PUBLIC HEARING

Agenda Item #3

PLANNING COMMISSION AGENDA REPORT

Meeting Date: February 17, 2022

Subject: 376 First Street – Proposed Fifteen Unit Multiple-Family Residential Project

Prepared by: Steve Golden, Interim Planning Services Manager

Reviewed by: Laura Simpson, Community Development Director
Erik Ramakrishnan, City Attorney's Office

Initiated by: Ismail Jan Unlu

Attachments:
A. ~~Draft Resolution with Findings and Conditions~~
B. Class 32 Infill Development Projects CEQA Exemption Documentation, EMC Planning Group, June 7, 2021
C. Traffic Analysis for 376 First Street, Fehr and Peers (September 8, 2020)
D. Planning Commission Study Session Minutes, August 1, 2019
E. Complete Streets Commission Agenda Report, December 1, 2021
F. Applicant submitted materials
   - Approved Story Pole Plan and Story Pole Certification
   - Density Bonus Report
   - Mechanical Lift System Schematics
   - Design Review Narrative, Dahlin Group
   - Waste Hauling Service Review, Mission Trail (email dated May 19, 2020)
G. Architectural Design Peer Review, Cannon Design Group
H. Santa Clara County Fire Department Comments/Conditions
I. Project Vicinity and Notification Maps
J. Public Correspondences
~~K. Project Design Plans and Tentative Subdivision Map~~

Recommendation:
Recommend to the City Council approval of design review and subdivision applications D19-0009 and TM19-0004 per the findings and conditions contained in the resolution.

Environmental Review:
This project is recommended to be categorically exempt from environmental review under Section 15332 (Class 32) of the California Environmental Quality Act ("CEQA") because it is an in-fill development on a site in an urban setting that is under five-acres in size that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species (in that the project site is already developed with urban uses). The development proposal is consistent with the

General Plan and Zoning Ordinance, as set forth in this staff report does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services, and none of the exceptions stated in CEQA Guidelines Section 15300.2 to applicability of the exemption are present. More detailed information regarding the Class 32 exemption is contained in Attachment B.

Project Description:
This is a development proposal that includes Design Review and Subdivision Tentative Map applications for a new multiple-family residential building on a 0.20-acre (8,670 square foot) parcel at 376 First Street. The project site is designated as Downtown Commercial in the General Plan and zoned Commercial Downtown/Multiple Family (CD/R3). The existing site, which is located on the southwest side of First Street between Whitney and Lyell Streets, includes a 3,600 square foot one-story commercial building that is used as a restaurant. The remaining portion of the lot is covered with surface parking and minimal landscaping. The current site obtains access to First Street from two driveways abutting the side property lines. An asphalt walkway exists along the entire lot frontage, but doesn't conform to a standard public sidewalk. A 15-foot wide parcel owned by the County of Santa Clara abuts the property to the rear and is adjacent to the Foothill Expressway right-of-way.

The Applicant proposes to demolish the existing building and construct a four-story building with 15 for sale residential condominium units, one level of underground parking with 23 parking spaces, 12 bicycle parking spaces, and a common useable rooftop area (Project). The existing driveway located at the northern project boundary will provide access to the underground garage. The Project will install a public sidewalk along First Street that will conform to City standards. The Applicant is offering three affordable units at the moderate-income level (20% affordable); therefore, is eligible for up to two development concessions per State Density Bonus Law and Section 14.28.040 of the Multiple Family Affordable Housing Ordinance. The Applicant is requesting "off-menu" concessions to increase the building height and a reduction in the required landscaping area in the front yard area. The Applicant is also requesting development waivers to extend the building's elevator beyond the allowable height exception in the zoning ordinance, an encroachment into the horizontal and vertical clear space required for installing mechanical parking lifts, and an encroachment into the front setback area. Additionally, the applicant is requesting a reduced number of parking spaces pursuant to the State Density Bonus and Affordable Housing Ordinance.

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

GENERAL PLAN DESIGNATION:	Downtown Commercial
ZONING:	Commercial Downtown/Multiple Family (CD/R3)
PARCEL SIZE:	8,670 square feet (0.2-acres)
MATERIALS:	Smooth texture stucco and horizontal wood exterior siding, stone veneer base, metal wall panel accents, standing seam metal roof, metal railings, metal panel awning, and aluminum clad windows and doors

	Existing	Proposed	Allowed/Required
FLOOR AREA:	3,600 sq ft	22,168 sq ft[1]	N/A[2]
SETBACKS:			
Front	23.7 feet	8.4 feet[3]	10 feet
Rear	0 feet	10.33 feet[5]	10 feet
Right side	32 feet	7 feet	0 feet
Left side	0 feet	7 feet	0 feet
HEIGHT:			
Top of roof deck	15 feet[4]	46.7 feet	35 feet
Midpoint of gable	-	50.75 feet	
Top of rooftop trellis		55.1 feet	
Top of stair tower		55.5 feet	
Top of Elevator Override		62.1 feet	
PARKING:	10 spaces	23 spaces	23 spaces[6]
DENSITY:	-	75 du/ac	N/A[2]

[1] Gross floor area. This does not include the underground garage area.
[2] The CD/R3 District does not have a maximum floor area or density requirement.
[3] The 2nd-4th stories are setback 8.4 feet. The ground story is setback 11 feet to the front property line.
[4] Approximate height.
[5] The 2nd-4th stories are setback 10.33 feet. The ground story is setback 12.2 feet to the rear property line.
[6] With the alternative parking ratio pursuant to Density Bonus Laws applied.

Background:

Planning Commission Study Session

On August 1, 2019, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. While there was a variety of concerns expressed, some of the shared concerns included the following: the orientation of the building entrance not facing First Street; the gable design did not appear integrated into the overall design; improve upon the window fenestration details; lack of landscaping in the front yard area; overall concerns regarding the front façade design and having a human scaled entrance; the height of the building and the additional height of the elevator tower; other vertical features of the building that accentuated the height; active roof deck area and potential impact to neighbors; large windows that might have a potential privacy impact towards neighbors; and the lack of a gate on the underground garage. A copy of the Planning Commission study session minutes are included as Attachment D.

SB330

Development project applications submitted after January 1, 2020 are subject to SB-330, the Housing Crisis Act of 2019. The application was submitted on December 18, 2019; therefore, the project is not considered an SB330 project.

Complete Streets Commission

On December 1, 2021, the Complete Streets Commission (CSC) held a public meeting to consider the Project. Pursuant to Section 14.78.090 of the Zoning Code, an application for City Council design review shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation such as but not limited to bicycle, pedestrian, parking, traffic impacts on public streets, and/or public transportation. The CSC members expressed the following concerns regarding the project:

- The use of mechanical lift systems including backup power requirements and other maintenance activities, and resident acceptance/use of mechanical systems;
- Queuing of cars on the street at driveway entrance. Requested 18 feet between the garage door and the face of the curb and a maximum garage door opening time of 15 seconds to reduce vehicle and pedestrian conflicts;
- Visibility at the top and bottom of ramp for on-coming cars and pedestrians at street level;
- Not enough bike parking spaces for all residents and the inclusion of electrical power to the Class I parking area; and
- Concern regarding the number of vehicle parking spaces and potential spillover onto First Street and other parking areas (however, commission was made aware of the reduced number of parking spaces required imposed by State Housing Density Bonus regulations).

Following the discussion, the CSC voted 4-3 to recommend approval of the Project to the Planning Commission and City Council. The CSC agenda report is contained in Attachment E. At the time of this report publication, minutes from the December 1, 2021 meeting were not available.

Story Pole Installation

Pursuant to the City Council Policy, the Applicant installed story poles per the approved plans as verified by the Applicant's civil engineer/surveyor on January 24, 2022 as found in the certification letter included in Attachment F.

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 Downtown Vision Plan was not considered a regulatory document, but as a guidance document to guide public and private investments in the downtown and as a background document for regulatory changes should the City determine to implement.

The Land Use Element combined with the Economic Development Element encourages intensification in the Downtown while also requiring that new development be compatible with the character of the small-town atmosphere serving commercial needs of residents and visitors. The Land Use element encourages retail and commercial services on the first floor with residential on upper stories emphasizing the need for affordable housing. The Economic Development Element also supports this goal with emphasis of increasing the attractiveness of the Downtown area to shoppers and pedestrians to enhance the economic vitality. The Project will provide an additional fifteen residences in the Downtown area that incrementally increases the demand for commercial uses on other remaining commercial properties within the Downtown area. Of the fifteen new residential units, three are proposed to be restricted to moderate income levels. In addition, the Project will improve the pedestrian environment by replacing the non-conforming pedestrian walkway along the frontage of property with a standard public sidewalk, remove existing parking at the front of the property that currently conflicts with the pedestrian environment and overall provide for a more attractive pedestrian setting with landscaping and other improvements.

The Community Design and Historic Resources Element identifies the Downtown as the historic center of commerce and characterizes the Downtown triangular area as a walkable, pedestrian friendly environment with a mix of uses to serve the community. Although First Street has historically had more one and two-story buildings setback away from the street, the proposed Project is more consistent with the height of other recent development projects approved and under construction along First Street. As discussed in the previous paragraph, the Project will improve the visual appearance and pedestrian access along the First Street corridor by removing the surface parking within the front yard area and provide building setbacks closer to the sidewalk, consistent with other recently approved developments.

The Housing Element encourages maximum densities of residential development and mixed-use development projects within the Downtown as well as facilitating affordable housing. While the CD/R3 Zoning District doesn't have a specific density threshold, but instead relies on the height limit, setbacks and on-site parking requirements to establish a functional density. To determine a theoretical base density, the Applicant provided a theoretical "base" project using an average unit size and within the required building height and setback (see Attachment F). The base project results in 12 units or 60 units per acre. The Applicant is proposing a total of 15 units, which equates to a density of approximately 75 units per acre. The proposed Project, with a density of 75 dwelling units per acre, would be similar to other multiple-family projects in the Downtown Triangle area. For comparison purposes, the residential projects under construction projects at 450 First Street and 425 First Street are each 74 units per acre and the mixed-use project under construction at 385-389 First Street is 46 units per acre. The recently approved residential project at 440 First Street is 31 units per acre.

Downtown Vision Plan

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

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

The proposed Project supports the overall goals of the Vision since it seeks to redevelop the site and provide for more intense residential density, which is anticipated and encouraged in the Downtown. As discussed in other sections of this report, the Project proposes affordable housing, improvements to the pedestrian environment, Class II bicycle parking at the streetscape, and the height of the building is consistent with other approved buildings on First Street that have taken benefit from development concessions of the State Density Bonus Laws and the city's Multiple Family Affordable Housing Ordinance.

Zoning District and other Development Standards

Objective Development Standards

With regards to objective development standards in the CD/R3 Zoning District, the Project includes a rear yard setback of 10.33 feet, whereas the required minimum setback is 10 feet. The proposed side yard setbacks are seven feet on both the left and right sides, whereas the CD/R3 Zoning District does not have minimum side yard setback. The front yard setback at the ground story is 11 feet, but the upper stories (2^{nd}-4^{th}) have an 8.4-foot setback, whereas ten feet is required. The front setback is being measured from the property line, however, a one-foot pedestrian access easement along the front of the property will be added to the existing street width consistent with other recent approved projects along First Street to functionally increase the sidewalk width. The 8.4-foot front yard setback does not comply with the Zoning District standards, however the applicant requests a development waiver pursuant to Density Bonus Law (see further discussion below).

Pursuant to Section 14.52.060 of the Municipal Code, the Project is required to provide a minimum 60% of softscape surfaces (plant material) within the front and rear landscaped yard areas. The Applicant is providing approximately 60% of the rear yard area with softscape surfaces, however the front yard has only approximately 20% of the yard area landscaped. The Applicant is requesting a development concession pursuant to State Density Bonus Law and the Affordable Housing Ordinance to reduce the amount of landscaping required as discussed in the Density Bonus Report submitted by the Applicant (Attachment F). According to the report, a substantial increase in the setback would be necessary in order to provide the required the amount of landscaping and to accommodate other elements such as the trash staging area, walkways, and the underground garage

ramp. Staff also notes that on other similar projects along First Street, utility features and clearance requirements from utility services can also conflict with landscaping.

Pursuant to the CD/R3 Zoning District, the maximum allowable building height is 35 feet. With regards to how building height is measured, Section 14.66.230 of the Zoning Code defines building height as the measurement from the grade to the top of the roof deck for a flat roof and the measurement from the grade to the height of the midpoint between the top plate and ridge for a gable roof. Staff has provided a variety of building height measurements according to this definition in the table on page 3. The Zoning Code doesn't address trellis features proposed on top of a main building structure as a separate accessory structure; therefore, staff determined that the top of the trellis feature should be considered the top roof deck. The measurement from grade to the top of the trellis feature is 55.1 feet. This exceeds the maximum building of 35 feet; however, the Applicant requests to utilize a second development concession pursuant to State Density Bonus Law and the Affordable Housing Ordinance to increase the allowable height (further discussed below).

When considering the trellis feature as the height of the building as outlined above, the stairwell feature is 0.4 feet taller and the elevator override is 6.6 feet taller than the height of the building whereas a 12-foot height exception is allowed (Section 14.66.240(F) of the Municipal Code). The Applicant's Density Bonus Report includes a development waiver request for an elevator height in excess of the height exception, however the report assumes the building height measurement to the main roof deck at 46.7 feet in height is applicable. In addition, height exceptions are also allowed for mechanical equipment required to operate and maintain the building pursuant to Section 14.66.240(E) and for photovoltaic panels up to 12 feet in height.[1] The roof deck plan shows mechanical equipment such as condensers and photovoltaic panels.

CD/R3 District Design Controls

In addition to complying with standard Design Review findings (see below), the project must address the CD/R3 District's Design Controls (Section 14.52.110), which include design requirements such as reducing the apparent size and bulk, access to the street, relationship to the Downtown and implementing goals and objects of Downtown plans, activating the street frontage and screening rooftop mechanical equipment. Please note that the Design Review application was submitted on December 18, 2019 and went through a variety of iterations and resubmitted design plans to address a variety of code compliance issues. The final set of plans was accepted prior to Ordinance 2021-478 (Design Controls that effectively adopted objective design standards) went into effect and therefore is subject to Ordinance 10-346, which was the effective district design controls. Below is a summary of how the project addresses the Design Controls and are further detailed in the resolution (Attachment A).

- In terms of size and bulk, the building is divided into smaller elements using building articulation with vertical building wall planes being recessed or projected as well as balcony bays being recessed with some balconies elements projecting outward. The articulation provides for visual interest and breaks up the building into 20-25 wide sections.

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

- The first floor is recessed and has a greater front yard setback than the upper stories which creates a horizontal element that separates the first floor from the upper floors.
- The primary access to the building is along the front with direct access to the public sidewalk. The front entry is recessed and designed at a human scale. The front façade, entries, and pedestrian scaled features contributes to the streetscape environment of the Downtown;
- The Project includes landscape features at the street level and enhances the pedestrian environment by constructing a public sidewalk that is wider than the minimum required;
- A significant portion of the front façade includes window glazing and/or entrances;
- On-site parking improvements and parking spaces are provided that exceed the requirements of the State Density Bonus Laws; and
- The rooftop mechanical equipment is screened from public view and from adjacent building located at the same level.

Overall, as discussed above and in the Applicant's design review narrative, the project appears to have adequately addressed these design controls. However, the Planning Commission may propose changes in the project to enhance the design, provided those changes to do not reduce density or render the project infeasible.

Parking
With regards to parking, the table below shows the required parking per zoning code standards (Section 14.78.080) and the parking reduction provisions pursuant to State Density Bonus Laws[2].

Required Residential Parking

Bedroom Count	Units	Required Parking Ratio per Zoning Code	Required Parking Spaces Per Zoning Code	Density Bonus Parking Ratio	Required Parking Spaces Per Density Bonus
Two Bedrooms	8	2/unit	16	1.5/unit	12
One Bedroom	7	1.5/unit	11	1/unit	7
Guest Parking		1 per 4 units	4	-	-
		Total Parking:	**31**		**19**

The parking spaces normally required in the Zoning Code are shown in the table above are for reference purposes only and should not be used as a basis to recommend denial of the project. The Applicant proposes a total of 23 parking spaces in one level of underground parking accessed from a driveway directly from First Street. Three of the spaces including an accessible parking space are standard at-grade parking stalls and 20 parking spaces are proposed to be on a mechanical parking

[2] Chapter 14.28 Multiple Family Affordable Housing references two spaces per each two-bedroom unit, whereas State Law was updated January 1, 2021.

puzzle lift. The mechanical lift system is comprised of a three-level system with one level designed in a sub-grade area (Attachment F). The system always has an empty space that is utilized to shift automobiles around to be able to access an available space at grade level. The Zoning Code requires that parking spaces be a minimum of nine feet in width and 18 feet in length, clear of any encroachments from pillars or structural elements. Since the mechanical lift system encroaches into this clear space, the Applicant is requesting a development waiver pursuant to Chapter 14.28 Multiple-Family Affordable Housing, consistent with State Density Bonus Law to enable the installation of the parking lift system. This is a similar requested development waiver that other recent projects have pursued including the mixed-use project at 389 First Street and the multiple family project at 425 First Street to install mechanical parking lifts.

Design Review

To approve the project as proposed by the applicant, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code. These design review findings are summarized as follows:

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

Overall, the Project reflects a desired and appropriate development intensity for the CD/R3 District and within the First Street District as outlined in the General Plan and the Downtown Vision. The Applicant proposes three moderate rate income restricted units and the one and two-bedroom units are more affordable by design as compared to single-family residences that is the predominant housing type in Los Altos and will be attractive to different types of households and contribute to the commercial vitality of the Downtown. The new building will improve the streetscape and has incorporated design elements that support the residential use. The architectural design uses a variety of elements to break up the bulk of the structure including building articulation, balconies, and a mix

of exterior materials. The private balconies on the upper stories signals habitation and also steps back the mass of the building.

The exterior building materials appropriately define the building elements to convey the Project's quality, integrity, durability and permanence. The exterior siding used along the front elevation of the first story includes stone veneer and metal panel railing gives the building a base and provides for visual interest at the pedestrian scale. The exterior of the upper stories is a combination of smooth stucco with expansion joints and horizontal wood siding which breaks up the wall plane elements and creates narrower wall planes, and there is a repetition of materials applied at the recessed and projecting walls which further breaks up the building massing. The recessed and projecting bays at the balconies provide for further building articulation and the awning features and projecting exterior window sills breakup the flat wall planes.

The Project includes landscaping at the main building entrance and along the First Street frontage in limited planter areas between the front façade and the back of sidewalk. A development concession is being requested to reduce the required amount of front yard landscaping. A variety of plants are proposed including groundcovers, shrubs, vines, and trees. With regards to trees, five existing trees will be removed abutting the right-side property line. Two of these trees are Palms that are greater than 48 inches in circumference and considered protected trees by Municipal Code; however, criteria allow for the removal of trees for the economic enjoyment of the property. Tree replacement includes six Crape myrtles, three of them proposed as street trees and five Japanese maples. City staff has received feedback from the Santa Clara County Fire Department to restrict trees that grow more than 25 feet at maturity planted in front of buildings over 30 feet in height because taller trees would preclude fire ladder apparatus from being able to effectively gain access to upper portions of the building façade; therefore the trees are consistent with this guideline. Additional planting is proposed along the sides and rear but will be limited because of required Fire Department access. To the rear of the subject site, abutting Foothill Expressway is land owned by the County of Santa Clara and has six trees (one Oak and five Chinese pistache) in proximity to the rear property line. A condition of approval also requires the Applicant to coordinate with Santa Clara County to mitigate stormwater runoff from the landscaped shoulder area of Foothill Expressway that may sheet-flow towards the subject site since other parcels along this corridor have experienced stormwater impacts (Attachment A, Condition 1a).

Since this is a residential building, no signage is needed except for the address number and directional signage as necessary by Code. The rooftop mechanical equipment which includes HVAC condensing units is screened by the gable roof structures and/or is located to the interior of the rooftop; therefore, unlikely to be visible from the street below or by views from adjacent buildings located at the same level. The trash room is located within the underground garage level and a temporary area for trash receptables is located at street level to the right of the driveway to the underground parking garage and behind the solid gate outside the front yard area.

Design Review Findings

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 F) that addresses each design review finding as well as the CD/R3 Design Controls and applicable sections of the

Downtown Design Guidelines. However, based on comments from the Planning Commission during the study session and architectural peer review, there may be opportunity to further enhance the design.

Architectural Design Peer Review and Downtown Design Guidelines

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

In response to Council an adopted recommendation by the Downtown Building Committee, to have an architectural peer review of the Project, the city of Los Altos retained the services of an architectural design professional, Cannon Design Group (Attachment G). The report summarizes the Downtown Design Guidelines for the First Street District where the subject site is located and a critique of the design. The report also includes recommendations to improve the design consistent with the design guidelines. In general, the recommendations include modifying the treatment of some of the exterior features with different siding materials or paint colors to reduce the appearance of bulk and mass. There were also some comments related to window placement and type that may impact the privacy of the first floor unit. The Applicant elected not to modify the design based on the architectural peer review report. However, the Planning Commission may propose changes in the project to enhance the design, provided those changes to do not reduce density or render the project infeasible.

Affordable Housing – Density Bonus, Development Incentives and Waivers, and Reduced Parking

The CD/R3 Zoning District does not establish a maximum density. The Applicant created a theoretical "base" project using an average unit size and designed a theoretical project that fit within the setbacks and building height requirements (Attachment F). The theoretical base project resulted in a 12-unit project. The Applicant is offering three moderate rate income restricted affordable units or 25 percent of the Project's units which entitles the developer to a density bonus of 20 percent or 2.4 units pursuant to State Density Bonus Law and the Multiple Family Affordable Housing Ordinance. For density bonus calculation this is always rounded up, or a total of 15 units. The three moderate rate income restricted units also complies with the minimum requirements stipulated in Chapter 14.28 Multiple-Family Affordable Housing for development projects greater than ten units which states that the project must provide at least 15 percent affordable with the majority being moderate. The 15-unit project consists of eight one-bedroom units and seven two-bedroom units and the Applicant proposes the moderate rate units to be 2 one-bedroom units and 1 one-bedroom unit consistent with the requirement of offering a similar ratio of affordable units.

Since the Project is providing at least twenty percent of its units restricted at the moderate-income level, it qualifies for two concessions per State Density Bonus Law and Chapter 14.28 Multiple Family Affordable Housing. The Applicant is seeking: 1) a height concession to allow the Project to exceed the maximum height limit of 35 feet by 20.1 feet for a total building height of 55.1 feet, which would be considered "off-menu"; and 2) a reduction to the 60% required landscaping area in the front yard to 20%.

Under state law and city ordinance, the City must grant the requested concessions unless it can make specific negative findings. Since the project is requesting "off-menu" incentives, one of the following findings would need to be made to deny the requests:

- The concession or incentive would have a specific, adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households;
- The concession or incentive does not result in identifiable and actual cost reductions, consistent with the definition of "concession" or "incentive," to provide for affordable housing costs, as defined in Health & Safety Section 50052.5, or for rents for the targeted units to be set as specified in subsection (I); or
- The concession or incentive would be contrary to state or federal law.

The Applicant is also seeking three development waivers that are needed to construct the Project and do not require use of an incentive or concession. The Applicant requests: 1) to extend the height of building's elevator beyond the allowable height in the zoning ordinance[3]; 2) an encroachment into the 18 feet by nine-foot horizontal clearance and seven-foot vertical clearance for parking space required pursuant to Section 14.74.200.A for installing mechanical parking lifts; and 3) a front yard setback of 8.4 feet, whereas 10 feet is required.

Pursuant to state law and city ordinance, the City must grant a requested waiver or development standard reduction unless it can make one or more the following findings:

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

In support of the request regarding the development concessions and waivers, the Applicant has included information in their Density Bonus Report, which is included in Attachment F.

Also, as described in the Zoning section above, the Project is eligible for the alternative parking standards specified in Section 14.28.040(G) of the Zoning Code and State Density Bonus Law. Based on these standards, the project is required to provide one parking space for each one-bedroom unit and 1.5 parking spaces for each two-bedroom unit, which results in a minimum of 19 required on-site

[3] As discussed above, this waiver is a moot point if the building height is 55.1 feet since the elevator override is within the 12 feet height exception provided under Section 12.66.240 of the Zoning Code.

parking spaces. The Project is providing a total of 23 parking spaces in one underground parking level that exceeds the minimum parking spaces provided.

Density Bonus Findings
Based on the information provided above and further detailed in the Applicant's Density Bonus Report, the Project is eligible for two development concessions, development waivers, and alternative parking ratios pursuant to State Density Bonus Laws and the Multiple Family Affordable Housing Ordinance and staff has determined that none of the findings to deny the requests outlined above can be made.

Subdivision
The project includes a Tentative Map to create one lot for further subdivision with a condominium plan. The recording of a subsequent condominium plan would further allow for division of the air space for the 15 residential units as well as assign below grade parking spaces and other common areas. As outlined in the Draft Resolution (Attachment A), positive findings can be made that 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.

Soil Vapor Contamination
Staff notes a specific condition of approval is contained in the draft resolution to address potential soil and soil vapor contamination that may impact the subject site (Condition #9). The site itself is not the origin of the chemical(s) of concern, however the abutting site at 392 First Street has an "Active" regulatory cleanup site status and has recently come under Local Oversight registered with the County of Santa Clara Department of Environmental Health. Elevated levels of tetrachloroethylene (PCE) among other volatile organic compounds (VOCs) that were collected in soil vapor samples above maximum exposure levels for residential and commercial use were detected in the soil of the subject site. The condition will require that the property owner seek Local Oversight to determine the need for site controls, soil management and disposal, and other protection for construction workers and future residents. This is not considered an issue under the California Environmental Quality Act (CEQA) because the project is not creating the environmental impact, rather the existing environmental concern is impacting the project.

Public Notification and Correspondence:
For this meeting, a public hearing notice was published in the *Town Crier* and mailed to 266 property owners and current tenants within 1,000 feet of the site (Attachment I). A public notice billboard with color renderings was installed along the project's First Street frontage and story poles to represent the walls and roof line of the building were installed in conformance with the City Council public notification requirements of the Open Government Policies. A story pole certification letter from the project engineer is included in Attachment F.

At the time of report publication, one public correspondence was received and included as Attachment J. Staff will forward any additional correspondence received to the Commission.

ATTACHMENT B

Class 32, Infill Development Projects
CEQA Exemption Documentation

376 First Street

City of Los Altos

June 7, 2021

Prepared by

EMC Planning Group

CLASS 32, INFILL DEVELOPMENT PROJECTS
CEQA EXEMPTION DOCUMENTATION

376 FIRST STREET

City of Los Altos

PREPARED FOR

City of Los Altos

Steve Golden, Senior Planner

1 N. San Antonio Road

Los Altos, CA 94022

Tel 650.947.2633

PREPARED BY

EMC Planning Group Inc.

301 Lighthouse Avenue, Suite C

Monterey, CA 93940

Tel 831.649.1799 ext. 203

Fax 831.649.8399

Teri Wissler Adam, Senior Principal

wissler@emcplanning.com

www.emcplanning.com

June 7, 2021

TABLE OF CONTENTS

1.0 PROJECT SETTING

The project site is located at 376 First Street in Downtown Los Altos. The project site is 0.20 acres (8,670 square feet) and is developed with a single-story restaurant, Bell Vita Italia Restaurant Bar and Grill. This restaurant is approximately 3,500 square feet with ten surface parking spaces. The project site is surrounded by commercial and residential uses. The project site's Los Altos General Plan (general plan) designation is Downtown Commercial and zoning is zoned CD/R3 (Commercial Downtown/Multiple Family). The site is located within the First Street District of Downtown.

2.0 PROJECT DESCRIPTION

The proposed project includes demolition of the existing restaurant and development of a 15-unit multi-family residential complex. The project includes four above ground stories and a below ground parking garage. The proposed project includes three below market units and two concessions per section 14.28.040 of the Los Altos Municipal Code.

3.0 CEQA EXEMPTION

The California Code of Regulations Section 15332, Infill Development Projects, states Class 32 consists of projects characterized as in-fill development meeting the following conditions.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value, as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

This memorandum provides documentation that the proposed project meets the standards (c) and (d) for a Class 32 exemption and that none of the exceptions to the exemption apply.

Pursuant to case law (*Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1347-1350), the City of Los Altos can still determine the project is consistent with the General Plan for the

purposes of deeming the project exempt per Section 15332 of the CEQA Guidelines even with the adoption of density bonus concessions or waivers.

Habitat for Endangered Rare or Threatened Species

According to California Code of Regulations Section 15332, an infill project may be considered exempt if the project site has no value, as habitat for endangered, rare or threatened species. The project is proposed on an existing developed site, and no native plant communities are present. The site is surrounded on three sides by existing development and paved roads, with a narrow strip of vegetated road frontage and Foothill Expressway to the southwest. There is no habitat for endangered, rare or threatened species present.

Five trees located on the project site will be removed, including two palm trees with a circumference of 32" and 28", respectively. The City of Los Altos Tree Protection Ordinance (Los Altos Municipal Code, Chapter 11.08) requires a Tree Removal Permit with an arborist report from an ISA-certified arborist if the trees to be removed meet any of the following criteria:

- Any tree that is 48-inches (four feet) or greater in circumference when measured at 48-inches above the ground;
- 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);
- Any tree which was required to be either saved or planted in conjunction with a development review approval (i.e. new two-story house);
- Any tree located within a public right-of-way; or
- Any tree, regardless of size, located on property zoned other than single-family (R1).

According to the preliminary planting plans, ten trees will be planted at the ground level (four Japanese maples, three Chinese pistachios, and three unspecified trees), and three planted in boxes on the roof (species unspecified). Compliance with the tree ordinance requiring a tree removal permit and planting the trees specified in the planting plan will ensure impacts to protected trees are less than significant.

Environmental Impacts Related to Traffic, Noise, Air Quality, Water Quality

Traffic

The project would not result in any significant traffic impacts. According to the *376 First Street Housing Development Traffic Analysis* (traffic analysis) prepared by Fehr & Peers in 2020, the proposed housing development will reduce the volume of traffic on First Street by generating 320 fewer daily trips, 16 fewer AM peak hour trips, and 34 fewer PM peak hour trips than the existing restaurant. See Table 1, Trip Generation Study, of the traffic analysis This project would be screened from further VMT analysis based on the project VMT generated being lower than the VMT threshold, which is 110 vehicle trips per day. The project aligns with the policies in both the Los Altos General Plan and the VTA Traffic Impact Analysis (TIA) Guidelines. Installation of convex mirrors in the corners of the ramp and use of car coming signage, will ensure that vehicles can safely enter and exit the garage and avoid conflicts with other vehicles, pedestrians, or bicycles. According to the traffic analysis, the sight stopping distance on First Street is adequate for a 25-mph speed limit and the garage door operation will not cause a significant delay on the driveway or on First Street.

Noise

Construction Noise

The City of Los Altos Noise Ordinance establishes interior and exterior noise standards by zoning district for daytime and nighttime hours, and identifies prohibited acts relative to noise, including maximum noise levels at affected properties and hours during which construction is permitted. The noise ordinance allows for increases in noise related to construction activities during permitted construction hours. Compliance with the noise ordinance will ensure construction noise impacts are less than significant.

Operational Noise

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the city's applicable noise level standards at the locations of sensitive receptors (residences). The primary noise generator from the proposed residential project would be traffic noise. Trip generation rates associated with the existing restaurant use and proposed residential complex use should be compared to determine if there would be an increase in traffic trips and therefore traffic noise associated with the project. According to the *376 First Street Housing Development Traffic Analysis* (traffic analysis) prepared by Fehr & Peers in 2020, the existing restaurant generates 402 daily trips, 21 AM peak hour trips, and 40 PM peak hour trips. The proposed project will generate 82 daily trips, 5 AM peak hour trips, and 6 PM peak hour trips. Therefore, the proposed project will reduce the number of trips generated on the site, with 320 fewer daily trips, 16 fewer AM peak hour trips, and fewer 34 less PM peak hour trips and therefore will result in a reduction in traffic noise.

Air Quality

According to the *Bay Area Air Quality Management 2017 CEQA Air Quality Guidelines* (air quality guidelines) Table 3-1 Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes, the operational criteria pollutant screening size for general condominiums/townhouses is 451 dwelling units, the operational GHG screening size is 78 dwelling units, and the construction related screening size is 240 dwelling units. At 15 dwelling units the proposed project is below all screening thresholds. The air quality guidelines state, if the project meets the screening criteria in Table 3-1, the project would not result in the generation of construction or operational-related criteria air pollutants and/or precursors that exceed the Thresholds of Significance. Additionally, as discussed above in the Traffic and Noise sections, the proposed project would result in a decrease of 320 fewer daily vehicle trips. Construction and operation of the proposed project would therefore result in a less-than-significant cumulative impact to air quality from criteria air pollutant and precursor emissions.

Water Quality

The proposed project will be required to comply with all City of Los Altos ordinances, policies, and processes regarding the construction and post-construction treatment of storm water runoff. According to Chapter 10.16.036 - Required site design measures for small projects and detached single-family home projects- any private or public project under the planning and building authority of the city, which creates and/or replaces between 2,500 square feet and 10,000 square feet of impervious surface must install one or more site design measures for the protection of water quality including directing runoff from sidewalks, walkways and/or patios, driveways and parking lots onto vegetated areas, construction of sidewalks, walkways, patios, driveways, bike lanes, and/or uncovered parking lots with permeable surfaces (includes pervious concrete, porous asphalt, permeable concrete unit pavers and granular materials), etc. In accordance with the Santa Clara Valley Urban Runoff Pollution Prevention Program, the proposed project would treat runoff on the site prior to allowing runoff to enter the city's storm drainage system. Therefore, water quality impacts would be less than significant.

Exceptions

The California Code of Regulations Section 15300.2. Exceptions, lists instances where an exemption would be inapplicable to a project. These include:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Location

The location exception only applies to exemption Classes 3, 4, 5, 6, and 11. The project qualifies for a Class 32 exemption and therefore, the location exception does not apply to the project.

Cumulative Impact

The proposed project does not include planning successive projects of the same type in the same place. There are several residential redevelopment projects proposed in the area; however, these are generally consistent with the general plan and were evaluated in the CEQA document for the general plan. Therefore, there would be no cumulative impact of successive projects of the same type in the same place.

Scenic Highways

According to the California Department of Transportation California Scenic Highway Mapping System, the sole state-designated scenic highway in Santa Clara County is State Route (SR) 9 from the Santa Cruz County line to the Los Gatos city limit. The proposed project is not located near this state scenic highway and would, therefore, not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

Hazardous Waste Sites

The proposed project is not located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code. The site is not located on the California Environmental Protection Agency's Cortese List (Health and Safety Code Section 25187.5). The State Water Resources Control Board's GeoTracker (Health and Safety Code Section 25295 and Water Code Sections 13273 and 13301) does not indicate any hazardous sites within the project site. The project site is also not listed on the California Environmental Protection Agency's list of solid waste sites identified by the Water Board with waste constituents above hazardous waste levels outside the waste management unit (Health and Safety Code Section 116395).

Historic Resources

The city adopted a Historical Preservation Ordinance and the City's Historical Commission is responsible for keeping a current inventory of qualified historic structures. The project site is not identified in the city's Historic Resources Inventory. The building is within a highly developed and urbanized downtown and is not within a historic district or adjacent to historically significant buildings. The project would not cause a substantial adverse change in the significance of a historical resource.

FEHR PEERS

Memorandum

Date: September 8, 2020

To: Jan Unlu, Lab LCC

From: Robert Eckols and Mark Soendjojo, Fehr & Peers

Subject: 376 First Street Housing Development Traffic Analysis

SJ20-2019

This memorandum presents the findings of a traffic analysis (TA) for a proposed 15-unit housing development that will replace an existing restaurant located at 376 First Street in Los Altos. Based on comments received from the City of Los Altos, this traffic analysis addresses the following topics:

- trip generation, distribution, and assignment of project trips
- vehicle miles traveled (VMT) analysis per SB 743
- review of relevant planning / policy documents
- site circulation and access including the parking ramp, garage door operation, and sight distance

Based on our analysis, Fehr & Peers has reached the following conclusions:

- The proposed housing development will reduce the volume of traffic on First Street by generating 320 fewer daily trips, 16 fewer AM peak hour trips, and 34 fewer PM peak hour trips than the existing restaurant.
- This project would be screened from further VMT analysis based on the project VMT generated being lower than the VMT threshold.
- The project aligns with the policies in both the Los Altos General Plan and the VTA TIA Guidelines.
- Installation of convex mirrors in the corners of the ramp and use of car coming signage will ensure that vehicles can safely enter and exit the garage and avoid conflicts with other vehicles, pedestrians, or bicycles.
- The sight stopping distance on First Street is adequate for a 25 mph design speed.

- The garage door operation will not cause a significant delay on the driveway or on First Street.

Project Description

The proposed residential project is located at 376 First Street and replaces an existing 4,800 square foot restaurant with a four story 15-unit housing development. The project is within a commercial area of Downtown Los Altos. The project site fronts on and has access to First Street on the east and is bounded by a parking lot to the north, a commercial building to the south, and Foothill Expressway to the west (without access). The project will provide 23 parking spaces located in an underground parking structure.

Trip Generation Estimates

Fehr & Peers prepared daily, AM peak hour, and PM peak hour vehicle trip generation estimates for the proposed project. The trip generation estimates were prepared using the trip rates from the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition (2017) using the rates for quality restaurant (Land Use Code 931) and multifamily housing (Land Use Code 221). Project trip generation was calculated using the average rates based on building square footage for the restaurant and number of dwelling units for the housing.

Table 1 shows the trip generation estimated for the existing restaurant, the proposed multifamily housing, and the net trip generation for the project (project trips minus existing trips). The existing restaurant generates 402 daily trips, 21 AM peak hour trips, and 40 PM peak hour trips. The proposed project will generate 82 daily trips, 5 AM peak hour trips, and 6 PM peak hour trips. Therefore, the proposed project will reduce the number of trips generated on the site, with 320 fewer daily trips, 16 fewer AM peak hour trips, and fewer 34 less PM peak hour trips.

Trip Distribution and Assignment

The project site is accessed from First Street, with nearby connections to Foothill Expressway, San Antonio Road, and Main Street. Since the project will generate only a small number of trips, we assumed that the trips would be evenly split between going north and going south on First Street, as can be seen in **Figure 1**. However, the project will actually lower the number of trips on First Street during the AM and PM peak hours and on a daily basis.

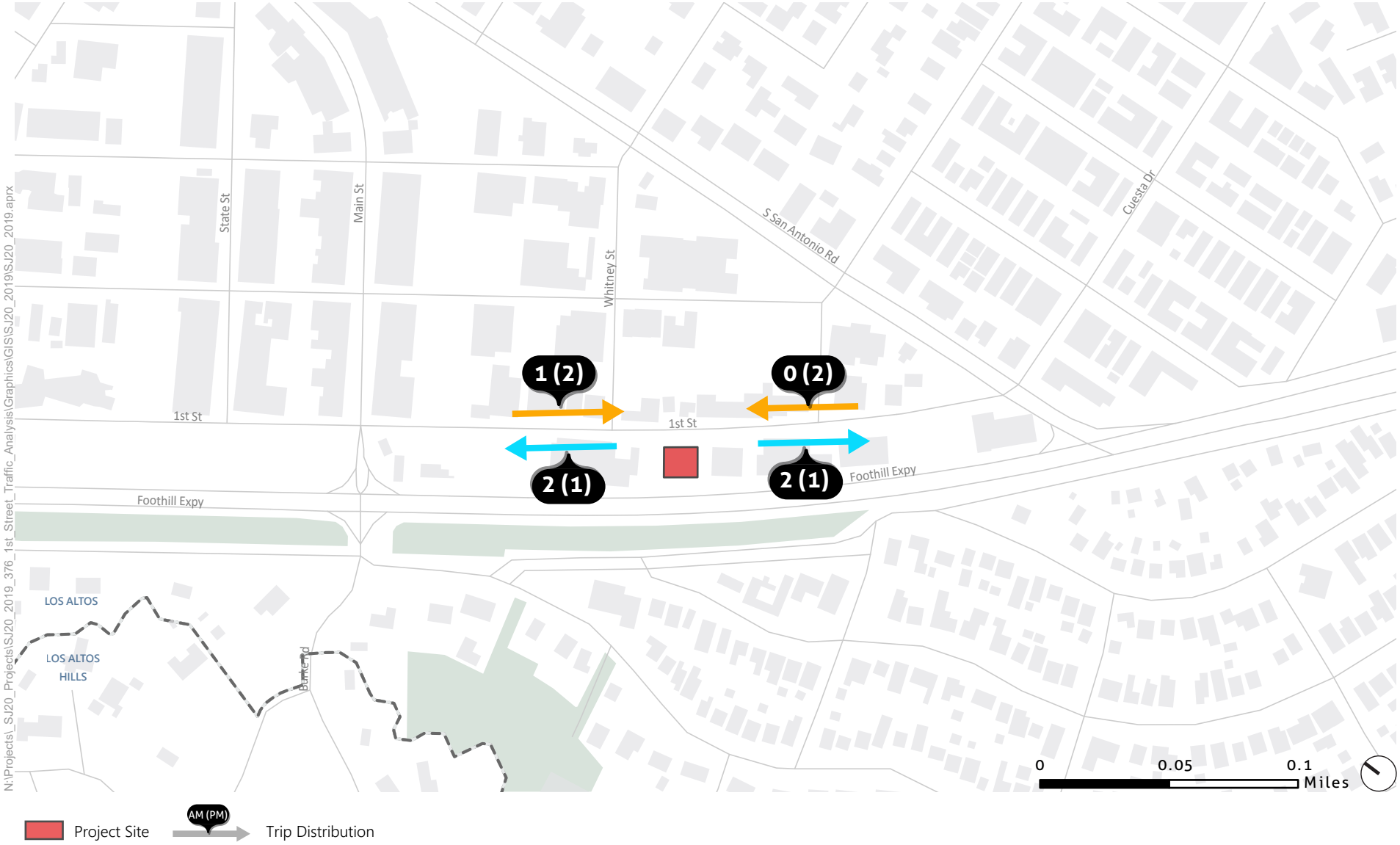


Figure 1

Trip Distribution and Assignment

Table 1: Trip Generation Summary

Land Use	Size[1]	Weekday Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Quality Restaurant[2] **(A)**	4.8 ksf	402	17	4	21	24	16	40
Multifamily Housing (Mid-Rise)[2] **(B)**	15 DU	82	1	4	5	4	2	6
Total Net New Project Trips (B-A)		**-320**	**-16**	**0**	**-16**	**-20**	**-14**	**-34**

Existing Quality Restaurant Trip Generation:
1. ksf = 1,000 square feet
2. Following ITE trip generation equations used (ITE Code 931 – Quality Restaurant, 10th Edition):
   Weekday Daily: Average Rate – 83.84 per KSF, Enter = 50%, Exit = 50%
   AM: Average Rate – 4.47 per KSF; Enter = 80%, Exit = 20%
   PM: Average Rate – 8.28 per KSF; Enter = 61%, Exit = 39%

Proposed Multifamily Housing Trip Generation:
1. DU = dwelling units
2. Following ITE trip generation equations used (ITE Code 221 – Multifamily Housing (Mid-Rise), 10th Edition):
   Weekday Daily: Average Rate – 5.44 per DU, Enter = 50%, Exit = 50%
   AM: Average Rate – .32 per DU; Enter = 27%, Exit = 73%
   PM: Average Rate – .41 per DU; Enter = 60%, Exit = 40%

Sources: *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017; Fehr & Peers 2020.

Project Vehicle Miles Traveled Estimates

The project VMT was calculated based on the project's new daily trip generation as well as an estimate of average trip lengths related to the project. Using the data from the 2012 California Household Travel Survey (CHTS), the average vehicle trip length for California households is 7.9 miles. As shown in **Table 2**, the project generates 648 VMT.

Table 2: Project VMT Estimate

	Project Daily Trip Generation	Average Vehicle Trip Length (miles)[1]	Project Generated VMT
Total	82	7.9	648

1. From 2012 California Household Travel Survey (CHTS)

Source: 2012 CHTS; Fehr & Peers 2020.

Small Project Screening for SB 743

The City of Los Altos is in the process of implementing SB 743 and may continue to issue guidance regarding when a full transportation analysis is necessary by, for instance, allowing the screening of small projects from VMT analysis, or requiring only qualitative VMT assessment for small projects. At this time, the small project screening criteria that the City of Los Altos is

considering is based on the OPR *Technical Advisory* (page 12) to screen projects that generate or attract fewer than 110 trips per day. Rather than using this daily vehicle trip threshold, the City is considering small project screening that is based on the CEQA Statue & Guidelines categorical exemption for existing facilities less than 10,000 square feet (§ 15301, subdivision. (e)(2).) and generate or attract fewer than 836 daily VMT. The 836 daily VMT is based on the small project trigger research presented in **Attachment A**. The 836 daily VMT small project screening threshold uses OPR's estimate of 110 daily vehicle trips for screening small non-residential projects of 10,000 square feet or less and average trip length data from the CHTS.

This project meets the CEQA Statue & Guidelines categorical exemption for existing facilities less than 10,000 square feet (§ 15301, subdivision. (e)(2).), and as noted in **Table 2**, the Project would generate 648 daily VMT, which is lower than the 836 VMT threshold for projects smaller than 10,000 square feet. Therefore, this project would be screened from further VMT analysis.

Review of Planning Documents

Los Altos General Plan (City of Los Altos, 2002)

The circulation element of the Los Altos General Plan outlines the various policies governing transportation within the city. The city at that time had not adopted policies or implementation measures regarding specific TDM measures.

The policies governing this development include the following:

Policy 2.4: Require development project to mitigate their respective traffic and parking impacts by implementing practical and feasible street improvements.

- As this project will generate less trips than the current use, no mitigation is necessary.

Policy 2.6: Implement and require developers to implement street improvements that accommodate and encourage the use of non-automobile travel modes including walking, bicycling, and transit.

- Currently, the existing site does not include a defined sidewalk in front of the restaurant. The project will provide a formal sidewalk for pedestrians along First Street and bike parking for eighteen bikes in the underground garage.

Policy 4.4: Provide trails, sidewalks or separated pathways in areas where needed to provide safe bicycle and pedestrian access to schools.

- The sidewalks on First Street continues to Cuesta Drive, which connects to Covington Elementary School through Arboleda Drive per the Los Altos Suggested Routes to School Map for Covington Elementary School.

Policy 5.1: Continue to encourage off-street parking in residential areas.

- The development provides 23 off-street parking spaces and meets the code requirement of 22 spaces. The code requires 1 space per 1-bedroom unit (8 units) and 2 spaces per 2-bedroom unit (7 units).

VTA TIA Guidelines (Valley Transportation Authority, 2014)

The Santa Clara Valley Transportation Authority (VTA) Traffic Impact Analysis (TIA) Guidelines outlines when a TIA is needed for a project in Santa Clara County and what a TIA should include. Per the VTA TIA Guidelines, a TIA is not required for this project, as it does not generate more than 100 or more net new weekday AM or PM peak hour trips.

Site Circulation and Access

The proposed site plan includes an underground parking structure with a single driveway to access First Street. First Street is a local road with one travel lane in each direction and parallel parking on both sides of the street. Concrete or asphalt sidewalks are provided on both sides of the street for pedestrians. The speed limit is 25 mph.

Underground Garage Circulation and Maneuverability

To assess the underground parking vehicle circulation and maneuverability, Fehr & Peers conducted a turning template analysis for entering and exiting the garage. The analysis showed that only one vehicle can safely enter / exit the car at a time, since a vehicle leaving the garage will encroach on the path of the vehicle entering the garage, as shown in **Figure 2**.

The mirror at the bottom of the ramp will help both outgoing and incoming cars to see around the corner, as the cars leaving the garage will encroach on the path of the cars entering the garage, as described earlier. The mirror at the top of the ramp will allow drivers to see if any pedestrians are coming from their right side and will allow pedestrians coming from the south to see if any cars are exiting. The mirror near the puzzle lift will allow both drivers exiting and drivers entering to see if any cars are coming around the corner.

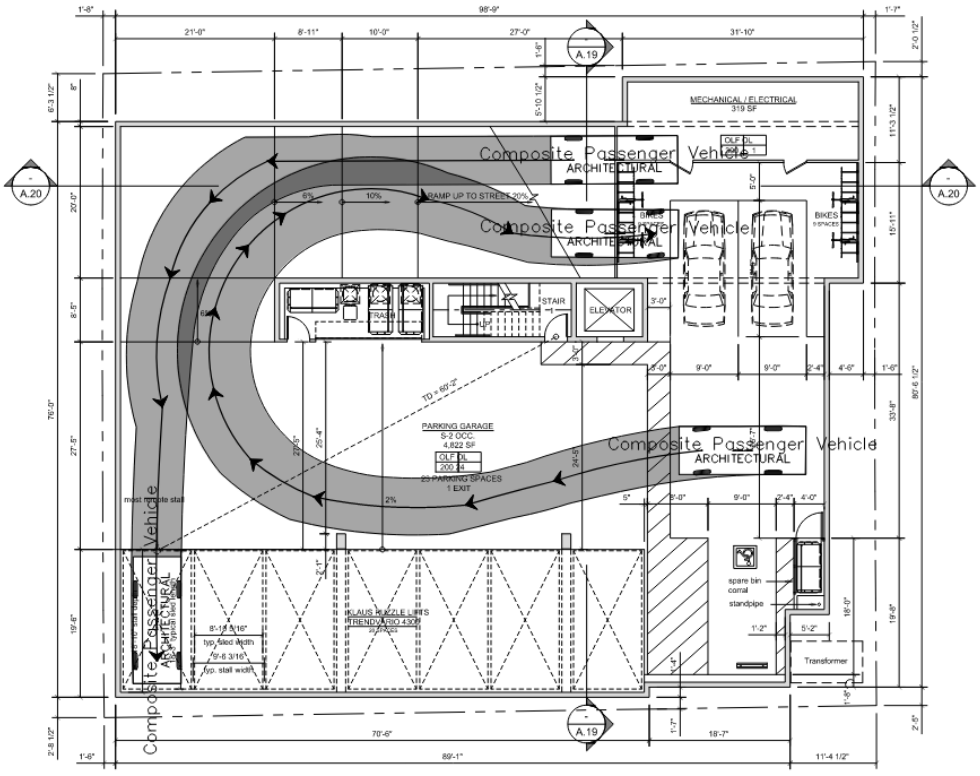


Figure 2: AutoTurn Analysis for Entering / Exiting Garage

Visibility of Vehicles Entering and Exiting Driveway

To determine the visibility of vehicles exiting the garage, we conducted a sight stopping distance analysis. The sight stopping distance analysis tests to see if the drivers traveling north or south on First Street will be able to see vehicles exiting the driveway with sufficient stopping distance to avoid a collision. Using the engineering standards from the Caltrans' *Highway Design Manual,* 6th Edition (2019), the sight stopping distance for a design speed of 25 mph is 150 feet. The sight stopping distance of 150 feet is achieved for the drivers coming from both the north and south, as shown in **Figure 3**.

Pedestrian Safety and Safe Routes to School

A car coming sign with a flashing light and audible warning will be provided to alert pedestrians and bicyclists when a car is exiting the parking structure.

Covington Elementary School is the closest school to the project site. To access Covington Elementary School, students and parents can walk or bike on First Street, which turns into Cuesta Drive. Students and parents can proceed down Cuesta Drive to Arboleda Drive and access the school using the connector path as identified in the Los Altos Suggested Routes to School Map for Covington Elementary School. The walking and bicycle route to Covington School is shown in **Figure 4** below and the Safe Route to School Map is attached to this memo.

Ramp and Garage Door Evaluation

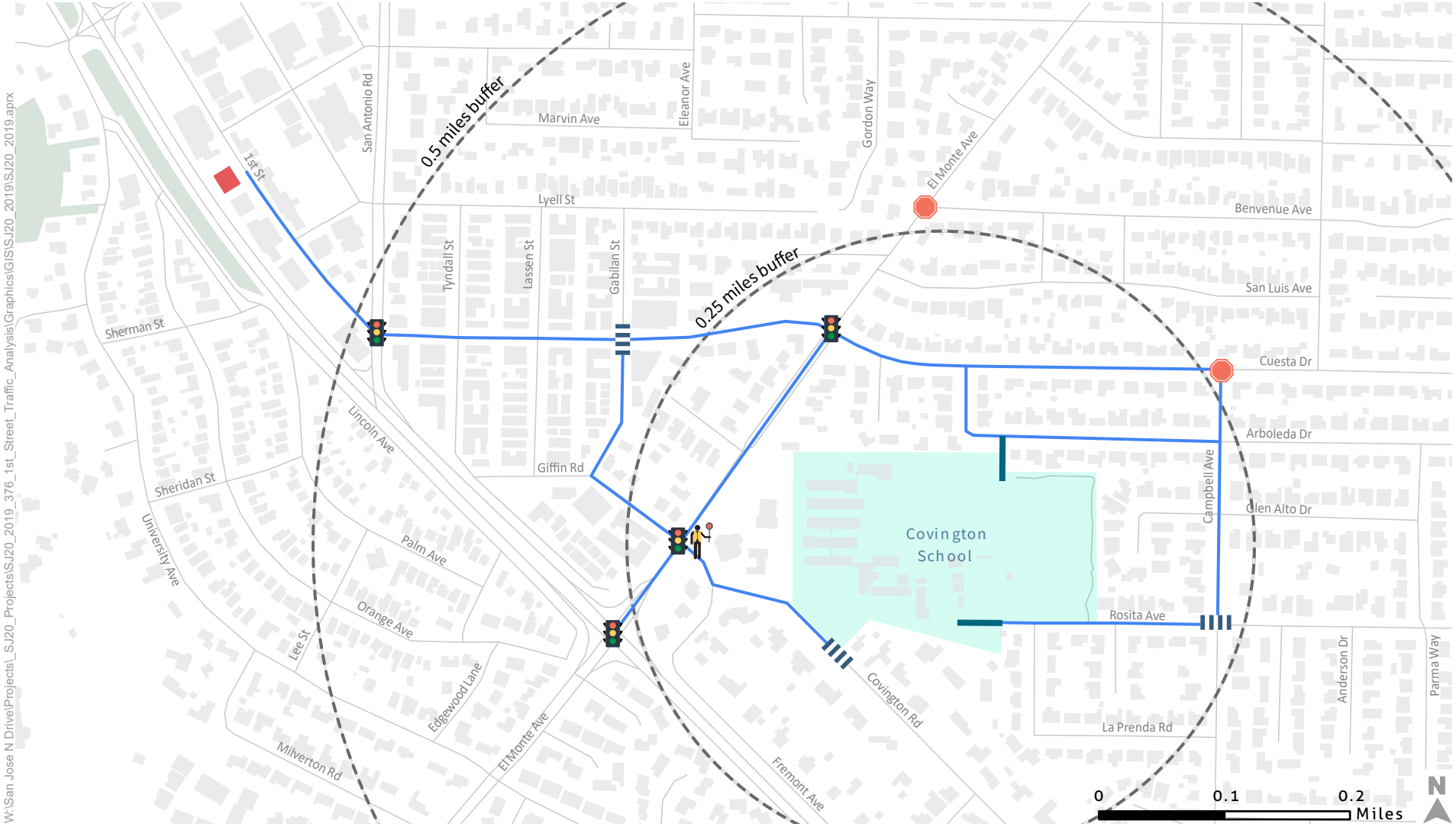
Fehr & Peers evaluated the slope of the ramp to see if there would be any concerns. At the street level, the slope transitions from 5% east of the garage door to 10% west of the garage door and to 20% on the ramp. At the bottom of the ramp, transitions back to 10% and then to 6% as it turns the corner. We do not foresee any issues with the slope of the ramp, even though a portion of the ramp has a 20% slope.

The garage door will take about 12 seconds to either open or close. When a vehicle is waiting to enter it will block traffic on First Street. It should be noted that 12 seconds of delay is the about same amount of delay associated with Level of Service A operation at a stop sign controlled intersection. Therefore, the amount of delay associated with garage door operation will not cause a significant amount of delay to vehicles on the on First Street. In addition, there are less than five peak hour trips which reduces the potential for queuing impacts.

Project Site Stopping Sight Distance (SSD) Triangle

Figure 3

Sight Stopping Distance



Project Site

School

Suggested Routes

Connector Path

Suggested Walking & Biking Route

All-Way Stop

Crossing Guard Location

Marked Crosswalk

Traffic Signal

Figure 4

Conclusion

Fehr & Peers has reached the following conclusions:

- The proposed housing development will reduce the volume of traffic on First Street by generating 320 fewer daily trips, 16 fewer AM peak hour trips, and 34 fewer PM peak hour trips than the existing restaurant.
- This project would be screened from further VMT analysis based on the project VMT generated being lower than the VMT threshold.
- The project aligns with the policies in both the Los Altos General Plan and the VTA TIA Guidelines.
- Installation of convex mirrors in the corners of the ramp and use of car coming signage, will ensure that vehicles can safely enter and exit the garage and avoid conflicts with other vehicles, pedestrians, or bicycles.
- The sight stopping distance on First Street is adequate for a 25 mph speed limit.
- The garage door operation will not cause a significant delay on the driveway or on First Street.

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes ot to explore new areas around your school.

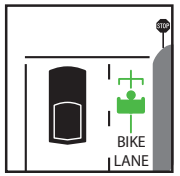
Drive Safely

- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

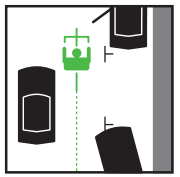
Bike Safely

Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Always ride on the right hand side. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

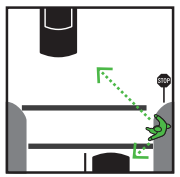
Be visible. Wear bright and reflective clothing. Use headlights and taillights.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely

Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Graphics courtesy of Portland Bureau of Transportation

Los Altos Suggested Routes to School

Covington Elementary School

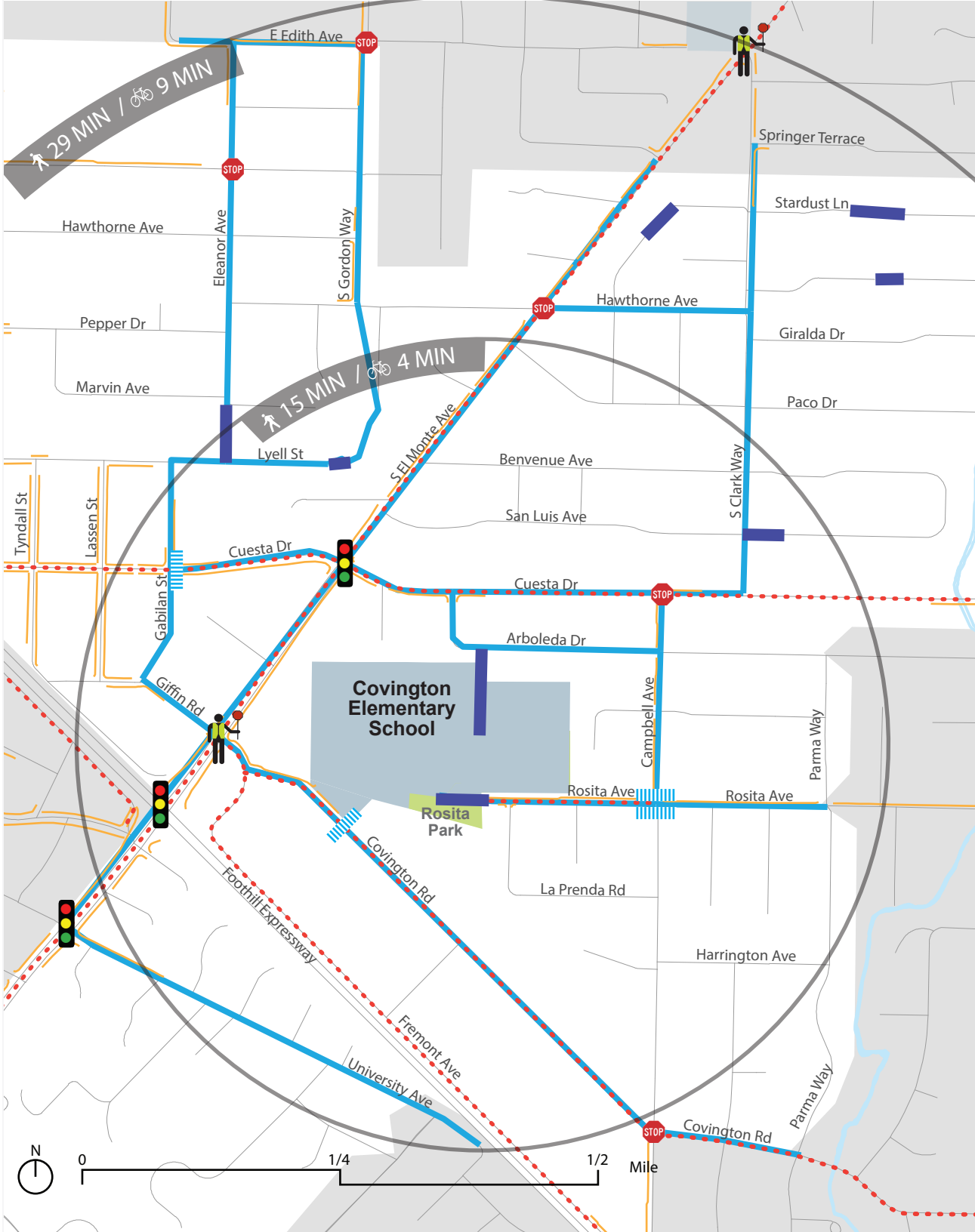
Covington Elementary School

SUGGESTED ROUTES

- Suggested Walking & Biking Route
- Connector Path
- Sidewalk
- Existing Bikeway
- Marked Crosswalk
- Pedestrian & Bicycle Access
- Half-mile and Mile Zones (Road Network)
- Crossing Guard Location
- Bicycle Parking
- Traffic Signal
- All-Way Stop
- Attendance Area
- Parks and Open Space
- School

Enlargement Map

*Routes current as of 10/2014



Attachment A: Small Project Screening for SB 743

SMALL PROJECT SCREENING FOR SB743

The following document provides substantial evidence to support the screening on 'small' projects for SB 743 purposes. The OPR Technical Advisory relies on a trip trigger based on CEQA exemptions.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day[19] generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

---

[19] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Two potential limitations of this trigger have been identified. First, the trigger is not tied to a VMT estimate. Second, the trigger does not consider residential land uses. To strengthen the evidence, we used specific CEQA exemptions related to residential projects and 2012 California Household Travel Survey (CHTS) household VMT estimates to develop the following modification to the OPR approach. The CEQA exemption sections are provided below.

15303. NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(b) A duplex or similar multi-family residential structure, totaling no more than four dwelling units. In urbanized areas, this exemption applies to apartments, duplexes and similar structures designed for not more than six dwelling units.
(c) A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.
Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21084, Public Resources Code.

15315. MINOR LAND DIVISIONS
Class 15 consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.
Note: Authority cited: Sections Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

Based on the 2012 CHTS, here are a range of VMT estimates for 2, 4, and 6 units based on the CA and SACOG average VMT generation per household.

CA Average – 41.6 VMT per household

- 2 units = 83.2 VMT per day
- 4 units = 166.4 VMT per day
- 6 units = 249.6 VMT per day (urban areas only)

SACOG Average – 42.9 VMT per household

- 2 units = 85.8 VMT per day
- 4 units = 171.6 VMT per day
- 6 units = 257.4 VMT per day (urban areas only)

Another option is to rely on the maximum level of development allowed by CEQA exemptions and convert that value to a 'dwelling unit equivalent' measure similar to impact fee programs. OPR estimated that non-residential uses could generate 110-124 daily trips based on a maximum project exemption size of 10,000 square feet (KSF). Using the lower end of the range and CHTS trip lengths produces a VMT equivalent for 10 KSF for CA and SACOG of 836 and 869, respectively. This equates to about 20 residential households.

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, AUGUST 1, 2019 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

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

STAFF: Community Development Director Biggs, Senior Planner Golden, Associate Planner Gallegos, and City Attorney Lee

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

STUDY SESSION

1. **19PPR-0002 – Ismail Unlu – 376 First Street**
   Design Review Study Session for a proposed four-story multiple-family building consisting of 15 residential units and one level of underground parking with a mechanical parking lift system. *Project Planner: Golden*

Senior Planner Golden presented the staff report.

Project architect Brett Bailey gave an overview of the project and noted the Klaus Puzzle Lift system is the only system that provides 9' x 18' parking platform, explained the trash enclosure location, and the three type of unit designs. He also answered questions posed by the Commission to clarify some of the design details.

Public Comment
Resident Jon Baer said this modern architecture would fit in better on El Camino Real than downtown; the hodge podge of architecture along First Street is not good; expressed concern that the project lacked landscaping and asked if the parking is based on allowances per the density bonus regulations or are if they are asking for a waiver that will exacerbate the parking problem downtown.

Resident and President of the HOA at 396 First Street, Paul Frattini, stated the City is losing a great restaurant at this location; noted his concerns about the roof deck, height of the building, light pollution and noise; claimed the First Street side of the project lacks landscaping; and is concerned with the South elevation of the proposed building.

Resident of 396 First Street, Phil Underwood, stated that parking in the area is a serious issue; discussed the trash and recycling collection location; noted a concern with the height and the common deck use; concerned about short-term rental potential; and said there is a lack of landscaping at First Street.

Resident Eric Steinle stated his concern over the roof top decks, and without the the elevator tower to the roof top deck there would be a decrease in the overall height of the building.

Commission Discussion

The Commission discussed the project and provided the following comments:

- Commissioner Ahi:
  - Concerned with the overall height, not consistent with other projects;
  - The front entrance is not appropriately oriented to the street;
  - The dark gray stair tower feels heavy –review the project materials as they need to be more dynamic;
  - Windows need more ornamentation – trim, awnings, etc and walls need to have some articulation to break up wall plane;
  - Gable elements should project more;
  - The balcony facing the south on top floor has no awning and could have a feature above it; and
  - Study the Foothill elevation and use shorter windows to address privacy concerns.

- Vice-Chair Lee:
  - Good material palette and use of real wood;
  - Loss of opportunity not having entry on First Street;
  - Garage entrance needs to have a gate or some closure;
  - Contemporary gables don't feel integrated into the design;
  - Color palette could be modified – remove dark grays and add lighter colors;
  - Expressed a concern of the height with the elevator towers – explore elevator technologies; and
  - Needs window articulation and quality fenestration.

- Commissioner Bodner:
  - Appreciates the previous projects the architect has designed within the City;
  - Orientation is awkward with the elevator tower on the side;
  - Should have a gate on the garage, which should be decorative;
  - Soften laser cut entry trellis;
  - Maybe okay on height to get variation from other projects;
  - Supportive of the proposed one-bedroom units;
  - Supports the projection of the balconies of the upper stories; and
  - Should be more generous with landscaping on First Street.

- Commissioner Meadows:
  - Needs more landscaping on First Street and Foothill Expy;
  - Front of building should be oriented to First Street;
  - Needs a formal entry lobby;
  - Adjacent development will impact the proposed entry;
  - Likes the proposed materials;
  - Windows are very large and might impact resident's privacy;
  - Should show how this project will appear in the context of other projects in process; and
  - Concerned about large expanse of stucco.

- Commissioner Bressack:
  - Orientation of the building and garage is a missed opportunity;
  - Need to improve the front façade with a human scaled entrance;
  - Feels big and vertical in design – the gable roofs add verticality, but not well integrated;
  - The material palette is good, but needs better landscape;
  - Needs to address relationship of abutting properties;
  - Plaster joints can be a good addition but needs more articulation; and

  - Roof deck should not impact neighboring properties.

- Commissioner Marek:
  - Agreed with comments made;
  - Concerned about the front entry; and
  - Lack of landscaping.
- Chair Samek:
  - Need to address the front façade;
  - Bike parking design feels too urban;
  - Should consider adding a gate to the garage;
  - Concerned with pedestrian safety at the garage ramp;
  - Elevator tower feels massive and exacerbated because there are no gables to cover the tower on the front elevation;
  - Height is a concern and asked about how it's measured in this zone district;
  - Concerned about roof decks at the property line and noted they should be put on First like other proposed projects; and
  - Foothill and First Street elevations should be the primary elevations.

PUBLIC HEARING

2. <u>D19-0002, CUP19-0001, TM19-0002 – Mircea Voskerician - 4898 El Camino Real</u>
Design Review, Use Permit, and Subdivision applications for a new five-story, multiple-family, condominium building with 21 units, two levels of underground parking and a rooftop common area deck. The project includes four affordable units and is requesting a density bonus and development incentives to allow for increased building height and a reduced front yard setback. *Project Planner: Gallegos*

Associate Planner Gallegos presented the staff report, recommending approval to the City Council of design review, use permit and subdivision applications D19-0002, CUP19-0001 and TM19-0002 per the staff report findings and conditions contained in the resolution.

Project architect Jeff Potts of SDG Architects presented the project stating that the project meets the density bonus ordinance requirements; an extra10 parking spaces have been included in the project for a total of 55 spaces on site, which is more than required by code; and noted the project provides two bike lockers per unit.

<u>Public Comment</u>
Resident Anatol Shmelev stated there was not a substantial amount of greenery; a height of 72 feet is a tall building and much taller than other structures in the City has; traffic and safety a concern for children; and parking is an issue because three to four-bedroom units will have 3-4 cars each and this needs to be addressed.

Resident Eric Steinle stated that the roof top deck was a concern; given there is a series of three and four-bedroom homes there is some disappointment that there are no smaller units; and this is the CT zone where mixed-use development can take place on the El Camino Real and not including commercial space within the proposed building was unfortunate.

<u>Commission Discussion</u>
Commissioner Meadows thanked the applicant for paying attention to the Study Session comments; noted the project is compliant with Density Bonus Law; added this project is very exciting in many regards including exceeding the number of BMRs, parking spaces, bike parking and open space areas; nice to have BMRs of a larger size; the corner is much improved and appreciates the step backs; there

ATTACHMENT E

DATE: December 1, 2021

AGENDA ITEM # 2

AGENDA REPORT

TO: Complete Streets Commission

FROM: Steve Golden, Senior Planner

SUBJECT: 376 First Street – New Fifteen Unit Multiple-Family Residential Project

RECOMMENDATION:
Recommend approval of Design Review Application D19-0009 for a new multiple family residential project.

ATTACHMENTS

A. October 27, 2021 Complete Streets Commission Agenda Report.

PROJECT DESCRIPTION

This is a Design Review application for a new multiple-family residential building on a 0.20-acre (8,643 square foot) parcel at 376 First Street. The project site is designated as Downtown Commercial in the General Plan and located in the Commercial Downtown/Multiple Family (CD/R3) zoning district. The existing site, which is located on the southwest side of First Street between Whitney and Lyell Streets, includes a 3,600 square foot one-story commercial building that is currently occupied by a restaurant. The remaining portion of the lot is covered with surface parking and minimal landscaping. The current site obtains access to First Street from two driveways abutting the side property lines. A asphalt walkway exists along the entire lot frontage.

The applicant proposes to demolish the existing building and construct a four-story building with fifteen residential condominium units, one level of underground parking with 23 parking spaces, 12 bicycle parking spaces, and a common rooftop area (Project). The existing driveway located at the northern project boundary will provide access to the underground garage. The Project will install an improved sidewalk along First Street that conforms to City standards.

BACKGROUND

This item was presented and discussed at the October 27, 2021 Complete Streets Commission. At that meeting the Commission discussed the item and provided feedback to City staff regarding the multimodal transportation review of the proposed Project, but did not provide a formal recommendation to the Planning Commission and City Council since the completion of public notification requirements established in Section 14.78.090 had not occurred.

The public notification requirements referenced above were completed; therefore, the Complete Streets Commission can now make a formal recommendation which is the purpose of this agenda item.

DISCUSSION/ANALYSIS

Staff provided a comprehensive analysis of the multi-modal transportation components of the proposed project, which is contained in the October 27, 2021 Complete Streets Commission agenda report (Attachment A). During the discussion portion at the October 27, 2021 Commission meeting, while some commissioners individually expressed concerns regarding the proposed project, there was more agreement among the commissioners about the following concerns:

- Overall concern regarding use of mechanical lift systems including backup power requirements and other maintenance activities, and resident acceptance/use of mechanical systems;
- Potential for queuing of cars on the street at driveway entrance;
- Visibility at the top and bottom of ramp for on-coming cars and pedestrians at street level;
- Not enough bike parking spaces for all residents; and
- Concern regarding the number of vehicle parking spaces and potential spillover onto First Street and other parking areas (however, commission was made aware of the reduced number of parking spaces required imposed by State Housing Density Bonus regulations)

The Commission also expressed concern regarding the number of development projects occurring along First Street and the opportunity to improve the streetscape design and enhance the multi-modal transportation environment. Subsequent to the Commission meeting, staff was made aware that a city project titled "First Street Streetscape Design Phase II" which would address design layout, pedestrian scaled lighting, site furnishings, street trees, landscaping, drainage, grading and provide cross sections of First Street between Main and San Antonio was discussed in 2016, but was deferred until the completion of the Downtown Vision project. The Downtown Vision project was completed in August 2018, but the First Street Streetscape project has not been prioritized since then.

The Commission also urged staff to get the VMT policy and the Commission's proposed development project checklists adopted in order to implement and assist with project information typically asked of applicants and project proponents by the Commission.

ENVIRONMENTAL REVIEW

It is anticipated that this project will be categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it is an in-fill development on a site in an urban setting that is under five-acres in size that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. 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. A more detailed analysis will be provided to the Planning Commission and City Council for review.

RECOMMENDATION

Staff recommends that the Complete Streets Commission recommend Planning Commission and Council approval of the proposed development project with conditions that include: the applicant shall provide additional information regarding the mechanical lift system back-up power requirements

and disclose maintenance requirements to residents/HOA; the applicant consider including additional Class I indoor parking spaces; and ensure the design plans have convex mirrors installed at the top and bottom of the ramp into the underground parking garage to address visibility issues.

A motion vote to accept these recommendations under the consent agenda item would pass this recommendation without further discussion.

DATE: October 27, 2021

AGENDA ITEM # 4

AGENDA REPORT

TO: Complete Streets Commission

FROM: Steve Golden, Senior Planner

SUBJECT: 376 First Street – New Fifteen Unit Multiple-Family Residential Project

RECOMMENDATION:

Discuss and provide multimodal transportation review feedback to staff regarding Design Review Application D19-0009 for a new multiple family residential project.

ATTACHMENTS

A. Traffic Analysis for 376 First Street, Fehr and Peers (September 8, 2020)
B. Santa Clara Countywide VMT Evaluation Tool Report
C. Design Plans

PROJECT DESCRIPTION

This is a Design Review application for a new multiple-family residential building on a 0.20-acre (8,643 square foot) parcel at 376 First Street. The project site is designated as Downtown Commercial in the General Plan and zoned Commercial Downtown/Multiple Family (CD/R3). The existing site, which is located on the southwest side of First Street between Whitney and Lyell Streets, includes a 3,600 square foot one-story commercial building that is currently occupied by a restaurant. The remaining portion of the lot is covered with surface parking and minimal landscaping. The current site obtains access to First Street from two driveways abutting the side property lines. A asphalt walkway exists along the entire lot frontage.

The applicant proposes to demolish the existing building and construct a four-story building with fifteen residential condominium units, one level of underground parking with 23 parking spaces, 12 bicycle parking spaces, and a common rooftop area (Project). The existing driveway located at the northern project boundary will provide access to the underground garage. The Project will install an improved sidewalk along First Street that conforms to City standards.

BACKGROUND

Complete Streets Commission Roles and Responsibilities

Pursuant to Section 14.78.090 of the Zoning Code, an application for City Council design review shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation such as but not limited to bicycle, pedestrian, parking, traffic impacts on public streets, and/or public transportation.

This item is intended to allow the Commission to discuss the item and to provide feedback to City staff regarding the multimodal transportation review of the proposed Project. Staff will return with this item at a future Commission meeting to formalize the recommendation to the Planning Commission and City Council subject to the completion of public notification requirements established in Section 14.78.090.

DISCUSSION/ANALYSIS

General Plan Circulation Element/Transportation Impact Analysis

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

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

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

However, in 2013, Senate Bill 743 was signed by Governor Brown. SB 743 directed the State Office of Planning and Research (OPR) to develop new CEQA guidelines and to replace Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with another measure such as Vehicle Miles Traveled (VMT). In December 2018, the California Natural Resources Agency adopted new CEQA Guidelines including sections to implement SB 743 requiring among other things that: a project's effect on automobile delay (i.e., Level of Service) shall not constitute a significant environmental impact under CEQA; a lead agency must adopt the provisions no later than July 1, 2020; VMT is the most appropriate measure of transportation impacts; and a lead agency has the discretion to choose the most appropriate methodology to evaluate a project's VMT.

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

With regards to VMT, the City had not adopted formal standards by July 1, 2020; however, in lieu of formal adoption, the Planning Division developed interim guidance for City review of projects to evaluate VMT impacts based on OPR Technical Advisory. The interim VMT guidance provided to the applicant at that time used the nine-county regional average for residential VMT per capita

threshold set at 13.95 and considered projects that are 15% below the regional average (or 11.86 residential VMT per capita) not to have a significant environmental impact.

The applicant's consultant, Fehr and Peers, utilized a screening analysis published in the OPR Technical Advisory for small projects based upon current CEQA guidelines for categorical exemptions for facilities less than or equivalent to 10,000 square feet. Although the small project screening may have been proposed as an acceptable method by OPR, the City adopted a different interim guideline. City staff utilized the Santa Clara County VMT Evaluation Tool[1] to evaluate and screen the proposed project to determine if the project would have a significant impact to VMT (Attachment B). Using 2020 as the baseline year, a 6.36 per capita residential VMT was estimated, which is below the 11.86 regional average; therefore, the proposed project doesn't have a significant impact on VMT using the City's VMT interim guideline.

With regards to trip generation and potential LOS deficiencies, Fehr and Peers estimated the project's trip generation rate based on trip generation rates from the Institute of Traffic Engineers (ITE) publication (Attachment A). Based on those estimates, Fehr and Peers estimated the site has a 4,800 square foot restaurant that generates 402 daily trips, whereas the proposed 15 unit multiple-family residential project generates 82 daily trips. This is a net reduction of 320 daily trips. Staff notes that Fehr and Peers estimate of the existing building floor area included a large storage area at the back of the building and a more accurate estimate of the existing restaurant based on the footprint of the building not including the storage area is 3,600 square feet. Using the ITE trip generation rates in the report based on this reduced floor area of the existing building would result in an estimated 302 daily trips for the existing building and a net reduction 220 trips with the proposed 15 unit residential project. In either case, no further transportation analysis is required to determine LOS impact because both are under the 50 net new daily trip generation required under General Plan implementation programs. In addition, fewer trips are anticipated during both the AM and PM peak hour period which are the most critical periods to evaluate. Based on the trip generation estimates provided, the proposed housing project may improve service levels of intersections in the vicinity.

Parking

The Project is proposing income restricted units; therefore would be eligible for parking reduction exceptions under the State of California Density Bonus law. Below is a table showing the required parking per zoning code standards (Section 14.78.080) and the parking reduction provisions in Chapter 14.28 Multiple-Family Affordable Housing[2].

[1] Hosted by Valley Transportation Authority at https://vmttool.vta.org/

[2] City's implementation of the State of California Density Bonus Laws

Required Residential Parking

Bedroom Count	Units	Required Parking Ratio per Zoning Code (1	Required Parking Spaces Per Zoning Code	Density Bonus Parking Ratios	Required Parking Spaces Per Density Bonus
Two Bedrooms	8	2/unit	16	2/unit	16
One Bedroom	7	1.5/unit	11	1/unit	7
Guest Parking		1 per 4 units	4	-	-
Total Parking:			**31**		**23**

The parking spaces normally required in the Zoning Code without applying Density Bonus parking reductions shown in the table above are for reference purposes only and should not be used as a basis to recommend denial of the project. The Applicant proposes a total of 23 parking spaces in one level of underground parking accessed from a driveway directly from First Street. Three of the spaces including an accessible parking space are standard at-grade parking stalls and 20 parking spaces are proposed to be on a mechanical parking puzzle lift. The mechanical lift system is comprised of a three-level system with one level designed in a sub-grade area. The system always has an empty space that is utilized to shift automobiles around to be able to access an available space at grade level. The Zoning Code requires that parking spaces be a minimum of nine feet in width and 18 feet in length, clear of any encroachments from pillars or structural elements. Since the mechanical lift system encroaches into this space, the applicant will be requesting a waiver of development standard pursuant to Chapter 14.28 Multiple-Family Affordable Housing, consistent with California Density Bonus Law to enable the installation of the parking lift system. This is a similar requested waiver of the development standard that other recent projects have pursued including the mixed-use project at 389 First Street and the multiple family project at 425 First Street.

The applicant is also proposing three total electric vehicle (EV) parking spaces. Two of them will be located on the lift system and the other one will be available to the accessible parking space.

Fehr and Peers also evaluated the on-site circulation, maneuverability, and site access entering and exiting the underground garage (Attachment A). The analysis showed that only one vehicle can safely enter or exit the garage at a time, since a vehicle leaving the garage will encroach on the path of the vehicle entering the garage. This is proposed to be mitigated by the installation of convex mirrors at the top and bottom of garage ramp. A mirror is shown at the top of the ramp, but not at the bottom of the ramp; therefore, staff recommends a condition of approval requiring a convex mirror at the bottom of the ramp. The consultant also evaluated sight stopping distance of drivers traveling north or south on First Street per engineering standards. The evaluation noted sufficient stopping distances and site visibility.

Public Transit

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

Bicycle and Pedestrian

As recommended by the VTA guidelines, multiple family residential projects should provide one Class I bicycle parking space per each three units and one Class II bicycle parking space for each fifteen units (but no less than two). The Project is providing ten Class I and two Class II bicycle parking spaces, whereas five Class I and two Class II bicycle parking spaces are required. The Class I bicycle parking spaces are in the underground garage level in an enclosed room that is assumed to have lockable hardware (see Sheet A.3 of Attachment C). The Class II spaces are at street level at the southern portion of the project (see Sheet L1.1). With regards to the nearest dedicated bicycle facility, a Class II bicycle lane exists on South San Antonio Road.

An asphalt concrete walkway currently exists along the First Street frontage that does not conform to current City standards. The Project will be required to install a new sidewalk along the lot frontage and proposes an easement along the lot frontage to provide for a six-foot wide sidewalk (see Civil Drawings in Attachment C).[3] The abutting sidewalk to the south will remain unimproved until that property redevelops, or the City improves the sidewalk through a capital improvement project.

The schools serving the site are Gardner Bullis Elementary, Egan Junior High School, and Los Altos High School. The City of Los Altos recently completed suggested "Walk n' Roll" maps for each school and suggested proposed improvements for some of the schools including the ones utilized by this Project[4]. No improvements are suggested on the suggested routes except for crosswalk improvements to the frontage of the schools and the crosswalks across Foothill Expressway to Gardner Bullis Elementary which is a County facility.

ENVIRONMENTAL REVIEW

It is anticipated that this project will be categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it is an in-fill development on a site in an urban setting that is under five-acres in size that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. 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. A more detailed analysis will be provided to the Planning Commission and City Council for review.

[3] The Engineering Division will be conditioning the project to include a one-foot pedestrian access easement.
[4] See maps found here: https://losaltoscompletestreets.com/suggested-routes-to-school/

FEHR PEERS

Memorandum

Date: September 8, 2020

To: Jan Unlu, Lab LCC

From: Robert Eckols and Mark Soendjojo, Fehr & Peers

Subject: 376 First Street Housing Development Traffic Analysis

SJ20-2019

This memorandum presents the findings of a traffic analysis (TA) for a proposed 15-unit housing development that will replace an existing restaurant located at 376 First Street in Los Altos. Based on comments received from the City of Los Altos, this traffic analysis addresses the following topics:

- trip generation, distribution, and assignment of project trips
- vehicle miles traveled (VMT) analysis per SB 743
- review of relevant planning / policy documents
- site circulation and access including the parking ramp, garage door operation, and sight distance

Based on our analysis, Fehr & Peers has reached the following conclusions:

- The proposed housing development will reduce the volume of traffic on First Street by generating 320 fewer daily trips, 16 fewer AM peak hour trips, and 34 fewer PM peak hour trips than the existing restaurant.
- This project would be screened from further VMT analysis based on the project VMT generated being lower than the VMT threshold.
- The project aligns with the policies in both the Los Altos General Plan and the VTA TIA Guidelines.
- Installation of convex mirrors in the corners of the ramp and use of car coming signage will ensure that vehicles can safely enter and exit the garage and avoid conflicts with other vehicles, pedestrians, or bicycles.
- The sight stopping distance on First Street is adequate for a 25 mph design speed.

- The garage door operation will not cause a significant delay on the driveway or on First Street.

Project Description

The proposed residential project is located at 376 First Street and replaces an existing 4,800 square foot restaurant with a four story 15-unit housing development. The project is within a commercial area of Downtown Los Altos. The project site fronts on and has access to First Street on the east and is bounded by a parking lot to the north, a commercial building to the south, and Foothill Expressway to the west (without access). The project will provide 23 parking spaces located in an underground parking structure.

Trip Generation Estimates

Fehr & Peers prepared daily, AM peak hour, and PM peak hour vehicle trip generation estimates for the proposed project. The trip generation estimates were prepared using the trip rates from the latest version of the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition (2017) using the rates for quality restaurant (Land Use Code 931) and multifamily housing (Land Use Code 221). Project trip generation was calculated using the average rates based on building square footage for the restaurant and number of dwelling units for the housing.

Table 1 shows the trip generation estimated for the existing restaurant, the proposed multifamily housing, and the net trip generation for the project (project trips minus existing trips). The existing restaurant generates 402 daily trips, 21 AM peak hour trips, and 40 PM peak hour trips. The proposed project will generate 82 daily trips, 5 AM peak hour trips, and 6 PM peak hour trips. Therefore, the proposed project will reduce the number of trips generated on the site, with 320 fewer daily trips, 16 fewer AM peak hour trips, and fewer 34 less PM peak hour trips.

Trip Distribution and Assignment

The project site is accessed from First Street, with nearby connections to Foothill Expressway, San Antonio Road, and Main Street. Since the project will generate only a small number of trips, we assumed that the trips would be evenly split between going north and going south on First Street, as can be seen in **Figure 1**. However, the project will actually lower the number of trips on First Street during the AM and PM peak hours and on a daily basis.

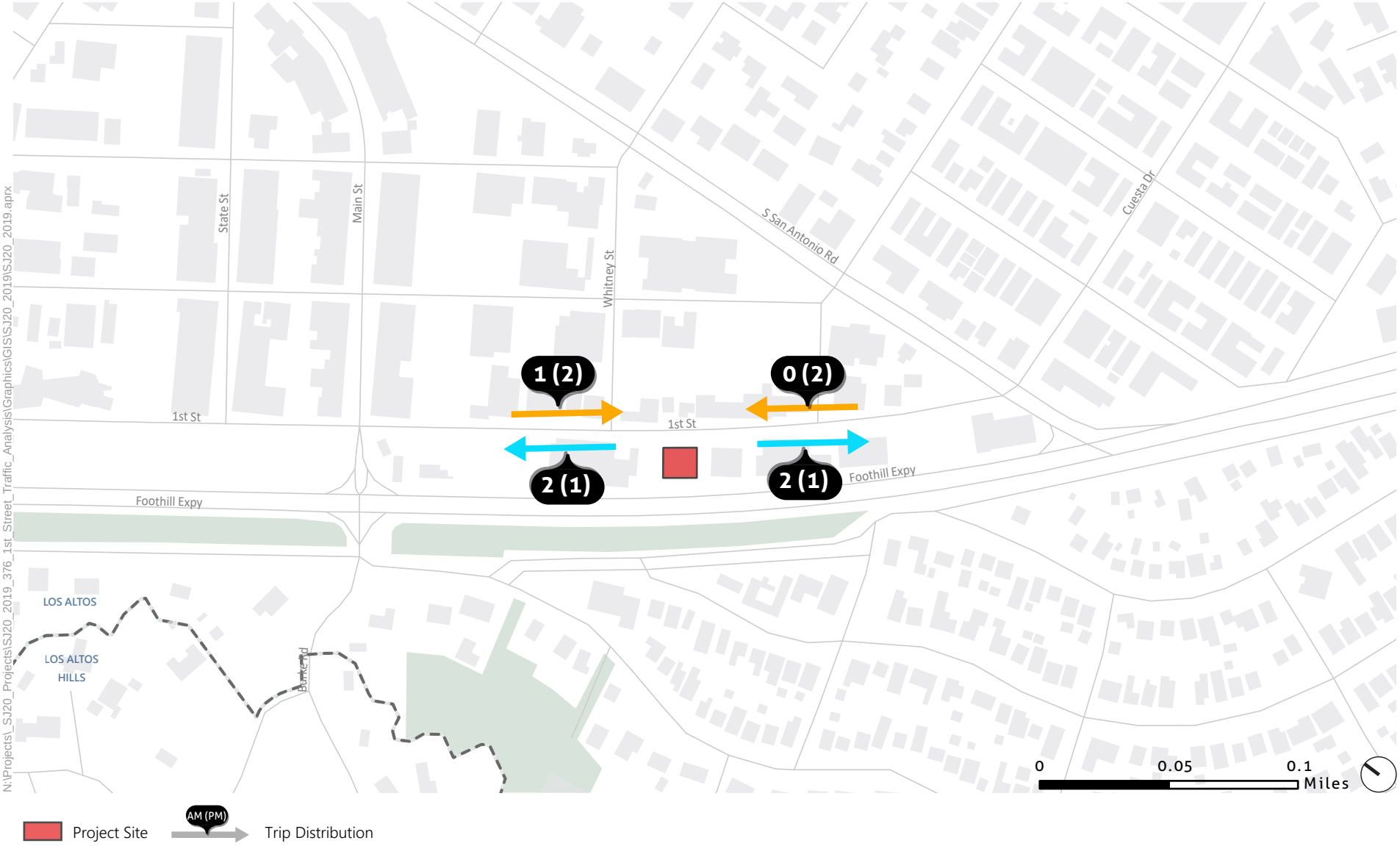


Figure 1

Trip Distribution and Assignment

Table 1: Trip Generation Summary

Land Use	Size[1]	Weekday Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Quality Restaurant[2] **(A)**	4.8 ksf	402	17	4	21	24	16	40
Multifamily Housing (Mid-Rise)[2] **(B)**	15 DU	82	1	4	5	4	2	6
Total Net New Project Trips (B-A)		**-320**	**-16**	**0**	**-16**	**-20**	**-14**	**-34**

Existing Quality Restaurant Trip Generation:
1. ksf = 1,000 square feet
2. Following ITE trip generation equations used (ITE Code 931 – Quality Restaurant, 10th Edition):
   Weekday Daily: Average Rate – 83.84 per KSF, Enter = 50%, Exit = 50%
   AM: Average Rate – 4.47 per KSF; Enter = 80%, Exit = 20%
   PM: Average Rate – 8.28 per KSF; Enter = 61%, Exit = 39%

Proposed Multifamily Housing Trip Generation:
1. DU = dwelling units
2. Following ITE trip generation equations used (ITE Code 221 – Multifamily Housing (Mid-Rise), 10th Edition):
   Weekday Daily: Average Rate – 5.44 per DU, Enter = 50%, Exit = 50%
   AM: Average Rate – .32 per DU; Enter = 27%, Exit = 73%
   PM: Average Rate – .41 per DU; Enter = 60%, Exit = 40%

Sources: *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017; Fehr & Peers 2020.

Project Vehicle Miles Traveled Estimates

The project VMT was calculated based on the project's new daily trip generation as well as an estimate of average trip lengths related to the project. Using the data from the 2012 California Household Travel Survey (CHTS), the average vehicle trip length for California households is 7.9 miles. As shown in **Table 2**, the project generates 648 VMT.

Table 2: Project VMT Estimate

	Project Daily Trip Generation	Average Vehicle Trip Length (miles)[1]	Project Generated VMT
Total	82	7.9	648

1. From 2012 California Household Travel Survey (CHTS)

Source: 2012 CHTS; Fehr & Peers 2020.

Small Project Screening for SB 743

The City of Los Altos is in the process of implementing SB 743 and may continue to issue guidance regarding when a full transportation analysis is necessary by, for instance, allowing the screening of small projects from VMT analysis, or requiring only qualitative VMT assessment for small projects. At this time, the small project screening criteria that the City of Los Altos is

considering is based on the OPR *Technical Advisory* (page 12) to screen projects that generate or attract fewer than 110 trips per day. Rather than using this daily vehicle trip threshold, the City is considering small project screening that is based on the CEQA Statue & Guidelines categorical exemption for existing facilities less than 10,000 square feet (§ 15301, subdivision. (e)(2).) and generate or attract fewer than 836 daily VMT. The 836 daily VMT is based on the small project trigger research presented in **Attachment A**. The 836 daily VMT small project screening threshold uses OPR's estimate of 110 daily vehicle trips for screening small non-residential projects of 10,000 square feet or less and average trip length data from the CHTS.

This project meets the CEQA Statue & Guidelines categorical exemption for existing facilities less than 10,000 square feet (§ 15301, subdivision. (e)(2).), and as noted in **Table 2**, the Project would generate 648 daily VMT, which is lower than the 836 VMT threshold for projects smaller than 10,000 square feet. Therefore, this project would be screened from further VMT analysis.

Review of Planning Documents

Los Altos General Plan (City of Los Altos, 2002)

The circulation element of the Los Altos General Plan outlines the various policies governing transportation within the city. The city at that time had not adopted policies or implementation measures regarding specific TDM measures.

The policies governing this development include the following:

Policy 2.4: Require development project to mitigate their respective traffic and parking impacts by implementing practical and feasible street improvements.

- As this project will generate less trips than the current use, no mitigation is necessary.

Policy 2.6: Implement and require developers to implement street improvements that accommodate and encourage the use of non-automobile travel modes including walking, bicycling, and transit.

- Currently, the existing site does not include a defined sidewalk in front of the restaurant. The project will provide a formal sidewalk for pedestrians along First Street and bike parking for eighteen bikes in the underground garage.

Policy 4.4: Provide trails, sidewalks or separated pathways in areas where needed to provide safe bicycle and pedestrian access to schools.

- The sidewalks on First Street continues to Cuesta Drive, which connects to Covington Elementary School through Arboleda Drive per the Los Altos Suggested Routes to School Map for Covington Elementary School.

Policy 5.1: Continue to encourage off-street parking in residential areas.

- The development provides 23 off-street parking spaces and meets the code requirement of 22 spaces. The code requires 1 space per 1-bedroom unit (8 units) and 2 spaces per 2-bedroom unit (7 units).

VTA TIA Guidelines (Valley Transportation Authority, 2014)

The Santa Clara Valley Transportation Authority (VTA) Traffic Impact Analysis (TIA) Guidelines outlines when a TIA is needed for a project in Santa Clara County and what a TIA should include. Per the VTA TIA Guidelines, a TIA is not required for this project, as it does not generate more than 100 or more net new weekday AM or PM peak hour trips.

Site Circulation and Access

The proposed site plan includes an underground parking structure with a single driveway to access First Street. First Street is a local road with one travel lane in each direction and parallel parking on both sides of the street. Concrete or asphalt sidewalks are provided on both sides of the street for pedestrians. The speed limit is 25 mph.

Underground Garage Circulation and Maneuverability

To assess the underground parking vehicle circulation and maneuverability, Fehr & Peers conducted a turning template analysis for entering and exiting the garage. The analysis showed that only one vehicle can safely enter / exit the car at a time, since a vehicle leaving the garage will encroach on the path of the vehicle entering the garage, as shown in **Figure 2**.

The mirror at the bottom of the ramp will help both outgoing and incoming cars to see around the corner, as the cars leaving the garage will encroach on the path of the cars entering the garage, as described earlier. The mirror at the top of the ramp will allow drivers to see if any pedestrians are coming from their right side and will allow pedestrians coming from the south to see if any cars are exiting. The mirror near the puzzle lift will allow both drivers exiting and drivers entering to see if any cars are coming around the corner.

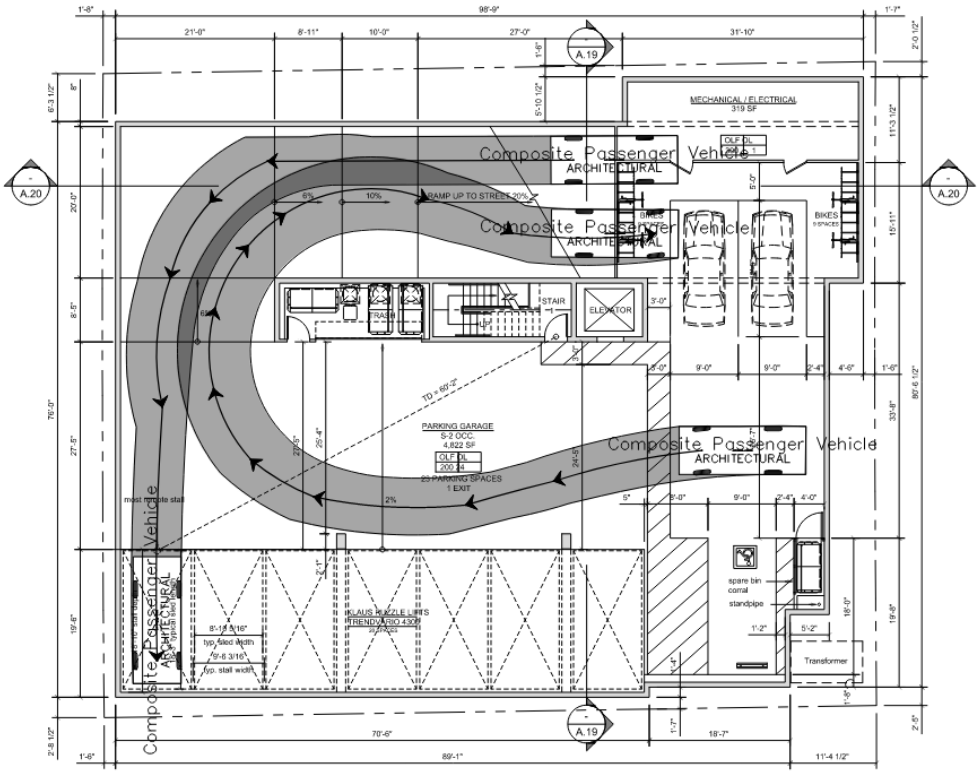


Figure 2: AutoTurn Analysis for Entering / Exiting Garage

Visibility of Vehicles Entering and Exiting Driveway

To determine the visibility of vehicles exiting the garage, we conducted a sight stopping distance analysis. The sight stopping distance analysis tests to see if the drivers traveling north or south on First Street will be able to see vehicles exiting the driveway with sufficient stopping distance to avoid a collision. Using the engineering standards from the Caltrans' *Highway Design Manual,* 6th Edition (2019), the sight stopping distance for a design speed of 25 mph is 150 feet. The sight stopping distance of 150 feet is achieved for the drivers coming from both the north and south, as shown in **Figure 3**.

Pedestrian Safety and Safe Routes to School

A car coming sign with a flashing light and audible warning will be provided to alert pedestrians and bicyclists when a car is exiting the parking structure.

Covington Elementary School is the closest school to the project site. To access Covington Elementary School, students and parents can walk or bike on First Street, which turns into Cuesta Drive. Students and parents can proceed down Cuesta Drive to Arboleda Drive and access the school using the connector path as identified in the Los Altos Suggested Routes to School Map for Covington Elementary School. The walking and bicycle route to Covington School is shown in **Figure 4** below and the Safe Route to School Map is attached to this memo.

Ramp and Garage Door Evaluation

Fehr & Peers evaluated the slope of the ramp to see if there would be any concerns. At the street level, the slope transitions from 5% east of the garage door to 10% west of the garage door and to 20% on the ramp. At the bottom of the ramp, transitions back to 10% and then to 6% as it turns the corner. We do not foresee any issues with the slope of the ramp, even though a portion of the ramp has a 20% slope.

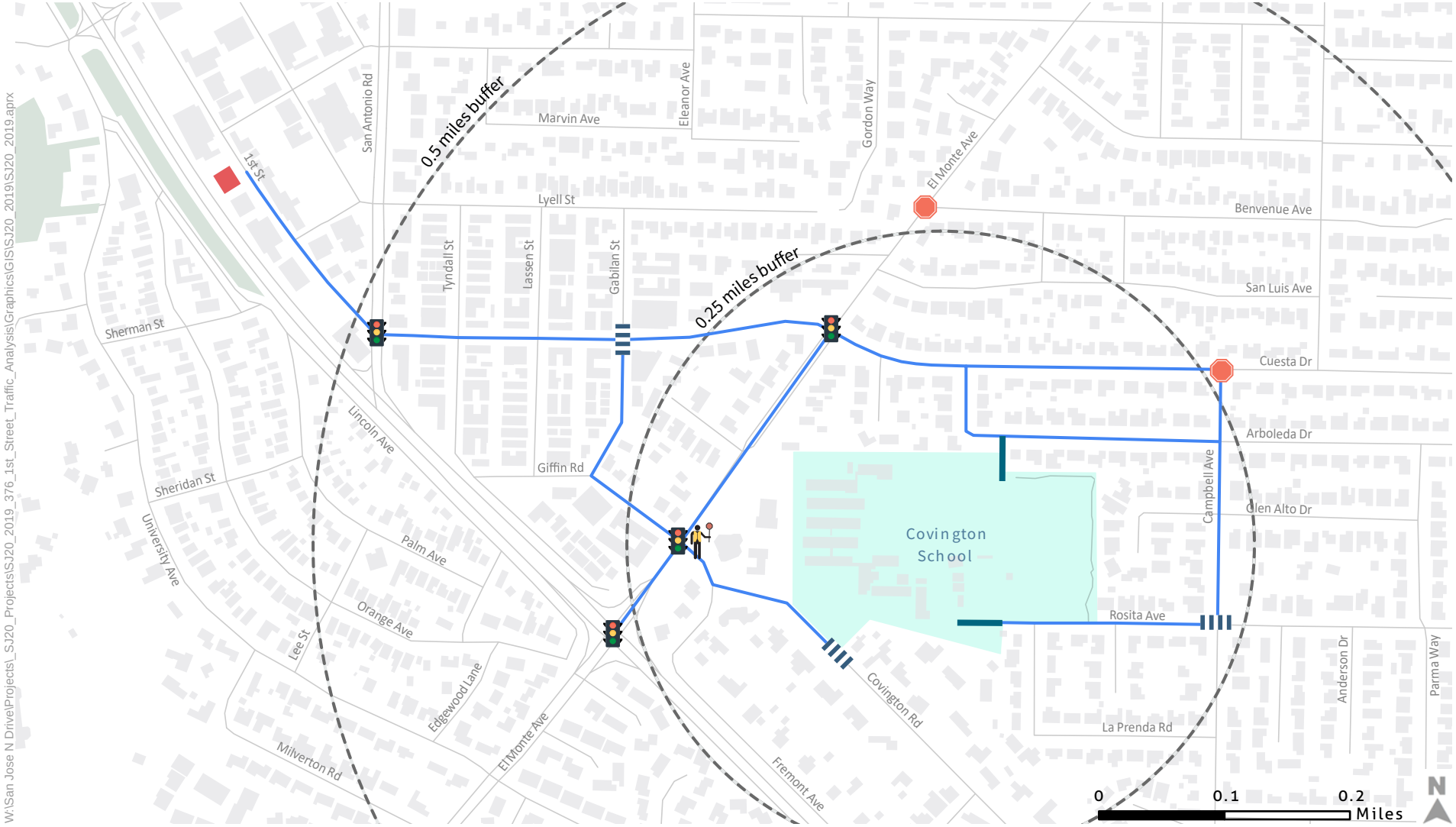
The garage door will take about 12 seconds to either open or close. When a vehicle is waiting to enter it will block traffic on First Street. It should be noted that 12 seconds of delay is the about same amount of delay associated with Level of Service A operation at a stop sign controlled intersection. Therefore, the amount of delay associated with garage door operation will not cause a significant amount of delay to vehicles on the on First Street. In addition, there are less than five peak hour trips which reduces the potential for queuing impacts.

N:\Projects_SJ20_Projects\SJ20_2019_376_1st_Street_Traffic_Analysis\Graphics\ADOBE\Fig00_Sight_Distance.ai

Project Site Stopping Sight Distance (SSD) Triangle

Figure 3

Sight Stopping Distance



Project Site

School

Suggested Routes

Connector Path

Suggested Walking & Biking Route

All-Way Stop

Crossing Guard Location

Marked Crosswalk

Traffic Signal

Figure 4

Conclusion

Fehr & Peers has reached the following conclusions:

- The proposed housing development will reduce the volume of traffic on First Street by generating 320 fewer daily trips, 16 fewer AM peak hour trips, and 34 fewer PM peak hour trips than the existing restaurant.
- This project would be screened from further VMT analysis based on the project VMT generated being lower than the VMT threshold.
- The project aligns with the policies in both the Los Altos General Plan and the VTA TIA Guidelines.
- Installation of convex mirrors in the corners of the ramp and use of car coming signage, will ensure that vehicles can safely enter and exit the garage and avoid conflicts with other vehicles, pedestrians, or bicycles.
- The sight stopping distance on First Street is adequate for a 25 mph speed limit.
- The garage door operation will not cause a significant delay on the driveway or on First Street.

How to Use this Map

This suggested route to school map helps parents and students get to and from school in the safest and most direct way possible.

Obey crossing guards. They are there to help everyone cross congested intersections safely.

Half-Mile and Mile Zones

If you live within a half-mile or a mile from school, commuting on foot or bicycle can be just as convenient as driving, and much more fun. It can also be a great way for you and your child to get regular exercise, and for your child to get to school ready for to learn.

Pick a day and use the map to find the best route to school from your home. Even one or two days can make a big difference - for you, your child, and the environment. Already walk or bike? Use the map to help choose the best routes ot to explore new areas around your school.

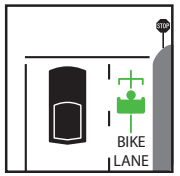
Drive Safely

- Slow down and use extra caution in school zones and along commute routes! Signal your turns and yield to pedestrians.
- Help reduce traffic congestion near your school by carpooling with a neighbor and avoiding the last minute rush whenever possible.
- Obey adult crossing guards and "No Right Turn on Red" signs posted at designated school intersections. This allows students to cross safely without cars turning through crosswalks.
- Don't make U-turns and other unsafe maneuvers that put other road users at risk.
- When dropping off or picking up your student, follow school guidelines and always ensure that he/she exits or enters the car from the curb side.
- Never double park, block access ramps or stop where prohibited.
- Avoid texting, phone calls and other distractions when driving.

Parents: Help your student learn how to share the road safely with other users. Children who regularly practice safe walking and biking skills are more likely to make safer choices as teenagers.

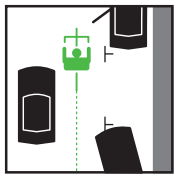
Bike Safely

Wear your helmet and buckle it every time. It's the law. To best protect your brain, your helmet must fit properly: snug and level on your head, just above your eyebrows.



Be predictable. Obey ALL stop signs and traffic signals. Always ride on the right hand side. The best way to avoid bike crashes as well as traffic tickets is to follow the same rules of the road as apply to car drivers.

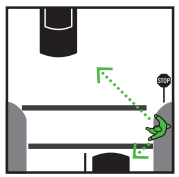
Be visible. Wear bright and reflective clothing. Use headlights and taillights.



Be alert. Watch out for drivers turning left or right, or coming out of driveways. Avoid car doors opening in front of you by riding out of the door zone. Yield to pedestrians.

Walk or Skate Safely

Be alert. Look for cars coming from all directions before entering the street - including behind you.



Cross at corners and crosswalks. This is where drivers expect pedestrians.

Don't assume drivers see you. Make eye contact before crossing intersections.

Graphics courtesy of Portland Bureau of Transportation

Los Altos Suggested Routes to School

Covington Elementary School

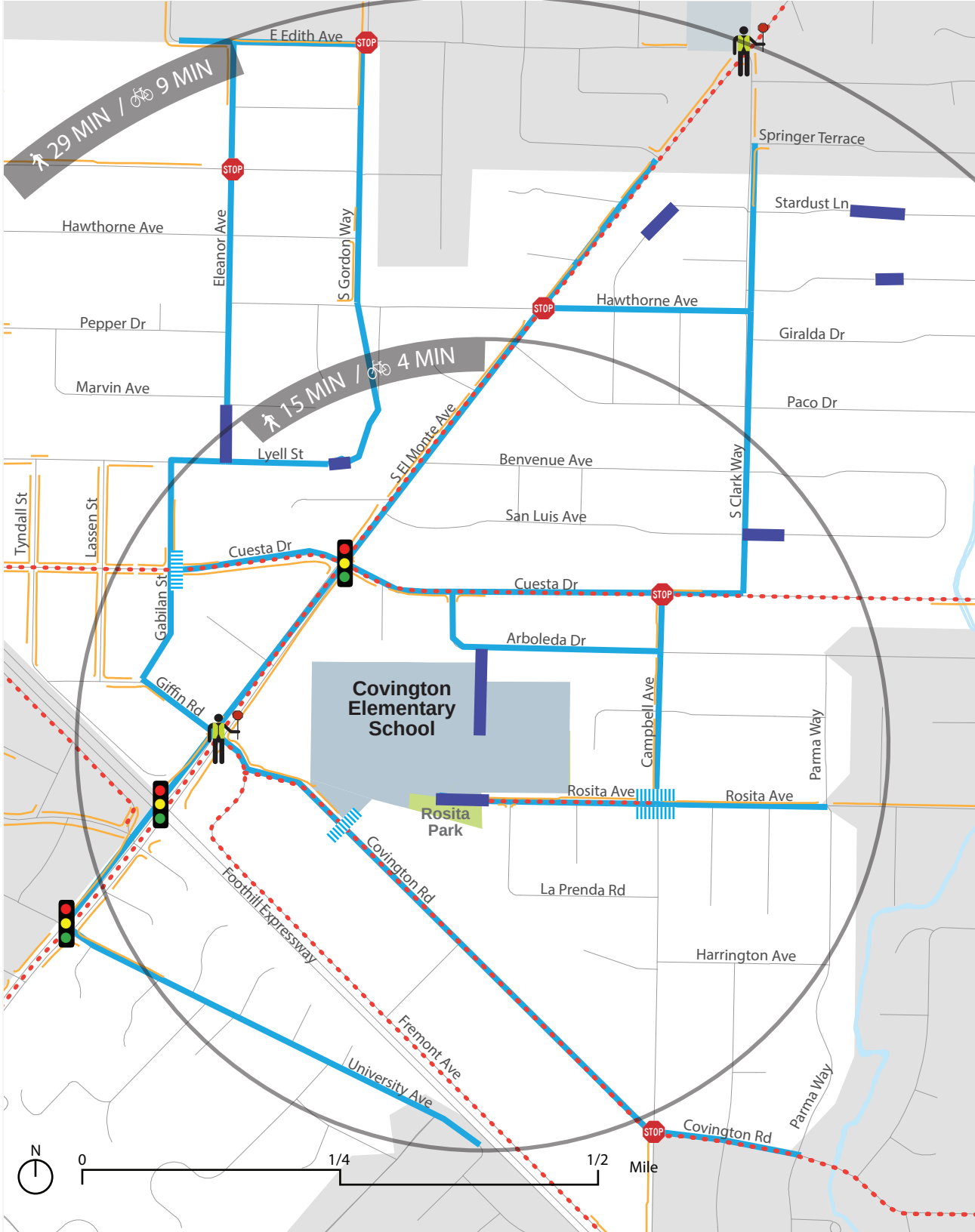
Covington Elementary School

SUGGESTED ROUTES

- Suggested Walking & Biking Route
- Connector Path
- Sidewalk
- Existing Bikeway
- Marked Crosswalk
- Pedestrian & Bicycle Access
- Half-mile and Mile Zones (Road Network)
- Crossing Guard Location
- Bicycle Parking
- Traffic Signal
- All-Way Stop
- Attendance Area
- Parks and Open Space
- School

Enlargement Map

*Routes current as of 10/2014



Attachment A: Small Project Screening for SB 743

SMALL PROJECT SCREENING FOR SB743

The following document provides substantial evidence to support the screening on 'small' projects for SB 743 purposes. The OPR Technical Advisory relies on a trip trigger based on CEQA exemptions.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day[19] generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are

---

[19] CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Two potential limitations of this trigger have been identified. First, the trigger is not tied to a VMT estimate. Second, the trigger does not consider residential land uses. To strengthen the evidence, we used specific CEQA exemptions related to residential projects and 2012 California Household Travel Survey (CHTS) household VMT estimates to develop the following modification to the OPR approach. The CEQA exemption sections are provided below.

> 15303. NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES
>
> Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(b) A duplex or similar multi-family residential structure, totaling no more than four dwelling units. In urbanized areas, this exemption applies to apartments, duplexes and similar structures designed for not more than six dwelling units.
(c) A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.
Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21084, Public Resources Code.

15315. MINOR LAND DIVISIONS
Class 15 consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope greater than 20 percent.
Note: Authority cited: Sections Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

Based on the 2012 CHTS, here are a range of VMT estimates for 2, 4, and 6 units based on the CA and SACOG average VMT generation per household.

CA Average – 41.6 VMT per household

- 2 units = 83.2 VMT per day
- 4 units = 166.4 VMT per day
- 6 units = 249.6 VMT per day (urban areas only)

SACOG Average – 42.9 VMT per household

- 2 units = 85.8 VMT per day
- 4 units = 171.6 VMT per day
- 6 units = 257.4 VMT per day (urban areas only)

Another option is to rely on the maximum level of development allowed by CEQA exemptions and convert that value to a 'dwelling unit equivalent' measure similar to impact fee programs. OPR estimated that non-residential uses could generate 110-124 daily trips based on a maximum project exemption size of 10,000 square feet (KSF). Using the lower end of the range and CHTS trip lengths produces a VMT equivalent for 10 KSF for CA and SACOG of 836 and 869, respectively. This equates to about 20 residential households.

Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Project Details

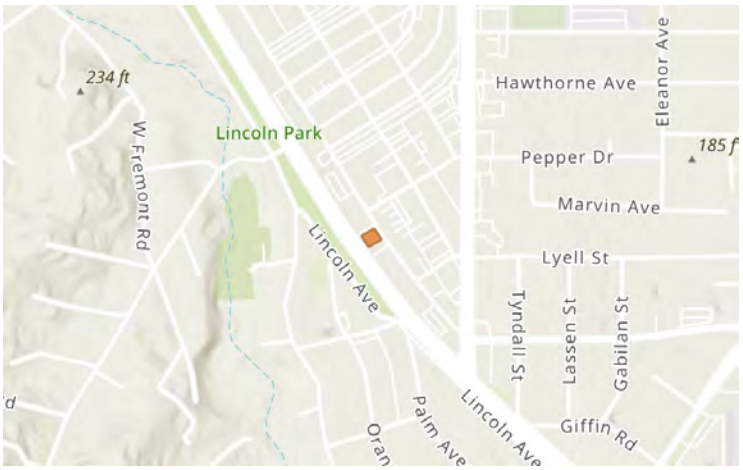
Timestamp of Analysis	October 22, 2021, 03:00:39 AM
Project Name	376 First Street
Project Description	15 Unit Multiple Family Residential Project

Project Location Map

Jurisdiction:

Los Altos

APN	TAZ
16741052	194



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2020

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	15
Total DUs:	15

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

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

Parking:

Motor Vehicle Parking:	23
Bicycle Parking:	10

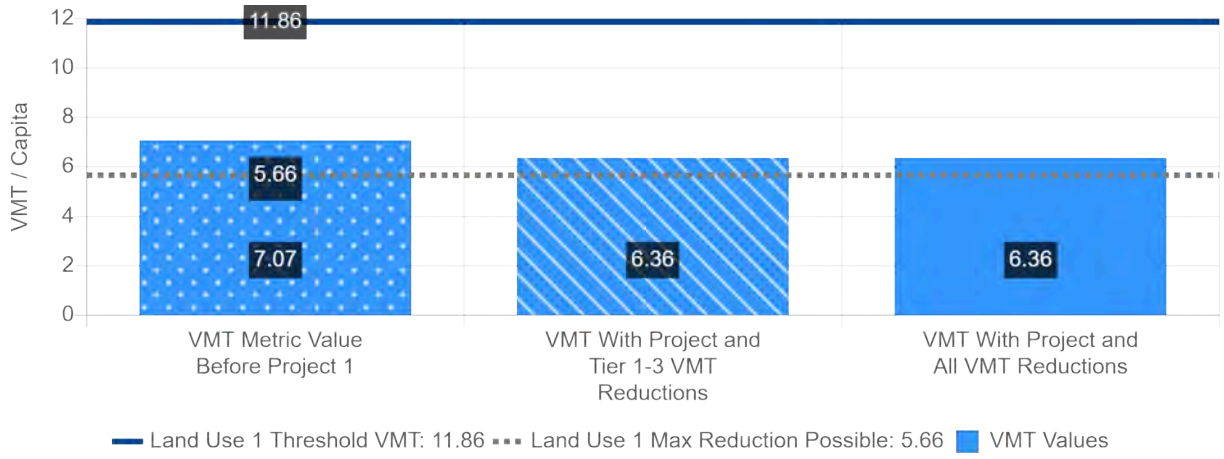
Proximity to Transit Screening

Inside a transit priority area? No (Fail)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	Bay Area Regional Average
VMT Baseline Value 1:	13.95
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.86
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

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



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	1.74
With Project Residential Density:	8.26

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.73
With Project Residential Diversity Index:	0.77

PC03 Affordable Housing

376 FIRST STREET

RESIDENTIAL PARKING REQUIRED:

0 TO 1 BEDROOM UNIT = 1 ONSITE SPACE (PER LOS ALTOS. CA CODE OF ORDINANCES SECTION 14.28.040) = 8 SPACES

2 TO 3 BEDROOM UNIT = 2 ONSITE SPACES (PER LOS ALTOS, CA CODE OF ORDINANCES SECTION 14.28.040) = 14 SPACES

TOTAL SPACES REQUIRED = 22 SPACES

EV CHARGING SPACE = 10% OR 3 SPACES (PER CALGREEN SECTION 4.104.4.2)

PARKING PROVIDED:

SPACES ON PARKING LIFTS	= 20
SPACES AT GRADE	= 2
ADA SPACES	= 1
TOTAL RESIDENTIAL SPACES	= 23

NO. OF VISITOR PARKING SPACE = NONE (PER LOS ALTOS, CA CODE OF ORDINANCES SECTION 14.28.040.G)

EV CHARGING SPACE = 3 SPACES (TWO ON PLATFORMS AND ONE ACCESSIBLE SPACE)

RESIDENT BIKE PARKING PROVIDED: 10 SPACES (IN BASEMENT)

AFFORDABLE HOUSING:

TOTAL RESIDENCES PROVIDED = 15
20% OF 15 = 3 BMR UNITS (101, 202 AND 203)
TO BE GRANTED TWO CONCESSIONS AS PER SECTION 14.28.040 TABLE DB 6
REQUEST WAIVERS OR CONCESSIONS FOR FRONT SETBACK, BUILDING HEIGHT, AND PENTHOUSE HEIGHT, PARKING HEIGHT, AND FRONT SETBACK SOFTSCAPE AREA PERCENTAGE

PROJECT DIRECTORY:

OWNER/DEVELOPER
LAB LCC
376 FIRST STREET
LOS ALTOS, CA 94022
CONTACT: JAN UNLU

ARCHITECT
DAHLIN GROUP
5865 OWENS DRIVE
PLEASANTON, CA 94588

CIVIL ENGINEER
JMH WEISS INC.
1731 TECHNOLOGY DRIVE.
SUITE 880.
SAN JOSE, CA 95110

LANDSCAPE ARCHITECT
JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218
ORINDA, CA 94563

DRAWING INDEX:

SITE ZONING INFORMATION:

SITE AREA: 0.20 ACRES (8670 SF)

ALLOWABLE BUILDING HEIGHT:
TYPE 1A = UNLIMITED
TYPE VA = 70'-0" (4 STORIES WITHOUT AREA INCREASE FOR SPRINKLERS)

ACTUAL BUILDING HEIGHT: 45'-5" TOP OF MAIN SUBROOF(4 STORIES); 46'-7" TOP OF MAIN FINISH ROOF

BUILDING FOOTPRINT: 5,542 SF

LOT COVERAGE: 66%

IMPERVIOUS SURFACE: 7,077 SF

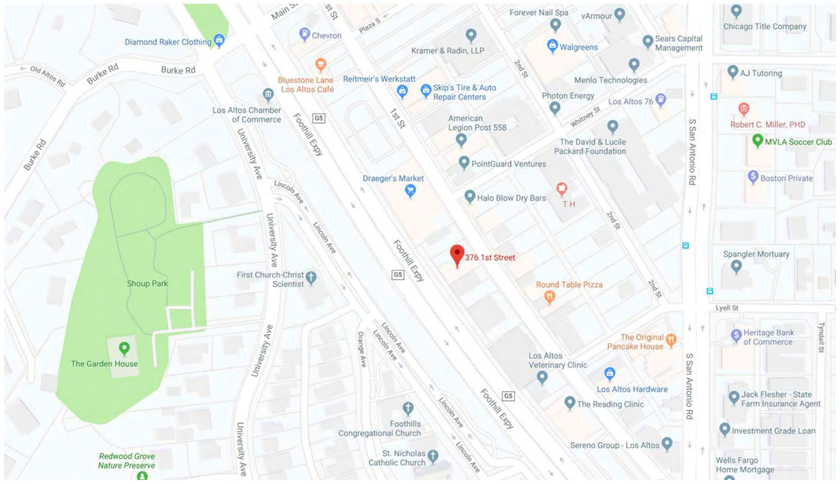
PERVIOUS SURFACE: 1,593 SF

DENSITY: 75 DU/A

ZONING: C-D/R-3

STORIES: FOUR STORIES TYPE VA OVER BASEMENT

VICINITY MAP



PROJECT DATA

UNIT SCHEDULE

NUMBER	UNIT AREA	PATIO NET AREA
1 BEDROOM UNIT		
101	776 SF	75 SF
103	878 SF	111 SF
201	898 SF	134 SF
203	865 SF	79 SF
301	898 SF	134 SF
303	865 SF	79 SF
401	898 SF	134 SF
403	865 SF	79 SF
1 BEDROOM UNIT : 8 UNITS		
2 BEDROOM UNIT		
102	1,317 SF	56 SF
202	1,361 SF	57 SF
204	1,186 SF	100 SF
302	1,361 SF	57 SF
304	1,186 SF	100 SF
402	1,382 SF	57 SF
404	1,186 SF	58 SF
2 BEDROOM UNIT : 7 UNITS		

GRAND TOTAL: 15 UNITS

376 FIRST STREET
LOS ALTOS, CALIFORNIA

TITLE SHEET

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

T.1

BUILDING CODE ANALYSIS

References in parentheses () are keyed to the CBC

Project 376 First Street
Los Altos, California

Codes

Building - Multi-Family	2019 California Building Code (CBC), (Based on the 2015 International Building Code (IBC))
Fire	2019 California Fire Code (CFC), (Based on the 2018 International Fire Code (IFC))
Sprinkler	NFPA 13, 2019
Mechanical	2019 California Mechanical Code (CMC), (Based on the 2018 Uniform Mechanical Code (UMC))
Plumbing	2019 California Plumbing Code (CPC), (Based on the 2018 Uniform Plumbing Code (UPC))
Electrical	2019 California Electrical Code (CEC), (Based on the 2017 National Electrical Code (NEC))
Energy	2019 California Energy Code
Accessibility	2019 California Building Code (CBC), Chapter 11A and Chapter 11B
Accessibility Safe Harbor	ANSI A117.1-2003
CAL Green	2019 California Green Building Standards, (CalGreen)
Zoning	Los Altos CA Code of Ordinances
Planning	

Occupancy Classification (Sec. 302)

Description	Type	Code Section	Remarks
Lobby + Mail/Parcel Areas	Accessory	508.2	Accessory Use
Apartment Dwelling Units	R-2	310.4	
Enclosed Parking Garage	S-2	311.3, 406.4	
Utility Room	S-2	311.3, 508.2	
Rooftop Terrace	Accessory	303.1.2, 508.2	Occupancy is 49 or less, Accessory Use
Trash Collection Rooms	Incidental	Table 509, 713.13	Incidental Use, 2-Hr. F.R. Enclosure
Trash + Cable Rooms	Accessory	508.2	

Type of Construction (Table 601)

Description	Type	Sprinklers	Code Section
Below grade 1 concrete structure with metal stud wall framing for non-load bearing partitions			
Parking, Utility	IA	Yes (NFPA 13)	509.2, 602.2, 903.1
4-story wood frame structure above type IA basement, one-hour fire-resistive rated interior and exterior bearing walls			
Residential	VA	Yes (NFPA 13)	510.2, 602.5, 903.2.8

Allowable Height (Table 503.4 & 504.3)

Maximum Stories for type IA construction:	Unlimited
Maximum Height for type IA construction:	Unlimited
Maximum Stories for type VA construction:	4 (above Grade Plane; without increase for sprinklers per Table 504.4, NFPA 13)
Maximum Height for type VA construction:	70' (above Grade Plane; without area increase for sprinklers per Table 504.3, NFPA 13)

Actual Height (Sec. 504)

	Stories:
Building	4 (Type VA Building - Sec. 504)) - Levels 1,2,3 and 4

Building Height: Type VA: 59'-3" to average of highest roof surface

Allowable Building Area (Sec. 506 & Table 506.2)

See sheet CA-2

Occupancy Separation (Table 508.4 & 510.2)

R-2 / S-2 1-HR (Fire Separation per Sec.508.4 and Fire Barrier per Sec. 707)

Dwelling Unit Separation (Sec. 420 & 708.3)

Wall Separation	1-HR (Fire Partition per Sec. 708.3)
Floor Separation	1-HR (Horizontal Assembly per Sec. 711.2.4.3)

Fire-Resistance Ratings (Table 601, 602 & Sec. 510.2)

	Type IA	Type VA
Structural frame	3-HR	1-HR
Bearing walls: Exterior	3-HR	1-HR
Bearing walls: Interior	3-HR	1-HR
Nonbearing walls & partitions: Exterior		
X < 5' Fire Separation	1-HR/ 2-HR @ M OCC.	1-HR
5' ≤ X < 10' Fire Separation	1-HR/ 2-HR @ M OCC.	1-HR
10' ≤ X < 30' Fire Separation	1-HR	1-HR
X ≥ 30' Fire Separation	0-HR	0-HR
Nonbearing walls & partitions: Interior	0-HR	0-HR
Floor Construction (incl. beams & joists)		
At Podium Floor	3-HR	3-HR
All other Floors	2-HR	1-HR
Roof Construction (incl. beams & joists)	1.5 HR	1-HR

Shaft Enclosures (Sec. 510.2 & 713)

Less than 4-stories	1-HR (Fire Barrier per Sec. 707)
4-stories or more	2-HR (Fire Barrier per Sec. 707)
Exterior Walls	1-HR (Exception per 713.6)

Opening Protectives	(Sec. 510.2 & Table 716.5)
1-HR Enclosures:	1-HR
2-HR Enclosures:	1-1/2 HR

Trash (Termination) Rooms in Garage require 2-HR Fire Barrier with self-closing 1 1/2 HR doors (713.13.4)

Stair Enclosures (Sec. 510.2, 705, 713, 1023)

4-stories or more		2-HR (Fire Barrier per Sec. 707)
Exterior Walls		1-HR (Exception per 1023.7)
Doors (Sec. 510.2, 1023.7, & Table 716.5)		
	2-HR Enclosures:	1 1/2-HR
	Exterior Wall:	See Table 705.8
Windows	Exterior Wall:	See Table 705.8

Max. Area of Unprotected Exterior Wall Openings at 1st Story (Sec. 705.8.1):

Wall facing street w/15' fire separation distance	No Limit
Wall facing unoccupied space w/30' width and public access	No Limit

Max. Area of Unprotected Exterior Wall Openings Above 1st Story (Table 705.8, Sec. 705.8.1 & 705.8.2):

X < 3' Fire Separation Distance	Not Permitted
3' ≤ X < 5'	15%
5' ≤ X < 10'	25%
10' ≤ X < 15'	45%
15' ≤ X < 20'	75%
20' ≤ X < 25'	No Limit

Fireblocking (Sec. 718.2)

Vertically at Ceiling and Floor Level; Horizontally at Intervals not Exceeding 10 feet (718.2.2)

Draftstopping (Sec. 718.3 & 718.4)

Not Required w/ NFPA-13 Sprinklers

Fire Wall (Sec. 706)

R-2 Occupancy 3-HR Fire Rating

Penetrations (Sec. 714)

Description	Test System	Code Section
Through Penetrations	Approved Material or ASTM E 814 or UL 1479	714.3.1.2, 714.4.1.1.2
Membrane Penetrations	Approved Material or ASTM E 814 or UL 1479	714.3.2, 714.4.1.2

Opening Protectives (Table 716.5 & 716.6)

Description	Wall Assembly Fire Rating	Opening Fire Rating	Remarks
Exit Enclosure	2-HR	1.5 HR	Elevator, Stairwells, NFPA 252 or UL 10C
Shafts	2-HR	1.5 HR	Trash Chutes, NFPA 252 or UL 10C
Other Fire Barries	1-HR	3/4 HR	Occupancy Separation Walls, NFPA 252 or UL 10C
Fire Patitions	1-HR	1/3 HR	Doors in Corridor Walls, NFPA 252 or UL 10C
Fire Patitions	1-HR	1/3 HR	Windows in Corridor Walls, ASTM 119 or UL 263
Fire Walls	3-HR	3HR	

Duct Opening (Sec. 717)

Description	Tested System	Code Section
Fire Dampers	UL 555 and/or UL555S	7.7.3.1
Penetration Firestop	ASTM E 814 or UL 1479	714.3.1.2

Means of Egress

Occupant Loads (Table 1004.5)

Apartment Dwelling Units	200 gross s.f./occupant	
Enclosed Parking Garage	200 gross s.f./occupant	
Utility Room	300 gross s.f./occupant	Accessory Storage
Rooftop Terrace	15 net s.f./occupant	

Egress Width (Sec. 1008)

Stairways	0.3 inches per occupant	(Sec. 1005.3.1)
Other Egress Components	0.2 inches per occupant	(Sec. 1005.3.2)

Means of Egress Illumination (Sec. 1006)
(Exception for individual dwelling units)
Emergency Power Required — Corridors, Exit Enclosures, Exit Passageways, Exterior Landings (1008.3)

Accessible Means of Egress (Sec. 1006, 1009)
2 required per 1009.1 and 1006
Egress from occupied roof — 1006.3

Elevators are not required to be part of the accessible means of egress per 1009.2.1 Exception 1
Stairways 44 inches minimum width (1011.2)

Areas of Refuge are not required (1009.3.5)

Doors (Sec. 1010)
Door Width: 32 inches minimum clear width (1010.1.1)

Stairways (Sec. 1011)

Risers	7" max, 4" min. (1011.5.2)
Treads	11" max. (1011.5.2)

Ramps (Sec. 1012 & 11224)

Min Width	48"
Max Slope at Egress	8%
Max Slope at other areas	12%
Max cross-slope	2%
Max Rise w/out landing	30"
Landing size	60"
Handrails required	Greater than 6" rise (1012.8)

Exit Signs (Sec. 1013)
Required at Exits, Exit Access Doors, and at Path of Egress Travel
Not required in rooms with one exit
Tactile Exit Sign required at exit stairway, exit passageway, and exit discharge

Handrails (Sec. 1014)
Required to be 34"-38" height above surface or stair tread nosing

Guards (Sec. 1015)
Required to be 42" minimum height above floor surface or tread noising
Operable windows must be equipped with a window fall prevention device that complies with ASTM F2090.

Exit Access (Table 1006.2.1)

Common Path of Egress Travel (R-2)	125'
Common Path of Egress Travel (B, S)	100'
Common Path of Egress Travel (A3, M)	75'

Exits (Table 1006.2.1)

One exit allowed in individual dwelling units with occupant Load less than 20	(Sec. 1006.2.1 Exception 1)
One exit allowed in S-2 Occupancy with occupant load less than 29	(Table 1006.2.1)
Separation of 1/3 length of diogonal between exits	(Sec. 1007.1.1 Exception 2)

Exit Access Travel Distance (Table 1017.2)

Occupancy	Distance
R-2	250'
S-2	400'

Corridors (Sec. 1020)

Fire Rating at S-2	0-HR	
Fire Rating at R-2	1-HR	
Doors (Sec. 708.6, 716.5 & Table 716.6):	1/3-HR	
Windows at Exterior Walls		
Non-rated Exterior Wall	No Protection Required	Table 602
Non-protected openings in 1-HR rated Exterior Walls	No Protection Required	Table 602 & 716.5
Protected openings in 1-HR rated Exterior Wall	3/4-HR (Table 716.5)	Table 602 & 716.5
Dead Ends	50' max	

Exterior Exit Ramps and Stairways (Sec. 1027)

Emergency Escape and Rescue (Sec. 1030)
Group R-2 occupancies constructed as Type IIIA equipped with sprinklers are not required to have emergency and rescue openings (CBC 1030.1 Exception 1)

Accessibility

Dwelling Units: Stone countertops to be providing the kitchen to be exempt from providing the repositionable countertop (CBC 1133A.4.1)

Elevator not required as an accessible means of egress (CBC 1009.2.1, exception 1)
For an elevator Building all R-2 dwelling units to be Accessible/Adaptable (CBC 1106A.1.2)

No common area window are openable, therefore compliance to CBC 1126A.8 not required

Common Use Facilties:
Common Use Facilities Shall Be Accessible (1127A)
Public & Commercial Use Facilities Shall Be Accessible per ADA & CBC Chapter 11B

Parking shall be accessible (Sec. 1109A)
Parking shall be accessible Per ADA and CBC Chapter 11A / 11B Requirements

Parking Requirements (Sec. 1109A.1 & 11B-208)
R-2 Residential

Accessible Spaces	5% of Total Unassigned & Visitors Parking Spaces (1109A.5)
Van Accessible Spaces	1/8 of Accessible Spaces, min 1 (1109A.8.6)
Electrical Vehicle Charging Parkings Stalls	3% Minimum of Parking Stalls Provided (CalGreen Sec. 4.106.4)

Interior Environment

Ventilation	(Sec. 1203)
Attic Spaces	1/300, high and low at pitched roof; 1/150 at flat roofs (Sec.1203.2)
Natural Ventilation	4% of floor area (Sec. 1203.5.1)
Lighting	(Sec. 1205)
Natural Light	8% of floor area
Courts	(Sec. 1206)
Air intake	10 sf minimum required
Sound Transmission	(Sec. 1207)
Air-borne sound	STC 50 minimum
Structure-borne sound	IIC 50 minimum
Interior Space Dimensions	(Sec. 1208)
Min Room Width	7'-0"
Kitchens	3'-0" clear passageway
Min Ceiling Height, Typical	7'-6"
Min Ceiling Height Kit, Stor, Laundry	7'-0"
Access to Unoccupied Space	(Sec. 1209)
Attic Spaces over 30"	20x30 access

Miscellaneous Requirements

1. In new underground parking garage area the automatic fire sprinkler system shall be designed to .18gpm/ 3,000 square feet coverage area.
   a. Each floor level shall have a dedicated sprinkler riser assembly installed enabling fire department personnel direct access.
   b. Standpipes shall be provided as required by the CFC Section 905 and NFPA 14.

2. Provide Fire Alarm System in R-2 occupancy per CFC 907 & NFPA 72 CFC 907.2.9
   a. Manual alarm boxes are not required per CFC Exception #2, 907.2.9.1
   b. Provide Smoke Alarms in R-2 occupancy CFC 907.2.11.2
   c. Provide Wiring to support Visible Alarms in R-2 occupancy CFC 907.5.2.3.3

3. CO Alarms are required outside of each separate sleeping area in the immediate vicinity of the bedroom in dwelling units within which fuel-fire appliances are installed CBC 915.2.1

4. Parking Garage:
   a. Clear garage height 7-ft. min. CBC 406.4.1, except 8'-2" min. at entries and to accessible spaces CBC 1109A.8.1
   b. 7'-6" clear at means of egress CBC 1003.2), exceptions per CBC1003.3.1.
   c. Guards & Vehicle barriers CBC 406.4.2 and CBC 406.4.3

5. Two-Way Communication System: Shall be provided as required by CFC Section 1009.8 and NFPA 72.

6. Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property.
   a. Structures up to 50 feet (15240 mm) in height shall have addresses with a min. 1 inch (25.4 mm) stroke wide by min. 8 inches (203.2 mm) high.
   b. Structures over 50 feet (15240 mm) high shall have addresses with a min 2.5 inch (63.5 mm) stroke wide by min. 12 inches (304.8 mm) high.

7. Elevators shall conform to the provisions of listed in Section 3002.4a of the CBC 2016.
   a. Enclosed Elevator Lobby not required CBC 3006.3.5
   b. Doors shall be self- or automatic-closing by smoke detection in accordance with CBC 716.5.9.3 & CBC 713.7
   c. Smoke guard at 2nd through 4th floor elevator CBC 3006.3.9

8. CFC Appendix L, Firefighter Air Systems. When required by the fire code official, a firefighter air system shall be installed in new buildings four or more stories in height.

9. CFC Section 510, Emergency Responder Radio Coverage. When required by the fire code official, all new buildings shall have approved radio coverage for emergency responders within the building.

10. Aerial access shall be provided to within 15' to 30' of all three buildings, with 26' clear net width access roads and a minimum 60' outside turn radius

11. Provide Portable Fire Extinguishers per CFC 906
    a. Non-garage: 2A-10BC w/75' max travel distance
    b. Garage: 4A-40BC w/75' max travel distance

12. Exit signs, emergency lighting, address posting, fire lane, marking, fire extinguishers and Knox Box location to be field verified by Fire Inspector.

13. Means of egress components to include exit pathway throughout use, exit stairwells, exit enclosure providing access to exit doors, door hardware, exit signs, exit illumination and emergency lighting shall comply to CFC/CBC Chapter 10.

14. The single man door providing direct access to the Sprinkler Riser Assembly, where required, shall require signage on the door accessing riser stating- "Riser Room" or agreed upon language.

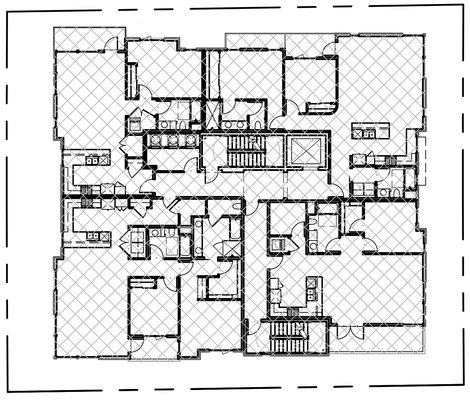
15. See sheet CA2.3B for dropped ceiling construction below the fire rated horizontal assembly

16. Typical unit includes stacked washers and dryers (front loaded) or side by side. Where devices are not front loaded management is responsible for providing upon request assistive devices. A combination washer dryer unit is an acceptable alternate that meets clearance and reach range requirement (CBC 1135A)

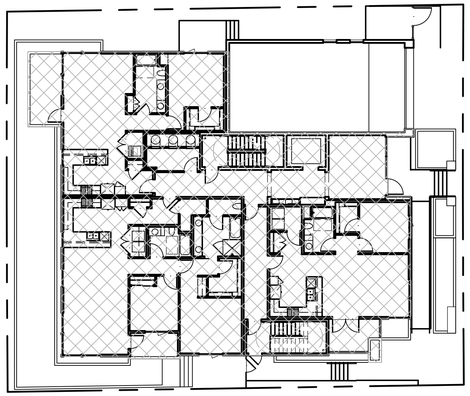
17. All corridor doors, which will be held open by magnetic hold-open devices, shall automatically close upon actuation of smoke detector(s). Smoke detectors shall be connected to the fire alarm system. The approved hold-open devices shall release fire assemblies once power failure occurs. (703) CFC / (715.4.8.3) CBC

18. Cross-swinging corridor doors protecting openings in two-hour, fire-resistive fire walls shall be approved labeled 90 minute rated fire-resistive, tight-fitting, self-closing fire door assemblies. (Table 716.5)

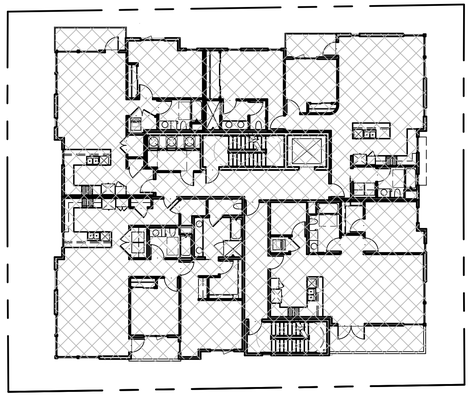
19. Fire walls, fire barriers, fire partitions, smoke partitions, and smoke barriers or any other wall required to have protected openings or penetrations shall be permanently identified with signs or stenciling in the floor/ceiling space every 30 feet (maximum) with lettering at least one-half inch in height.



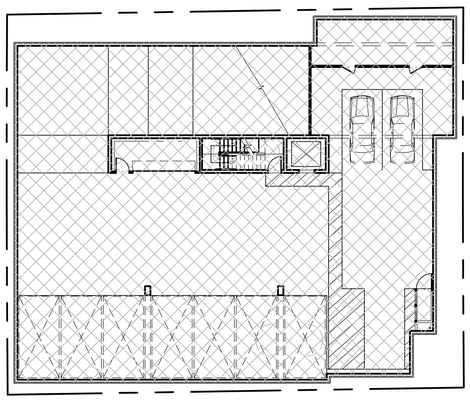
SECOND LEVEL (TYPE VA) - AREA: 5,873 SF



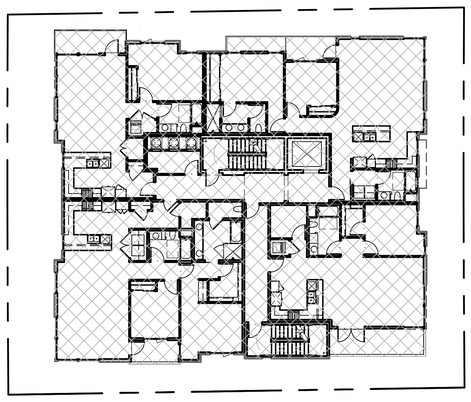
GROUND LEVEL (TYPE VA) - AREA: 4,591 SF



FOURTH LEVEL (TYPE VA) - AREA: 5,831 SF



BASEMENT LEVEL (TYPE 1A) - AREA: 7,366 SF



THIRD LEVEL (TYPE VA) - AREA: 5,873 SF

376 FIRST STREET

LOS ALTOS, CALIFORNIA

CODE ANALYSIS

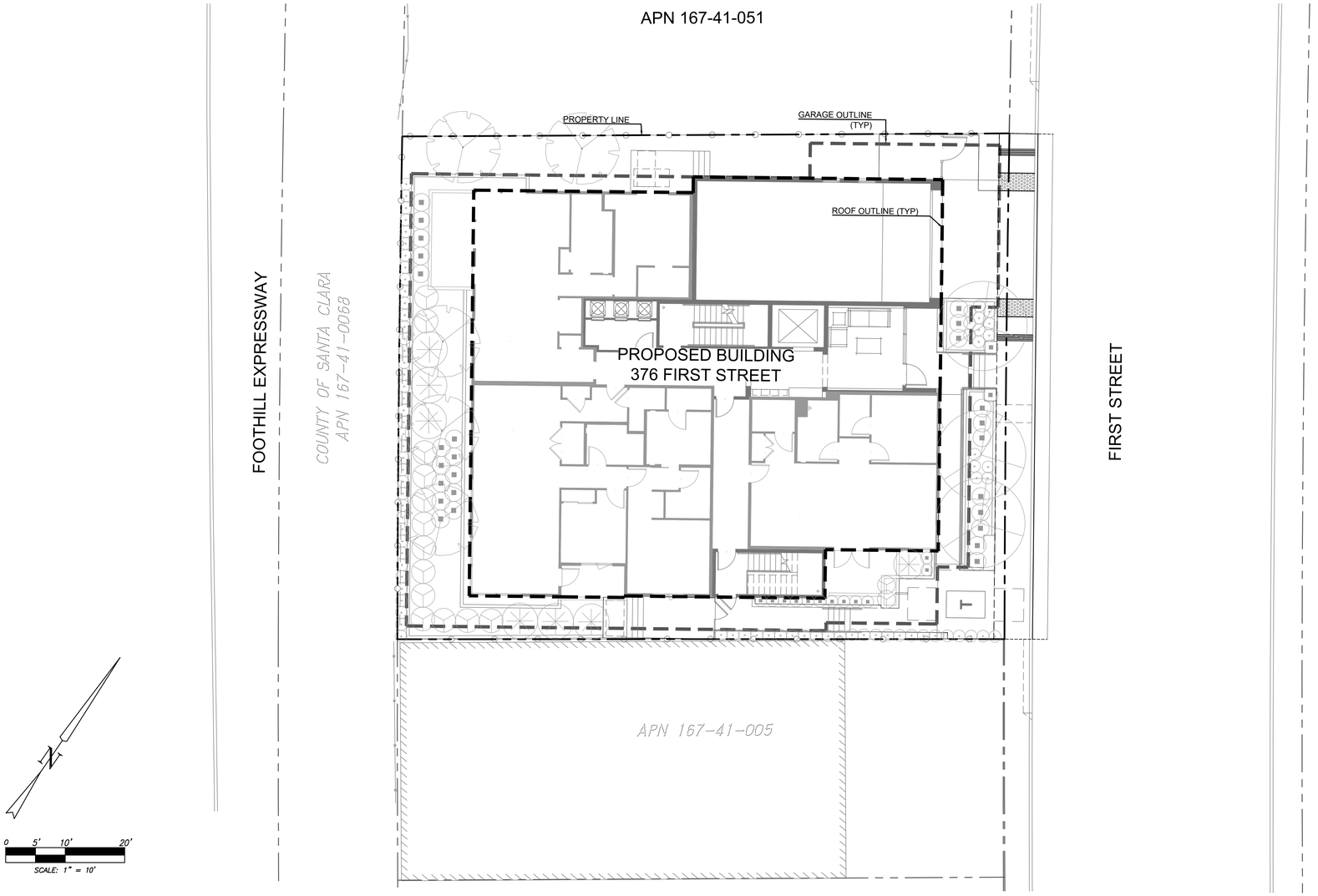
DAHLIN
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

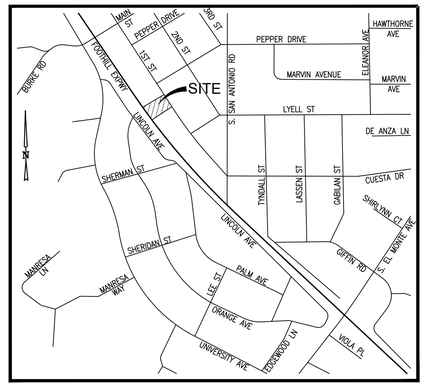
JOB NO. 1493.001
DATE 09-09-21

FIRST STREET IMPROVEMENT PLAN

376 FIRST STREET
LOS ALTOS, CALIFORNIA

APN 167-41-051





VICINITY MAP
NTS

LEGEND & ABBREVIATIONS

	PROPERTY LINE – SUBJECT PARCEL
	PROPERTY LINE – ADJACENT PARCEL
	CENTERLINE / MONUMENT LINE, AS NOTED
	EXISTING EASEMENT LINE
	NEW EASEMENT LINE
	BUILDING LINE
	CONCRETE
	CURB & GUTTER
	EDGE OF PAVEMENT
	FENCELINE
	UNDERGROUND SANITARY SEWER
OH OH	UNDERGROUND STREET LIGHTING
W	UNDERGROUND WATER
c	COMMUNICATIONS BOX
	CATCH BASIN
e	ELECTRIC UTILITY BOX
ev	ELECTRIC VAULT
	ELECTROLIER
	FIRE HYDRANT
gm	GAS METER
ir	IRRIGATION BOX
SS	SANITARY SEWER CLEANOUT
S	SANITARY SEWER MANHOLE
	SIGN
109.65	SPOT ELEVATION
D	STORM DRAIN MANHOLE
sl	STREET LIGHT BOX
	TRAFFIC SIGNAL
	TRAFFIC SIGNAL W/ARM & LIGHT
xfmr	TRANSFORMER
12"t	TREE TRUNK / SIZE
uc	UTILITY CONDUIT
up	UTILITY PEDESTAL
	UTILITY POLE
w	WATER METER
ws	WATER SERVICE
V	WATER VALVE

SHEET INDEX

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS MAP WAS THE MONUMENTED SOUTHERLY LINE OF LOT 2 OF THAT MAP FILED IN BOOK 10B OF MAPS, AT PAGE 8, SANTA CLARA COUNTY RECORDS. THE BEARING OF SAID SOUTHERLY LINE, SOUTH 53°37'46" WEST, AND AS SHOWN ON THAT CORNER RECORD, CR 2029

SITE BENCHMARK:

VERTICAL DATUM BASED UPON CITY OF LOS ALTOS BENCHMARK #18, A BRASS DISC IN THE SOUTHWEST CURB RETURN AT THE INTERSECTION FIRST STREET AND MAIN STREET. ELEVATION TAKEN AS 197.45.

376 FIRST STREET

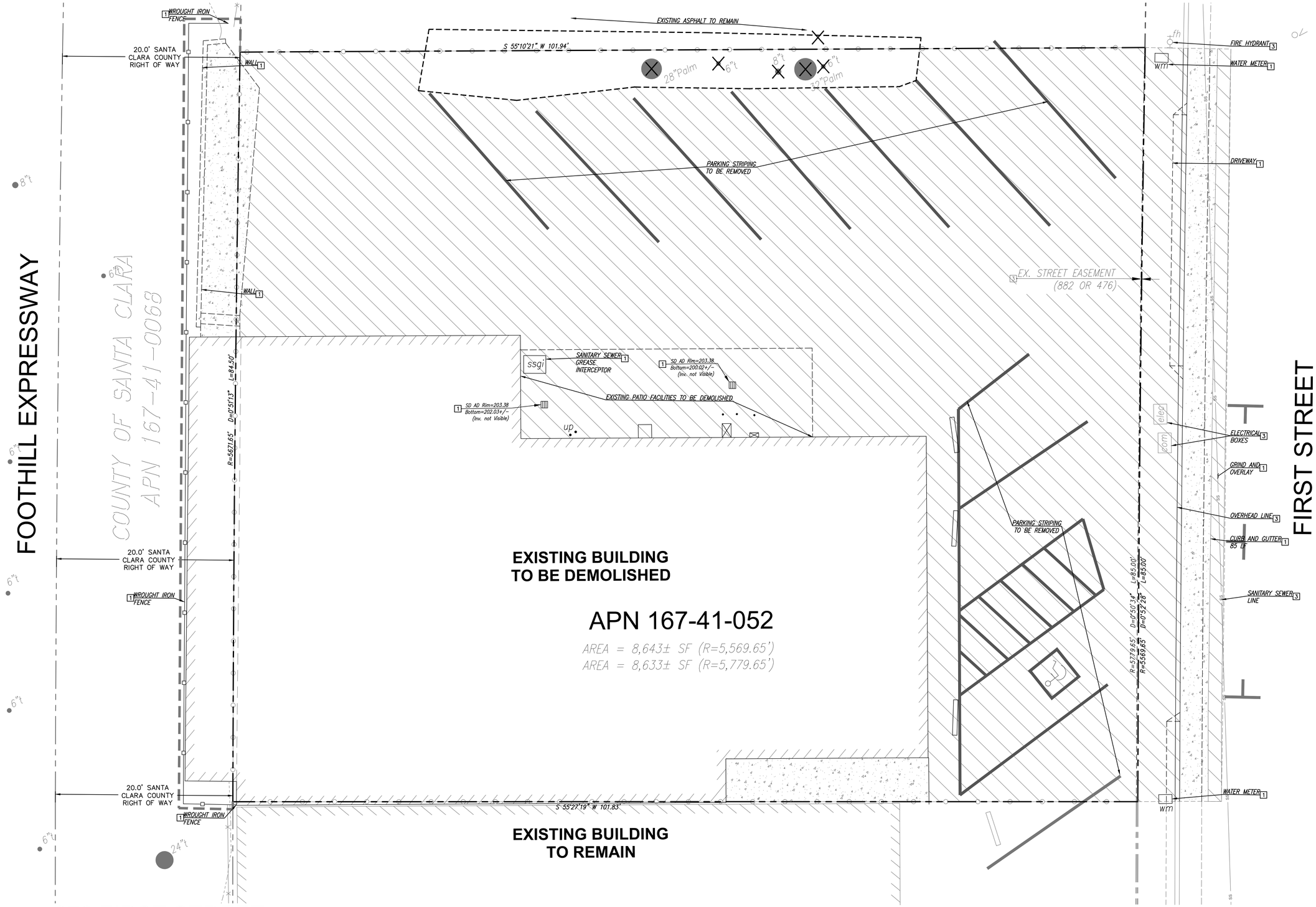
LOS ALTOS, CALIFORNIA

TITLE SHEET

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. **5154**
DATE **09-10-2021**

C0.0



376 FIRST STREET

LOS ALTOS, CALIFORNIA

LEGEND

- LANDSCAPE TO BE REMOVED
- CONCRETE TO BE REMOVED
- AC TO BE REMOVED
- [1] TO BE REMOVED
- [2] TO BE RELOCATED
- [3] TO REMAIN
- UTILITY LINE TO BE REMOVED
- TREE TO BE REMOVED

GENERAL DEMOLITION NOTES:

1. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY SIZES AND INVERTS. ANY DISCREPANCY BETWEEN THESE PLANS AND THE FIELD SHALL BE COMMUNICATED TO THE ENGINEER PRIOR TO DEMOLITION.
2. UTILITIES SHOWN ON THIS PLAN FOR REFERENCE ONLY. CONTRACTOR SHALL CONTACT U.S.A. (UNDERGROUND SERVICE ALERT AT (800)-227-2600 FOR LOCATION OF ALL UTILITIES. THE OWNER/CONTRACTOR MAY HIRE AN INDEPENDENT CONSULTANT TO LOCATE AND VERIFY ALL ONSITE UTILITIES AT THEIR OWN DISCRETION.
3. EXISTING ELECTRICAL AND GAS FACILITIES TO BE PROTECTED AT ALL TIMES DURING CONSTRUCTION AND DEMOLITION OPERATIONS.
4. ALL PIPE ABANDONMENT AND/OR REMOVAL TO BE COMPLETED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER. ALL REMOVAL AND BACKFILL OF EXISTING FACILITIES TO BE SUPERVISED BY THE GEOTECHNICAL ENGINEER.
5. ALL TREES TO BE DEMOLISHED UNLESS OTHERWISE NOTED.
6. WATER METERS SHALL BE REMOVED ONLY WITH APPROVAL OF THE CALIFORNIA WATER SERVICE COMPANY.
7. ALL WATER VALVES TO BE MARKED FOR LOCATION. CONTRACTOR TO MAINTAIN RECORD OF ALL EXISTING VALVES ON-SITE RELATED TO FIRE SUPPLY. NO HYDRANTS SHALL BE REMOVED UNLESS NOTED ON THIS PLAN.
8. SEE "GEOTECHNICAL INVESTIGATION FOR PROPOSED NEW MIXED-USE BUILDING AT THE UNLU PROPERTY, 376 FIRST STREET, LOS ALTOS, CA" PREPARED FOR MR. JAN UNLU IN JANUARY OF 2018 FOR OPTIONS FOR MATERIAL RECYCLING INCLUDING ASPHALT, CONCRETE, AND BASE MATERIAL.
9. EXISTING UTILITY LINES TO REMAIN UNLESS OTHERWISE NOTED.

ADDITIONAL NOTES:

1. MAINTAIN DRIVEWAY ACCESS FOR ADJACENT PROPERTIES AT ALL TIMES. PROVIDE TRAFFIC SIGNAGE CONTROLS FOR ALL AREAS WHERE TRAFFIC WILL BE LIMITED DUE TO DEMOLITION ACTIVITIES.
2. CONTRACTOR TO PROVIDE EROSION CONTROL BMP'S FOR ALL EXPOSED AREAS DURING DEMOLITION, INCLUDING STOCKPILES. CONSTRUCTION ENTRANCES SHALL BE CONSTRUCTED AT ACCESS POINTS TO DISTURBED AREAS.
3. AN AIR QUALITY PERMIT FOR DEMOLITION IS REQUIRED FROM THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD). CONTACT PHONE NUMBER IS 415-771-6000.
4. ALL WORK ALONG FIRST STREET REQUIRES AN ENCROACHMENT PERMIT FROM THE CITY OF LOS ALTOS.
5. ALL FEATURES SHOWN HEREON REPRESENT SURFACE CONDITIONS OF THE PROJECT AREA AS COMPILED FROM A GROUND SURVEY CONDUCTED DECEMBER 17, 2018. NO ATTEMPT HAS BEEN MADE BY SURVEYOR TO DETERMINE THE EXTENT OR EXISTENCE OF UNDERGROUND UTILITIES OR OTHER FEATURES NOT SURFACE VISIBLE. ADDITIONAL DATA FROM A SURVEY PERFORMED BY OTHERS IN APPROX. JANUARY, 2018 HAS ALSO BEEN INCORPORATED INTO THIS SURVEY.

0 2.5' 5' 10'
SCALE: 1" = 5'

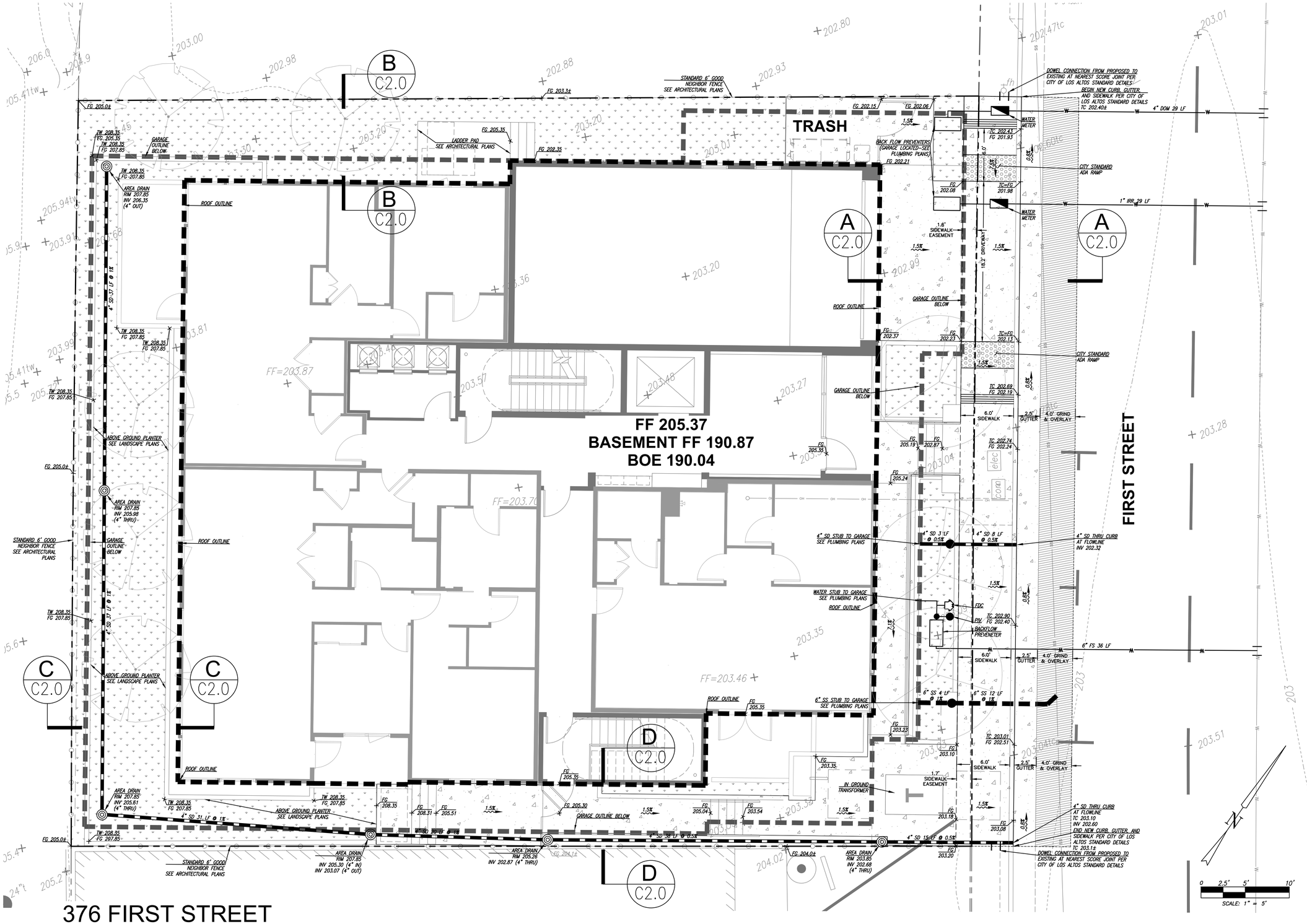
811 CALL BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

DEMOLITION PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. 5154
DATE 09-10-2021

C1.0



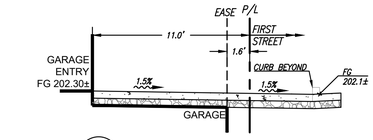
EARTH WORK QUANTITIES

CUT: 3,400 CY
FILL: 0 CY
EXPORT: 3,400 CY
IMPORT: 0 CY

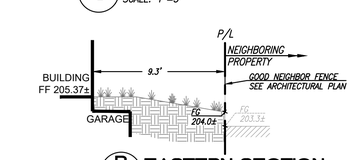
NOTE: EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INDEPENDENTLY ESTIMATE QUANTITIES FOR HIS/HER OWN USE.

GENERAL NOTES

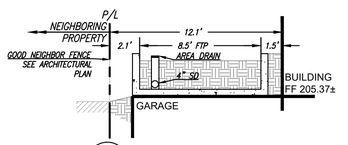
1. SEE LANDSCAPE PLANS FOR TREE REMOVAL AND PAVING TREATMENT DETAILS.
2. WATER SUPPLY REQUIREMENT: POTABLE WATER SUPPLIES SHALL BE PROTECTED FROM CONTAMINATION CAUSED BY FIRE PROTECTION WATER SUPPLIES. IT IS THE RESPONSIBILITY OF THE APPLICANT AND ANY CONTRACTORS AND SUBCONTRACTORS TO CONTACT THE WATER 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 THE PURVEYOR AS HAVING BEEN MET BY THE APPLICANT(S). SEE CFC CFC SEC. 507,2010 CFC SEC. 903.3.5 AND HEALTH AND SAFETY CODE 13114.7
3. CONTRACTOR WILL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATION OF ALL EXISTING UTILITIES IN THE FIELD. LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND FOR GENERAL INFORMATION PURPOSES ONLY.
4. PRIOR TO TRENCHING FOR PROPOSED SANITARY SEWER LATERAL; CONTRACTOR SHALL POTHOLE ALL UTILITY CROSSINGS. IF CONFLICT EXISTS CONTRACTOR SHALL CONTACT ENGINEER FOR A DESIGN SOLUTION.
5. ALL STRIPING, MARKINGS, AND SIGNING INSTALLATION TO BE PERFORMED BY THE CONTRACTOR (EXCEPT AS NOTED).
6. ALL STRIPING AND MARKING REMOVAL TO BE PERFORMED BY THE CONTRACTOR PER THE CITY OF LOS ALTOS STANDARD SPECIFICATIONS. ALL STRIPING AND MARKING THAT ARE IN CONFLICT WITH THE NEW INSTALLATION MUST BE REMOVED BY THE CONTRACTOR.
7. UNLESS INDICATED OTHERWISE, ALL SIGN TYPES SHOWN ON THIS PLAN ARE PER THE 2014 CALIFORNIA MUTCD.
8. ALL TEMPORARY STRIPING AND PAVEMENT MARKINGS MUST BE REINSTALLED BACK TO THEIR ORIGINAL CONFIGURATION PRIOR TO COMPLETION OF WORK.
9. WATER LINE & GAS LINE DEPTH ASSUMED. TO BE UPDATED WHEN POTHOLING DATA RECEIVED.
10. WATER SYSTEM SHOWN FOR INFORMATION ONLY.
11. SANITARY SEWER LATERAL SHALL BE VCP UNLESS OTHERWISE NOTED ON PLANS.
12. STORM DRAIN LINES SHALL BE RCP OR SDR 21 UNLESS OTHERWISE NOTED ON PLANS.



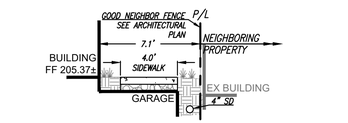
A NORTHERN SECTION
SCALE: 1"=5'



B EASTERN SECTION
SCALE: 1"=5'



C SOUTHERN SECTION
SCALE: 1"=5'



D WESTERN SECTION
SCALE: 1"=5'

376 FIRST STREET

LOS ALTOS, CALIFORNIA

GRADING, DRAINAGE, & UTILITY PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. 5154
DATE 09-10-2021

C2.0

B C2.1

B C2.1

BASEMENT
FF 191.38
BOE 190.55

BASEMENT FF 190.87
BOE 190.04

BASEMENT FF 184.29
BOE 183.46

14%

14%

6%

FF=203.87

FF=203.70

FF=203.46

A C2.1

A C2.1

B C2.1

C C2.1

C C2.1

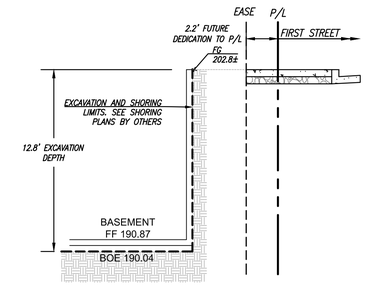
D C2.1

D C2.1

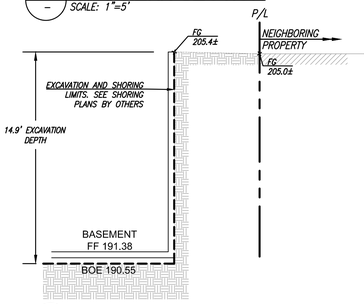
FIRST STREET

EG 204.1±

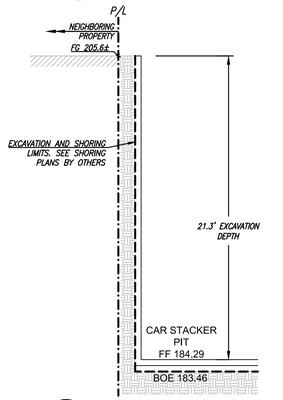
0 2.5' 5' 10'
SCALE: 1" = 5'



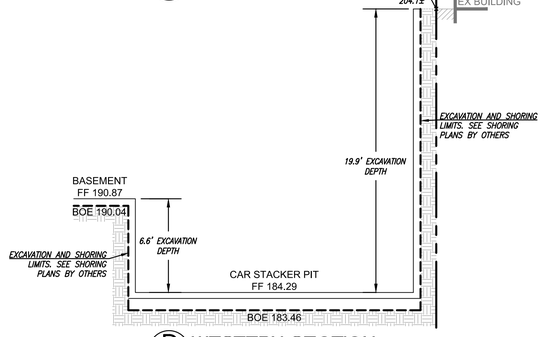
A – NORTHERN SECTION
SCALE: 1"=5'



B – EASTERN SECTION
SCALE: 1"=5'



C – SOUTHERN SECTION
SCALE: 1"=5'



D – WESTERN SECTION
SCALE: 1"=5'

376 FIRST STREET

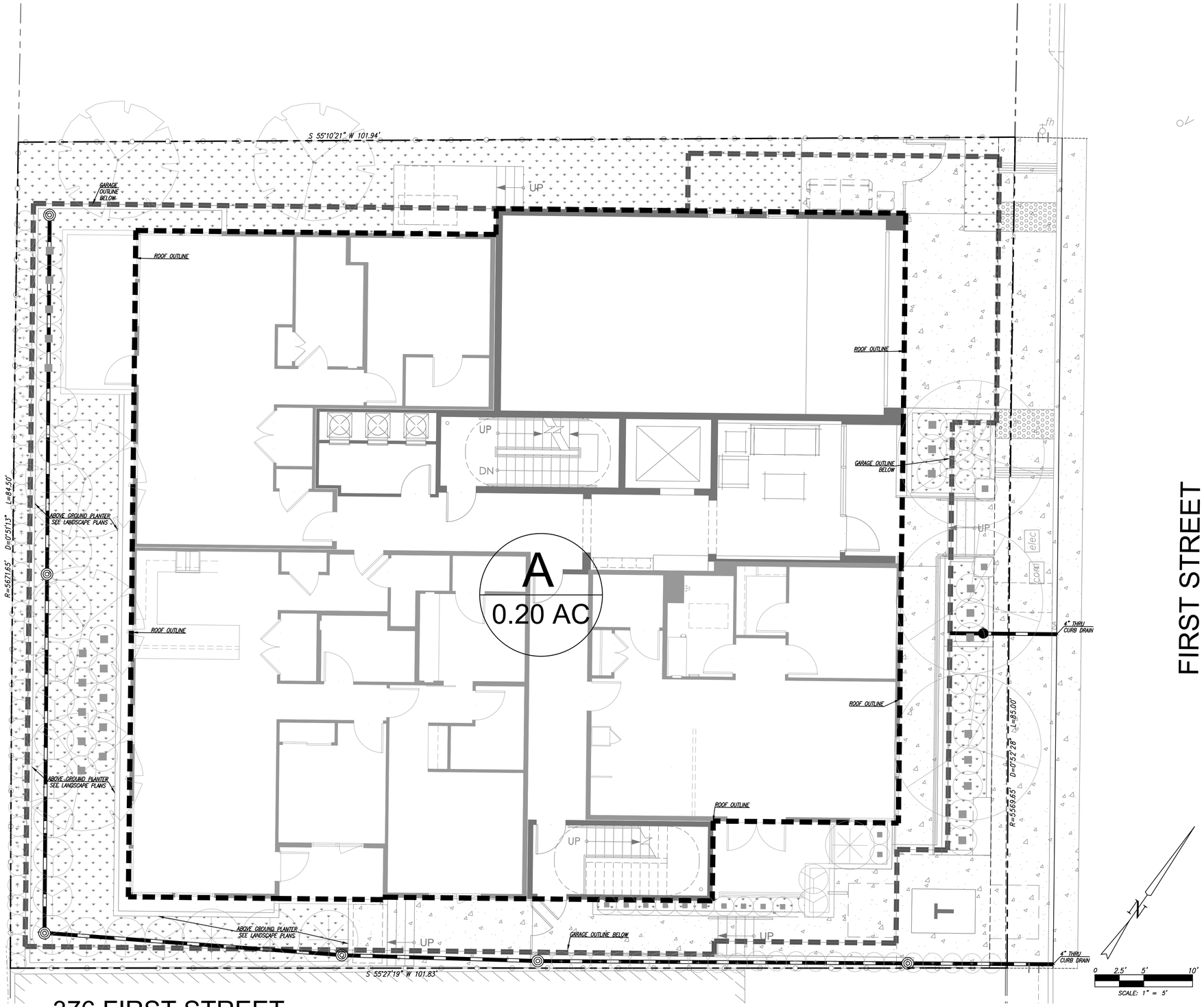
LOS ALTOS, CALIFORNIA

EXCAVATION PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. 5154
DATE 09-10-2021

C2.1



LEGEND

TCM LIMITS

LANDSCAPING

STORMWATER EVALUATION FORM

2. AREA DATA

2.a Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable):		N/A
2.b Total area of site:	0.20	acres
2.c Total area of site that will be disturbed:	0.22	acres

COMPARISON OF IMPERVIOUS AND PERVIOUS AREAS AT PROJECT SITE:

2.d IMPERVIOUS AREAS - IA	Pre-Project Existing IA sq. ft.	Existing IA Retained As-Is[1] sq. ft.	Existing IA Replaced with IA[2] sq. ft.	New IA Created[2] sq. ft.	Total Post Project IA sq. ft.
Site Totals					
Total IA	d.1 8,248	d.2 0	d.3 7868	d.4 0	d.5 (d.2+d.3+d.4) 7,868
Total New and Replaced IA			d.6 (d.3+d.4) 7,868		
Public Street Totals					
Total Public Streets IA[3]	d.8 0	d.9 0	d.10 0	d.11 0	d.12 (d.9+d.10+d.11) 0
Total New and Replaced Public Streets IA			d.13 (d.10+d.11) 0		
Total Site and Public Streets IA	d.14 (d.1.+d.8) 8,248				d.15 (d.5+d.12) 7,868
Percent Replacement of IA in Redevelopment Projects (d.3÷d.1) x 100:					d.16 95.4 %

2.e PERVIOUS AREAS - PA	Pre-Project Existing PA sq. ft.	Total Post Project PA sq. ft.
Total PA[4]	e.1 256	e.2 636
2.f Total Area (IA + PA)	f.1 (d.14 + e.1) 8,504	f.2 (d.15 + e.2) 8,504

TREATMENT CONTROL SUMMARY TABLE (REGULATORY REQUIRED)

ID AREA	TCM#	TYPE	DRAINAGE AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	FLOW-THROUGH PLANTER AREA REQUIRED (SF)	FLOW-THROUGH PLANTER AREA PROVIDED (SF)
A	1	*THRU CURB DRAIN*	8,504	7,868	636	–	–

376 FIRST STREET

LOS ALTOS, CALIFORNIA

STORMWATER CONTROL PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

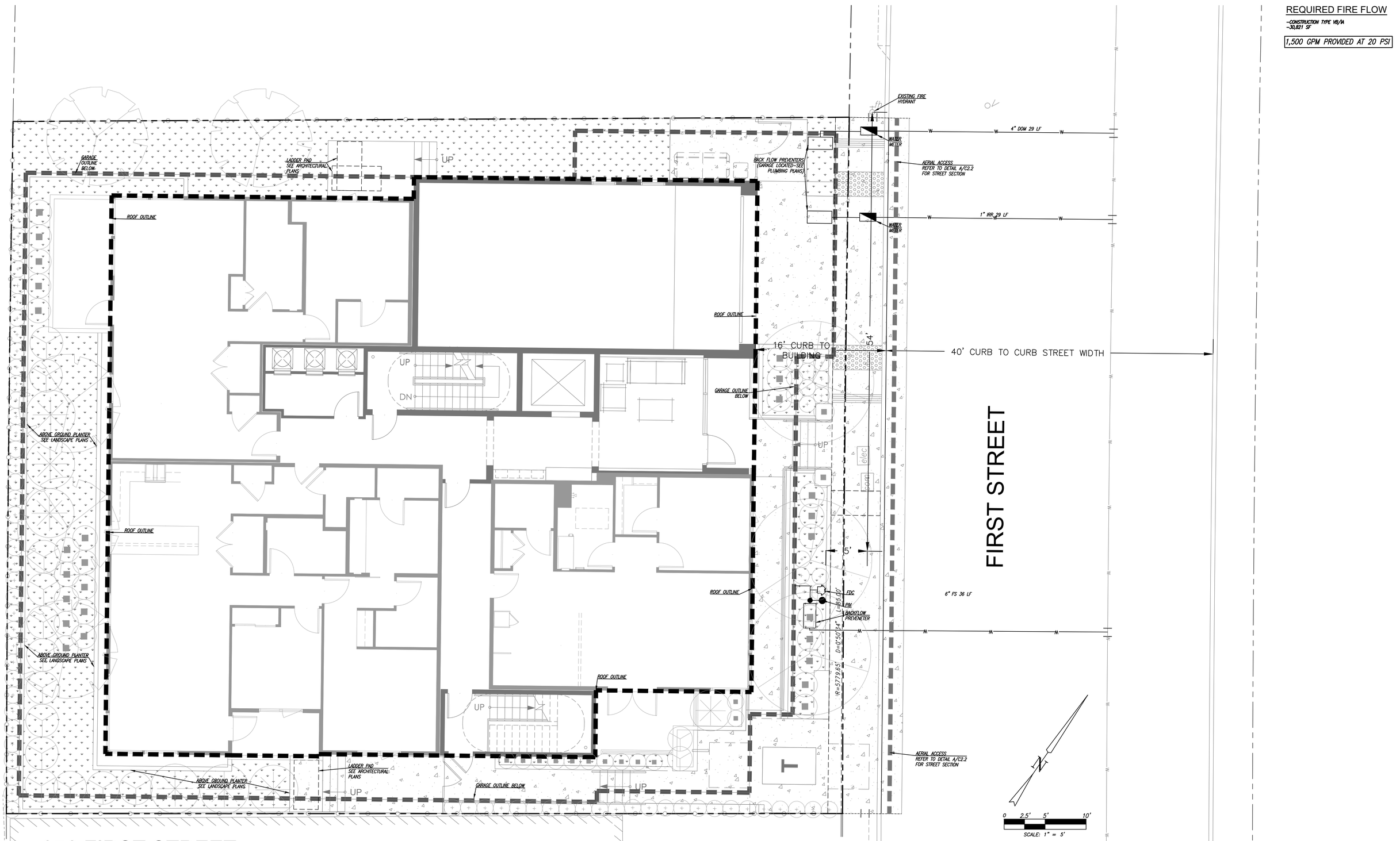
JOB NO. **5154**
DATE **09-10-2021**

C3.0

REQUIRED FIRE FLOW

-CONSTRUCTION TYPE VB/A
-30,821 SF

1,500 GPM PROVIDED AT 20 PSI



376 FIRST STREET

LOS ALTOS, CALIFORNIA

FIRE PROTECTION PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. **5154**
DATE **09-10-2021**

C4.0

Heavy Equipment Operation

Best Management Practices for the Construction Industry

Best Management Practices for the

- Vehicle and equipment operators
- Site supervisors
- General contractors
- Home builders
- Developers

Doing the Job Right

Site Planning and Preventive Vehicle Maintenance

- ☐ Maintain all vehicles and heavy equipment. Inspect frequently for and repair leaks.
- ☐ Perform major maintenance, repair jobs, and vehicle and equipment washing off site where cleanup is easier.
- ☐ If you must drain and replace motor oil, radiator coolant, or other fluids on site, use drip pans or drop cloths to catch drips and spills. Collect all spent fluids, store in separate containers, and properly dispose as hazardous waste (recycle whenever possible).
- ☐ Do not use diesel oil to lubricate equipment, parts, or clean equipment. Use only water for any onsite cleaning.
- ☐ Cover exposed filth wheel hitches and other oily or greasy equipment during rain events.

Storm water Pollution from Heavy Equipment on Construction Sites

Poorly maintained vehicles and heavy equipment that leak fuel, oil, antifreeze or other fluids on the construction site are common sources of storm drain pollution. Prevent spills and leaks by isolating equipment from runoff channels, and by watching for leaks and other maintenance problems. Remove construction equipment from the site as soon as possible.

Spill Cleanup

- ☐ Clean up spills immediately when they happen.
- ☐ Never hose down "dirty" pavement or impermeable surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags) whenever possible and properly dispose of absorbent materials.
- ☐ Sweep up spilled dry materials immediately. Never attempt to "wash them away" with water, or bury them.
- ☐ Use as little water as possible for dust control. Ensure water used doesn't leave silt or discharge to storm drains.
- ☐ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ☐ Report significant spills to the appropriate local spill response agencies immediately.
- ☐ If the spill poses a significant hazard to human health and safety, property or the environment, you must also report it to the State Office of Emergency Services

Roadwork and Paving

Best Management Practices for the Construction Industry

Best Management Practices for the

- Road crews
- Driveway/sidewalk/parking lot construction crews
- Seal coat contractors
- Operators of grading equipment, paving machines, dump trucks, concrete mixers
- Construction inspectors
- General contractors
- Home builders
- Developers

Doing The Job Right

General Business Practices

- ☐ Develop and implement erosion/sediment control plans for roadway embankments.
- ☐ Schedule excavation and grading work during dry weather.
- ☐ Check for and repair leaking equipment.
- ☐ Perform major equipment repairs at designated areas in your maintenance yard, where cleanup is easier. Avoid performing equipment repairs at construction sites.
- ☐ When refueling or when vehicle/equipment maintenance must be done on site, designate a location away from storm drains and creeks.
- ☐ Do not use diesel oil to lubricate equipment parts or clean equipment.
- ☐ Recycle used oil, concrete, broken asphalt, etc. whenever possible, or dispose of properly.

During Construction

- ☐ Avoid paving and seal coating in wet weather, or when rain is forecast, to prevent fresh materials from contacting stormwater runoff.
- ☐ Cover and seal catch basins and manholes when applying seal coat, slurry seal, fog seal, or similar materials.
- ☐ Protect drainage ways by using earth dikes, sand bags, or other controls to divert or trap and filter runoff.

Storm Drain Pollution from Roadwork

Road paving, surfacing, and pavement removal happen right in the street, where there are numerous opportunities for asphalt, saw-cut slurry, or excavated material to illegally enter storm drains. Extra planning is required to store and dispose of materials properly and guard against pollution of storm drains, creeks, and the Bay.

- ☐ Never wash excess material from exposed- aggregate concrete or similar treatments into a street or storm drain. Collect and recycle, or dispose to dirt area.
- ☐ Cover stockpiles (asphalt, sand, etc.) and other construction materials with plastic tarps. Protect from rainfall and prevent runoff with temporary roofs or plastic sheets and berms.
- ☐ Park paving machines over drip pans or absorbent material (cloth, rags, etc.) to catch drips when not in use.
- ☐ Clean up all spills and leaks using "dry" methods (with absorbent materials and/or rags), or dig up, remove, and properly dispose of contaminated soil.
- ☐ Collect and recycle or appropriately dispose of excess abrasive gravel or sand.
- ☐ Avoid over application by water trucks for dust control.

Asphalt/Concrete Removal

- ☐ Avoid creating excess dust when breaking asphalt or concrete.
- ☐ After breaking up old pavement, be sure to remove all chunks and pieces. Make sure broken pavement does not come in contact with rainfall or runoff.
- ☐ When making saw cuts, use as little water as possible. Shovel or vacuum saw-cut slurry and remove from the site. Cover or protect storm drain inlets during saw-cutting. Sweep up, and properly dispose of, all residues.
- ☐ Sweep, never hose down streets to clean up tracked dirt. Use a street sweeper or vacuum truck. Do not dump vacuumed liquid in storm drains.

Fresh Concrete and Mortar Application

Best Management Practices for the Construction Industry

Best Management Practices for the

- Masons and bricklayers
- Sidewalk construction crews
- Patio construction workers
- Construction inspectors
- General contractors
- Home builders
- Developers
- Concrete delivery/pumping workers

Doing The Job Right

General Business Practices

- ☐ Wash out concrete mixers only in designated wash-out areas in your yard, away from storm drains and waterways, where the water will flow into a temporary waste pit in a dirt area. Let water percolate through soil and dispose of settled, hardened concrete as garbage. Whenever possible, recycle washout by pumping back into mixers for reuse.
- ☐ Wash out chutes onto dirt areas at site that do not flow to streets or drains.
- ☐ Always store both dry and wet materials under cover, protected from rainfall and runoff and away from storm drains or waterways. Protect dry materials from wind.
- ☐ Secure bags of cement after they are open. Be sure to keep wind-blown cement powder away from streets, gutters, storm drains, rainfall, and runoff.
- ☐ Do not use diesel fuel as a lubricant on concrete forms, tools, or trailers.

Storm Drain Pollution from Fresh Concrete and Mortar Applications

Fresh concrete and cement-related mortars that wash into lakes, streams, or estuaries are toxic to fish and the aquatic environment. Disposing of these materials to the storm drains or creeks can stock storm drains, causes serious problems, and is prohibited by law.

During Construction

- ☐ Don't mix up more fresh concrete or cement than you will use in a two-hour period.
- ☐ Set up and operate small mixers on tarps or heavy plastic drop cloths.
- ☐ When cleaning up after driveway or sidewalk construction, wash fines onto dirt areas, not down the driveway or into the street or storm drain.
- ☐ Protect applications of fresh concrete and mortar from rainfall and runoff until the material has dried.
- ☐ Wash down exposed aggregate concrete only when the wash water can (1) flow onto a dirt area; (2) drain onto a bermed surface from which it can be pumped and disposed of properly; or (3) be vacuumed from a catchment created by blocking a storm drain inlet. If necessary, divert runoff with temporary berms. Make sure runoff does not reach gutters or storm drains.
- ☐ When breaking up pavement, be sure to pick up all the pieces and dispose of properly. Recycle large chunks of broken concrete at a landfill.
- ☐ Never bury waste material. Dispose of small amounts of excess dry concrete, grout, and mortar in the trash.
- ☐ Never dispose of washout into the street, storm drains, drainage ditches, or streams.

Preventing Pollution: It's Up to Us

In the Santa Clara Valley, storm drains transport water directly to local creeks and San Francisco Bay without treatment. Storm water pollution is a serious problem for wildlife dependent on our waterways and for the people who live near polluted streams or bay lands. Some common sources of this pollution include spilled oil, fuel, and fluids from vehicles and heavy equipment; construction debris; sediment created by erosion; landscaping runoff containing pesticides or weed killers; and materials such as used motor oil, antifreeze, and paint products that people pour or spill into a street or storm drain.

Thirteen valley municipalities have joined together with Santa Clara County and the Santa Clara Valley Water District to educate local residents and businesses and fight storm water pollution. TO comply with this program, contractors most comply with the practices described this drawing sheet.

Spill Response Agencies

DIAL 9-1-1

State Office of Emergency Services Warning Center (24 hours): **800-852-7550**

Santa Clara County Environmental Health Services: (408) 299-6930

Local Pollution Control Agencies

County of Santa Clara Pollution Prevention Program: (408) 441-1195

County of Santa Clara Integrated Waste Management Program: (408) 441-1198

County of Santa Clara District Attorney Environmental Crimes Hotline: (408) 299-TIPS

Santa Clara County Recycling Hotline: 1-800-533-8414

Santa Clara Valley Water District: (408) 265-2600

Santa Clara Valley Water District Pollution Hotline: 1-888-510-5151

Regional Water Quality Control Board San Francisco Bay Region: (510) 622-2300

Palo Alto Regional Water Quality Control Plant: (650) 329-2598
Serving East Palo Alto Sanitary District, Los Altos, Los Altos Hills, Mountain View, Palo Alto, Stanford

City of Los Altos

Building Department: (650) 947-2752

Engineering Department: (650) 947-2780

Landscaping, Gardening, and Pool Maintenance

Best Management Practices for the Construction Industry

Best Management Practices for the

- Landscapers
- Gardeners
- Swimming pool/spa service and repair workers
- General contractors
- Home builders
- Developers
- Homeowners

Doing The Right Job

General Business Practices

- ☐ Protect stockpiles and landscaping materials from wind and rain by storing them under tarps or secured plastic sheeting.
- ☐ Store pesticides, fertilizers, and other chemicals indoors or in a shed or storage cabinet.
- ☐ Schedule grading and excavation projects during dry weather.
- ☐ Use temporary check dams or ditches to divert runoff away from storm drains.
- ☐ Protect storm drains with sandbags or other sediment controls.
- ☐ Re-vegetation is an excellent form of erosion control for any site.

Landscaping/Garden Maintenance

- ☐ Use pesticides sparingly according to instructions on the label. Rinse empty containers, and use rinse water as product. Dispose of rinsed, empty containers in the trash. Dispose of unused pesticides as hazardous waste.
- ☐ Collect lawn and garden clippings, pruning waste, and tree trimmings. Chip if necessary and compost.
- ☐ In communities with curbside pick-up of yard waste, place clippings and pruning waste at the curb in approved bags or containers. Or, take to a landfill that composts yard waste. No curbside pickup of yard waste is available for commercial properties.

Storm Drain Pollution From Landscaping and Swimming Pool Maintenance

Many landscaping activities expose soils and increase the likelihood that earth and garden chemicals will run off into the storm drains during irrigation or when it rains. Swimming pool water containing chlorine and copper-based algaecides should never be discharged to storm drains. These chemicals are toxic to aquatic life.

- ☐ Do not blow or rake leaves, etc. into the street, or place yard waste in gutters or on dirt shoulders, unless you are piling them for recycling (allowed by San Jose and unincorporated County only). Sweep up any leaves, litter or residue in gutters or on street.
- ☐ In San Jose, leave yard waste for curbside recycling pickup in piles in the street. 18 inches from the curb and completely out of the flow line to any storm drain.

Pool/Fountain/Spa Maintenance

Draining Pools Or Spas

When it's time to drain a pool, spa, or fountain, please be sure to call your local wastewater treatment plant before you start for further guidance on flow rate restrictions, backflow prevention, and handling special cleaning waste (such as acid washs). Discharge flows shall not exceed 132 gallon per minute.

- ☐ Never discharge pool or spa water to a street or storm drain; discharge to a sanitary sewer cleanout.
- ☐ If possible, when emptying a pool or spa, let chlorine dissipate for a few days and then recycle/reuse water by draining it gradually onto a landscaped area.
- ☐ Do not use copper-based algaecides. Control algae with chlorine or other alternatives, such as sodium bromide.

Filter Cleaning

- ☐ Never clean a filter in the street or near a storm drain. Rinse cartridge and diatomaceous earth filters onto a dirt area, and spade filter residue into soil. Dispose of spent diatomaceous earth in the garbage.
- ☐ If there is no suitable dirt area, call your local wastewater treatment plant for instructions on discharging filter backwash or rinse water to the sanitary sewer.

Painting and Application of Solvents and Adhesives

Best Management Practices for the Construction Industry

Best Management Practices for the

- Homeowners
- Painters
- Paperhangers
- Plasterers
- Graphic artists
- Dry wall crews
- Floor covering installers
- General contractors
- Home builders
- Developers

Doing The Job Right

Handling Paint Products

- ☐ **Keep all liquid paint products and wastes away from the gutter, street, and storm drains.** Liquid residues from paints, thinners, solvents, glues, and cleaning fluids are hazardous wastes and must be disposed of at a hazardous waste collection facility (contact your local stormwater program listed on the back of this brochure).
- ☐ When thoroughly dry, empty paint cans, used brushes, rags, and latex cloths may be disposed of as garbage in a sanitary landfill. Empty, dry paint cans also may be recycled as metal.
- ☐ Wash water from painted buildings constructed before 1978 can contain high amounts of lead, even if paint chips are not present. Before you begin stripping paint or cleaning pre-1978 building exteriors with water under high pressure, test paint for lead by taking paint scrapings to a local laboratory. See Yellow Pages for a state-certified laboratory.
- ☐ If there is loose paint on the building, or if the paint tests positive for lead, block storm drains. Check with the wastewater treatment plant to determine whether you may discharge water to the sanitary sewer, or if you must send it offsite for disposal as hazardous waste.

Storm Drain Pollution from Paints, Solvents, and Adhesives

All paints, solvents, and adhesives contain chemicals that are harmful to wildlife in local creeks, San Francisco Bay, and the Pacific Ocean. Toxic chemicals may come from liquid or solid products or from cleaning residues or rags. Paint material and wastes, adhesives and cleaning fluids should be recycled when possible, or disposed of properly to prevent these materials from flowing into storm drains and watercourses.

Painting Cleanup

- ☐ **Never clean brushes or rinse paint containers into a street, gutter, storm drain, French drain, or stream.**
- ☐ For **water-based paints**, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ☐ For **oil-based paints**, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids and residue as hazardous waste.

Paint Removal

- ☐ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ☐ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury or tributyl tin must be disposed of as hazardous wastes. Lead based paint removal requires a state-certified contractor.
- ☐ When stripping or cleaning building exteriors with high-pressure water, block storm drains. Direct wash water onto a dirt area and spade into soil. Or, check with the local wastewater treatment authority to find out if you can collect (mop or vacuum) building cleaning water and dispose to the sanitary sewer. Sampling of the water may be required to assist the wastewater treatment authority in making its decision.

Recycle/Reuse Leftover Paints Whenever Possible

- ☐ Recycle or donate excess **water-based (latex) paint**, or return to supplier.
- ☐ Reuse leftover **oil-based paint**. Dispose of non-recyclable thinners, sludge and unwanted paint, as hazardous waste.
- ☐ Unopened cans of paint may be able to be returned to the paint vendor. Check with the vendor regarding its "buy-back" policy.

Los Altos Municipal Code Requirements

Los Altos Municipal Code Chapter 10.08.390 Non-storm water discharges

A. Unlawful discharges. It shall be unlawful to discharge any domestic waste or industrial waste into storm drains, gutters, creeks, or San Francisco Bay. Unlawful discharges to storm drains shall include, but not be limited to, discharge from toilets; sinks; industrial processes; cooling systems; boilers; fabric cleaning; equipment cleaning; vehicle cleaning; construction activities, including, but not limited to, painting, paving, concrete placement, saw cutting and grading; swimming pools; spas; and fountains, unless specifically permitted by a discharge permit or unless exempted pursuant to guidelines published by the superintendent.

B. Threatened discharges. It shall be unlawful to cause hazardous materials, domestic waste, or industrial waste to be deposited in such a manner or location as to constitute a threatened discharge into storm drains, gutters, creeks or San Francisco Bay. A "threatened discharge" is a condition creating a substantial probability of harm, when the probability and potential extent of harm make it reasonably necessary to take immediate action to prevent, reduce or mitigate damages to persons, property or natural resources. Domestic or industrial wastes that are no longer contained in a pipe, tank or other container are considered to be threatened discharges unless they are actively being cleaned up.

Los Altos Municipal Code Section 10.08.430 Requirements for construction operations.

A. A spill response plan for hazardous waste, hazardous materials and uncontained construction materials shall be prepared and available at the construction sites for all projects where the proposed construction site is equal to or greater than one acre of disturbed soil and for any other projects for which the city engineer determines is necessary to protect surface waters. Preparation of the plan shall be in accordance with guidelines published by the city engineer.

B. A storm water pollution prevention plan shall be prepared and available at the construction sites for all projects greater than one acre of disturbed soil and for any other projects for which the city engineer determines that a storm water management plan is necessary to protect surface waters. Preparation of the plan shall be in accordance with guidelines published by the city engineer.

C. Prior approval shall be obtained from the city engineer or designee to discharge water pumped from construction sites to the storm drain. The city engineer or designee may require gravity settling and filtration upon a determination that either or both would improve the water quality of the discharge. Contaminated groundwater or water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain. Such water may be discharged to the sewer, provided that the requirements of Section 10.08.240 are met and the approval of the superintendent is obtained prior to discharge.

D. No cleanup of construction debris from the streets shall result in the discharge of water to the storm drain system; nor shall any construction debris be deposited or allowed to be deposited in the storm drain system. (Prior code § 5-5.643)

Criminal and judicial penalties can be assessed for non-compliance.

General Construction And Site Supervision

Best Management Practices For Construction

Best Management Practices for the

- General contractors
- Site supervisors
- Inspectors
- Home builders
- Developers

Storm Drain Pollution from Construction Activities

Construction sites are common sources of storm water pollution. Materials and wastes that blow or wash into a storm drain, gutter, or street have a direct impact on local creeks and the Bay.

As a contractor, or site supervisor, owner or operator of a site, you may be responsible for any environmental damage caused by your subcontractors or employees.

Doing The Job Right

General Principals

- ☐ Keep an orderly site and ensure good housekeeping practices are used.
- ☐ Maintain equipment properly.
- ☐ Cover materials when they are not in use.
- ☐ Keep materials away from streets, storm drains and drainage channels.
- ☐ Ensure dust control water doesn't leave site or discharge to storm drains.

Advance Planning To Prevent Pollution

- ☐ Schedule excavation and grading activities for dry weather periods. To reduce soil erosion, plant temporary vegetation or place other erosion controls before rain begins. Use the *Erosion and Sediment Control Manual*, available from the Regional Water Quality Control Board as a reference.
- ☐ Control the amount of runoff crossing your site (especially during excavation) by using berms or temporary or permanent drainage ditches to divert water flow around the site. Reduce storm water runoff velocities by constructing temporary check dams or berms where appropriate.
- ☐ Train your employees and subcontractors. Make these best management practices available to everyone who works on the construction site. Inform subcontractors about the storm water requirements and their own responsibilities.

Good Housekeeping Practices

- ☐ Designate one area of the site for auto parking, vehicle refueling, and routine equipment maintenance. The designated area should be well away from streams or storm drain inlets, bermed if necessary. Make major repairs off site.
- ☐ Keep materials out of the rain – prevent runoff contamination at the source. Cover exposed piles of soil or construction materials with plastic sheeting or temporary roofs. Before it rains, sweep and remove materials from surfaces that drain to storm drains, creeks, or channels.
- ☐ Keep pollutants off exposed surfaces. Place trashcans and recycling receptacles around the site to minimize litter.
- ☐ Clean up leaks, drips and other spills immediately so they do not contaminate soil or groundwater or leave residue on paved surfaces. Use dry cleanup methods whenever possible. If you must use water, use just enough to keep the dust down.
- ☐ Cover and maintain dumpsters. Check frequently for leaks. Place dumpsters under roofs or cover with tarps or plastic sheeting secured around the outside of the dumpster. Never clean out a dumpster by hosing it down on the construction site.
- ☐ Set portable toilets away from storm drains. Make sure portable toilets are in good working order. Check frequently for leaks.

Materials/Waste Handling

- ☐ Practice Source Reduction -- minimize waste when you order materials. Order only the amount you need to finish the job.
- ☐ Use recyclable materials whenever possible. Arrange for pick-up of recyclable materials such as concrete, asphalt, scrap metal, solvents, degreasers, cleared vegetation, paper, rock, and vehicle maintenance materials such as used oil, antifreeze, batteries, and tires.
- ☐ Dispose of all wastes properly. Many construction materials and wastes, including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and cleared vegetation can be recycled. Materials that cannot be recycled must be taken to an appropriate landfill or disposed of as hazardous waste. Never bury waste materials or leave them in the street or near a creek or stream bed.

Permits

- ☐ In addition to local building permits, you will need to obtain coverage under the State's General Construction Activity Storm water Permit if your construction site disturbs one acre or more. Obtain information from the Regional Water Quality Control Board.

Earth-Moving And Dewatering Activities

Best Management Practices for the Construction Industry

Best Management Practices for the

- Bulldozer, back hoe, and grading machine operators
- Dump truck drivers
- Site supervisors
- General contractors
- Home builders
- Developers

Doing The Job Right

General Business Practices

- ☐ Schedule excavation and grading work during dry weather.
- ☐ Perform major equipment repairs away from the job site.
- ☐ When refueling or vehicle/equipment maintenance must be done on site, designate a location away from storm drains.
- ☐ Do not use diesel oil to lubricate equipment parts or clean equipment.

Practices During Construction

- ☐ Remove existing vegetation only when absolutely necessary. Plant temporary vegetation for erosion control on slopes or where construction is not immediately planned.
- ☐ Protect down slope drainage courses, streams, and storm drains with wattles, or temporary drainage swales. Use check dams or ditches to divert runoff around excavations. Refer to the Regional Water Quality Control Board's *Erosion and Sediment Control Field Manual* for proper erosion and sediment control measures.

Storm Drain Pollution from Earth-Moving Activities and Dewatering

Soil excavation and grading operations loosen large amounts of soil that can flow or blow into storm drains when handled improperly. Sediments in runoff can clog storm drains, smother aquatic life, and destroy habitats in creeks and the Bay. Effective erosion control practices reduce the amount of runoff crossing a site and slow the flow with check dams or roughened ground surfaces.

Contaminated groundwater is a common problem in the Santa Clara Valley. Depending on soil types and site history, groundwater pumped from construction sites may be contaminated with toxics (such as oil or solvents) or laden with sediments. Any of these pollutants can harm wildlife in creeks or the Bay, or interfere with wastewater treatment plant operation.

Discharging sediment-laden water from a dewatering site into any water of the state without treatment is prohibited.

- ☐ Cover stockpiles and excavated soil with secured tarps or plastic sheeting.

Dewatering Operations

1. Check for Toxic Pollutants

- ☐ Check for odors, discoloration, or an oily sheen on groundwater.
- ☐ Call your local wastewater treatment agency and ask whether the groundwater must be tested.
- ☐ If contamination is suspected, have the water tested by a certified laboratory.
- ☐ Depending on the test results, you may be allowed to discharge pumped groundwater to the storm drain (if no sediments present) or sanitary sewer, OR, you may be required to collect and haul pumped groundwater offsite for treatment and disposal at an appropriate treatment facility.

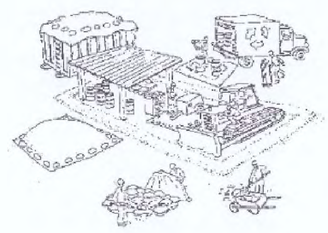
2. Check for Sediment Levels

- ☐ If the water is clear, the pumping time is less than 24 hours, and the flow rate is less than 20 gallons per minute, you may pump water to the street or storm drain.
- ☐ If the pumping time is more than 24 hours and the flow rate greater than 20 gpm, call your local wastewater treatment plant for guidance.
- ☐ If the water is not clear, solids must be filtered or settled out by pumping to a settling tank prior to discharge. Options for filtering include:
  - Pumping through a perforated pipe sunk part way into a small pit filled with gravel.
  - Pumping from a bucket placed below water level using a submersible pump.
  - Pumping through a filtering device such as a swimming pool filter or filter fabric wrapped around end of suction pipe.
- ☐ When discharging to a storm drain, protect the inlet using a barrier of burlap bags filled with drain rock, or cover inlet with filter fabric anchored under the grate. OR pump water through a grassy swale prior to discharge.

Blueprint for a Clean Bay

Remember: The property owner and the contractor share ultimate responsibility for the activities that occur on a construction site. You may be held responsible for any environmental damage caused by your subcontractors or employees.

Best Management Practices for the Construction Industry



Santa Clara Urban Runoff Pollution Prevention Program

DESIGNED BY: LARRY LIND	APPROVED BY:	CITY OF LOS ALTOS	DATE: OCTOBER, 2003
DRAWN BY: VICTOR CHEN	CITY ENGINEER	48056 R.C.E.	SCALE: N.T.S.
CHECKED BY: JIM GUSTAFSON	SHEET OF SHEETS		DRAWING NO:

376 FIRST STREET

LOS ALTOS, CALIFORNIA

BLUEPRINT FOR A CLEAN BAY

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. 5154
DATE 09-10-2021

C5.0

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP WAS THE MONUMENTED SOUTHERLY LINE OF LOT 2 OF THAT MAP FILED IN BOOK 108 OF MAPS, AT PAGE 8, SANTA CLARA COUNTY RECORDS. THE BEARING OF SAID SOUTHERLY LINE, SOUTH 53°37'46" WEST, AND AS SHOWN ON THAT CORNER RECORD, CR 2029

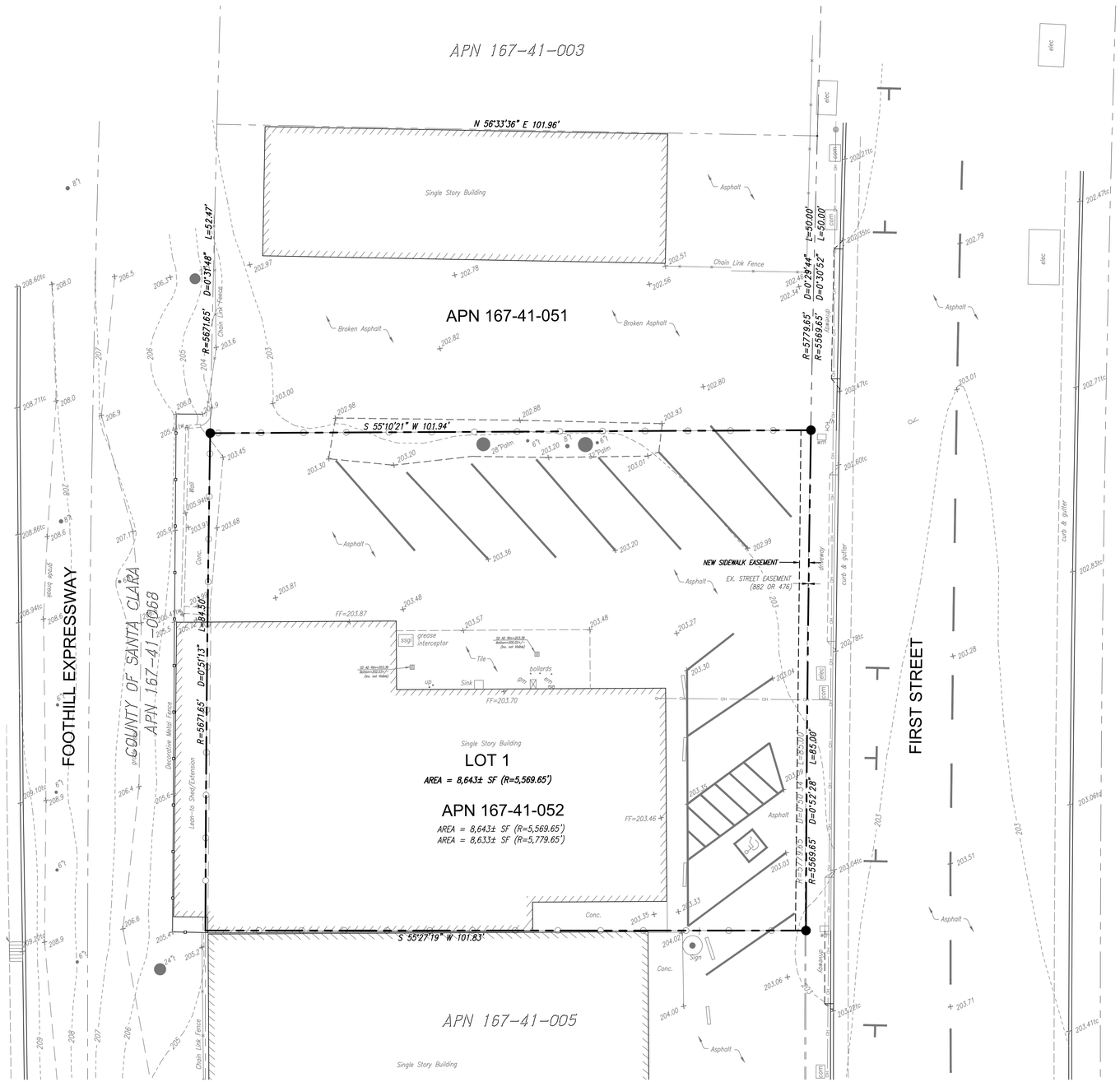
BENCHMARK

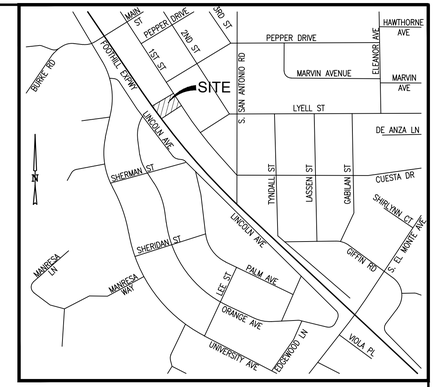
VERTICAL DATUM BASED UPON CITY OF LOS ALTOS BENCHMARK #18, A BRASS DISC IN THE SOUTHWEST CURB RETURN AT THE INTERSECTION FIRST STREET AND MAIN STREET. ELEVATION TAKEN AS 197.45.

GENERAL NOTES:

1.	OWNER/SUBDIVIDER:	JAN UNLU 376 FIRST STREET LOS ALTOS, CA
2.	CIVIL ENGINEER / LAND SURVEYOR:	KEVIN R. WEISS, R.C.E. 47967, P.L.S. 007139 DANIEL J. EDWARDS, R.C.E. 69369 JMH WEISS, INC. 1731 TECHNOLOGY DRIVE, SUITE #880 SAN JOSE, CALIFORNIA 95110 (408) 286-4555
3.	ASSESSOR'S PARCEL NUMBERS	167-41-052
4.	EXISTING ZONING:	COMMERCIAL DOWNTOWN / MULTIPLE FAMILY (CD/R3)
5.	PROPOSED ZONING:	NO CHANGE
6.	LAND USE DESIGNATION:	DOWNTOWN COMMERCIAL
7.	SUBDIVIDED AREA:	APPROXIMATELY 0.198 +/- ACRES
8.	EXISTING LOTS:	1 LOT
9.	TOTAL PROPOSED LOTS:	1 LOT FOR RESIDENTIAL CONDOMINIUM PURPOSES
10.	EXISTING LAND USE:	RESTAURANT
11.	PROPOSED LAND USE:	15 RESIDENTIAL UNITS
12.	WATER SYSTEM:	CITY OF LOS ALTOS
13.	STORM DRAIN:	TO BE INSTALLED IN CONFORMANCE WITH STANDARD AND SPECIFICATIONS OF THE CITY OF LOS ALTOS
14.	SANITARY SEWER:	TO BE INSTALLED IN CONFORMANCE WITH STANDARD SPECIFICATIONS OF THE CITY OF LOS ALTOS
15.	GAS AND ELECTRIC:	PACIFIC GAS & ELECTRIC (PG&E)
16.	TELEPHONE:	AT&T
17.	CABLE:	COMCAST
18.	FIRE HYDRANTS:	TO BE INSTALLED TO CONFORM TO LOCATIONS AND STANDARDS OF THE CITY OF LOS ALTOS
19.	NOTES:	1) EASEMENTS, AS NEEDED, TO BE DEDICATED ON THE FINAL MAP OR BY SEPARATE INSTRUMENT 2) SUBJECT TO PROJECT CC&R's TO BE RECORDED
20.	WELL LOCATION NOTE:	PER AMANDA CARRILLO-VELASCO AT THE SANTA CLARA VALLEY WATER DISTRICT, THERE ARE NO WELLS LOCATED ON THIS SITE

TABLE OF CONTENTS





VICINITY MAP
NTS

LEGEND & ABBREVIATIONS

	PROPERTY LINE – SUBJECT PARCEL
	PROPERTY LINE – ADJACENT PARCEL
	MONUMENT LINE/CENTERLINE, AS NOTED
	EASEMENT – EXISTING
	EASEMENT – NEW
	CONCRETE
	CURB & GUTTER
	FENCELINE
●	IRON PIPE, FOUND AS NOTED
○	3/4" IP TO BE SET, LS 7139
◉	CITY MONUMENT, FOUND AS NOTED
×	CUT CROSS, AS NOTED
N 46°51'00" W 359.21'	BEARING AND DISTANCE
com	COMMUNICATIONS BOX
	CATCH BASIN
	DRAIN INLET
elec	ELECTRIC UTILITY BOX
em	ELECTRIC METER
	FIRE HYDRANT
gm	GAS METER
ssgi	SANITARY SEWER GREASE INTERCEPTOR
Ⓢ	SANITARY SEWER MANHOLE
⊤	SIGN
•12"	TREE TRUNK / SIZE
up	UTILITY PIPE
wm	WATER METER
	WATER VALVE

0 5' 10' 20'
SCALE: 1" = 10'

EXISTING BOUNDARY AND TOPOGRAPHY

REVISIONS

#	DATE	DESCRIPTION
1.	01/03/2019	FIRST SUBMITTAL
2.	12/05/2019	SECOND SUBMITTAL
3.	05/29/2020	THIRD SUBMITTAL

VESTING TENTATIVE TRACT MAP

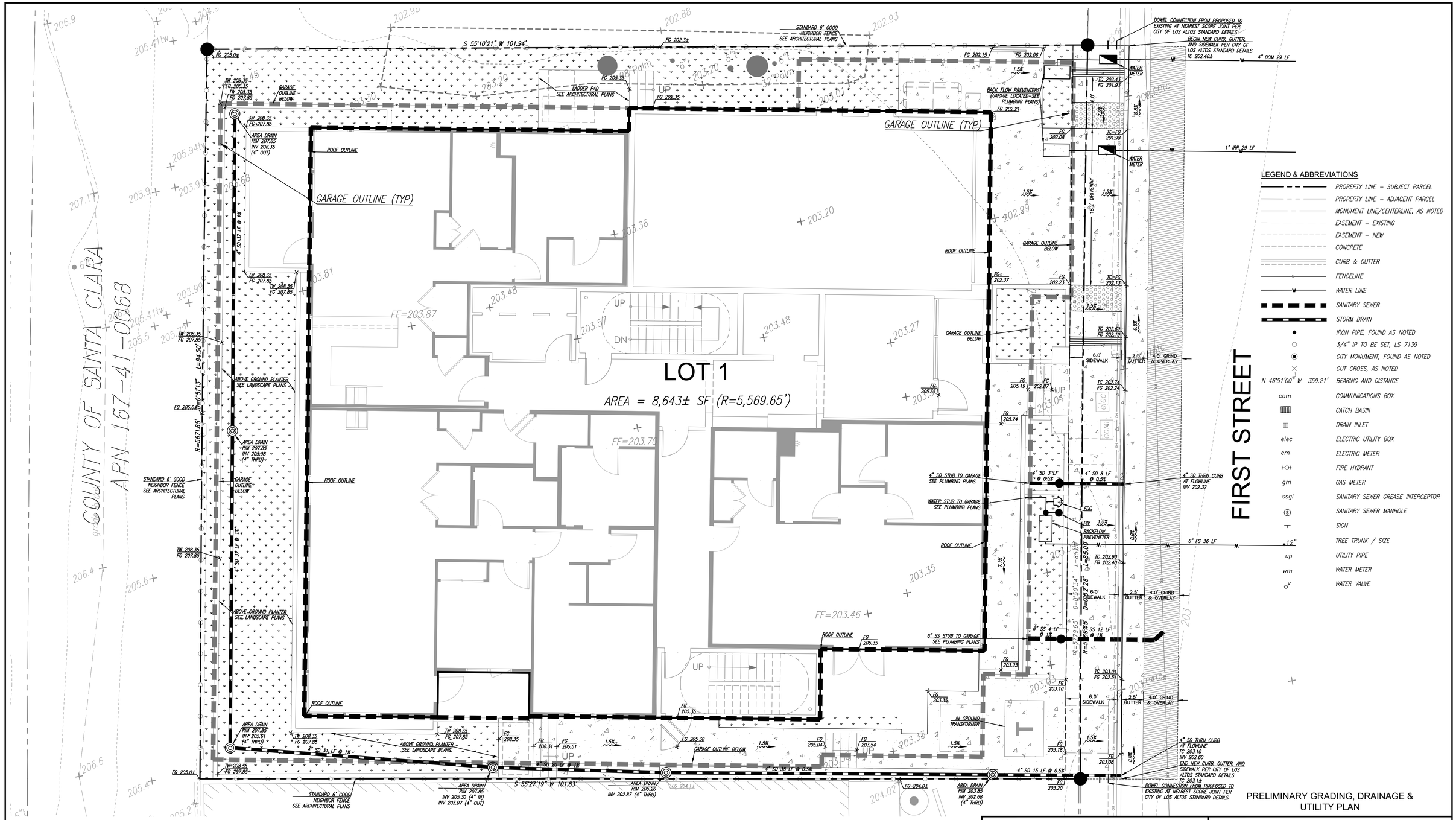
RESIDENTIAL CONDOMINIUM PURPOSES
376 FIRST STREET

LOS ALTOS CALIFORNIA

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Ste #880, San Jose, Ca 95110
Tel(408)286-4555

AS SHOWN	12/14/18	5154	1 OF 2
SCALE	DATE	JOB NO.	

DWG NAME: P:\5154 – 376 First Street – Los Altos\Survey\Maps\Tent Map\5154 – Tent Map.dwg, LAST EDITED: Fri, May 29, 2020 10:42am
USER: cteves, AutoCad V.23.1s (LMS Tech), Microsoft Windows NT Version 10.0 (x64)



PRELIMINARY GRADING, DRAINAGE & UTILITY PLAN

REVISIONS

#	DATE	DESCRIPTION
1	01/03/2019	FIRST SUBMITTAL
2	12/05/2019	SECOND SUBMITTAL
3	05/29/2020	THIRD SUBMITTAL

VESTING TENTATIVE TRACT MAP

RESIDENTIAL CONDOMINIUM PURPOSES
376 FIRST STREET

LOS ALTOS CALIFORNIA

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Ste #880, San Jose, Ca 95110
Tel(408)286-4555

AS SHOWN	12/14/18	5154	2 OF 2
SCALE	DATE	JOB NO.	

DWG NAME: P:\5154 – 376 First Street – Los Altos\Survey\Maps\Tent Map\5154 – Tent Map.dwg, LAST EDITED: Fri, May 29, 2020 11:20am
USER: steves, AutoCad V.23.1s (LMS Tech), Microsoft Windows NT Version 10.0 (x64)

CONSTRUCTION MANAGEMENT PLAN

376 FIRST STREET
LOS ALTOS, CA

LEGEND

PROJECT PROPERTY

TRUCK ROUTE

PRE-CONSTRUCTION MEETING

THE CONTRACTOR AND OWNER SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH CITY STAFF (BUILDING, PLANNING, AND ENGINEERING) AFTER PERMIT ISSUANCE, BUT PRIOR TO START OF WORK, TO REVIEW CONSTRUCTION MANAGEMENT PLAN IMPLEMENTATION.

ACKNOWLEDGEMENT

THE GOAL OF THE CONSTRUCTION MANAGEMENT PLAN IS TO MINIMIZE CONSTRUCTION RELATED IMPACTS TO THE SURROUNDING NEIGHBORHOOD AND ADJACENT PROPERTIES AND THEIR OCCUPANTS. SPECIFICALLY, THE OBJECTIVES OF THIS ARE TO:

- -REDUCE PARKING IMPACTS RELATED TO THE PROPOSED CONSTRUCTION
- -CONTAIN CONSTRUCTION RELATED PARKING TO THE PROJECT SITE AND AREAS APPROVED BY THE CITY
- -REDUCE CONSTRUCTION NOISE IMPACTS TO THE GREATEST EXTENT THAT ARE TECHNICALLY AND ECONOMICALLY FEASIBLE
- -MINIMIZE OFF-SITE DUST AND AIR QUALITY IMPACTS PER BEST MANAGEMENT PRACTICES

IN ORDER TO ACHIEVE THE ABOVE STATED GOAL AND OBJECTIVES, WE AGREE TO, AND WILL ABIDE BY, THE TERMS CONTAINED IN THIS CONSTRUCTION MANAGEMENT PLAN.

OWNER

CONTRACTOR

APPROVALS

ENGINEERING DIVISION

PLANNING DIVISION

BUILDING DIVISION

376 FIRST STREET

LOS ALTOS, CALIFORNIA

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. **5154**
DATE **09-10-2021**

CM-1

TEMPORARY CONSTRUCTION FENCE
DEVELOPER/CONTRACTOR TO OBTAIN ENCROACHMENT PERMIT OR OTHER NECESSARY APPROVAL FROM THE CITY OF LOS ALTOS BEFORE ERECTING TEMPORARY CONSTRUCTION FENCE

FIRST STREET

GARAGE OUTLINE BELOW

ROOF OUTLINE

ABOVE GROUND PLANTER SEE LANDSCAPE PLANS

UP

DN

TEMPORARY CONSTRUCTION FENCE
DEVELOPER/CONTRACTOR TO OBTAIN ENCROACHMENT PERMIT OR OTHER NECESSARY APPROVAL FROM THE CITY OF LOS ALTOS BEFORE ERECTING TEMPORARY CONSTRUCTION FENCE

0 2.5' 5' 10'

SCALE: 1" = 5'

376 FIRST STREET

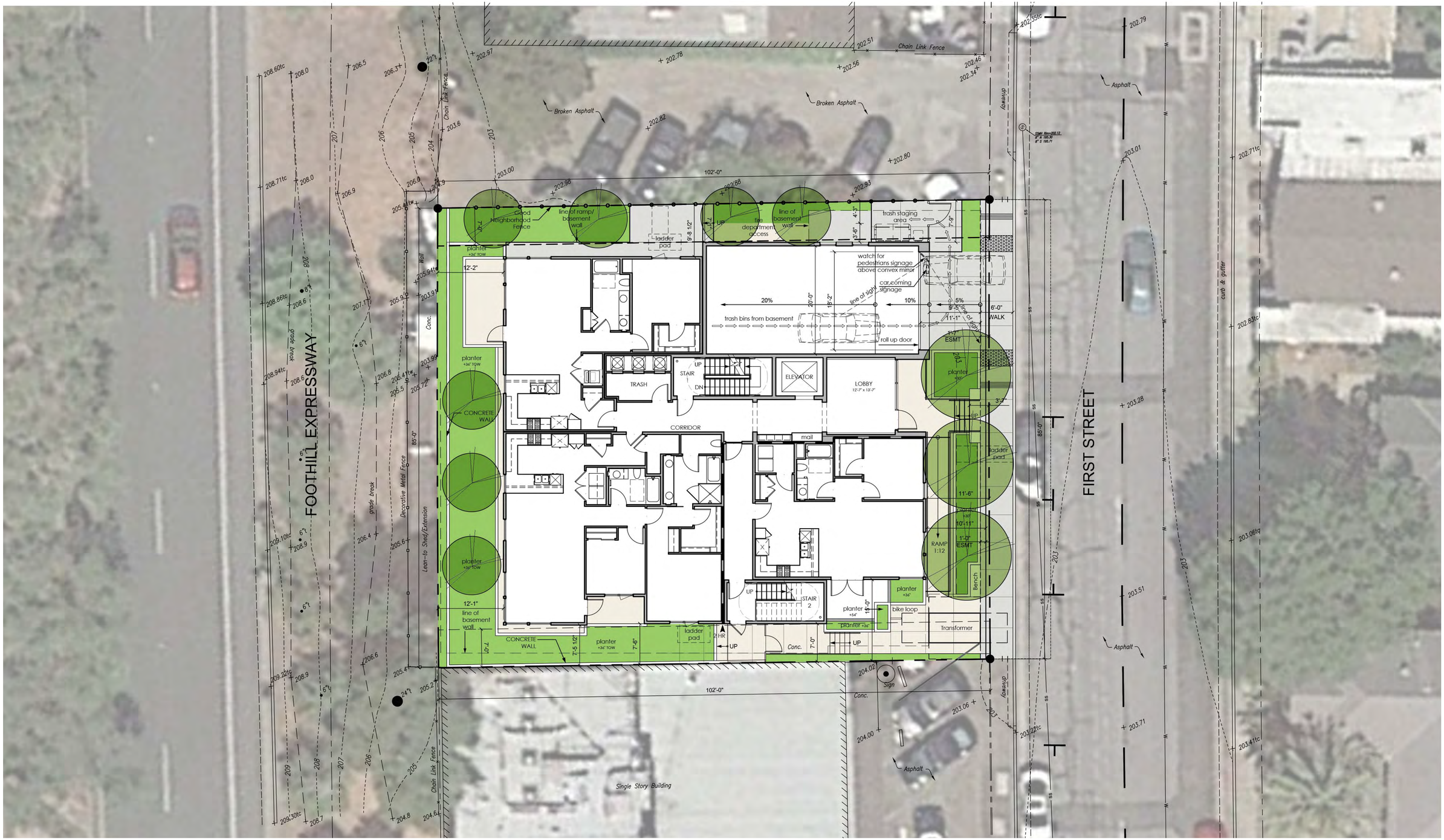
LOS ALTOS, CALIFORNIA

CONSTRUCTION MANAGEMENT PLAN

JMH WEISS, INC.
Civil Engineering ~ Surveying ~ Land Planning
1731 Technology Drive, Suite 880
San Jose, CA 95110
(408) 286-4555 FAX:(408) 286-4558
www.jmhweiss.com

JOB NO. **5154**
DATE **09-10-2021**

CM-2



376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 8 16 32

SITE PLAN

DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

N

A.1

KEY ARIAL MAP (NTS)

1 - SOUTH EAST CORNER OF THE SITE

2 - NORTH EAST CORNER OF SITE

3- EXISTING NORTH EAST PARKING IN THE SITE

4 - TOWARDS NORTH OF FIRST STREET

5 - OVERLOOKING FROM THE SITE TOWARDS EAST

6 - TOWARDS SOUTH OF FIRST STREET

7 - FROM THE EXPRESSWAY - NORTH WEST

376 FIRST STREET

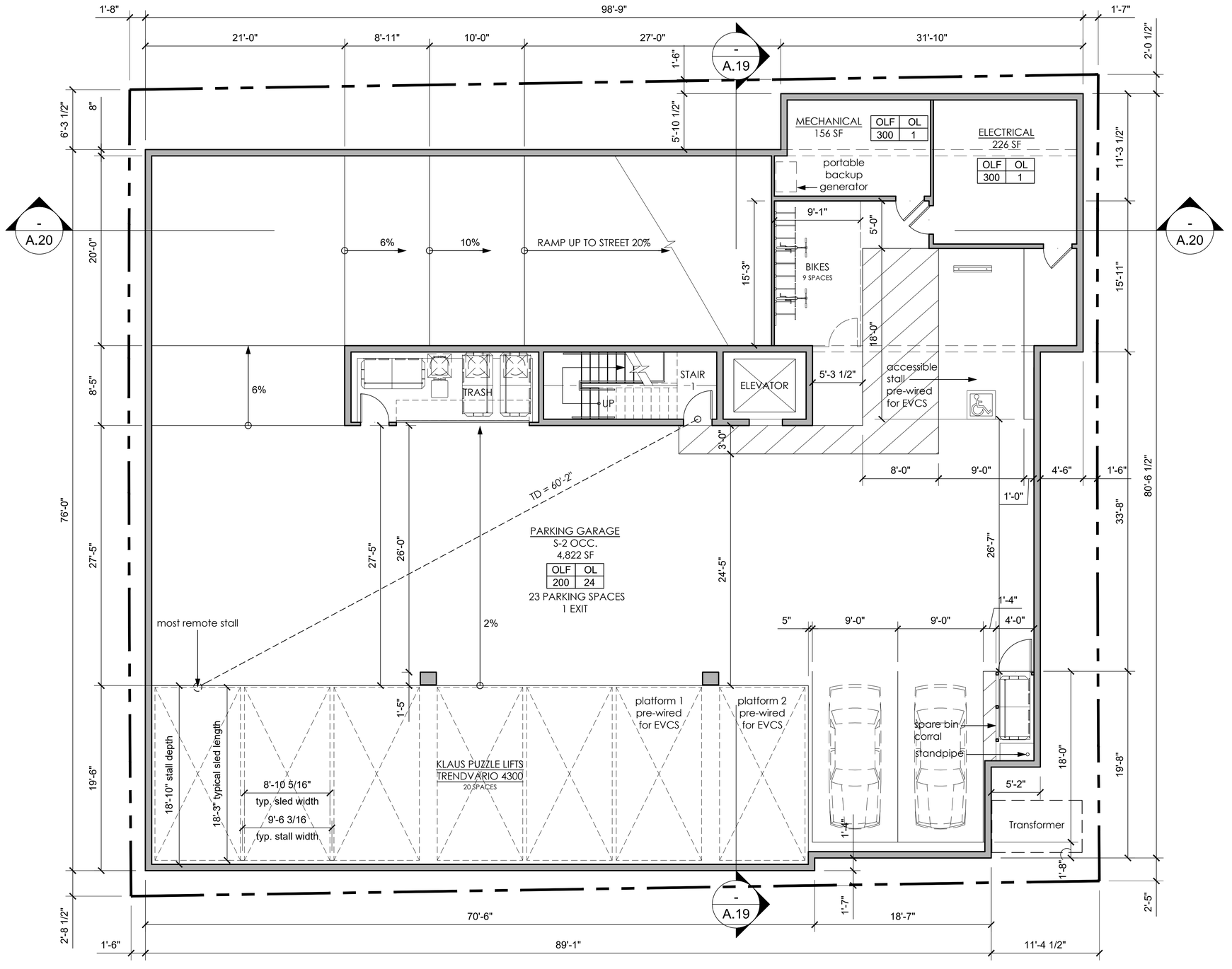
LOS ALTOS, CALIFORNIA

EXISTING SITE CONDITION

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

JOB NO. 1493.001
DATE 09-09-21

A.2



376 FIRST STREET

LOS ALTOS, CALIFORNIA

BASEMENT LEVEL PLAN

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

0 4 8 16

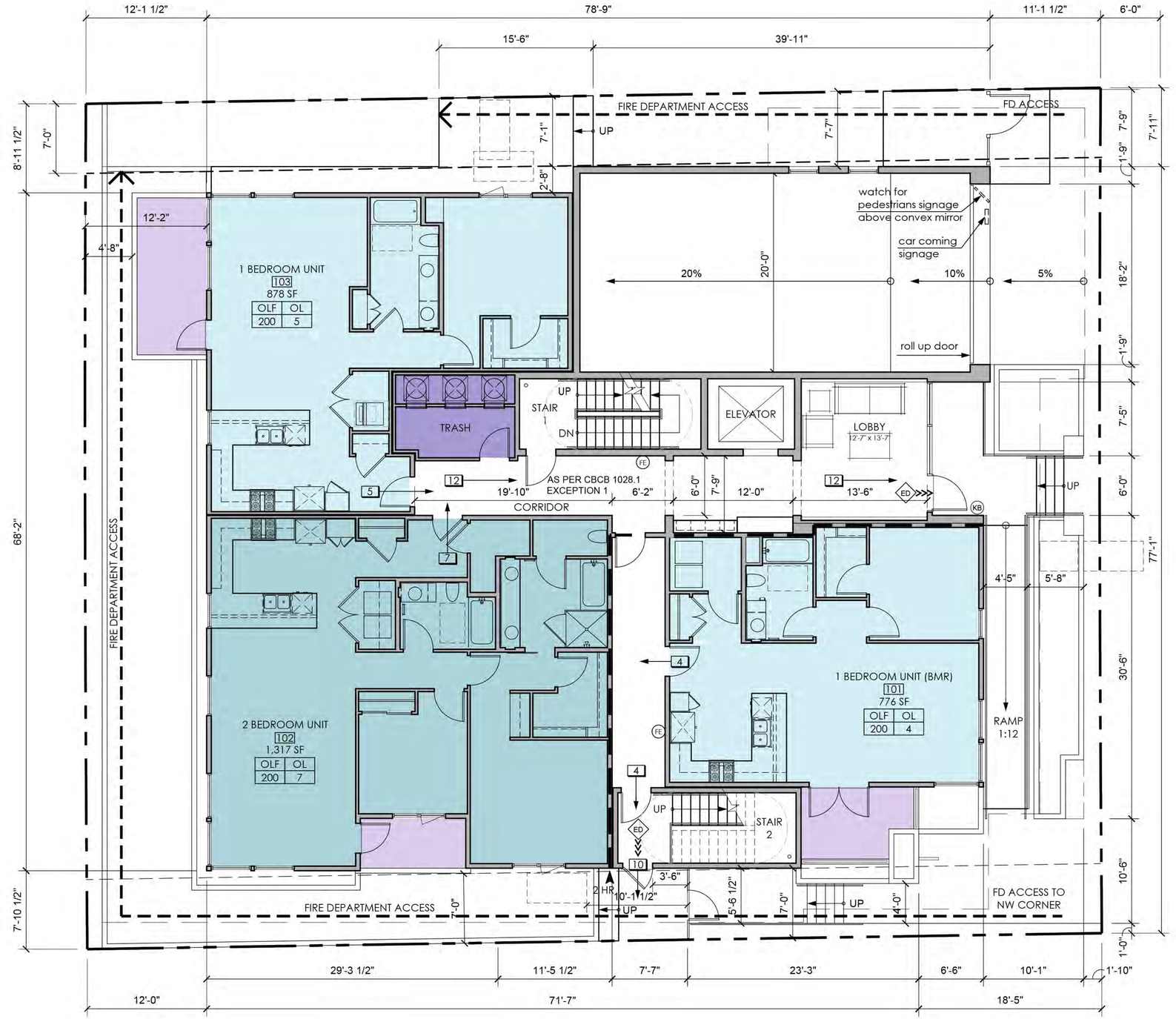
DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

N

A.3



CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OL # — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS ____ PERSONS." # SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEY/KNOX BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

FIRE ACCESS LEGEND

3'-0" X 6'-0" S.C.C.F.D. LADDER ACCESS PAD

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 | OL 25 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD 228' | 1/3 XX'76' — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 76' | DE 123' — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1138A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
S-2	100 FT. MAX
R-2	125 FT. MAX

- TD XX' — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2:

OCCUPANCY	W/SPRINKLER SYS.
S-2	400 FT MAX.
R-2	250 FT MAX.

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

GROUND LEVEL PLAN

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

0 4 8 16

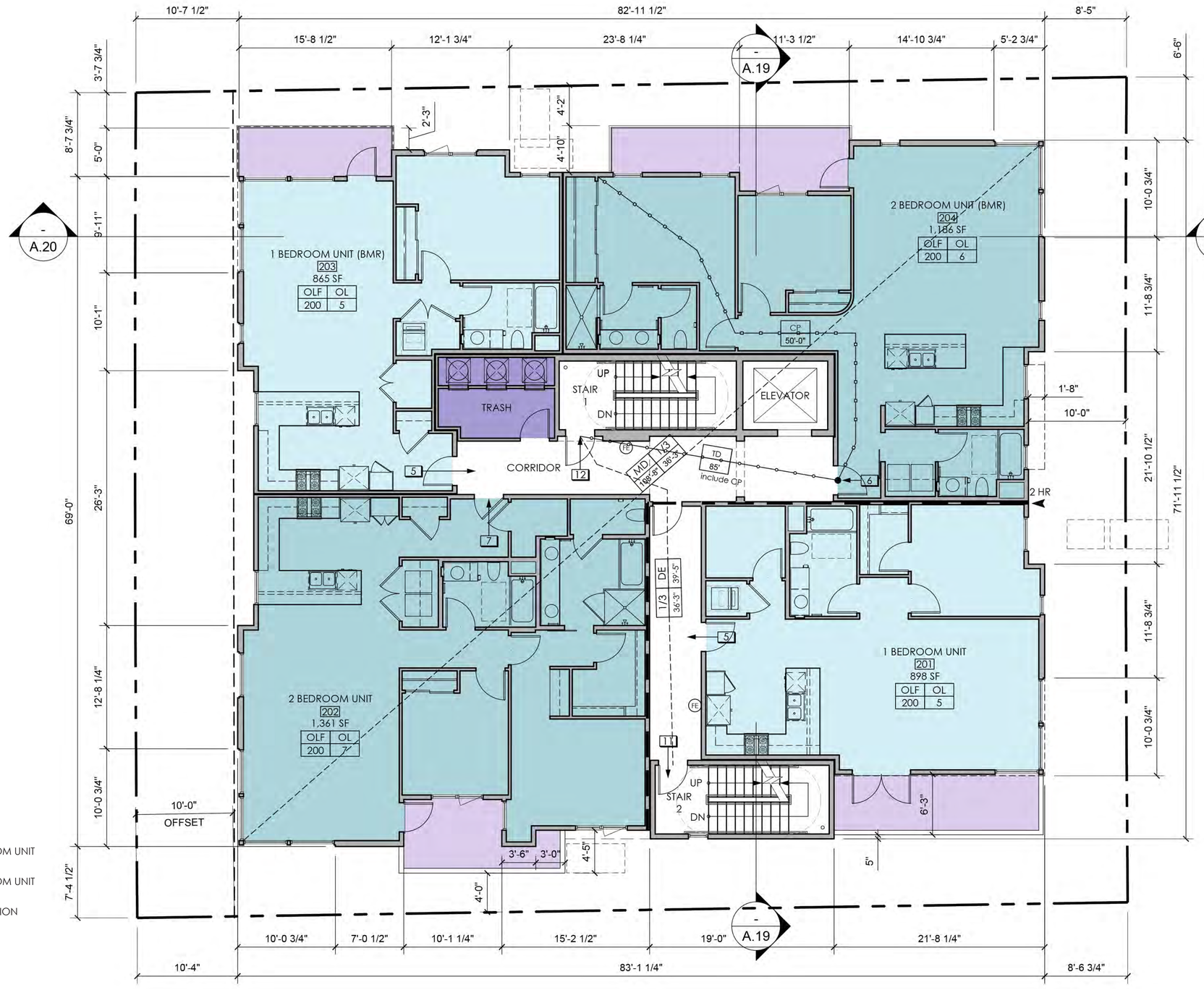
DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

N

A.4



CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OL # — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS ____ PERSONS." # SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEY/KNOX BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

FIRE ACCESS LEGEND

3'-0" X 6'-0" S.C.C.F.D. LADDER ACCESS PAD

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 / OL 25 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD 228' / 1/3 XX'76" — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 76' / DE 123' — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1138A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
S-2	100 FT. MAX
R-2	125 FT. MAX

- TD XX' — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2:

OCCUPANCY	W/SPRINKLER SYS.
S-2	400 FT MAX.
R-2	250 FT MAX.

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

SECOND LEVEL PLAN

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

0 4 8 16

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

N

A.5

CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OL # — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS ____ PERSONS." # SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEY/KNOX BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

FIRE ACCESS LEGEND

3'-0" X 6'-0"
S.C.C.F.D. LADDER ACCESS PAD

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 / OL 25 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. / OCCUPANT LOAD FOR THIS SPACE.
- MD 228' / 1/3 XX'76' — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. / 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 76' / DE 123' — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. / DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1138A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
S-2	100 FT. MAX
R-2	125 FT. MAX

- TD XX' — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2:

OCCUPANCY	W/SPRINKLER SYS.
S-2	400 FT MAX.
R-2	250 FT MAX.

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

THIRD LEVEL PLAN

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

0 4 8 16

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

N

A.6

CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OL # — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS _____ PERSONS." # SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEY/KNOX BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 / OL 25 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD 228' / 1/3 XX'76' — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 76' / DE 123' — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1138A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
S-2	100 FT. MAX
R-2	125 FT. MAX

- TD XX' — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2:

OCCUPANCY	W/SPRINKLER SYS.
S-2	400 FT MAX.
R-2	250 FT MAX.

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

FOURTH LEVEL PLAN

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

0 4 8 16

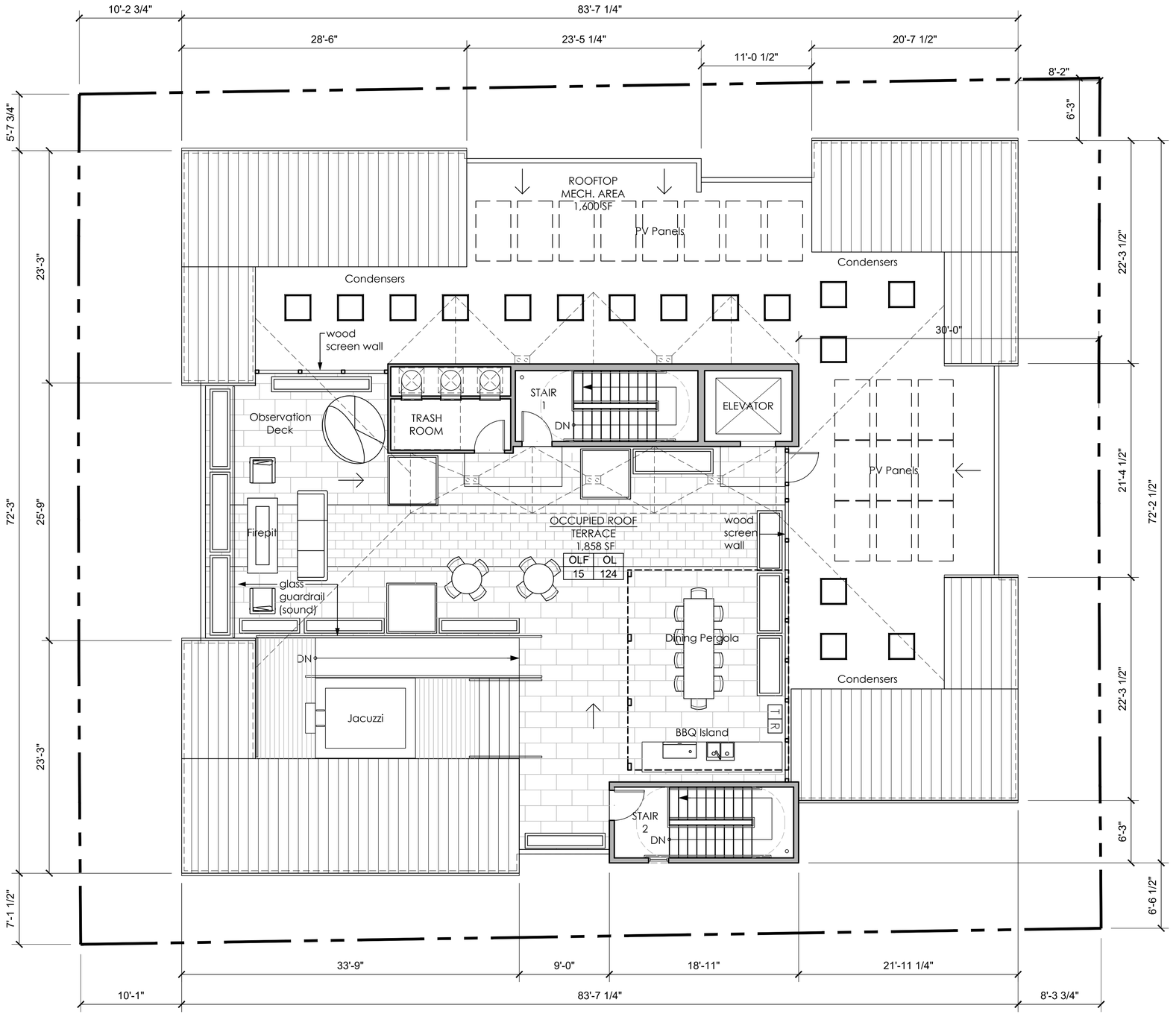
DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

N

A.7



GABLE ROOF AREA	= 1,537 SF
STAIR TOWERS AREA	= 500 SF
OCCUPIED ROOF TERRACE	= 1,858 SF
ROOFTOP MECH. AREA	= 1,600 SF
TOTAL ROOF AREA	= 5,495 SF
PERCENTAGE OF ROOF AREA ATTRIBUTED TO ROOF ELEMENTS PROJECTING ABOVE THE ROOF DECK (WITH GABLE ROOF AREA)	= 37%
PERCENTAGE OF ROOF AREA ATTRIBUTED TO ROOF ELEMENTS PROJECTING ABOVE THE ROOF DECK (WITHOUT GABLE ROOF AREA)	= 9%

376 FIRST STREET

LOS ALTOS, CALIFORNIA

ROOF LEVEL PLAN

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

0 4 8 16

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

JOB NO. 1493.001
DATE 09-09-21

N

A.8

UNIT PLAN 1B - ONE BEDROOM

1/4" = 1'-0"

UNIT AREA: 868 SF
DECK AREA: 105 SF

UNIT PLAN 1A - ONE BEDROOM

1/4" = 1'-0"

UNIT AREA: 809 SF
DECK AREA: 131 SF

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

UNIT PLANS - 1 BEDROOM

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.9

UNIT PLAN 1C - ONE BEDROOM

1/4" = 1'-0"

UNIT AREA: 924 SF
DECK AREA: 83 SF

UNIT PLAN 1D - ONE BEDROOM

1/4" = 1'-0"

UNIT AREA: 881 SF
DECK AREA: 146 SF

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

UNIT PLANS - 1 BEDROOM

DAHLIN

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

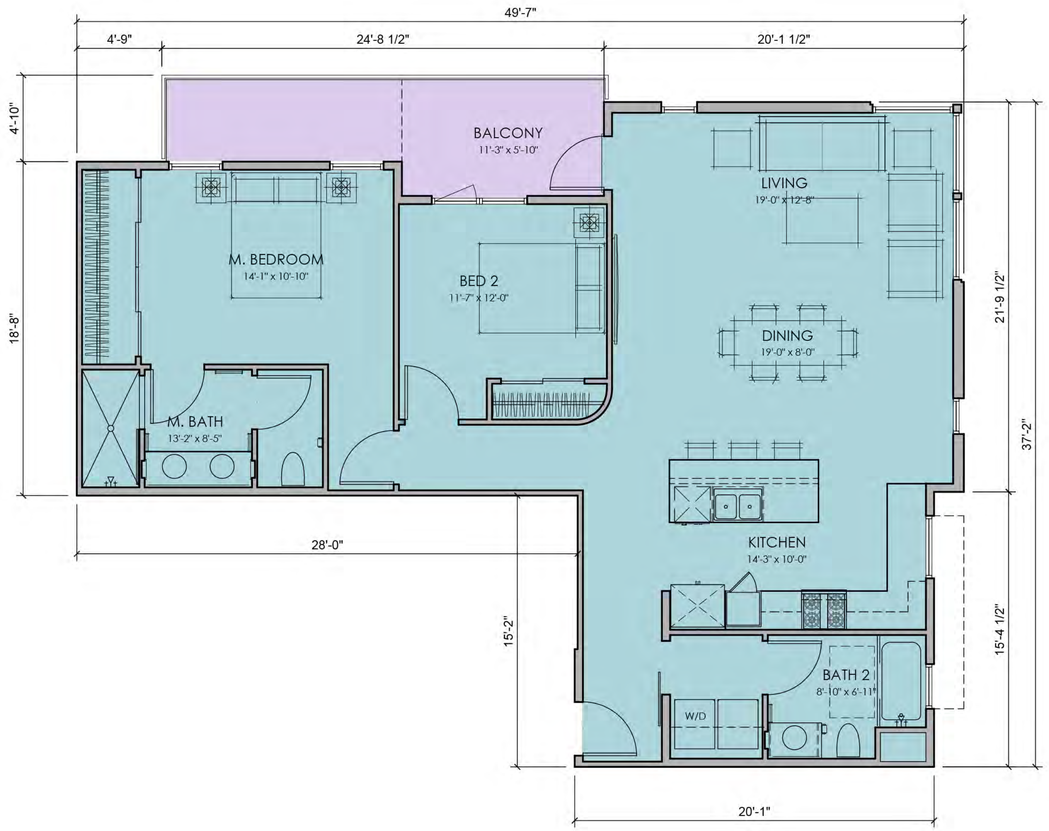
JOB NO. 1493.001
DATE 09-09-21

A.10

UNIT PLAN 2A - TWO BEDROOM

1/4" = 1'-0"

UNIT AREA: 1,365 SF
DECK AREA: 101 SF



UNIT PLAN 2B - TWO BEDROOM

1/4" = 1'-0"

UNIT AREA: 1,256 SF
DECK AREA: 73 SF (4th floor) and 133 SF (2nd & 3rd floor)

376 FIRST STREET

LOS ALTOS, CALIFORNIA

UNIT PLANS - 2 BEDROOM

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

0 4 8 16

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.11

UNIT PLAN 2C - TWO BEDROOM

1/4" = 1'-0"

UNIT AREA: 1,382 SF
DECK AREA: 69 SF

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

UNIT PLANS - 2 BEDROOM

DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

A.12

PROPERTY LINE
AT THE BACK OF WALL

PROPERTY LINE
AT THE BACK OF WALL

T.O.ELEVATOR
62'-1" +264.95'

T.O. HOIST BEAM
61'-1" +263.95'

T.O.METAL ROOF
51'-7" +254.45'

T.O.ROOF
45'-5" +248.29'

4TH FLOOR T.O.P.
44'-1" +246.95'

4TH FLOOR T.O.F.
35'-0" +237.87'

3RD FLOOR T.O.P.
33'-3" +236.12'

3RD FLOOR T.O.F.
24'-2" +227.04'

2ND FLOOR T.O.P.
22'-5" +225.29'

2ND FLOOR T.O.F.
13'-4" +216.20'

1ST FLOOR T.O.P.
11'-7" +214.45'

1ST FLOOR T.O.C.
2'-6" +205.37'

BASEMENT T.O.P.
1'-6" +204.37'

GROUND
0'-0" +202.87'

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - EAST

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.13

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - WEST

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.14

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - NORTH

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.15

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - SOUTH

DAHLIN

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

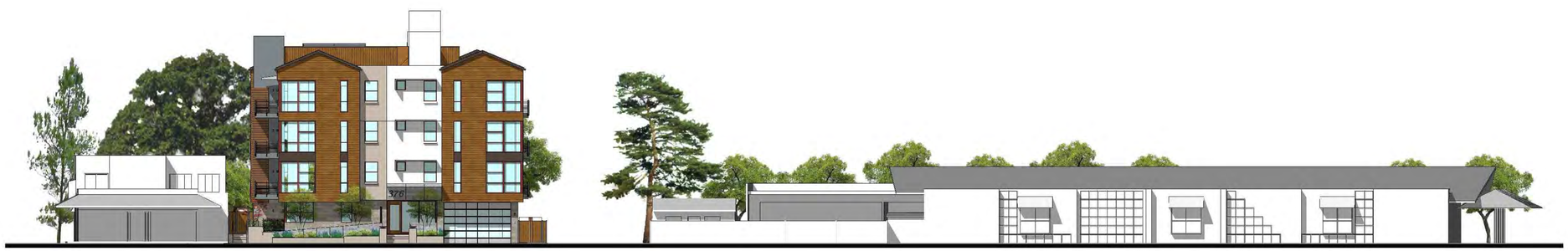
JOB NO. 1493.001
DATE 09-09-21

A.16

1 STREETSCAPE ELEVATION - FIRST STREET
Scale: 1" : 30'-0"

396 FIRST STREET
392 FIRST STREET
382 FIRST STREET

2 ENLARGED STREETSCAPE ELEVATION
Scale: 1/16" : 1'-0"



DRAEGER'S MARKET
342 FIRST STREET

3 ENLARGED STREETSCAPE ELEVATION
Scale: 1/16" : 1'-0"

376 FIRST STREET

LOS ALTOS, CALIFORNIA

STREETSCAPE ELEVATION

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.17

NORTH ALLOWABLE OPENING

LEVEL	PROVIDED
GROUND FLOOR	
	7.7%
	17.3%
UPPER FLOOR (2ND TO 4TH)	
	18.8%
	37.4%

ALLOWABLE OPENING - NORTH

SOUTH ALLOWABLE OPENING

LEVEL	PROVIDED
GROUND FLOOR	
	15.9%
	24.3%
UPPER FLOOR (2ND TO 4TH)	
	16.4%
	15.5%

ALLOWABLE OPENING - SOUTH

FIRE SEPARATION DISTANCE

5 TO <10 FEET ALLOWABLE AREA UNPROTECTED SPRINKLERED
25% MAX.

10 TO <15 FEET ALLOWABLE AREA UNPROTECTED SPRINKLERED
45% MAX.

376 FIRST STREET

LOS ALTOS, CALIFORNIA

SCALE: 1/8”=1’-0”

0 8 16 32

ALLOWABLE OPENING

DAHLIN

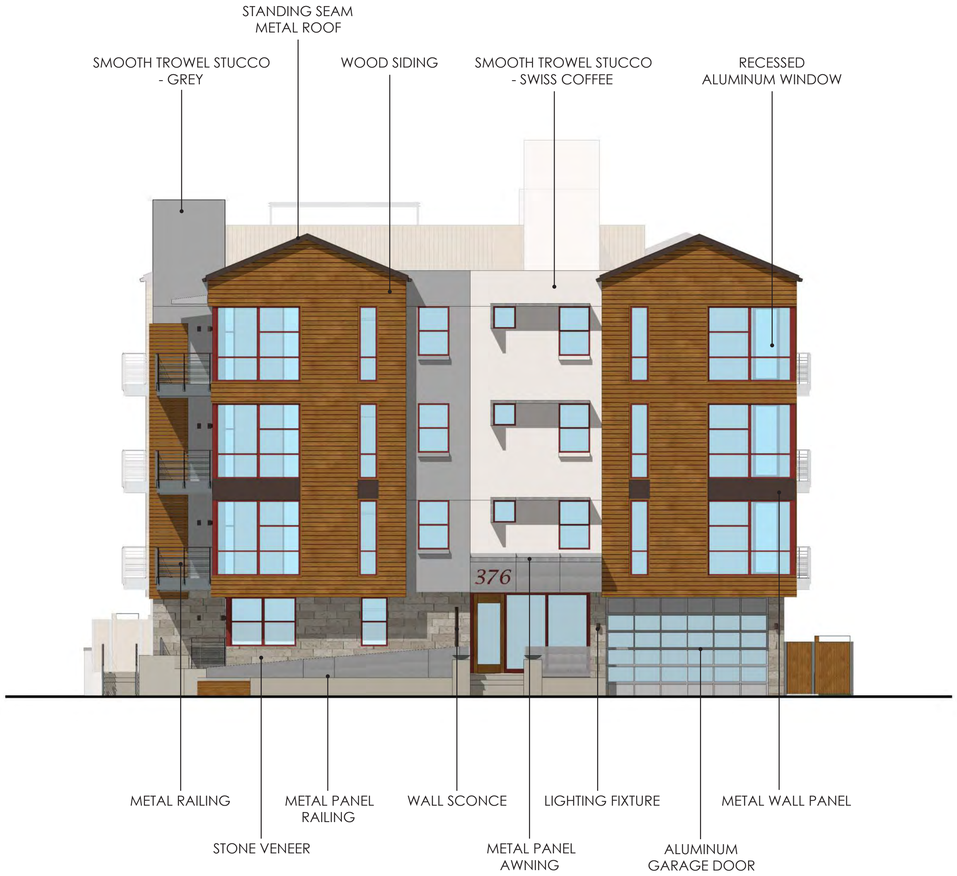
JOB NO. 1493.001
DATE 09-09-21

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

A.18

LIGHT FIXTURE
COLOR - BRONZE

WALL SCONCE
COLOR - BRONZE



METAL WALL PANEL
COLOR - BROWN

STANDING SEAM
METAL ROOF - BRONZE

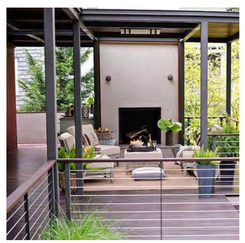
STONE VENEER

SMOOTH TROWEL STUCCO
- SWISS COFFEE

SMOOTH TROWEL STUCCO
- GREY

WOOD SIDING

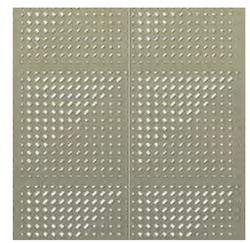
TRELLIS - ROOF DECK



RAILING

RECESSED ALUMINUM WINDOW

ALUMINUM GARAGE DOOR



METAL PANELS

376 FIRST STREET

LOS ALTOS, CALIFORNIA

MATERIAL BOARD

SCALE: 1/8”=1’-0”

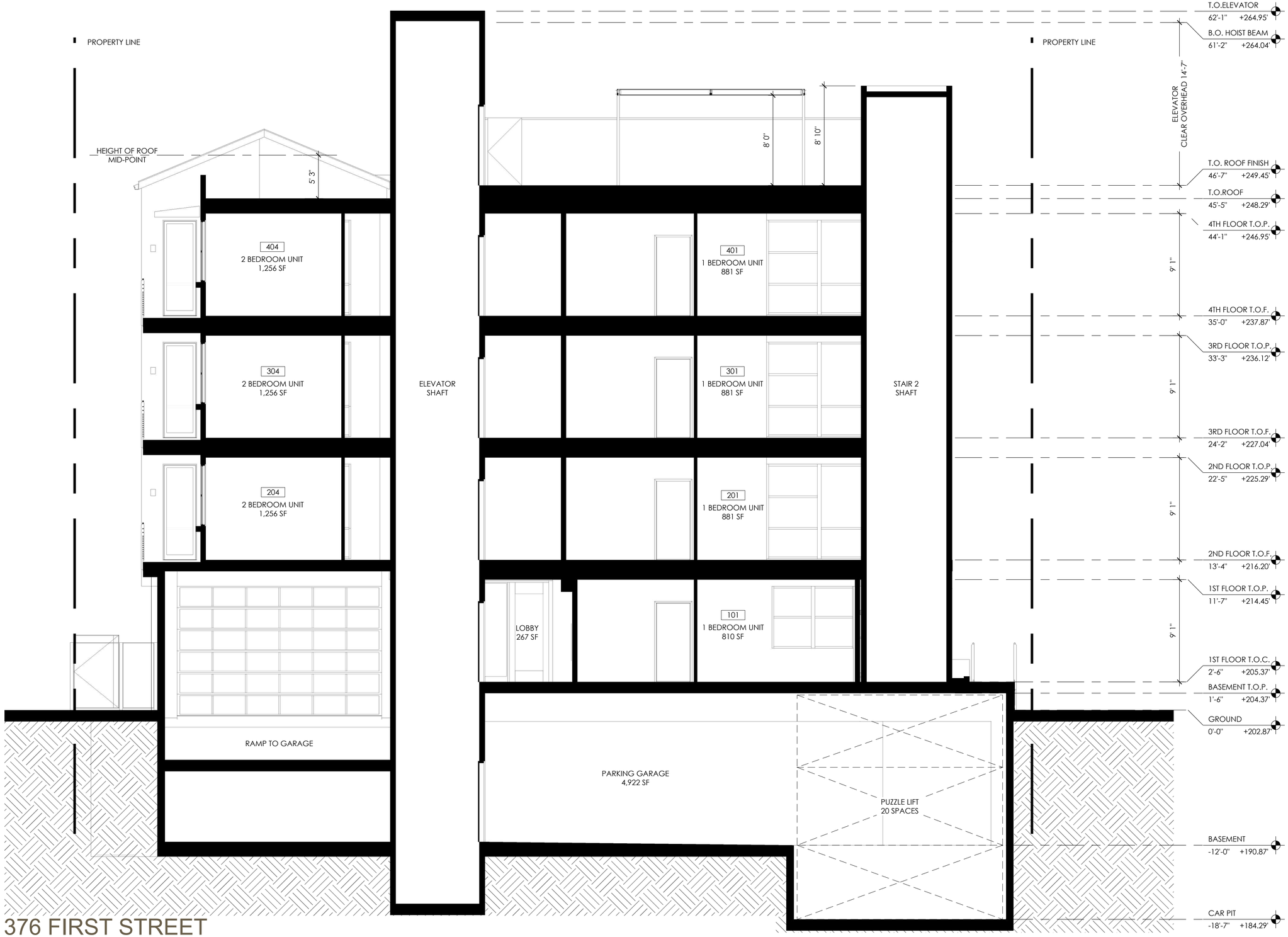
0 8 16 32

DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

A.19



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

0 4 8 16

376 FIRST STREET

LOS ALTOS, CALIFORNIA

SECTION

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.20

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

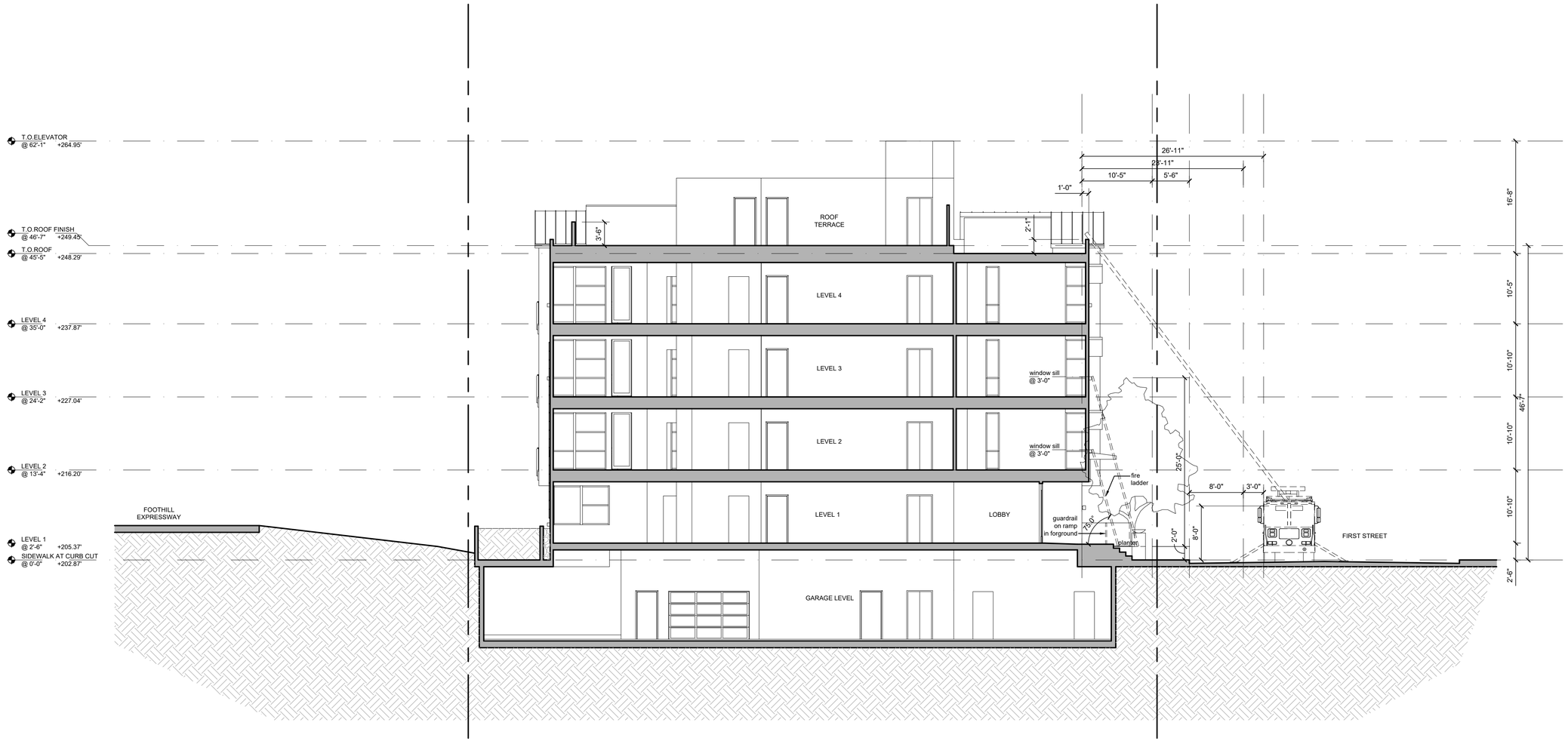
SECTION

DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

A.21



EAST SIDE

FIRE LADDER ANGLE - 75 °

SOUTH SIDE

FIRE LADDER ANGLE - 75 °

NORTH SIDE

FIRE LADDER ANGLE - 75 °

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

0 8 16 32

376 FIRST STREET

LOS ALTOS, CALIFORNIA

FIRE DEPARTMENT ACCESS

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

JOB NO. 1493.001
DATE 09-09-21

A.22

NE BUILDING CORNER

SW BUILDING CORNER

376 FIRST STREET

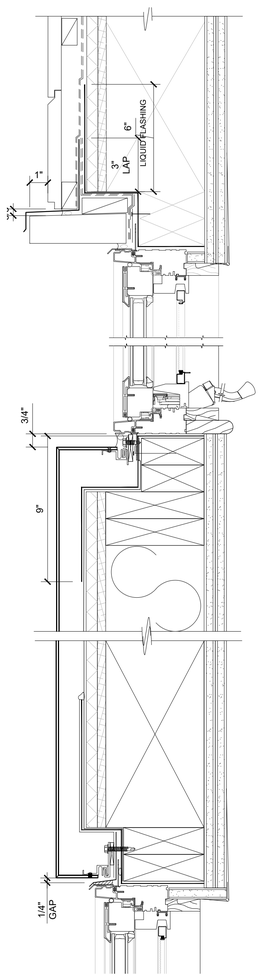
LOS ALTOS, CALIFORNIA

PERSPECTIVES

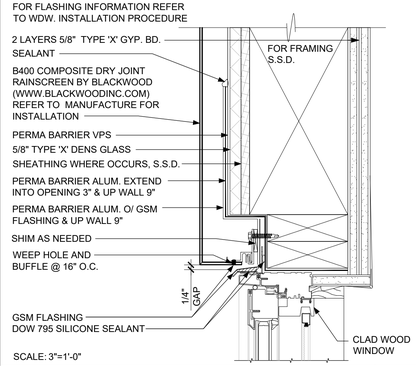
DAHLIN

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

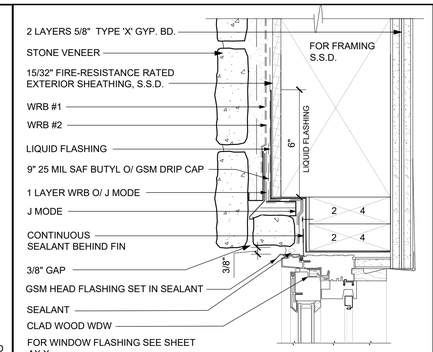
JOB NO. 1493.001
DATE 09-09-21



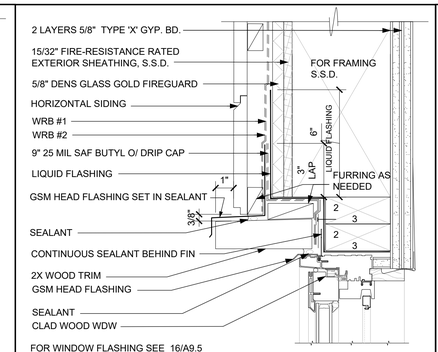
VERTICAL WINDOW SECTION



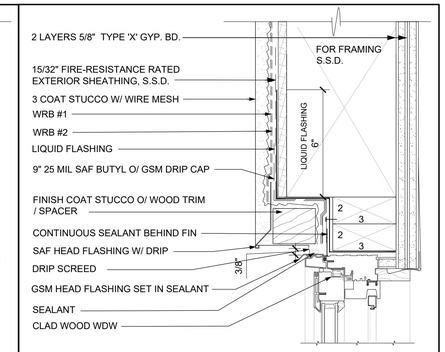
WINDOW HEAD @ METAL WALL
PATHNAME: 0804BC139.dwg 6/27/2007 5:05 PM



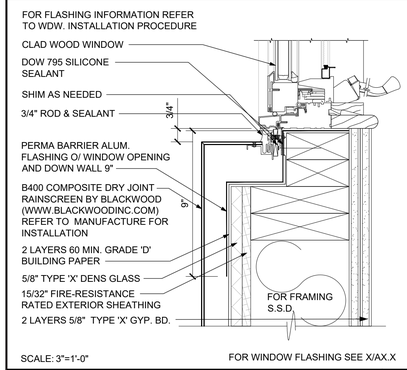
RECESSED WINDOW HEAD @ STONE
PATHNAME: 0804C301.dwg 02/11/20



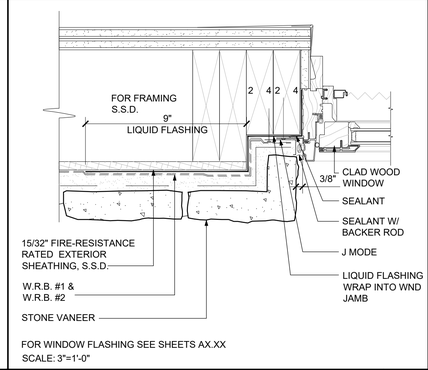
RECESSED WINDOW HEAD @ SIDING
PATHNAME: 0805B312C 02/06/20



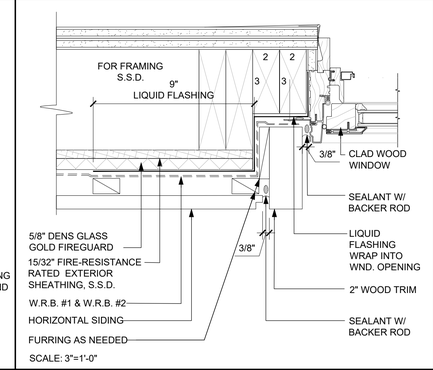
RECESSED WINDOW HEAD @ STUCCO
PATHNAME: 0805B310 10/05/15



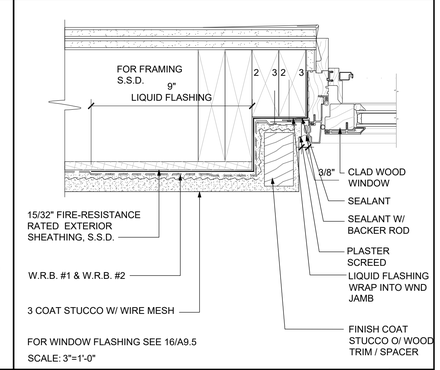
WINDOW SILL @ METAL WALL
PATHNAME: 0804BC020.dwg 6/27/2007 5:05 PM



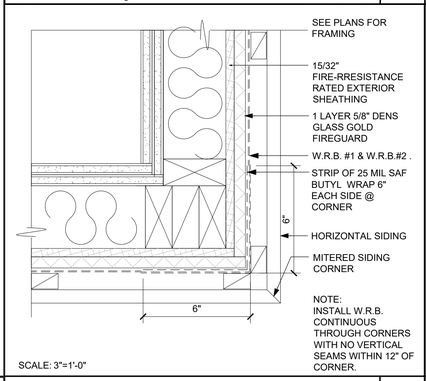
RECESSED WINDOW JAMB @ STONE
PATHNAME: 0804C701.dwg 07/23/15



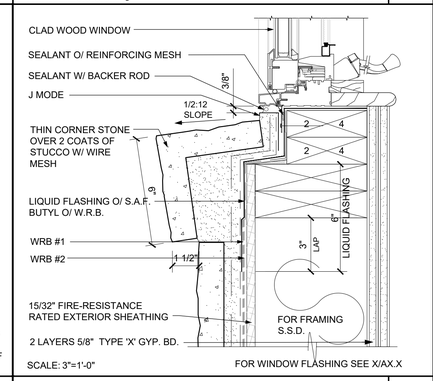
RECESSED WINDOW JAMB @ SIDING
PATHNAME: 0805B712B 02/07/20



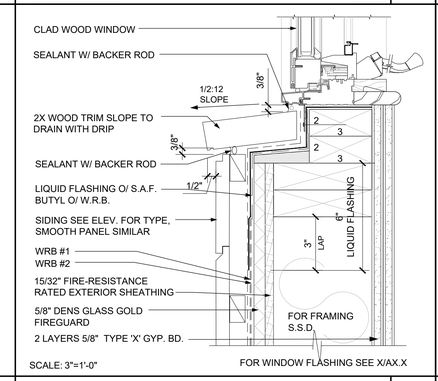
RECESSED WINDOW JAMB @ STUCCO
PATHNAME: 0805B711 09/28/15



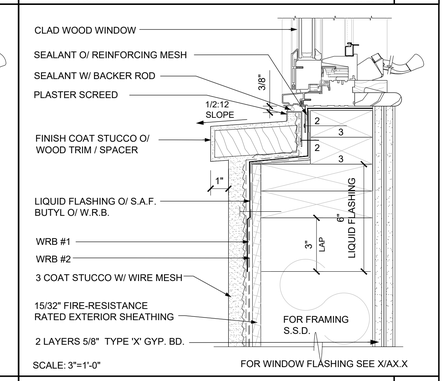
SIDING @ OUTSIDE CORNER
PATHNAME: 0904DG012.dwg 02/06/2020



RECESSED WINDOW SILL @ STONE
PATHNAME: 0804BC013.dwg 6/27/07 5:28 PM



RECESSED WINDOW SILL @ SIDING
PATHNAME: 0805B015B 07/08/15



RECESSED WINDOW SILL @ STUCCO
PATHNAME: 0805B010A 02/10/20

376 FIRST STREET

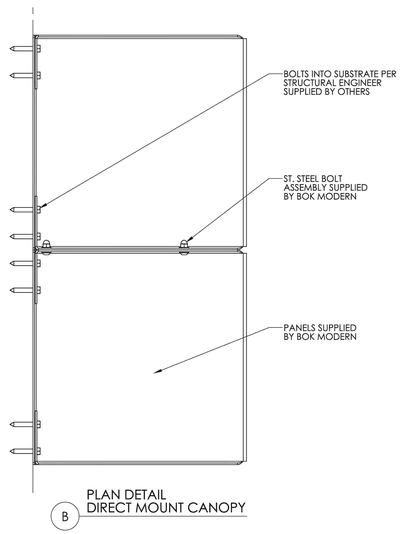
LOS ALTOS, CALIFORNIA

DETAILS

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

JOB NO. 1493.001
DATE 09-09-21

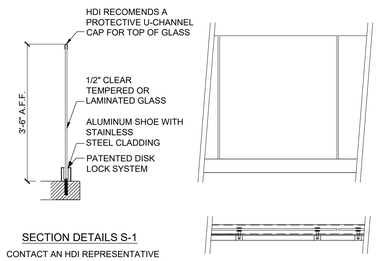
A.24



PLAN DETAIL
DIRECT MOUNT CANOPY
B

N.T.S.

BOK MODERN CANOPY

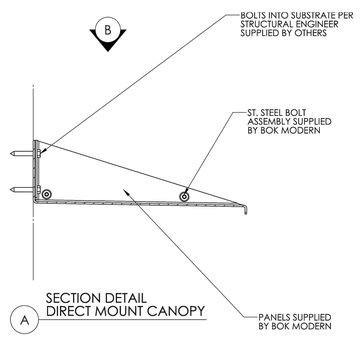


SECTION DETAILS S-1

CONTACT AN HDI REPRESENTATIVE FOR ADDITIONAL MOUNTING DETAILS.

N.T.S.

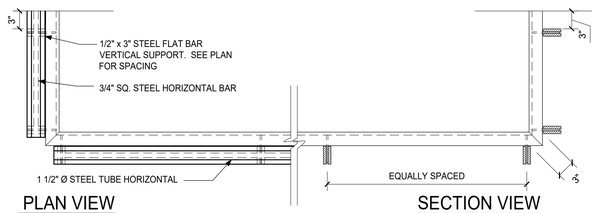
GLASS RAILING



SECTION DETAIL
DIRECT MOUNT CANOPY
A

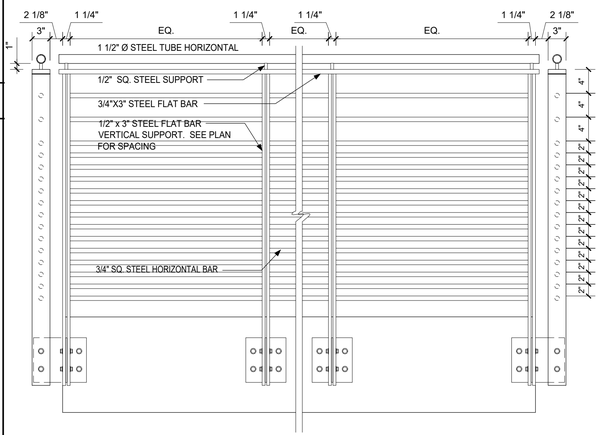
N.T.S.

BOK MODERN CANOPY

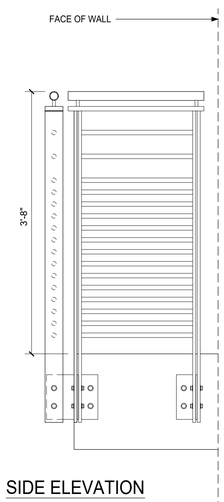


PLAN VIEW

SECTION VIEW



FRONT ELEVATION

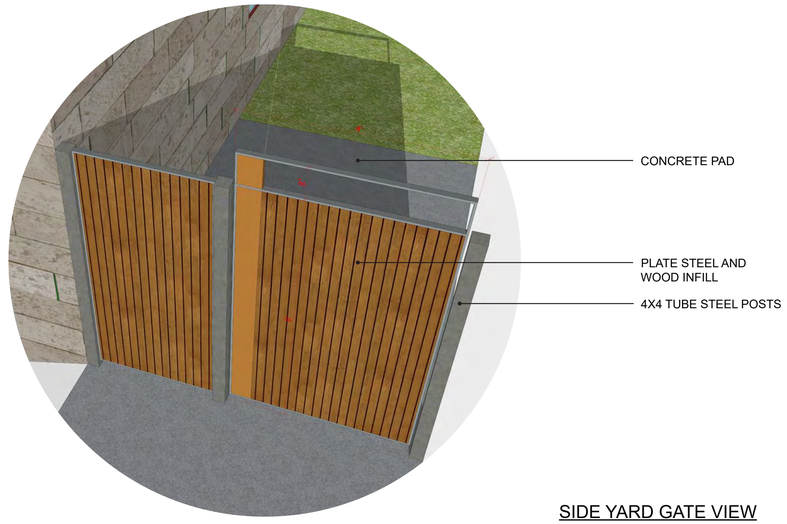


SIDE ELEVATION

SCALE: 1"=1'-0"

DECK AND RAILINGS

PATHNAME: 0501HS003.DWG



SIDE YARD GATE VIEW

376 FIRST STREET

LOS ALTOS, CALIFORNIA

DETAILS

DAHLIN

JOB NO. 1493.001
DATE 09-09-21

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

A.25

FIRST STREET LOOKING SOUTH

FOOTHILL EXPRESSWAY

FIRST STREET LOOKING NORTH

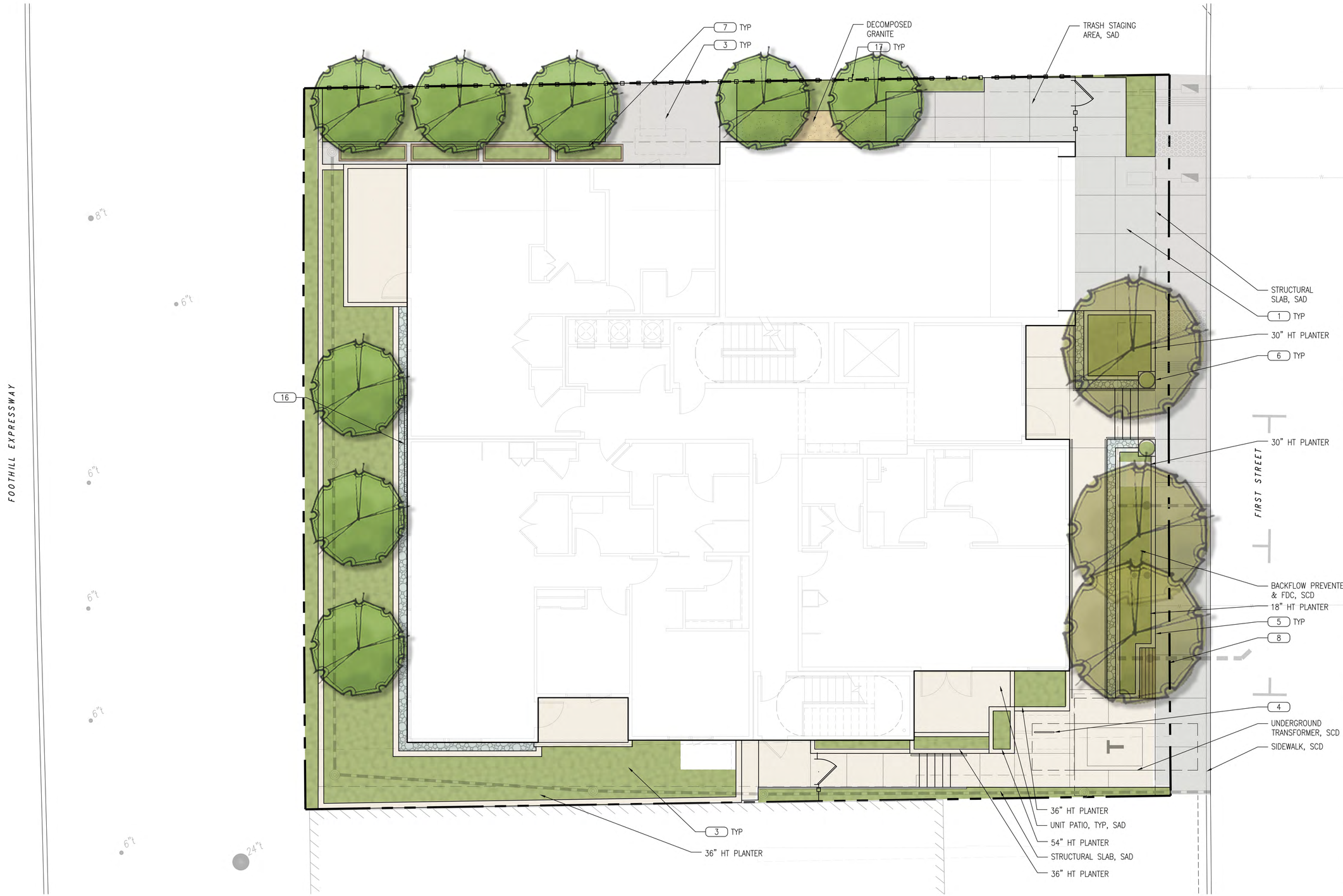
376 FIRST STREET

LOS ALTOS, CALIFORNIA

PHOTO SIMULATION - STREET VIEWS

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

JOB NO. 1493.001
DATE 09-09-21



LEGEND

KEY	DESCRIPTION
1	CONCRETE PAVING
2	CONCRETE PAVERS
3	LADDER PAD, SAD
4	BIKE RACK
5	RAISED PLANTER, HEIGHT VARIES
6	PRECAST PLANTER ON PLINTH
7	PRECAST PLANTER
8	BENCH ON PLANTER WALL
9	FIREPIT
10	LOUNGE FURNITURE
11	TABLES & CHAIRS
12	COMMUNITY TABLE
13	OUTDOOR KITCHEN
14	ARBOR
15	WOOD SCREEN WALL
16	VINE GREENSCREEN
17	STEEL FENCE

LANDSCAPE AREA CALCULATION – FRONT SETBACK

HARDSCAPE	789 SF
SOFTSCAPE	197 SF
TOTAL	986 SF
SOFTSCAPE PERCENTAGE	
	20%

LANDSCAPE AREA CALCULATION – REAR SETBACK

HARDSCAPE	401 SF
SOFTSCAPE	625 SF
TOTAL	1,026 SF
SOFTSCAPE PERCENTAGE	
	60%

LANDSCAPE AREA CALCULATION – NORTH

HARDSCAPE	298 SF
SOFTSCAPE	361 SF
TOTAL	659 SF
SOFTSCAPE PERCENTAGE	
	54%

LANDSCAPE AREA CALCULATION – SOUTH

HARDSCAPE	353 SF
SOFTSCAPE	193 SF
TOTAL	546 SF
SOFTSCAPE PERCENTAGE	
	35%

LANDSCAPE AREA CALCULATION – TOTAL

HARDSCAPE	1,841 SF
SOFTSCAPE	1,376 SF
TOTAL	3,217 SF
SOFTSCAPE PERCENTAGE	
	43%

SCALE: 3/16" = 1'–0"

376 FIRST STREET
LOS ALTOS, CALIFORNIA

LANDSCAPE PLAN - GROUND LEVEL

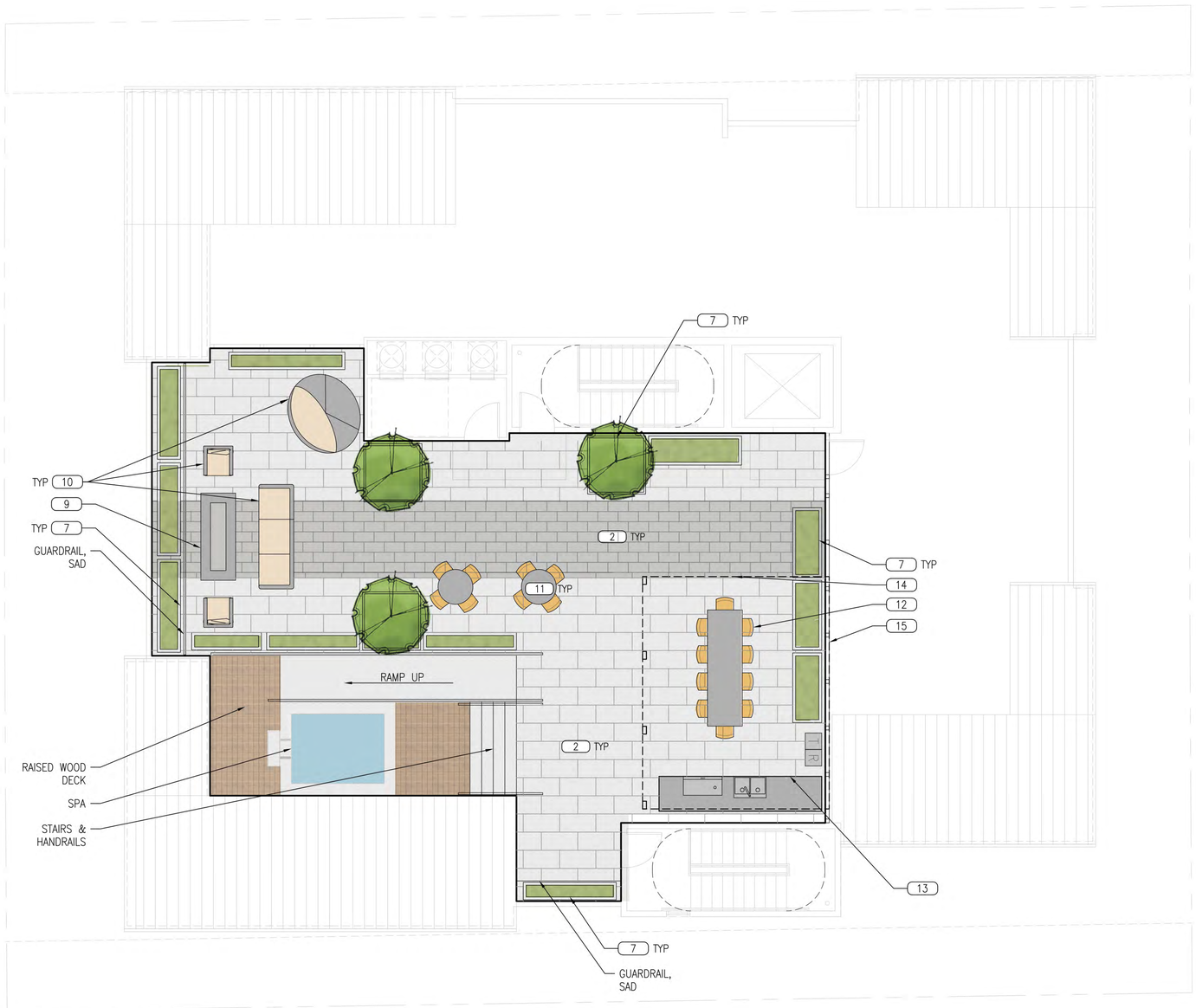
JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

N

L1.1

LEGEND	
KEY	DESCRIPTION
1	CONCRETE PAVING
2	CONCRETE PAVERS
3	LADDER PAD, SAD
4	BIKE RACK
5	RAISED PLANTER, HEIGHT VARIES
6	PRECAST PLANTER ON PLINTH
7	PRECAST PLANTER
8	BENCH ON PLANTER WALL
9	FIREPIT
10	LOUNGE FURNITURE
11	TABLES & CHAIRS
12	COMMUNITY TABLE
13	OUTDOOR KITCHEN
14	ARBOR
15	WOOD SCREEN WALL
16	VINE GREENSCREEN
17	STEEL FENCE



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

376 FIRST STREET
LOS ALTOS, CALIFORNIA

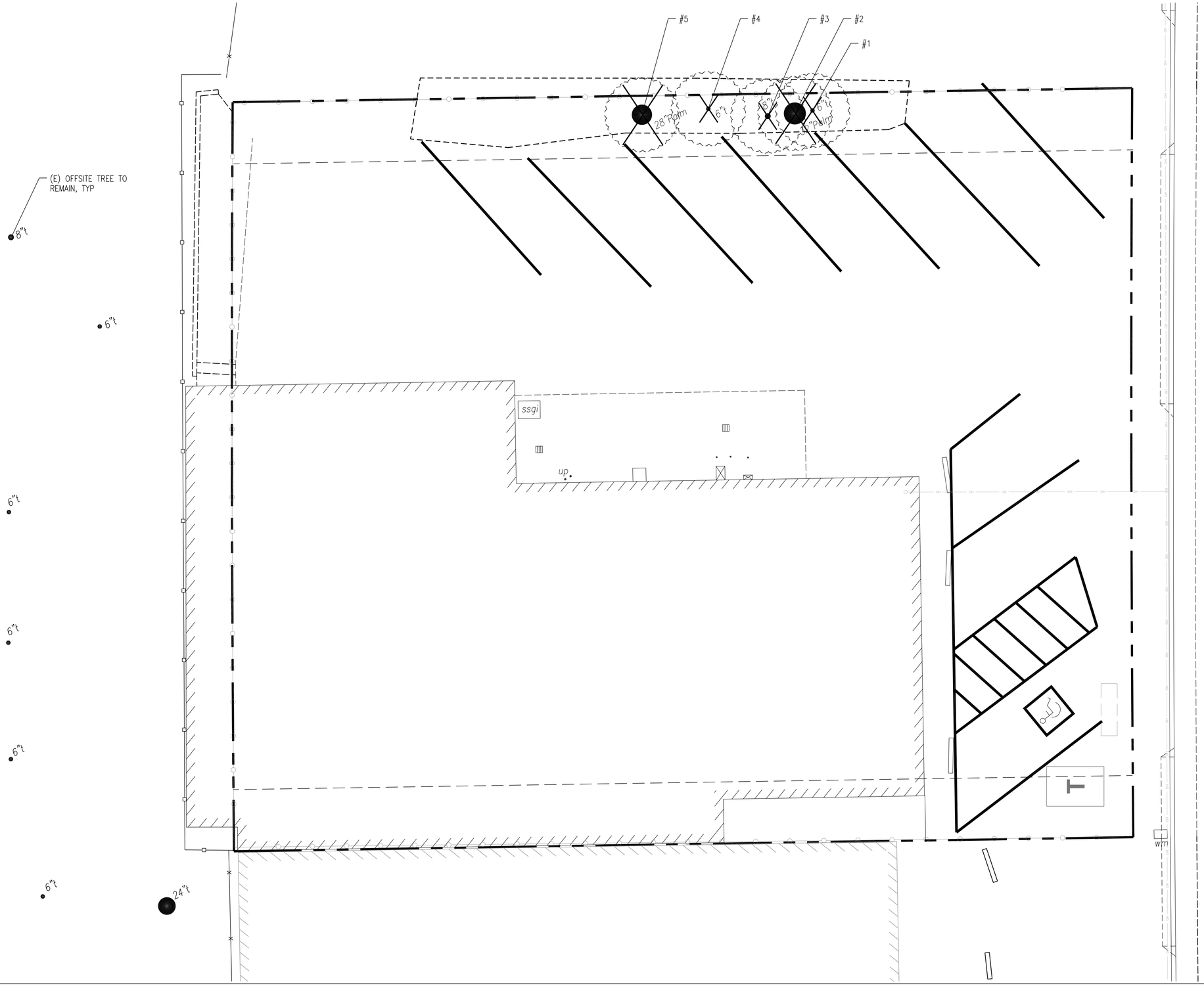
LANDSCAPE PLAN - ROOF LEVEL

JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

N

L1.2



LEGEND

TREE TO BE REMOVED

27" TAG #92 — TREE TRUNK DIAMETER AT 48" ABOVE GRADE, TYP

EXISTING TREES			
#	DBH	PROTECTED	TYPE
1	6"	NO	–
2	32"	YES	PALM
3	8"	NO	–
4	6"	NO	–
5	28"	YES	PALM

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.

SCALE: 3/16" = 1'–0"

376 FIRST STREET
LOS ALTOS, CALIFORNIA

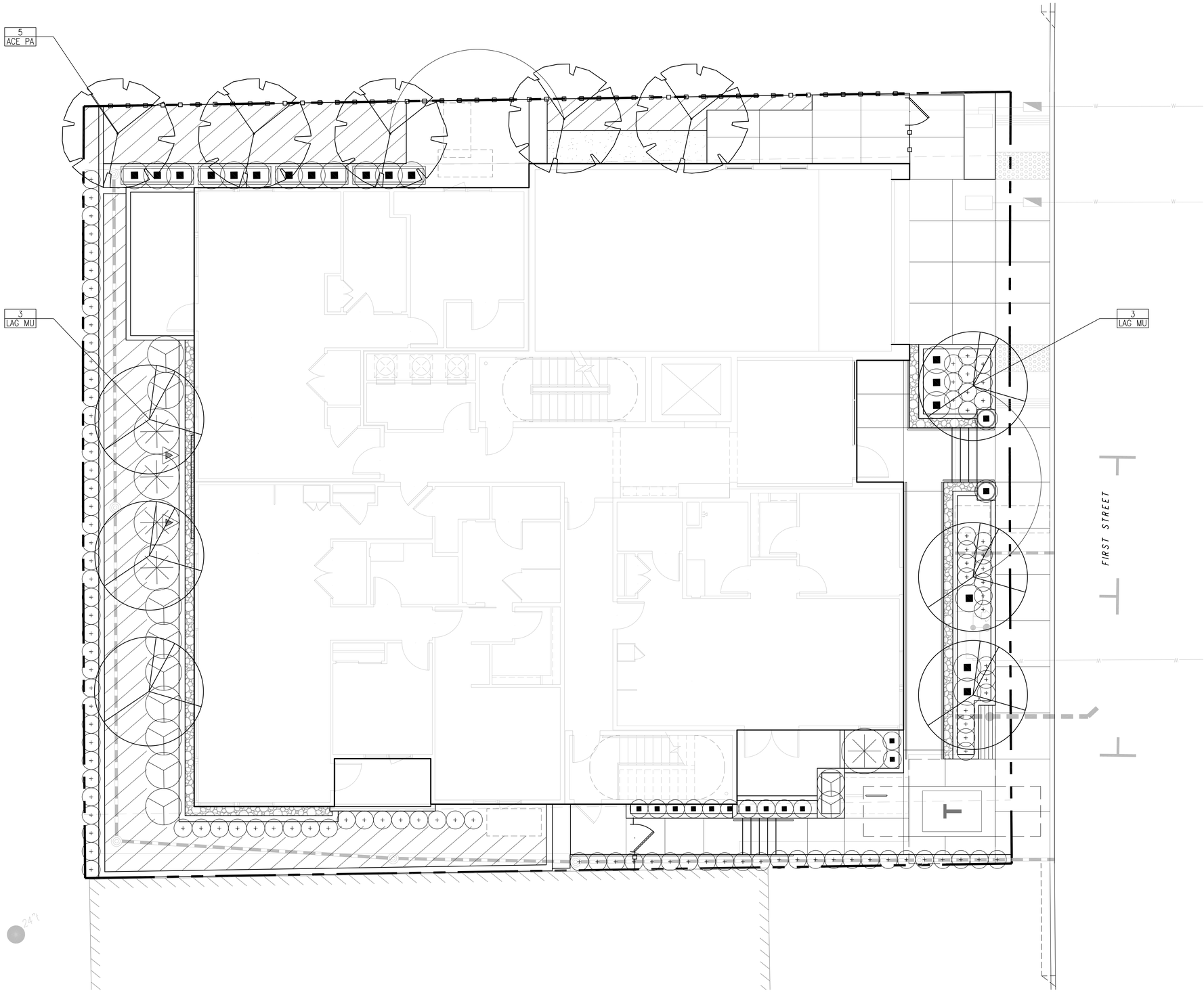
TREE REMOVAL PLAN

JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

N

L2.1



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER
TREES					
ACE PA	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BOX	PER PLAN	M
LAG MU	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	PER PLAN	L
LARGE SHRUBS					
	ARCTOSTAPHYLOS 'DR HURD'	DR. HURD MANZANITA	15 GAL	6'–0"	L
	CEANOTHUS 'DARK STAR'	CALIFORNIA LILAC	15 GAL	5'–0"	L
MEDIUM SHRUBS, GRASSES & PERENNIALS					
	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL	3–0"	L
	AGAVE ATTENUATA 'NOVA'	FOX TAIL AGAVE	5 GAL	3–0"	L
	CORREA WYNS WONDER	AUSTRAILIAN FUCHSIA	5 GAL	3–0"	L
	DIETES BICOLOR 'LIZ'S SELECTION'	FORTNIGHT LILY	5 GAL	3–0"	L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	3'–0"	L
	PITTOSPORUM 'WHEELERS DWARF'	MOCK ORANGE	5 GAL	3'–0"	L
SMALL SHRUBS, GRASSES & PERENNIALS					
	ANIGOZANTHOS SP	KANGAROO PAWS	5 GAL	2'–0"	L
	BULBINE FRUTESCENS	STALKED BULBINE	1 GAL	2'–0"	L
	LIMONIUM PEREZII	SEA LAVENDER	5 GAL	3'–0"	L
GROUNDCOVERS					
	ARCTOSTAPHYLOS UVA URSI'GREEN SUPREME'	GREEN SUPREME MANZANITA	1 GAL	3'–0"	L
	GEVILLEA LANIGERA 'COASTAL GEM'	ROSEMARY GREVILLEA	1 GAL	3'–0"	L
VINES					
	HARDENBERGIA VIOLACEA	PURPLE LILAC VINE	5 GAL	8'–0"	L
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	8'–0"	L

WATER EFFICIENT LANDSCAPE ORDINANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN.

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

SCALE: 3/16" = 1'–0"

376 FIRST STREET
LOS ALTOS, CALIFORNIA

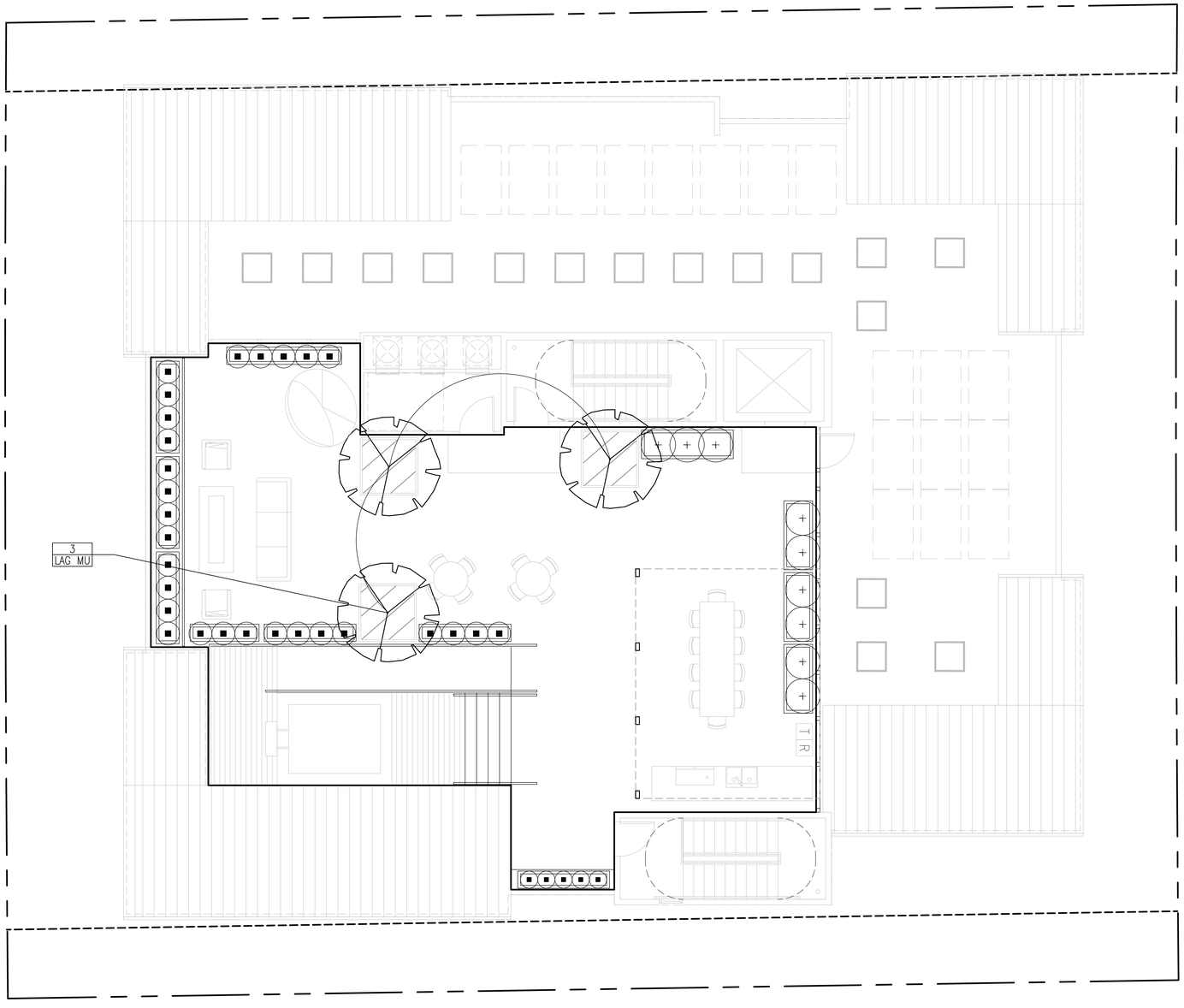
PRELIMINARY PLANTING PLAN - GROUND LEVEL

JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

L3.1

N



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER
TREES					
ACE PA	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BOX	PER PLAN	M
LAG MU	LAGERSTROEMIA INDICA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	PER PLAN	L
PIS CH	PISTACIA CHINENSIS	CHINESE PISTACHE	36" BOX	PER PLAN	L
LARGE SHRUBS					
✳	ARCTOSTAPHYLOS 'DR HURD'	DR. HURD MANZANITA	15 GAL	6'–0"	L
	CEANOTHUS 'DARK STAR'	CALIFORNIA LILAC	15 GAL	5'–0"	L
MEDIUM SHRUBS, GRASSES & PERENNIALS					
⊙ Y	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL	3–0"	L
	AGAVE ATTENUATA 'NOVA'	FOX TAIL AGAVE	5 GAL	3–0"	L
	CORREA WYNS WONDER	AUSTRAILIAN FUCHSIA	5 GAL	3–0"	L
	DIETES BICOLOR 'LIZ'S SELECTION'	FORTNIGHT LILY	5 GAL	3–0"	L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	3'–0"	L
	PITTOSPORUM 'WHEELERS DWARF'	MOCK ORANGE	5 GAL	3'–0"	L
SMALL SHRUBS, GRASSES & PERENNIALS					
⊙	ANIGOZANTHOS SP	KANGAROO PAWS	5 GAL	2'–0"	L
	BULBINE FRUTESCENS	STALKED BULBINE	1 GAL	2'–0"	L
	LIMONIUM PEREZII	SEA LAVENDER	5 GAL	3'–0"	L
GROUNDCOVERS					
▨	ARCTOSTAPHYLOS UVA URSI'GREEN SUPREME'	GREEN SUPREME MANZANITA	1 GAL	3'–0"	L
	GEVILLEA LANIGERA 'COASTAL GEM'	ROSEMARY GREVILLEA	1 GAL	3'–0"	L
VINES					
◬	HARDENBERGIA VIOLACEA	PURPLE LILAC VINE	5 GAL	8'–0"	L
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	8'–0"	L

WATER EFFICIENT LANDSCAPE ORDINANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE AND IRRIGATION DESIGN PLAN.

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

SCALE: 3/16" = 1'–0"

376 FIRST STREET
LOS ALTOS, CALIFORNIA

PRELIMINARY PLANTING PLAN - ROOF LEVEL

JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

N

L3.2

TREES

ACER PALMATUM 'SANGU KAKU'
JAPANESE MAPLE
15–20' X 15'
MODERATE

LAGERSTROEMIA INDICA 'MUSKOGEE'
CRAPE MYRTLE
15–20' X 15'
LOW

LARGE SHRUBS, GRASSES & PERENNIALS

ARCTOSTAPHYLOS 'DR. HURD'

CEANOTHUS 'DARK STAR'

MEDIUM SHRUBS, GRASSES & PERENNIALS

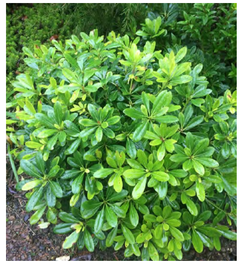
ACACIA COGNATA 'COUSIN ITT'

AGAVE ATTENUATA 'NOVA'

CORREA 'WYN'S WONDER'

DIETES BICOLOR 'LIZ SELECTION'

LOMANDRA LONGIFLORA 'BREEZE'



PITTOSPORUM TOBIRA 'WHEELER'S DWARF'

SMALL SHRUBS, GRASSES & PERENNIALS

ANIGOZANTHOS SP

BULBINE FRUTESCENS

LIMONIUM PEREZII

GROUNDCOVERS

ARCTOSTAPHYLOS UVA URSI 'GREEN SUPREME'

GREVILLEA LANIGERA 'COASTAL GEM'

VINES

HARDENBERGIA VIOLACEA

TRACHELOSPERMUM JASMINOIDES

376 FIRST STREET
LOS ALTOS, CALIFORNIA

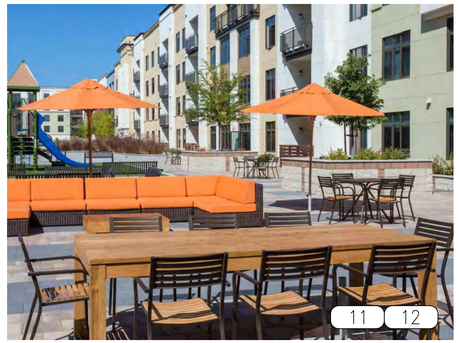
PLANT IMAGES

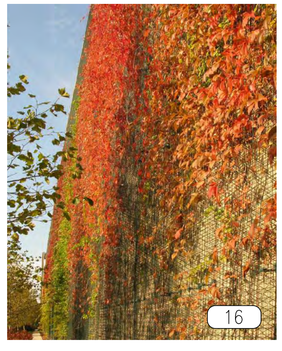
JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

L3.3

N





376 FIRST STREET
LOS ALTOS, CALIFORNIA

PRELIMINARY MATERIALS & FURNISHINGS IMAGES

JETT
LANDSCAPE ARCHITECTURE + DESIGN
CRLA #3335 · 2 Theatre Square #218 · Orinda CA · 94563
925.254.5422 · www.jett.land

JOB NO. 1493.001
DATE 09-10-21

N

L4.1

APPROVED

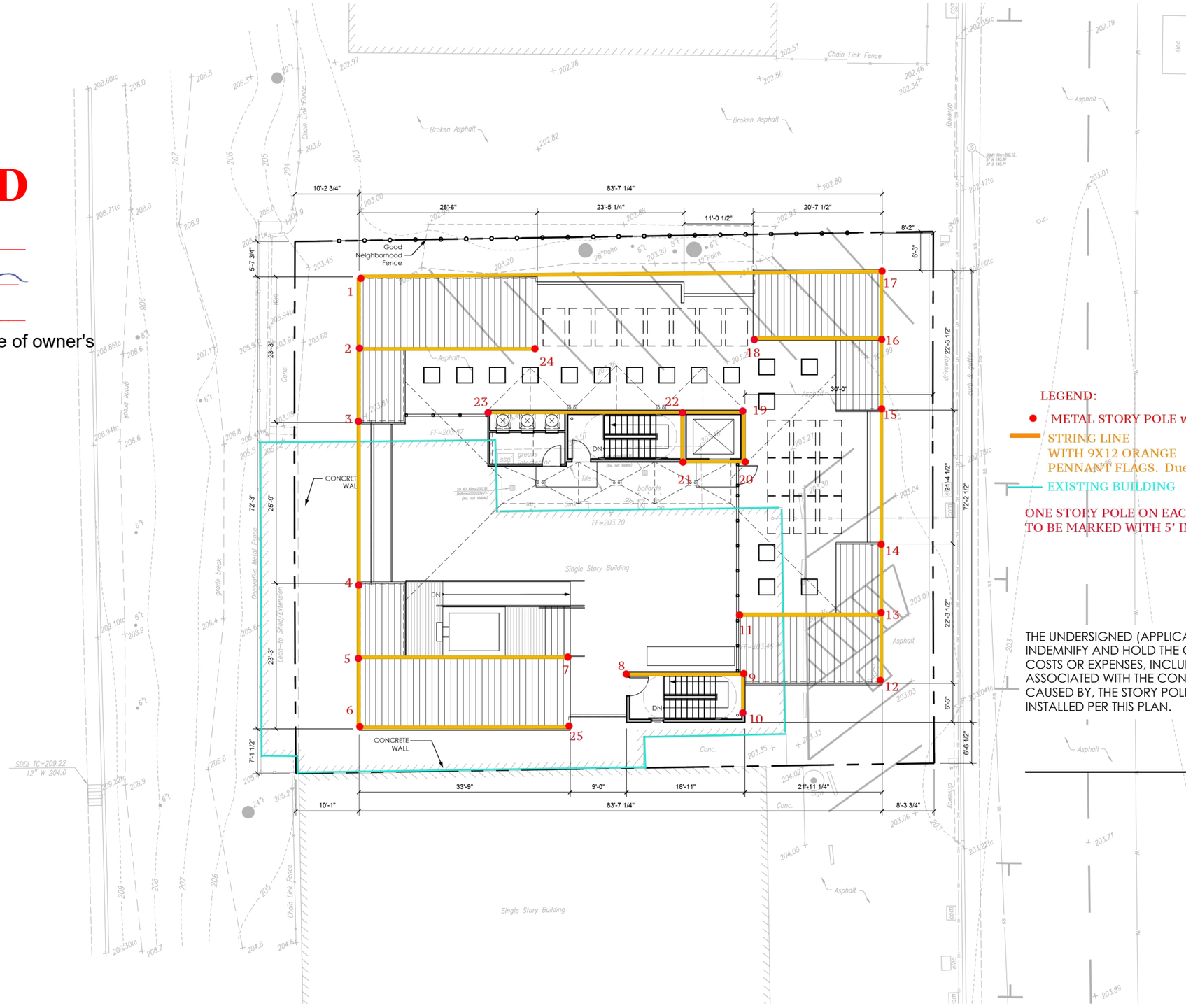
PLANNING DIVISION

FILE NO. D20-0004

BY _____

DATE 1/6/22

*Approved subject to signature of owner's indemnification.



LEGEND:

- METAL STORY POLE with support wires.
- STRING LINE WITH 9X12 ORANGE PENNANT FLAGS. Due to heights/safety - 24" mesh cannot be used.
- EXISTING BUILDING

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

THE UNDERSIGNED (APPLICANT/OWNER) AGREES TO INDEMNIFY AND HOLD THE CITY HARMLESS FOR ANY LIABILITY, COSTS OR EXPENSES, INCLUDING ATTORNEY'S FEES, ASSOCIATED WITH THE CONSTRUCTION OF, OR ANY DAMAGE CAUSED BY, THE STORY POLES OR SUPPORT APPARATUS INSTALLED PER THIS PLAN.

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

0 8 16 32

N

376 FIRST STREET

LOS ALTOS, CALIFORNIA

ROOF PLAN

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - EAST

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - WEST

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - NORTH

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

ELEVATION - SOUTH

JMH Weiss, Inc.

Land Development Consultants
Civil Engineering

Jan 25, 2022
JMH Job #: 5154

Steve Golden
Senior Planner
City of Los Altos
One North San Antonio Road
Los Altos, California 94022-3087
650-947-2675

Re: Application Numbers D19-0009 & TM19-0004 – 376 First Street
Story Pole Plan

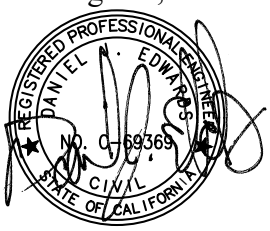
Dear Mr. Golden,

With regards to the project located at 376 First Street, Los Altos, California, the story poles are in substantial conformance with the Story Pole exhibit entitled "376 First Street Story Pole Plan Revision 5" dated January 5th, 2022 and represents the roof outline as depicted on the architectural plans prepared by the Dahlin Group with the linework of the story poles provided by California Story Poles.

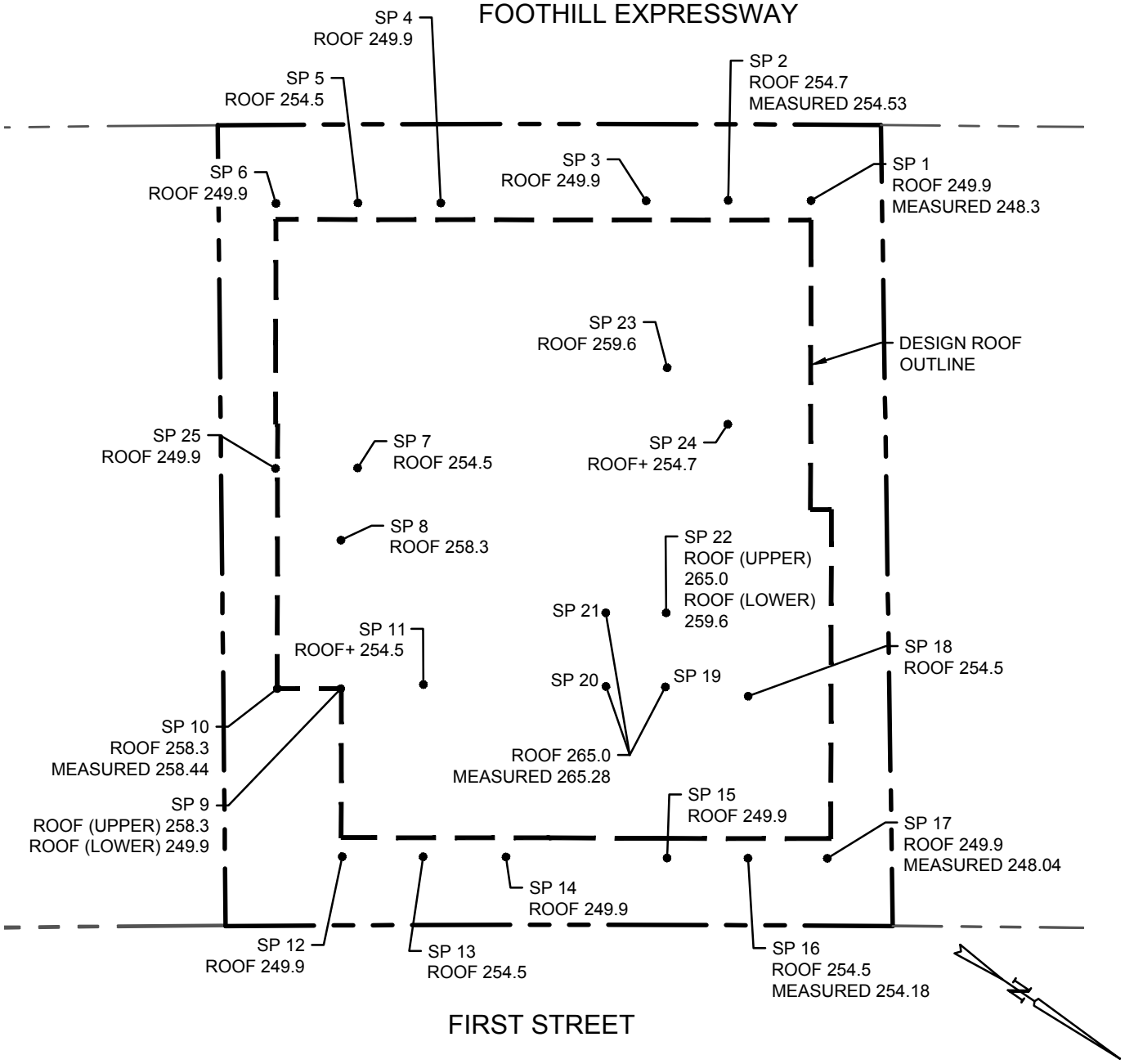
Enclosed is an exhibit showing the results of our survey of the story poles and explanation of the points surveyed on the poles.

If you have any questions, please do not hesitate to contact our office.

Best Regards,

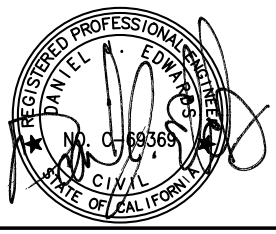


DJ Edwards, P.E., Q.S.D.
Branch Manager



LEGEND & ABBREVIATIONS

———	PROPERTY LINE - SUBJECT PARCEL
- - -	DESIGN ROOF OUTLINE
SP XX	STORY POLE AND NUMBER



NOTES

1. FOR POLE LAYOUT AND DESIGNATIONS, REFER TO EXHIBIT PROVIDED TO JMH WEISS BY THE DAHLIN GROUP ENTITLED "376 FIRST STREET STORY POLE PLAN REVISION 4", DATED JAN 5, 2022.
2. ROOF ELEVATIONS LISTED ARE PROPOSED DESIGN ELEVATIONS.
3. MEASURED ELEVATIONS ARE SURVEYED ELEVATIONS OF STORY POLES, TAKEN 1/24/2022.
4. POLES AT THE SAME DESIGN ELEVATION WERE VISUALLY VERIFIED TO BE AT APPROXIMATELY EQUAL ELEVATIONS.

JMH Weiss
Real Estate Development Consultants
Planning and Engineering
1731 Technology Drive, Suite 880
San Jose, CA 95110 (408) 286-4555

STORY POLE EXHIBIT

376 First Street
Los Altos, CA

Approved	
Drawn DG	*Scale* 1' = 20'
Date 01/05/2022	*Sheet No.* 1
Proj. No. 5154	*of* 1

Cox, Castle & Nicholson LLP
50 California Street, Suite 3200
San Francisco, California 94111-4710
P: 415.262.5100 **F**: 415.262.5199

Christian H. Cebrian
415.262.5123
ccebrian@coxcastle.com

File No. 085227

September 17, 2021

VIA E-MAIL

Steve Golden
Senior Planner
Community Development Department
City of Los Altos
Los Altos City Hall
1 N. San Antonio Road
Los Altos, CA 94022

Re: Updated Density Bonus Report (Government Code Section 65915 et seq.) – 376 First Street, Los Altos, California

Dear Mr. Golden:

The proposed project is a residential project comprised of fifteen (15) residential units on a 0.20 acre site located at 376 First Street. The site has a General Plan designation of Downtown Commercial and a Zoning designation of Commercial Downtown/Multiple-Family ("CD/R3").

The project is providing 20 percent (20%) of the residential units at the moderate income level, and is therefore entitled to two incentives or concessions pursuant to Government Code Section 65915(b)(1)(D) and Los Altos Municipal Code ("LAMC") Section 14.28.040 Table DB 6. The project is required to provide, and does provide, 23 residential parking spaces, inclusive of ADA and guest parking. As explained below, the project requests three waivers and two incentives.

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

Project Summary Table

APN	167-41-052
Address:	376 First Street, Los Altos, California 94022
General Plan	Downtown Commercial
Zoning	CD/R3
Existing Use	Restaurant

Lot Size:	0.20 acre (8,670 square feet)
Max Density:	No density per acre maximum in Downtown Commercial General Plan Designation or CD/R3 Zoning District.
Proposed Affordable Units	3 Moderate Income Level (20%)
Proposed Density Bonus	0%
Total Units	15 for-sale condominiums
Proposed Units Per Acre	75
Proposed Height	55'-1" to top of trellis
Construction Type	Type VA over Type IA
Existing and Prior Dwelling Units	0 existing units. The property has not had any dwelling units on it in the last 5 years.
Recorded Covenants	The property does not have any recorded covenant, ordinance, or law applicable to the site that restricted rents to levels affordable to low income households
Requested Entitlements	Vesting Tentative Tract Map for Condominium Purposes; Design Review

Please see the attachments for further project detail.

BMR Calculation

- Lot Size 0.20 acre (8,670 square feet)
- Per Los Altos Municipal Code Required Affordable Housing (20%) = 15 units x 20% BMR = 3 BMR units.
- 20% BMR qualifies for two incentives as per LAMC Section 14.28.040 Table DB 6.

BMR Units Provided

- Total BMR: 3 moderate income household units: 2 one-bedroom units and 1 two-bedroom units. See attached plans for unit locations (Units 101, 202 and 203).

Base Project

At the request of planning staff, the Project's architect has provided a design for a 12-unit base project with the same average unit size as the proposed Density Bonus Project. (See attachments.) The base project complies with all development controls, including setback requirements and compliance with the 35-foot height limit for the rooftop amenities such as the proposed roof deck and hot tub.

Government Code Section 65915(f) – Requested Density Bonus

We are requesting a Density Bonus of zero percent (0%) as the proposed 15 units are consistent with the density limits applicable to the property.

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

We are requesting the following waivers of development standards:

1) **The project's elevator must exceed the City's rooftop height limitations (LAMC § 14.66.240) to provide ADA access to the project's roof deck.**

2) **The height of the project's mechanical parking spaces on the inaccessible top level must be less than the City's conventional standards for residential parking spaces (LAMC § 14.74.200).**

3) **The project must encroach into the front setback area by less than two (2) feet or twenty percent (20%) (LAMC § 14.52.060A).**

Government Code Section 65915(e)(1) provides, in part, that "[I]n no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section." The right to waivers has been broadly interpreted by the courts. (See *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347 ["Standards may be waived that physically preclude construction of a housing development meeting the requirements for a density bonus, period. [] The statute does not say that what must be precluded is a project with no amenities, or that amenities may not be the reason a waiver is needed.") The City's Density Bonus Ordinance sets forth certain on-menu incentives but does not have on-menu waivers. This report identifies relevant on-menu incentives where related to a requested waiver.

We are requesting three waivers of development standards that physically preclude the development of the proposed density bonus project:

LAMC § 14.66.240 -- First, we are requesting a waiver of a development standard to allow the height of the elevator override for the residential building to exceed the 12' height exception for elevator overrides by 3'4" (to a total structure height of 62'1", comprised of the 46'7" height limit, with the requested incentive, plus the 12' allowed height exception for elevator overrides, plus the requested 3'4" waiver of development standard).

The proposed residential building cannot be constructed without the 3'4" waiver of development standard for elevator overrides because the existing 12-foot standard is not sufficient to fit industry standard elevator mechanical equipment. The project includes the lowest elevator overhead in the industry to keep the elevator tower as low as possible for a six-stop elevator (a

Kone Monospace 500, with a 14'-5" hoistway height to the top of the hoistway/hoistbeam). We are unaware of an on-menu incentive related to this requested waiver. As noted above, the Density Bonus Law permits waivers for project amenities such as roof decks. (*Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1346–1347.)

LAMC § 14.66.240 -- Second, the City's Municipal Code does not provide separate dimensional standards for mechanical parking spaces that are not directly accessed by users. This means that the City's dimensional standards do not account for the lack of need of a mechanical lift space for headroom and door opening width (the vehicles are delivered off the lift to an area with sufficient headroom and door opening width). The Municipal Code's requirements for the height of a conventional standard and compact parking space is at least 7'0" (LAMC § 14.74.200(A).) Strictly applying the City's 7'0" height standard for parking spaces would result in the loss of seven (7) residential spaces, and thus five to seven residential units, thereby physically precluding the construction of the project. The requested waiver would only be applicable to areas that will not be accessed by vehicle passengers and would therefore have no impact on vehicle accessibility. We are unaware of a related on-menu incentive related to this requested waiver.

LAMC § 14.52.060A – Third, the building as designed must encroach into the 10-foot front setback by up to approximately two (2) feet. We note that the requested waiver less than 2 feet into the project's required ten (10) foot front setback area is within the twenty percent (20%) "On-Menu Incentive" for yards and setbacks adjacent to R1 zones. (LAMC § 14.28.040(F)(1)(e).) The requested waiver permits the density bonus project's cantilevering into the setback area for floor 2 through 4 to provide architectural interest. As noted above, project amenities such as the proposed cantilevered frontage are an appropriate basis for a waiver request.

Government Code Section 65915(d)— Requested Concessions

We are requesting the following two concessions:

1) **A residential building height that exceed the 35' height limit (LAMC § 14.52.100) by 20'1" (to 55'1"to top of the trellis).**

2) **Soft surfaces of the front yard are that less than the 60% requirement (LAMC § 14.52.060(A).)**

Government Code Section 65915 (d) (1) provides that a "city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence" that (A) the incentive does not result in identifiable and actual cost reductions; (B) the incentive would have a specific adverse impact on public health, safety, the physical environment, or historic resources; or (C) the incentive would be contrary to state or federal law. Government Code Section 65915 (d) (4)

provides that "[t]he city, county, or city and county shall bear the burden of proof for the denial of a requested concession or incentive." Government Code Section 65915(r) provides the Density Bonus Law "shall be interpreted liberally in favor of producing the maximum number of total housing units."

LAMC § 14.52.100 – First, a concession is requested for 20'1" of additional height (to 55'1"). The additional height will permit the inclusion of one floor of four (4) market rate residential units and also results in an improved architectural design that includes a sloped roof (with a mid-point height of 50'8") and trellis (55'1"). The requested height increase exceeds the on-menu height concession of 11' by 9'1". (See LAMC § 14.28.040(F)(1)(d).) Critically, the height increase is necessary to reduce the cost burden of the affordable units on the project so that the project can attract commercially reasonable financing. An incentive to make a project as a whole, including the affordable housing units, economically feasible is a well-established use of an incentive. (*Wollmer v. City of Berkeley* (2009) 179 Cal.App.4th 933, 945-46.) A project with eight market rate units and three affordable units (37.5% affordable) would not be able to obtain commercially reasonable financing. The additional market rate units and improved architectural design that would result from the concession will also result in increased project revenue that will be used to subsidize the project's affordable units.

LAMC § 14.52.060(A). Second, compliance with a 60% softscaping standard would require a substantial increase in the setback area to accommodate elements such as the planter wall, trash staging area, pathways, and garage ramp. This setback increase would either result in significantly smaller units or a loss of at least four market rate units. The loss of market rate units or salable square footage would prevent the project from obtaining commercially reasonable financing. Also, the additional market rate units or salable square footage that would result from the concession will also result in increased project revenue that will be used to subsidize the project's affordable units. Therefore, the applicant requests a concession for a front setback area with 17% soft surfaces.

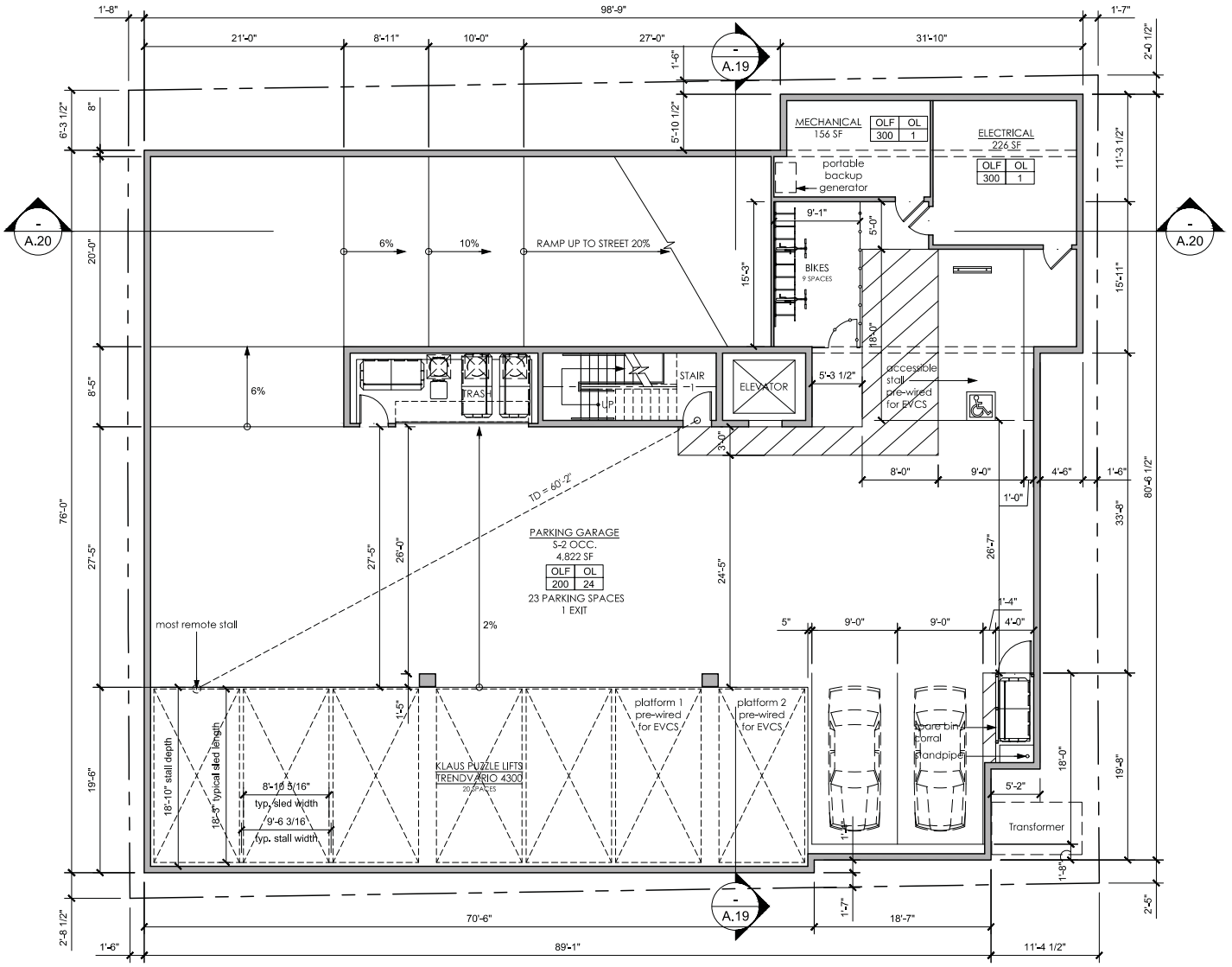
Very truly yours,

Christian H. Cebrian

CHC/mlh
Attachments
085227\13690319v1

ATTACHMENTS

BASE PROJECT



376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

BASEMENT LEVEL PLAN

DAHLIN

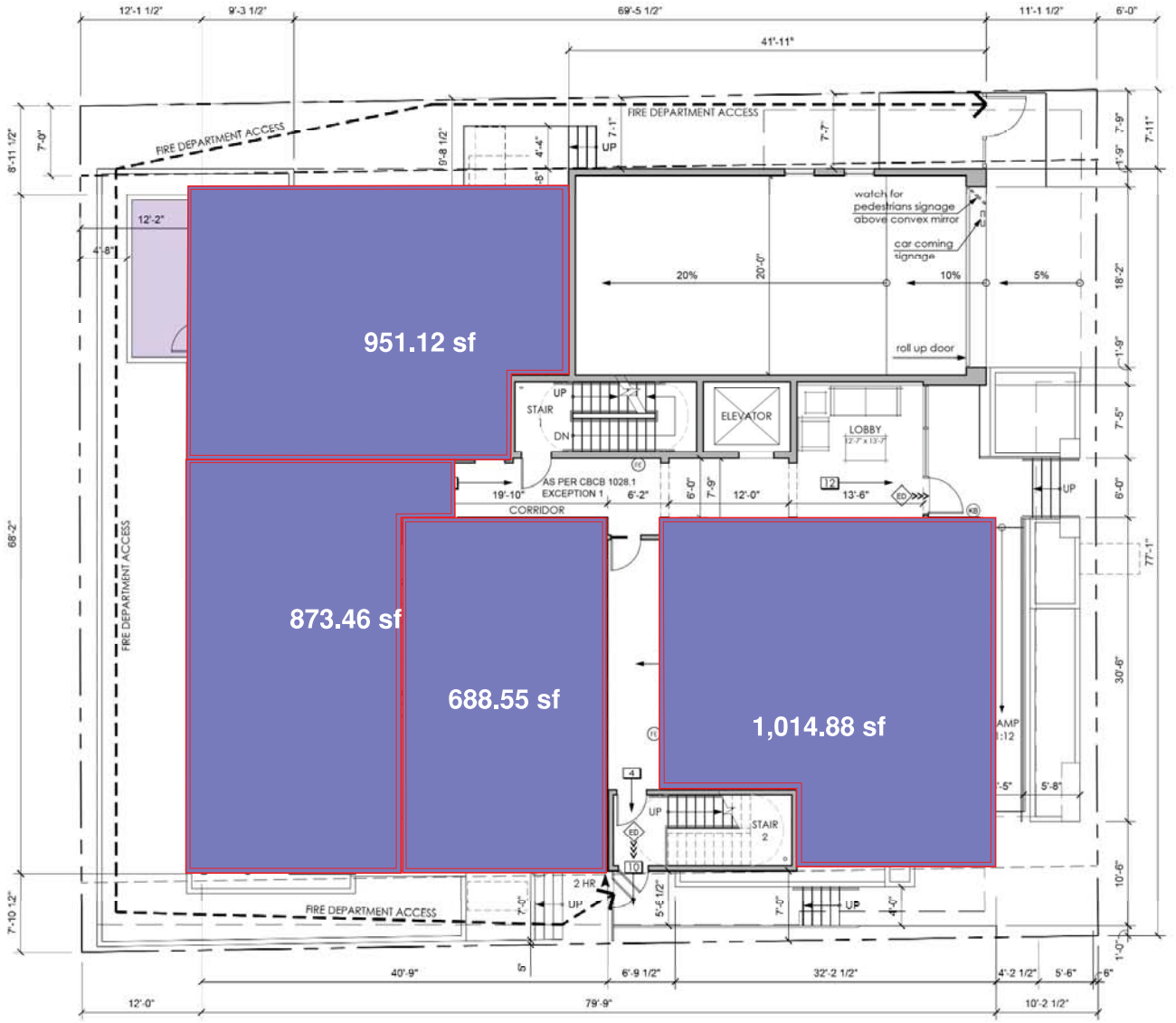
JOB NO. 1493.001
DATE 12-14-20

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

N

A.3

BASE PROJECT



ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- (FE) — FIRE EXTINGUISHER(S) PER CFC 906. MIN. GARAGE/U-2A-10 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS.
- (OL) — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS _____ PERSONS." # SYMBOL INDICATES NUMBER OF OCCUPANTS
- (KB) — KEY/KNOX BOX PER CFC 506. R2 & R3 UNITS IN LARA FIRE DEPT. POLICY FOR INSTALLATION OF 'LOCK BOX.' VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011. PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT. S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

BASE PROJECT
1st Floor:
951+1014+688+873 = 3,526 SF
2nd/3rd Floors:
889+1167+986+1576 = 4,618 SF each (X2)
TOTAL UNIT AREA = 12,762 SF
12,762 / 12 units = 1,063 SF average

PROPOSED PROJECT
1st Floor:
878+776+1,317=2,971 SF
2nd/3rd/4th Floors:
865+1186+898+1361=4,310 SF each (X3)
TOTAL UNIT AREA = 15,901 SF
15,901 / 15 units = 1,060 SF average

BLDG. EXIT ANALYSIS LEGEND

- OCCUPANCY EXITING LOAD
- OLF / OL — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD / 1/3 — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 / DE — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1138A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP / XX — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3. OCCUPANCY: S-2, R-2 — W/SPRINKLER SYS.: 100 FT. MAX; 125 FT. MAX
- TD / XX — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2. OCCUPANCY: S-2, R-2 — W/SPRINKLER SYS.: 400 FT MAX; 250 FT MAX.

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

0 4 8 16

376 FIRST STREET

LOS ALTOS, CALIFORNIA

GROUND LEVEL PLAN

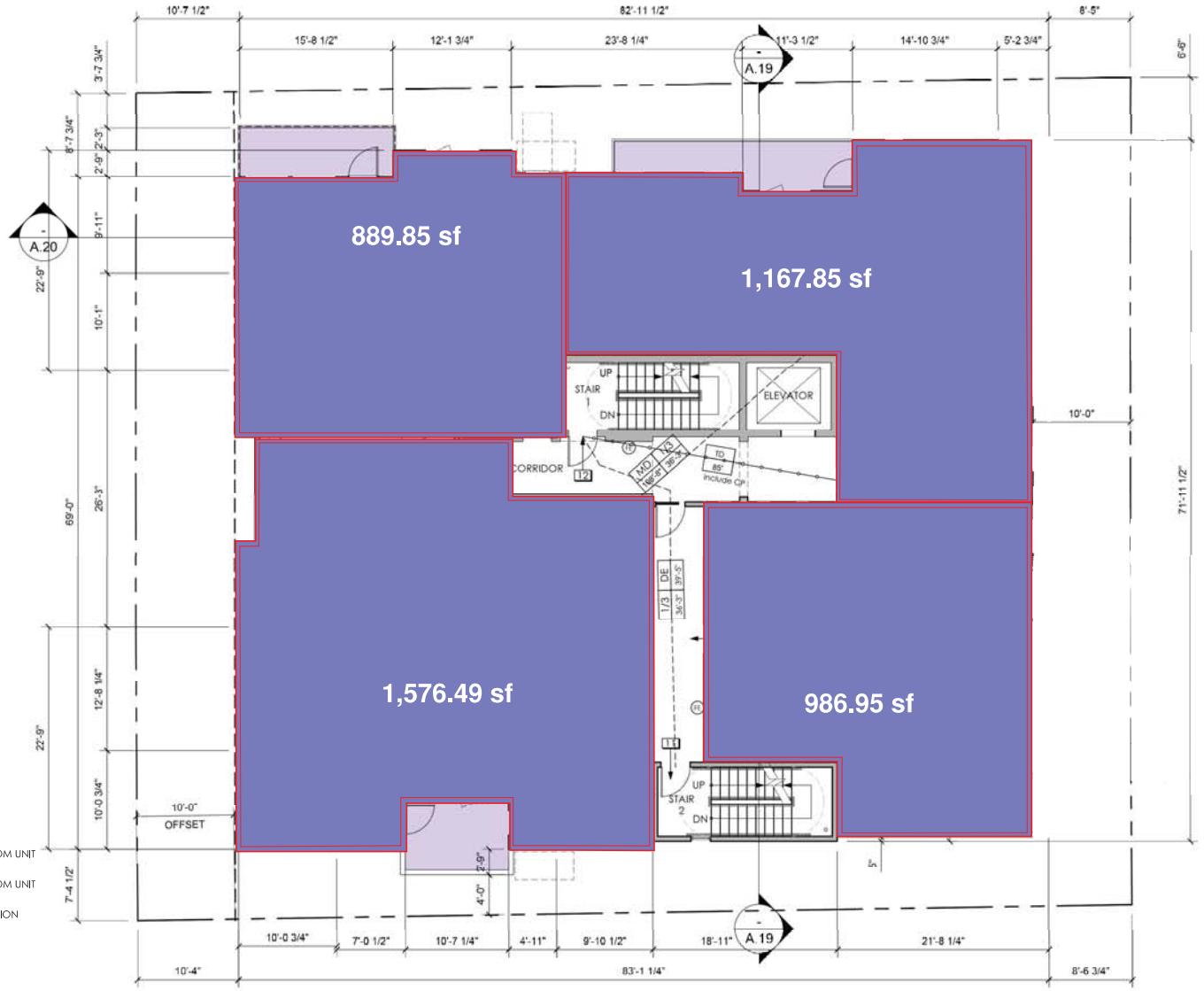
DAHLIN
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1493.001
DATE 12-14-20

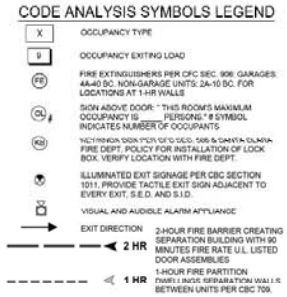
N

A.4

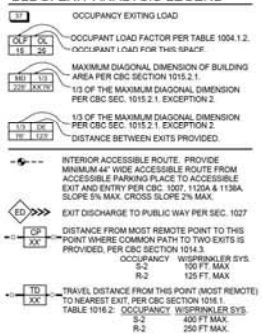
BASE PROJECT



CODE ANALYSIS SYMBOLS LEGEND



BLDG. EXIT ANALYSIS LEGEND



ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

SECOND LEVEL PLAN

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

0 4 8 16

DAHLIN

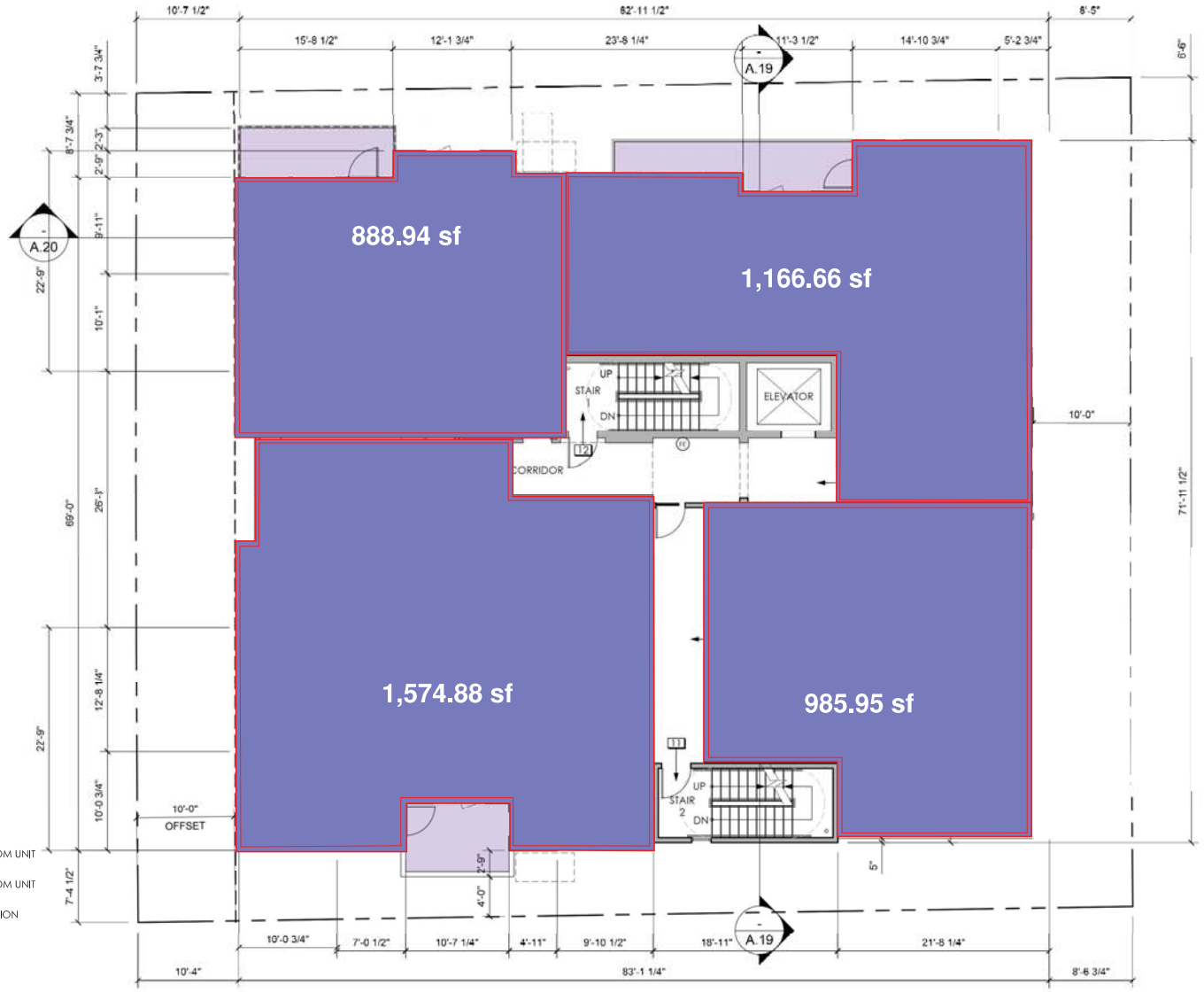
JOB NO. 1493.001
DATE 12-14-20

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

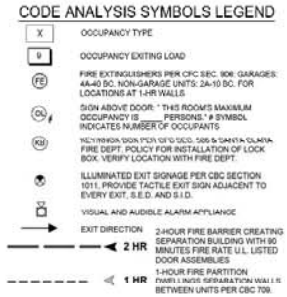
N

A.5

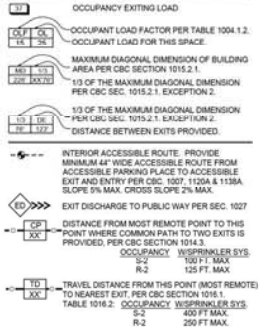
BASE PROJECT



CODE ANALYSIS SYMBOLS LEGEND



BLDG. EXIT ANALYSIS LEGEND



ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

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

0 4 8 16

376 FIRST STREET

LOS ALTOS, CALIFORNIA

THIRD LEVEL PLAN

DAHLIN

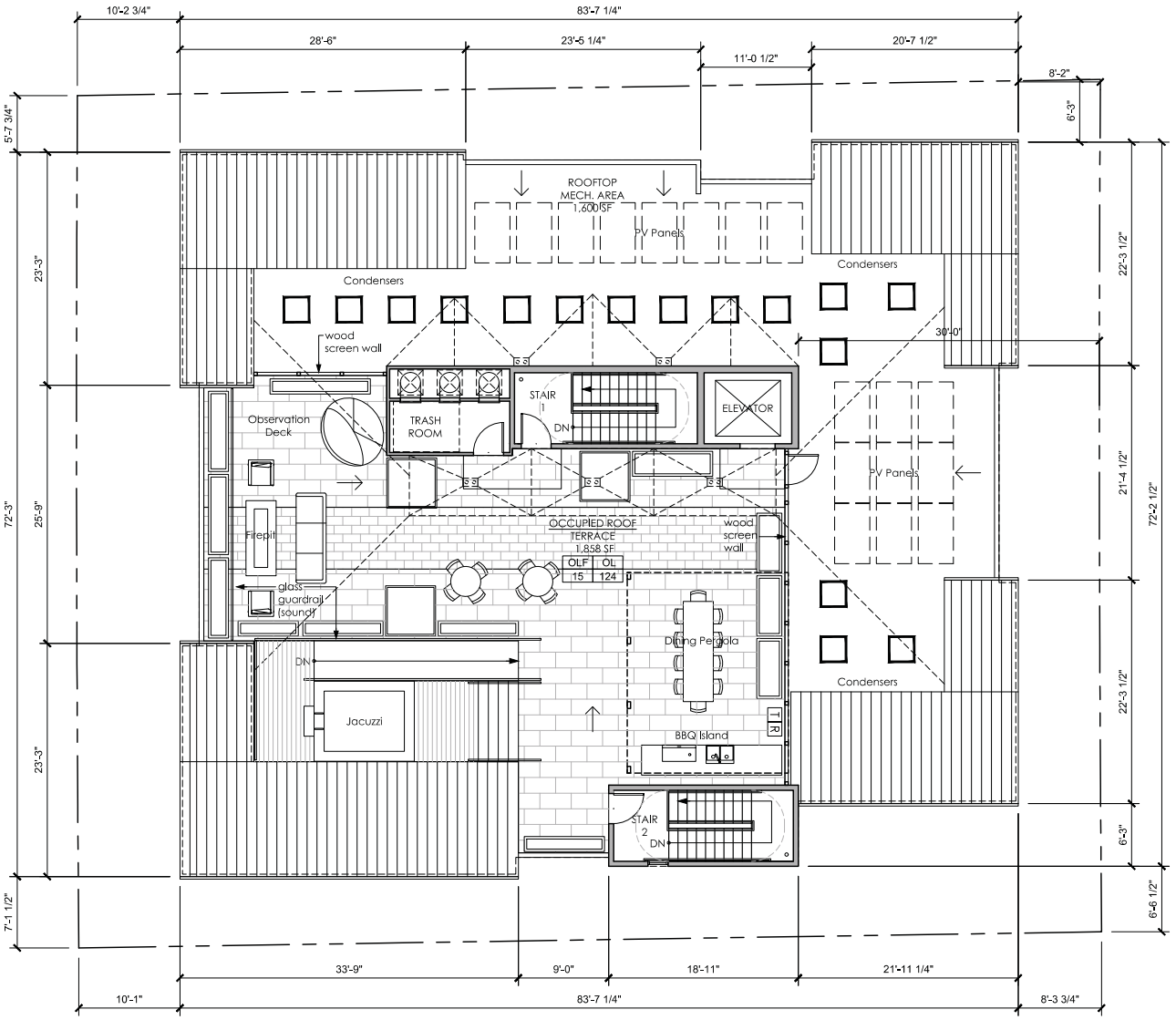
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

JOB NO. 1493.001
DATE 12-14-20

N

A.6

BASE PROJECT



GABLE ROOF AREA	= 1,537 SF
STAIR TOWERS AREA	= 500 SF
OCCUPIED ROOF TERRACE	= 1,858 SF
ROOFTOP MECH. AREA	= 1,600 SF
TOTAL ROOF AREA	= 5,495 SF

PERCENTAGE OF ROOF AREA ATTRIBUTED TO ROOF ELEMENTS PROJECTING ABOVE THE ROOF DECK (WITH GABLE ROOF AREA) = 37%

PERCENTAGE OF ROOF AREA ATTRIBUTED TO ROOF ELEMENTS PROJECTING ABOVE THE ROOF DECK (WITHOUT GABLE ROOF AREA) = 9%

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

0 4 8 16

376 FIRST STREET

LOS ALTOS, CALIFORNIA

ROOF LEVEL PLAN

DAHLIN

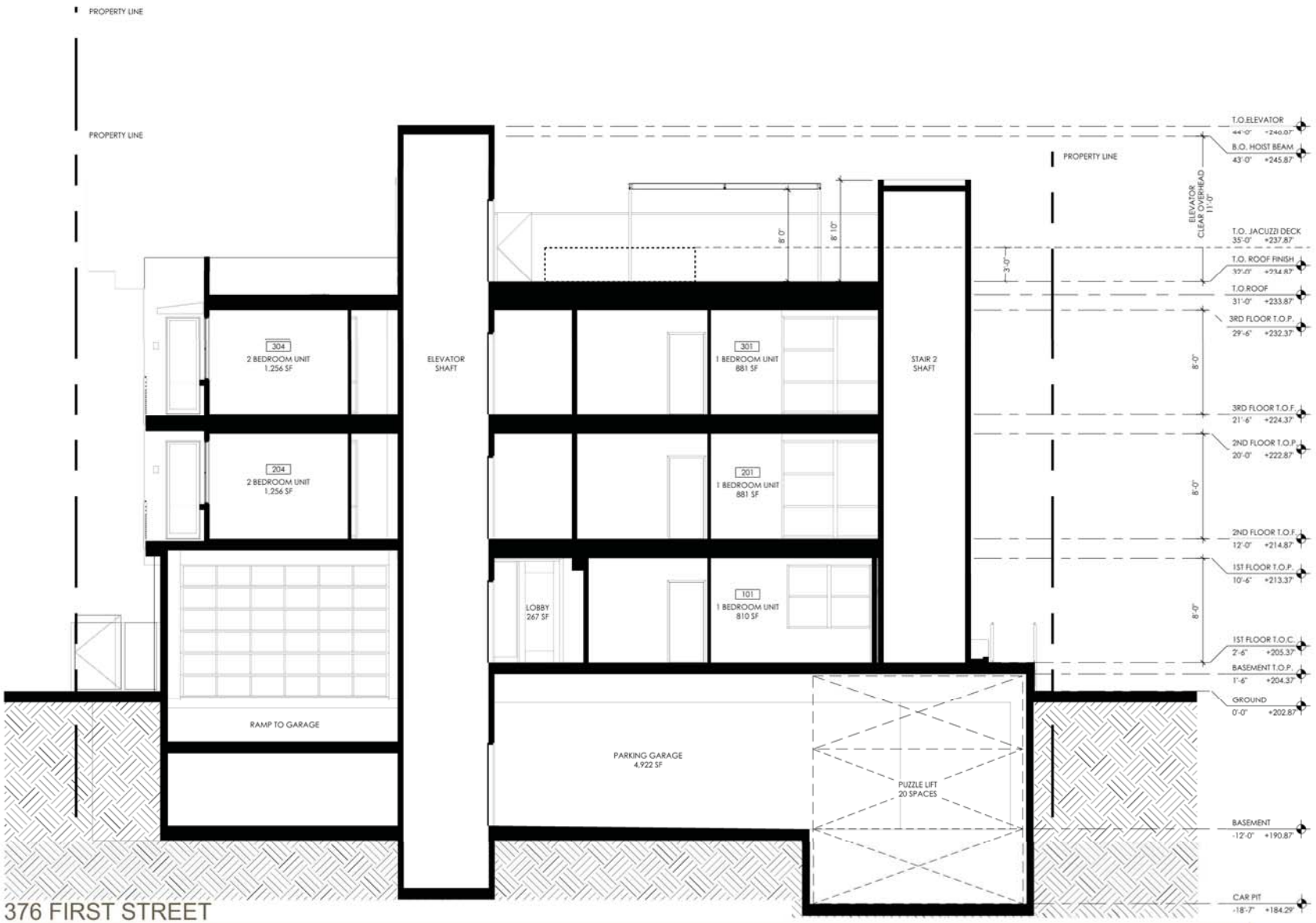
JOB NO. 1493.001
DATE 12-14-20

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

N

A.8

BASE PROJECT



376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

SECTION

DAHLIN

JOB NO. 1493.001

DATE 12-14-20

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

A.20

DENSITY BONUS PROJECT

376 FIRST STREET

RESIDENTIAL PARKING REQUIRED:

0 TO 1 BEDROOM UNIT = 1 ONSITE SPACE (PER LOS ALTOS, CA CODE OF ORDINANCES SECTION 14.28.040) = 8 SPACES

2 TO 3 BEDROOM UNIT = 2 ONSITE SPACES (PER LOS ALTOS, CA CODE OF ORDINANCES SECTION 14.28.040) = 14 SPACES

TOTAL SPACES REQUIRED = 22 SPACES

EV CHARGING SPACE = 10% OR 3 SPACES (PER CALGREEN SECTION 4.104.4.2)

PARKING PROVIDED:

SPACES ON PARKING LIFTS	= 20
SPACES AT GRADE	= 2
ADA SPACES	= 1
TOTAL RESIDENTIAL SPACES	= 23

NO. OF VISITOR PARKING SPACE = NONE (PER LOS ALTOS, CA CODE OF ORDINANCES SECTION 14.28.040.G)

EV CHARGING SPACE = 3 SPACES (TWO ON PLATFORMS AND ONE ACCESSIBLE SPACE)

RESIDENT BIKE PARKING PROVIDED: 10 SPACES (IN BASEMENT)

AFFORDABLE HOUSING:

TOTAL RESIDENCES PROVIDED = 15
20% OF 15 = 3 BMR UNITS (101, 202 AND 203)
TO BE GRANTED TWO CONCESSIONS AS PER SECTION 14.28.040 TABLE DB 6
REQUEST WAIVERS OR CONCESSIONS FOR FRONT SETBACK, BUILDING HEIGHT, AND PENTHOUSE HEIGHT, PARKING HEIGHT, AND FRONT SETBACK SOFTSCAPE AREA PERCENTAGE

SITE ZONING INFORMATION:

SITE AREA: 0.20 ACRES (8670 SF)

ALLOWABLE BUILDING HEIGHT:
TYPE 1A = UNLIMITED
TYPE VA = 70'-0" (4 STORIES WITHOUT AREA INCREASE FOR SPRINKLERS)

ACTUAL BUILDING HEIGHT: 45'-5" TOP OF MAIN SUBROOF(4 STORIES); 46'-7" TOP OF MAIN FINISH ROOF

BUILDING FOOTPRINT: 5,542 SF

LOT COVERAGE: 66%

IMPERVIOUS SURFACE: 7,077 SF

PERVIOUS SURFACE: 1,593 SF

DENSITY: 75 DU/A

ZONING: C-D/R-3

STORIES: FOUR STORIES TYPE VA OVER BASEMENT

PROJECT DIRECTORY:

OWNER/DEVELOPER
LAB LCC
376 FIRST STREET
LOS ALTOS, CA 94022
CONTACT: JAN UNLU

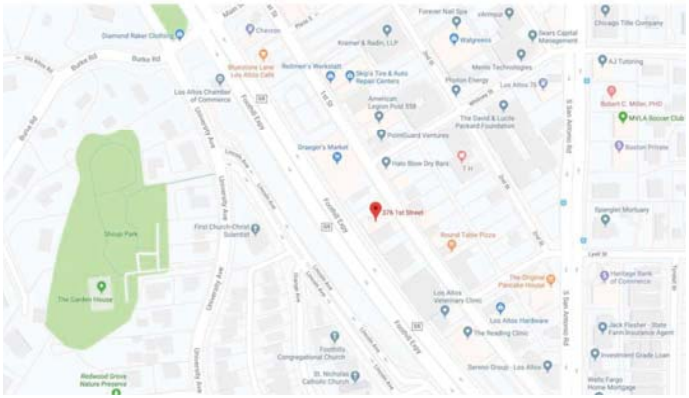
ARCHITECT
DAHLIN GROUP
5865 OWENS DRIVE
PLEASANTON, CA 94588

CIVIL ENGINEER
JMH WEISS INC.
1731 TECHNOLOGY DRIVE.
SUITE 880.
SAN JOSE, CA 95110

LANDSCAPE ARCHITECT
JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218
ORINDA, CA 94563

DRAWING INDEX:

VICINITY MAP



PROJECT DATA

UNIT SCHEDULE

NUMBER	UNIT AREA	PATIO NET AREA
1 BEDROOM UNIT		
101	776 SF	75 SF
103	878 SF	111 SF
201	898 SF	134 SF
203	865 SF	79 SF
301	898 SF	134 SF
303	865 SF	79 SF
401	898 SF	134 SF
403	865 SF	79 SF
1 BEDROOM UNIT : 8 UNITS		
2 BEDROOM UNIT		
102	1,317 SF	56 SF
202	1,361 SF	57 SF
204	1,186 SF	100 SF
302	1,361 SF	57 SF
304	1,186 SF	100 SF
402	1,382 SF	57 SF
404	1,186 SF	58 SF
2 BEDROOM UNIT : 7 UNITS		

GRAND TOTAL: 15 UNITS

376 FIRST STREET
LOS ALTOS, CALIFORNIA

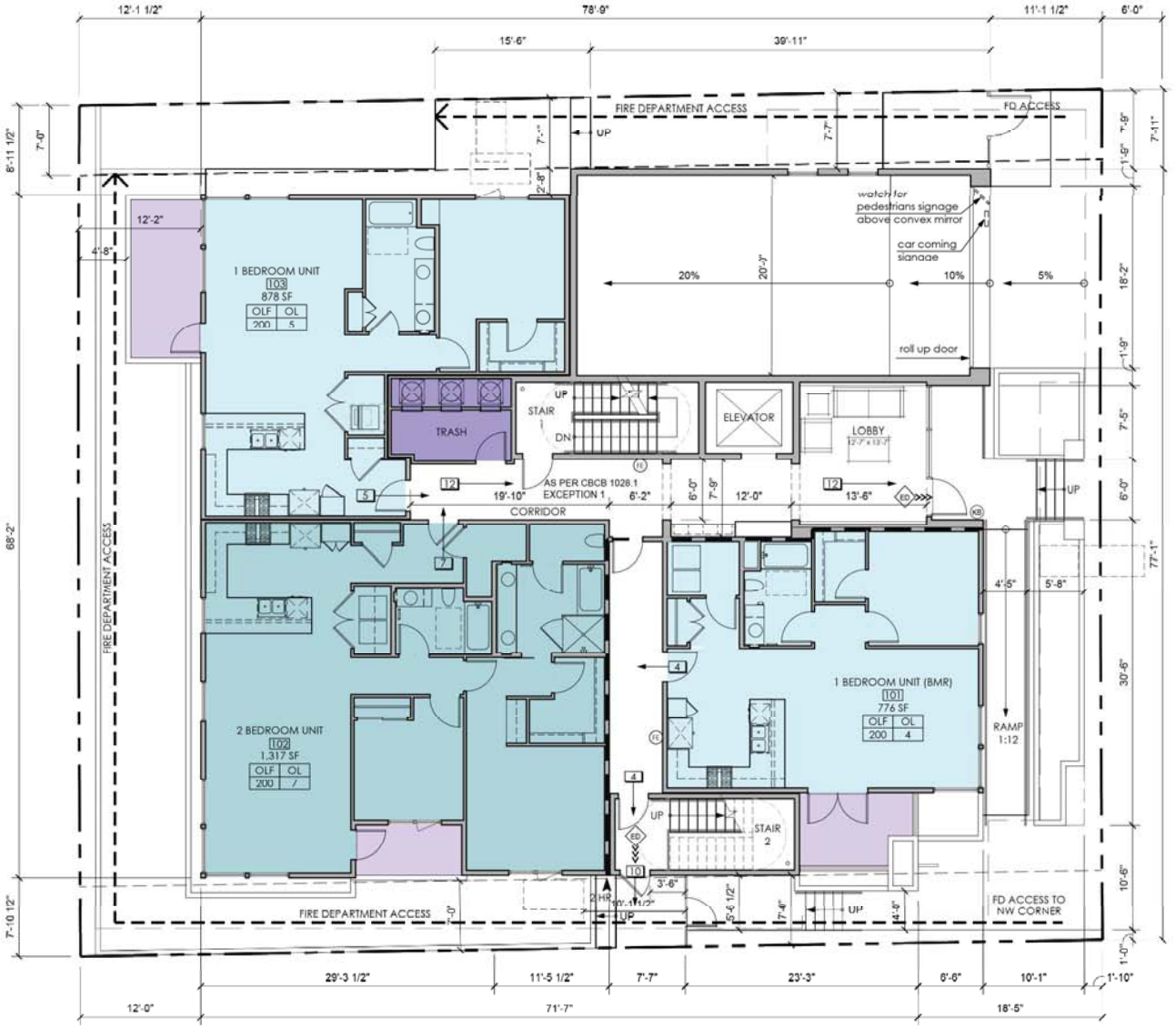
TITLE SHEET

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

JOB NO. 1493.001
DATE 09-09-21

T.1

DENSITY BONUS PROJECT



CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OL — SIGN ABOVE DOOR: " THIS ROOM IS MAXIMUM OCCUPANCY IS ____ PERSONS." * SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEYMINDER BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF 'LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 708.

FIRE ACCESS LEGEND

- 3'-0" x 6'-0" S.C.C.F.D. LADDER ACCESS PAD

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 | OL 25 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD 1/3 DIM XX'-"— MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- TD DIS XX'-" — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1136A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- DP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
R-2	199 FT. MAX.
R-2	125 FT. MAX.

- TD XX' — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2.

OCCUPANCY	W/SPRINKLER SYS.
R-2	400 FT MAX.
R-2	250 FT MAX.

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

376 FIRST STREET

LOS ALTOS, CALIFORNIA

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

0 4 8 16

GROUND LEVEL PLAN

DAHLIN

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

JOB NO. 1493.001
DATE 09-09-21

N

A.4

ROOM LEGEND

- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- CIRCULATION
- DECK
- UTILITY

CODE ANALYSIS SYMBOLS LEGEND

- X — OCCUPANCY TYPE
- 9 — OCCUPANCY EXITING LOAD
- FE — FIRE EXTINGUISHERS PER CFC SEC. 906: GARAGES: 4A-40 BC. NON-GARAGE UNITS: 2A-10 BC. FOR LOCATIONS AT 1-HR WALLS
- OA — SIGN ABOVE DOOR: " THIS ROOM'S MAXIMUM OCCUPANCY IS ____ PERSONS " # SYMBOL INDICATES NUMBER OF OCCUPANTS
- KB — KEYSWITCH BOX PER CFC SEC. 506 & SANTA CLARA FIRE DEPT. POLICY FOR INSTALLATION OF LOCK BOX. VERIFY LOCATION WITH FIRE DEPT.
- ILLUMINATED EXIT SIGNAGE PER CBC SECTION 1011, PROVIDE TACTILE EXIT SIGN ADJACENT TO EVERY EXIT, S.E.D. AND S.I.D.
- VISUAL AND AUDIBLE ALARM APPLIANCE
- EXIT DIRECTION
- 2 HR — 2-HOUR FIRE BARRIER CREATING SEPARATION BUILDING WITH 90 MINUTES FIRE RATE U.L. LISTED DOOR ASSEMBLIES
- 1 HR — 1-HOUR FIRE PARTITION DWELLINGS SEPARATION WALLS BETWEEN UNITS PER CBC 709.

FIRE ACCESS LEGEND

- 3'-0" x 6'-0" S.C.C.F.D. LADDER ACCESS PAD

BLDG. EXIT ANALYSIS LEGEND

- 37 — OCCUPANCY EXITING LOAD
- OLF 15 | OL 26 — OCCUPANT LOAD FACTOR PER TABLE 1004.1.2. OCCUPANT LOAD FOR THIS SPACE.
- MD 208' | 1/3 208' XX'-0" — MAXIMUM DIAGONAL DIMENSION OF BUILDING AREA PER CBC SECTION 1015.2.1. 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2.
- 1/3 124' | DE 123' — 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SEC. 1015.2.1. EXCEPTION 2. DISTANCE BETWEEN EXITS PROVIDED.
- INTERIOR ACCESSIBLE ROUTE. PROVIDE MINIMUM 44" WIDE ACCESSIBLE ROUTE FROM ACCESSIBLE PARKING PLACE TO ACCESSIBLE EXIT AND ENTRY PER CBC. 1007, 1120A & 1136A. SLOPE 5% MAX. CROSS SLOPE 2% MAX.
- ED — EXIT DISCHARGE TO PUBLIC WAY PER SEC. 1027
- CP XX' — DISTANCE FROM MOST REMOTE POINT TO THIS POINT WHERE COMMON PATH TO TWO EXITS IS PROVIDED, PER CBC SECTION 1014.3.

OCCUPANCY	W/SPRINKLER SYS.
S-2	100 FT. MAX
R-2	125 FT. MAX

- TD 85' include CP — TRAVEL DISTANCE FROM THIS POINT (MOST REMOTE) TO NEAREST EXIT, PER CBC SECTION 1016.1. TABLE 1016.2:

OCCUPANCY	W/SPRINKLER SYS.
S-2	400 FT MAX.
R-2	250 FT MAX.

376 FIRST STREET

LOS ALTOS, CALIFORNIA

SECOND LEVEL PLAN

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

0 4 8 16

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

JOB NO. 1493.001
DATE 09-09-21

N

A.5

Design Narrative

The project location is in 376 First Street and is zoned Commercial Downtown / Multiple Family. It is within the First Street District under the Los Altos Downtown Design Guidelines. A wide range of uses is encouraged while being sensitive to the village character of downtown and the character of First Street within the district.

1. All required parking is provided on basement level (See A.3) to minimize the visual impact of the parking. The building at the ground floor exceeds the minimum 10 foot front setback.
2. An additional one foot easement is being provided to improve the pedestrian experience along the frontage. A six foot walkway plus the 6 inch curb will improve the pedestrian experience and safety in front of the project (see A.1).
3. The buildings main entry stair and accessible ramp are positioned within the setback frontage. The ramp has been carefully integrated with a landscape strip between the sidewalk and the building and is a pleasing design feature (See A.1, A.4 and L1.1).
4. The project has more than a 12 foot rear setback and 7 foot minimum side yard setbacks (See A.1 and A.4).
5. Special paving is proposed for the building entry and parking ramp entrance (See A.1, L1.1)
6. Pedestrian amenities along First Street include a bench, planted area, special decorative paving and potted flowers and plants (See A.1, A.13, L1.1)
7. The primary entrance and stair exit access directly to First Street (See A.1, A.13) as discussed with Staff.
8. The building elevations have been carefully designed with special design articulation and details. The main entry is accentuated by a metal panel awning and fascia that provides character and a sense of human scale at the street along with a deep recess at the lobby entry door for a strong shadow. The building numeral will be integrated with the awning design for additional project character and easy visibility for visitors and the FD.
9. Windows above the entry awning consist of metal awnings to add additional interest, shading and shadow lines, as well as visual privacy between units. They also provide additional emphasis to the entry.
10. Light fixture selection adds character and variety to the façade without creating light pollution.
11. Private balcony guardrails consist of painted steel horizontal rods that provide further detail and visual interest that complement the architectural character of the project (see A.13-A.16 and A.25).
12. The garage is secured with an aluminum roll-up door with translucent lites for a dramatic effect during evening hours and for added security along the First Street frontage.
13. Standing seam metal gable roof is used on top of each corner towers. The mixed of flat roof (parapet walls) and gable roof structures provide the character of a village environment. It also helps to avoid the large box-like structures so prevalent today in many jurisdictions (See A.13, A.14, A.15, A.16).
14. Building materials are high quality and carefully selected to work together for a pleasing composition. Wood siding and metal panels complement the smooth stucco façades in a three-color palette. Natural stone veneer is proposed at the ground floor level on the north, south and east façades to further improve the presence and sense of permanence of the project on First Street. The composition of these materials break up the building into smaller scale elements (See A.13, A.14, A.15 and A.16).
15. The change of plane between the wood siding towers and the stucco walls further reduces the building massing (See A.13, A.14, A.15 and A.16).

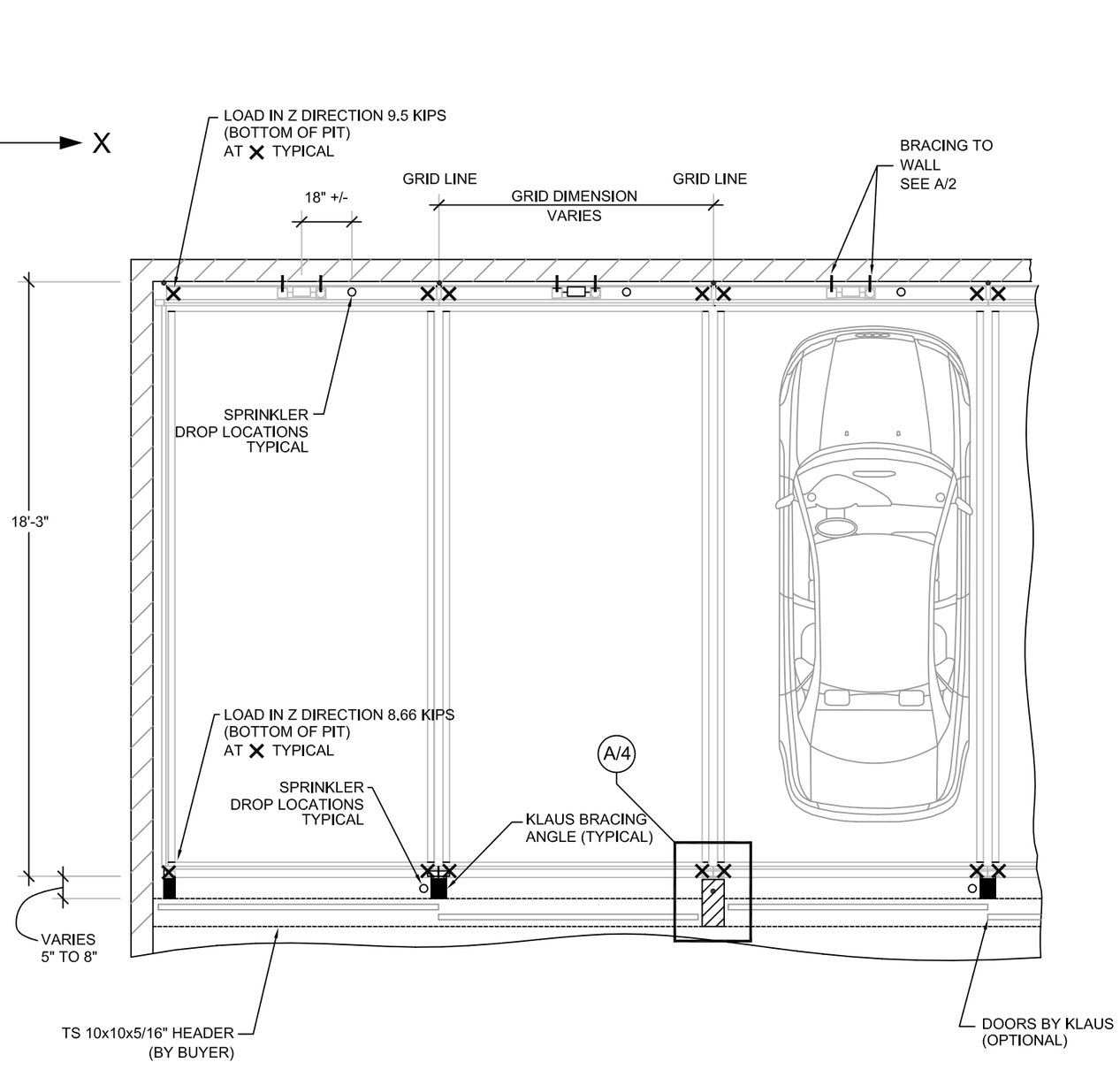
16. All aluminum-clad wood windows by Kolbe are inset from the building wall (See A.13 - A.16, A.24) and are a reddish brown color (Chutney) to provide a splash of warm color and to further accentuate the extraordinary quality and detail of these windows.
17. The proposed roof terrace is designed away from the First Street so that it is concealed from the from the public on the First Street side (See A.8, L1.2). The elevator that is required to provide disabled access to the roof terrace is located centrally in the building plan to reduce the visual impact of the overhead of the elevator tower.
18. Mechanical equipment on the roof is screened from the public via the pitched roof elements and mechanical screens (See A.8).
19. The electrical transformer and backflow preventers are all stored underground to avoid public view and to improve the entry sequence and provide space for additional landscape area on this narrow site (See A.1 and C2.0).
20. All refuse trash, recycle and green waste bins and totes are stored in the trash termination room on the basement level. Bins and totes will be staged in a temporary staging area behind the wood screen door at the northeast corner during the trash day (See A.1, A.3, A.4) for a clean appearance along First Street.
21. The building design, detailing and massing is compatible and similar in scale to the adjacent existing buildings on the street (See A.17).
22. The building frontage on the First Street side consists of substantial landscaping aside from the necessary vehicle entry ramp, pedestrian stair and pedestrian ramp. Planters and pots provide variety and visual interest along this urban frontage. Planter areas are provided on the Foothill Expressway frontage as well including shrubbery and trees. Landscaping is also proposed along both side yards (See A.13, A.14, A.15 and A.16, L1.1).

Sincerely,

Brett Bailey, AIA
Principal

Attachments:

Civil Engineer Response Letter: Response to Comments #3-5 Letter_JMH
Landscape Architect Response Letter: City Comments Response_JETT
Trash Management Approval Letter: 20_0519_Mission Trail_Approval letter.doc
Traffic Study: 376 1st Street TA
Density Bonus Report: 376 First Street Density Bonus Report - 20_1208
Environmental Study: 202051.20_376FirstStLosAltosESA
Elevator Specification: Elevator - MonoSpace500_69815
Vehicle Lift Specifications: Klaus Trendvario 4300 Data Sheet; Puzzle Lift - P310-200-405typicalbracing
Generator Specification: Gillette_Portable_Generator-GPE-125EH-3_-Specifications_Sheet
Design Package: 21_0114_Design Resubmittal Set.pdf



PLAN WITH VERTICAL LOADS

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

P310 SUMMARY OF PRODUCT DATA:

MACHINE: P310/175-540
MINIMUM CEILING HEIGHT ABOVE DRIVEWAY = 13'-4"

PIT DEPTH BELOW DRIVEWAY LEVEL = -6'-7" (SEE SECTION)

MAXIMUM UPPER VEHICLE HEIGHT = 5'-9"
MAXIMUM GROUND FLOOR VEHICLE HEIGHT = 6'-7"
MAXIMUM LOWER VEHICLE HEIGHT - 5'-9"
MAXIMUM VEHICLE LENGTH = 16'-6"
MAXIMUM VEHICLE WEIGHT = 2000KG (4400LBS)

NOTE: IF CEILING HEIGHT IS HIGHER OR LOWER, CORRESPONDINGLY TALLER OR SHORTER VEHICLES MAY PARK ON UPPER PLATFORMS. CEILING HEIGHT GIVEN IS FACTORY MINIMUM.

ELECTRICAL REQUIREMENTS:
208V THREE PHASE 25 AMP CIRCUIT, PROVIDE NEUTRAL + EQUIPMENT GROUND.

DOOR INFORMATION:
MANUAL OR AUTOMATIC INFRARED REMOTE CONTROL DOORS ARE AVAILABLE.
FOR AUTOMATIC DOORS ALLOW 8" FROM FRONT EDGE OF PIT TO TS 10"x10"x $\frac{5}{16}$" HEADER (SEE SECTION)

DESIGN NOTES:

1. PROVIDE CONCRETE OR CMU AT REAR WALL.
2. SEE MERKLE ENGINEERING REPORTS FOR ALL LOADS FROM MACHINE TO BUILDING.
3. PROJECT ENGINEER TO DESIGN STRUCTURE TO ACCEPT LOADS.
4. ANCHOR BOLTS: ITW REDHEAD ER-1372 OR EQUAL.
5. KLAUS WILL DESIGN BRACING FROM MACHINE TO THE BUILDING.
6. SPRINKLER DROPS AT FRONT OF MACHINE TO BE INSTALLED PRIOR TO LIFT INSTALLATION. SPRINKLER DROPS AT REAR OF LIFT TO BE INSTALLED AFTER MACHINE INSTALLATION.
7. CONTACT YOUR KLAUS REPRESENTATIVE FOR ALTERNATE METHODS OF BRACING.

KLAUS PARKING SYSTEMS
3652 CHESTNUT ST. STE A
LAFAYETTE, CALIFORNIA 94549
925.284.2092 FAX 925.284.3365

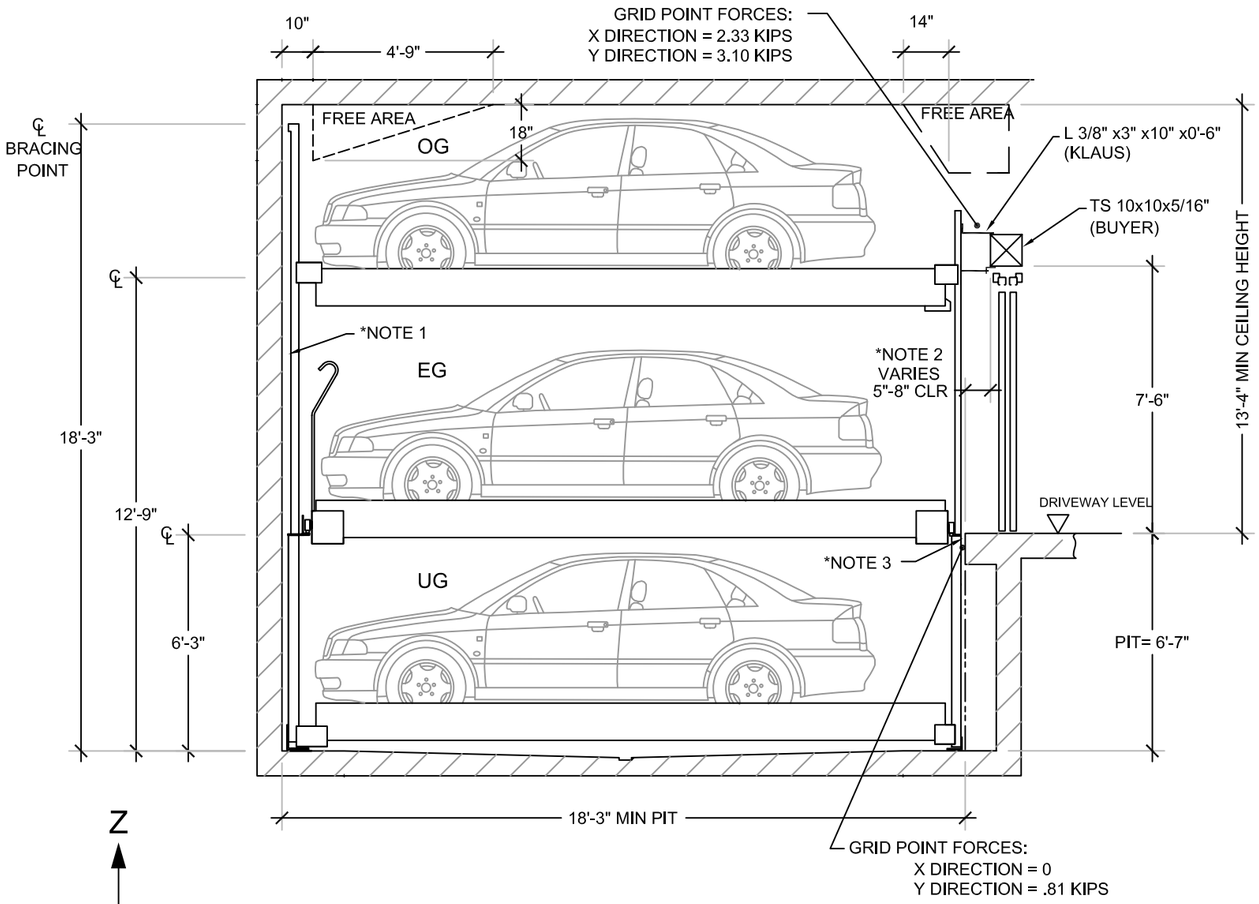
FILE: 0000 | DATE: 12-12-2006

P310 - 200/405 BRACING POINTS

TYPICAL LAYOUT

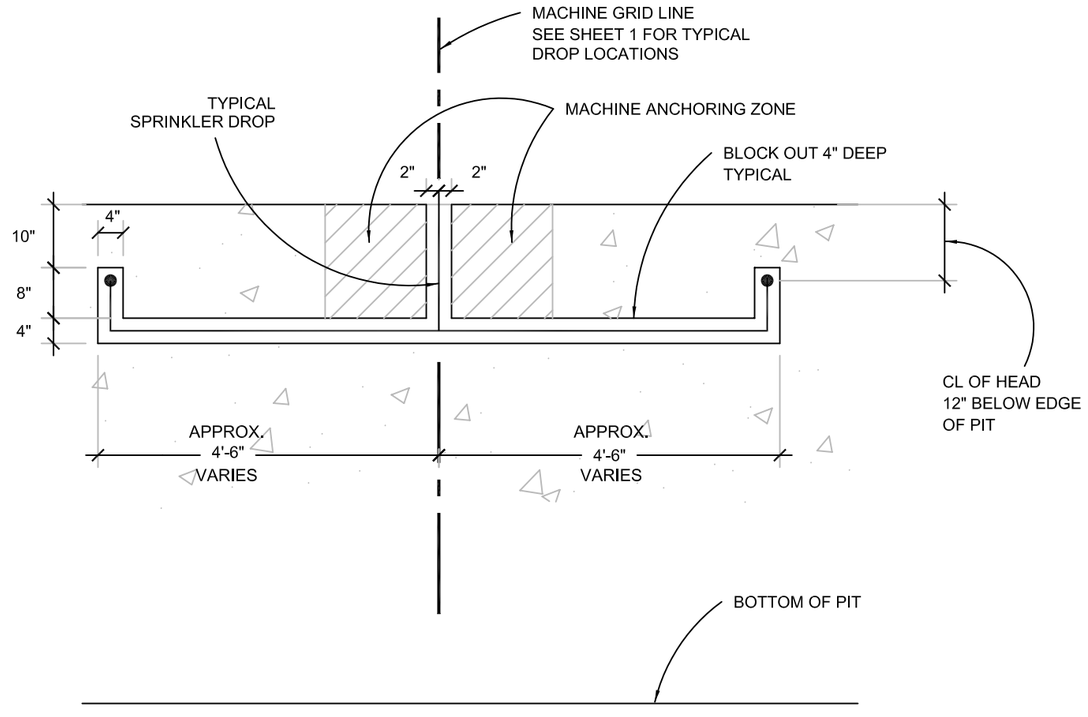
SHEET 1 OF 4

M:\P 310\Drawings\P310-200-405\P310-200-405 typical bracing 12-12-06.dwg



A TYPICAL SECTION

NTS



B TYPICAL ELEVATION AT FRONT OF PIT
P310 BLOCK OUTS FOR FIRE SPRINKLER

SCALE: 1/2"= 1'-0"

NOTES:

NOTE (1) - CLEARANCE FOR SPRINKLER PIPES

NOTE (2) - 5" MINIMUM FOR WIRE DUCT AND SPRINKLERS.
MUST BE 8" MINIMUM IF ELECTRIC DOORS ARE USED.

NOTE (3) - SPRINKLER BLOCK OUTS AT FRONT EDGE OF PIT
MAY BE REQUIRED. CONSULT WITH SPRINKLER CONTRACTOR.
SEE DETAIL B THIS SHEET.

KLAUS PARKING SYSTEMS
3652 CHESTNUT ST. STE A
LAFAYETTE, CALIFORNIA 94549
925.284.2092 FAX 925.284.3365

FILE: 0000

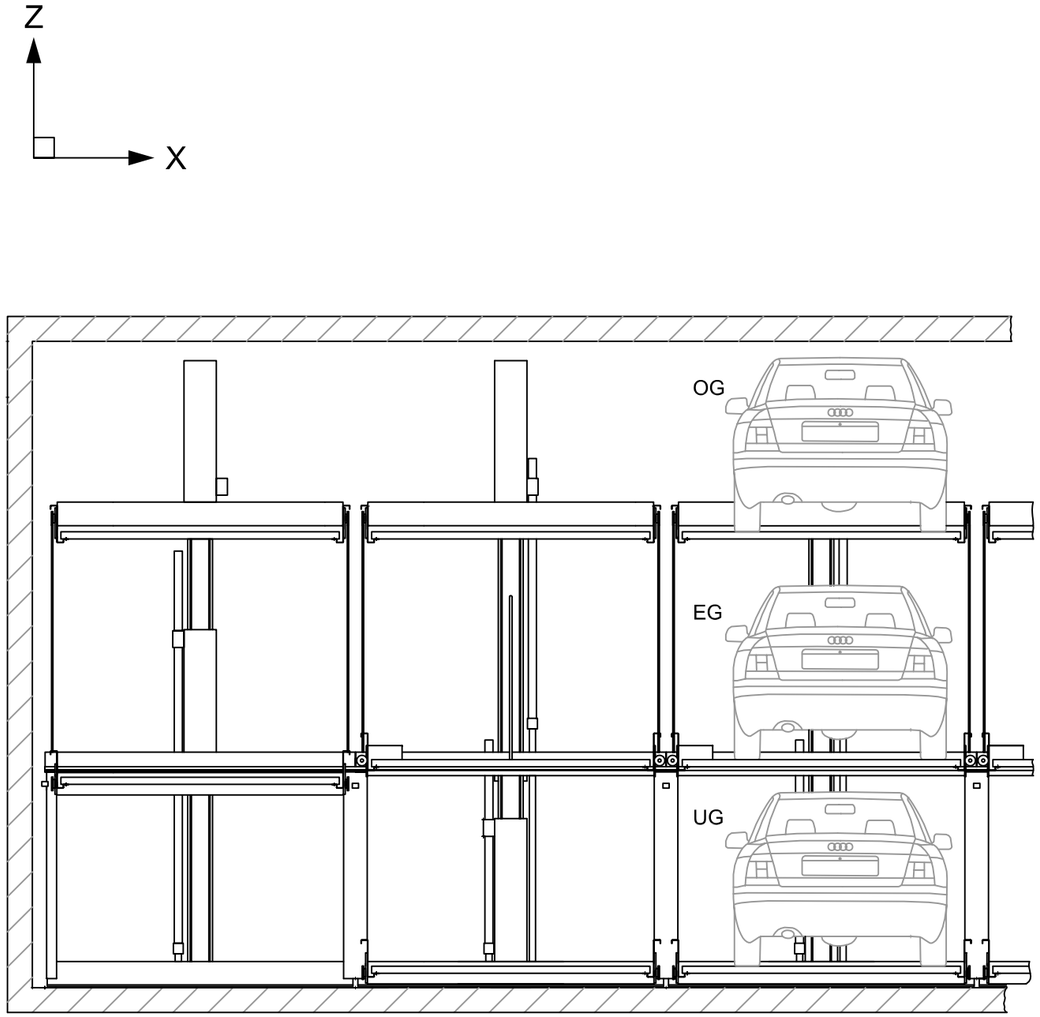
DATE: 12-12-2006

P310 - 200/405 BRACING POINTS

TYPICAL LAYOUT

SHEET 2 OF 4

M:\P 310\Drawings\P310-200-405\P310-200-405 typical bracing 12-12-06.dwg



A OVERALL VIEW OF REAR WALL

NTS

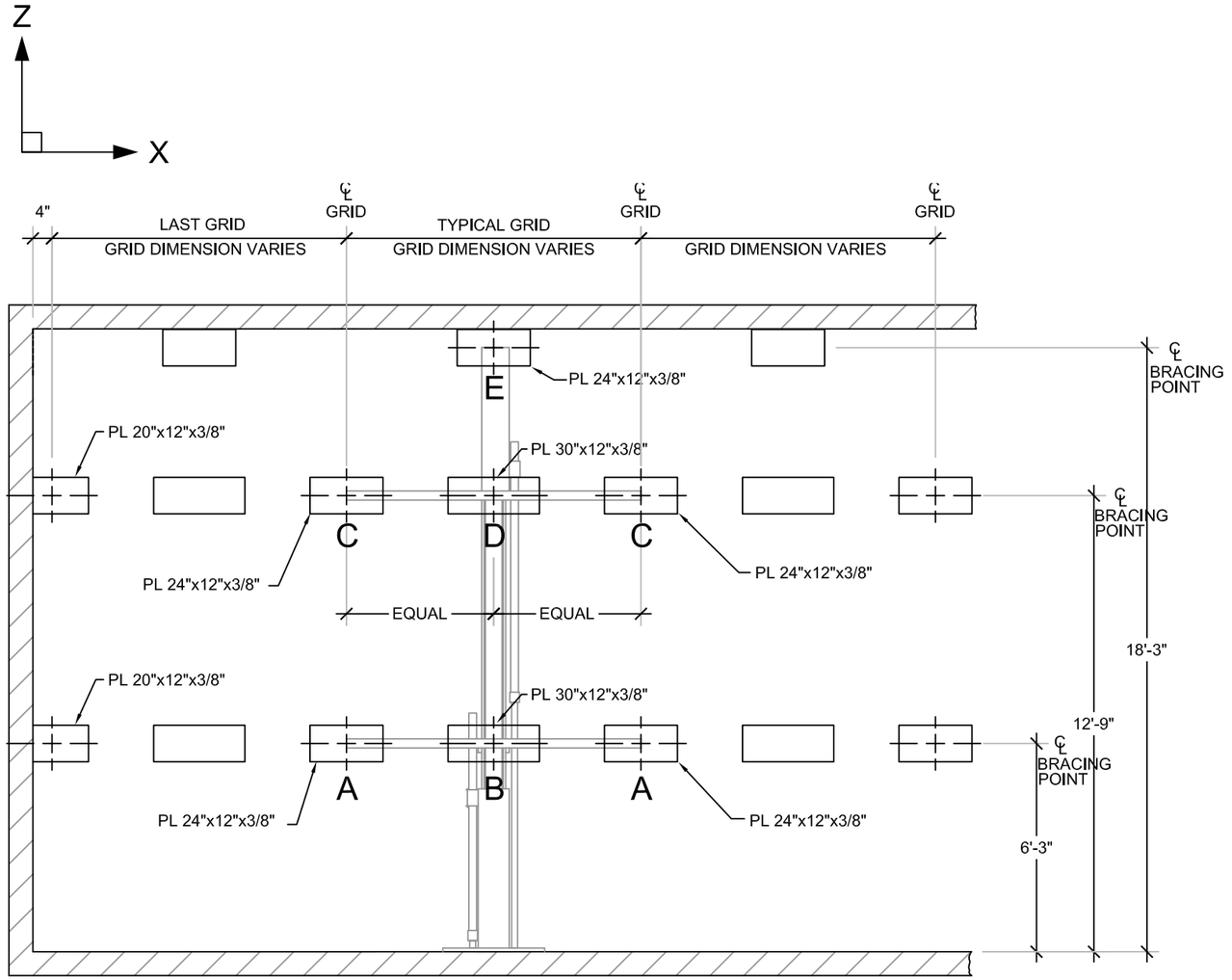
NOTES:

1. PROVIDE CONCRETE OR CMU WALL AT REAR WALL IF POSSIBLE. NO STEEL PLATES REQUIRED FOR A REAR CONCRETE WALL.

2. WHEN NO CONCRETE OR CMU WALL IS POSSIBLE AT REAR WALL, PROVIDE A STUD WALL WITH SHEETROCK AND STEEL PLATES. STEEL PLATES MUST BE VISIBLE TO ALLOW FOR MACHINE ATTACHMENT.

3. BUILDING ENGINEER TO DESIGN BUILDING WALLS TO ACCEPT LOADS COMING OFF THE MACHINE. MAXIMUM ALLOWABLE DEFLECTION AT SUPPORTS IS 1/2 INCH.

4. KLAUS WILL DESIGN CONNECTIONS BETWEEN THE MACHINE AND THE BUILDING.



LOADS TO REAR WALL

BRACING POINT	A	B	C	D	E
X DIRECTION [KIPS]	0	0	0	0	0.82
Y DIRECTION [KIPS]	1.1	0.20	0.30	0.30	0.71
Z DIRECTION [KIPS]	0	0	0	0	0

A REAR WALL ELEVATION WITH LOADS

NTS

KLAUS PARKING SYSTEMS
3652 CHESTNUT ST. STE A
LAFAYETTE, CALIFORNIA 94549
925.284.2092 FAX 925.284.3365

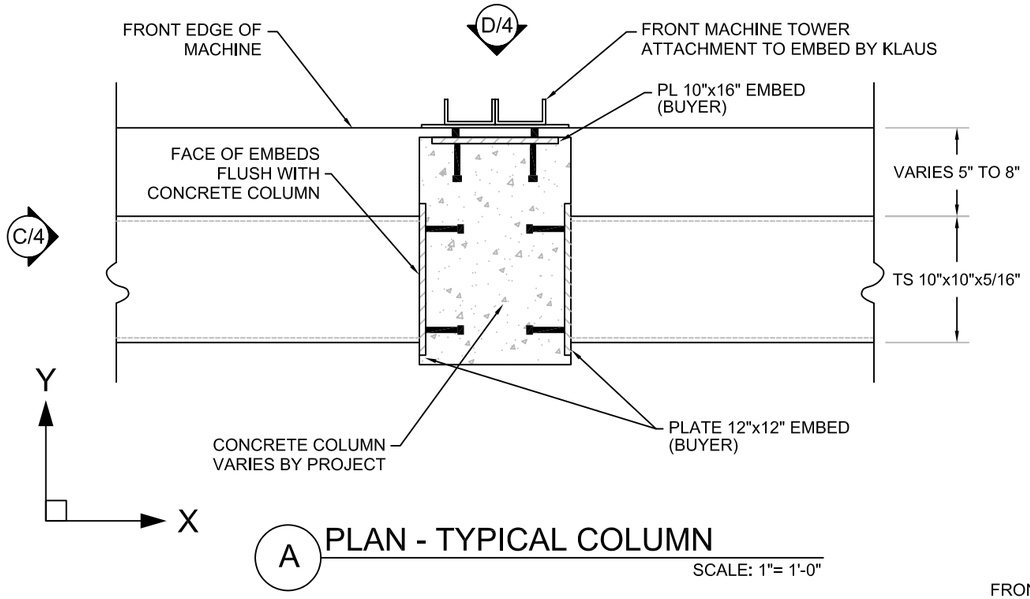
FILE: 0000

DATE: 12-12-2006

P310 - 200/405 BRACING POINTS

TYPICAL LAYOUT

SHEET 3 OF 4



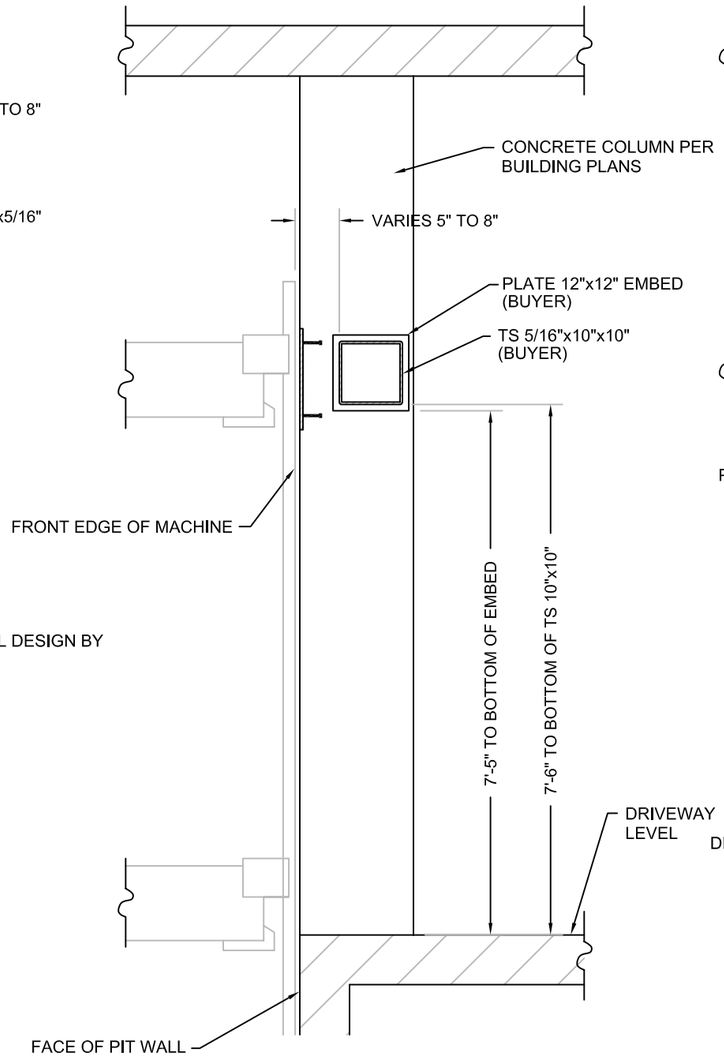
A PLAN - TYPICAL COLUMN

SCALE: 1"= 1'-0"

B ISOMETRIC - TYPICAL PLATE EMBED

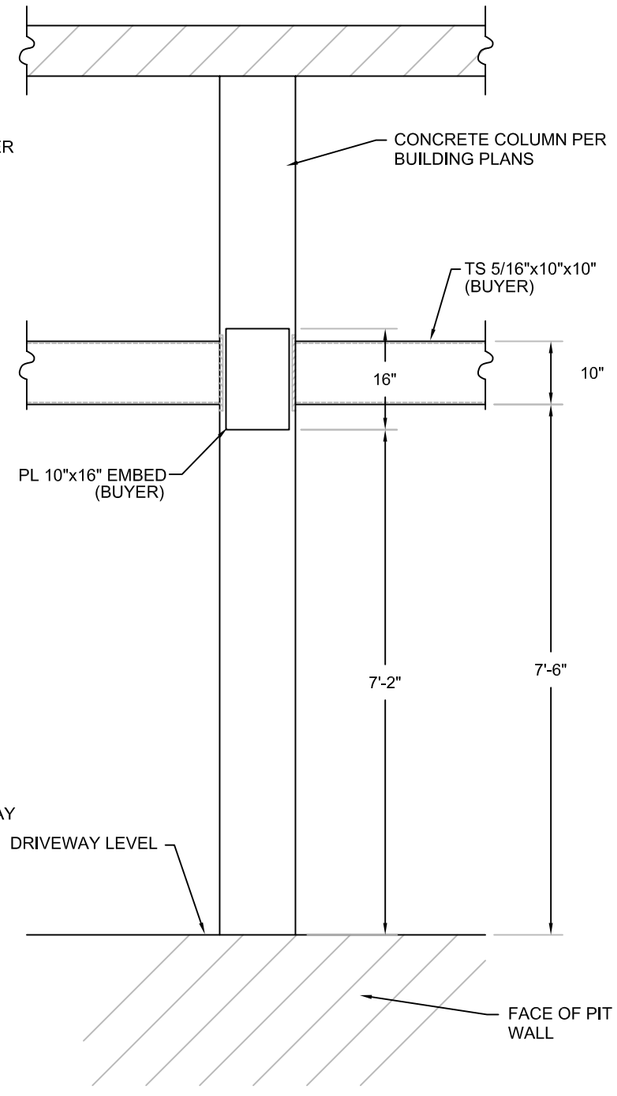
NTS

FINAL DESIGN BY PROJECT ENGINEER
EMBEDS SUPPLIED BY BUYER



C ELEVATION - COLUMN SIDE

SCALE: 1"= 1'-0"

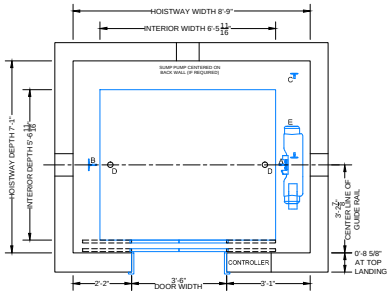


D ELEVATION - COLUMN MACHINE SIDE

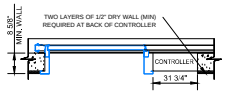
SCALE: 1/2"= 1'-0"

KLAUS PARKING SYSTEMS 3652 CHESTNUT ST. STE A LAFAYETTE, CALIFORNIA 94549 925.284.2092 FAX 925.284.3365	P310 - 200/405 BRACING POINTS TYPICAL LAYOUT	SHEET 4 OF 4
FILE: 0000 DATE: 12-12-2006		

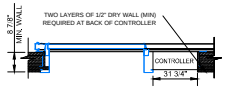
M:\P 310\Drawings\P310-200-405\P310-200-405 typical bracing 12-12-06.dwg



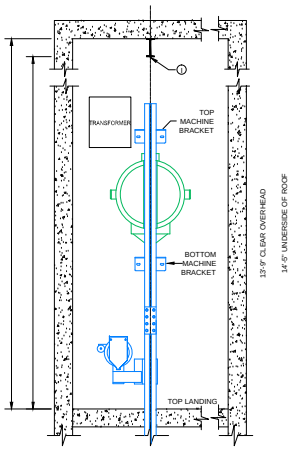
HOISTWAY PLAN VIEW



TOP LANDING ENTRANCE / INTEGRATED CONTROL DETAIL
CONCRETE



TOP LANDING ENTRANCE / INTEGRATED CONTROL DETAIL
DRYWALL



ELEVATION IN HOISTWAY
LOOKING AT MACHINE

BRKTS ABOVE TOPMOST LANDING - IMPACT LOADING REACTIONS (lbf)			
REACTION LOCATION	A	B	C
X DIRECTION	1580	240	50
Y DIRECTION	530	1670	100

BRKTS BELOW TOPMOST LANDING - RUNNING REACTIONS (lbf)			
X DIRECTION	290	240	50
Y DIRECTION	200	110	100
MAX DEFLECTION NOT TO EXCEED 0.25" (6mm) DUE TO APPLIED LOADS			

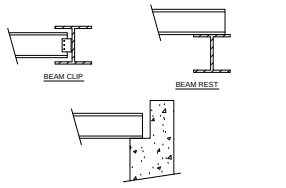
SEISMIC ZONES 3 & 4 - ALL BRKTS LOCATIONS - IMPACT LOADING (lbf)			
X DIRECTION	2200	2000	1100
Y DIRECTION	2100	1500	2100
MAX DEFLECTION NOT TO EXCEED 0.25" (6mm) DUE TO APPLIED LOADS			

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

VERTICAL FORCES ONTO PIT FLOOR (lbf)					
REACTION LOCATION	A	B	C	D	E
Z DIRECTION	21400	10700	6000	11800	18500

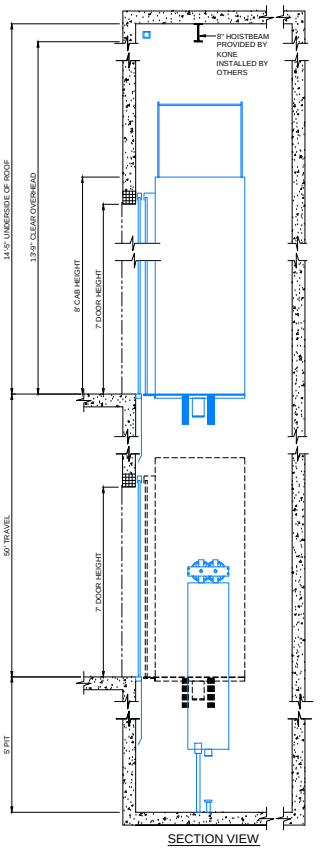
**VERTICAL REACTIONS A, B & C OCCUR SIMULTANEOUSLY. VERTICAL REACTIONS D & E OCCUR INDIVIDUALLY AND SEPARATELY FROM A, B & C.

HOISTBEAM & LIFELINE VERTICAL FORCES (lbf)				
REACTION LOCATION	A	B	C	D
Z DIRECTION	4800	4700	5000	5000



ATTACHMENT DETAILS

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



SECTION VIEW

SCALE: NOT TO SCALE

RE-OPEN CONFIGURATION IN THE TOOLBOX: http://architecttoolbox.kone.us/Mono500/?savedConfigurationID=69815

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

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

KONE MonoSpace

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

SPECIFICATIONS

PRODUCT NAME: KONE MONOSPACE 500 ELEVATOR SEISMIC
CAPACITY: 3500 LB
SPEED: 200 FPM
DOOR: CENTER OPENING
TRAVEL: 50' 0"
CONTROL LOCATION: INTEGRATED
POWER SUPPLY: 208V
REQUIRED FUSE AMPS: 60.0 amps
CONTROLLER HEAT OUTPUT: 4.6 kBTUs/Hr
MACHINE HEAT OUTPUT: 2.4 kBTUs/Hr

BUILDING (PROJECT NAME)	LOCATION
ARCHITECT	DATE 4/4/2020
DRAWING# .	SHEET 1
PXID: 69815	

Letter From: Paul Lenarduzzi
Los Altos Supervisor
Mission Trail Waste Management Company

From: Paul Lenarduzzi <PLenarduzzi@missiontrail.com>
Sent: Tuesday, May 19, 2020 8:28 AM
To: Kai Siu Cheng
Cc: Brett Bailey
Subject: Re: 376 First Street - Project at 376 1st Street Los Altos

I have reviewed the updated plans for 376 1st St. Los Altos. The trash will be staged in the street level enclosure on the north east side of the building. The Porter will bring the trash up from the trash room to the staging area on the north east corner of the building. Mission Trail will service the bins on first Street. All carts will need to be staged on the street before 7 AM on their service day by the porter. The porter will return all bins and carts to the trash room after Mission Trail has serviced them.

Paul lenarduzzi,

Sent from my iPad

ATTACHMENT G

CDG
CANNON
DESIGN
GROUP

ARCHITECTURE PLANNING URBAN DESIGN

August 9, 2021

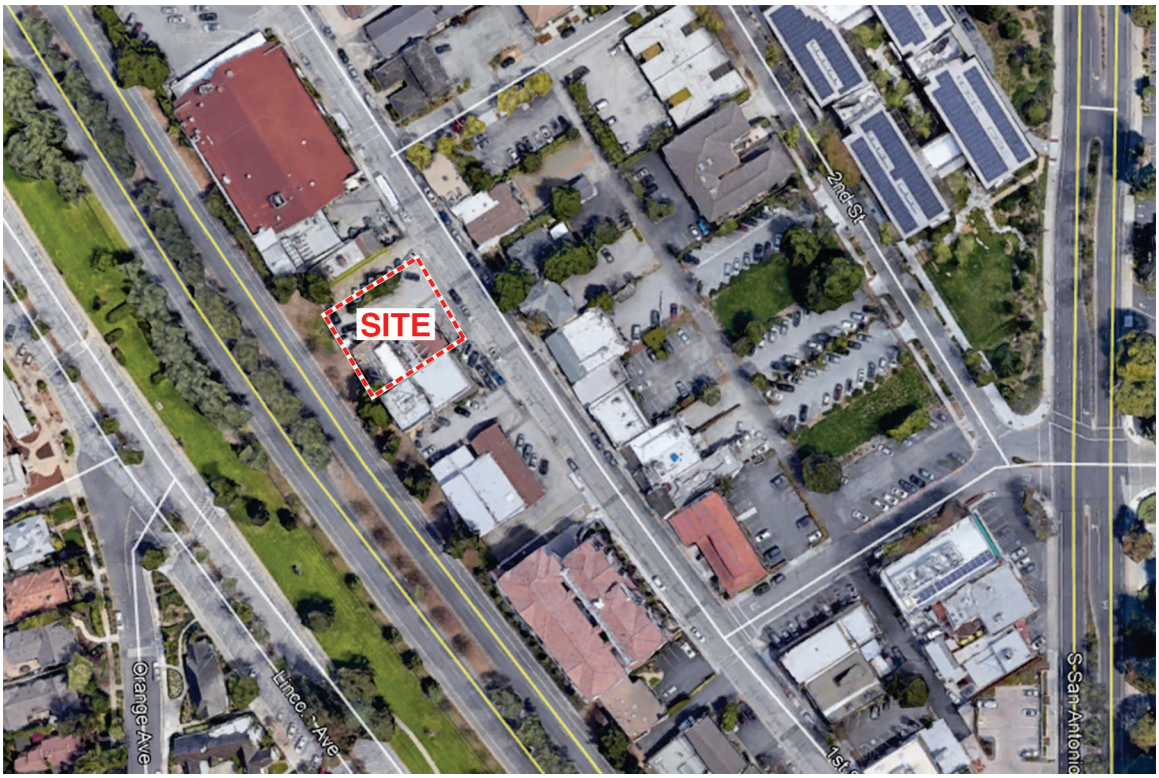
Mr. Steve Golden
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

RE: 376 First Street

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

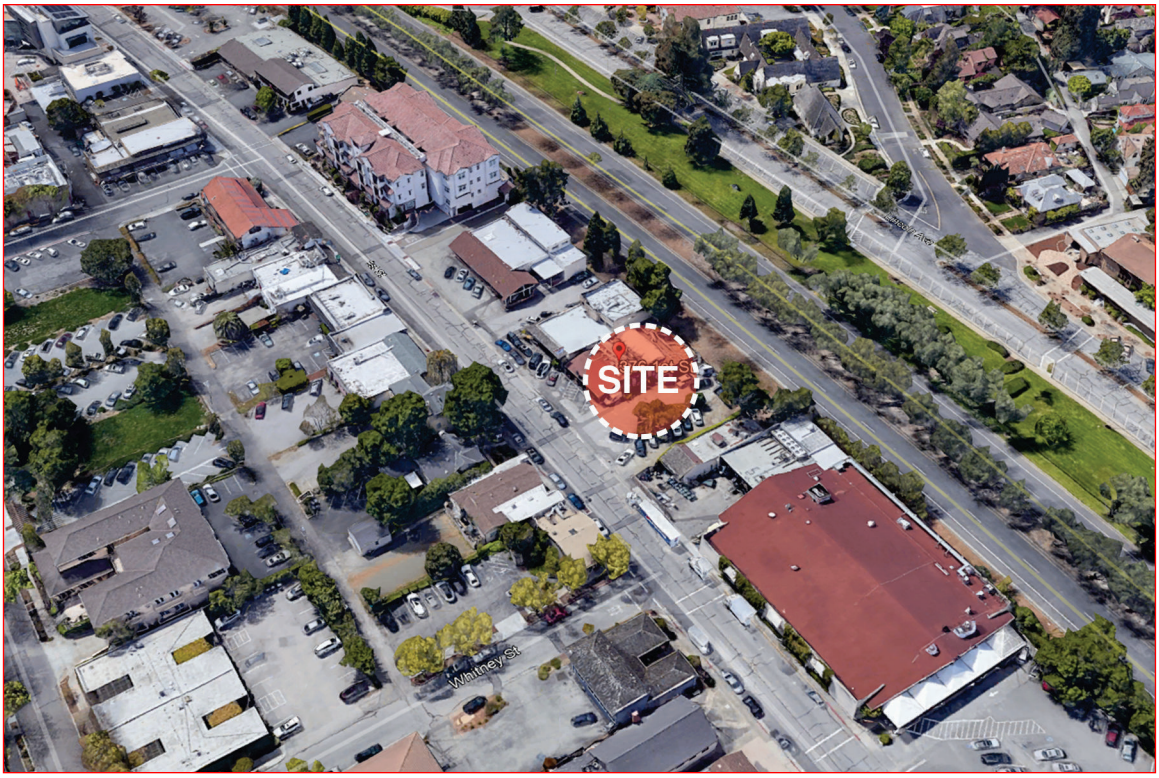
Site Context

The site is located in the CD/R3 Downtown/Multiple Family District in an area characterized by older one and two-story commercial buildings. New development along First Street has started to occur in recent years. A three-story over podium garage multifamily development is located near the site to the south, and other multifamily developments over below-grade parking will soon be constructed along First Street - see illustration on page 3. Photos of the site and immediate context are shown on the following page.



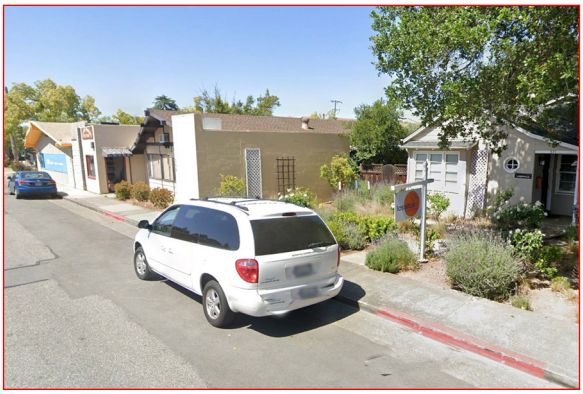
700 LARKSPUR LANDING CIRCLE . SUITE 199 . LARKSPUR . CA . 94939

TEL: 415.331.3795
CDGPLAN@PACBELL.NET

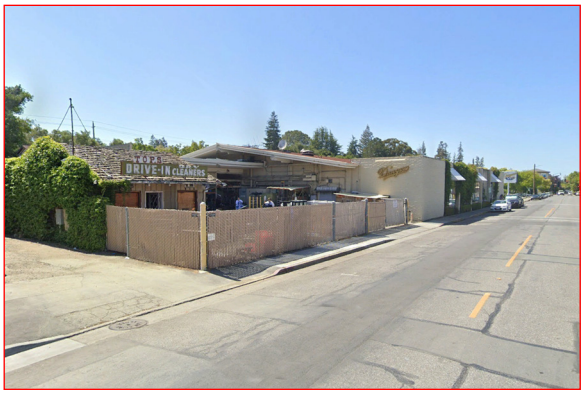


THE SITE

First Street block to the south



First Street parcels immediately across the street



First Street block to the north

HISTORY

PROJECTS REVIEWED TO DATE: LOCATIONS

PROJECTS REVIEWED TO DATE: FIRST STREET ELEVATIONS

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

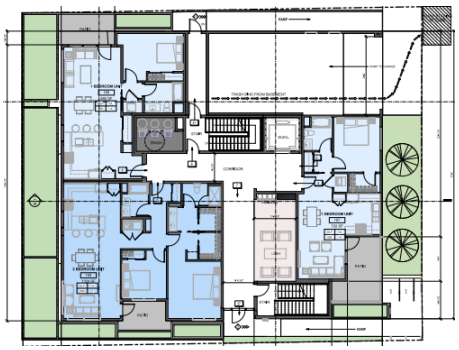
b) Avoid architectural styles and monumental building elements that do not relate to the small human scale of Downtown Los Altos.

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.*

PLANNING COMMISSION STUDY SESSION

The project was reviewed by the Planning Commission in a study session on August 1, 2019. A sketch and first floor plan of the project at that stage of review are shown below.



FIRST STREET FRONTAGE

FIRST STREET FRONTAGE

PUBLIC COMMENTS AND CONCERNS

Public comments presented at the study session included the following:

- Proposed project is very modern in appearance - would be better on El Camino Real than in Downtown Los Altos.
- There is a lack of landscaping proposed.
- The project will contribute to the lack of parking issue in the First Street area.
- Sorry to see the existing restaurant would be lost.
- Prefer three stories rather than four.
- Concern with proliferation of roof top "party decks" with light and noise intrusions. They also increase building height.
- Concern with the fact this won't look like nearby existing residential.
- Garage needs to be gated for security.

PLANNING COMMISSION STUDY SESSION CONCERNS

Comments and concerns expressed by the commissioners included the following:

- ***Not in favor of four story building with roof deck and elevator adding to the building height. Didn't see why the additional height should be allowed.***
- ***Concern by all of the commissioner with the proposed entry being on the side of the building.***
- ***Dark gray stair tower is very heavy.***
- ***Gable ends should project more. Gables do not seem to be well integrated into the design, and contribute to making the building seem too vertical.***
- ***Lack of cover over top floor balconies a concern.***
- ***Consider smaller windows on the Foothill Expressway elevation.***
- ***Use of stone is good.***
- ***Concern with vehicle/pedestrian conflict at the garage entry.***
- ***Garage feels cavernous. Needs to have a decorative gate.***
- ***Overall height and verticality could be a problem - 61 feet is too much.***
- ***Window articulation and detailing will be important.***
- ***Railing and garage gate metal work should be "artistic".***
- ***O.K. for upper levels to encroach out.***
- ***Should provide more landscaping on First Street.***
- ***Concern that there is no real lobby. Entry is just into a hallway.***
- ***Wonder about all of the floor to ceiling glass - light spill.***
- ***Problem with the basic design. It needs more of a "Village" feel.***
- ***Needs a better First Street entry.***
- ***Gable not working - maybe consider a shed pitch. Feels to vertical.***
- ***Concern with the bike storage - detracts from the entry - should be in the basement.***
- ***Concern with gable heights and about where applicant assumes height limit will be calculated.***

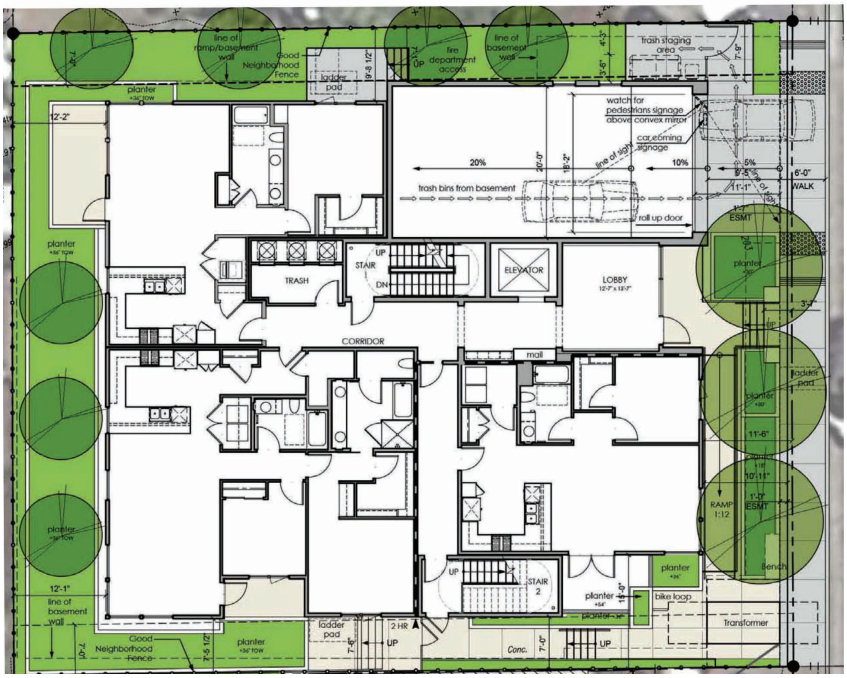
CURRENT PROJECT CHANGES

The applicant made number or modifications in response to the planning commissioners' comments at the study session. Major changes included:

- Entry has been moved to the First Street frontage, and a more formal entry wall has been added at the sidewalk. The low planter wall at the sidewalk has been changed from stone to stucco.
- A garage gate has been added, and recessed from the front facade wall.
- The covered bike area on First Street has been removed.
- A small canopy has been added to the upper floor balcony closest to First Street.
- Sunscreen canopies have been added over the windows directly over the First Street entry.
- Some additional depth has been added at the gabled roof overhangs.
- Sills have been added to all of the windows in the stucco walls.
- The color of the stair tower in the middle of the roof has been changed from gray to white.
- A three and a half section of wood siding has been added to two faces of the side stair tower.
- Larger trees are shown for the First Street landscaping.
- Frames in the large window areas have been changed from black to a brown color.
- Climbing vine landscaping has been added to the Foothill Expressway facade.
- The top floor windows on the Foothill Expressway facade have been separated from the windows below with wood siding.
- The first story wall and the planter walls on the Foothill Expressway facade and a portion of the north and south facades have been changed from stone to stucco.
- Smaller windows have been added and two balconies have been extended on the north facade.

CURRENT PROJECT PROPOSAL

The proposed project is well designed with simplicity and quality materials - see first floor plan and proposed elevations drawings below and on the next page.



PROPOSED FIRST STREET ELEVATION

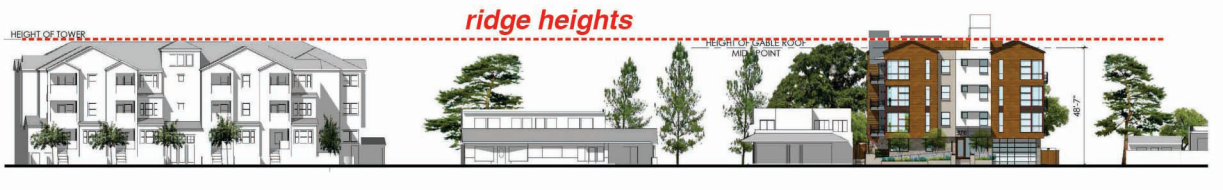
PROPOSED FOOTHILL EXPRESSWAY ELEVATION

PROPOSED NORTH ELEVATION

PROPOSED SOUTH ELEVATION

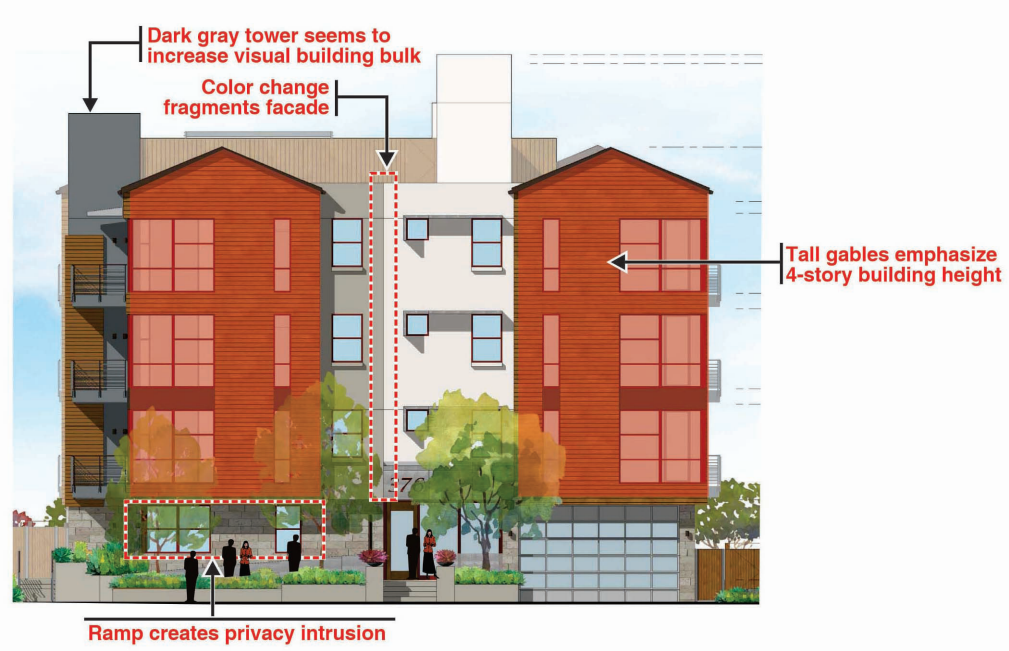
ISSUES AND CONCERNS

The project is similar in height and massing as other new buildings proposed and approved along First Street - see partial streetscape below.



However, there are a few issues of concern related to the planning commission concerns and the community's expectations as expressed in the vision statements, design guidelines and other documents.

1. The dark gray stair tower increase the visual height and bulk of the structure.

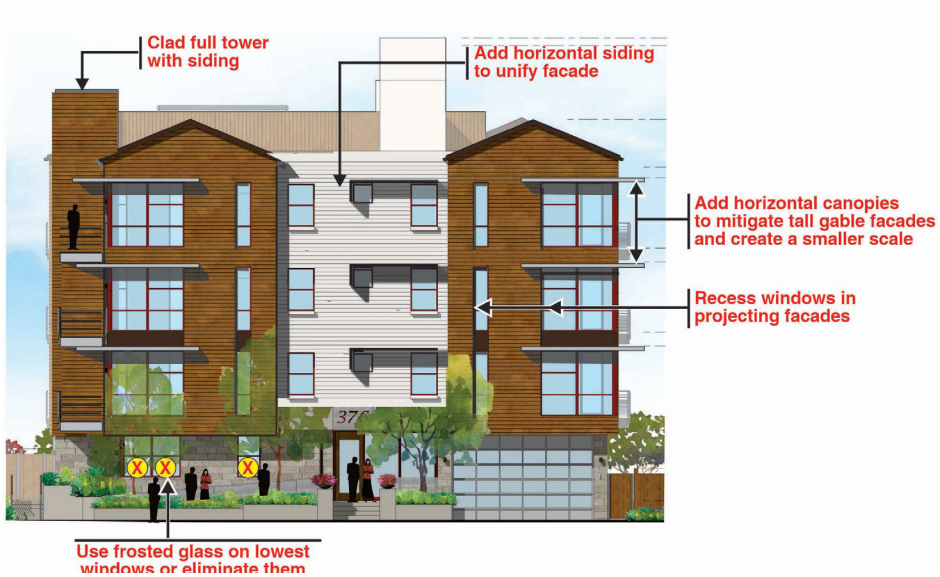


2. The tall, flat front gables facing first street emphasizes the building height.
3. The color change in the middle of the First Street facade fragments the facades unity.
4. The pedestrian romp from the sidewalk to the building entry would impact the privacy of the adjacent residential unit.

RECOMMENDATIONS

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

1. Add horizontal canopies on the tall gable walls on the First Street and Foothill Expressway facades. Carry front facade canopies around over adjacent side wall balconies.
2. Unify the color on the front wall between the two gable forms, and add siding to visually unify the design and reduce its visual scale. Use the same color and siding material on the side elevations.
3. Eliminate the lower bedroom windows on the front facade or use frosted glass to mitigate privacy intrusions.
4. Recess all windows in the projecting facades.



RECOMMENDED FIRST STREET FACADE

CURRENTLY PROPOSED FIRST STREET FACADE

5. Treat the Foothill Expressway facade similar to the First Street facade.

Treat west-facing Foothill Expressway facade the same as First Street *(canopies and siding)*

RECOMMENDED FOOTHILL EXPRESSWAY FACADE

CURRENTLY PROPOSED FOOTHILL EXPRESSWAY FACADE

6. Clad the side wall stair tower fully in siding to match the front facade gabled walls.

RECOMMENDED NORTH FACADE

CURRENTLY PROPOSED NORTH FACADE

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

Sincerely,

CANNON DESIGN GROUP

ATTACHMENT H

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 4240

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

Plans and Scope of Review:

This project shall comply with the following:

The California Fire (CFC) & Building (CBC) Code, 2016 edition, as adopted by the City of Los Altos Municipal Code (LAMC), California Code of Regulations (CCR) and Health & Safety Code.

The scope of this project includes the following:

Proposed new four-story, 15-unit apartment complex. This development would incorporate one level (7,366 SF) of underground parking and four levels (22,168 SF) of living space, as well as a 1,858 SF common occupied roof deck terrace.

Plan Status:

Plans are **APPROVED with the following conditions.** *(Please see note on Comment #5).*

Plan Review Comments:

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

2. **Fire Sprinklers Required:** *(As noted on Sheet T.2)* Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2 as adopted and amended by LOSMC.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IA/VA	Dahlin Group	10/07/2021	1 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
4+1UG	30,921		Residential Development	Design Review

NAME OF PROJECT	LOCATION
RESIDENTIAL APARTMENTS	376 First St Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 4240

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

3. **Water Supply Requirements:** *(As noted on Sheet C2.0)* Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2016 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.

4. **Standpipes Required:** *(As noted on Sheet T.2)* 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.

5. **Public/Private Fire Hydrant(s) Required:** *(As noted on Sheet C4.0)* Provide public fire hydrant (s) at location(s) to be determined jointly by the Fire Department and Cal Water Company. Maximum hydrant spacing shall be 500 feet, with a minimum single hydrant flow of 1500 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C. **Note: Fire flow letter from Cal Water verifying available flow, is required prior to building permit.**

6. **Emergency responder radio coverage in new buildings:** *(As noted on Sheet T.2)* 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.

7. **Fire Alarm System Requirement:** *(As noted on Sheet T.2)* The building shall be provided with a fire alarm system in accordance with CFC #907.2.9.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IA/VA	Dahlin Group	10/07/2021	2 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
4+1UG	30,921		Residential Development	Design Review

NAME OF PROJECT	LOCATION
RESIDENTIAL APARTMENTS	376 First St Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

PLAN REVIEW No. 21 4240

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

8. **Two way communication system:** *(As noted on Sheet T.2)* Two-way communication systems shall be designed and installed in accordance with NFPA 72, the California Electrical Code, the California Fire Code, the California Building Code, and the city ordinances where two way system is being installed, policies, and standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.

9. **Required Aerial Access:** *(As noted on Sheet A.22)* Where required: Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. 2. Width: Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. 3. Proximity to building: At least one of the required access routes meeting this condition shall be located *within a minimum of 15 feet (4572) and a maximum of 30 feet* (9144mm) from the building, and shall be positioned parallel to one entire side of the building, as approved by the fire code official. CFC Chp. 5 and SCCFD SD&S A-1. *Trees for landscaping have been chosen carefully to not obstruct aerial access when they reach mature height. These trees are noted on Sheet L3.1.*

10. **Required Fire Dept. Access:** *(Exception met)* Commercial and Industrial Developments 1. Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have a least two means of fire apparatus access for each structure. 2. Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 mm) shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having a gross building area of up to 124,000 square feet (11520 mm) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. CFC Sec.903 as adopted and amended by LOSMC.

11. **Ground ladder access:** *(As noted on Sheet A.22)* 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. *Appropriate ground ladder access locations are demonstrated for all emergency egress windows on Sheet A.22.*

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IA/VA	Dahlin Group	10/07/2021	3 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
4+1UG	30,921		Residential Development	Design Review

NAME OF PROJECT	LOCATION
RESIDENTIAL APARTMENTS	376 First St Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 4240

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

12. **Address identification:** *(As noted on Sheet T.2)* New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. CFC Sec. 505.1.

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

14. **Buildings and Facilities Access:** *(As noted on Sheet L3.1)* Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. [CFC, Section 503.1.1].

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

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IA/VA	Dahlin Group	10/07/2021	4 OF 4

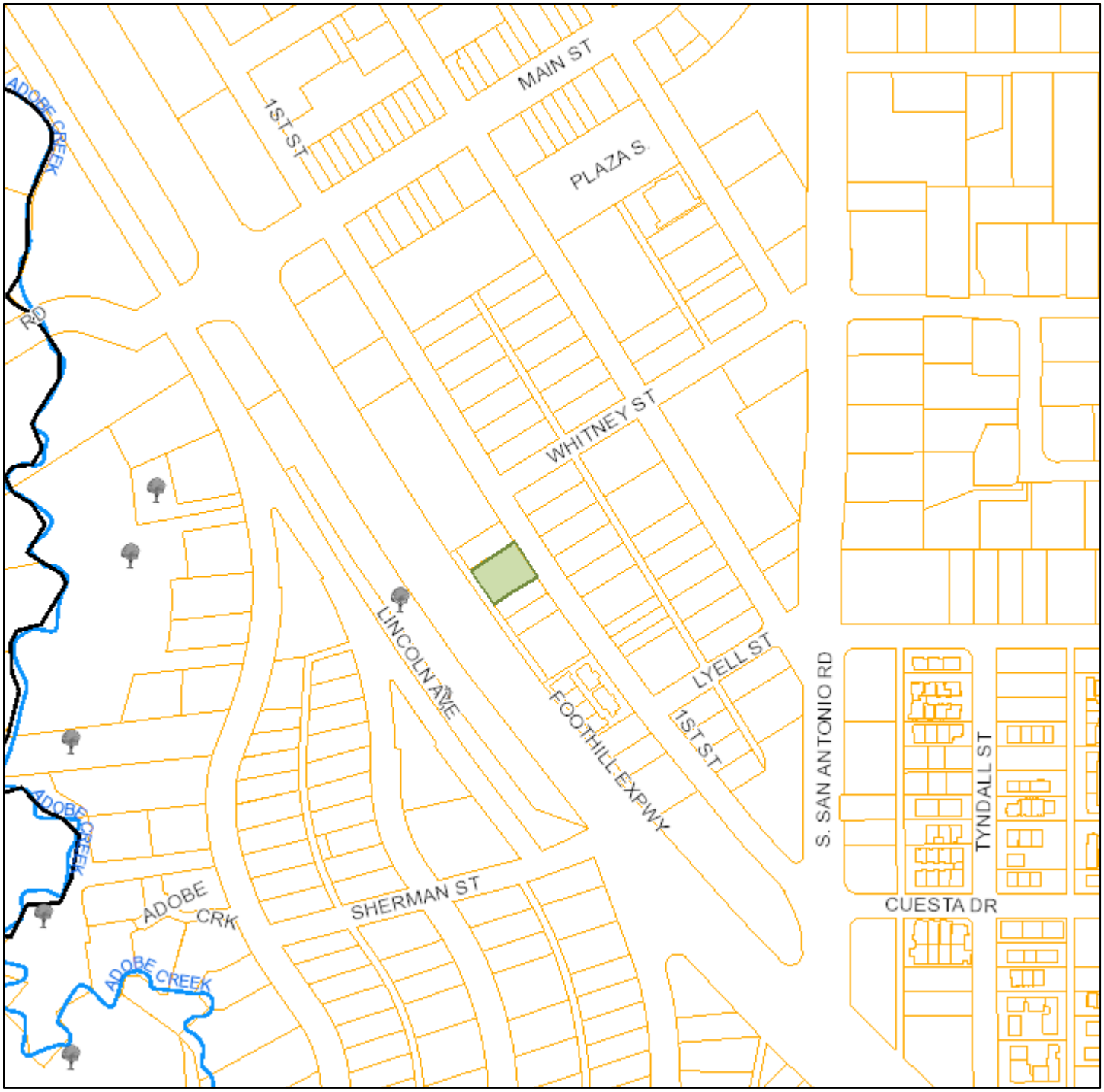
SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
4+1UG	30,921		Residential Development	Design Review

NAME OF PROJECT	LOCATION
RESIDENTIAL APARTMENTS	376 First St Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

ATTACHMENT I

Vicinity Map



Print Date: November 17, 2021

1:4,514

0 0.03 0.06 0.12 mi

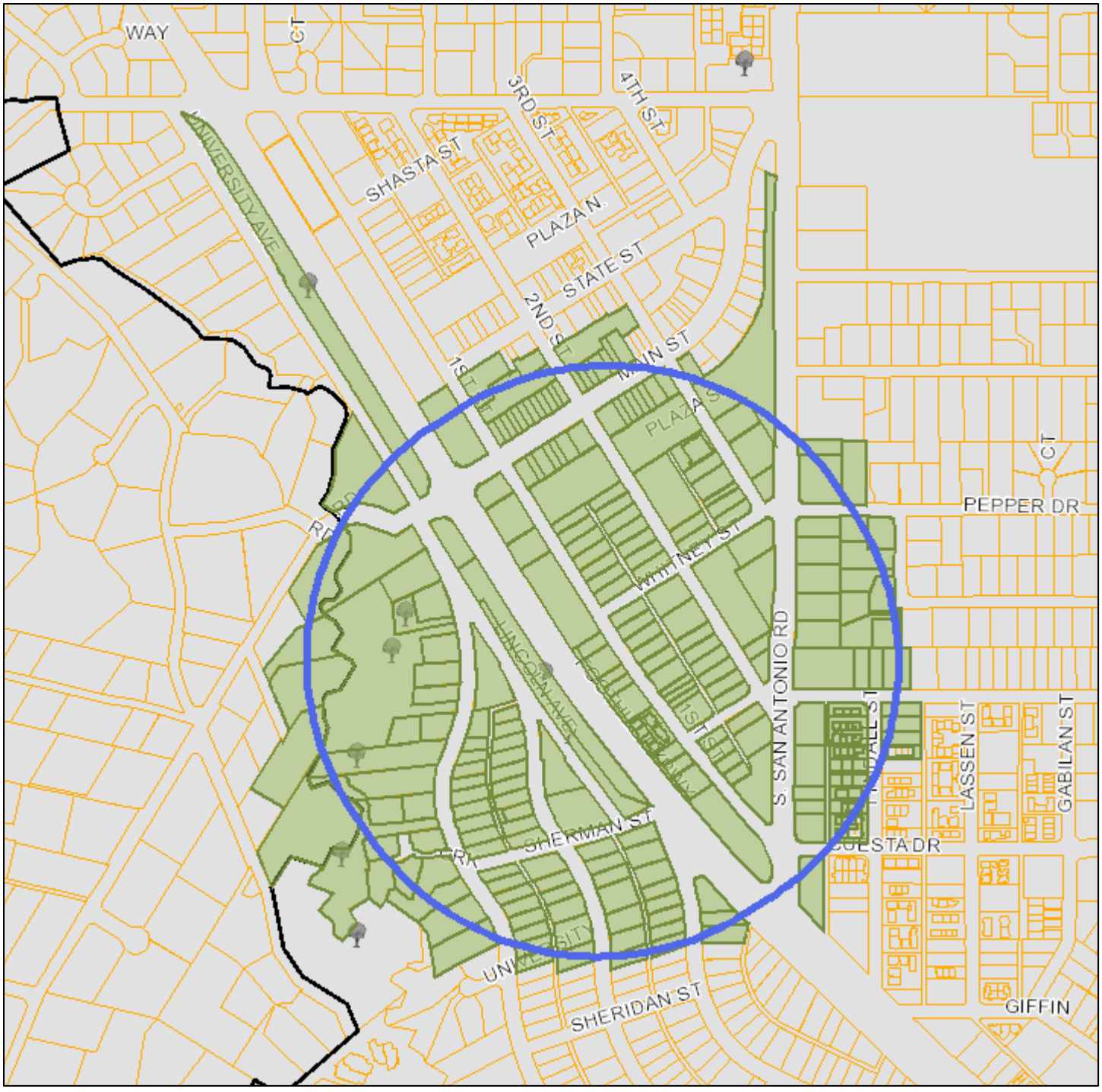
0 0.05 0.1 0.2 km

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

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

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Notification Map



Print Date: December 23, 2019

1:7,956

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

- Schools
- Park and Recreation Areas
- City Limit
- Road Names
- TaxParcel

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

City of Los Altos

ATTACHMENT J

Steve Golden

From: Tiffany Anderson <[redacted]>
Sent: Monday, February 7, 2022 2:47 PM
To: Steve Golden
Subject: Review Design: Project Site 376 First Street

Good afternoon, I work on Main St. and I am watching 1st street transform right before my eyes.

I am concerned with the zero lot line building. Where will people walk. And, a zero lot line makes the street look like an alley.

Please ask the architects of any future projects to pull the building back from the sidewalk.

Tiffany Anderson
Office Administrator

IKB Design & Construction
[redacted]
http://www.ikbinc.com