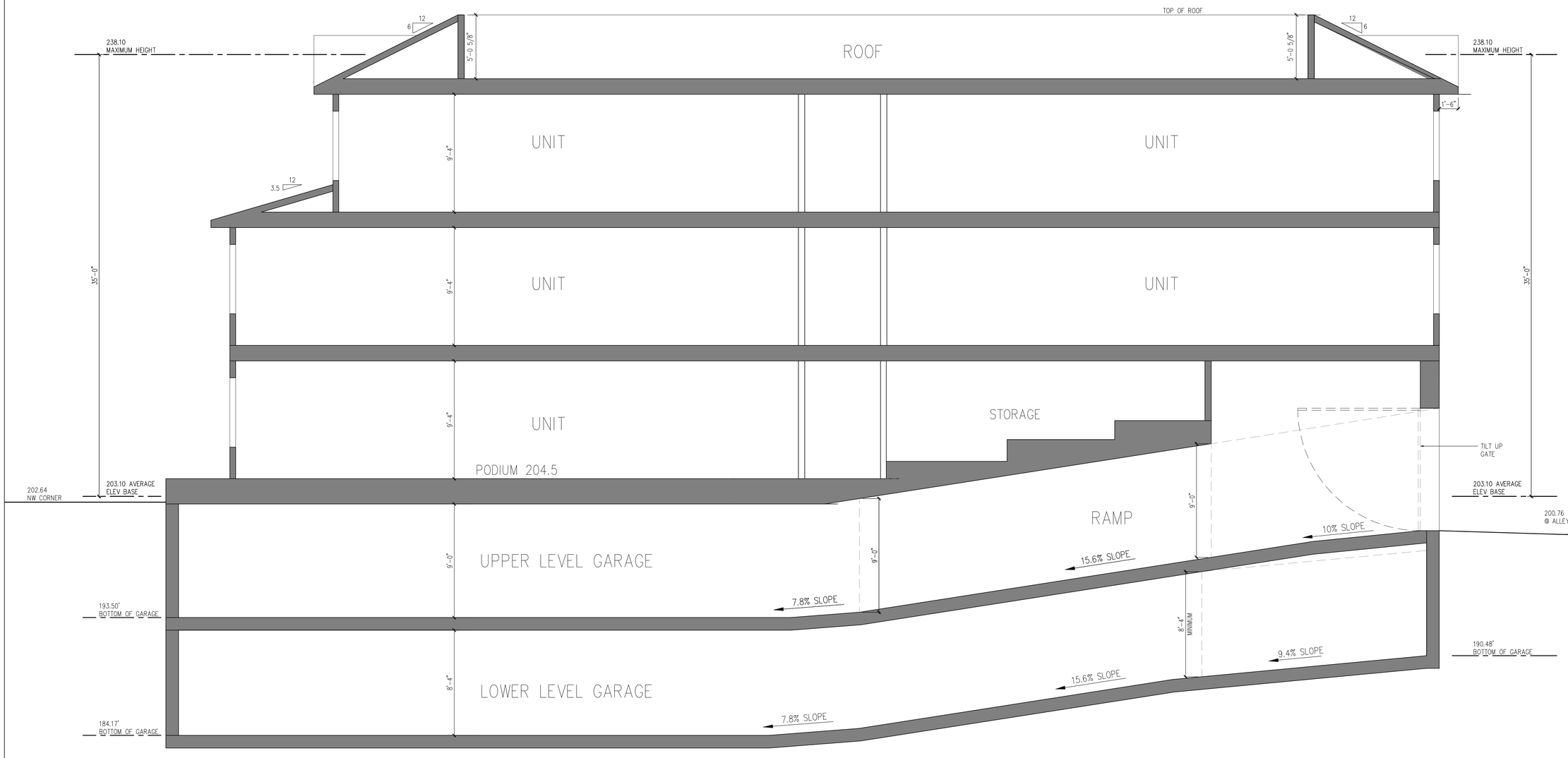
ROOF PLAN

A3.4

ROOF PLAN

SCALE: 3/16"=1'-0"



BUILDING CROSS SECTION A–A

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

1

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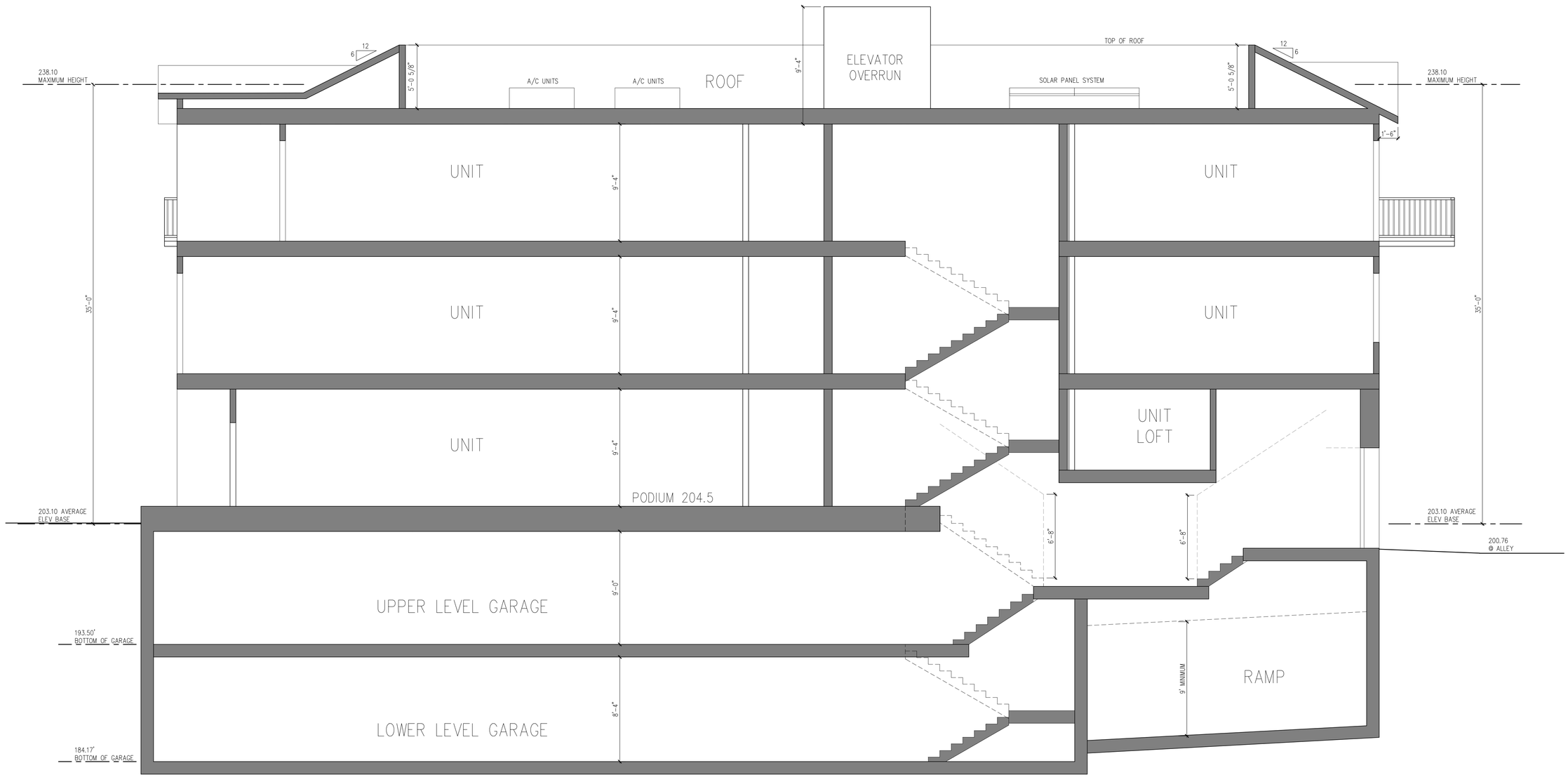
BUILDING CROSS SECTION A-A

A4.0



BUILDING CROSS SECTION B-B

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

1

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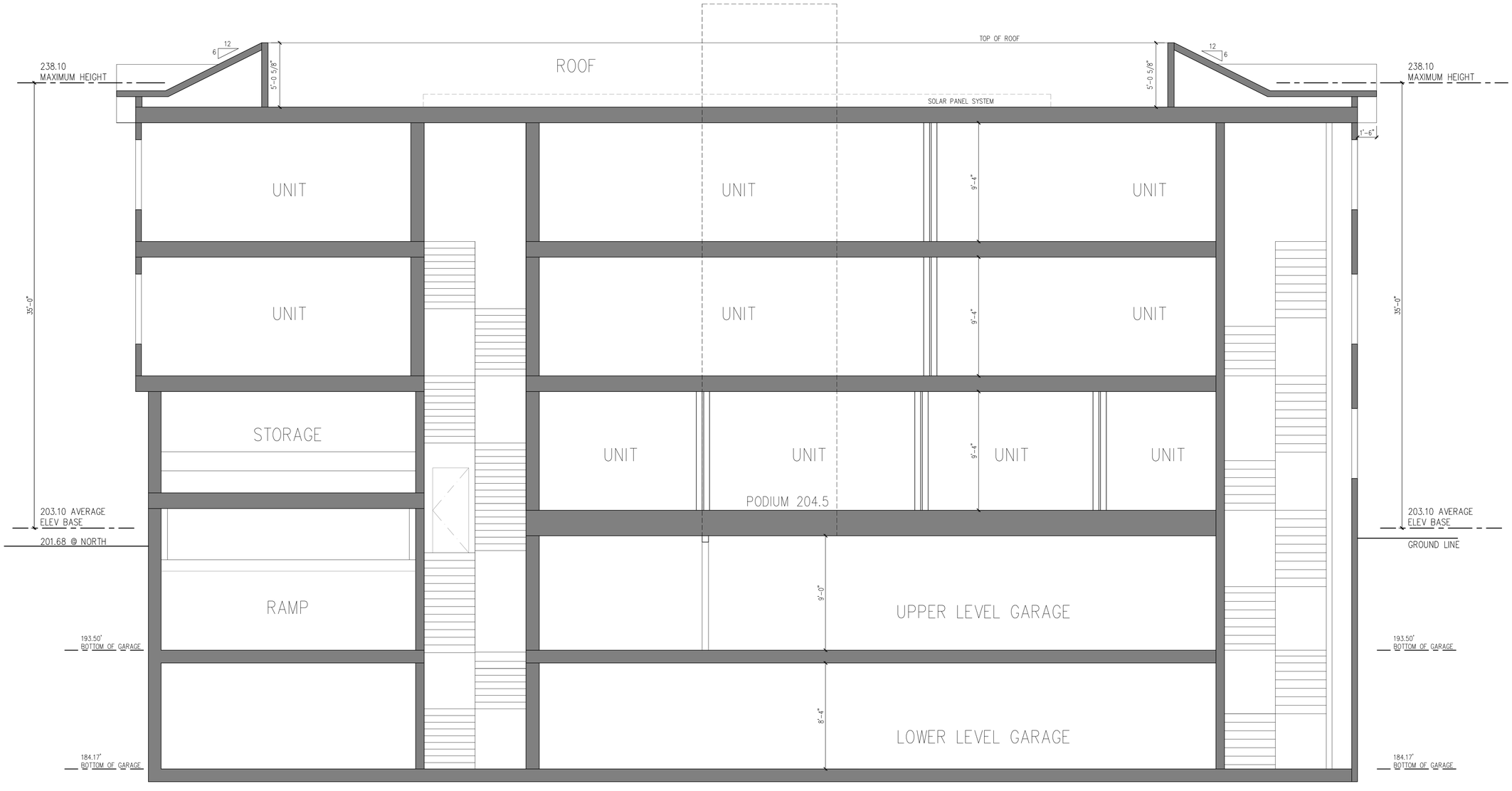
BUILDING CROSS SECTION B-B

A4.1



BUILDING CROSS SECTION C-C

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

1

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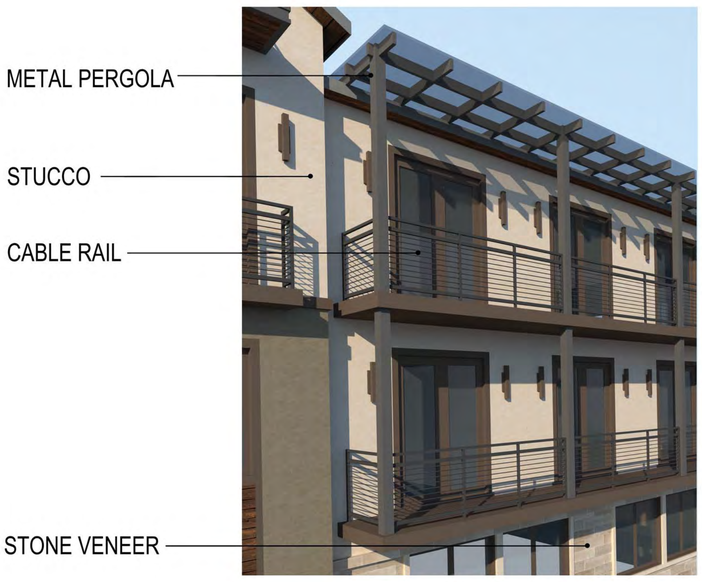
BUILDING CROSS SECTION C-C

A4.2



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A4.3
EXTERIOR DETAILS

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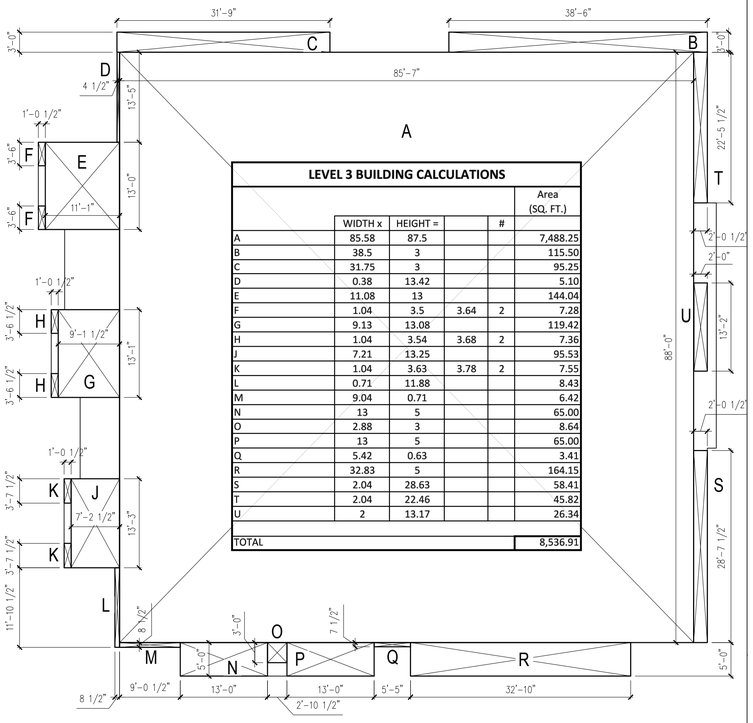
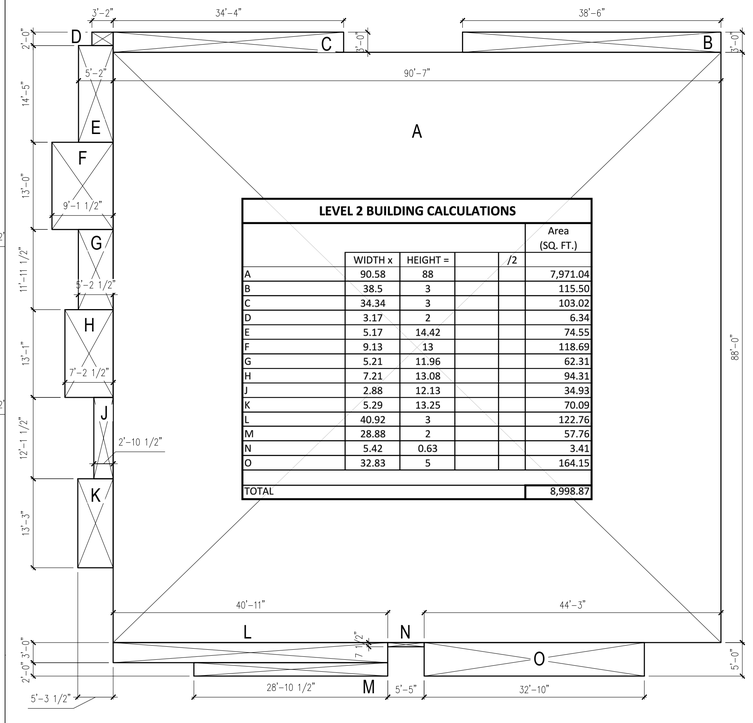


LEVEL 3 BUILDING CALCULATIONS

	WIDTH x	HEIGHT =		#	Area (SQ. FT.)
A	85.58	87.5			7,488.25
B	38.5	3			115.50
C	31.75	3			95.25
D	0.38	13.42			5.10
E	11.08	13			144.04
F	1.04	3.5	3.64	2	7.28
G	9.13	13.08			119.42
H	1.04	3.54	3.68	2	7.36
J	7.21	13.25			95.53
K	1.04	3.63	3.78	2	7.55
L	0.71	11.88			8.43
M	9.04	0.71			6.42
N	13	5			65.00
O	2.88	3			8.64
P	13	5			65.00
Q	5.42	0.63			3.41
R	32.83	5			164.15
S	2.04	28.63			58.41
T	2.04	22.46			45.82
U	2	13.17			26.34
TOTAL					8,536.91

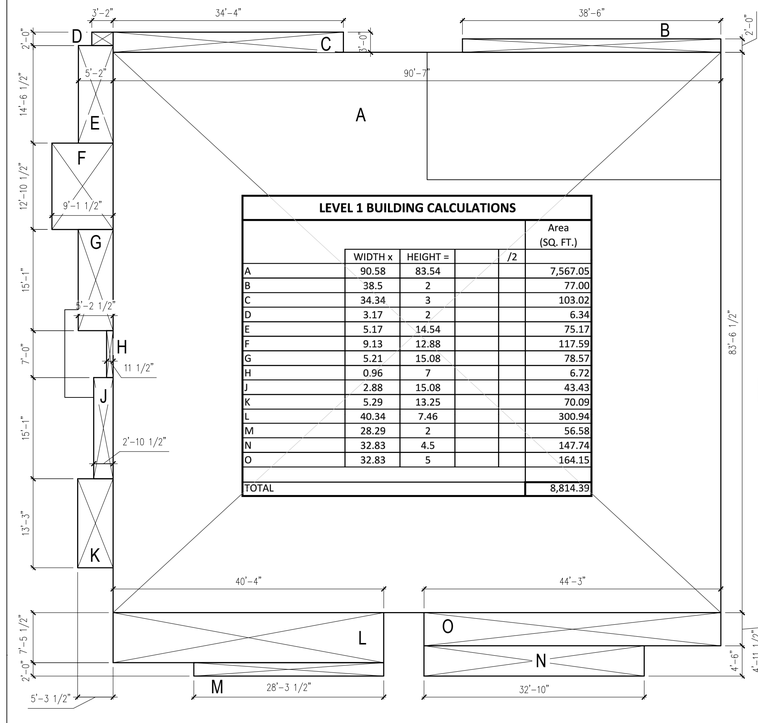
FLOOR AREA CALCULATIONS – LEVEL 3 SCALE: 3/32"=1'-0" | 4



LEVEL 2 BUILDING CALCULATIONS

	WIDTH x	HEIGHT =		/2	Area (SQ. FT.)
A	90.58	88			7,971.04
B	38.5	3			115.50
C	34.34	3			103.02
D	3.17	2			6.34
E	5.17	14.42			74.55
F	9.13	13			118.69
G	5.21	11.96			62.31
H	7.21	13.08			94.31
J	2.88	12.13			34.93
K	5.29	13.25			70.09
L	40.92	3			122.76
M	28.88	2			57.76
N	5.42	0.63			3.41
O	32.83	5			164.15
TOTAL					8,998.87

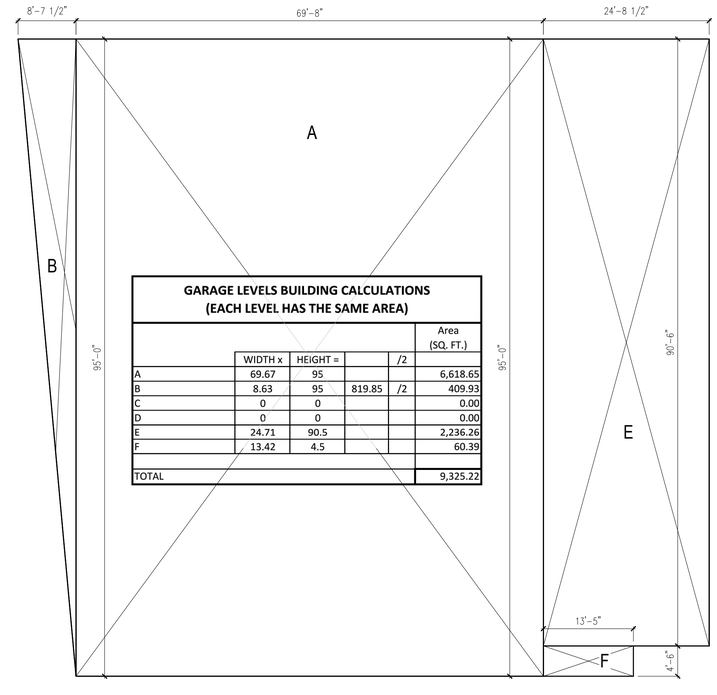
FLOOR AREA CALCULATIONS – LEVEL 2 SCALE: 3/32"=1'-0" | 3



LEVEL 1 BUILDING CALCULATIONS

	WIDTH x	HEIGHT =		/2	Area (SQ. FT.)
A	90.58	83.54			7,567.05
B	38.5	2			77.00
C	34.34	3			103.02
D	3.17	2			6.34
E	5.17	14.54			75.17
F	9.13	12.88			117.59
G	5.21	15.08			78.57
H	0.96	7			6.72
J	2.88	15.08			43.43
K	5.29	13.25			70.09
L	40.34	7.46			300.94
M	28.29	2			56.58
N	32.83	4.5			147.74
O	32.83	5			164.15
TOTAL					8,814.39

FLOOR AREA CALCULATIONS – LEVEL 1 SCALE: 3/32"=1'-0" | 2



GARAGE LEVELS BUILDING CALCULATIONS (EACH LEVEL HAS THE SAME AREA)

	WIDTH x	HEIGHT =		/2	Area (SQ. FT.)
A	69.67	95			6,618.65
B	8.63	95	819.85	/2	409.93
C	0	0			0.00
D	0	0			0.00
E	24.71	90.5			2,236.26
F	13.42	4.5			60.39
TOTAL					9,325.22

FLOOR AREA CALCULATIONS – EACH GARAGE LEVEL SCALE: 3/32"=1'-0" | 1

6518019 - 425 First Street

Wednesday, June 12, 2019

Unit Mix & Area Tabulations

Unit Type	Description	Unit Net (SF) Saleable Space 1/F	2/F	3/F	Open spaces (SF)	Area Gross (SF)	1/F	2/F	3/F	Total Units	%	Total Net Area (SF)	Total Net + Open spaces Area (SF)
Unit 1	1BR/1.5BA	840.2	-	-	-	840.2	1	0	0	1	5.00%	840.2	840.2
Unit 2	1BR/1.5BA	860.4	-	-	-	860.4	1	0	0	1	5.00%	860.4	860.4
Unit 3	1BR/1.5BA	884.3	-	-	-	884.3	1	0	0	1	5.00%	884.3	884.3
Unit 4	1BR/1.5BA/Loft	1,079.4	-	-	-	1,079.4	1	0	0	1	5.00%	1,079.4	1,079.4
Unit 5	Studio	581.4	-	-	-	581.4	1	0	0	1	5.00%	581.4	581.4
Unit 6	Studio	543.5	-	-	-	543.5	1	0	0	1	5.00%	543.5	543.5
Unit 7	Studio	601.4	-	-	-	601.4	1	0	0	1	5.00%	601.4	601.4
Unit 8	Studio	572.0	-	-	-	572.0	1	0	0	1	5.00%	572.0	572.0
Unit 9	2BR/2BA	-	1,136.8	-	-	1,136.8	0	1	0	1	5.00%	1,136.8	1,136.8
Unit 10	2BR/2.5BA	-	1,585.2	-	-	1,585.2	0	1	0	1	5.00%	1,585.2	1,585.2
Unit 11	1BR/2BA	-	1,354.0	-	-	1,354.0	0	1	0	1	5.00%	1,354.0	1,354.0
Unit 12	2BR/2BA	-	1,147.8	-	-	1,147.8	0	1	0	1	5.00%	1,147.8	1,147.8
Unit 13	2BR/2.5BA	-	1,312.6	-	211.9	1,524.5	0	1	0	1	5.00%	1,312.6	1,524.5
Unit 14	1BR/2BA	-	974.5	-	-	974.5	0	1	0	1	5.00%	974.5	974.5
Unit 15	2BR/2BA	-	-	1,079.4	-	1,079.4	0	0	1	1	5.00%	1,079.4	1,079.4
Unit 16	2BR/2.5BA	-	-	1,449.9	145.3	1,595.2	0	0	1	1	5.00%	1,449.9	1,595.2
Unit 17	1BR/2BA	-	-	1,224.1	-	1,224.1	0	0	1	1	5.00%	1,224.1	1,224.1
Unit 18	2BR/2BA	-	-	1,147.8	-	1,147.8	0	0	1	1	5.00%	1,147.8	1,147.8
Unit 19	2BR/2.5BA	-	-	1,312.6	211.9	1,524.5	0	0	1	1	5.00%	1,312.6	1,524.5
Unit 20	1BR/2BA	-	-	974.5	-	974.5	0	0	1	1	5.00%	974.5	974.5
Total							8	6	6	20	100.00%	20,661.8	21,230.9
												1,033.1 AVG.	1,061.5 AVG.
First Street Entry Porch & Lyell Street Entry					109.5								
Total Unit Net per floor							5,962.6	7,510.9	7,188.3	20,661.8			
Total Open space per floor							0.0	211.9	357.2	569.1			
Total Levels 1, 2 & 3 (Net + Open spaces)										21,230.9			
Total Building SF (Levels 1, 2 & 3 Gross)		8,814.4	8,998.9	8,536.9	678.6					27,028.8			

Garage	Net (SF)
Upper Garage Level	9,325.2
Lower Garage Level	9,325.2
Total	18,650.4

Parking Summary

Parking Provided:	Parking Spaces	Van Space
Garage Level	27	1
	Total Required	28

EDI INTERNATIONAL

P. O. BOX 626
LARKSPUR, CA 94977-0626
PHONE: (415) 362-2880

www.EDI-INTERNATIONAL.com

CALIFORNIA TEXAS NEW YORK

425 FIRST STREET

LOS ALTOS
CALIFORNIA

A.P.N.: 167-41-019

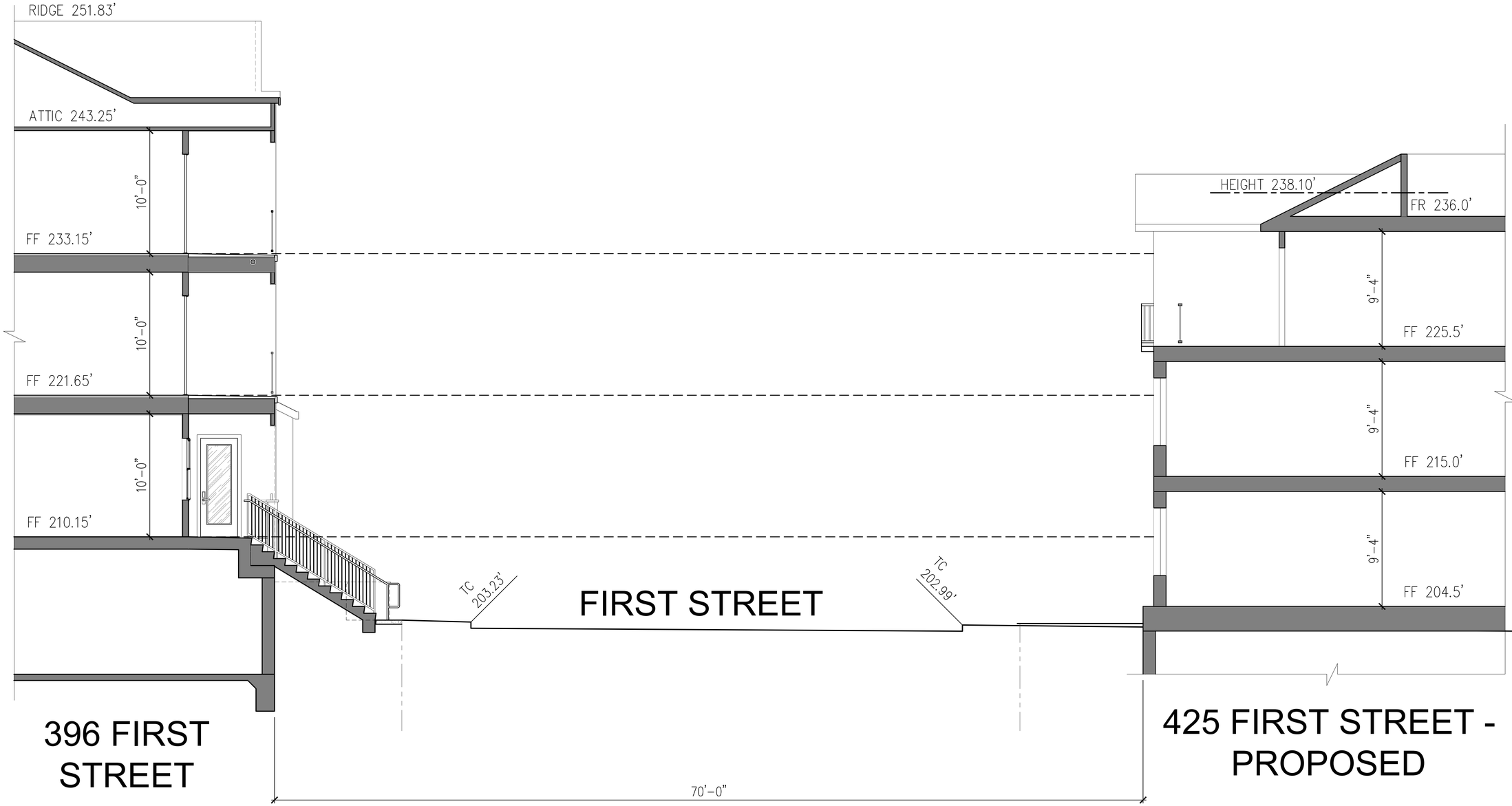
PROJECT No.: 6518019
ISSUE: DESIGN REVIEW
ISSUED DATE: 2019-02-15

DESIGN REVIEW SET RESUBMITTAL 2019-06-12

FOR USE AT 425 FIRST STREET LOS ALTOS, CALIFORNIA ONLY

GROSS FLOOR AREA CALCULATIONS

A5.0



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2019-06-12

FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

CROSS SECTIONS ACROSS FIRST STREET

A6.0

CROSS SECTIONS THROUGH 396 & 425 FIRST STREET

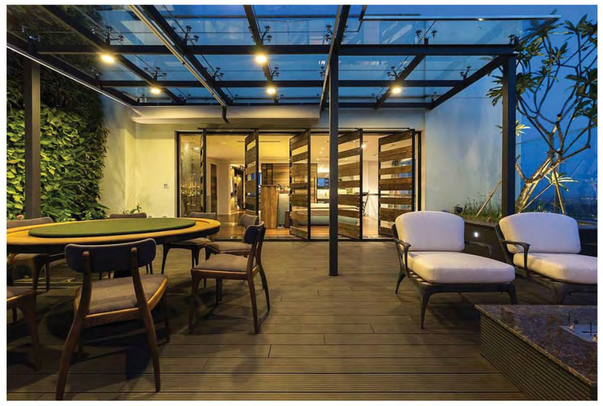
SCALE: 1/4"=1'-0"

METAL AWNING

WOOD SIDING

CABLE RAILING

STONE



PERGOLA

METAL ROOFING

425 FIRST STREET
Los Altos, CA
June 12, 2019

A7.0
IMAGES

SDG Architects, Inc.
3361 Walnut Blvd. Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com

SCALE: 3/16" = 1'-0"

LANDSCAPE AREA CALCULATION – FRONT 10' SETBACK	
HARDSCAPE	
	354 SF
SOFTSCAPE	
	554 SF
TOTAL	
	908 SF
PERCENTAGE	
	61%

LANDSCAPE AREA CALCULATION – REAR 10' SETBACK	
EXCLUDES 2' EASEMENT & DRIVEWAY	
HARDSCAPE	
	250 SF
SOFTSCAPE	
	393 SF
TOTAL	
	643 SF
PERCENTAGE	
	61%

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425 FIRST STREET

LOS ALTOS
CALIFORNIA

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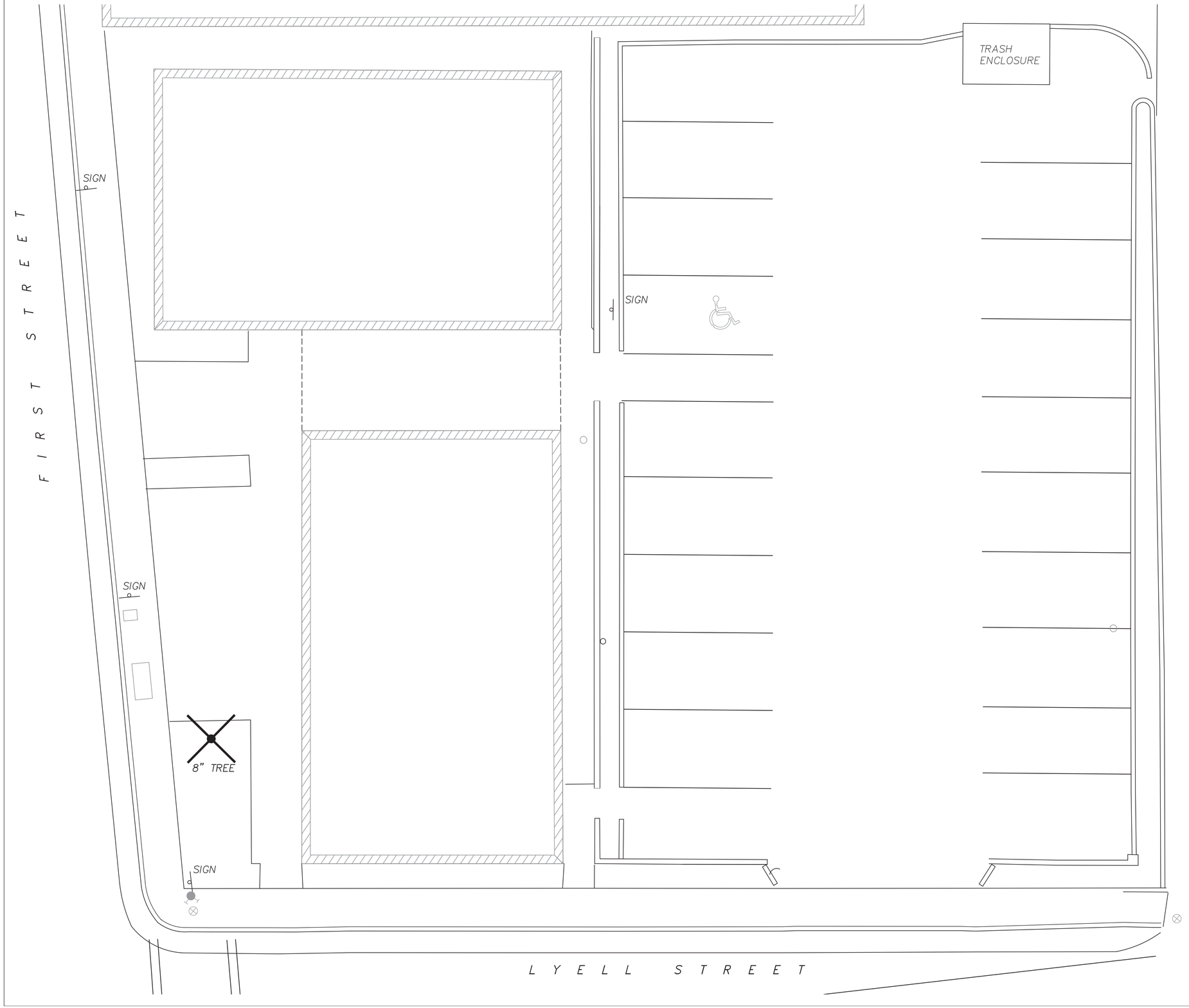
FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

LANDSCAPE PLAN

L1.01



LEGEND

TREE TO BE REMOVED

X" TREE — TREE DIAMETER

PROTECTED TREES

1. PER CITY OF LOS ALTOS TREE PROTECTION ORDINANCE 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.
2. ANY TREE THAT IS 48–INCHES (FOUR FEET) OR GREATER IN CIRCUMFERENCE WHEN MEASURED AT 48–INCHES ABOVE THE GROUND.
3. ANY TREE DESIGNATED BY THE HISTORICAL COMMISSION AS A HERITAGE TREE OR ANY TREE UNDER OFFICIAL CONSIDERATION FOR A HERITAGE TREE DESIGNATION. (ALL CANARY ISLAND PALM TREES ON RINCONADA COURT ARE DESIGNATED AS HERITAGE TREES.)
4. ANY TREE WHICH WAS REQUIRED TO BE EITHER SAVED OR PLANTED IN CONJUNCTION WITH A DEVELOPMENT REVIEW APPROVAL (I.E. NEW TWO–STORY HOUSE).
5. ANY TREE LOCATED WITHIN A PUBLIC RIGHT–OF–WAY.
6. ANY TREE LOCATED ON PROPERTY ZONED OTHER THAN SINGLE–FAMILY RESIDENTIAL.
7. IN ACCORDANCE WITH CITY TREE PROTECTION ORDINANCE 11.08.090 SECTION C REPLACEMENT TREES SHALL BE PLANTED OF A SPECIES AND SIZE AND AT LOCATIONS AS DESIGNATED BY THE APPROVAL AUTHORITY.

EXISTING TREES	
8" TREE	CUPRESSUS WEEPING CYPRESS

TREE REMOVAL	
EXISTING ON–SITE TREES	1
TREES TO REMAIN	0
TREES TO BE REMOVED	1
PROTECTED TREES TO BE REMOVED	1

SCALE: 3/16" = 1'-0"

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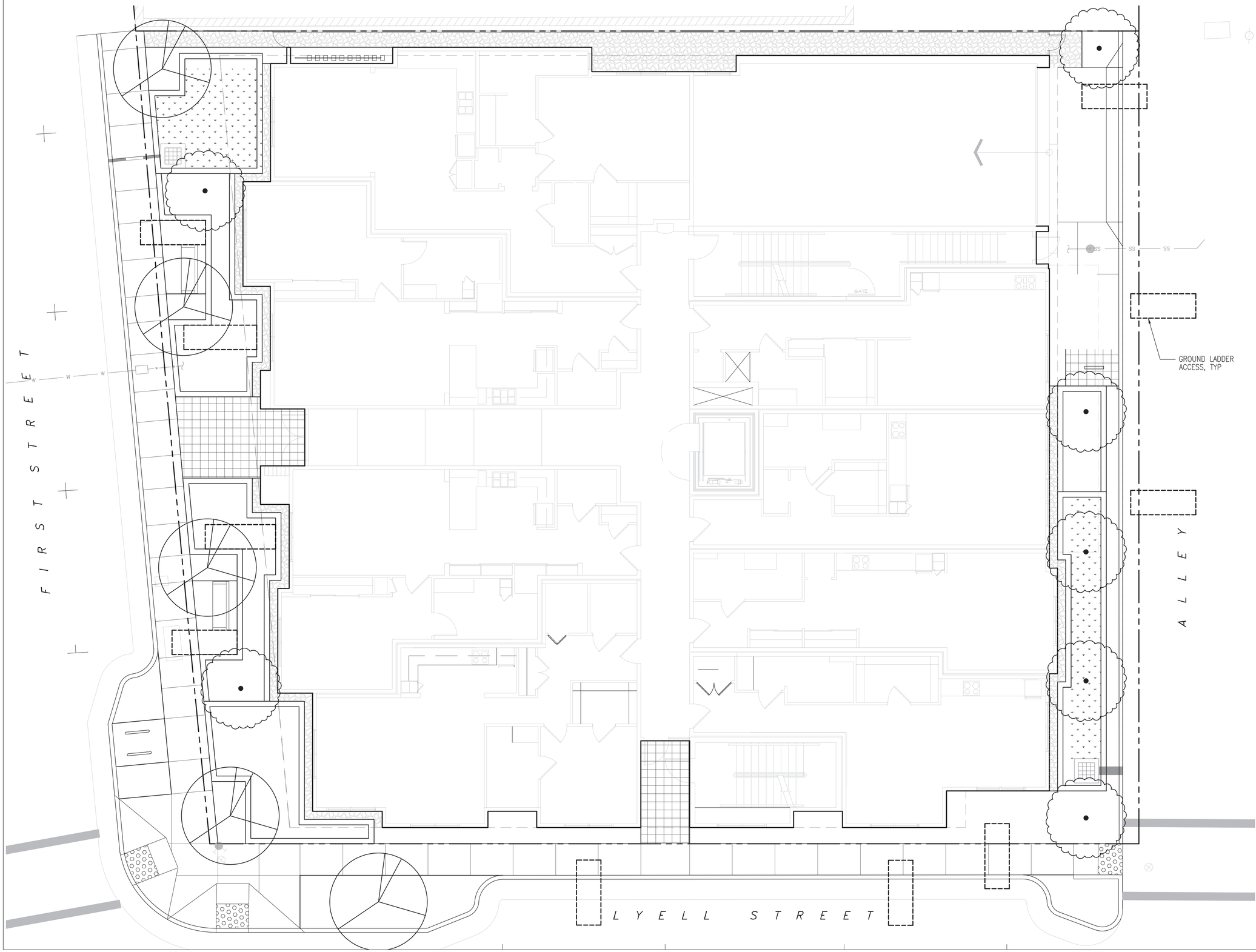
FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

TREE REMOVAL PLAN

L1.02



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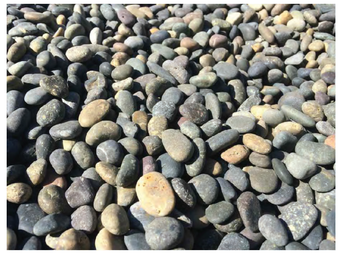
FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

GROUND LADDER ACCESS

L1.03

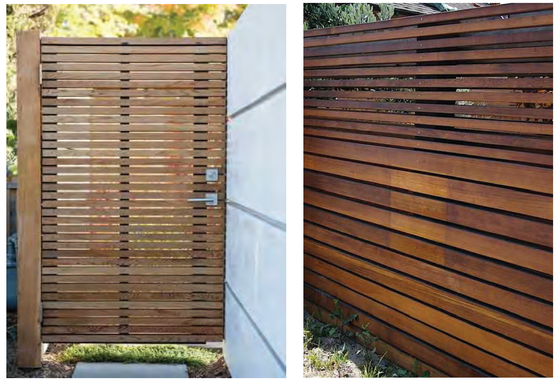
CIRCULAR BIKE RACK



DECORATIVE COBBLE

STANDARD LOS ALTOS DOWNTOWN AREA BENCH

U-SHAPED BIKE RACK



GATE & FENCE

RAISED PLANTERS W/DECORATIVE FINISH SIMILAR TO ARCHITECTURE

DECORATIVE PAVING

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425 FIRST STREET

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FOR USE AT 425 FIRST STREET
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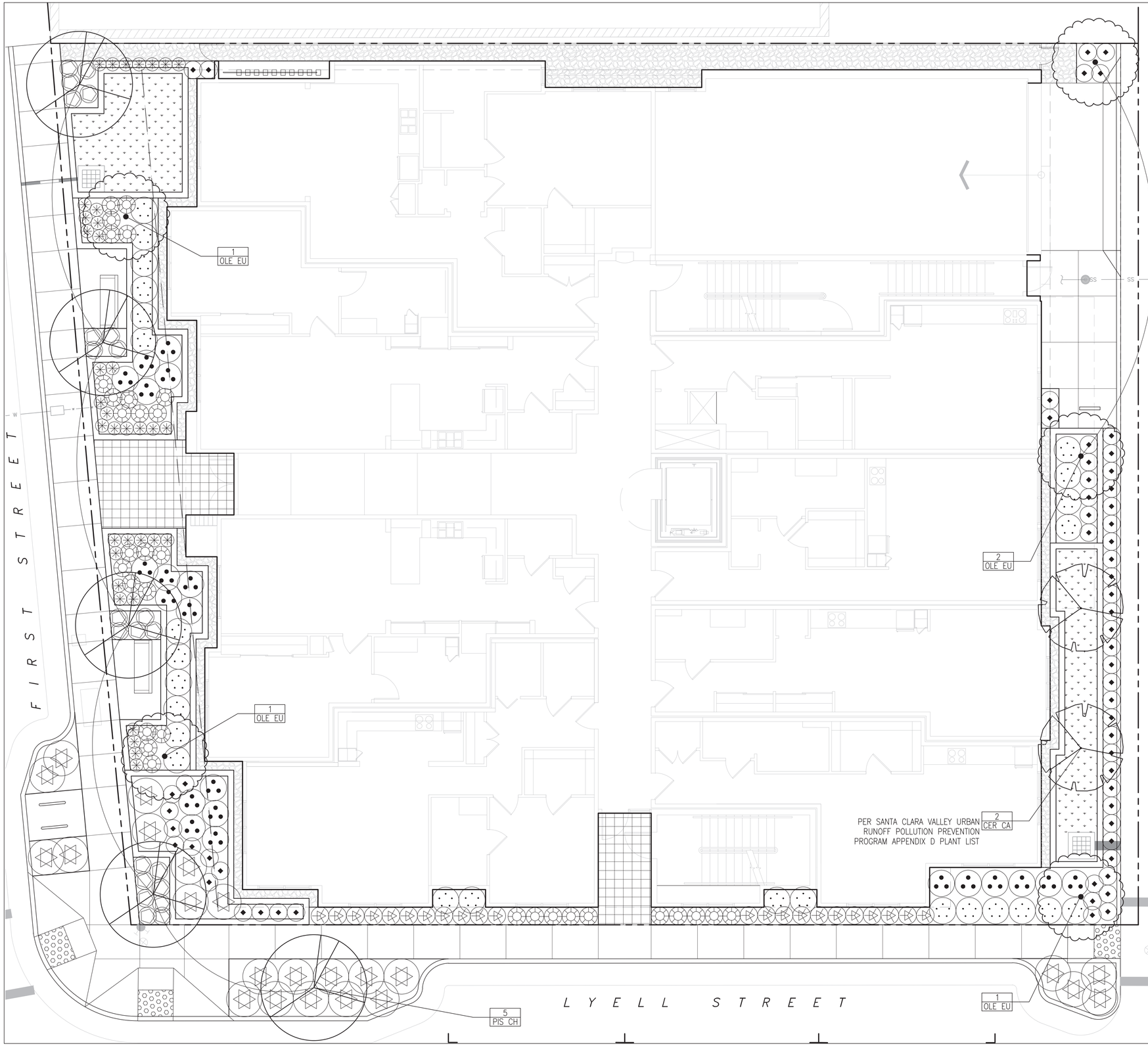
PRECEDENT IMAGES

L2.01



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	OC SPACING	QTY	WTR USE
TREES						
CER CA	CERCIS CANADENSIS 'FOREST PANSEY'	EASTERN REDBUD	36" BOX	PER PLAN	2	M
OLE EU	OLEA EUROPEA 'SWAN HILL'	FRUITLESS OLIVE	36" BOX	PER PLAN	5	VL
PIS CH	PISTACIA CHINENSIS	CHINESE PISTACHE	36" BOX	PER PLAN	5	L
SHRUBS						
	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL	3'-0"		L
	ROSMARINUS OFFICINALIS 'ROMAN BEAUTY'	ROSEMARY	5 GAL	2'-0"		L
GRASS & GRASS-LIKE PLANTS						
	ALOE 'JOHNSON'S HYBRID'	JOHNSON'S ALOE	1 GAL	1'-6"		L
	BULBINE FRUTESCENS	BULBINE	1 GAL	2'-0"		L
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'-0"		L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	3'-0"		L
GROUNDCOVER						
	CEANOTHUS 'CENTENNIAL'	CALIFORNIA LILAC	5 GAL	4'-0"		L
	SENECIO MANDRALISCAE	KLEINIA	1 GAL	2'-0"		L
STORMWATER AREA PLANTING						
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'-0"		L
	JUNCUS PATENS	GRAY RUSH	1 GAL	2'-0"		L
	SISYRINCHIUM BELLUM	BLUE-EYED GRASS	1 GAL	1'-0"		L

SCALE: 3/16" = 1'-0"

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LOS ALTOS
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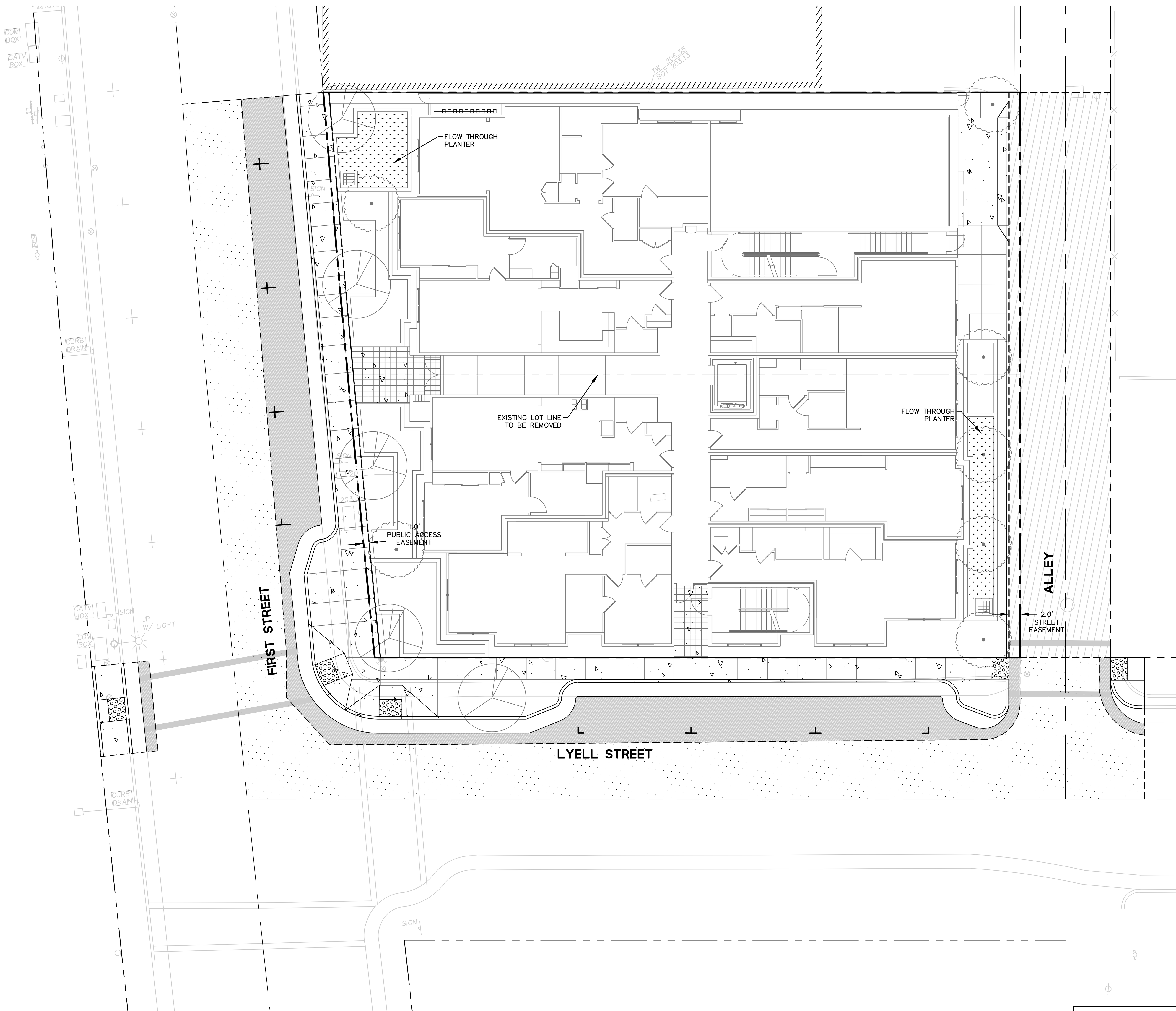
FOR USE AT 425 FIRST STREET
LOS ALTOS, CALIFORNIA ONLY

PLANTING PLAN

L3.01

VESTING TENTATIVE MAP

ONE-LOT MAP FOR CONDOMINIUM PURPOSES



NOT FOR CONSTRUCTION

TABLE OF CONTENTS

SITE INFORMATION

1. OWNER: 425 FIRST LOS ALTOS, 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: 425 FIRST ST., LOS ALTOS
5. ASSESSORS PARCEL NO.: 167-41-019
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: RESIDENTIAL
11. GROSS AREA: 11,879 SQUARE FEET
12. NET AREA: 11,879 SQUARE FEET
13. NUMBER OF UNITS: 20-RESIDENTIAL
14. NUMBER OF LOTS: EXISTING-2, 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: 2-1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS061013, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET.
    193.13 FEET BASED ON CITY OF LOS ALTOS DATUM.
17. TOPOGRAPHY: THE INFORMATION SHOWN IS PREPARED BY BKF ENGINEERS DATED SEPTEMBER 18, 2018.
18. FLOOD ZONE: THIS PROPERTY IS LOCATED WITHIN ZONE X AS SHOWN IN FLOOD INSURANCE RATE MAP COMMNUNITY PARCEL NO. 06085C038H.
19. (E) LOT SIZE: 11,879 SQUARE FEET (NET)

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- STREET CENTER LINE
- EASEMENT
- NEW CITY STANDARD VERTICAL CURB
- NEW CITY STANDARD VERTICAL CURB AND GUTTER
- TRUNCATED DOMES
- CONCRETE
- AC GRIND & OVERLAY
- AC PAVEMENT
- SLURRY SEAL
- FLOW THROUGH PLANTER

GENERAL NOTES

1) THIS PROJECT CREATES AND/OR REPLACES MORE THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE.

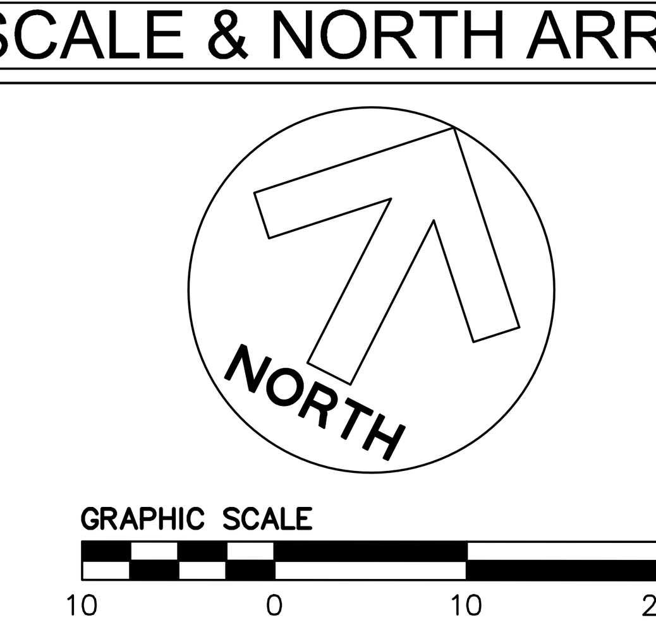
2) PEDESTRIAN DETOURS ARE TO BE IN PLACE WHEN WORKING ALONG THE PROJECT FRONTAGE. DETOUR SIGNED DIRECTING PEDESTRIANS TO USE THE SOUTH WEST SIDE OF 1ST STREET ARE TO BE PLACE AT THE CROSSWALKS OF THE INTERSECTIONS OF 1ST STREET/LYELL STREET & 1ST STREET/WHITNEY STREET.

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
R	RADIUS
(N)	NEW

SCALE & NORTH ARROW



1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

425 FIRST STREET
TENATIVE MAP SUBMITTAL
TITLE SHEET

LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

Revisions

No.

Date: 6/12/19
Scale: AS SHOWN
Design: JB
Drawn: NK
Approved: IK
Job No: 20180994

Drawing Number: **C0.0**

CLIENT
425 FIRST LOS ALTOS, LLC
425 FIRST STREET
LOS ALTOS, CA 94022

SITE ADDRESS
425 FIRST STREET,
LOS ALTOS, CA 94022

SURVEY NOTES
1. ALL DISTANCES, DIMENSIONS AND ELEVATIONS ARE IN FEET AND DECIMALS THEREOF.
2. DATE OF FIELD SURVEY WAS MAY 17 & 30, AND SEPTEMBER 19, 2018.
3. TITLE REPORT DATED MAY 4, 2018 PREPARED BY FIRST AMERICAN TITLE COMPANY.
4. BOUNDARY LINES SHOWN ON THIS SURVEY ARE APPROXIMATE (PAPER BOUNDARY) AND IS NOT THE RESULT OF A BOUNDARY SURVEY.
5. HORIZONTAL CONTROL IS ON AN ASSUMED COORDINATE SYSTEM.
6. NO UNDERGROUND UTILITIES AND SERVICES SHOWN ON THIS SURVEY.
7. ASSESSOR'S PARCEL NO. 167-41-019.
8. SITE AREA = 11,895 S.F.±

REFERENCE ELEVATION
2-1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS061013, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET.

ELEVATION = 193.13 FEET BASED ON CITY OF LOS ALTOS DATUM.

SURVEYOR'S STATEMENT
THIS TOPOGRAPHIC SURVEY WAS PREPARED BY ME OR UNDER MY DIRECTION, AT THE REQUEST OF JEFF WARMOTH OF 425 FIRST LOS ALTOS, LLC ON SEPTEMBER 18, 2018.

John Koroyan
JOHN KOROYAN
P.L.S. NO. 8883

SEPTEMBER 28, 2018
DATED

LICENSED LAND SURVEYOR
JOHN KOROYAN
No. 8883
STATE OF CALIFORNIA

NORTH

GRAPHIC SCALE
10 0 10 20

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

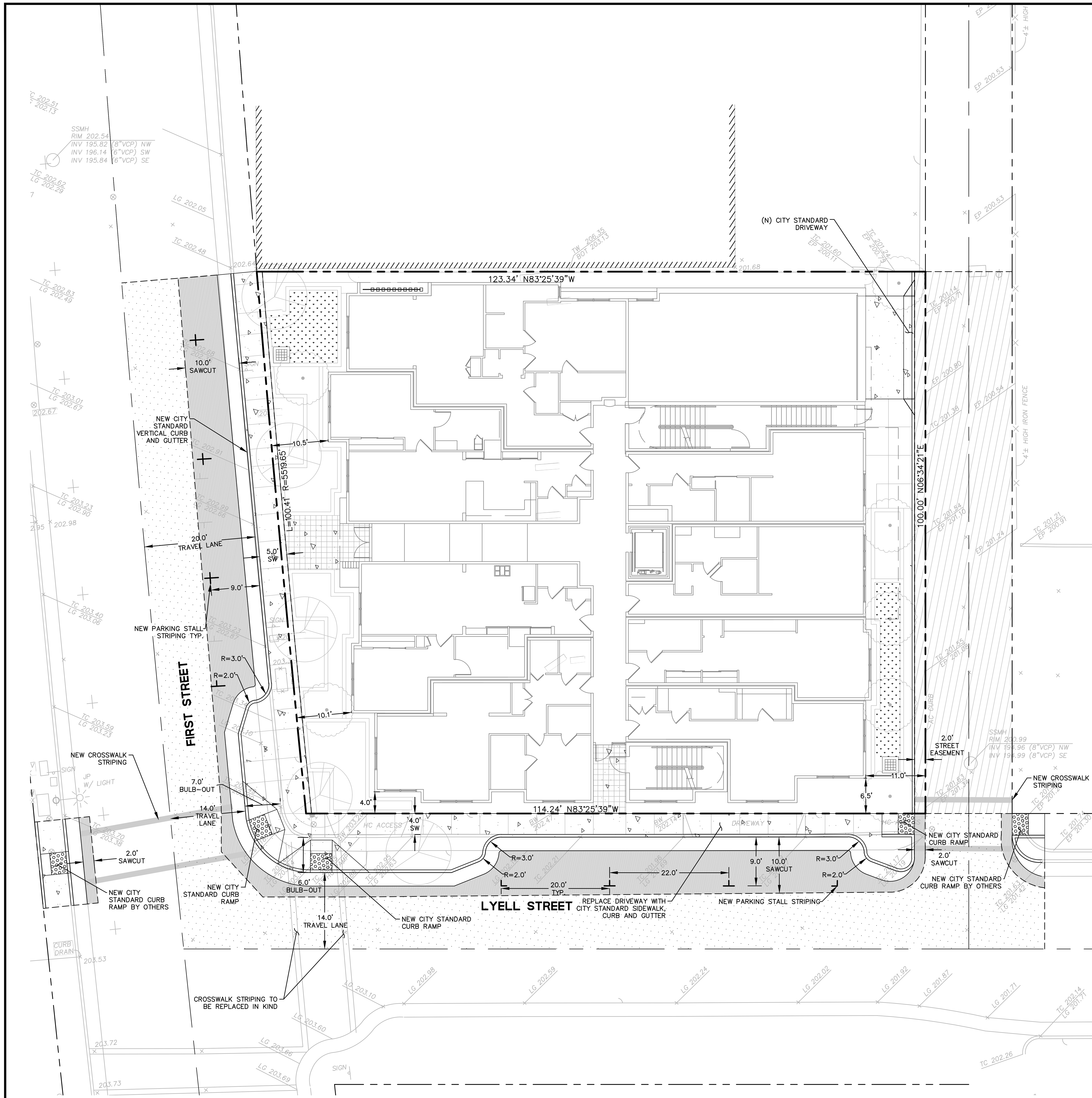
425 FIRST STREET
TENATIVE MAP SUBMITTAL
EXISTING CONDITIONS

LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

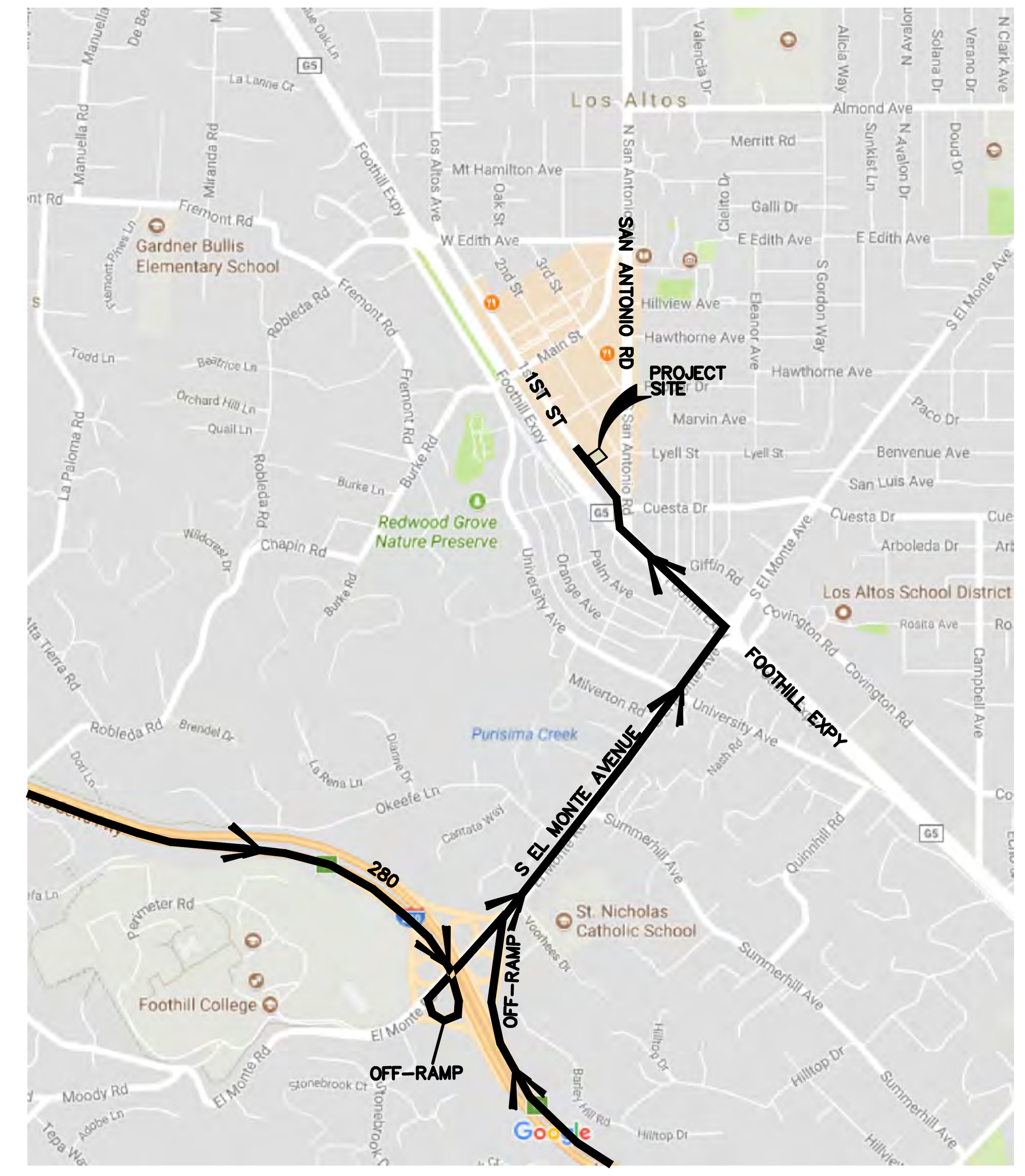
No.	Revisions

Date: 6/12/19
Scale: AS SHOWN
Design: JB
Drawn: NK
Approved: IK
Job No: 20180994

Drawing Number:
C1.0



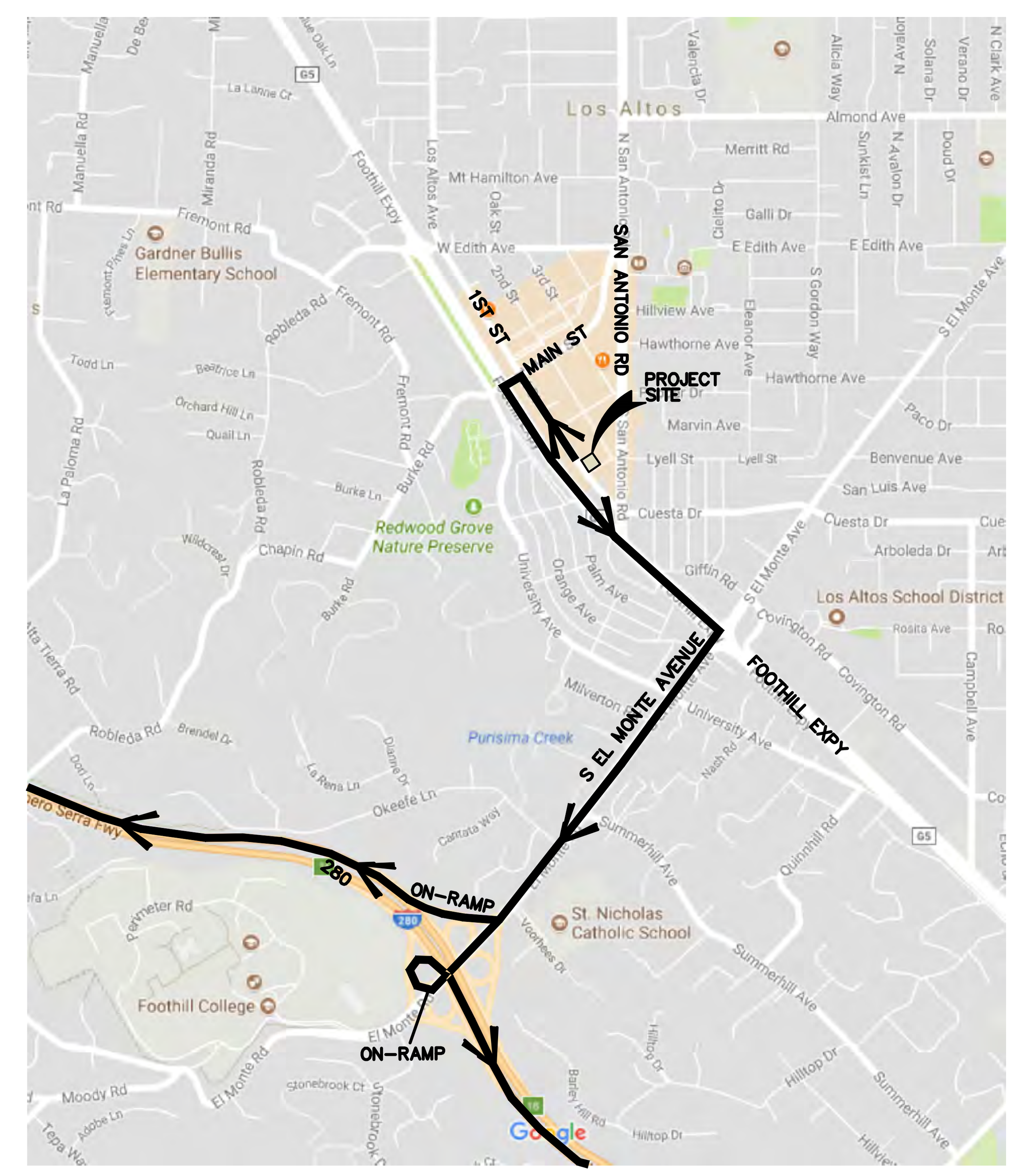
NOT FOR CONSTRUCTION



425 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 RIGHT AT THE FORK, FOLLOW SIGN 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.



425 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
	EASEMENT
	NEW CITY STANDARD VERTICAL CURB
	NEW CITY STANDARD VERTICAL CURB AND GUTTER
	TRUNCATED DOMES
	CONCRETE
	AC GRIND & OVERLAY
	AC PAVEMENT
	SLURRY SEAL
	FLOW THROUGH PLANTER

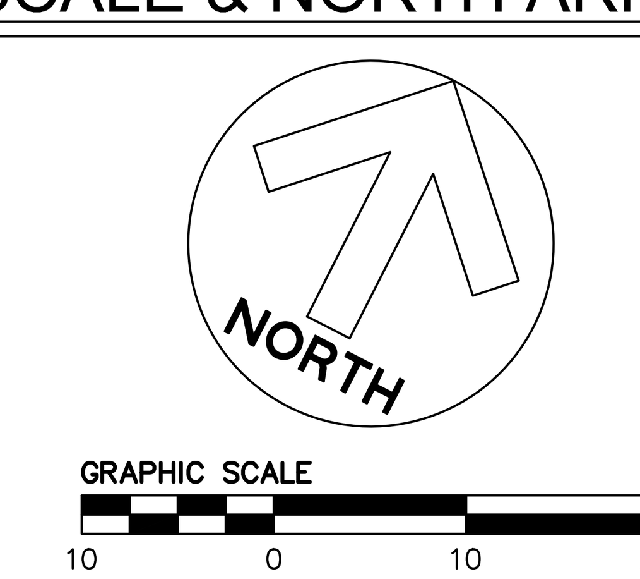
GENERAL NOTES

1) THIS PROJECT CREATES AND/OR REPLACES MORE THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE.
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
R	RADIUS
(N)	NEW

SCALE & NORTH ARROW



1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408–467–9100
408–467–9199 (FAX)

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REGISTERED PROFESSIONAL ENGINEER
NORMAN I. KONDROVSKY
C 76090
STATE OF CALIFORNIA

425 FIRST STREET
TENATIVE MAP SUBMITTAL
PRELIMINARY SITE PLAN

LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

Revisions

No.

Date: 6/12/19
Scale: AS SHOWN
Design: JB
Drawn: NK
Approved: IK
Job No: 20180994

Drawing Number:
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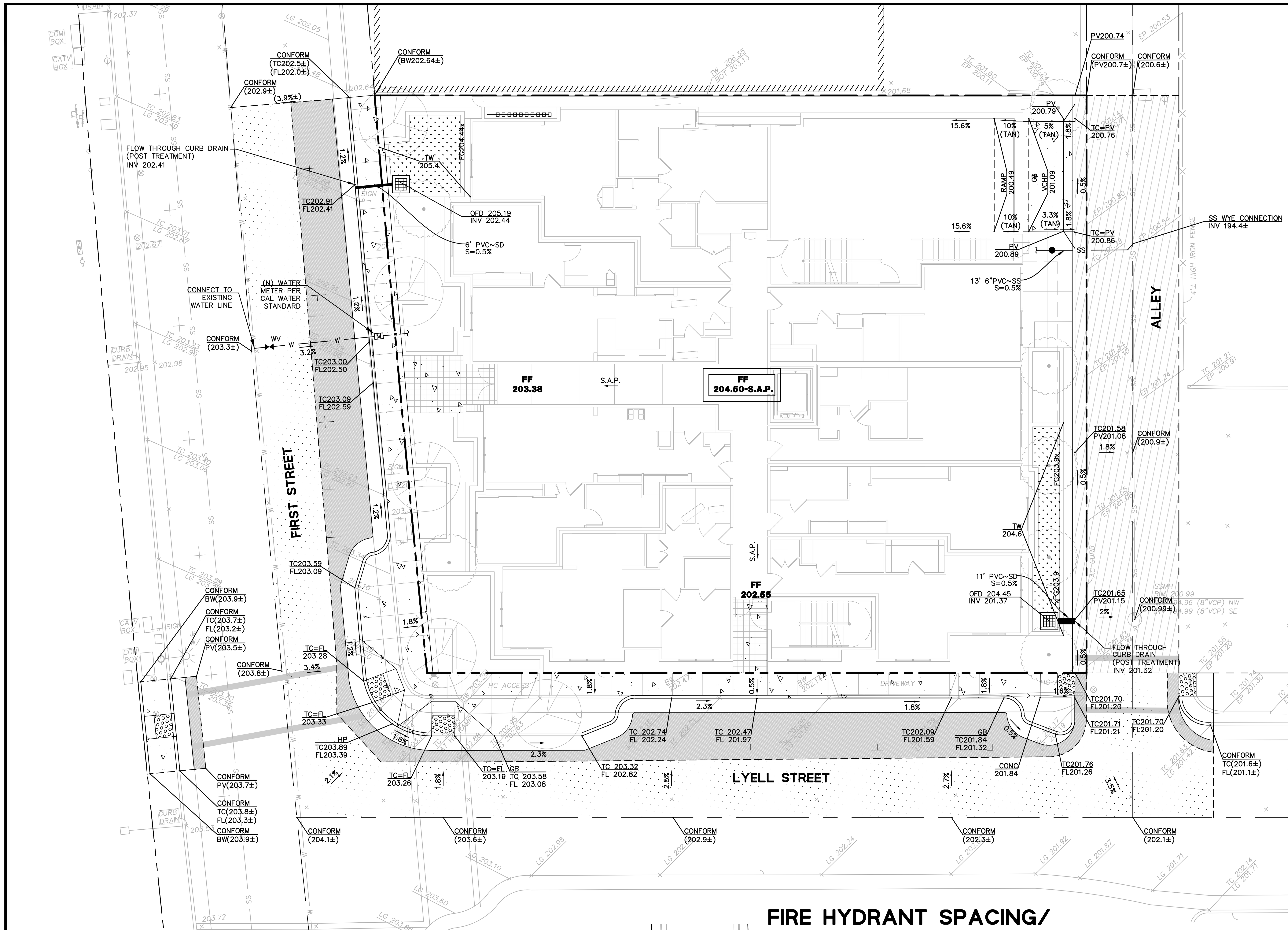
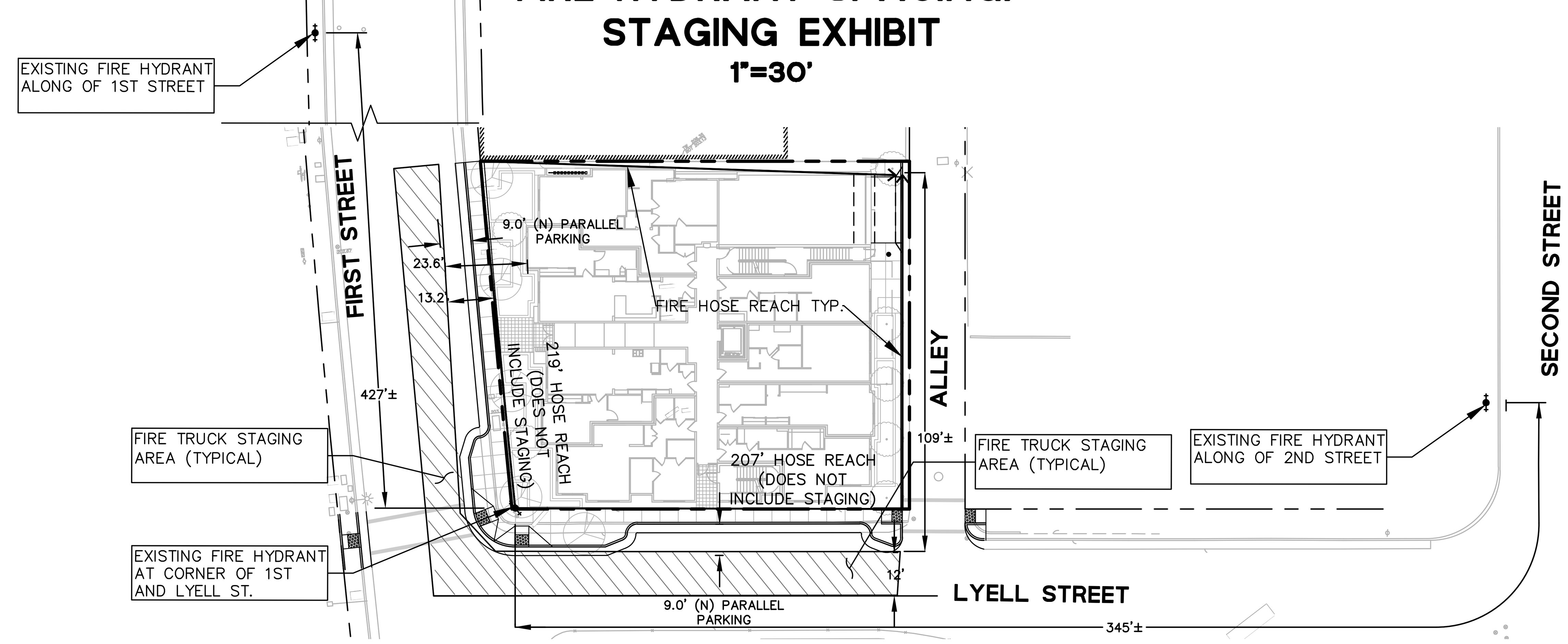
NOT FOR CONSTRUCTION



FIRE HYDRANT SPACING/ STAGING EXHIBIT

1"=30'



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
- 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

1) THE WALKWAYS LEADING FROM THE TWO PEDESTRIAN ACCESS POINTS WILL HAVE SLOPING WALKWAYS UNTIL THEY INTERSECT. SEE ARCHITECTURAL PLANS FOR INTERIOR GRADING.

ABBREVIATIONS

BW	BACK OF WALK
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
PV	PAVEMENT
TC	TOP OF CURB
TW	TOP OF WALL
VC	VERTICAL CURVE
VCHP	VERTICAL CURVE HIGH POINT
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE

NORTH

GRAPHIC SCALE 10 0 10 20

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425 FIRST STREET TENATIVE MAP SUBMITTAL PRELIMINARY GRADING & UTILITY PLAN

LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

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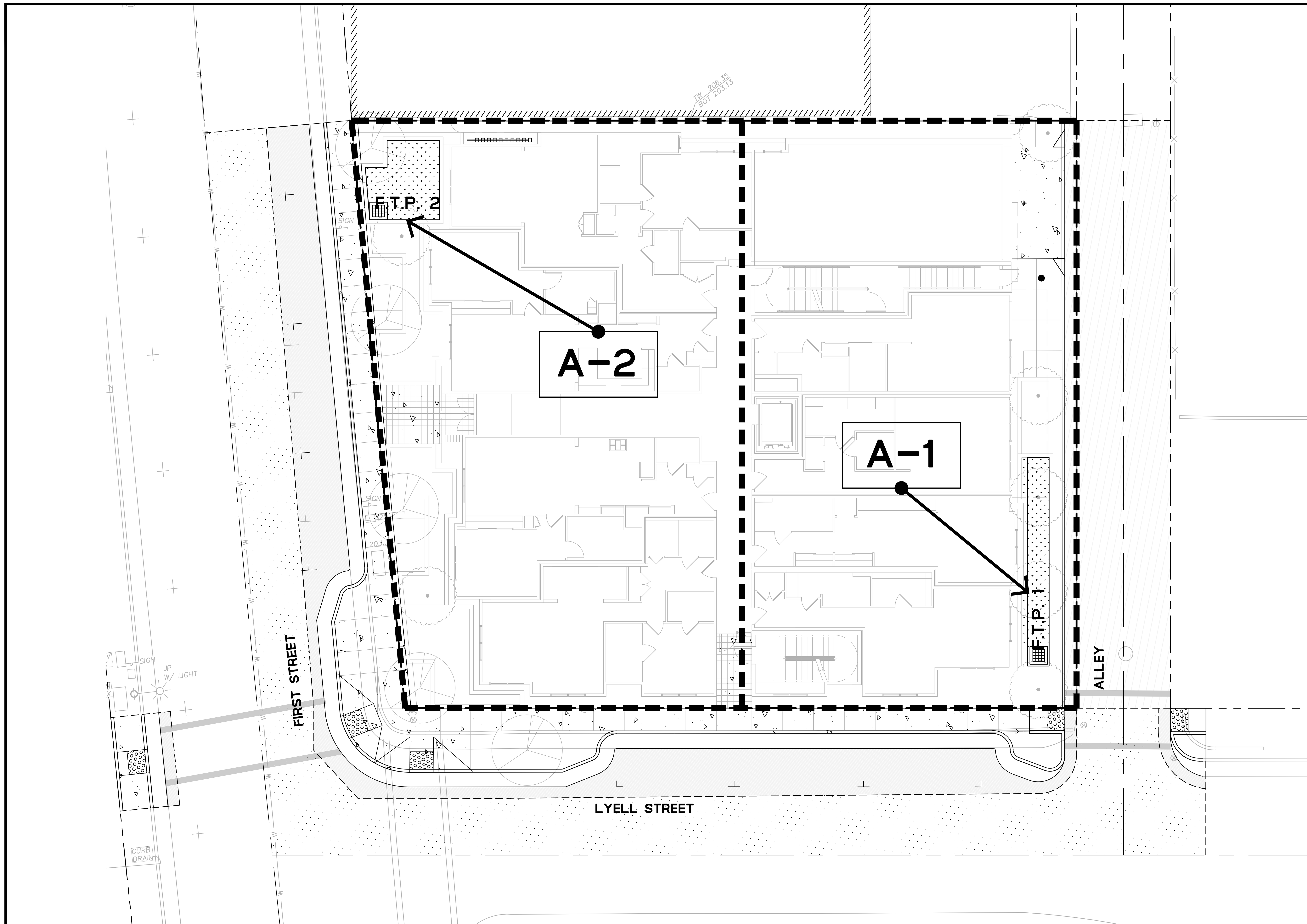


NOT FOR CONSTRUCTION

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- A-X DRAINAGE AREA BOUNDARY
- DIRECTION OF FLOW
- F.T.P. 1 FLOW THROUGH PLANTER
- STORM DRAIN OVERFLOW DRAIN

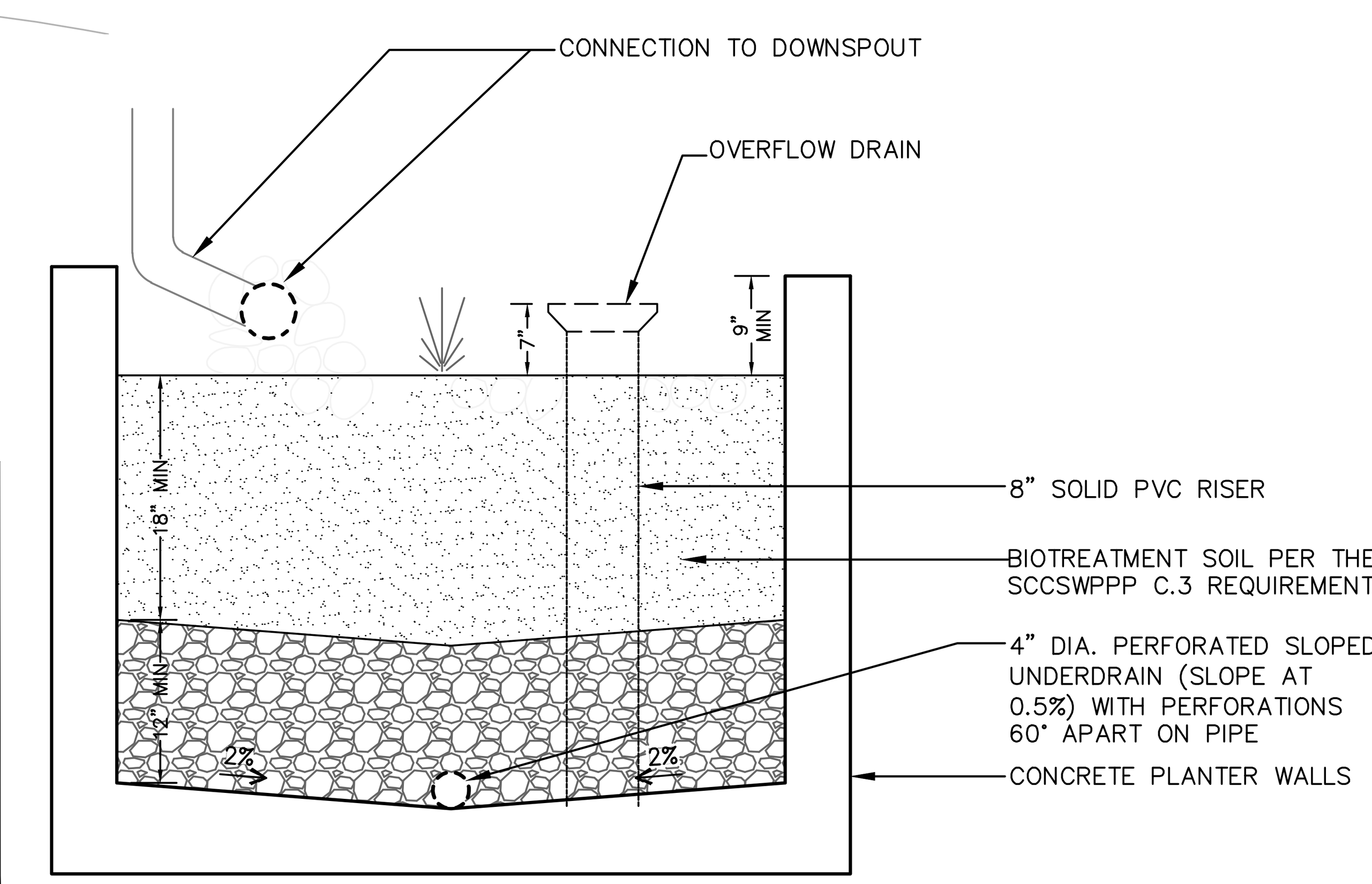
ABBREVIATIONS

A AREA
BB BIORETENTION BASIN

TABLE A

TREATMENT CONTROL MEASURE SUMMARY									
DRAINAGE AREAS	DRAINAGE AREA SIZE (SQ. FT.)	PERVIOUS SURFACE (SQ. FT.)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SQ. FT.)	TYPE OF IMPERVIOUS SURFACE	WATER QUANTITY (FLOW AND/OR VOLUME GENERATED) REQUIRED (SF)	PROVIDED (SF)	PROPOSED TREATMENT CONTROLS	CONFORMS TO SIZE STANDARD?
A-1	5285	1026	LANDSCAPE	4259	ROOF CONCRETE	124 (@ 7")	126	F.T.P. 1 FLOW THROUGH PLANTER 1	YES
A-2●	6621	1188	LANDSCAPE	5433	ROOF CONCRETE	149 (@ 9")	150	F.T.P. 2 FLOW THROUGH PLANTER 2	YES

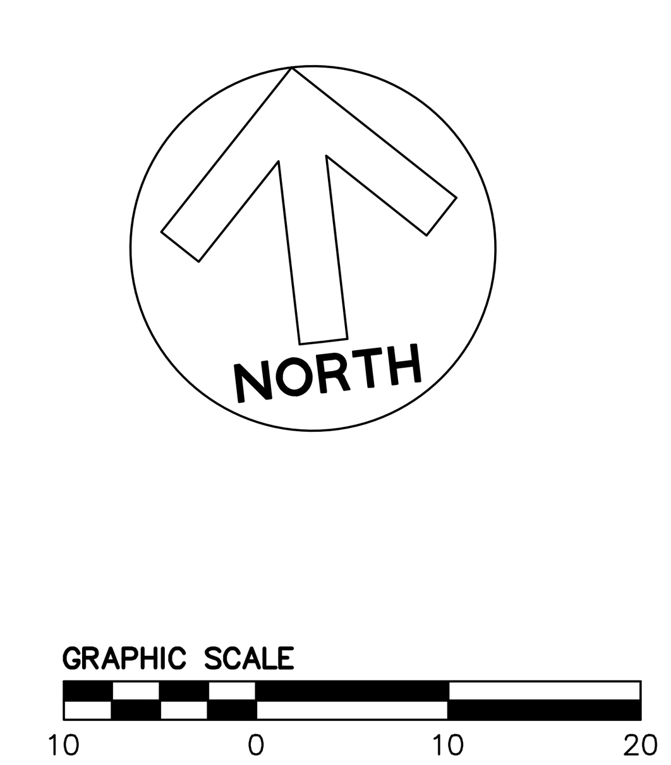
● THIS PROJECT QUALIFIES FOR A C.3 SPECIAL PROJECT UNDER CATEGORY C ALLOWING FOR 65% OF THE SITE TO BE TREATED BY A MEDIA FILTER. THIS CREDIT WILL NOT BE USED AS CURRENTLY DESIGNED.



F.T.P. DETAIL

FLOW-THROUGH PLANTER

SCALE & NORTH ARROW



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TENATIVE MAP SUBMITTAL
PRELIMINARY STORMWATER CONTROL PLAN

LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

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