

AGENDA REPORT SUMMARY

Meeting Date: February 8, 2022

Subject Proposed Four-Story Multiple-Family Residential at 355,365,371,373 First Street

Prepared by: Sean K. Gallegos, Senior Planner

Reviewed by: Laura Simpson, Interim Community Development Director

Approved by: Gabriel Engeland, City Manager

Attachment(s):

1. Resolution No. 2022-XXX
2. Joint Planning/Complete Streets Meeting Minutes, December 2, 2021
3. Joint Planning/Complete Streets Meeting Agenda Report and Attachments, December 2, 2021
4. CEQA Mitigated Negative Declaration Technical Appendices
5. Project Design Plans and Tentative Map

Initiated by:

Applicant, 355 1st St LLC

Previous Council Consideration:

None

Fiscal Impact:

The project will result in the following estimated financial contributions to the City's special revenue funds:

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

Environmental Review:

On November 2, 2021 a Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the County Clerk for a twenty (20) day comment period. No comments were received for this project and the environmental document indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (the City of Los Altos) that the project,

Reviewed By:

City Manager

City Attorney

Finance Director

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with mitigation measures incorporated, may have a significant effect on the environment. Please review Attachment 6 (Mitigated Negative Declaration) in the Joint Planning/Complete Streets Commission Agenda Report (Attachment 3) for further details.

Policy Question(s) for Council Consideration:

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

Summary:

- The Project includes the demolition of six existing commercial buildings and one existing single-family residence, and the construction of a new four-story multiple-family building with 50 condominium units, two levels of underground parking with 113 parking spaces, 34 interior bicycle parking spaces, and a private rooftop area.
- The Project will replace the existing sidewalk along First Street and Whitney Street and will be required to add two new ADA ramps and crosswalk striping per the City standards on the northeast and southeast corner of the intersection with First Street and Whitney Street.
- The Project proposes six (6) dedicated below market rate units with three (3) at the moderate-income level and three (3) at the very low-income level. Since the project is providing 8% of the units at the very low-income level, it qualifies for one (1) density bonus concession / incentive.
- The Project was reviewed by the Complete Streets and Planning Commissions. The Complete Streets Commission and the Planning Commission recommended approval with specific modifications.

Staff Recommendation:

City Council approval of design review and subdivision applications D21-0003 and TM21-0001 per the findings and conditions contained in the resolution.



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Purpose

Consider the recommendation from the Planning Commission and Complete Streets Commission and evaluate whether the project complies with the Los Altos Municipal Code requirements for design review and tentative subdivision map approval and furthers the City's efforts of providing for the production of housing, as reflected in the Goals, Policies, and Programs of the Housing Element and other elements in the Los Altos General Plan.

Background

Site Setting and Project Description

The development proposal includes a Design Review and Subdivision Vesting Tentative Map applications for a new four story, 50-unit multiple-family residential development on a .64-acre (27,887 square-foot) site comprised of four parcels at 355 First Street (APN: 167-41-026), 365 First Street (APN: 167-41-027), 371 First Street (APN: 167-41-028), and 373 First Street (APN: 167-41-029). The project site is located on the east side of First Street, at the intersection of Whitney Street, and it is developed with seven existing buildings totaling 7,648 square feet, including a hair salon, coin shop, office building, a single-family residence and two outbuildings. The four sites do not gain vehicular access from First Street, the site at 355 First Street obtains access from a driveway along Whitney Street, and the three parcels at 365 First Street, 371 First Street and 373 First Street gain vehicular access from the alley that runs along the rear (eastern) property line.

The Applicant proposes to demolish the existing buildings and construct a four-story building with 50 residential condominium units, two levels of underground parking with 113 parking spaces, 34 interior bicycle parking spaces, and a private rooftop area. The driveway location will be located along the alley that abuts the eastern lot line and will provide access to the underground garage. The Project will replace the existing sidewalk along First Street and Whitney Street and will be required to add two new ADA ramps and crosswalk striping per the City standards on the northeast and southeast corner of the intersection with First Street and Whitney Street. The Project proposes six (6) dedicated below market rate units with three (3) at the moderate-income level and three (3) at the very low-income level. Since the project is providing 8% of the units at the very low-income level, it qualifies for one (1) density bonus concession / incentive.

Planning Commission Study Session

On January 21, 2021, the Planning Commission held a study session to review and provide feedback on the Project's architectural and site design. At that time, the project was proposed as 50 condominium units with a four-story building with two levels of underground with 111 parking spaces. The underground parking was accessed from the alley that abuts the eastern lot line. The project shown to the Planning Commission identified a total of eight (8) affordable units (7 moderate and 1 low-income unit) with a base density of 37 units for the project.



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Overall, the Commission expressed general support for the project. The Commissioners shared some concerns such as:

1. The fourth floor could benefit from some setback or better articulation,
2. The rear elevation is more successful than the front elevation, the structure appears bulky for First Street and lacks a relationship to the City’s village character,
3. The unit sizes could be reduced to create smaller units,
4. There is an opportunity to create a buffer zone between the sidewalk and building, recommended the applicant use the objective design standards being developed at time of commission review,
5. The building entrance is underwhelming, the interior courtyard could be used in a better way,
6. An improved landscaping plan is necessary to improve the transition from the building to back of sidewalk,
7. The roof deck needs to insulate noise and light to neighbors, and the development could use more affordable units.

Please refer to Attachment 2 in the Complete Streets Commission/Planning Commission Agenda report (Attachment 3) for comments made by the commission at this meeting.

Complete Streets Commission Study Session

Per Section 2.08.160 of the Los Altos Municipal Code the Complete Streets Commission (CSC) is an advisory body to the City Council on bicycle, pedestrian, parking, and traffic matters. As a result, and per 14.78.090 of the Los Altos Municipal Code, City staff and the applicant attended a study session with the applicant on February 24, 2021. Formal meeting minutes are not available for this meeting, but below is a summary of the major items discussed and how the project has been modified accordingly:

Table 1-Complete Streets Commission CSC Input	
CSC Comments	Applicant’s Response
Enhance back-alley access	The alley was enhanced with further raised planters and the exit was enhanced with a raised walkway.
Additional bicycle parking	Bicycle parking above the required has been provided. As we develop the utilities for the project more space may be available.
Additional EV Charging station	An EV Charging Station has been provided for every unit
Examine streetscape on First Street	Numerous design revisions have been made to the project including the building design and the landscape.



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SB330 - Joint Complete Streets Commission and Planning Commission Meeting

Development project applications submitted after January 1, 2020 are subject to SB-330, the Housing Crisis Act of 2019. The application was submitted on January 19, 2021; therefore, the project is subject to SB-330 provisions which includes a maximum of five public hearings. To reduce the total number of hearings, the Los Altos City Council directed staff and commissions to hold joint meetings; therefore, on December 2, 2021, the Complete Streets Commission and Planning Commission held a joint meeting to consider the project and provide recommendations to the City Council as specified by the Zoning Code. The Complete Streets Commission is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation to the Planning Commission and City Council recommending approval of the proposed project. The Planning Commission also recommended approval of the project with a suggestion that electric power charges be installed in the bike storage area. A copy of the minutes for the meeting are provided as Attachments 2 and 3.

Story Pole Installation

Pursuant to the City Council Policy and Community Development Department procedures, the Applicant installed story poles per the approved plans as verified by the Applicant's civil engineer/surveyor as found in the certification letter included as Attachment 9 of the Commission Agenda Report (Attachment 3).

Summary of the Traffic Impact Analysis

The VTA VMT Evaluation Tool says that residential projects located within the project's transportation analysis zone (TAZ) would generate 7.08 VMT/capita. Similarly, the tool finds that the proposed project is projected to generate 6.37 VMT per capita. Since the proposed project's estimated VMT per capita of 6.37 is lower than the significance threshold of 10.39 VMT per capita, the project would have a less than significant impact of vehicle miles traveled. Please review the TIA within the Mitigated Negative Declaration for additional traffic related details.

Project consistency with the General Plan and CMP's LOS thresholds was evaluated relative to both existing traffic and background traffic volumes. For the existing plus project scenario, the levels of service at the seven study intersections under study were evaluated for the current traffic conditions and the traffic conditions expected to result from added vehicular trips under the proposed project.

The project is estimated to generate 196 new daily trips, with 9 net new trips (-3 inbound and 12 outbound) during the AM peak hour and 12 net new trips (12 inbound and 0 outbound) during the PM peak hour. A copy of the TIA is provided

The trip distribution pattern for the project was estimated based on existing travel patterns on the



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surrounding roadway system and the locations of complementary land uses. The project impacts were evaluated relative to the seven intersections conveyed in Table 4 of the Traffic Impact Analysis (Attachment 4), and it found the following:

- Five of the seven study intersections would continue to operate at an acceptable level of service during both AM and PM peak hours. Since the project would add trips to existing low-delay movements, there would be a decrease in overall average delay at some intersections.
- The intersection of Foothill Expressway and San Antonio Road currently operates at an unacceptable level of service during the PM peak hour. However, the addition of project trips would not adversely affect traffic operations at the intersection because these trips would not increase the average delay at the intersection by more than four seconds.
- The San Antonio Road & Whitney Street/Pepper Drive intersection currently operates at an unacceptable level of service during the PM peak hour. However, the addition of project generated trips would not adversely affect traffic operations at the intersection. Since the unsignalized intersection of San Antonio Road & Whitney Street/Pepper Drive operates at LOS E, a signal warrant check (MUTCD 2010 edition, Part 4, Warrant 3) was conducted for the intersection based on the peak-hour traffic warrant. The analysis shows that the signal warrant is not met with or without the project.

The proposed project would not result in a substantial increase in traffic volumes at the affected intersections. The City of Los Altos' circulation system would continue to operate effectively following implementation of the project. Therefore, traffic generated by the proposed project would be consistent with the General Plan and the Congestion Management Program.

Transit Stop

The closest bus stop is located along both sides of San Antonio Road (near Whitney Street) approximately 800 feet from the subject site which is considered an acceptable walking distance. Local VTA route 40 provides service between Foothill College in Los Altos Hills and La Avenida Street in Mountain View via San Antonio Road, Lyell Street and First Street. According to the traffic impact analysis, existing bus service is expected to have sufficient capacity to accommodate new riders as a result of the project.

Pedestrian and Bicycles

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The proposed project would provide sidewalks, crosswalks, and pedestrian signals at signalized intersections. The project proposes to construct a new five-foot-wide sidewalk and seven-foot-wide planting strip along its frontage on Whitney Street and an eight to 12-foot-wide sidewalk along its frontage on First Street. Trees would be planted along the sidewalk on the First Street frontage.



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The Pedestrian Master Plan includes goals, policies and actions for improving the pedestrian environment in Los Altos, including planning for pedestrian accommodation and facilities that serve people of all ages and abilities, developing a safe pedestrian network, and increasing pedestrian mode share. Pedestrian circulation would not be inhibited by the proposed project and the project would not conflict with the Los Altos Pedestrian Master Plan. The proposed project would include pedestrian access points to existing facilities and would not prevent the City from implementing the goals of the Pedestrian Master Plan. If approved by the City Council, the applicant will be required to improve the sidewalk along First and Whitney so there is an accessible path of travel per the Americans with Disabilities Act (ADA).

Bicycle facilities in the vicinity of the project site include bike lanes and bike routes. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are roadways shared between bicycles and vehicles. While most streets in the downtown area lack bicycle facilities, they have slow traffic speeds and are conducive to bicycling. The project proposes to provide 34 long term Class I bicycle parking spaces located in bicycle lockers in the underground garage area, which complies with the VTA guidelines to provide one Class I facility for every three units. The project also proposes six short term Class II bicycle parking spaces on two bicycle racks located along the project frontage on First Street, which complies with the VTA standard to provide one Class II bicycle facility for every 15 units. See sheet A08 of the submitted plans for details.

The project would not remove any bicycle facilities and would not preclude the continued use of existing bicycle facilities in the project area, nor would it conflict with Los Altos General Plan policies promoting continued and expanded bicycle use.

Discussion/Analysis

General Plan and Zoning District Development Standards

The Project is consistent with all applicable goals and policies contained in the Los Altos General Plan. This includes goals, policies and programs in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element and Housing Element. The Project complies with all applicable site standards for a multiple-family residential project in the CD/R3 District¹, and all other applicable Zoning Code site development requirements. Pursuant to Section 14.52.060 of the Municipal Code, the Project is required to provide a minimum 60% of softscape surfaces (plant material) within the front and rear yard areas. The Applicant is providing approximately 60% of the front yard and rear yard area with softscape surfaces.

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



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Design Review Findings and Guidelines

To approve the Project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code (see the Resolution in Attachment 1). In addition to complying with the standard design review findings, the Project must address the CD/R3 District's Design Controls (Section 14.52.110).

Overall, the project reflects a desired and appropriate development intensity for the CD/R3 District and within the First Street District as outlined in the General Plan and the Downtown Vision. The multiple-family development provides for studio, one-, two- and three-bedroom market-rate housing units that are more affordable by design as compared to single-family housing that is the predominant housing type in Los Altos and will contribute to the commercial vitality of the Downtown. The proposal meets General Plan Policy Land Use Policy 3.1, which encourages residential development above the ground floor that includes affordable housing units in the downtown core.

The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design. The majority of the older buildings in the immediate area are fairly nondescript and lack a lot of architectural style. These are typically small-scale buildings at this time, but many are in the process of being transformed into larger scale developments. The projects at 389, 425, and 440 First Street have three stories of residential units above grade while 450 First Street and this project at 355 First Street have four stories above grade. A comparison of the projects' First Street facades are shown below at a matching scale, and this is conveyed in the architectural peer review report by Cannon Design Group shown as Attachment 5 in the Complete Streets Commission/Planning Commission Agenda Report (Attachment 3). While the project includes an increase in scale from existing buildings, it is compatible with height, mass, and bulk with this project of the projects approved by the City Council in the neighborhood context.

The building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. The building was designed with numerous changes in wall planes both horizontally and vertically to provide strong visual interest. The patio spaces at the lower-level step in and out and have cantilevered elements above that provide a sense of habitation as well and relating to human scale at the ground level. The second level balconies are recessed into the façade to provide a covered outdoor space while the upper balconies step back to break up the building massing with depth and a material change. The building entrance is clearly identifiable and the scale and material of the entrance and the surrounding landscaping signals its use.

The exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements. The exterior materials for this project reflect not only the architectural style of the building, but high-quality durable materials as well.



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A clean lined modern stone veneer is used at the planter elements to define the base of the building. The horizontal siding material layered with the panels defines a base and creates a layered effect to break down the building mass. These materials along with the selected color palette provide a rich street presence that is harmonious with surrounding buildings both old and new.

The landscape plan appears generous and inviting. The building along First Street has been set back a minimum of 10 feet from the property line providing a constant band of landscape planters integrated into the front of the building. In addition to this landscape buffer, there are street trees planted at regular intervals within the City right of way to provide a shaded pedestrian experience as people walk towards downtown. The maximum amount of landscaping is provided with a layering of planter wall heights. Bike racks and benches are provided. Street trees are proposed on First Street and the Alley. The existing street trees on Whitney Street are proposed to remain

The mechanical equipment is screened from public view due to the building screening being designed to match the building parapet heights, and screen equipment from public view.

The 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 due to the trash areas being enclosed within the basement and not being visible from the street. A service vehicle (Cushman 35LR54) is shown on the upper garage plan to move trash from the trash storage area to the trash staging area along the alley on the east side of the building.

The Downtown Design Guidelines (adopted December 8, 2009) and the more recently adopted Downtown Vision Plan provide additional criteria and guidelines for new development to ensure that high quality materials are utilized, appropriate scales and massing are incorporated, and overarching Downtown characteristics are preserved and maintained. An architectural peer review report, which includes a summary the Downtown Design Guidelines for the First Street District and a critique of the architectural design, was completed for the project is shown as Attachment 5 in the Complete Streets Commission/Planning Commission Agenda report (Attachment 3). The Applicant chose to modify the design based on the architectural peer review report as conveyed in Table 3 of the Complete Streets Commission/Planning Commission Agenda report, which was also considered and supported by the majority of Planning Commissioners.

Overall, as evidenced in this discussion, the discussion in the Complete Streets Commission/Planning Commission Agenda report (Attachment 3), and as further supported by the findings contained in the resolution (Attachment 1), the project meets the City's required design review findings and zoning district design controls. The Planning Commission considered the design at their December 2, 2021 meeting, and they recommended approval of the project.



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Affordable Housing - Density Bonus and Development Incentives

Chapter 14.28 of the Municipal Code requires a minimum of 15 percent of the units be affordable, with a majority of the units designated as affordable at the moderate-income level and the remaining units designated as affordable at the low or very-low-income level. Since the base density for the project is 39 dwelling units, the project must provide 5.85 (rounded up to six) affordable units.

The project is consistent with the City’s affordable housing regulations insofar as it proposes six affordable housing units, where six are required. However, by providing three moderate income units and three very-low-income unit, the project is in NOT complying with the City’s Affordable Housing Ordinance requirement to provide the majority of units at the moderate-income level.

Four moderate-income units are required to comply with the City’s Inclusionary Housing Ordinance, Los Altos Municipal Code Section 14.28.020. According to Condition No. 13, the project is approved conditioned upon meeting the minimum requirement to provide four moderate-income units. This condition does not alter or affect the number of very low-income units that the project will provide to qualify for the density bonus sought by the applicant. The applicant and the City disagree as to the application of the Inclusionary Housing Ordinance to the project and have jointly requested technical assistance from the California Department of Housing and Community Development (“HCD”). HCD declined to provide advice to resolve the disagreement. Therefore, the project is conditioned to administratively provide four moderate-income units consistent with the Inclusionary Housing Ordinance.

Housing Element program 4.3.2 requires that affordable housing units generally reflect the size and number of bedrooms of the market rate units. In this case, the overall project is proposing four three-bedroom units. The project includes one one-bedroom and two two-bedroom units at the moderate-income level and one studio unit and two one-bedroom units at the very-low income level. The project proposes 44 market rate units, with one studio unit, four one-bedroom units, 28 two-bedroom units, and 11 three-bedroom units. Due to the percentage of overall affordable units proposed, it appears that the proposed unit type of affordable housing units meets the intent of the program.

Under the State’s density bonus regulations (Section 65915 of the California Government Code), the project qualifies for a 27.5% density bonus if it provides at least 8% very-low income units, for a total of 11 units at a base density of 39 units, for a total of 50 units.

Density Bonus Concessions

Since the project is providing more than five percent of its units as affordable at the very-low income level, it qualifies for one development incentives per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of “on-menu” incentives or concessions. In this case, the



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project is seeking a height incentive to allow the project to exceed the maximum height limit of 45 feet by 11 feet (on-menu).

Under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F), the City must grant the requested incentive unless it can make specific negative findings. Under the Ordinance, the City has determined that “on-menu” incentives would not have a specific, adverse impact on public health and safety or the physical environment, which is one of three potential findings necessitating denial of the request, thus one of the following two findings would need to be made to deny the request:

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

There is not sufficient evidence currently in the record to make either of the other required findings for denial, i.e., that the incentive or concession would not result in identifiable and actual cost reductions to provide for affordable housing costs or would be contrary to state or federal law. Therefore, staff recommends the granting of the Applicant’s requests.

Density Bonus Waiver

In addition to requesting incentives and concessions, applicants may request the waiver of an unlimited number of development standards that would physically preclude the construction of a project with the density bonus and the incentives or concessions to which the development is entitled, per Government Code Section 65915(e)(1), which reads:

In 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. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards 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 under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney’s fees and costs of suit.

Density Bonus Waiver #1

Applicant is requesting a waiver of the development standard set forth in LAMC Sec. 14.74.200(A) which requires that perpendicular parking spaces in off-street parking facilities



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must have a width of no less than nine (9) feet. Based on information provided by the project architect, to provide the amount of parking proposed by the Project, the width of twelve (12) of the parking spaces was reduced to 8.5 feet x 18feet.

Density Bonus Waiver #2

Applicant is requesting a waiver to allow for a building height to allow the elevator to be 17 feet six inches when the code prohibits roof top structures taller than 12 feet in height. Based on information provided by the architect for the Project, an elevator shaft is necessary to comply with accessibility standards please see Attachments 3-(Density Bonus Report) and Attachment 4 (Elevator Shaft Details) for further details.

The waiver requests appear appropriate and reasonable for a project of this size and scope. There is sufficient evidence currently in the record that the development standard (absent the requested waiver) would have the effect of physically precluding the construction of the development meeting the criteria of the State Density Bonus Law or the Los Multiple-Family Affordable Housing Ordinance at the densities or with the incentives permitted thereunder was confirmed in the Density Bonus Report. The concession or incentive would not 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 very low-income and moderate-income households. Therefore, staff recommends the granting of the Applicant's requests.

A Density Bonus Report that supports the density bonus, development incentives and waiver requests was prepared by the Applicant and is included in Attachment 2 of the Complete Streets Commission/Planning Commission Agenda report (Attachment 3)

Density Bonus and Parking

Under the provisions of Density Bonus law, the project is entitled to reduced parking ratios and is only required to provide 70 parking spaces. The project proposes to exceed this requirement by providing 111 total spaces (99 regular sizes stalls (9x18 in size) and 12 reduced spaces (8.5 x18).

Subdivision

The Project includes a Vesting Tentative Map to create one lot for further subdivision with a condominium plan. The recording of a subsequent condominium plan would further allow for division of the air space for the four residential units as well as assign below grade parking spaces and other common areas. As outlined in the resolution, the subdivision is in compliance with the General Plan, is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their



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habitat, is not injurious to public health and safety, and provides proper access easements for ingress, egress, public utilities and public services.

Environmental Review

An Initial Study/Mitigated Negative Declaration was prepared for the proposed project in conformance with California Environmental Quality Act. The analysis has determined that there are no significant environmental impacts with implementation of proposed mitigation measures. On November 2, 2021 a Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the County Clerk for a twenty (20) day comment period. The City received a request to be notified about projects in the city of Cupertino from the Tamien Nation, because the city is within the geographic area with which they are traditionally and culturally affiliated. The City consulted with Tamien Nation for this Initial Study/Mitigated Negative Declaration. No comments were received for this project. The Initial Study and Mitigated Negative Declaration are included in Attachment 6 of the December 2, 2021 Planning/Complete Streets Commission report (Attachment 3).

Options

- 1) Approve Resolution No. 2022-XX

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

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

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

Advantages: The existing commercial buildings on the sites will be maintained.

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

The Housing Accountability Act (HAA), California Government Code Section 65589.5(j), requires that when a proposed housing development complies with the applicable, objective general plan and zoning standards, but a local agency proposes to deny the project or approve it only if the density is reduced, the agency must base its decision on written findings supported by substantial evidence that:



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1. The development would have a specific adverse impact on public health or safety unless disapproved, or approved at a lower density; and
2. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, other than the disapproval, or approval at a lower density.

Subdivision (j) of the HAA also requires the local agency to identify and provide written documentation of the reasons why a proposed housing development is inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other provision within 30 days of the date that the application for the housing development project is determined to be complete if the housing development project contains 150 or fewer housing units.

The proposed project has been determined to comply with applicable, objective general plan and zoning standards, including maximum height, density, minimum setbacks, useable common and private open space, and number of parking spaces. Thus, subdivision (j) of the Housing Accountability Act applies. Staff is not aware of any basis to make the findings listed above.

Recommendation

The Planning Commission and staff recommend Option 1.

ATTACHMENT 1

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS APPROVING A DESIGN REVIEW AND SUBDIVISION APPLICATION FOR A NEW FIFTY UNIT MULTIPLE-FAMILY CONDOMINIUM PROJECT AT 355 FIRST STREET AND A MITIGATED NEGATIVE DECLARATION

WHEREAS, the City of Los Altos received a development application from DeNardi Wang Homes for a new a 50 unit, multiple-family project, which includes design review and subdivision applications (TM21-0001; D21-0003), referred herein as the “Project”; and

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

WHEREAS, the Planning Commission and the Complete Streets Commission held duly noticed joint public hearings on the Project on December 2, 2021 and December 16, 2021, at which all public comment was duly considered and the Complete Streets Commission recommended Planning Commission and City Council approval of the project. The Planning Commission subsequently recommended City Council approve the Project; and; and

WHEREAS, the City Council held a duly noticed public meeting on the Project on February 8, 2022 and February 22, 2022 by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and; and

WHEREAS, the applicant and the City of Los Altos did not receive technical assistance from the California Department of Housing and Community Development (State HCD) regarding the City’s Inclusionary Housing Ordinance; and

WHEREAS, an Initial Study for the Project has been completed pursuant to CEQA which identifies potentially significant effects on the environment which would result from the Project, and concludes that these impacts can be avoided or reduced to a level of insignificance with adoption and implementation of certain mitigation measures therein identified and listed; and

WHEREAS, based on this Initial Study, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan has been prepared in accordance with CEQA, which finds that any potentially significant environmental effects of the proposed project would be sufficiently mitigated to a level of insignificance with implementation of mitigation measures specified therein; a complete copy of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and all supporting exhibits and documents are on file and can be viewed at the City office; and

WHEREAS, the City published a Notice of Intent of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the Project on November 2, 2021, which started a 20-day public review period. The notice was posted at the City office, the County Clerk, on the City website, published in the Town Crier and sent to all property owners and tenants within 1,000 feet of the project, and all interested persons; and

ATTACHMENT 1

WHEREAS, at the February 8 and February 22 2022 meetings, the City Council reviewed and considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the Project, any comments received to-date and the responses prepared, invited additional comments from the public; and

WHEREAS, the City Council conducted its own independent analysis of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and determined that the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan were appropriate as there is substantial evidence the Project would not result in any significant environmental impacts and the mitigated negative declaration reflects the District's independent judgment and analysis; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the Project subject to the findings and conditions of approval attached hereto as Exhibit "A (Findings) and Exhibit B (Conditions of Approval), Mitigated Negative Declaration (Exhibit C) and Mitigation Monitoring and Reporting Program (Exhibit D) and incorporated by this reference.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on February 22, 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea M. Chelemengos, CMC, CITY CLERK

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EXHIBIT A-FINDINGS

(VTTM 21-001; DR 21-003)-355 First Street

1. With regard to environmental review, the City Council has independently reviewed, analyzed and considered the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Plan (MMRP) and the whole record before it (including the Initial Study and any comments received) and based on the foregoing, the City Council hereby finds that all environmental impacts of the Project with mitigation measures are below a level of significance and there is no substantial evidence supporting a fair argument that the Project will have a significant effect on the environment.
2. The City Council finds the MND and MMRP has been completed in compliance with CEQA and consistent the State of California Guidelines for the Implementation of the California Environmental Quality Act. The City hereby approves and adopts the MND, which is hereby attached to this Resolution as Exhibit “C”. In accordance with Public Resources Code section 21081.6, the City Council hereby adopts the MMRP, which is hereby attached to this Resolution as Exhibit “D”.
3. With regard to the new fifty-unit multiple-family structure, the City Council finding the following in accordance with Section 14.78.060 of the Municipal Code:
 - a. The proposal meets all applicable goals, policies and objectives of the General Plan, and CD/R3 Zone District design criteria because it is providing fifty new multiple-family residential condominium units in a multiple-family district, it incorporates high quality architectural design and is compatible with the existing development in the immediate vicinity;
 - b. The proposal has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design; Building mass is articulated to relate to the human scale, both horizontally and vertically.
 - c. Building elevations have variation and depth and avoid large blank wall surfaces. The residential projects incorporate elements that signal habitation such as identifiable entrances, stairs, porches, bays and balconies.
 - d. Exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements. Materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area.
 - e. Landscaping is generous and inviting, and landscape and hardscape features are designed to complement the building and parking areas, and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage.

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- f. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions.
 - g. The exterior mechanical equipment, which is located in alcoves and within the fenced private areas, is screened from public view and the fencing is consistent with the building architecture in form, material and detailing; and
 - h. The service, trash and utility areas are located behind fences, recessed in alcoves or enclosed within the building in order to be screened from public view and are placed in a way that is consistent with the building architecture in materials and detailing.
4. With regard to the fifty-unit condominium subdivision, the City Council finds the following in accordance with Chapter 4, Article 1, Section 66474 of the Subdivision Map Act of the State of California:

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

This Finding cannot be made. The proposed subdivision is consistent with the Los Altos General Plan, including the Land Use Element, which designates the parcel as Downtown Commercial and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided into 50 condominium units include Land Use Element Policies 2.2, 3.1 and 3.5, Housing Element Policy 4.3, and the Infrastructure and Waste Disposal Element Policies 1.3, 2.2 and 3.1. The subdivision is also consistent with the Downtown Special Planning Area within the Land Use Element. The subdivision is not within an area adopted as specific plan area.

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

This Finding cannot be made. The proposed subdivision is consistent with the Los Altos General Plan, including the Land Use Element, which designates the parcel as Downtown Commercial and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided in 50 residential condominium units include Land Use Element Policies 2.2, 3.1 and 3.5, Housing Element Policy 4.3, and the Infrastructure and Waste Disposal Element Policies 1.3, 2.2 and 3.1. The subdivision is also consistent with the Downtown Special Planning Area within the Land Use Element. The subdivision is not within an area adopted as specific plan area.

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

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

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

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

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

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

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

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

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

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

7. Density Bonus Findings. With regard to the offered below market rate units and requested parking requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.040, as follows:

- a. The applicant is offering three very low-income unit and three moderate income units for sale, which qualifies the project for additional waivers and incentives
- b. Per Table DB 2 in Los Altos Municipal Code Section 14.28.040, a project that includes eight percent or more of its total units as very-low income restricted affordable units shall be granted one (1) incentive. The applicant will be requesting one density bonus concession to increase the height from 35 feet to 46 feet. Evidence has not been presented which supports other findings for denial of the requested incentives. The height and the

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setback incentives are considered an “on-menu” incentive per Section 14.28.040(f) Incentive Standards and, therefore, the City has determined that the incentive would not have a specific adverse impact upon public health and safety or the physical environment or upon a listed historical resource.

- c. Per Section 14.28.040(H)(1), a project can request a waiver or reduction of development standards that have the effect of physically precluding the construction of a development in addition to the development incentive permitted by the Municipal Code. Consistent with these requirements, the applicant is requesting a waiver to allow for a building height of up to sixty-three (63) feet and four and a half (4.5) inches where the development standard set forth in LAMC Sec.14.66.240(F) requires that an enclosed roof structure housing the elevator for the proposed residential building that provides access to the roof top be limited to twelve (12) feet in height. Based on findings by the architect for the Project, the elevator housing on the roof deck cannot be constructed unless it is approximately seventeen (17) feet and six (6) inches in height, and an elevator shaft is necessary to comply with accessibility standards. The Council determined the waivers are supported by the fact that the implementation of the standards physically precludes the construction of the development and evidence has not been presented that the waivers will have a specific, adverse impact upon health, safety, or the physical environment, or an adverse impact on any listed historic resource or will be contrary to state or federal law.

8. Non-compliance with 14.28.020:

- a. Applicant is required to provide at least four Moderate and two Low Income or Very Low Income restricted units. Applicant proposes only three moderate units. The City Council has determined the Project does not meet the standard. Parties are jointly requested technical assistance from HCD. HCD declined to provide advice to resolve the disagreement. The project has been conditioned on providing a fourth Moderate Income restricted unit. Per Condition of Approval No. 13 under the General Conditions of Approval set forth in Exhibit B of this Resolution, the applicant shall provide 4 moderate income restricted units unless the California Department of Housing and Community Development agrees with the applicant’s interpretation of the law.

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EXHIBIT B-CONDITIONS

GENERAL

1. **Approved Plans**

Project approval is based upon the plans received on November 12, 2021 except as modified by these conditions.

2. **Indemnity and Hold Harmless**

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

3. **Encroachment Permit**

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

4. **Public Utilities**

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

5. **Municipal Regional Stormwater Permit**

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

6. **Americans with Disabilities Act**

All improvements shall comply with Americans with Disabilities Act (ADA). Latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way.

7. **Sewer Lateral**

Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12 inches away from the main.

8. **Transportation Permit**

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

9. **Pollution Prevention**

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

10. **Storm Water Management Plan**

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

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

11. Civil Engineering Drawings

The applicant shall submit civil engineering drawings that show property lines with bearing and easements.

12. Request for State Technical Assistance

The applicant proposes to provide three moderate-income units and three very-low income units. Four moderate-income units are required to comply with the City's Inclusionary Housing Ordinance, Los Altos Municipal Code Section 14.28.020. The project is approved conditioned upon meeting this minimum requirement to provide four moderate-income units. This condition does not alter or affect the number of very low-income units that the project will provide to qualify for the density bonus sought by the applicant. The applicant and the City disagree as to the application of the Inclusionary Housing Ordinance to the project and have jointly requested technical assistance from the California Department of Housing and Community Development ("HCD"). Staff is authorized to amend this condition administratively if necessary to be consistent with any opinion HCD may provide.

PRIOR TO FINAL MAP RECORDATION

13. Public Access Easement Dedication

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

- a. An easement of two feet along the rear alley for use as a public right-of-way; and
- b. An easement of one foot along the First Street frontage to allow for pedestrian access.
- c. If tree wells are approved by Planning Department, Pedestrian Access Easement along First Street shall be wide enough to allow proper ADA clearances.

14. Public Utility Dedication

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

15. Subdivision Agreement

The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the Final Map.

16. Final Map Application and Payment of Subdivision Fees

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

17. Cost Estimate and Performance Bonds

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

18. Covenants, Conditions and Restrictions

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

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

PRIOR TO ISSUANCE OF BUILDING PERMIT

19. Final Map Recordation

The applicant shall record the final map.

20. Payment of Impact and Development Fees

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

21. Downtown Decorated Lights

The applicant shall insure the design and installation of total of two new Downtown Decorated light fixtures along First Street and Whitney Street as directed by the City Engineer.

22. Storm Water Filtration Systems

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

23. Cost Estimate and Performance Bonds

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

24. Grading and Drainage Plan

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

25. Soldier beams/Shoring

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

26. Sewage Capacity Study

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

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replace the 6” sewer line with an 8” sewer line. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the applicant shall replace the sewer line with a larger sewer line.

27. Construction Management Plan

The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regards to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. Sidewalks, parking and travel lanes along First Street and Whitney Street shall not be closed for the full duration of the project. Closures will be reviewed and approved with Encroachment Permit submittals. The applicant shall be required to have a pre-construction meeting with all abutting property owners to discuss the project schedule and to prominently display a sign with the single point of contact the community should interface with for any construction related impacts from the project.

28. Solid Waste Ordinance Compliance

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

29. Fire Approval

The project shall comply with all Santa Clara County Fire Department standards including but not limited to the comments and conditions provided in the Fire Department Development Review Comment letter dated October 21, 2021. A formal review of the building permit plans will be completed subsequent to submittal of a complete set of building permit design plans.

30. Off-haul Excavated Soil

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

31. Solid Waste and Recyclables Disposal Plan

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

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32. Storm Water Filtration Systems

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

33. Air Quality Mitigation

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

34. Acoustical Report

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

PRIOR TO SUBMITTAL OF BUILDING PERMIT

35. Water Efficient Landscape Plan

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

36. Reach Codes

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

37. California Water Service Upgrades

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

PRIOR TO FINAL OCCUPANCY

38. Condominium Map

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

39. Public Alleyway

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

40. Watch for Pedestrians Sign

The applicant shall install a "watch for pedestrians" sign at the top of the underground parking garage driveway ramp.

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41. Sidewalk in Public Right-of-Way

The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street and Whitney Street as directed by the City Engineer. All sidewalks in the public right-of-way shall be City Standard concrete sidewalks. The applicant shall remove existing driveway on Whitney Street and replace it with standard curb and gutter. The applicant shall extend sidewalk on Whitney Street from 330 2nd Street property to the alley, and install new driveway approach at the back of 330 2nd Street.

42. New ADA Ramps and Crosswalks

The applicant shall provide two new ADA ramps and crosswalk stripping per the City standards on the northeast and southeast corner of the intersection with First Street and Whitney Street. The applicant shall install new ADA ramps as necessary at the sidewalk extension along Whitney Street.

43. Parking Stall and Red Curb Striping

The applicant shall install parking stall striping and red curb on First Street and Whitney Street as directed by the City Engineer or his designee.

44. Public Infrastructure Repairs

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

45. Maintenance Bond

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

46. Green Building Verification

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

47. SWMP Certification

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

48. Landscape and Irrigation Installation

All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer.

49. Label Catch Basin Inlets

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

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PRIOR TO RECORDATION OF THE FINAL MAP

50. Affordable Housing Agreement

Prior to the issuance of building permits the applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that offers six (6) below market rate unit, for a period of at least 55 years. The below market rate units shall be four Moderate and three Very-Low Income restricted units, which shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regard to design, construction or materials. This issue shall be resolved prior to the recordation of the Final Map.

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EXHIBIT C

City of Los Altos
MITIGATED NEGATIVE DECLARATION
355 First Street Residential Development

The City Council of the City of Los Altos has considered the project identified below and has adopted the following Mitigated Negative Declaration pursuant to the California Environmental Quality Act:

Project Name:	355 First St. Residential Project
Lead Agency:	City of Los Altos
Project Proponent:	355 1st St LLC. C/O DeNardi Wang Homes
Project Location:	355, 365, 371, 373 First St., Los Altos, CA
Project Description:	The proposed project includes demolition of the seven existing buildings and construction of a 79,431 square foot, 50-unit, four story condominium building and two levels of underground parking.
Written Comments To	Guido Persicone Planning Services Manager City of Los Altos 1 N. San Antonio Road Los Altos, CA 94022
Proposed Findings	The City of Los Altos is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based. The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (the City of Los Altos) that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:

Mitigation Measures

Air Quality

- AQ-1 The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM10) and PM2.5 emissions on the project plans and the contractor shall implement them during all phases of construction:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
 - b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
 - d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;
 - e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
 - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
 - h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.

The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:

- a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and,
- b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.

Biological Resources

BIO-1 Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.

- a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.
- b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.

BIO-2 Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City’s Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.

Cultural Resources

- CUL-1 In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.
- CUL-2 In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Geology and Soils

- GEO-1 The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.
- GEO-2 If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.

Hazards and Hazardous Materials

- HAZ-1 Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:
- a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.
 - b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.
 - c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.
 - d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Noise

- NOI-1 Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:
- Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city's municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.

- Use of the concrete saw within 50 feet of any shared property line shall be limited.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

NOI-2 Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city's noise limit at the shared property line.

Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

NOI-3 A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:

- Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission.
- Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

ATTACHMENT A

Tribal Cultural Resources

In addition to mitigation measures CUL-1 and CUL-2 presented in Section D5, Cultural Resources, the following measures shall be implemented:

- TR-1 The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.
- TR-2 The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.

The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.

Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.

Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.

The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.

ATTACHMENT A

EXHIBIT D

MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study/Mitigated Negative Declaration for the *5150 El Camino Real Residential Development* project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study/Mitigated Negative Declaration concluded that the impacts from implementation of the project would be less than significant and for which no standard or mitigation measures would be required.

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
Air Quality					
AQ-1	<p>The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM₁₀) and PM_{2.5} emissions on the project plans and the contractor shall implement them during all phases of construction:</p> <p>a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;</p> <p>b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;</p> <p>c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;</p> <p>d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;</p> <p>e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;</p> <p>f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the</p>	<p>Include BAAQMD BMPs in project plans</p> <p>Implement BAAQMD BMPs</p>	<p>Applicant</p> <p>Contractor</p>	<p>Prior to Approval of Final Plans</p> <p>During all Phases of Construction</p>	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;</p> <p>g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and</p> <p>h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.</p>				

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
AQ-2	<p>Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.</p> <p>The plan shall be prepared at the applicant’s expense and shall be reviewed and approved by the City’s Director of Planning or Director’s designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:</p> <p>a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and,</p> <p>b. Other demonstrable measures identified by the</p>	<p>Prepare demolition and construction emissions avoidance and reduction plan</p> <p>The plan shall also include a letter prepared by a qualified air quality consultant</p> <p>The plan shall include these measures for implementation by the applicant or developer</p>	<p>Project Developer</p> <p>City’s Director of Planning or Director’s designee</p>	<p>Prior to issuance of the demolition and grading permits</p>	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.</p>				
Biological Resources					
BIO-1	<p>Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.</p> <p>If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting</p>	<p>Retain qualified biologist to conduct survey, if construction occurs during the bird nesting season</p>	<p>Developers with oversight by the City of Los Altos</p>	<p>Prior to issuance of tree removal, demolition, and grading permits</p>	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>season, a qualified biologist shall conduct nesting bird surveys.</p> <p>a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.</p> <p>b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily</p>	<p>Conduct two surveys for active bird nests</p>		<p>14 days prior to construction start</p>	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active.</p> <p>Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.</p>				
<p>BIO 2</p>	<p>Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City's Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.</p>	<p>Retain certified arborist to develop a site-specific tree protection plan</p>	<p>Developer</p>	<p>Prior to issuance of a tree removal permit and/or a grading permit</p>	
<p>Cultural Resources</p>					

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
CUL-1	In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.	Include measure on the project plans	Developer and Contractor	During construction activities	
CUL-2	In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.	Include measure on the project plans	Developer and Contractor	During construction activities	
Geology & Soils					

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
GEO-1	<p>The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.</p>	<p>Include measure on the project plans Hire a qualified paleontologist to provide worker training</p>	Developer and Contractor	Prior to issuing a grading permit	
GEO-2	<p>If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.</p>	<p>Include measure on the project plans</p>	Developer and Contractor	During Construction	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
Hazards and Hazardous Materials					
HAZ-1	<p>Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:</p> <p>a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.</p> <p>b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.</p> <p>c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.</p> <p>d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.</p>	<p>Incorporate measure into demolition plans Implement measures</p>	<p>Developer and Contractor Developer and Contractor</p>	<p>Prior to issuance of a demolition permit During Construction</p>	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
Noise					
NOI-1	<p>Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:</p> <p>a. Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city’s municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.</p> <p>b. Use of the concrete saw within 50 feet of any shared property line shall be limited.</p> <p>c. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</p>	Implement best management practices for construction equipment	City’s Director of Planning or Director’s designee	During construction activities	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>d. Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.</p> <p>e. Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.</p> <p>f. Utilize “quiet” air compressors and other stationary noise sources where technology exists.</p> <p>g. A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.</p> <p>h. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.</p>				

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>i. The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.</p> <p>j. Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.</p>				

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
NOI-2	<p>Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city’s requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city’s noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.</p>	Retain qualified acoustical consultant	City’s Director of Planning or Director’s designee	Prior to issuance of a building permit	
NOI-3	<p>A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:</p> <ul style="list-style-type: none"> • Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction. 	Implement construction vibration-monitoring plan	Developer and State of California licensed Professional Structural Engineer	Prior to grading activities	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
Tribal Cultural Resources					
TR-1	The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.	Contract with Tamien Nation to develop and implement measure.	Developer	During construction activities	
TR-2	<p>The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.</p> <p>The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.</p> <p>Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.</p>	Contract with Tamien Nation to develop and implement measure.	Developer	During construction activities	

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
	<p>Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.</p> <p>The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.</p>				

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

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

ESTABLISH QUORUM

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

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

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

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

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

1. Planning Commission Minutes

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

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

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

AYES: Ahi, Bodner, Roche and Steinle

NOES: None

ABSENT: Doran and Marek

PUBLIC HEARING

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

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

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

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

There were no ex parte communications from the Planning Commission.

Commissioner Questions

There were no questions from the Complete Streets Commission.

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

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

Project architect Chris Hall gave a presentation of the project.

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

Complete Streets Commissioner Questions

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

Senior Planner Golden answered his questions.

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

Senior Planner Golden answered her question about garage access.

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

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

Project applicant Abbie Bourgan answered her questions.

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

Project applicant Abbie Bourgan answered her questions.

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

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

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

Project applicant Abbie Bourgan answered his question.

Planning Commissioner Questions

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

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

Commissioner Mensinger questioned the architect about the gables.

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

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

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

Public Comment

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

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

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

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

Project applicant Abbie Bourgan provided final comments on the project.

Following Complete Streets Commission deliberations:

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

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

AYES: Maluf, Banerjee, Ambiel, Katz and Gschneider

NOES: None

ABSENT: O'Yang and Venkatraman

Planning Commission discussion then proceeded.

Commissioner Ahi:

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

Commissioner Mensinger:

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

Commissioner Steinle:

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

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

Commissioner Roche:

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

Chair Bodner:

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

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

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

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

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

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

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

- Elevator overrun;

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

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

AYES: Ahi, Bodner, Mensinger, Roche and Steinle

NOES: None

ABSENT: Doran and Marek

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

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

Planning Services Manager Persicone introduced the project.

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

There were no ex parte communications from the Planning Commission.

The Commissions took a 12-minute break.

Planning Services Manager Persicone gave the staff report presentation for the SB 330 project recommending approval of Design Review and Vesting Tentative Subdivision Map applications D21-0003 and VT21-0001 to the City Council of the fifty (50) unit condominium project at 355 First Street and the Planning Commission's recommendation to adopt a Mitigated Negative Declaration and Attachment 11 – Mitigation Monitoring Program (MMRP) to the City Council.

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

Commissioner Questions

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

Project architect Jeffs Potts answered that none are being proposed in the bike lockers at this time but they usually install a charging station, they can look into security measures and deliveries are made into the main lobby.

Commissioner Gschneidner asked about package deliveries as well and where the trucks would park, how many parking spaces are there for the 50 units total, and what are the handicapped and visitor parking spaces required.

Project architect Jeffs Potts answered that they would park in front of the building in one of the spaces for deliveries, presumably not double parked, there are a total of 113 parking spaces, and went over the State and City requirements for handicapped spaces and visitor parking.

Commissioner Katz asked about deliveries of large items or move-in/move-outs and whether access would be given from the alley for the elevator.

Project architect Jeffs Potts said there is no dedicated service elevator for a project of this size and people would be moving in through the front door, not the alley.

Vice-Chair Banerjee asked staff about what the timeline is for the First Street Streetscape Plan?

Transportation Services Manager Lee did not have a timeline yet to give but said she would look into it and briefly discussed loading zones being installed independent of the projects.

Commissioner Ahi asked a question to the architect about the open-air area in the center of the building and how it is going to work with drainage and the pervious and impervious surfaces in that area.

Project architect Jeffs Potts said they are draining some of the roof deck to this area with a fountain and landscaping and being directed and collected into pipes to drain into the storm drain at the street.

Commissioner Mensinger asked about considering moving the fourth floor back as suggested in the peer review and material choices to lessen the appearance of mass.

Project architect Jeffs Potts said that it was considered but based on the density, BMR requirements and land cost, it was not feasible. He also stated they tried to lighten up the materials per their direction and peer review for previous meetings and recessing the elements along the balconies to break up the roof line and soften the appearance.

Chair Bodner had a follow-up question about the peer review and other meetings and when the changes were made.

Project architect Jeffs Potts said most changes were made after the second peer review and went over the changes that were made including the front façade per the Commission's direction.

Public Comment

None.

The public comment section of the meeting was closed for Complete Streets Commission discussion.

Commissioner Ambiel thanked the applicant and architect for providing double the bike parking that was required. However, it is still insufficient with the number of units being provided when we are encouraging less car trips on the road. She suggested better design for bike rooms to make them more pleasing to use with ground floor access. She asked the architect to provide electrical chargers for the seven-bike storage unit to be utilized for charging electric bikes. She also encouraged the City to install more bike parking around this neighborhood.

Commissioner Katz also thanked the architect more maximizing the parking spaces and likes the idea of having one EV charging station per unit. He agreed with Commissioner Ambiel about the increase in the use of EV bikes, especially for those downsizing to condos from houses, and the need for more bike storage.

Vice-Chair Banerjee thanked the architect for the project, mentioned that the VTA is in the process of updating their bike parking guidelines, and stated the need for the City to move on some short-term action and long-term goals for First Street.

Chair Maluf also thanked the architect for the number of bike parking provided for the project.

Following Complete Streets Commission deliberations:

Action: Upon motion by Vice-Chair Banerjee, seconded by Commissioner Gschneider, the Commission recommended moving the project forward to the Planning Commission and City Council with a suggestion that electric power chargers be installed in the bike storage area.

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

AYES: Maluf, Banerjee, Ambiel, Katz and Gschneider

NOES: None

ABSENT: O'Yang and Venkatraman

The Complete Streets Commission then adjourned from the meeting.

Planning Commission deliberations then proceeded.

Commissioner Ahi:

- Last time the building felt massive;
- Still does with the use of the heavy stone textured panels;
- Can levels three and four be pushed back;
- Look to Whitney Street balconies articulation for inspiration to add to the front elevation;
- Reconsider the glass railings or use a different material to be more residential;
- Review the entry and implement into other parts of the building;
- Interior open area a concern and should provide more detail looking up; and

- Could recommend for approval to the City Council.

Commissioner Roche:

- Changes are positive and modifications reflected here make for a better building; and
- Would like to see electric vehicle chargers installed in the garage and for bike lockers.

Commissioner Mensinger:

- Would like to see more done to have the massing of the building reduced to mitigate in some way;
- Encouraged the applicant to follow the Complete Streets Commission recommendations especially the electric bike charging and ease of access to bike storage for families; and
- Said to move the project forward to the City Council.

Commissioner Steinle:

- Big building;
- Appreciates the changes that have been made including the landscaping trees; and
- Supports moving the project on to City Council.

Chair Bodner:

- Agreed with Commissioner Ahi that it is still a massive building;
- The location and fourth floor adds to that but there is no incentive to push it back;
- Still looks a bit too commercial and needs to feel more residential;
- More could be done in material changes in line with the suggestions by Ahi;
- Changes in the landscaping and pedestrian experience is good;
- Balcony changes not good and glass balcony enclosures need to be given more thought – go back to a solid material to improve the look;
- Left side has more variety;
- Three levels of the same materials create a very horizontal structure;
- Change the three-story corner elements; and
- Window patterns appear commercial and can changes be explored to make it more residential.

Action: Upon motion by Chair Bodner, seconded by Commissioner Steinle, the Commission recommended approval to the City Council of Design Review and Vesting Tentative Subdivision Map applications D21-0003 and VTTM21-0001 per the staff report findings and conditions, and subject to working with staff to address the following prior to City Council review:

- Change balcony glass material to a solid material;
- Consider repeating architectural elements on the other corners;
- Further adjustments to window patterns to feel more residential; and
- Incorporate massing strategies to reduce bulk and bring it more in line and appropriate for downtown.

And recommendation to adopt a Mitigated Negative Declaration and Attachment 11 – Mitigation Monitoring Program (MMRP) to the City Council.

The motion was approved (5-0) by the following vote:
AYES: Ahi, Bodner, Mensinger, Roche and Steinle
NOES: None
ABSENT: Doran and Marek

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

Community Development Director Biggs gave an overview of future agenda items.

ADJOURNMENT

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

Jon Biggs
Community Development Director



PUBLIC HEARING

Agenda Item # 3

COMPLETE STREETS AND PLANNING COMMISSION AGENDA REPORT

Meeting Date: December 2, 2021

Subject: 355,365,371,373 First Street Project
Joint Planning Commission/Complete Streets Commission Meeting
(VTTM 21-001; DR 21-0003)

Prepared by: Guido F. Persicone, Planning Services Manager, AICP

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

Project Resolution

Exhibits

A-Findings of Fact

B-Conditions of Approval

Attachment(s):

Attachment 1-Jon Baer Correspondence dated, January 12, 2021

Attachment 2-January 21, 2021 Planning Commission Meeting Minutes

Attachment 3-Density Bonus Report

Attachment 4-Elevator Shaft Details

Attachment 5-Larry Cannon, Peer Review of Architecture

Attachment 6- CEQA Document-Mitigated Negative Declaration

Attachment 7-Arborist Report

Attachment 8-Project Vicinity and Notification Maps

Attachment 9-Story Pole Certification Letter

Attachment 10-Project Plans

Recommendation:

Recommend approval to the City Council of the fifty (50) unit condominium project at 355 First Street.

Environmental Review:

A mitigated negative declaration (MND) has been prepared for this project and is included with this report as Attachment 6.

Background

Senate Bill 330 (SB 330)



Subject: 355 First Street-SB 330 Project-50 Condominium Units

Pre-Application Phase

California Senate Bill 330, “The Housing Crisis Act of 2019,” was signed into law by Governor Newsom on October 9, 2019 and became effective January 1, 2020. The bill establishes a statewide housing emergency to be in effect until January 1, 2025. The Housing Crisis Act allows for an applicant to submit a preliminary application for any housing development project, meaning a project of two or more units and that is at least two-thirds residential by floor area. SB 330 has two key phases: a pre application phase and a formal submittal phase. The purpose of the pre-application phase is to collect specific site and project information to determine the zoning, design, subdivision, and fee requirements that will apply to the housing development project throughout the review and entitlement process. The day the pre-application is filed with the City freezes site development and design standards plus other land use related regulations that can be imposed on the project. Additionally, under the provisions of the legislation, the City can only ask for certain information during the pre-application phase. Other design requirements can be asked for during the formal submittal. This provides some guarantees to the applicant that the “rules of the road” will not be changed mid-stream. During the pre-application phase the City can undertake its normal community outreach by having study sessions, and community meetings.

Formal Submittal Phase of SB 330

The applicant shall submit a formal application for a development project within 180 calendar days of submitting a complete preliminary application. If the City determines that the application for the development project is not complete, the applicant shall submit the specific information needed to complete the application within 90 days of receiving the agency’s written identification of the necessary information. If the development proponent does not submit this information within the 90- day period, then the preliminary application shall expire and have no further force or effect. Additionally, during the “formal submittal” phase the City is only allowed to require five public meetings. The legislation was written very broadly to include community meetings and study sessions in this definition. The City also must account for any potential appeals, which count toward the five meeting maximum.

Project Timeline

October 13, 2020-the Planning Division received a preliminary application for an SB 330 project at 355 First Street. Fees were paid on October 16, 2020. This project was for 35 condominium units.

December 22, 2020-a revised preliminary application for 50 condominium units was submitted. Since this represented more than a 20% increase in the number of units provided, under the



Subject: 355 First Street-SB 330 Project-50 Condominium Units

provisions of Government Code Section 65941.1, the preliminary application is deemed submitted on December 22, 2020, rather than October 13, 2020.

On January 11, 2021, a virtual community meeting took place with property owners and tenants within 1,000 feet of the property. Only one community member attended (Jon Baer) and his comments are included as Attachment 1.

January 21, 2021-a study session with the Planning Commission occurred. The project shown to the Planning Commission identified a total of 8 affordable units (7 moderate and 1 low-income unit) with a base density of 37 units for the project. Please refer to Attachment 2 for comments made by the commission at this meeting.¹

February 24, 2021-a study session with the Complete Streets Commission (CSC) occurred. Please refer to the CSC portion of this report for a detailed summary of the recommended changes requested per the CSC.

On April 7, 2021-project application was filed under the formal submittal phase of SB 330.

July 20, 2021, the applicant resubmitted the project application.

September 10, 2021 the applicant resubmitted the project application. This project shows a base density of 37 units of which six (6) would be affordable (5 very low 1 moderate income).

October 15, 2021-The project is deemed complete, and the Fire Department provides a conditional approval letter.

November 12, 2021-the applicant resubmits the final set of plans for the public hearing showing 39 units as the base density with 6 affordable (3 moderate and 3 very low-income units).

Project Description

The applicant is seeking approval of a design review permit and a tentative map for a new development at 355 First Street. The applicant is proposing a fifty (50) unit condominium project with six (6) dedicated below market rate units with three (3) at the moderate-income level and

¹ January 21, 2021 Planning Commission plans:

https://los-altos.granicus.com/MetaViewer.php?view_id=&event_id=626&meta_id=67738



Subject: 355 First Street-SB 330 Project-50 Condominium Units

three (3) at the very low-income level.² Since the project is providing 8% of the units at the very low-income level, it qualifies for one (1) density bonus concession / incentive.

While 355 First Street is the primary address for the project, the project does entail four separate parcels at 355, 365, 371, 373, which will have to be merged and then re-subdivided for the condominium units as part of the tentative map process. The project is generally consistent with the Los Altos Zoning Code (see Table 1) with a few key exceptions.

Table 1 (General Development Standards)			
	Standard	Proposed	Complies
General Plan	Downtown Commercial	No change	Yes
Zoning	CD R3	No change	Yes
Density	No density range in the CD/R3 Zone	50 condo units	Yes
Lot Size	27,811	No change	Yes
Front Setback	10 ft. 50% landscaped	10 ft. 50% landscaped	Yes
Rear Setback	10 ft.	10 ft.	Yes
Interior Setback	0 ft.	4 ft.	Yes
Street Side Setback	2 ft.	2 ft.	Yes
Enclosed Refuse collection	Yes-sheet A2	Yes	Yes-sheet A2
Bicycle Parking	1 Class I (Bike Locker) for every 3 units and 1 Class II (Bike Rack)	1 Class I (Bike Locker)-sheet and 1 Class II (Bike Rack ³)	Yes-sheet A1

² Please note the Density Bonus charts in the Los Altos Ordinance need to be updated to reflect recent changes to density bonus law. If a local ordinance and the State Density Bonus conflict, the State law prevails.

³ Class I (bike locker) must be provided for every 3 units and a 1 Class II (bicycle rack) must be provided for every 15 units. See sheet A1.



Subject: 355 First Street-SB 330 Project-50 Condominium Units

Height	35 feet	46 feet-building 63 feet-elevator shaft	<u>Yes- with density bonus concession and waivers</u>
Parking	113	99-regular spaces 12-reduced size spaces -111	<u>Yes-with density bonus reduction</u>

Inclusionary Housing Ordinance

Pursuant to the Los Altos Inclusionary Housing Ordinance (Los Altos Municipal Code Section 14.28.020), 15% of all units shall be affordable with a majority of the units at the moderate-income level with the remainder being low or very low-income units.

All multiple-family residential projects that create five or more new dwelling units shall provide affordable housing as follows:

- A. For projects with five to nine units, affordable housing units shall be provided as follows:*
- 2. Ownership units. Fifteen (15) percent total, with a majority of the units designated as affordable at the moderate-income level and the remaining units designated as affordable at the low- or very-low-income level.*

With a base density of 39 units, at least 15% of the units or six (6) shall be affordable with at least four (4) at the moderate-income level.⁴ The applicant contends mandating that the majority of the units be at the moderate-income level violates the spirit of Density Bonus Law and proposes to provide half of the units as moderate and the other half as very low-income units.

The City Attorney has opined that the Los Altos Affordable Housing Ordinance is legally valid and can be enforced. To resolve the parties’ disagreement informally, the City and the applicant have jointly applied to the California Department of Housing and Community Development (State HCD) for technical assistance. Condition of Approval COA #13 has been crafted to require compliance with the City’s inclusionary standards, pending HCD’s response:

The applicant proposes to provide three moderate-income units and three very low income units. Four moderate-income units are required to comply with the City’s Inclusionary

⁴ Consistent with the City’s historic interpretation of its Inclusionary Housing Ordinance, this is based upon the project’s base density. In zoning districts that do not define a maximum density, the City requires the applicant to submit a base project that complies with applicable development standards to establish the base density for purposes of both the Inclusionary Housing Ordinance and the Density Bonus Law.



Subject: 355 First Street-SB 330 Project-50 Condominium Units

Housing Ordinance, Los Altos Municipal Code Section 14.28.020. The project is recommended for approval conditioned upon meeting this minimum requirement to provide four moderate-income units. This condition does not alter or affect the number of very low-income units that the project will provide to qualify for the density bonus sought by the applicant. The applicant and the City disagree as to the application of the Inclusionary Housing Ordinance to the project and have jointly requested technical assistance from the California Department of Housing and Community Development (“HCD”). Staff is authorized to amend this condition administratively if necessary to be consistent with any opinion HCD may provide. This issue shall be resolved prior to the recordation of the Final Map.

Density Bonus Calculation

Based upon the applicant proposing three (3) very low-income units, the project is eligible for a density bonus of 11 units.

Density Bonus Concession

The applicant is requesting one density bonus concession to increase the height from 35 feet to 46 feet. The height increase would be considered an “on menu” concession request, which are ministerial, unless the City makes one of the following findings:

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

Since none of the density bonus findings above can be made, City staff are recommending approval of the concession.

Density Bonus Waiver

In addition to requesting incentives and concessions, applicants may request the waiver of an unlimited number of development standards that would physically preclude the construction of a



Subject: 355 First Street-SB 330 Project-50 Condominium Units

project with the density bonus and the incentives or concessions to which the development is entitled, per Government Code Section 65915(e)(1), which reads:

Government Code Section 65915 (e) (1) In 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. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards 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 under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit.

Density Bonus Waiver #1

Applicant is requesting a waiver of the development standard set forth in LAMC Sec. 14.74.200(A) which requires that perpendicular parking spaces in off-street parking facilities must have a width of no less than nine (9) feet. Based on information provided by the project architect, to provide the amount of parking proposed by the Project, the width of twelve (12) of the parking spaces was reduced to 8.5 feet x 18feet.

Density Bonus Waiver #2

Applicant is requesting a waiver to allow for a building height to allow the elevator to be 17 feet six inches when the code prohibits roof top structures taller than 12 feet in height. Based on information provided by the architect for the Project, an elevator shaft is necessary to comply with accessibility standards please see Attachments 3-(Density Bonus Report) and Attachment 4 (Elevator Shaft Details) for further details.

Density Bonus and Parking

Under the provisions of Density Bonus law, the project is entitled to reduced parking ratios and is only required to provide 70 parking spaces. The project proposes to exceed this requirement by providing 111 total spaces (99 regular sizes stalls (9X18 in size) and 12 reduced spaces (8.5 X18).



Subject: 355 First Street-SB 330 Project-50 Condominium Units

Table 2-Density Bonus Parking Ratios

	Units	Density Bonus Parking Ratios	Total Required Parking
Bedroom Count			
3 Bedrooms	11	1.5	16.5
Two Bedrooms	30	1.5	45
1 Bedrooms	9	1	8
	50		69.5 (70)

Construction Management Plan (CMP)

Sheet CM1.0 (Construction Management Plan) to this report shows the applicant's plans for managing the construction of the project. Additionally, COA#XX has been written to mandate a pre-construction meeting (after issuance of the building permit but prior to any work being performed), with abutting property owners. Additionally, a sign shall be installed with a single point of contact (POC) the neighborhood can quickly contact to address any construction impacts from the project.

Subdivision

As outlined above, the Project conforms to the General Plan and meets all applicable Zoning Code requirements, albeit with Density Bonus waivers and concessions as allowed by state law. The subdivision is not injurious to public health and safety, is suitable for the proposed type of development, and provides proper access easements for ingress, egress, public utilities and public services. Therefore, all required findings per the State Subdivision Map Act can be made.

Design Controls and Finding

The project's design is consistent with the Commercial/Multi-Family design review findings (Section 14.78.060) and the CD/R3 Design Controls (Section 14.52.110) as well as all other applicable policies and regulations. The exterior material combines stone textured panels with El Dorado Stone patio walls and a wood look upper roof overhang with a mix of horizontal and vertical siding on multiple floors, each defining a building element. The colors have been selected to provide a distinct separation of units while being complementary to each other and the neighborhood. The colors also provide a visual breakup of massing of the building. In addition to meeting the design controls and findings of the Los Altos Municipal Code, a peer



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review of the architecture was performed by Larry Cannon and Associates (see Attachment 5):⁵

Table 3-Peer Review Summary	
Third Party Review	Project Modification
Set back the fourth floor	A continuous horizontal band wrapping all sides of the building at the top of the third floor was incorporated to differentiate the fourth floor from the lower three. Balconies step back the fourth floor. Wall planes are varied at the fourth floor to pull it back from the third floor
Enhance the ground floor	Project provides new sidewalk along First Street and Whitney Street with street trees, benches, bicycle racks, and extensive landscape planters, all of which contributes to an enjoyable walking experience for people headed down-town. Landscape design has extensive landscape planters along First Street enriching the 10 feet setback / buffer zone between the sidewalk and the building. Planters were stepped to provide a softer, human-scale, residential look.
Modify the corners and trellis of the building	All corners have been reviewed and designed with materials and forms wrapping the corners. Attention given to the First / Whitney Street corner. Continue to develop 2-story pedestrian-detailed and scaled building element at corner of First and Whitney. Eliminate vertical commercial storefront windows at corner of First and Whitney Street, and replace with residential windows. Eliminate continuous 4-story vertical wall on Whitney. Extend the 2-story element further down Whitney.
Garage Entries-the currently proposed facades related to the garage entry would benefit from some additional design attention	Garage entry is clad in stone-textured paneling to have a finished appearance. Garage entry element has been integrated into the design composition of the rear elevation to minimize it as a focal point. Wood cladding added to stair tower to accentuate and

⁵ On May 24, 2016 the Downtown Building Committee recommended to the City Council that outside third party architecture firms should conduct a third party review for projects in the downtown area.



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	draw attention to the vertical circulation of the building.
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Finally, in terms of the Multi Family Objective Standards adopted by the City Council on September 14, 2021, those new standards would not apply since the pre application was filed in December of 2020.

California Environmental Quality Act (CEQA)

On November 2, 2021 a Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the County Clerk for a twenty (20) day comment period. No comments were received for this project and the environmental document indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (the City of Los Altos) that the project, with mitigation measures incorporated, may have a significant effect on the environment. Please review Attachment 6 (Mitigated Negative Declaration) for further details.

Complete Streets Commission

Per Section 2.08.160 of the Los Altos Municipal Code the Complete Streets Commission (CSC) is an advisory body to the City Council on bicycle, pedestrian, parking, and traffic matters.

2.08.160 - Powers and duties of the complete streets commission.

- A. Help to create multi-modal transportation solutions and policies that enable safe, attractive, comfortable and independent access and travel for pedestrians, bicyclists, transit users, and motorists of all ages and abilities, including connectivity across jurisdictional boundaries.
- B. Shall advise the council on existing and proposed city policies related to traffic calming and traffic enforcement.
- C. Shall advise the council on projects and budget priorities for transportation-related capital improvements.
- D. Provide for community engagement and serve as a conduit for community input.

As a result, and per 14.78.090 of the Los Altos Municipal Code, City staff and the applicant attended a study session with the applicant on February 24, 2021. Formal meeting minutes are not available for this meeting, but below is a summary of the major items discussed and how the project has been modified accordingly:



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Table 4-Complete Streets Commission CSC Input	
CSC Comments	Applicant's Response
Enhance back-alley access	The alley was enhanced with further raised planters and the exit was enhanced with a raised walkway.
Additional bicycle parking	Bicycle parking above the required has been provided. As we develop the utilities for the project more space may be available.
Additional EV Charging station	An EV Charging Station has been provided for every unit
Examine streetscape on First Street	Numerous design revisions have been made to the project including the building design and the landscape.

Summary of the Traffic Impact Analysis

The addition of project trips would not adversely affect traffic operations at the intersection because these trips would not increase the average delay at the intersection by more than 4 seconds. The eastbound movement at the San Antonio Road & Whitney Street/Pepper Drive intersection would also operate at an unacceptable level of service during the PM peak hour. Similarly, the addition of project generated trips would not adversely affect traffic operations at the intersection.

The VTA VMT Evaluation Tool indicates that residential projects located within the project's transportation analysis zone (TAZ) would generate 7.08 VMT/capita. Similarly, the tool finds that the proposed project is projected to generate 6.37 VMT per capita. Since the proposed project's estimated VMT per capita of 6.37 is lower than the significance threshold of 10.39 VMT per capita, the project would have a less than significant impact of vehicle miles traveled. Please review the TIA within the Mitigated Negative Declaration for additional traffic related details.

Transit Stop

The closest bus stop is located approximately 0.3 mile from the subject site at the corner of Lyell and San Antonio which is considered an acceptable walking distance. Local VTA route 40 provides service between Foothill College in Los Altos Hills and La Avenida Street in Mountain View via San Antonio Road, Lyell Street and First Street.



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Bicycle and Pedestrian

As recommended by the VTA guidelines, the project will be required to provide a minimum of 1 Class I (bike locker) must be provided for every 3 units and a 1 Class II (bicycle rack) must be provided for every 15 units. This equates to 17 Class I spaces and 4 Class II spaces. The applicant is providing 34 Class I and 6 Class II spaces, exceeding the standards. See sheet A08 of the submitted plans for details. If approved by the City Council, the applicant will be required to improve the sidewalk along First and Whitney so there is an accessible path of travel per the American's with Disabilities Act (ADA).

Los Altos General Plan Conformance

- Housing Element Policy 2.1: The City will maintain zoning that provides for a range of housing sizes and residential densities.

- Housing Element Goal 4: Allow a variety of housing densities and types in appropriate locations to accommodate housing needs at all income categories.

- Housing Element Program 4.3.4 Continue to encourage maximum densities.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council approve design review and subdivision applications (VTTM 19-003; DR 19-007) subject to the recommended findings and conditions



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RESOLUTION NO. 2021-04

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS
APPROVING A DESIGN REVIEW AND SUBDIVISION APPLICATION FOR A NEW
FIFTY UNIT MULTIPLE-FAMILY CONDOMINIUM PROJECT AT 355 FIRST
STREET AND A MITIGATED NEGATIVE DECLARATION**

WHEREAS, the City of Los Altos received a development application from DeNardi Wang Homes for a new a fifty unit, multiple-family project, which includes design review and subdivision applications (VTTM 21-001; DR 21-0003), referred herein as the “Project”; and

WHEREAS, the design permit and subdivision application were processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, the Planning Commission and the Complete Streets Commission held duly noticed joint public hearings on the Project on December 2, 2021 and December 16, 2021, at which all public comment was duly considered and it voted to recommended approval of the project to the City Council; and

WHEREAS, the City Council held a duly noticed public meeting on the Project on February 8, 2022 and February 22, 2022 at which all public comment were duly considered; and

WHEREAS, the applicant the City of Los Altos are seeking technical assistance from the California Department of Housing and Community Development (State HCD) regarding the City’s Inclusionary Housing Ordinance; and

WHEREAS, an Initial Study for the Project has been completed pursuant to CEQA which identifies potentially significant effects on the environment which would result from the Project, and concludes that these impacts can be avoided or reduced to a level of insignificance with adoption and implementation of certain mitigation measures therein identified and listed; and

WHEREAS, based on this Initial Study, a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan has been prepared in accordance with CEQA, which finds that anypotentially significant environmental effects of the proposed project would be



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sufficiently mitigated to a level of insignificance with implementation of mitigation measures specified therein; a complete copy of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and all supporting exhibits and documents are on file and can be viewed at the City office; and

WHEREAS, the City published a Notice of Intent of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the Project on November 2, 2021, which started a 20-day public review period. The notice was posted at the City office, the County Clerk, on the City website, published in the Town Crier and sent to all property owners and tenants within 1,000 feet of the project, and all interested persons; and

WHEREAS, at its February 8th and February 22nd 2022 meetings the City Council reviewed and considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the Project, any comments received to-date and the responses prepared, invited additional comments from the public, and intends to take actions on the Project in compliance with CEQA and its guidelines; and

WHEREAS, the City Council conducted its own independent analysis of the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and determined that the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan were appropriate as there is substantial evidence the Project would not result in any significant environmental impacts and the mitigated negative declaration reflects the District's independent judgment and analysis; and

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

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

1. The recitals set forth above are held to be true and correct and, by this reference, are hereupon incorporated as findings.
2. The City Council has independently reviewed, analyzed and considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and the whole record before it (including the Initial Study and any comments received) and based on the



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foregoing, the City Council hereby finds that all environmental impacts of the Project with mitigation measures are below a level of significance and there is no substantial evidence supporting a fair argument that the Project will have a significant effect on the environment.

3. The City Council find the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan has been completed in compliance with CEQA and consistent the State of California Guidelines for the Implementation of the California Environmental Quality Act.

4. The City Council finds that the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan represents the independent judgment and analysis of the District as the lead agency for the Project.

5. The City Council further finds that the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan is adequate to serve the required CEQA environmental documentation for the Project and hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan.

6. The City Clerk is the custodian of the records of the proceedings on which this decision is based. The records are located at 1 North San Antonio Road, Los Altos, CA 94022

7. The City Council directs staff to file a notice of determination with the County of Santa Clara within five (5) working days of adoption of this resolution.

8. The applicant proposes to provide three moderate-income units. Four moderate-income units are required to comply with the City's Inclusionary Housing Ordinance, Los Altos Municipal Code Section 14.28.020. The project is approved conditioned upon meeting this minimum requirement to provide four moderate-income units. This condition does not alter or affect the number of very low-income units that the project will provide to qualify for the density bonus sought by the applicant. The applicant and the City disagree as to the application of the Inclusionary Housing Ordinance to the project and have jointly requested technical assistance from the California Department of Housing and Community Development ("HCD"). Staff is authorized to amend this condition administratively if necessary to be consistent with any opinion HCD may provide.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on February 22, 2022 by the following vote:



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AYES:

NOES:

ABSENT:

ABSTAIN:

Anita Enander, MAYOR

Attest:

Andrea M. Chelemengos , CMC, CITY CLERK



Subject: 355 First Street-SB 330 Project-50 Condominium Units

EXHIBIT A-FINDINGS

(VTTM 21-001; DR 21-003)-355 First Street

1. With regard to environmental review, the City Council has independently reviewed, analyzed and considered the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan and the whole record before it (including the Initial Study and any comments received) and based on the foregoing, the City Council hereby finds that all environmental impacts of the Project with mitigation measures are below a level of significance and there is no substantial evidence supporting a fair argument that the Project will have a significant effect on the environment.
2. The City Council find the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan has been completed in compliance with CEQA and consistent the State of California Guidelines for the Implementation of the California Environmental Quality Act.
3. With regard to the new fifty-unit multiple-family structure, the City Council finding the following in accordance with Section 14.78.060 of the Municipal Code:
 - a. The proposal meets all applicable goals, policies and objectives of the General Plan, and CD/R3 Zone District design criteria because it is providing fifty new multiple-family residential condominium units in a multiple-family district, it incorporates high quality architectural design and is compatible with the existing development in the immediate vicinity;
 - b. The proposal has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
 - c. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. The residential projects incorporate elements that signal habitation such as identifiable entrances, stairs, porches, bays and balconies.
 - d. Exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements. Materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area.



Subject: 355 First Street-SB 330 Project-50 Condominium Units

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

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

g. The exterior mechanical equipment, which is located in alcoves and within the fenced private areas, is screened from public view and the fencing is consistent with the building architecture in form, material and detailing; and

h. The service, trash and utility areas are located behind fences, recessed in alcoves or enclosed within the building in order to be screened from public view and are placed in a way that is consistent with the building architecture in materials and detailing.

2. With regard to the fifty-unit condominium subdivision, the City Council finds the following in accordance with Chapter 4, Article 1, Section 66474 of the Subdivision Map Act of the State of California:

a. The proposed subdivision is consistent with all applicable goals, policies and objectives of the Los Altos General Plan and does not exceed the maximum density for the land use designation;

b. The site is physically suitable for this type and density of development in that the site is generally flat with minimal slope and located within a suburban context with access to all city services, including sewer, water, electricity and public streets.

c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or avoidably injure fish or wildlife since there is not any identified sensitive habitat or other environmental resources on or in proximity to the site;

d. The design of the subdivision is not likely to cause serious public health problems since the project is consistent with the multiple-family character of the neighborhood and is located on a site for which all public utilities are available; and



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e. The design of the subdivision will not conflict with access easements since there are not any existing access easements that are on or adjacent to the site.

3. Density Bonus Findings. With regard to the offered below market rate units and requested parking requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.040, as follows:

- a) The applicant is offering three very low-income unit and three moderate income units for sale, which qualifies the project for additional waivers and incentives
- b) Per Table DB 2 in Los Altos Municipal Code Section 14.28.040, a project that includes eight percent or more of its total units as very low income restricted affordable units shall be granted one (1) incentive. The applicant will be requesting one density bonus concession to increase the height from 35 feet to 46 feet. Evidence has not been presented which supports other findings for denial of the requested incentives. The height and the setback incentives are considered an “on-menu” incentive per Section 14.28.040(f) Incentive Standards and, therefore, the City has determined that the incentive would not have a specific adverse impact upon public health and safety or the physical environment or upon a listed historical resource.
- c) Per Section 14.28.040(H)(1), a project can request a waiver or reduction of development standards that have the effect of physically precluding the construction of a development in addition to the development incentive permitted by the Municipal Code. Consistent with these requirements, the applicant is requesting a waiver to allow for a building height of up to sixty-three (63)feet and four and a half (4.5) inches where the development standard set forth in LAMC Sec.14.66.240(F) requires that an enclosed roof structure housing the elevator for the proposed residential building that provides access to the roof top be limited to twelve (12) feet in height. Based on findings by the architect for the Project, the elevator housing on the roof deck cannot be constructed unless it is approximately seventeen (17) feet and six (6) inches in height, and an elevator shaft is necessary to comply with accessibility standards. The Council determined the waivers are supported by the fact that the implementation of the standards physically precludes the construction of the development and evidence has not been presented that the waivers will have a specific, adverse impact upon health, safety, or the physical environment, or an adverse impact on any listed historic resource or will be contrary to state or federal law.



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4. Non-compliance with 14.28.020:
 - a. Applicant is required to provide at least four moderate and two LI/VLI units. Applicant proposes only three moderate units. In City's view, the project does not meet the standard. Parties are jointly requesting technical assistance from HCD. The project has been conditioned on providing a fourth MI unit. Per COA No. 13 under the General Conditions of Approval set forth in Exhibit B of this Resolution, the applicant shall provide 4 moderate units unless HCD agrees with the applicant's interpretation of the law.



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EXHIBIT B-CONDITIONS

GENERAL

1. Approved Plans

Project approval is based upon the plans received on November 12, 2021 except as modified by these conditions.

2. Indemnity and Hold Harmless

Applicants shall sign a letter submitted prior to the issuance of building permits, agreeing to hold harmless the City for any actions related to the permit. The letter shall include the following verbiage: The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project. The City may withhold final maps and/or permits, including temporary or final occupancy permits, for failure to pay all costs and expenses, including attorney's fees, incurred by the City in connection with the City's defense of its actions.

3. Encroachment Permit

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

4. Public Utilities

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

5. Municipal Regional Stormwater Permit

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

6. Americans with Disabilities Act

All improvements shall comply with Americans with Disabilities Act (ADA). Latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way.

7. Sewer Lateral



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Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12” away from the main.

8. Transportation Permit

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

9. Pollution Prevention

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

10. Storm Water Management Plan

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

11. Civil Engineering Drawings

The applicant shall submit civil engineering drawings that show property lines with bearing and easements.

12. Affordable Housing Agreement

Prior to the issuance of building permits the applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that offers six (6) below market rate unit, for a period of at least 55 years. The below market rate unit shall be at the low-income level shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regard to design, construction or materials. This issue shall be resolved prior to the recordation of the Final Map.

13. Request for State Technical Assistance

The applicant proposes to provide three moderate-income units and three very low income units. Four moderate-income units are required to comply with the City’s Inclusionary



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Housing Ordinance, Los Altos Municipal Code Section 14.28.020. The project is approved conditioned upon meeting this minimum requirement to provide four moderate-income units. This condition does not alter or affect the number of very low-income units that the project will provide to qualify for the density bonus sought by the applicant. The applicant and the City disagree as to the application of the Inclusionary Housing Ordinance to the project and have jointly requested technical assistance from the California Department of Housing and Community Development (“HCD”). Staff is authorized to amend this condition administratively if necessary to be consistent with any opinion HCD may provide.

PRIOR TO FINAL MAP RECORDATION

14. Public Access Easement Dedication

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

- a. An easement of two feet along the rear alley for use as a public right-of-way; and
- b. An easement of one foot along the First Street frontage to allow for pedestrian access.
- c. If tree wells are approved by Planning Department, Pedestrian Access Easement along First Street shall be wide enough to allow proper ADA clearances.

15. Public Utility Dedication

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

16. Subdivision Agreement

The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the Final Map.

PRIOR TO ISSUANCE OF BUILDING PERMIT

17. Final Map Recordation

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

18. Payment of Fees

Prior to the issuance of building permits, the applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in lieu fees,



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traffic impact fees, public art impact fee and map check fee plus deposit as required by the City of Los Altos Municipal Code prior to issuance of the building permit.

19. Downtown Decorated Lights

The applicant shall insure the design of total of two new Downtown Decorated light fixtures along First Street and Whitney Street as directed by the City Engineer.

20. Storm Water Filtration Systems

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

21. Cost Estimate and Performance Bonds

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

22. Grading and Drainage Plan

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

23. Sewage Capacity Study

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

24. Construction Management Plan

The Applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management



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plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regards to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. Sidewalks, parking and travel lanes along First Street and Whitney Street shall not be closed for the full duration of the project. Closures will be reviewed and approved with Encroachment Permit submittals. The applicant shall be required to have a pre-construction meeting with all abutting property owners to discuss the project schedule and to prominently display a sign with the single point of contact the community should interface with for any construction related impacts from the project.

25. Solid Waste Ordinance Compliance

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

26. Fire Approval

Prior to the issuance of building permits the applicant shall receive approval from the Fire Department for the project.

27. Solid Waste and Recyclables Disposal Plan

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

PRIOR TO FINAL OCCUPANCY

28. Condominium Map



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

29. Public Alleyway

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

30. Watch for Pedestrians Sign

The applicant shall install a “watch for pedestrians” sign at the top of the underground parking garage driveway ramp.

31. Sidewalk in Public Right-of-Way

The Applicant shall remove and replace entire sidewalk and curb and gutter along the frontage of First Street and Whitney Street as directed by the City Engineer. All sidewalks in the public right-of-way shall be City Standard concrete sidewalks. The applicant shall remove existing driveway on Whitney Street and replace it with standard curb and gutter. The applicant shall extend sidewalk on Whitney Street from 330 2nd Street property to the alley, and install new driveway approach at the back of 330 2nd Street.

32. New ADA Ramps and Crosswalks

The applicant shall provide two new ADA ramps and crosswalk stripping per the City standards on the northeast and southeast corner of the intersection with First Street and Whitney Street. The applicant shall install new ADA ramps as necessary at the sidewalk extension along Whitney Street.

33. Parking Stall and Red Curb Striping

The applicant shall install parking stall striping and red curb on First Street and Whitney Street as directed by the City Engineer or his designee.

34. Public Infrastructure Repairs

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



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35. Maintenance Bond

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

36. SWMP Certification

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

37. Landscape and Irrigation Installation

All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer.

38. Label Catch Basin Inlets

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

From: [Jon Baer](#)
To: [Guido Persicone](#)
Subject: 355 First Street comments
Date: Monday, January 11, 2021 8:23:27 PM

Guido-my comments, consistent with what I said during the community meeting are below:

The project appears to be adequately parked, which is a real plus. However I think it is critical, for this project as well as the others under development on this block, that the alley be widened along the full length, not just the properties that are currently being developed. That would allow traffic to use both Whitney and Lyell for entrance and egress onto San Antonio Road. Otherwise there may be conflicts as cars try to navigate what is a very narrow alley and create traffic conflicts at one or both of the intersections.

This project is not like others that have or are being constructed in Los Altos-it is the largest, densest project in our downtown and as presented does not work in that the mass and bulk are not visually managed in a good manner. A great example of what not to do is 396 First Street-basically a cube with limited landscape and no richness of design (windows not recessed, etc). The east side of First Street is severely compromised by three story/4story #396 which was a poorly designed building representing excessive development. We want orderly development in this zone. While this design might marginally work along El Camino (and definitely would work in Miami) it does not fit with the village look or feel and does nothing to bring human scale to the building. Compare this building to what was done at 100 First Street!

As previously mentioned, I believe that 371 and/or 373 First are historic structures over 50 years old that will need to be evaluated prior to any demolition and perhaps even before certifying that this project can be fast tracked under SB330

This project will need redesign to reduce the mass and bulk so as to minimize abrupt changes along the street; the building needs to be designed to respect the massing of adjacent buildings. So using objective standards the question is what makes this particular building design need improvement?

1. The volume of this four story cube is insufficiently architecturally relieved: the front elevation has recessed windows, with few, as well as smaller, vertical planes, but not enough breaking up of the cube. Furthermore the fourth story is not set back and has a roof overhang that adds to the appearance of mass and bulk.

Suggestion: use an enhanced version of the front elevation as a model for how to use deep recesses to break the cube massing on all other sides.

2. There is no communal open space for the use of the occupants. 42 units have at least 2 bedrooms. That implies children with no on-site play space.

Suggestion: Enlarge court significantly, and open "court" for general view and access (by most if not all the units, thru the lobby and perhaps even visually to the street). Open more windows on it to illuminate corridors. This is a missed opportunity.

3. There is minimal public landscaping. This very urban expression needs "generous landscaping", a town value to fit the "village".

Suggestion: Pull footprint back from First Street to provide landscape buffer space. See 467 First Street example. Even 396 First has trees and planter.

4. The Whitney/First corner is a full cubic volume, with no recognition of 349 (across Whitney) property.

Suggestion: Carve away cubic volume to reduce "big shoulder" impact. Add landscape elements to soften

5. The "Court" is a not a court. It's a light shaft, as presented almost entirely 40ft high solid walls. It does not provide an amenity to the building nor a true emergency egress for the bedrooms above ground level opening on it.

Suggestion: See item 2

6. Recognize the impact on the street and town of the 11 foot height concession and adjust design

Suggestion: Pull the fourth story back on both First and Whitney Streets. And consider changing roof overhang element to minimize visual impact of the roof.

**MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE
CITY OF LOS ALTOS, HELD ON THURSDAY, JANUARY 21, 2021 BEGINNING AT
7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD,
LOS ALTOS, CALIFORNIA**

Please Note: Per California Executive Order N-29-20, the Commissions will meet via teleconference only. Members of the public may call (650) 242-4929 to participate in the conference call (Meeting ID: 149 818 5195 or via the web at <https://meetings.ringcentral.com/j/1498185195> (Password: 022278). Public testimony will be taken at the direction of the Commission Chair and members of the public may only comment during times allotted for public comments. You may watch the meeting live at <https://www.facebook.com/CityOfLosAltos>. Members of the public are also encouraged to submit written testimony prior to the meeting at PlanningCommission@losaltosca.gov or Planning@losaltosca.gov. Emails received prior to the meeting will be included in the public record.

ESTABLISH QUORUM

PRESENT: Chair Ahi, Vice-Chair Bodner, Commissioners Doran, Mensinger, Roche and Steinle

ABSENT: Commissioner Marek

STAFF: Community Development Director Biggs, Planning Services Manager Persicone, and City Attorney Houston

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

STUDY SESSION

1. 355 First Street-Study Session with the Commission-SB 330

The applicant has submitted a pre-application under the provisions of SB 330 to receive preliminary feedback from the community and Planning Commission. The project would consist of receiving approval of a Design Review permit and Tentative Map subdivision for a new four story fifty (50) unit multifamily condominium building. *Project Manager: Persicone*

Planning Services Manager Persicone gave the agenda report and a PowerPoint presentation.

Jeff Potts, project architect with SDG Architects, provided an overview of the project and gave a PowerPoint presentation of the plans. He stated the proposed project is a 50-unit, four-story building with two levels of underground parking and 111 parking spaces in total.

Commissioner Questions

Commissioner Steinle asked about the heights of the buildings for the projects at 369 and 100 First Streets. He also asked the applicant about materials being used and the difference in colors in the model shown.

Community Development Director Bigg answered that staff did not have the dimensions for 369 and 100 First Streets at the moment. Jeff Potts explained the color differences.

Commissioner Doran asked about the two-foot widening of the alley in the back, if the landscaping would be consistent with other landscaping on Whitney Street, questioned the current pathway between buildings, and the sidewalk widths.

Community Development Director Bigg explained that the two-foot widening of the alley has been applied as a condition of approval to other projects approved that abuts the alley. Jeff Potts explained the landscaping, that the pathway is located on private property and is not an easement, and that the sidewalk is being widened from five feet to six feet with the requested one-foot dedication easement by the City.

Commissioner Bodner asked about peer architectural review and the use of Trespa as a material.

Community Development Director Bigg explained that peer review will be done at formal submittal. Jeff Potts explained that they are committed to the materials at formal submittal and what the Commission decides to approve.

Public Comment

Resident Jon Baer referred to his comments in his letter to the Commission; said the Community Meeting was not properly noticed; the project is a massive cube and needs more articulation; this is a missed opportunity, and this project belongs on El Camino Real.

Resident Roberta Phillips stated that 15 percent affordable BMRs is too low and it should be at least 20 percent to help with our RHNA numbers; the 4th story needs a setback; and had traffic concerns.

PC Discussion

Commissioner Roche said this is a massive building; the fourth floor could benefit from some setbacks and better articulation; there are missed opportunities; should incorporate a peaked roof along Whitney Street; the 46-foot-tall architecture is not redeeming; does not know if the material mix works; asked if the project could be toned down in some manner; and noted the design needs work.

Commissioner Steinle stated that parking is good and appreciated that no vehicle lifts were used; his impression is that the project was designed from the inside out; the rear elevation is more successful than the front and had balconies; asked if the units could be made smaller to make them more affordable by design; noted fewer units and smaller units would require less overall square footage; asked if a mixed-use project been considered; think about downtown walkability and pedestrian scale; concluded by stating this is a good start but more work needs to be done.

Commissioner Doran said that this is an opportunity to create a buffer zone at the sidewalk between the pedestrian zone and the building; the middle light well creates a tunnel effect; agrees with Commissioner Roche and Steinle that this is a little too bulky for First Street; and noted the objective standards under consideration tonight would require a different building with more step backs at the upper levels.

Vice-Chair Bodner appreciates the vision to group parcels; noted four stories is the future for the City; but commented the proposed design is more appropriate for El Camino Real; it does not have a downtown pedestrian feel; suggested the architect pay attention to the objective standards being developed; needs more vertical and horizontal articulation; the building reads as one large expanse and could be articulated better; recess the upper floors; have more than one entrance; more landscaping would be better; needs a softer transition between the building and the back of the

sidewalk; building could be warmed up with smaller bays and different use of materials; has concern with privacy related to the window placement and style and needs a more residential feel; thought and detail need to be given to the balconies; roof deck needs to insulate noise and light to neighbors; back alley widening is a plus and needed; and noted City should take time to revisit the parking space widths to get more spaces as the applicant suggested.

Commissioner Mensinger agreed with the other commissioner comments; more appropriate for El Camino Real; less bulk and mass; and need more space for children and families.

Chair Ahi likes the project as a whole; could use some more affordable units; does not appear as a “residential” development; design is lacking and does not fit in our downtown; building is the same in horizontally and vertically; review the corners; too heavy a form at the top of the building; review the density of the site; lacks village character; lacks a mix of height; materials needs more work because it looks heavy and has too much similarity; disconnect between elevations and program; look at how the program can connect more with the elevation design/architecture; entry is underwhelming for a 50-unit building and is a missed opportunity; the interior court yard square footage can be used in a better way; not objecting to the project, but the design does not go above and beyond what is just required; also consider how this building will relate to pedestrians and the community.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

2. Planning Commission Minutes

Approve minutes of the regular meeting of December 17, 2020.

Action: Upon motion by Commissioner Steinle, seconded by Chair Ahi, the Commission approved the minutes from the December 17, 2020 Regular Meetings as written.

The motion was approved (6-0) by the following vote:

AYES: Ahi, Bodner, Doran, Mensinger, Roche and Steinle

NOES: None

PUBLIC HEARING

3. Zoning Text Amendment - ZTA 20-0003 - Objective Zoning Standards

Zoning text amendment to Title 14 (Zoning) of the Los Altos Municipal Code to provide objective zoning standards for housing development projects. The proposed Ordinance relates to organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment, and therefore is exempt from California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3).

Project Manager: Persicone

Monica Szydlik with Lisa Wise Consulting presented and went over the changes directed by the Planning Commission.

Public Comment

Resident Jon Baer commented on slide 15 and 30 that shows the CRS zone with three-story buildings and said to revise it because it looks like we are increasing the height standards.

Resident Roberta Phillips said that the proposed regulations appear to increase density and bulk and asked why the setbacks are being reduced down to five feet.

Resident Terri Couture agreed with Jon Baer, and is worried about a five-foot setback for the third story, then it should be a 10-foot setback for the fourth story and suggested looking to the Downtown Vision to keep the character of downtown Los Altos.

Salim, whose parents live in Los Altos, asked about upper story setbacks and how they comply with SB 330 which forbids reducing the sites potential for housing by increasing setbacks.

Chair Ahi closed the public comment section of the meeting.

The Commissioners discussed the Zoning Text Amendment to provide objective zoning standards for housing development projects and gave the following comments:

Commissioner Steinle:

- Thinks the commercial Districts are fine and is prepared to move that section forward to the City Council;
- He is more concerned about the proposed rules for the R Districts, especially R3-3, R3-4.5, and R3-5;
- The proposed standards could not be applied to these districts and are unrealistic given the current characteristics of these districts; and
- Suggested the Commission spend more time talking about the R District rules and noted he is not ready to move the standards for these forward.

Commissioner Doran:

- Noted she would consider revisiting the R3 Districts given what Commissioner Steinle said; and
- Asked about the process to review this section again because the earlier project reviewed this evening was the catalyst for a possible closer look.

Attorney Houston said the objective standards need to move forward as a whole and not piecemeal and that the Commission could move them forward to City Council with specific comments and direction.

Chair Ahi:

- Noted the Commission has looked at these rules several times already, and he is ready to move forward to City Council with direction;
- Suggested not being too restrictive with the R zones;
- Noted the request for an annual review to see what is working and what is not will allow the City to adjust these rules as needed.

Monica Szydluk with Lisa Wise Consulting stated that the intent was not to replicate the building type and forms in the existing codes, but introduce design standards and coherent design, that is cognizant of adjacencies and articulation in the multi-family zones.

Commissioner Steinle:

- Asked if we need objective standards for districts, like the R3-5, where the likelihood of redevelopment is practically nil; and
- Sufficient time has not been spent discussing the R Districts and passing this on to Council this evening is a missed opportunity.

Vice-Chair Bodner:

- Agreed with Chair Ahi that this needs to be moved forward with the acknowledgement that the R districts could be modified if future evaluations call for it;
- Noted the Commission could provide specific direction to the City Council but did not support a revisit with another meeting.

Commissioner Roche:

- Agreed that not discussing the R Districts was a missed opportunity; and
- Asked what the disadvantages would be to have another meeting.

Chair Ahi in answer noted:

- The task is not to design little individual pockets or areas around Los Altos.

Commissioner Mensinger:

- Agreed that it is time to move this on to the City Council; and
- We can relook at this after a year and the Objective Standards should move forward so Council can begin its review.

Commissioner Doran agreed and said it is time to move this forward to City Council.

Action: Upon motion by Vice-Chair Bodner, seconded by Commissioner Doran, to recommend the Objective Standards to the City Council with the changes proposed at this meeting included in the changes outlined in the Arata PowerPoint.

The motion was approved (6-0) by the following vote:

AYES: Ahi, Bodner, Doran, Mensinger, Roche and Steinle

NOES: None

ABSENT: Marek

DISCUSSION

4. Planning Commission Workplan

The Commission by consensus agreed with the list staff provided.

Attorney Houston suggested adding some Code clean-up to the Workplan.

Chair Ahi suggested looking at the planning process as a whole to see if the Commission can make it more effective/efficient.

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

Community Development Director Biggs provided an overview of upcoming projects and meetings.

ADJOURNMENT

Chair Ahi adjourned the meeting at 9:37 P.M.

Jon Biggs
Community Development Director

DENSITY BONUS REPORT
for
355 1ST STREET
LOS ALTOS, CA

On behalf of 355 1st St LLC, C/O DeNardi Wang Homes, (“Applicant”), we are providing this Density Bonus Report with regard to that certain project located at 355, 365, 371, 373 1st Street, Los Altos, California (the “Project”). Capitalized terms not defined herein shall have the meaning set forth in the Los Altos Municipal Code (“LAMC”).

1. Requested Density Bonus

Summary of Project:

Lot Size	27,887 S.F. (0.64 acres)
Density	The Project is located in the CD/R3 District, which allows multiple-family housing as a permitted use and does not specify a maximum allowable residential density.
Base Density	Based on the city’s development standards, a Base Density Model on Sheet T3 was created. The Base Density Model shows that the Base Density is thirty-nine (39) units.
Total Number of Units	Fifty (50) units will be built at the Project, including two (2) studio units, seven (7) 1-bedroom units, thirty (30) 2-bedroom units, and eleven (11) 3-bedroom units.
Proposed Number of Affordable Units	For the Project, the Applicant shall offer six (6) below market rate units, of which three (3) units will be at the very low-income level and three (3) units will be at the moderate-income level. The three (3) very low-income level units include one (1) studio unit and two (2) 1-bedroom units. The three (3) moderate-income level units include one (1) 1-bedroom unit and two (2) 2-bedroom units.
Density Bonus	By offering three (3) very low-income level units with a Base Density of thirty-seven (39) units, the Applicant is providing 7.69% units at the very low-income level, which rounds up to 8%. State Density Bonus Law states if 8% of the Base Density is provided at the very low-income level, a Density Bonus of 27.5% is granted. Based on the Base Density of thirty-nine (39) units, a Density Bonus of 27.5% is 10.725 units, which rounds up to eleven (11) units. To achieve the total number of fifty (50) units, eleven (11) bonus units are needed.

Assessor's Parcel Number(s)	167-41-026, 167-41-027, 167-41-028, 167-41-029
-----------------------------	--

2. Requested Incentives and Concessions

The Project will include seven point sixty-nine percent (7.69%) very low income units and as such exceeds the five-percent threshold required for one (1) incentives (LAMC Sec. 14.28.040(C)).

Requested On Menu Incentive – Building Height Increase

Accordingly, Applicant is eligible for and is requesting one (1) On Menu Incentive under LAMC Sec. 14.28.040(F) to allow for a building height of up to forty-six (46) feet whereas the LAMC allows for a maximum building height of thirty-five (35) feet.

This height increase will allow for additional units which then reduces the actual cost per square foot to complete the Project and furthers Applicant's ability to provide for affordable rents or affordable housing costs. See Section 4 below for more information.

California Government Code Section 65915(d)(1) states that the City has the burden of proof in demonstrating that the requested incentive would not result in an identifiable, financially sufficient and actual cost reductions ("The 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 the incentive (A) does not result in identifiable and actual cost reductions to provide for affordable housing costs, (B) would have a specific, adverse impact, or (C) would be contrary to state or federal law). It is presumed that the requested incentive, as an On Menu Incentive that is specifically recognized by the LAMC, will result in identifiable, financially sufficient and actual cost reductions to the Project, unless the City makes a written finding otherwise.

3. Requested Waiver(s)

Requested Waiver – Building Height Increase

Applicant is requesting a waiver to allow for a building height of up to sixty-three (63) feet and four and a half (4.5) inches where the development standard set forth in LAMC Sec. 14.66.240(F) requires that an enclosed roof structure housing the elevator for the proposed residential building that provides access to the roof top be limited to twelve (12) feet in height. Based on findings by the architect for the Project, the elevator housing on the roof deck cannot be constructed unless it is approximately seventeen (17) feet and six (6) inches in height, and an elevator shaft is necessary to comply with accessibility standards. This is evidenced by the attached letter from the architect for the Project.

The additional height requested is less than six (6) feet, and would not be visible from the street because it is set back from the roof edge. Thus there is no specific adverse impact caused by the requested waiver, which is minor in nature and has no impact on the public at large.

Pursuant to LAMC Sec. 14.28.040(H), this waiver should be granted because:

- The development standard set forth in LAMC Sec. 14.66.240(F) would have the effect of physically precluding the construction of the elevator, which is required to access the roof deck per the accessibility requirements set forth in the California Building Code.
- To Applicant's actual knowledge, the increased height in the elevator housing would not (i) have a specific, adverse impact upon the health, safety or the physical environment, (ii) have an adverse impact on any real property that is listed in the California Register of Historical Resources, or (iii) be contrary to state or federal law.

Requested Waiver – Parking Space Width

Applicant is requesting a waiver of the development standard set forth in LAMC Sec. 14.74.200(A) which requires that perpendicular parking spaces in off-street parking facilities must have a width of no less than nine (9) feet. Based on findings by the architect for the Project, the Project would be able to provide more total parking spaces if the width of some of the parking spaces was reduced to 8.5 feet. Specifically, the width of ten (10) percent of the parking spaces will be reduced, thereby allowing the Project to meet LAMC's parking standards.

The Project meets the State required parking without the stall reduction. The waiver is to create additional parking which is desired by the city. Without the waiver there will be four (4) less parking spaces available.

Pursuant to LAMC Sec. 14.28.040(H), this waiver should be granted because:

- The development standard set forth in LAMC Sec. 14.74.200(A) would have the effect of physically precluding the desired number of total parking spaces, which would support the functionality of the building.
- To Applicant's actual knowledge, the decreased width in a portion of the parking spaces would not (i) have a specific, adverse impact upon the health, safety or the physical environment, (ii) have an adverse impact on any real property that is listed in the California Register of Historical Resources, or (iii) be contrary to state or federal law.

4. Response to Staff Questions

To demonstrate how and why the On-Menu Incentive for height is warranted for the Project, the Cost Savings gaining eleven (11) units with the additional building height is as follows:

Assuming costs are fixed at approximately one million three hundred thousand dollars (\$1,300,000) per unit, the additional eleven (11) market rate units help subsidize the loss resulting from the six (6) Below Market Rate Units.

The BMR's sell anywhere from around \$119,739 for a Studio Very Low Income Unit to around \$552,823 for a 2 Bedroom Moderate Income Unit.

The Project will suffer a loss of approximately six million six hundred thousand dollars (\$6,600,000) on the sale of the affordable units (sold below cost of production), and the additional units are required to subsidize this additional cost to the Project.



September 10, 2021

Subject: Waiver for Elevator Penthouse Height Increase

To Whom it May Concern,

The roof deck amenity is vital to the success and viability of this project. In order to provide the roof deck an elevator is required to meet the Accessibility Codes. In order to be able to physically build an elevator to access the rooftop deck, the elevator housing on the roof deck must be approximately seventeen (17) feet and six (6) inches in height. We have provided cut sheets from many of the major elevator manufactures to illustrate this fact. These show that the override required when including the hoist beam, the roof decking, and the shaft roof is approximately 17'-6". Per Section 14.66.240 of the LAMC a 12' elevator penthouse is allowed for roof access. Therefor we are requesting a Waiver of 5'-6" for the elevator penthouse.

The density of the project based on the required Affordable Housing Units and the resulting Density Bonus Units does not allow for a large common open space at any other level. The need for this amenity was reiterated by the city staff and Planning Commissioner's during the process.

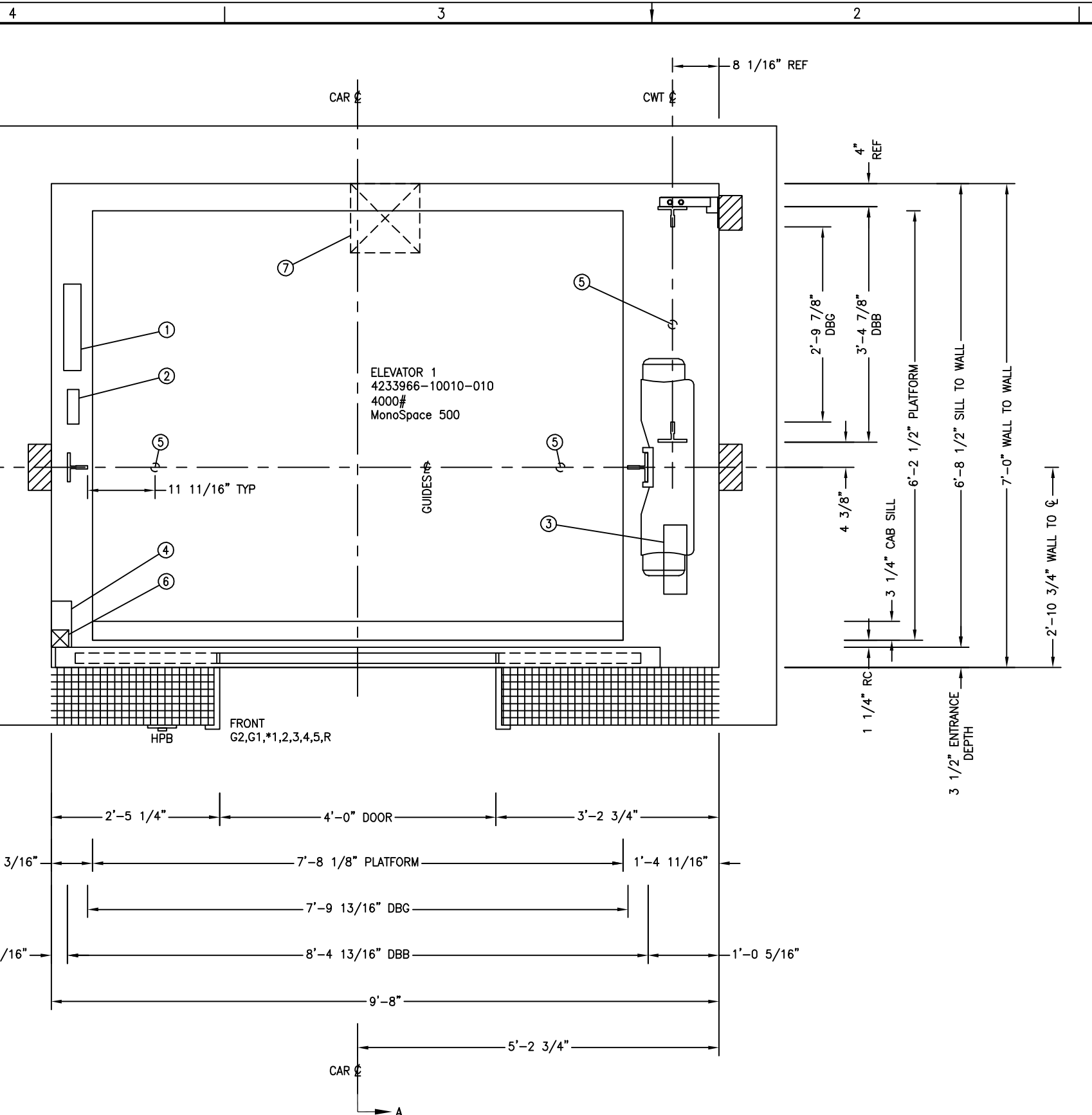
Sincerely,

Jeffrey Potts
Principal Architect

Principal Architects:

Ralph Strauss C19511 • Jeff Potts C26734 • Keeth Lichtenberger C17338 • Lance Crannell C31189 • Jennifer Mastro C32960

SDG Architects, Inc. • 3361 Walnut Boulevard, Suite 120, Brentwood, CA 94513 • 925.634.7000 • straussdesign.com



NOTES:
A. IF POSSIBLE, ENTIRE ENTRANCE WALLS TO BE LEFT FULLY OPEN AT EACH LANDING. MINIMUM REQUIRED ROUGH OPENINGS FOR ALL LANDINGS DETAILED ON ENTRANCE DRAWINGS.
B. GOVERNOR TO BE POSITIONED WITH ELECTRICAL BOXES TOWARDS CAR SIDE AND ENCODER TOWARDS FRONT SIDE.
C. TERMINATE WIRE DUCT 48" [1220] ABOVE LOWEST LANDING. PIT LADDER TO BE POSITIONED DIRECTLY BELOW DUCT.
D. REFER TO THE DATA SHEET FOR FURTHER DETAILS CONCERNING ALLOWABLE CLEAR HOISTWAY TOLERANCES.
E. MINIMUM CLEAR HOISTWAY WIDTH SHOWN. CONTACT KONE FOR MAXIMUM ALLOWABLE CLEAR HOISTWAY.
F. ALL CAR AND CWT RAIL BRACKETS ATTACH TO SIDE HOISTWAY WALLS.
G. FILLER BIT HEIGHTS ARE BASED ON A COMPLETE CAB INSTALLATION.

INSTALLATION NOTES:
1) DBG TELESCOPE POLE SETTINGS = 8'-10"
2) BALANCE WEIGHTS: OLSBS QTY: 0
TRACTION WEIGHTS: OLSBS QTY: 0
NOTE: ALL TRACTION WEIGHTS MUST BE INSTALLED FOR TRACTION PURPOSES.

SPLIT FILLER BIT HT (STEEL): 11"
FULL FILLER BIT HT (STEEL)THIN: 2 3/4"
FULL FILLER BIT HT (STEEL)THK: 3'-7 3/8"

NOTE: HPB = HALL PUSH BUTTON

- ① TRAVELING CABLE
- ② DEAD-END HITCH
- ③ CAR GOVERNOR / TENSION WT ASSEMBLY (SEE NOTE B)
- ④ PIT LADDER (KONE SUPPLIED/INSTALLED)
MIN. CLEARANCE FROM FRONT WALL:
SS/CO 8.25"[210mm], 2S 10.25"[260mm]
- ⑤ TYP BUFFER LOCATION / SEE DATA SHEET FOR REACTIONS
- ⑥ WIRE DUCT (SEE NOTE C)
- ⑦ RECOMMENDED DRAIN/SUMP PUMP LOCATION (IF REQUIRED)
SEE "WORK BY OTHERS" SHEET, NOTE 38.

FOR APPROVAL - NOT FOR CONSTRUCTION

APPROVED BY
Preliminary
FOR REFERENCE ONLY
NOT FOR CONSTRUCTION
APPROVAL SPACE

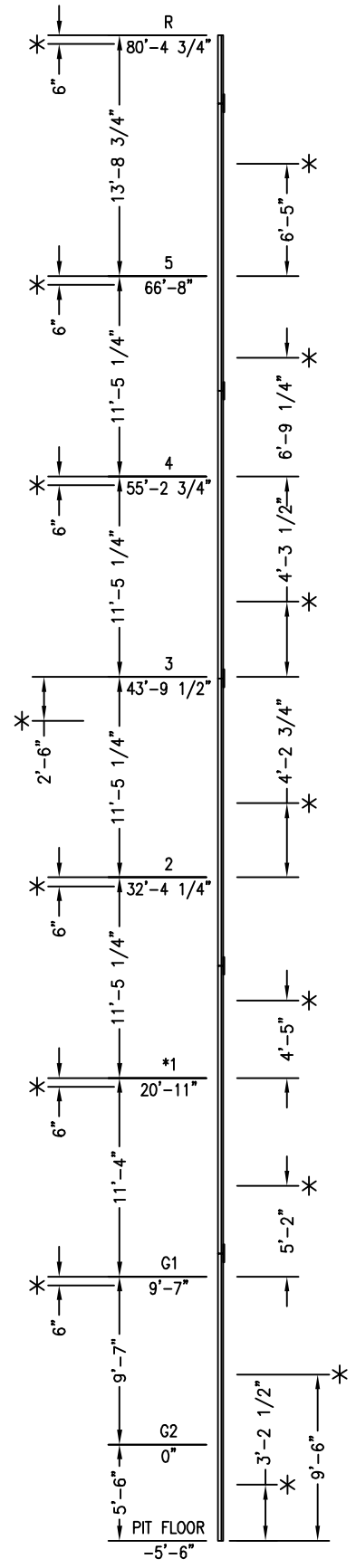
PROJECT: ALTOS ONE
LOCATION: MONOSPACE 500 19.2-1
ENG/ARCH: SDG ARCHITECTURE
CONTRACTOR: CLARUM CORPORATION

UNITS	REVISIONS		ITEM NO.			NETWORK NO.	EQUIPMENT NO.	
	NO	DATE						

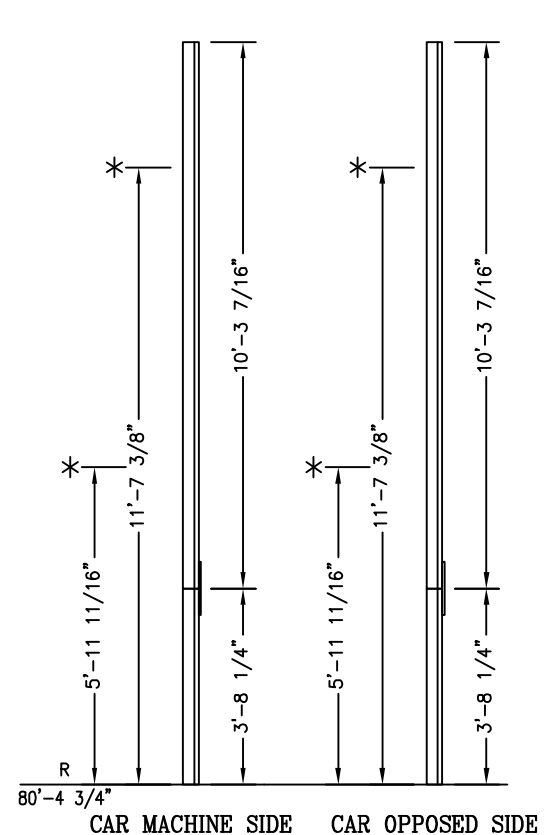
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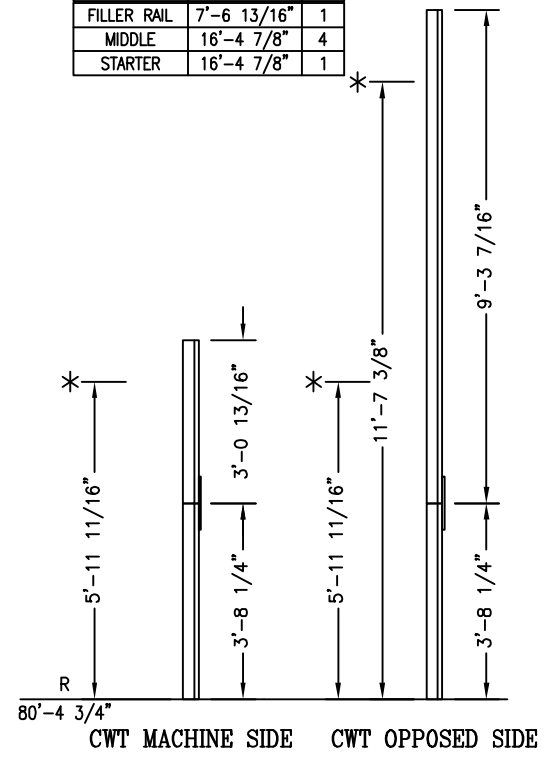
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UNITS: IMPERIAL	1-20.2	
DRAWING M-4233966-10010-010	DESCRIPTION HOISTWAY	SHEET 1 of 17



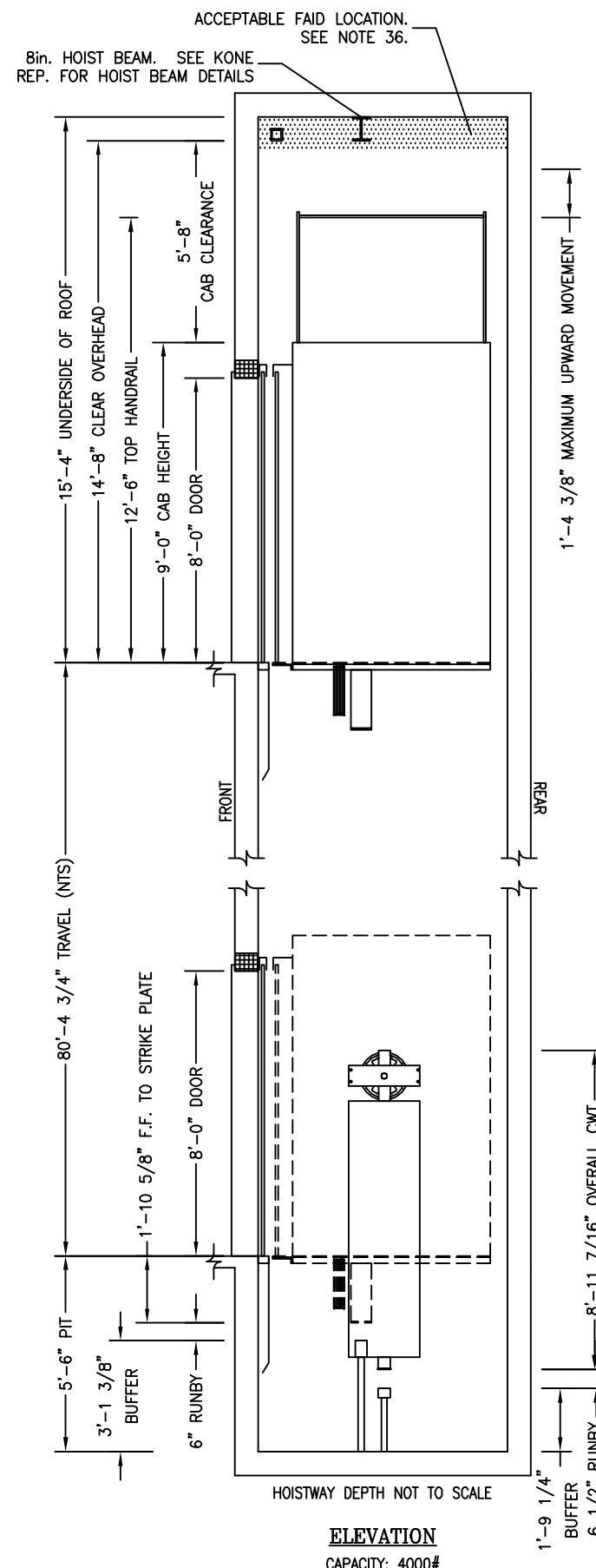
RAILSTACK
MAXIMUM BRACKET SPACING - 98"



RAIL SCHEDULE		
LOCATION	RAIL LENGTH	QTY
FILLER RAIL	7'-6 13/16"	1
MIDDLE	16'-4 7/8"	4
STARTER	16'-4 7/8"	1



** DENOTES CENTER LINE OF BRACKETS.
BRACKET SUPPORTS ARE REQUIRED AT THESE POINTS.



ELEVATION
CAPACITY: 4000#

COUNTERWEIGHT SAFETIES HAVE NOT BEEN PROVIDED.
KONE IS NOT AWARE OF ANY ACCESSIBLE SPACE BELOW THE PIT.

FLOOR NUM	FRONT	REAR	DISTANCE
1	G2		9'-7"
2	G1		11'-4"
3	*1		11'-5 1/4"
4	2		11'-5 1/4"
5	3		11'-5 1/4"
6	4		11'-5 1/4"
7	5		13'-8 3/4"
8	R		

ELEVATIONS OR FLOOR MARKINGS OF THE FOLLOWING MUST BE NOTED WHEN APPLICABLE.

DESIGNATION	FLOOR MARKING
MAIN ELEVATION LOBBY	*1
FIRE SERVICE RETURN	*1
ALTERNATE FIRE SERVICE RETURN	G1
EMERGENCY POWER RETURN	N/A

APPROVED BY

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APPROVAL SPACE

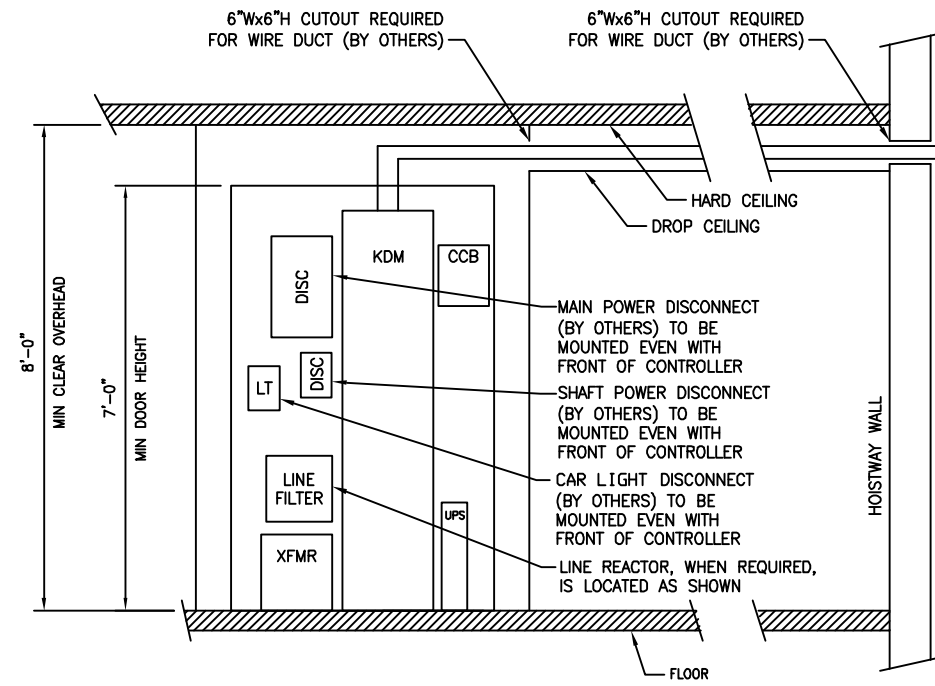
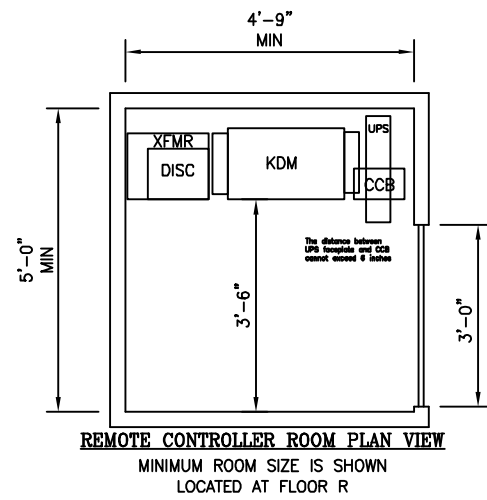
PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

ITEM NO.	NETWORK NO.	EQUIPMENT NO.

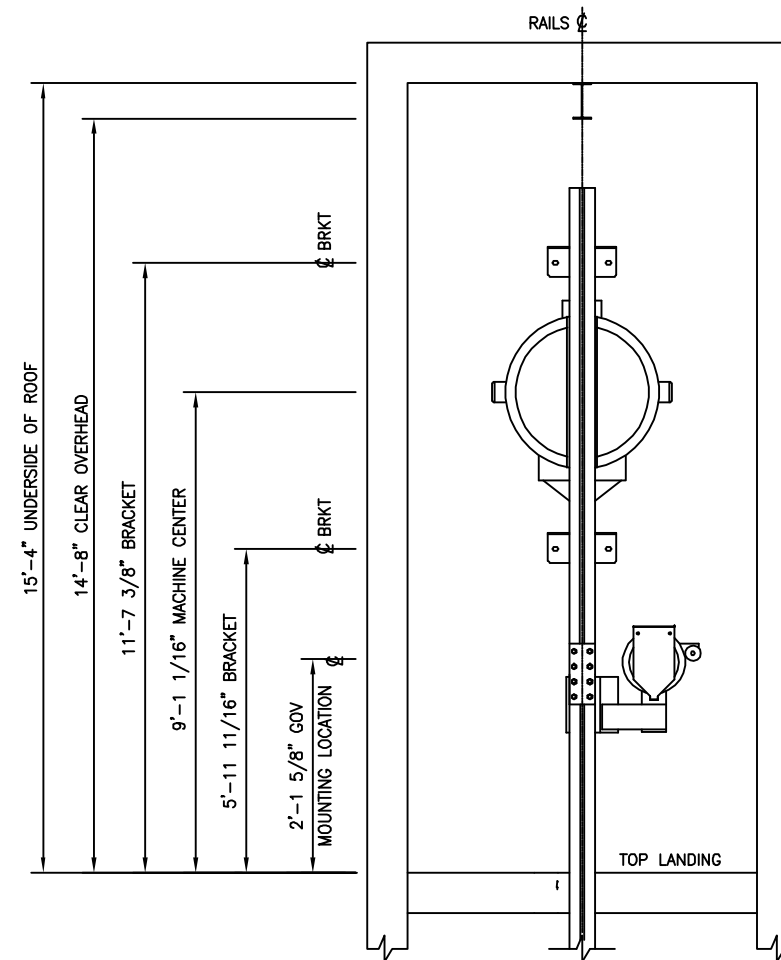
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UNITS: IMPERIAL	1-20.2	-
DRAWING M-4233966-10010	DESCRIPTION RAILSTACK	SHEET 2 of 17



ELEVATION AT CONTROLLER



ELEVATION VIEW SECTION A-A

NOTES:
A. THE TEMPERATURE IN THE CONTROL SPACE MUST MAINTAIN BETWEEN 41° F [5° C] and 104° F [40° C].

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APPROVAL SPACE

PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

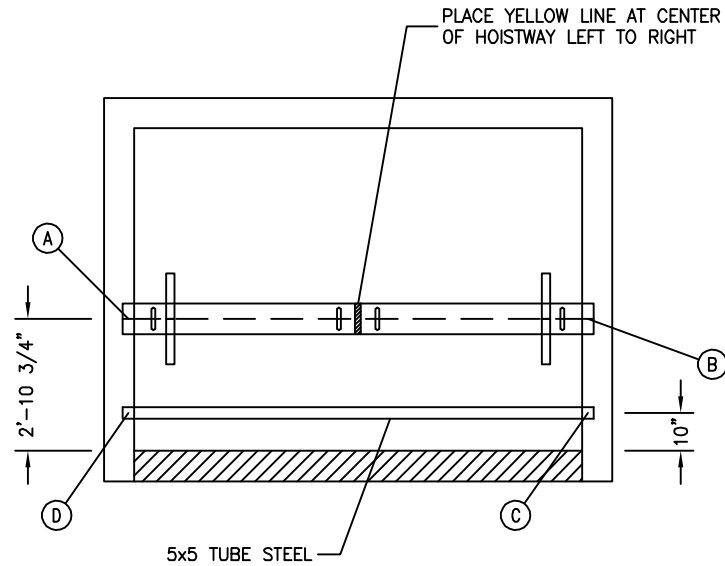
ITEM NO.	NETWORK NO.	EQUIPMENT NO.

DATE	NO	BY	CK	DESCRIPTION
2021-05-06	-	MAT		PRELIMINARY

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING M-4233966-10010	DESCRIPTION CONTROLLER	SHEET 3 of 17

4233966-10010-010
 ELEVATOR 1
 4000#



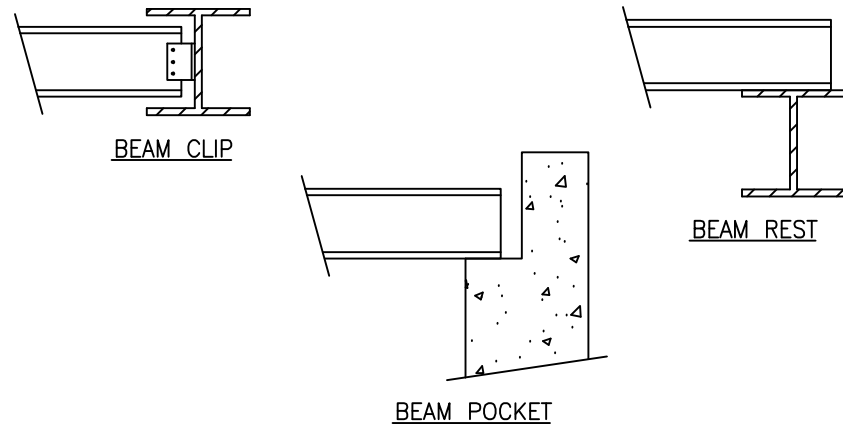
BUILDING LOADS FOR HOISTING BEAM & TUBE STEEL SUPPORT

FOR ADJACENT HOISTWAYS COMBINED LOADS ON A COMMON STRUCTURAL SUPPORT SHOULD BE TAKEN INTO CONSIDERATION. REACTIONS SHOWN BELOW ARE FOR THIS ELEVATOR ONLY. THE REACTION LOADS BELOW ARE ASD LEVEL & UNFACTORED.

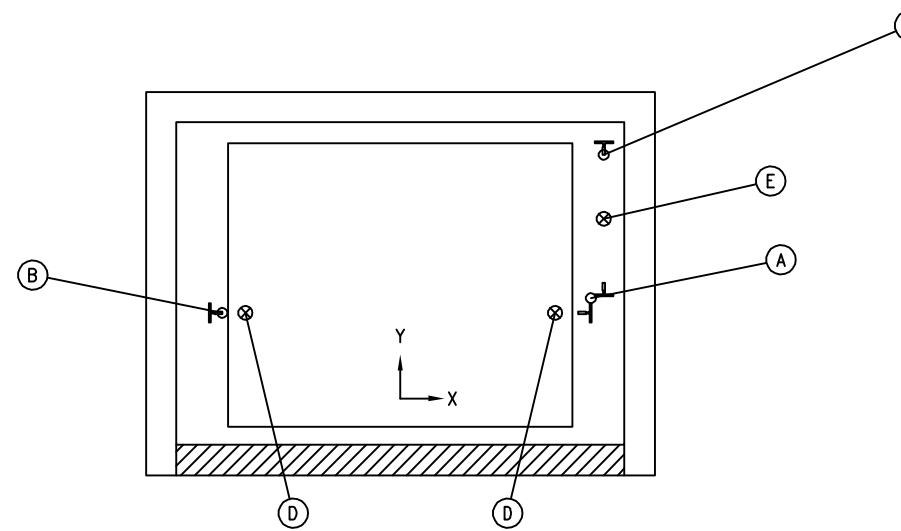
PLANVIEW IS AT TOP OF OVERHEAD LOOKING DOWN ON THE BEAMS
 ALL U-BOLTS HANG DOWN TOWARDS THE PIT FLOOR
 SEE BRACKET SHEET FOR THE ELEVATION OF SUPPORTS

VERTICAL FORCES* (lbf)				
REACTION LOCATION	A	B	C	D
Z DIRECTION	5610	4840	5000	5000

*REACTIONS A AND B ARE SIZED TO SUPPORT THE MAXIMUM WORKING LOAD OF THE INSTALLATION HOIST. REACTIONS D AND C SUPPORT FALL ARREST LIFELINES PER OSHA MINIMUM SUPPORT LOADS. REACTIONS A & B MAY BE CONSIDERED TO OCCUR SEPARATELY FROM C & D.



ATTACHMENT DETAILS



GUIDE RAIL REACTIONS*

FOR ADJACENT HOISTWAYS COMBINED LOADS ON A COMMON STRUCTURAL SUPPORT SHOULD BE TAKEN INTO CONSIDERATION. REACTIONS SHOWN BELOW ARE FOR THIS ELEVATOR ONLY. THE REACTION LOADS BELOW ARE ASD LEVEL & UNFACTORED.

NON-SEISMIC REACTIONS			
BRKTS ABOVE TOPMOST LANDING - IMPACT LOADING REACTIONS (lbf)			
REACTION LOCATION	A	B	C
X DIRECTION	1510	340	50
Y DIRECTION	580	1740	100
MAX STRESS NOT TO EXCEED 27,500psi DUE TO APPLIED LOADS			

BRKTS BELOW TOPMOST LANDING - RUNNING REACTIONS (lbf)			
REACTION LOCATION	A	B	C
X DIRECTION	390	340	50
Y DIRECTION	240	140	100
MAX DEFLECTION NOT TO EXCEED 0.125" DUE TO APPLIED LOADS			
*Governor system related loads are included in the rail reactions.			

SEISMIC REACTIONS			
ALL BRKT LOCATIONS - SEISMIC LOADING (lbf)			
REACTION LOCATION	A	B	C
X DIRECTION	2500	2200	1200
Y DIRECTION	2300	1600	2300
MAX DEFLECTION NOT TO EXCEED 0.25" DUE TO APPLIED LOADS			
*ORTHOGONAL SEISMIC REACTIONS DO NOT OCCUR SIMULTANEOUSLY.			
*Governor system related loads are included in the rail reactions.			

PIT FLOOR REACTIONS**

VERTICAL FORCES ONTO PIT FLOOR (lbf)					
REACTION LOCATION	A	B	C	D	E
Z DIRECTION	20400	10000	6300	17300	25800

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

SEISMIC DESIGN CRITERIA

BUILDING CODE: IBC
 SEISMIC DESIGN REQUIRED: YES
 DESIGN CATEGORY: D
 COMPONENT IMPORTANCE FACTOR: 1.000
 SDS: 1.240
 IP*SDS EQUIVALENT: 1.240

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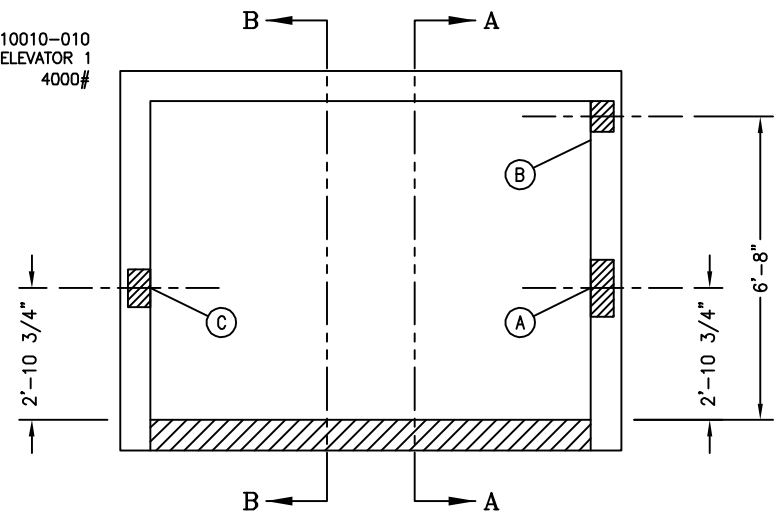
APPROVAL SPACE
 PROJECT: ALTOS ONE
 LOCATION: MONOSPACE 500 19.2-1
 ENG/ARCH: SDG ARCHITECTURE
 CONTRACTOR: CLARUM CORPORATION

UNIT	NO	DATE	REVISIONS	
			BY	DESCRIPTION

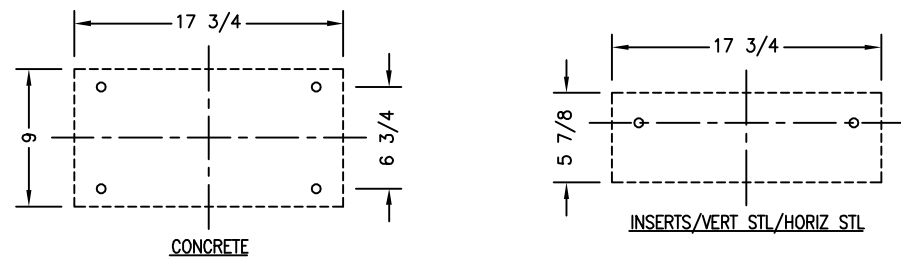
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 UNITS: IMPERIAL 1-20.2 -
 DRAWING M-4233966-10010-010 DESCRIPTION REACTION SHEET
 4 of 17

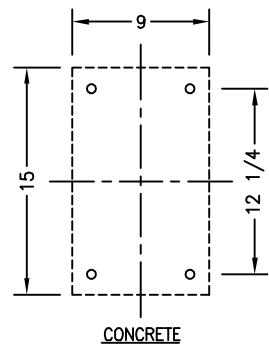
4233966-10010-010
ELEVATOR 1
4000#



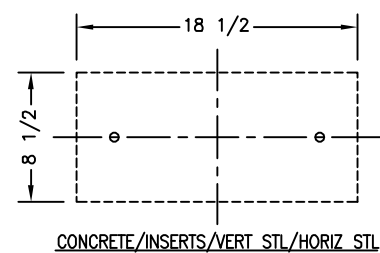
BRACKET ATTACHMENT LOCATIONS



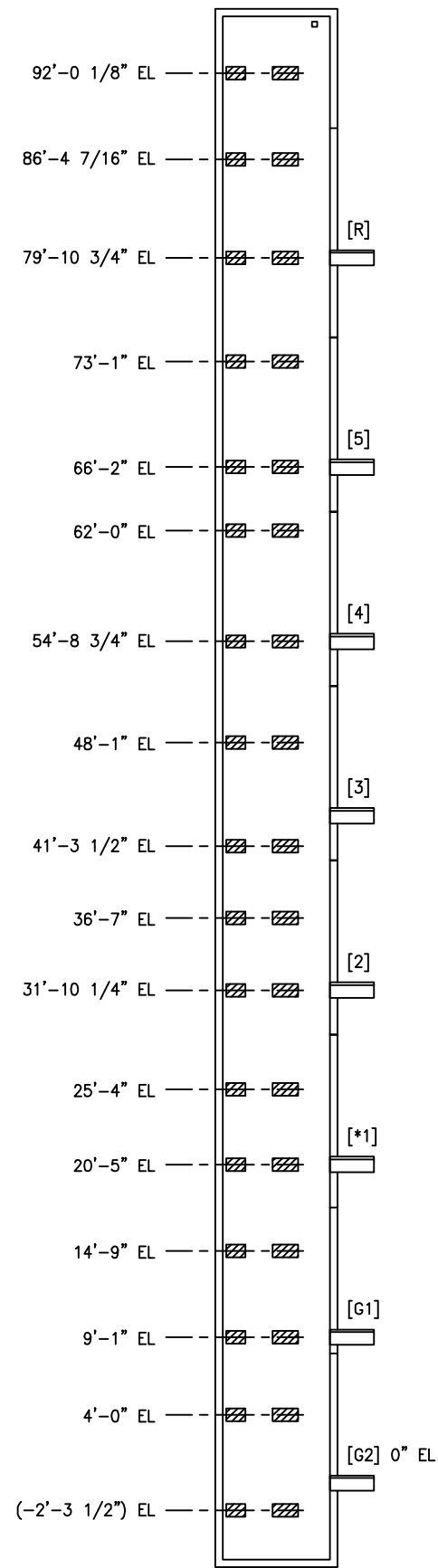
KONE SUPPLIED BRACKET FOOTPRINT AT POINT A (COMBO BRACKETS)



KONE SUPPLIED BRACKET FOOTPRINT AT POINT B (CWT BRACKETS)

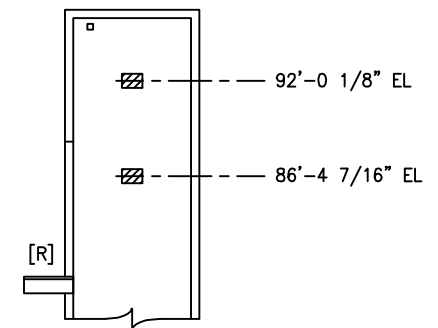


KONE SUPPLIED BRACKET FOOTPRINT AT POINT C (CAR BRACKETS)



SECTION A-A

BRACKET ELEVATIONS ARE AT THE CENTERLINE OF BEARING AREA OF WALL FASTENERS



SECTION B-B

BRACKET ELEVATIONS ARE AT THE CENTERLINE OF BEARING AREA OF WALL FASTENERS
ELEVATIONS BELOW TOP LANDING ARE THE SAME AS SECTION A-A

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APPROVAL SPACE

PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

UNITS	NO	BY	CK	DATE	DESCRIPTION
				2021-05-06	PRELIMINARY

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING	DESCRIPTION	SHEET
M-4233966-10010-010	BRACKET	5 of 17

ELEVATOR: 1
 RATED CAPACITY: 4000LB(1814KG)
 RATED SPEED: 350FPM(1.75MPS)
 ELEVATOR RANGE OF USE: PASSENGER
 CLASS OF LOADING: CLASS A
 CODE: A17.1 2004
 NO OF LANDINGS: 8
 NO OF OPENINGS: 8

OPERATION: SIMPLEX
 MECH. POWER REQUIRED: 18.1KW(24.2HP)
 CONTROLLER/DRIVE TYPE: KCM831 W/KDM-40A
 MACHINE/MOTOR TYPE: MX20/G07:V005-8 W/FAN
 EST WT MACHINE W/MOTOR: 1654 LBS
 RATED MOTOR OUTPUT: 25.7KW(33.6HP) - 113RPM
 RATED CONTROLLER OUTPUT: 18.5KW(25.0HP)
 SLING: ISCS16
 EST. CAR WT.: 3913 LBS

CWT GUIDE TYPE: SLG20
 CAR GUIDE TYPE: RG150
 CAR SAFETY: SGB02-TYPE B
 CWT GOVERNOR TYPE: NONE
 CAR GOVERNOR TYPE: OL35

EST WT INCL. 50% OV'BAL: 5913
 CWT SAFETY: NONE
 CWT FRAME TYPE: FCWT04
 MIDDLE WEIGHT WIDTH: 11"

FRONT DOORS: SINGLE SPEED - CENTER
 REAR DOORS: N/A
 INTERLOCKS: AMD
 HOIST ROPES: (7)10mm
 ROPING TYPE 2:1
 CAR GOVERNOR ROPE: 6.0mm
 COMPENSATION: NONE
 CWT GOVERNOR ROPE: NONE

CAR BUFFER TYPE: OIL (RED. STRK. BUFFER)
 CAR BUFFER QTY: 2
 CAR BUFFER STROKE 6.81
 CWT BUFFER TYPE: OIL (RED. STRK. BUFFER)
 CWT BUFFER STROKE: 6.81
 CWT BUFFER QTY: 1

CAR GUIDE RAILS: 15 LB/FT (T127-2/B)
 CWT GUIDE RAILS: 15 LB/FT (T127-2/B)

EMERGENCY PWR PROVISION: NO
 EMERGENCY BATTERY DRIVE: NO

ELECTRICAL

MAXIMUM ALLOWABLE VOLTAGE VARIATION IS +/- 10%
 KONE CALC THE FOLLOWING FOR THIS ELEVATOR DUTY

NAMEPLATE AMPS: 70
 MAX ACCEL AMPS: 126

PROTECTION DEVICE REQUIRED PRIOR TO INSTALLATION
 MAX MOTOR BRANCH SHORT-CIRCUIT PROTECTION IS

UL CLASS RK1 FUSE (AMP): 90
 TRANS RATED VOLTAGE: 208, 3 PH, 60 HZ

SUPPLIED VOLTAGE: 208

HEAT OUTPUTS ARE

CONTROL/TRANS: 3.4KBTU/HR(1.0KW)
 MACHINE/MOTOR: 3.5KBTU/HR(1.02KW)

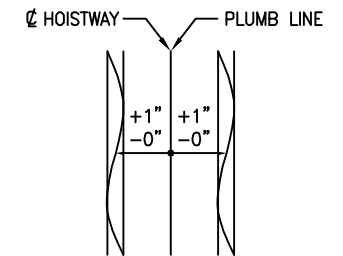
THE TEMPERATURE IN THE CONTROL SPACE MUST
 MAINTAIN BETWEEN 41° F [5° C] and 104° F [40° C].

FLOOR, CAB & DOOR WEIGHTS

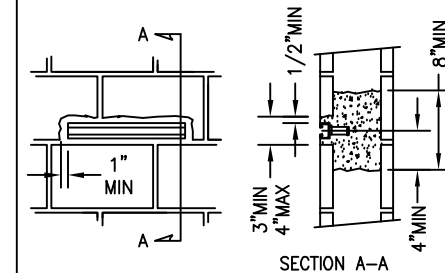
IF THE ACTUAL CAB & FLOOR WEIGHT
 DEVIATES, THE EQUIPMENT MAY NEED TO BE REVISED

EST CAB WEIGHT: 3703.0 LBS
 EST FINISH FLOOR WEIGHT: 5.0 LBS/FT²
 EST FLOOR TOTAL WEIGHT: 210.0 LBS
 CAB & FLOOR WEIGHT: 3913 LBS

MOVING MASS OF DOORS: 296 LBS



HOISTWAY TOLERANCES



Inserts: Min. 24" [611mm] width

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APPROVAL SPACE

PROJECT:

ALTOS ONE

LOCATION:

MONOSPACE 500 19.2-1

ENG/ARCH:

SDG ARCHITECTURE

CONTRACTOR:

CLARUM CORPORATION

UNITS	ITEM NO.	NETWORK NO.	EQUIPMENT NO.	DATE	NO	BY	CK	DESCRIPTION
				2021-05-06	-	MAT		PRELIMINARY

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GENERATED ON: 05/06/21

BY: MMA

REV

UNITS: IMPERIAL

1-20.2

-

DRAWING

M-4233966-10010

DESCRIPTION

DATA

SHEET

6 of 17

Site Safety Requirements / Work by Others

KONE EcoSpace / KONE MonoSpace 500 Bid Attachment "B"

Purchaser to provide the following in accordance with code requirements. NOTE: All site preparation required to be in place prior to KONE's start must be ready two (2) weeks prior to the start of installation.

General

1. Provide sufficient on-site refuse containers for the disposal of the elevator packing material. Should sufficient containers not be provided, the removal of the elevator packing material shall become the responsibility of others.
2. Provide forklift for KONE's exclusive use during the unloading of the elevator at time of delivery.
3. Provide any cutouts to accommodate the elevator equipment (see notes below).
4. Provide and install finished elevator cab flooring prior to balancing cabs (coordinate with KONE). Cab flooring/weight allowance shall be in accordance with KONE's approved layouts. Owner must provide certification (to the elevator inspector at time of inspection) that flooring meets flame spread and smoke density requirements. (ASME A17.1/CSA B44 sec 2.14.2.1).
5. Provide permanent elevator lobby lighting, ceiling and flooring prior to inspection date.
6. Owner must provide certification (to the elevator inspector at time of inspection) that owner-supplied elevator interior finishes meet flame spread and smoke density requirements (ASME A17.1/CSA B44 sec. 2.14.2.1). In the case of using glass, transparent or translucent plastic panels for car interiors, they shall meet the requirements of ASME A17.1/CSAB44 sec. 2.14.1.8, ANSI Z97.1/ CGSB 12.1 in Canada.
7. Provide cutting/ coring of all openings and penetrations required to install hall push buttons, signal fixtures, wiring duct and piping, and sleeves. Sleeves will be required in the hoistway wall for EACH elevator.
8. Provide any repairs such as grouting, patching and painting made necessary by such cutting/coring. Provide fire caulking around all fixtures and as needed to satisfy NFPA 70 article 300.21, or any applicable local code.
9. Please note that none of the elevator components are weatherproof and that the elevator entrances do not seal the hoistway from inclement weather. The entire elevator, hoistway, and controls must remain protected from inclement weather prior to and throughout the installation.



Safety

10. Provide adequate, roll-able access (clear path without obstructions, walls, etc.) into the building for delivery of the elevator material. Clean, safe, secure and dry storage is required adjacent to the hoistway at grade level with minimum space of 20' x 20' [6m x 6m] per elevator.
11. Provide free-standing, removable, OSHA-compliant barricades capable of withstanding 200lb (890N) of force in all directions around all hoistway openings per OSHA 29 CFR 1926.502, and/or any applicable local code.
12. Provide and install full-covering entry protection as per local requirements and manufacturer's requirements. Protection to be made of nylon mesh or reinforced plastic, at all hoistway openings to prevent materials or tooling from falling into the elevator shaft during installation per Federal OSHA requirements listed in 29 CFR 1926.502(j). In Canada, where required by Provincial regulation, enclose the front of the hoistway with removable hoarding or screening to prevent material from entering the hoistway. Design and install entrance protection in such a way as to allow quick accessibility in and out of the hoistway.
13. Provide two (2) lifeline attachments at the top, front of the hoistway. Each must be capable of withstanding a 5000 lb [2250 Kg] load per OSHA 29 CFR 1926.502, or any applicable local code. For machine-room-less applications, provide attachments as described above, or install KONE-provided 5" x 5" x 3/8" (127mm x 127mm x 9.6mm) tube steel lifeline beam in the elevator hoistway overhead 10 inches (254 mm) from front of hoistway to center line, with bottom of lifeline beam at same elevation as bottom of hoisting I-beam. Lifeline tube steel supplied by KONE by request at no additional cost. Engineering details, attachment details and/or modifications, or any beam(s) alterations in the field for installation is by others.
14. Provide proper lighting in all work areas and stairways, including access to all floors and machine rooms per OSHA 29.CFR1926.1052 or any applicable local code.
15. Provide and maintain 6-foot (1800 mm) clear work area in front of all entrance openings per OSHA 29.CFR1926.502 or any applicable local code.

Hoistway

16. Provide a clear and plumb hoistway of size shown on approved KONE final layout drawings. Any variations from the detailed dimensions may not exceed 2" [50 mm] greater and may not be less than the clear dimensions detailed. (Tolerance: -0" + 2" [-0 mm +50 mm]).
17. Provide hoistway ventilation per local building code requirements as applicable. For proper equipment operation, the machine space in machine room or at the top of the hoistway must maintain a temperature between 41° F [5° C] and 104° F [40° C]. Maximum allowed humidity is 95% non-condensing.
18. Provide any partitions between common hoistways if applicable.
19. Provide for installation of hoisting I-beam in the elevator hoistway overhead per the KONE final layout drawings. Beam supplied by KONE unless otherwise noted on the layout drawings. Engineering details, attachment details and/or modifications, or any beam(s) alterations in the field for installation is by others.
20. In cases where multiple elevators are in a common hoistway, and the counterweights are located between elevators, the entire length of counterweight runway must be guarded. The guard shall extend at least 6 inches (150mm) horizontally beyond each counterweight rail. The guard shall be made from wire-mesh material equal to or stronger than .048-inch diameter wire with openings not exceeding 1/2 inch (13 mm), securely fastened to keep the guard taut and plumb. (A17.1 - 2019 / B44 - 19 : General Requirements.)
21. On applications where working platforms are required, working platforms provided shall comply with the requirements of the current ASME A17.1 / CSA-B44 code edition in effect at the time of installation and /or any applicable local code.

22. Provide adequate support for guide rail brackets from pit floor to the top of the hoistway. Locate rail backing per KONE final approved layout drawings. When maximum bracket span is exceeded, additional support shall be provided at purchaser's expense. Any bracket mounting surface that is not in line with the clear hoistway dimension detailed on the approved KONE final layout drawings may need to be corrected to meet the proper dimension at purchaser's expense.
23. If guide rail brackets are to attach to steel, ensure all brackets are installed prior to applying fireproofing to the steel. Otherwise, removal and reapplication of fireproofing will be at purchaser's expense.
24. All offsets, ledges or projections within the hoistway shall be addressed in accordance with applicable local code. All offsets, ledges or projections within the hoistway greater than 4 inches (100mm) must be tapered to not less than 75 degrees (ASME A17.1/CSA B44 sec 2.1.6.2). Maximum ledge or projection is 2 inches (50mm) in California and District of Columbia.
25. If concrete block wall construction, refer to the approved KONE final approved layout drawings for proper installation of rail bracket attachments. Inserts provided by KONE unless otherwise noted on the approved KONE final approved layout drawings. Insert type must be approved by KONE. Concrete masonry units, mortar and grout, shall conform to IBC 2000 or any applicable local code. Concrete masonry units shall have a minimum compressive strength of 1500 PSI (10.5 MPa). Mortar and grout shall have a minimum compressive strength of 2000 PSI (13.8 MPa).
26. KONE entrance jambs are non-ferrous and material may not be attached to them (i.e. fire doors/curtains).
27. Arrange for entrance walls to be constructed at the time doorframes and sills are installed to facilitate timely installation of hall fixture faceplates. Entire front wall must be left open at top and bottom landings until elevator equipment is installed. Intermediate landings must have rough openings of the size and location shown on KONE final approved layout drawings to allow installation of entrances. All entrance openings must be aligned vertically. Adequate support for entrance attachment points shall be provided at all landings. Any marble, stone or similar wall material must be prepared after the entrance frames are installed. Provide corridor lines for any marble or special finish walls. NOTE: If concrete block wall construction to prevent overloading entrance frames, top of entrances should not receive more than one row of block. A lintel must be installed to support additional rows of block.
28. Provide elevator landings suitably prepared to accept entrance sill installation per KONE final layout drawings. Grouting to be done by purchaser after sills are installed. NOTE: Traditional angle or concrete sill support is not required.
29. Provide finished-floor height marks visible from hoistway openings at all landings minimum one week prior to beginning entrance installation. Placing floor height mark on hoistway wall is desirable. Complete "Contractor Verification Form of Sill to Sill Heights and Remote Machine Piping, CONSTR-07-0675.
30. Provide suitable, permanent lighting for control space with light switch located within 18" [457 mm] of strike jamb side of control space door where practical.
31. Electric lighting shall have a minimum lighting intensity of 200 lx (19 fc) at the floor level. When permitted by state and local code the light switch should also control the machine space lighting if control space is adjacent to the hoistway at the top landing.
32. If the control space is located remote from the elevator hoistway top landing the following may apply:
 - a. If applicable, provide machine space access door of the size and in the location shown on the KONE final layout drawings. The access door shall be secured against unauthorized access. It shall be self-closing, self-locking and operable from the inside without a key.
 - b. Provide suitable lighting in or above the machine space access with light switch located within 18" [457 mm] of strike jamb side of access space door where practical.
 - c. When permitted by state and local code the light switch should also control the machine space lighting.
 - d. In cases where a battery lowering device is provided, control closet may not be adequate. Please consult KONE representative.
33. Provide and install GFCI-type receptacle located at machine in the top of the hoistway or in machine room as applicable (NFPA 70 article 620.85 or CEC article 38.85 whichever is applicable).
34. Provide and install light switch located at manual brake release location: may also be required in control space per local jurisdiction.
35. Where a single elevator is installed in a hoistway and a portion of the travel extends higher than 11m (36 ft.) between entrances (single blind hoistway), emergency door(s) must be provided. Emergency doors and their electrical contacts shall comply with the current ASME A17.1/CSA-B44 code edition in effect at the time of installation and/or any applicable local code. ASME A17.1-2019/B44-19 requirement Section 2.11.1.2 covers Emergency Doors in Blind Hoistways and Section 2.26.2 covers Electrical Protective Devices. Each emergency door must be provided with an electrical contact with minimum UL/CSA NEMA A300 rating suitable for use in a 3 amp 230VAC circuit. Consult KONE representative if there are any questions concerning the code requirements.
36. In jurisdictions enforcing the NBCC and in jurisdictions enforcing NFPA 72, the means for testing and maintenance of fire alarm initiating devices without having to enter the hoistway shall be permitted. When this means is provided it must comply with A17.1-2019/B44-19 requirement 2.8.2.4 and the location of equipment inside the elevator hoistway must be coordinated with KONE sales and/or operations representative.

APPROVED BY			
			
PROJECT:			
ALTOS ONE			
LOCATION:			
MONOSPACE 500 19.2-1			
ENG/ARCH:			
SDG ARCHITECTURE			
CONTRACTOR:			
CLARUM CORPORATION			
UNIFORM INFORMATION REPORT	ITEM NO.	NETWORK NO.	EQUIPMENT NO.
2021-05-06	-	MAT	PRELIMINARY
DATE	NO	BY	CK
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UNITS: IMPERIAL	1-20.2	-	
DRAWING	DESCRIPTION	SHEET	
M-4233966-10010	CONTRACT	7 of 17	

Pit

37. Provide a legal, dry and clean pit with level pit floor, built per KONE final layout drawings. Pit shall be reinforced to sustain vertical forces detailed on KONE final layout drawings (vertical forces detailed are two times the static loads.)

38. Sumps and/or sump pumps (where permitted) located within the pit may not interfere with the elevator equipment. Sumps to be covered with flush mounted, non-combustible cover capable of withstanding 150 lbs. per square foot (7 kPa). The sump pump/drain must, at minimum, remove 3,000 gal/h (11.4 m³/h):

a. A17.1-2016/B44-16 and earlier, per elevator.

b. A17.1-2019/B44-19 and later, per single hoistway or multiple car hoistway.

39. Provide a pit light fixture with switch and guards with an illumination level equal to or greater than that required by ASME A17.1/CSA B44 2000, or applicable version. Recommended to provide minimum 4-foot double tube fluorescent fixture, with suitable guard and mounted to rear wall of pit per KONE installation representative's direction.

40. Provide a dedicated pit circuit with GFCI-protected 15 or 20 amp 120VAC duplex outlet. Location to be coordinated with the KONE project team using the KONE final approved layout drawings (NFPA 70 article 620.85; CEC article 38.85 whichever is applicable).

41. Provide non-GFCI-protected single receptacle for sump pumps (NFPA 70 article 620.85, NFPA 70 article 620.85 or CEC article 38.85 whichever is applicable).

42. Pit ladder to be constructed of non-combustible material extending from pit floor to 48" [1200 mm] above the sill of the access landing. Pit ladder is supplied by KONE; provided by purchaser on other KONE products unless otherwise noted on the layout drawing. Locate per KONE final layout drawings. Coordinate ladder sizing and location with KONE representative to assure proper fit in hoistway.

Electrical

43. US Applications - Purchaser provides in accordance with National Electrical Code, NFPA 70 (NEC) Article 620 or any applicable local code.

44. Canadian Applications - Purchaser provides in accordance with Canadian Electrical Code, C22.1 Section 38 or any applicable local code.

45. Provide dedicated GFCI-protected 20 amp 120VAC duplex (15 amp in Canada) outlet next to each ICS panel control cabinet located as shown on layouts

46. Provide for all electrical branch circuits/disconnects to be labeled (NFPA 70 article 620.54 / 620.53 / 620.51d, CEC articles 38.54/ 38.53/ 36.51d).

47. Provide 480/208VAC (USA) or 575/208VAC (Canada) three-phase permanent power, including piping, wiring and fused disconnect, to controller location to facilitate elevator installation prior to start of project.

48. Provide 220VAC single-phase temp. power and 115VAC single-phase temp. power, of permanent characteristics at each elevator landing for lighting and installation method tools. Locate connection points at elevator hoistway. Consult your KONE representative for confirmation of location and type of temporary power.

49. When generator is used to provide 3-phase 480/208VAC (USA) or 575/208VAC (Canada) power for installation, purchaser to accept change notice for additional costs, estimated locally by installing office, to cover inefficiencies and any damages resulting from installing without permanent power present.

NOTE: Our elevator controllers require Wye configuration transformers. It is also the responsibility of the purchaser to provide consistent three-phase voltages balanced within +/- 10% when measured phase-to-phase and +/- 10% when measured phase-to-ground.

50. Provide a dedicated 20 amp 115VAC circuit in the fire command room piped and wired to the lobby panel where applicable.

51. Provide a dedicated 15-amp, 115VAC fused service with ground (supplied through automatic emergency lighting supply if available in building) connected to each elevator signal control cabinet for car lighting. Must include the means to disconnect this service and lock-off in the "open" position (NFPA 70 article 620.22 and 620.53 or CEC article 38.22 and 38.53).

52. Provide a separate 15-amp, 115 VAC fused service with ground (powered by building emergency power system, when available) for KONE 24/7 Emergency Communications, when specified. Must include the means to disconnect each service and lock-off in the "open" position (NFPA 70 article 620.22 and 620.53 or CEC article 38.22 and 38.53).

Control Space/ Integrated Controls Solution (ICS)

53. Provide a legal control space/ machine room with access as indicated on the KONE final layout drawings. To include a temporary or permanent door that can be locked from outside. Permanent door must be self-closing, self-locking, and require a key to open from outside. Must have adequate temporary or permanent lighting for installation purposes. For proper equipment operation, the temperature in the control space must maintain between 41° F [5° C] and 104° F [40° C]. Maximum allowed humidity is 95% non-condensing.

54. Provide safe and convenient access to control space/machine room including provisions for necessary lighting for access path (ASME A17.1/CSA B44 sec 2.8.1, ASME A17.1 / CSA B44 sec 2.7.3).

55. Provide a clean and dry elevator control room.

56. Provide suitable lighting for control space with light switch located within 18" [457 mm] of strike jamb side of control space door where practical. When permitted by state and local code the light switch should also control the machine space lighting if control space is adjacent to the hoistway at the top landing.

57. Provide dedicated GFCI-protected 120VAC 20-amp duplex (15 amp in Canada) outlet next to each signal control cabinet.

58. Provide a single means of disconnecting all ungrounded main power conductors for each elevator by an enclosed, externally operable, fused motor circuit switch with UL/CSA Class RK1 fuses. Must be lockable in the open position. This disconnecting means shall disconnect the normal power service as well as emergency power service, when provided.

Note 1: If a battery-powered rescue device is required, the above-mentioned disconnect must have an auxiliary contact monitored by elevator controller that is positively opened mechanically and is normally closed (NC) when the main power is in the ON position, and is normally open (NO) when power is in the OFF position.

Note 2: If a battery-powered rescue device is required and a separate shunt trip breaker which is subject to either the hoistway or control space sprinkler system is provided, the shunt trip breaker must have an auxiliary contact that is positively opened mechanically and is NC when the main power is in the ON position.

Note 3: Shunt trip not allowed for Fire Service Access / Occupation Evacuation elevators or in Canada and some US jurisdictions.

59. Provide a Direct-in-dial (DID) analog phone line, activated at least one week prior to inspection, terminated at the appropriate phone jacks in the elevator control room. GC/ Owner may elect to have a separate analog line installed (one per elevator), or GC/ Owner may elect to provide DID lines from an Analog Station Card in the building's PBX system. If GC/Owner provides a Direct-in-Dial analog phone line or lines off an existing PBX phone system, a backup power source must also be provided. All phone and associated equipment provided by GC/ Owner shall be in compliance with the requirements of ASME A17.1/ CSA B44, local codes and applicable law, as amended.

60. Provide all fire alarm initiating signals as required by all national, state and local codes for termination at the primary elevator signal control cabinet in each group.

61. With emergency power service provide emergency power transfer switch and power change pending signals as required; 2 normally open dry contacts from transfer switch to controller (2 pairs plus ground wire). One contact closes to signal emergency power is present, the other contact closes to give 30 second pre-signal prior to transfer switch change. Termination of these wires is at the primary elevator signal control cabinet in each group (2 pairs plus ground wire).

62. Furnish and install smoke detectors and fire operation per ASME A17.1/CSA B44 sec 2.27.3.2, NFPA 72; one for lobby detector, machine room detector, hoistway detector (hoistway detector requirement determined by local code), and one for all grouped non-lobby detectors are required. Provide normally-closed dry contacts, with wiring, to controller for each group listed above.

63. Provide and install smoke detector in hoistway as required per local codes, and in all elevator lobbies, machine room and controller space.

64. Provide heat detectors and "shunt-trip operation" when sprinklers are required in machine room or hoistway, (ASME A17.1 sec 2.8.2.1.2, NFPA 13 sec 4-13.5, ASME A17.1 sec 2.8.2.3.1, ASME A17.1 sec 2.8.2.3.2, NFPA 72).

65. If Fire Status Panel or Security panels are required, all remote conduit runs from elevator equipment room/machine space to these panels shall be by others.

66. Non-elevator related piping and equipment is prohibited in machine room or hoistway (ASME A17.1/CSA B44 sec 2.8.1, ASME A17.1/CSA B44 sec 2.8.2).

67. Provide and mount at minimum a 10-pound, ABC-type fire extinguisher in control space (ASME A17.1 sec 8.6.1.6.5). (Not required in Canada).

Applicable for Integrated Control Solution (ICS)

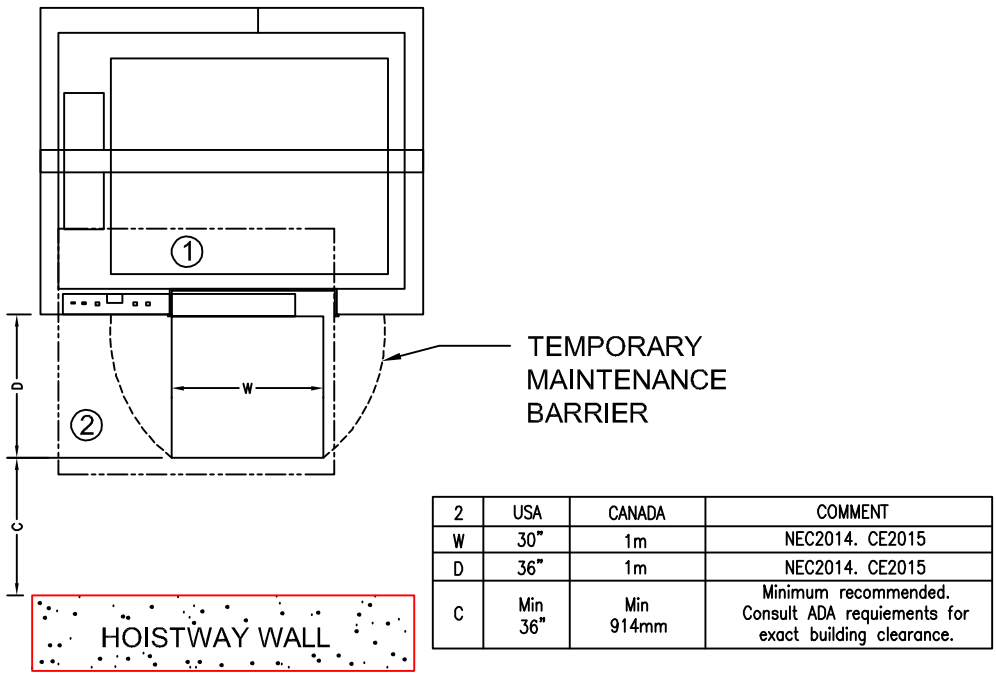
68. Provide a completely open front wall at top landing with access as indicated on the KONE Final Approved Layout Drawings. Must have adequate temporary or permanent lighting for installation purposes. NOTE: The lobby side of the ICS control cabinet must be faced with 2 layers of dry wall to comply with UL certification, regardless of front type. See KONE Final Approved Layout Drawings for details and wall type and minimum dimensions.

69. Provide environment for proper equipment operation during installation and after acceptance, the temperature at the top floor elevator lobby must maintain between 41° F [5° C] and 104° F [40° C]. Maximum allowed humidity is 95% non-condensing.

70. Provide safe and convenient roll-able access to top floor elevator lobby area. (ASME A17.1/CSA B44 sec 2.8.1, ASME A17.1/CSA B44 sec 2.7.3).

71. Provide 480/208VAC (USA) or 575/208VAC (Canada), three-phase permanent power, including piping, and wiring from fused disconnect, to junction box located in hoistway at top landing to facilitate elevator installation.

72. FIRE ALARM INITIATING DEVICE (FAID). FAID is a requirement of A17.1/B44, rules 2.27.3.2.1 (b) and 2.27.3.2.2 (b).



1) Since ICS control enclosure is vented into the hoistway, a fire alarm initiating device (FAID) is required in this portion of the control space.

2) A fire alarm initiation device (FAID) is required in the lobby area to protect the control space when ICS is open.

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APPROVAL SPACE

PROJECT:
ALTOS ONE

LOCATION:
MONOSPACE 500 19.2-1

ENG/ARCH:
SDG ARCHITECTURE

CONTRACTOR:
CLARUM CORPORATION

REVISION	DATE	NO	BY	CK	DESCRIPTION
	2021-05-06	-	MAT		PRELIMINARY

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UNITS: IMPERIAL 1-20.2

DRAWING M-4233966-10010 DESCRIPTION CONTRACT SHEET 8 of 17

Fire Service Access and Occupant evacuation Operation IBC 2018

- 73. Fire service access elevators per code requirements (IBC 403.6) shall be provided with hoistway lighting per code requirements (IBC 3007). The hoistway lighting shall illuminate the entire height of the hoistway and shall be located such that it does not interfere with the operation of the elevator or reduce any clearances below applicable code requirements (applicable only in jurisdictions enforcing the IBC, International Building Code). Consult KONE representative to assure required clearances are provided.
- 74. Conductors and cables located outside of the elevator hoistway, machine space and control space, that provide normal or standby power, car lighting power, car ventilation power, car heating power, car air conditioning power, control signals, communication with the car and fire/heat-detecting systems control signals to Fire Service Access Elevators, shall be protected by construction having a fire-resistance rating of not less than 2 hours (applicable only in jurisdictions enforcing the IBC, International Building Code, or any applicable local codes).
- 75. Fire Service Access elevators shall be provided with hoistway lighting.
- 76. Prevent water from the operation of an automatic sprinkler system outside the enclosed lobby from infiltrating the hoistway enclosure in accordance with an approved method per rule 3008.
- 77. Means for elevator shutdown in accordance with Section 3005 shall not be installed on elevator systems used for Fire Service Access and/or Occupant Evacuation Elevators per rule 3008.
- 78. Occupant Evacuation elevators shall be continuously monitored at the fire command center or a central control point approved by the fire department and arranged to display all of the following information per rule 3008.
 - a. Floor location of each elevator car.
 - b. Direction of travel of each elevator car.
 - c. Status of each elevator car with respect to whether it is Occupied.
 - d. Status of normal power to the elevator equipment, elevator machinery and electrical apparatus cooling equipment where provided, elevator machine room, control room and control space ventilation and cooling equipment.
 - e. Status of standby or emergency power system that provides backup power to the elevator equipment, elevator machinery and electrical cooling equipment where provided, elevator machine room, control room and control space ventilation and cooling equipment.
 - f. Activation of any fire alarm initiating device in any elevator lobby, elevator machine room, machine space containing a motor controller or electric driving machine, control space, control room or elevator hoistway.
- 79. Each Fire Service and /or Occupant Evacuation elevator shall be supplied by both normal power and Type 60/Class 2/Level 1 standby power per rule 3008.
 - a. Elevator equipment.
 - b. Ventilation and cooling equipment for elevator machine rooms, control rooms, machinery spaces and control spaces.
 - c. Elevator car lighting.
- 80. Standby power loads shall be based on the determination of the number of occupant evacuation elevators in Sections 3008.1.1 and 3008.8.1.
- 81. Wires or cables that are located outside of the elevator hoistway, machine room, control room and control space and that provide normal or standby power, control signals, communication with the car, lighting, heating, air conditioning, ventilation and fire-detecting systems to occupant evacuation elevators shall be protected using one of the following methods 3008.
 - a. Cables used for survivability of required critical circuits shall be listed in accordance with UL 2196 and shall have a fire-resistance rating of not less than 2 hours.
 - b. Two electrical circuit protective systems shall have a fire-resistance rating of not less than 2 hours. Electrical circuit protective systems shall be installed in accordance with their listing requirements.
 - c. Construction having a fire-resistance rating of not less than 2 hours.
 Exception: Wiring and cables to control signals are not required to be protected provided that wiring and cables do not serve Phase II emergency in-car operation.

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 ALTOS ONE
 LOCATION:
 MONOSPACE 500 19.2-1
 ENG/ARCH:
 SDG ARCHITECTURE
 CONTRACTOR:
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UNITS						
REVISIONS	ITEM NO.	NETWORK NO.	EQUIPMENT NO.			
	2021-05-06	-	MAT		PRELIMINARY	
	DATE	NO	BY	CK	DESCRIPTION	

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UNITS: IMPERIAL	1-20.2	-
DRAWING M-4233966-10010	DESCRIPTION CONTRACT	SHEET 9 of 17

Bid Attachment "B" People Flow Intelligence (PFI) Work by Others

Purchaser to provide the following in accordance with code requirements.

NOTE: All Work by Others is required to be completed two (2) weeks prior to the start of PFI installation.

KONE Access Control (if provided)

1. Provide two (2) dedicated 15 amp 120VAC fused service with ground in the control space connected to designated ACS cabinet(s) per the ACS wiring diagrams. Must include the means to disconnect this service and lock-off in the "open" position (NFPA 70 article 620.22 and 620.53 or CEC article 38.22 and 38.53).
2. If Mobile Device feature is provided, the customer provides the site-specific configuration cards and two valid mobile credentials for testing to KONE during installation.
3. Provide IP addresses per KONE LAN schedule. IP addresses are required, but not limited to, KONE Group controllers (KGC), KONE Interface Controllers (KIC), LAN Destination Operating Panels (DOP), LAN Destination Guidance Displays (DGD) and LAN InfoScreen.

Turnstile Integration for KONE Destination (if provided)

4. Provide one (1) dedicated GFCI protected 120VAC 20-amp (15 am in Canada) duplex outlet for PeopleFlow Servers per the wiring diagrams.
5. KONE recommends a minimum 100 Mbit/s Ethernet for each of the following application(s): Security Integrated Touchscreen/Keypad Destination Operating Panels, Monitoring System, Multi-Media Equipment, and Card Readers.
6. Provide IP addresses per KONE LAN schedule. IP addresses are required, but not limited to, KONE Group controllers (KGC), KONE Interface Controllers (KIC), LAN Destination Operating Panels (DOP), LAN Destination Guidance Displays (DGD) and LAN InfoScreen.
7. Provide and install the required number and size conduit runs from elevator hoistways to turnstile banks. See turnstile integration specifications for site specific requirements.

3rd Party Access Integration/Security (if provided)

8. Our proposal includes KONE logic and provisions for the specified Touchscreen(s), Keypad Destination Operating Panel(s), Monitoring System(s) and Multi-Media Equipment.
9. Card Readers and/or any additional required hardware & software for proper functionality of access control/security system(s) shall be furnished and installed by others.
10. A designated 115V 15A circuit is required at each of the remote monitoring stations.
11. Any required interface software to ensure proper communication between KONE control system(s) and building system(s) shall be the responsibility of others.
12. KONE recommends a minimum 100 Mbit/s Ethernet foreach of the following application(s): Security Integrated Touchscreen/Keypad Destination Operating Panels, Monitoring System, Multi-Media Equipment, and Card Readers.

KONE Destination Dispatching (if provided)

13. When KONE Destination (Destination Dispatch) is used, provide one (1) dedicated 15 amp 120V AC fused service with ground (supplied through automatic emergency lighting supply if available in building) connected to each elevator signal control cabinet for shaft power. Must include the means to disconnect this service and lock-off in the "open" position (NFPA 70 article 620.22 and 620.53 or CEC article 38.22 and 38.53).
14. When KONE Destination (Destination Dispatch) is used, provide 2 (two) separate 115 VAC 15 amp branch circuit for KGCs (KONE Group Controls), one for each KGC, powered by building emergency power system, when applicable.
15. Provide IP addresses per KONE LAN schedule. IP addresses are required, but not limited to, KONE Group Controllers (KGC), KONE Interface Controllers (KIC), LAN Destination Operating Panels (DOP), LAN Destination Guidance Displays (DGD) and LAN InfoScreen.

E-Link (if provided)

16. A designated 115V 15A circuit is required at each of the remote monitoring stations.
17. KONE recommends a minimum 100 Mbit/s Ethernet for each of the following application(s): Security Integrated Touchscreen/Keypad Destination Operating Panels, Monitoring System, Multi-Media Equipment, and Card Readers.
18. Provide IP addresses per KONE LAN schedule. IP addresses are required, but not limited to, KONE Group Controllers (KGC), KONE Interface Controllers (KIC), LAN Destination Operating Panels (DOP), LAN Destination Guidance Displays (DGD) and LAN InfoScreen.
19. BACnet Additional requirements (if provided)
 - a. All E-Link features required
 - b. Provide BACnet Device IDs for Devices
 - c. Provide BACnet Revision Level requested for the site (PR-18 supported or not)

KONE RemoteCall (if provided)

20. Provide one (1) dedicated CFCI protected 120VAC 20- amp duplex (15 am in Canada) outlet per the Remote Call wiring diagrams.
21. KONE recommends a minimum 100 Mbit/s Ethernet for each of the following application(s): Security Integrated Touchscreen/Keypad Destination Operating Panels, Monitoring System, Multi-Media Equipment, and Card Readers.
22. Provide one (1) public IP v4 address that can be accessed via the Internet.
23. Provide IP addresses per KONE LAN schedule. IP addresses are required, but not limited to, KONE Group Controllers (KGC), KONE Interface Controllers (KIC), LAN Destination Operating Panels (DOP), LAN.

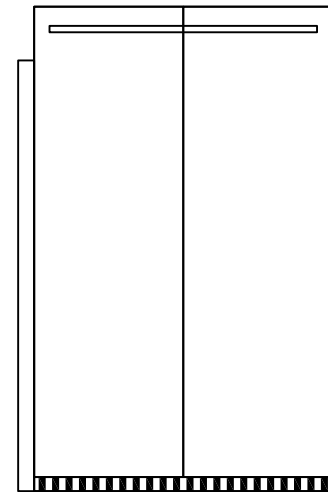
InfoScreen (if provided)

24. If InfoScreen is Offline, none of the below is applicable.
25. Provide one RJ45 CAT6 jack and network switch in each elevator machine room/control space that has an InfoScreen server. This jack is wired to a building LAN network with internet access. In the machine room/control space, pipe and wire CAT6 cable from the switch to the InfoScreen Server Box.
26. Provide one IP address for each InfoScreen server.
27. Provide another RJ45 CAT6 jack and VLAN configuration to the next elevator machine room/control space that has elevators with InfoScreens. This is to connect two Group Connection Boxes from two elevator machine rooms/ control space.
28. Provide a dedicated 115VAC, 15 Amp fused disconnect with ground PE per machine room/control space piped and wired to the first InfoScreen Group Connection Box.
29. If InfoScreen TV Streaming Video is to be used, the equipment and converters will be located in a building IT room as shown in the wiring diagram. Provide another RJ45 CAT6 jack and VLAN configuration in InfoScreen IP network range for video Encoder Board in the machine room/control space that has the last Group Connection Box. Provide a Cable TV Box as needed, or other device that will stream composite video output.

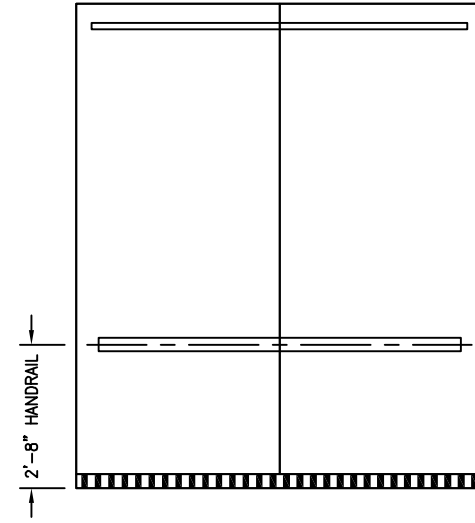
APPROVED BY			
<div style="border: 2px solid blue; border-radius: 15px; padding: 10px; display: inline-block;"> <p style="margin: 0;"><b style="font-size: 1.2em;">Preliminary</p> <p style="margin: 0; font-size: 0.8em;">FOR REFERENCE ONLY NOT FOR CONSTRUCTION</p> </div>			
APPROVAL SPACE			
PROJECT: ALTOS ONE			
LOCATION: MONOSPACE 500 19.2-1			
ENG/ARCH: SDG ARCHITECTURE			
CONTRACTOR: CLARUM CORPORATION			
UNITS INFORMATION			
REVISIONS	ITEM NO.	NETWORK NO.	EQUIPMENT NO.
	2021-05-06	- MAT	PRELIMINARY
	DATE	NO BY CK	DESCRIPTION
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UNITS: IMPERIAL	1-20.2		
DRAWING M-4233966-10010	DESCRIPTION CONTRACT	SHEET	10 of 17

NOTE:

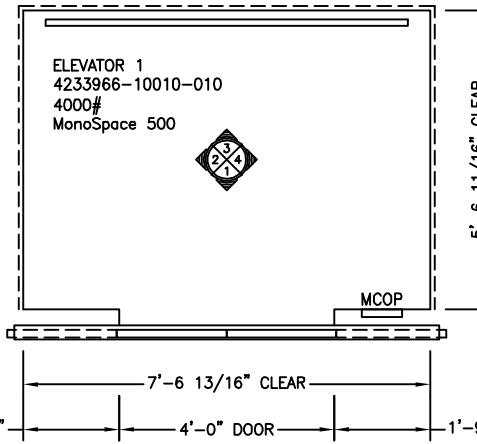
- A. EMERGENCY CAR LIGHTING IS PROVIDED
- B. CAB INTERIOR COMPLIES WITH THE LATEST EDITION ASME A17.1/CSA B44 INCLUDING SMOKE AND FLAME RATING CLASS B.
- C. CAB RELATED DIMENSIONS OTHER THAN DOOR OPENING WIDTH AND DOOR OPENING HEIGHT ARE NOMINAL DIMENSIONS. THEY DO NOT ACCOUNT FOR MANUFACTURING TOLERANCES NOR FOR FINISHED FLOOR THICKNESS.



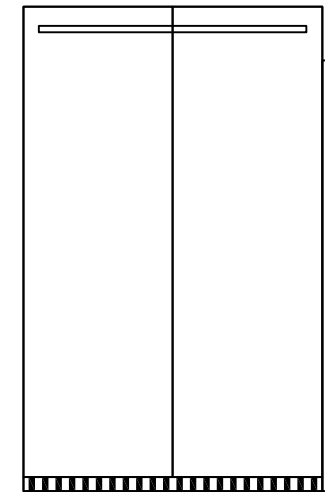
ELEVATION 2



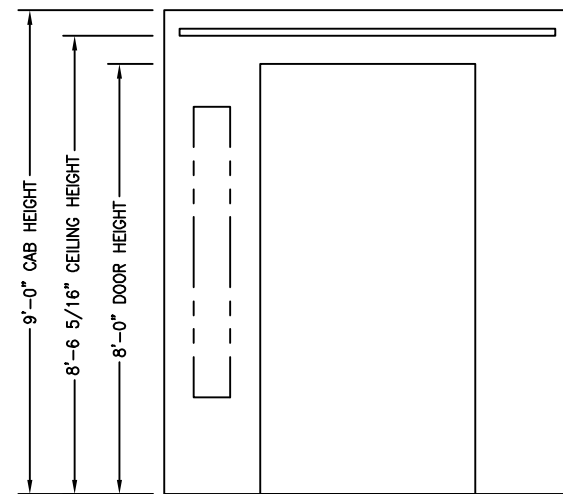
ELEVATION 3



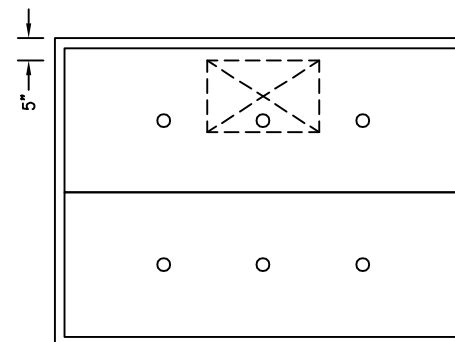
PLAN VIEW



ELEVATION 4



ELEVATION 1



Design: CL88
REFLECTED CEILING
EMERGENCY EXIT 25'x16"

ITEM	TYPE	DESCRIPTION
SUSPENDED CEILING	CL88	DIRECT LGHTG, ROUND LED SPOTS
CEILING PANEL FINISH	-	BRUSHED STAINLESS
FRONT DOOR FINISH	4SS	#4 STAINLESS
FRONT DOOR MATL. THICKNESS	-	16 GA
CAB FRONT WALL MATERIAL	4SS	#4 STAINLESS
CAB SIDE WALL MATERIAL	L417	AMBER CHERRY
CAB REAR WALL MATERIAL	L417	AMBER CHERRY
SKIRTING MATERIAL	4SS	BRUSHED STAINLESS STEEL
CAR SILL MATERIAL	AL	ALUMINUM
REAR CAR HANDRAIL	HR61	ROUND: D38 - 4SS
REAR HANDRAIL ENDS	-	STRAIGHT ENDS
PLASTIC LAMINATE FIRE RATING	BS	CLASS B RATING (STD COLOR)
CAR FAN TYPE	1	FAN REQUIRED
EMERGENCY EXIT SWITCH	-	REQUIRED
FINISH FLOOR THICKNESS		1/2"
FLOOR WEIGHT		5.0 LBS/SQ FT
CAB & FLOOR WEIGHT		3913 LBS
PROTECTION PADS	-	PADS REQUIRED

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APPROVAL SPACE
PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

REVISION	DATE	NO	BY	CK	DESCRIPTION
1	2021-05-06	-	MAT		PRELIMINARY

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UNITS: IMPERIAL	1-20.2	
DRAWING C-4233966-10010-010	DESCRIPTION CAB	SHEET 11 of 17

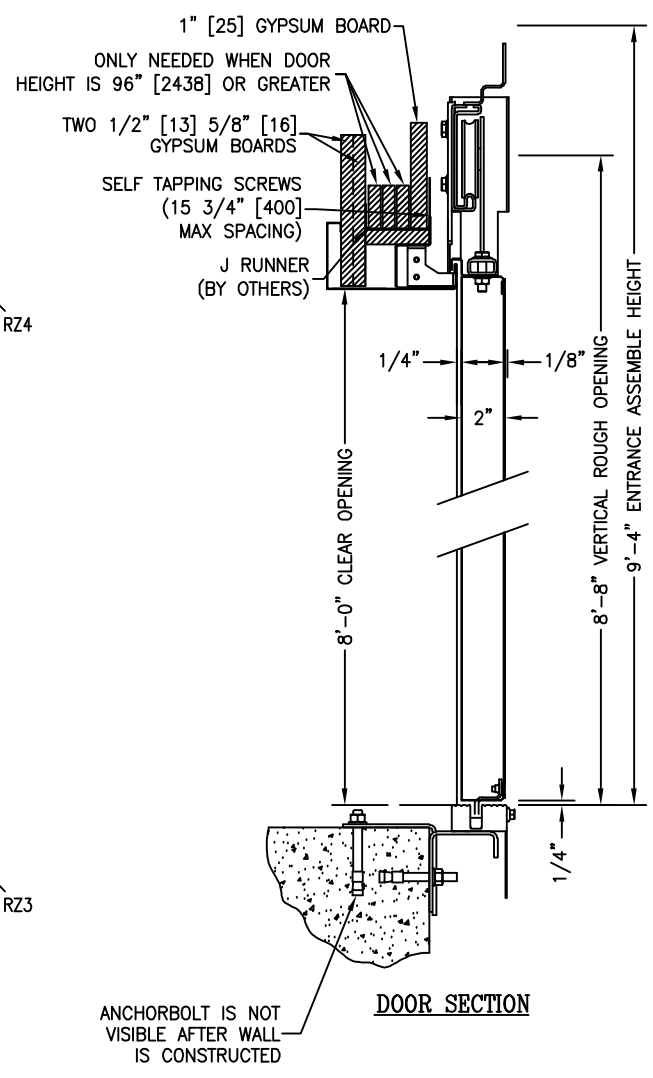
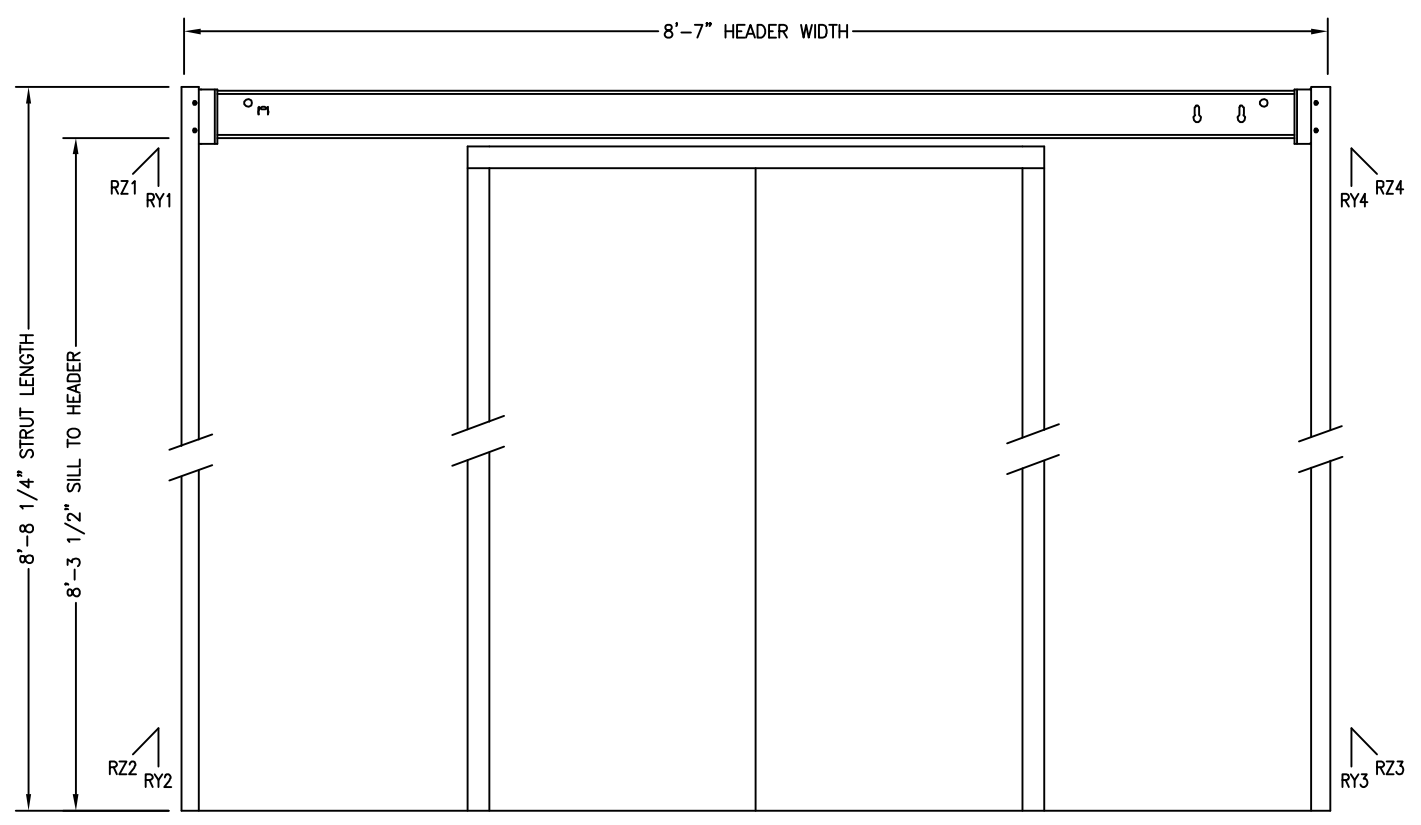
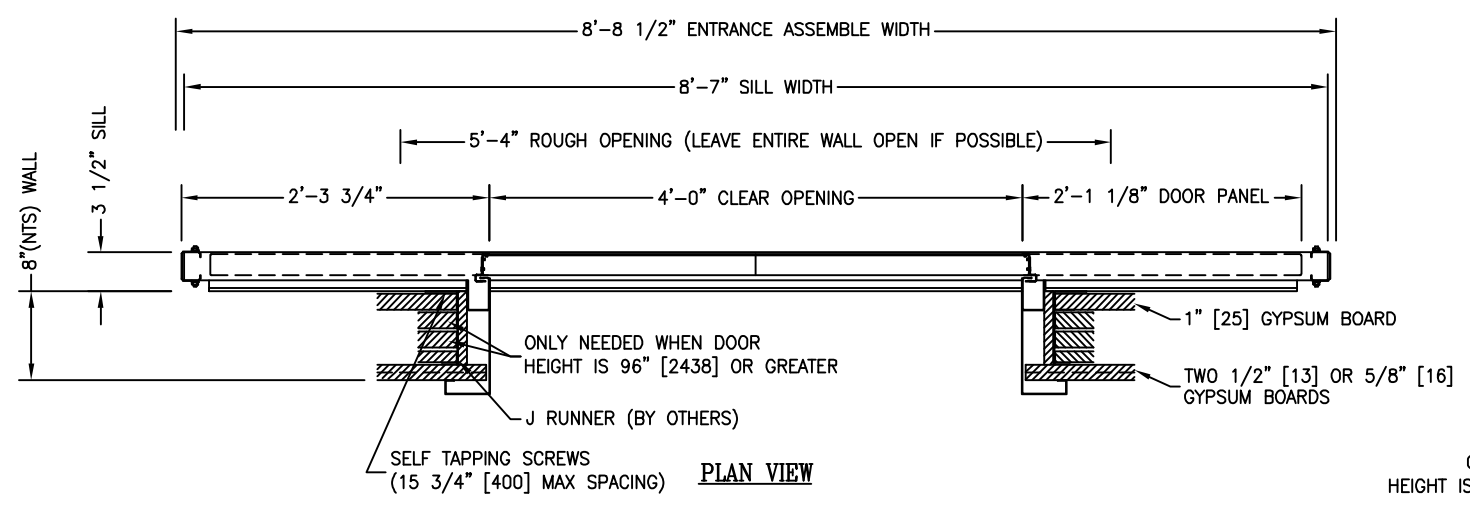
NOTE:

MCOP = MAIN CAR OPERATION PANEL

4 3 2 1

D
C
B
A

ITEM	TYPE	DESCRIPTION
ELEVATOR I.D.		ELEVATOR 1
ENTRANCE LANDINGS	-	G2, G1, *1, 2, 3, 4, 5, R
ENTRANCE DESIGN NUM	1	AMDY / SINGLE SPEED / CENTER OPENING
FIXTURES	KSS570	-
KEYWAY CUTOUT	-	NONE
ACCESS SWITCH	-	NONE
FIRE RECALL	-	NONE
STAR OF LIFE	-	NONE
FRAME	16 GA	#4 STAINLESS STEEL
FRAME CONSTRUCTION	-	KNOCK-DOWN STYLE BOLTED
SOUND DEADENING	-	NONE
DOOR PANEL	16 GA	#4 STAINLESS STEEL
SILL	NARROW	EXTRUDED ALUMINUM
FASCIA / TOE-GUARD	16 GA	GALVANIZED STEEL 48" WIDE
JAMB BRAILLE	CJ6S	SURFACE MOUNTED, WHITE ON BLACK
LABELS	-	2 HOUR U.L. - CLASS B



NOTES:
A. DO NOT CONSTRUCT WALLS UNTIL DOOR FRAMES ARE SET.

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APPROVAL SPACE

PROJECT:
ALTOS ONE

LOCATION:
MONOSPACE 500 19.2-1

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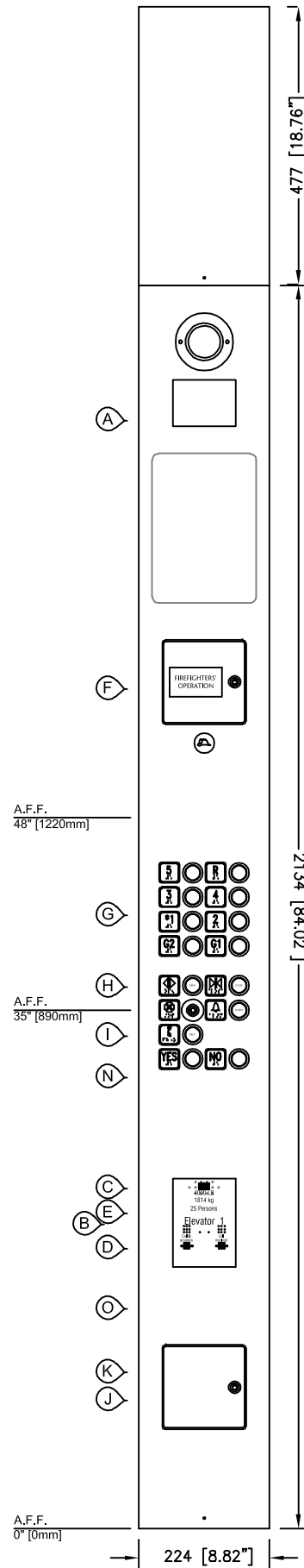
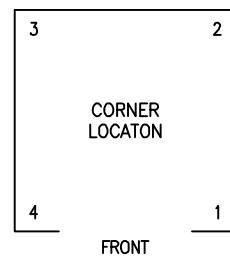


GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING E-4233966-10010-010	DESCRIPTION ENTRANCE	SHEET 12 of 17

REACT. PT.	RZ (LBF)	RY (LBF)
1	305	55
2	260	55
3	260	55
4	305	55

4 3 2 1

GENERAL INFORMATION	
	ELEVATOR CODE YEAR 2004
	CORNER LOCATION 1
SIGNALIZATION SERIES	
	KSS570
COP MOUNTING TYPE	
	FLUSHED
A POSITION INDICATOR	
	DOT MATRIX
	DIRECTION OF TRAVEL ARROW
	WHITE ILLUMINATION
	KONE 24/7 EMERGENCY COMMUNICATIONS
B EMERGENCY COMMUNICATION MICROPHONE AND SPEAKER	
C LOAD PLATE	
	4000 LB
	1814kg
	25 PERSONS
D EMERGENCY COMMUNICATION INFORMATION TEXT	
E ELEVATOR ID	
	1
F FIRE FIGHTERS OPERATION PANEL	
	CALL CANCEL
	ASME EMERGENCY KEYSWITCH
	STOP SWITCH
	DOOR OPEN BUTTON
	PHASE II FIRE INDICATOR
	DOOR CLOSE BUTTON
G CALL BUTTONS	
	CALIFORNIA PROJECTING
	WHITE ILLUMINATION
H CONTROL BUTTONS	
	DOOR OPEN BUTTON
	DOOR CLOSE BUTTON
I EMERGENCY PHONE HELP BUTTON	
J OPTIONAL DEVICES	
	ACCESS ENABLE
	LIGHT SWITCH
	FAN SWITCH
	INDEPENDENT SERVICE
K OUTLOOK	
	441 BRUSHED STAINLESS STEEL
N COP's EMERGENCY LIGHT	
O ACU SPEAKER GRILL	



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APPROVAL SPACE

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ALTOS ONE

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SDG ARCHITECTURE

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UNIT INFO		
ITEM NO.	NETWORK NO.	EQUIPMENT NO.

REVISIONS				
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2021-05-06	-	MAT		PRELIMINARY

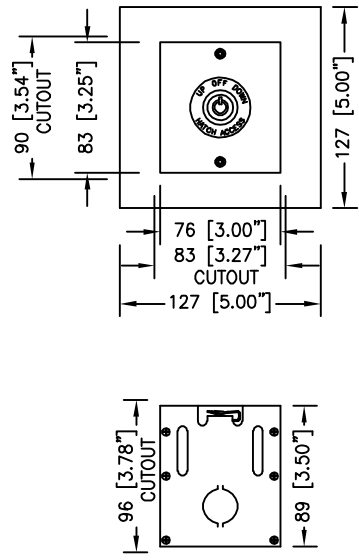
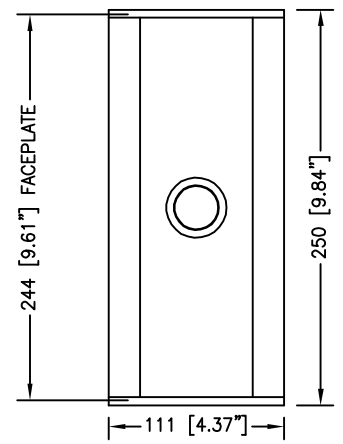
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4 3 2 1

D
C
B
A

D
C
B
A



QUANTITY: 1
LOCATIONS
G2
OUTLOOK
WHITE ILLUMINATION
BRUSHED STAINLESS STEEL FACEPLATE
DEVICES
UP CALL BUTTON
SIGNALISATION SERIES: KSS570

QUANTITY: 2
LOCATIONS
G2, R
HAC STATION TYPE
SEPARATE HAC STATION
OUTLOOK
BRUSHED STAINLESS STEEL FACEPLATE
SIGNALISATION SERIES: KSS570

APPROVED BY

 APPROVAL SPACE

PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

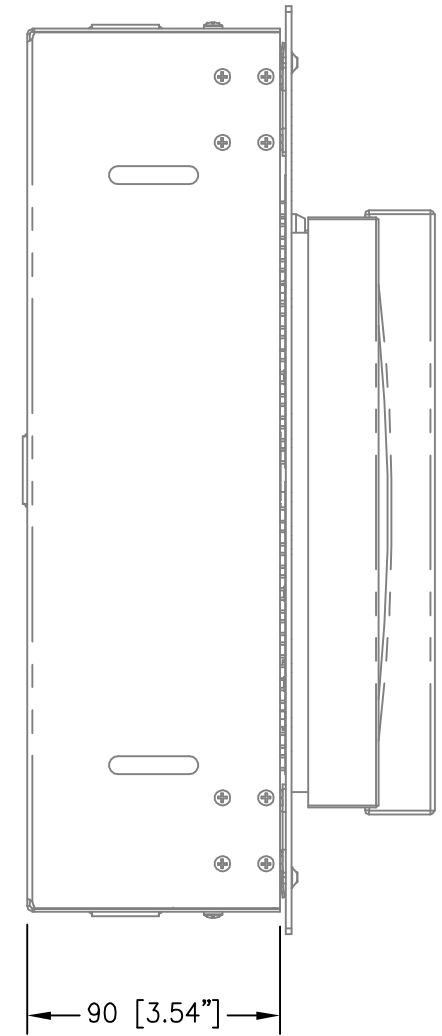
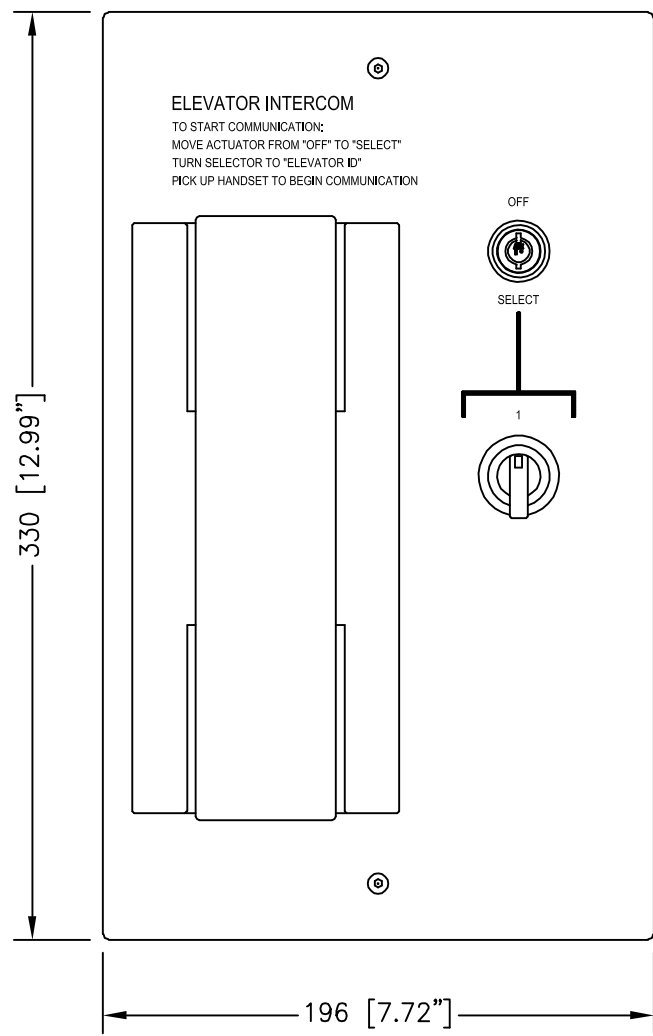
UNITS					
REVISED					
	ITEM NO.	NETWORK NO.	EQUIPMENT NO.		
	2021-05-06	-	MAT		PRELIMINARY
	DATE	NO	BY	CK	DESCRIPTION

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING F-4233966-10010	DESCRIPTION HPB	SHEET 15 of 17

4 3 2 1



HALL MONITOR STATION
QUANTITY: 1
LOCATION
WITHIN ELEVATOR VIEW
OUTLOOK
441 BRUSHED STAINLESS STEEL

APPROVED BY

Preliminary
FOR REFERENCE ONLY
NOT FOR CONSTRUCTION

APPROVAL SPACE

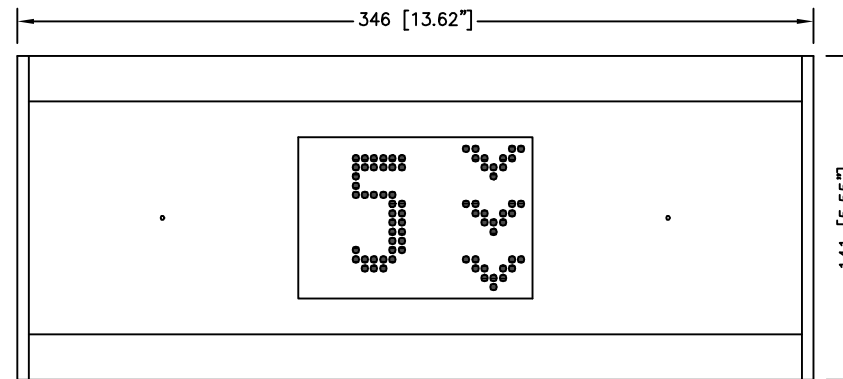
PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

UNIT INFO				
REVISIONS				

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING F-4233966-10010	DESCRIPTION HPB	SHEET 16 of 17

QUANTITY: 8
ELEVATOR ID: 1
LOCATIONS
G2, G1, *1, 2, 3, 4, 5, R
OUTLOOK
POSITION INDICATOR
WHITE ILLUMINATION
DOT MATRIX
BRUSHED STAINLESS STEEL FACEPLATE
HORIZONTAL ORIENTATION
SIGNALISATION SERIES: KSS570



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Preliminary
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NOT FOR CONSTRUCTION

APPROVAL SPACE

PROJECT:
ALTOS ONE
LOCATION:
MONOSPACE 500 19.2-1
ENG/ARCH:
SDG ARCHITECTURE
CONTRACTOR:
CLARUM CORPORATION

UNIT INFO					
REVISIONS	ITEM NO.	NETWORK NO.	EQUIPMENT NO.		
	2021-05-06	-	MAT		PRELIMINARY
	DATE	NO	BY	CK	DESCRIPTION

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING F-4233966-10010-010	DESCRIPTION HL	SHEET 17 of 17

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

General Prep/Work

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

Hoistway & Pit Prep/Work

4. Provide and install a steel, I-beam shaped safety beam with a maximum flange width of 8 11/16" (220mm), from side wall to side wall at the top of the hoistway, capable of withstanding a minimum net live load of 7500 lb (3402kg) per elevator. Reference Otis Layout for location. A 4" minimum clearance is required from top of beam to top of hoistway.
5. Provide a clear plumb hoistway with variations from the size shown on the Otis layout not to exceed -0"/+1"(25mm) and not less than the clear dimensions shown on the Otis layout
6. Provide adequate rail bracket supports, bracket spacing as required by governing code, from pit floor to top of hoistway to comply with the rail reaction forces detailed on the Otis Contract Layout. Provide adequate support for the top rail brackets at locations above the top landing as specified on the Otis Layout. Provide separator beams where required. Unless approved by Otis, rail-bracket attachment supports must be exposed and flush with the clear hoistway line.
If the floor-to-floor height exceeds the maximum bracket spacing allowed by the elevator code, Otis requires some form of steel support to properly attach our guide rail brackets. The maximum allowed bracket spacing is indicated in the rail force and bracket detail table on the Otis layout. Any rail bracket mounting surfaces that are not in line with the finished hoistway dimension (i.e. the clear hoistway line) may need to be extended to meet the required distance. Otis agrees to provide guidance on this matter at the appropriate time.

If rail bracket embedded plates or inserts are provided by Otis they shall be installed by others in accordance with Otis documentation and instructions.

If vertical tube steel is utilized as rail support, see the Otis layout for any specific requirements.

7. Provide adequate support at all fastening points of each entrance. Provide plumb vertical surfaces for entrances and entrances and building sill line. For MRL installations, a horizontal support member is to be provided 20" (508mm) above the clear opening at the controller landing to support the entrance and controller components. If any other floor height exceeds 12'-0" (3657mm), a horizontal support member is to be provided 12" (305mm) above the clear opening. For MRL installations, if entrance finish protection is installed, a section of such protection must be removable to allow safe and convenient access to the Inspection & Test panel of the elevator.
8. Prior to the start of installation, provide a dry, properly framed, enclosed and vented hoistway in accordance with all applicable codes.
9. A.) Protection from Falls:
As required by the Occupational Safety and Health Administration (OSHA) 1926.502 B) (1-3) a freestanding removable barricade at each hoistway opening at each floor. Barricades shall be 42" (1067mm) high, with mid-rail and kick board, and withstand 200 lbs. (90.7kg) of vertical and horizontal pressure.

B.) Protection from Falling Objects:
As required by the Occupational Safety and Health Administration (OSHA) 1926.502(j) hoistway protection from falling debris and other trades materials by either:
1.) Full entrance screening/mesh in front of all elevator entrances

2.) Secured/controlled access to all elevator lobbies (lock and key) with posted Notice "only elevator personnel beyond this protection."

Notes:
Items A.) and B.) can be integrated systems.
Hoistway barricades and screening shall be constructed, maintained and removed by others.

10. Provide a pit floor designed to sustain vertical forces (based on safety impact) on car and counterweight rails and impact loads on car and counterweight buffers as shown on the Otis layout. The pit must be dry and clean. The elevator pit must have a floor drain or sump pump to prevent the accumulation of water. Location to be coordinated with Otis to avoid all elevator components and access areas. In areas requiring fire fighters emergency operation (FEO) a sump pump/drain shall be provided that shall have the capacity to remove a minimum of 11.4m3/h (3,000 gal/h) per elevator (ASME A17.1/CSA B44 latest applicable code year section 2.2.2.5). Otis recommends that the owner verify the drain or sump pump system is in compliance with all applicable codes and laws.
11. TOP and BOTTOM landings (and the MAIN landing where applicable), are not to be constructed until after all elevator equipment is installed in the hoistway. The entire front wall must be open for installation with the following rough opening dimensions (to be shown on layouts):
-Rough Opening Width = CLEAR HOISTWAY WIDTH
-Rough Opening Height = 2642mm (8'-8") for a 2134mm (7') entrance height
2947mm (9'-8") for a 2438mm (8') entrance height
If the controller is located on the REAR entrance, the wall at this rear entrance should also have these rough opening dimensions. Remaining front entrance walls are not to be constructed until after door frames and sills are in place.

The rough openings, per sizes shown on the Otis layout, are required. Prior to the completion and turnover of the elevator(s), all entrance walls must be installed and rough openings filled in complete to maintain fire rated hoistway requirements.

12. Provide and install a fixed vertical iron ladder in each pit as required by governing code and located per Otis layout or as coordinated with Otis personnel. Ladder width and pit wall pocket requirements are shown in the pit plan view on the Otis layout. For entrance heights of up to 7' (2134mm) the top rung of the ladder must be even with the bottom landing. For entrance heights greater than 7' (2134mm) the top rung must be 12' (305mm) above the bottom landing. Hand grips must be provided to a height of 4' (1219mm) above the bottom landing. Hand grips must have 4-1/2" (114mm) radial clearance, from their centerline, to any obstruction in the hoistway. (Refer to the detail views for typical ladder arrangement)
13. Install permanent light fixture in each elevator pit with illumination of not less than 100 lx (10 fc) as measured at the pit floor. The light bulb(s) shall be externally guarded to prevent contact and accidental breakage. The light switch shall be so located as to be accessible from the pit ladder.
14. Glass used in hoistway construction must block 98% or more of incident full-spectrum ultraviolet radiation for the full height of the hoistway.

15. Provide and install guarding of counterweight in a multiple-elevator hoistway as required, when a counterweight is located between elevators, the counterweight runway shall be guarded on the side next to the adjacent elevator. The guarding must meet or exceed the requirements of ASME A17.1/CSA B44 latest applicable code year, section 2.3.2.3. If an emergency door in a blind hoistway is required, provide an outward swinging single section type door with door closer and a self closing barrier per ASME A17.1/CSA B44 latest applicable code year, section 2.11.1.2. Contact your local Otis personnel for a detailed drawing (AAA26900D_FMI) showing Otis specific requirements.

MRL Machine Space Prep/Work

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

Control Room/Space and Machine Space Prep/Work

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

Fire Prevention Prep/Work

24. Provide hoistway walls designed and constructed in accordance with the required fire rating (including those places where elevator fixture boxes, rail bracket fastenings, and any other penetration into the hoistway walls).
25. In the United States provide smoke detectors, located as required, with wiring from the sensing devices to the controller(s) designated by Otis.
 - A. For each group of elevators, provide a normally closed contact representing the smoke detector at the designated return landing.
 - B. For each group of elevators, provide a normally closed contact representing all smoke detectors located in lobbies, hoistways, or control rooms/spaces but not the smoke detector at the designated return landing (see above) or the smoke detectors as described below:
 - 1) If a smoke detector is located in the hoistway at or below the lower of the two recall landings, it shall be wired to activate the same normally closed contact as the smoke detector located in the lobby at the lower of the two recall landings.
 - 2) If the control room/space(s) are located at the designated return landing, the smoke detectors located therein shall be wired to activate the same normally closed contact as the smoke detector at the designated landing.
 - C. Requirements for intermittently illuminating the fire hat visual signal in the car operating panel, either 1) or 2) must be selected.
 - 1) For a single unit, or group of elevators having control room/space(s) and one common hoistway, provide one additional normally closed contact representing the control room/space(s) and hoistway smoke detectors.
 - 2) If the group contains more than one hoistway, and hoistway smoke detectors are installed, provide one normally closed contact for each elevator. The contact is to represent the smoke detectors in the control room/space(s) or hoistway containing that particular elevator.
26. In Canada provide smoke detectors, located as required, with wiring from the sensing devices to the controller(s)
 - A. For each group of elevators, provide a normally closed contact representing the smoke detector at the designated return landing and if provided, from the sensing device in the pit.
 - B. For each group of elevators, provide a normally closed contact representing all smoke detectors located in elevator lobbies, but not the smoke detector at the designated return landing (see above), and if provided, from the sensing device in the top of the hoistway.
 - C. For each group of elevators, provide a normally closed contact representing the smoke detector in the elevator machine space.
 - D. If the control space is located at the designated return landing, the smoke detectors located therein shall be wired to activate the same normally closed contact as the smoke detector at the designated landing. For each group of elevators, provide in addition to the above, a normally closed contact representing the sensing devices in the pit or at the top of the hoistway (For the Fire Hat in the Elevator).

OTIS	
Gen2[®]	
SEISMIC 2	
DWG. NO.:	PWBO 1 OF 2
BUILDING	
LOCATION	
CONT. WITH	
OWNER	
ARCHT.	
CONTRACT NO.	

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Fire Prevention Prep/Work (cont)

27. In the United States, if sprinklers are installed in the hoistway(s), or machine space(s), a means to automatically disconnect the main line power supply of the affected elevator and any other power supply used to move the elevator upon or prior to the application of water is required (unless prohibited by local code). Smoke detectors shall not be used to activate sprinklers in hoistway(s), or machinery spaces or to disconnect the mainline power supply.

In addition, when the Automatic Recovery Operation (ARO) is specified, the means provided to automatically disconnect power to the elevator shall be equipped with an additional auxiliary contact that is positively opened when power is removed from the elevator system. This automatically controlled mainline disconnect must be provided with all associated wiring and conduit to the controller.

28. Provide an "ABC" fire extinguisher, minimum 10 lbs for machine space, and located convenient to the top landing elevator entrance.

29. Provide control room/space(s) and door to code compliant fire-resistive construction.

Electrical Requirements

30. 3 Phase Power MRL - Provide a permanent three (3) phase electrical-feeder system with a separate equipment-grounding conductor terminating in the elevator controller located at the top landing or transformer located at the top of the hoistway. Permanent three (3) phase electrical-feeder to be terminated at the elevator controller or transformer at the start of installation of the top landing elevator entrance and the timing of connection to Otis controller shall be coordinated with the elevator installer. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. Provide a fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to elevator controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013 (2) (a)] located at the point of power distribution in the building. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the elevator controller. Size of main contacts to suit elevator power characteristics. Fuses, if provided, are to be current limiting class J or equivalent. Circuit breakers, if provided, are to have current limiting characteristics equivalent to class J fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.

Single Phase Power MRL - Provide a permanent single phase electrical-feeder system with a separate equipment-grounding conductor terminating to the transformer located at the top of the hoistway. Permanent single phase electrical-feeder to be terminated at the transformer at the start of installation of the top landing elevator entrance and the timing of connection to Otis controller shall be coordinated with the elevator installer. Feeder conductors and grounding conductor sized according to elevator current characteristics shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. Provide a fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to elevator controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013 (2) (a)] located at the point of power distribution in the building. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the elevator controller. Size of main contacts to suit elevator power characteristics. Fuses, if provided, are to be current limiting class J or equivalent. Circuit breakers, if provided, are to have current limiting characteristics equivalent to class J fuses, if provided, are to be current limiting class J or equivalent. Circuit breakers, if provided, are to have current limiting characteristics equivalent to class J fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.

MRL Configuration (controller located in hoistway entrance) with Transformer - If a transformer is required and the controller is to be located in the hoistway entrance, the transformer must be located in an electrical room. The transformer must be mounted and wired as per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1). Provide conduit and wiring to the transformer as well as between the transformer and the controller located in the hoistway entrance in accordance with the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1). Contact your local Otis representative for details.

31. 3 Phase Power Control Room/Space - Provide a permanent three (3) phase electrical-feeder system with a separate equipment-grounding conductor terminating in the control room/space(s), located per Otis layout. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. A fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013(2)(a)]. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the controller. Size of main contacts to suit elevator power characteristics. Fuses are to be current limiting class RK1 or equivalent. Circuit breakers are to have current limiting characteristics equivalent to class RK1 fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.

Single Phase Power Control Room/Space - Provide a permanent single phase electrical-feeder system with a separate equipment-grounding conductor terminating in the control room/space(s), located per Otis layout. Feeder conductors and grounding conductor sized according to elevator current characteristics as shown on the Otis Confirmation of Power Supply form. Feeder conductors and grounding conductor must be copper. A fused disconnect switch or circuit breaker capable of being locked in the open position, for each elevator per the National Electrical Code (ANSI/NFPA 70) or Canadian Electrical Code (C22.1) with feeder or branch wiring to controller [NEC 620-51, 620-61(D), and 620-62] or [CEC Rule 38-013(2)(a)]. The disconnecting means required by the National Electrical Code or Canadian Electrical Code CEC [Rule 38-051] shall be provided with all associated wiring and conduit to the controller. Size of main contacts to suit elevator power characteristics. Fuses are to be current limiting class RK1 or equivalent. Circuit breakers are to have current limiting characteristics equivalent to class RK1 fuses. Fuses or circuit breakers are to be time delay to cover the full load up accelerating current. Accelerating current typically is the peak as indicated on the Otis Confirmation of Power Supply Form, and lasts for duration not to exceed 7 seconds. Feeder conductors and associated wiring to the controller to be sized to limit wiring voltage drop to 5% maximum when delivering elevator full load up accelerating current. The building power system used to operate the elevator(s) shall be capable of supplying non linear loads and be capable of absorbing the regenerated power listed on the Otis Confirmation of Power Supply form.

32. Provide a dedicated 125 volt, 15 ampere single-phase branch circuit with a fused disconnect switch or circuit breaker located at the point of power distribution in the building. The fused disconnect or circuit breaker shall be capable of being locked in the open position. This branch circuit supplies the car lights, car top receptacle, auxiliary lighting power source and ventilation on each car in compliance with the National Electrical Code [NEC620-53] or Canadian Electrical Code [CEC Rule 38-053]. Termination of this branch circuit shall be in the elevator controller located at the top landing and shall be connected at the same time as the permanent three (3) phase power referenced in the previous paragraph.

33. All 125 volt, 15 or 20 ampere single-phase receptacles installed in pits, machine spaces, control rooms/space(s) shall be of the ground-fault circuit-interrupter type (GFCI). A dedicated single-phase receptacle supplying a permanently installed pit sump pump shall not require GFCI protection.

34. Provide electric power for lights, tools, welding, hoisting, etc. during installation with sufficient power for starting, testing and adjusting the elevator. Provide a 220 volt, 30 ampere single-phase 4 wire electrical supply for platform operation during construction, available at the start of elevator installation.

35. Provide one (1) dedicated outside telephone line, per elevator, and terminated at the controller designated by the Otis construction superintendent. Reference the A17.1 code and the Otis power of confirmation letter for specific requirements.

36. In areas under the jurisdiction of AMSE A17.1-2004/CSA B44 or later where the elevator travel is greater than or equal to 60 feet /18 meters, provide two-way voice communications means that shall enable emergency personnel within the building to establish communications to each car individually without intervention by a person within the car. The communication means shall override communications to the outside of the building and once established shall only be terminated by emergency personnel outside the car. Refer to ASME A17.1/CSA B44 latest applicable code year, section 2.27.1.1.4 for exact requirements.

37. [Optional] For elevators having an intra building intercom, provide a separate 120 volt, 15 ampere, single phase power supply with fused SPST disconnect switch or circuit breaker, located as required for inter-communicating system power supply. Circuit to be arranged for feeding from the building emergency lighting supply if provided. Conduit and wiring for remotely located inter-communicating stations.

38. [Optional] For installations having emergency (standby) power, provide the standby power unit and means for starting it. The emergency (standby) power unit shall deliver to the elevator via disconnect switches in the building power distribution location or disconnect switches in the control room/space(s), sufficient power to operate one or more elevators at a time at full rated speed, and rated load.

An automatic power transfer switch for each power feeder to monitor both normal and emergency (standby) power conditions and to perform the transfer from one to the other. Switch to have two sets of normally closed dry contacts, one to be open when the switch is in the emergency (standby) power position; the other to open upon initiation of power transfer and to close when transfer is complete. Switch to have an inhibit function which will delay transfer to normal and/or emergency (standby) power by an adjustable period of 0 - 300 seconds. Switch shall have a phase monitor feature, which prohibits the transfer of power between "live" sources unless the sources are in phase with each other. If a shunt trip device is provided, an additional normally closed contact, with all associated wiring and conduit to the controller, is required from the emergency (standby) power source. The emergency (standby) power system provided shall comply with ANSI/NFPA 70 requirements 620.91. The table in section "ELEVATOR REGENERATIVE POWER REQUIREMENTS", on the Otis Confirmation of Power Supply form, contains the elevator system power regenerated under an overhauling load. The information contained in the form is to be used to determine regenerative power absorption capability for the emergency (standby) power distribution system.

Note: The building Emergency (Standby Power) Generator system used to operate the elevator(s) shall be capable of supplying non-linear loads.

39. [Optional] Compass Dispatching System - a dedicated 125 volt 20 ampere single-phase power supply with SPST fused disconnect switch or circuit breaker. The fused disconnect or circuit breaker shall be capable of being locked in the open position and located upstream of the elevator equipment. This disconnect or circuit breaker must be in sight of the Compass Dispatching System equipment.

MRL Configuration (controller located in hoistway entrance) with Compass - If Compass is required and the controller is to be located in the hoistway entrance, an electrical room must be provided for the Compass Dispatching System equipment within sight of the entrance controller. Contact your local Otis representative for details.

[Optional] Elevator Management System (EMS) - a dedicated 125 volt 20 ampere single-phase power supply with SPST disconnect switch or circuit breaker with duplex outlets per Otis layout, and at any location where a Security Station and/or Fire Station is furnished. Circuits to be arranged for feeding from the building standby or emergency lighting supply if provided.

[OPTIONAL] FIRE SERVICE ACCESS ELEVATORS (FSAE)

FSAE Hoistway & Pit Prep/Work

40. Provide all hoistways to meet structural code requirements for Fire Service Access Elevators as per IBC and NFPA

FSAE Machine Room Prep/Work

41. Provide climate control and ventilation with monitoring equipment

FSAE Fire Protection Prep/Work

42. Comply with NFPA requirements relative to hoistway pressurization and sprinkler prohibition.

FSAE Electrical Requirements

43. Provide hoistway lighting (1 Foot-candle, 11 lux, measured on top of car) for entire length of hoistway.

44. Emergency (standby) power must deliver power to elevator machine room, control room or space ventilation, cooling equipment, and the hoistway lighting.

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

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SEISMIC 2

DWG. NO.: PWBO 2 OF 2

BUILDING
LOCATION
CONT. WITH
OWNER
ARCHT.
CONTRACT NO.

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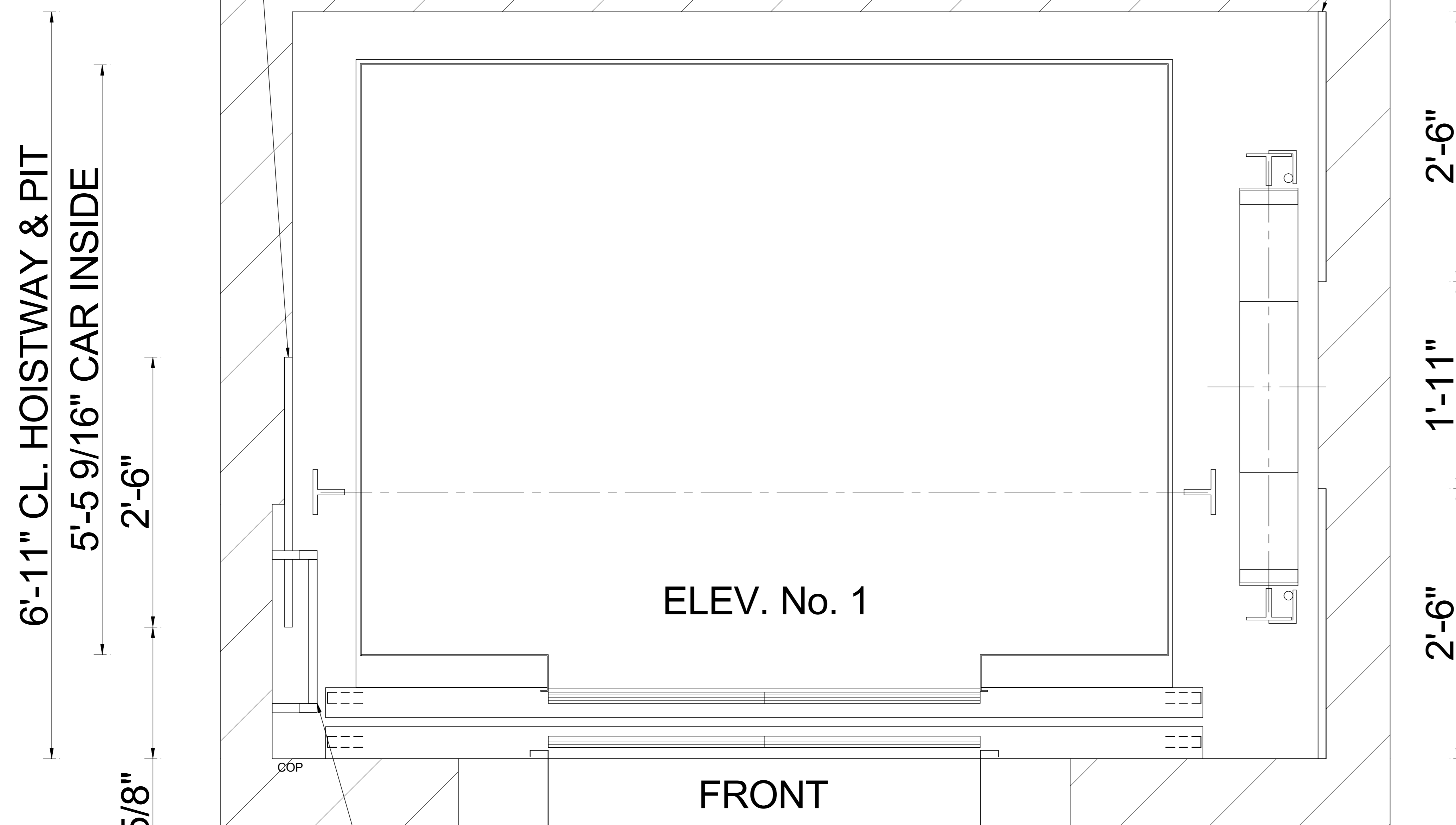
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INSERT
SEE NOTE A

5 1/2"=A DIM

2 5/16"=A DIM

INSERT
SEE NOTE A



6'-11" CL. HOISTWAY & PIT
5'-5 9/16" CAR INSIDE

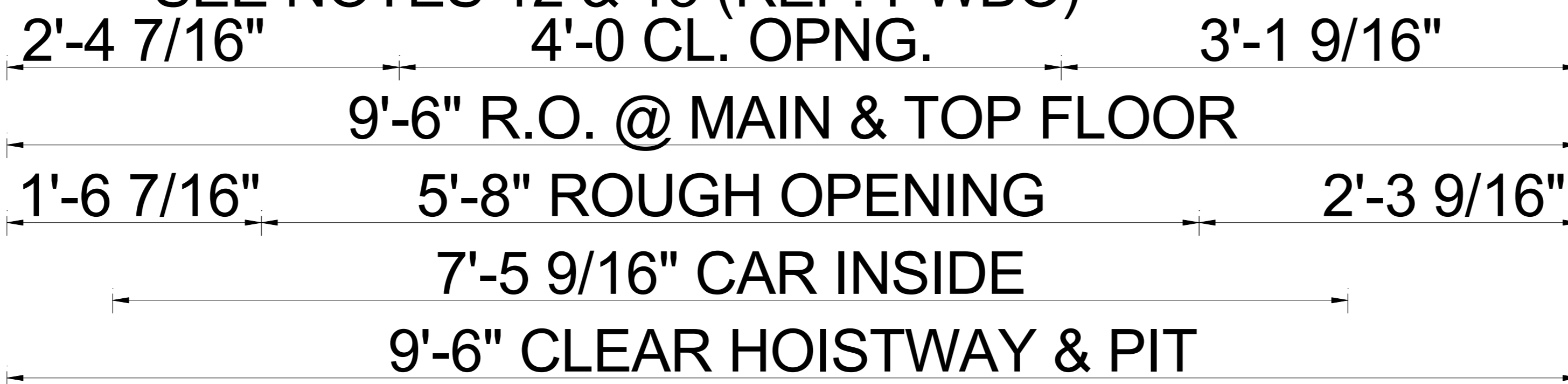
2'-6"
1'-2 5/8"

2'-6"
1'-11"
2'-6"

ELEV. No. 1

FRONT

SEE NOTES 12 & 13 (REF:-PWBO)



PLAN VIEW

SEE NOTE 5, PWBO SHEET



DIRECTIONAL ARROW
INDICATES NORTH

ELEV. No.	DUTY	SPEED	SERVICE TYPE
1	4000#	150 F.P.M.	PASSENGER

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

APPROVAL
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SEISMIC 2

DWG. NO.: **PLAN VIEW**

BUILDING

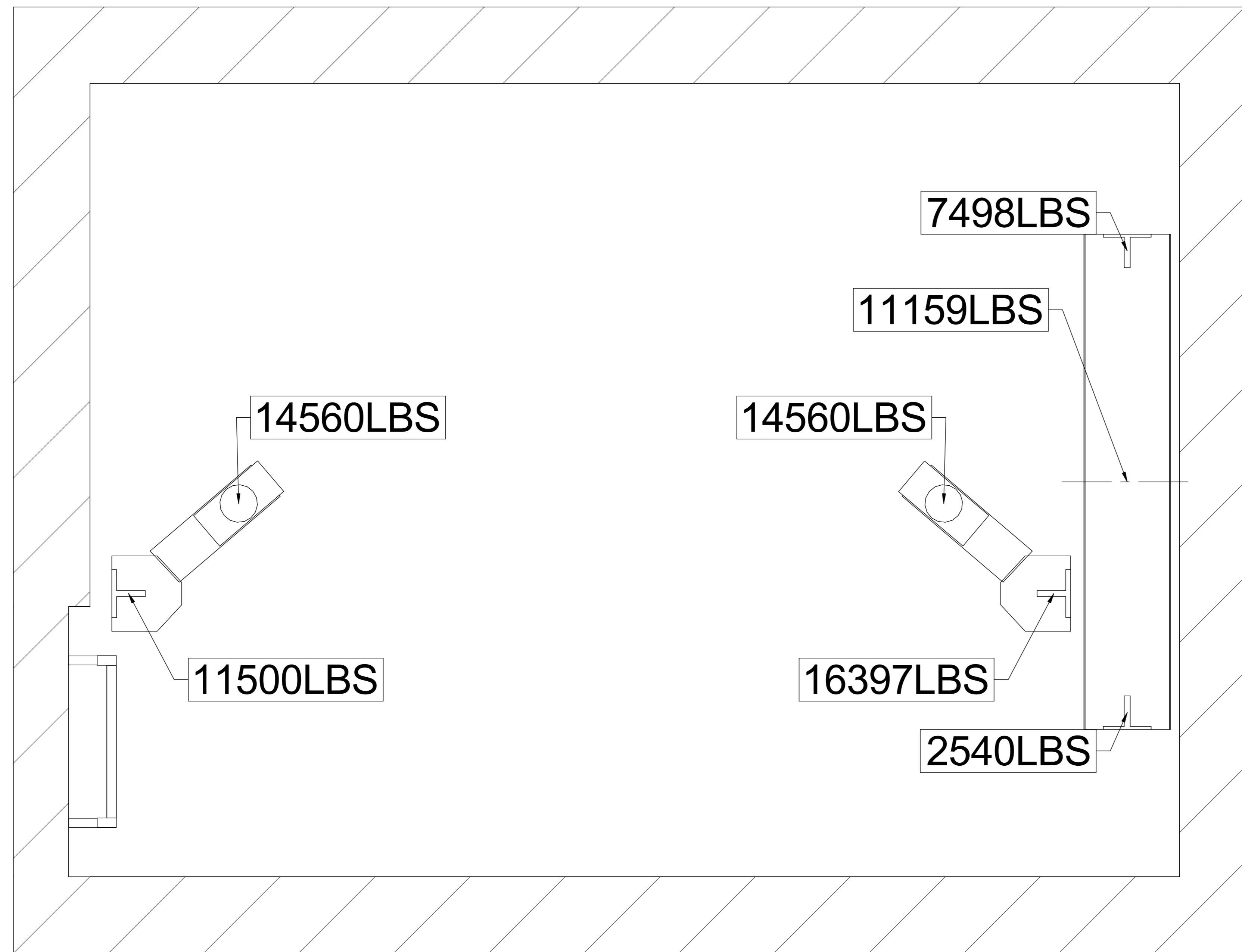
LOCATION

CONT. WITH

OWNER

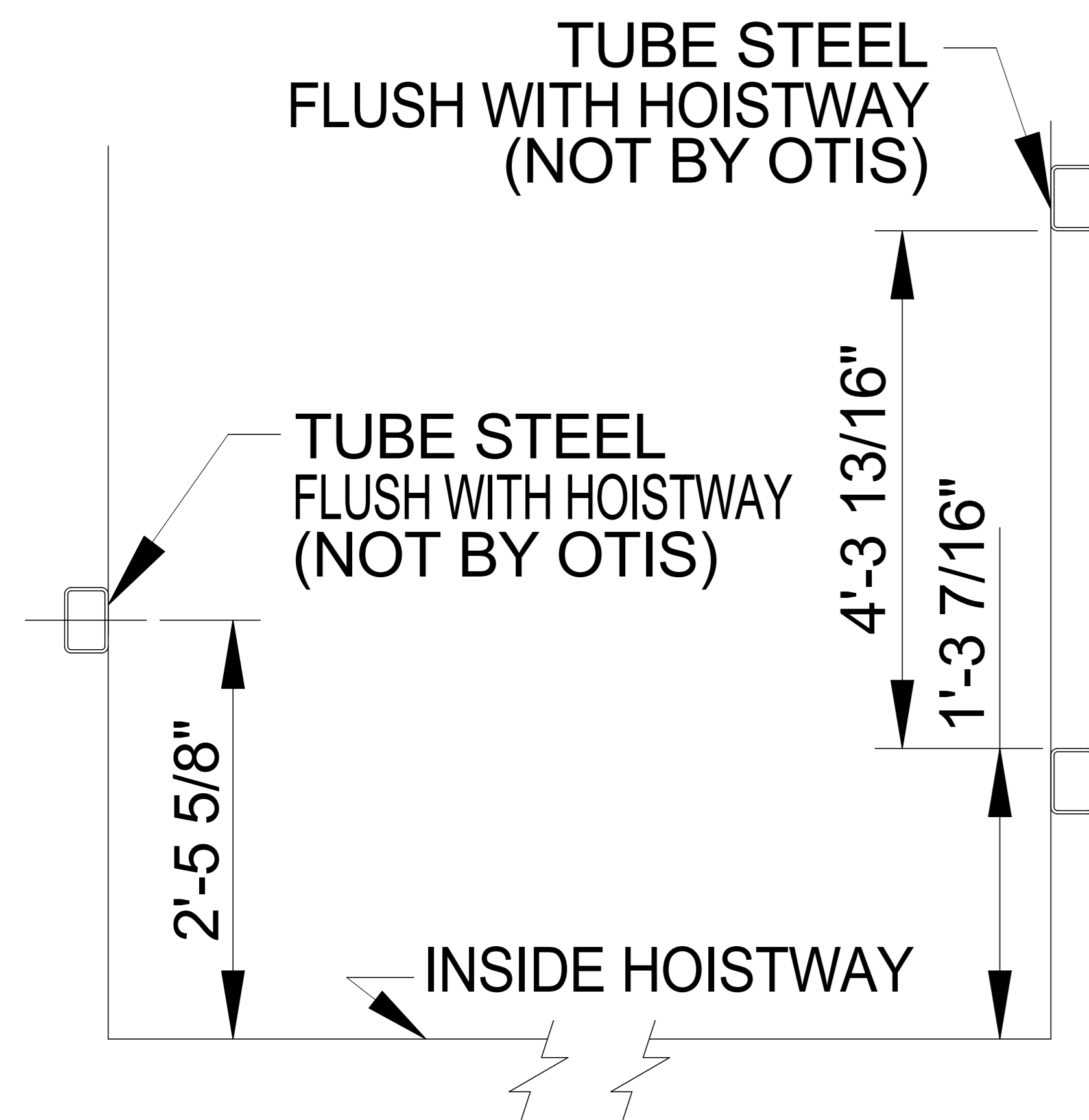
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CONTRACT NO.

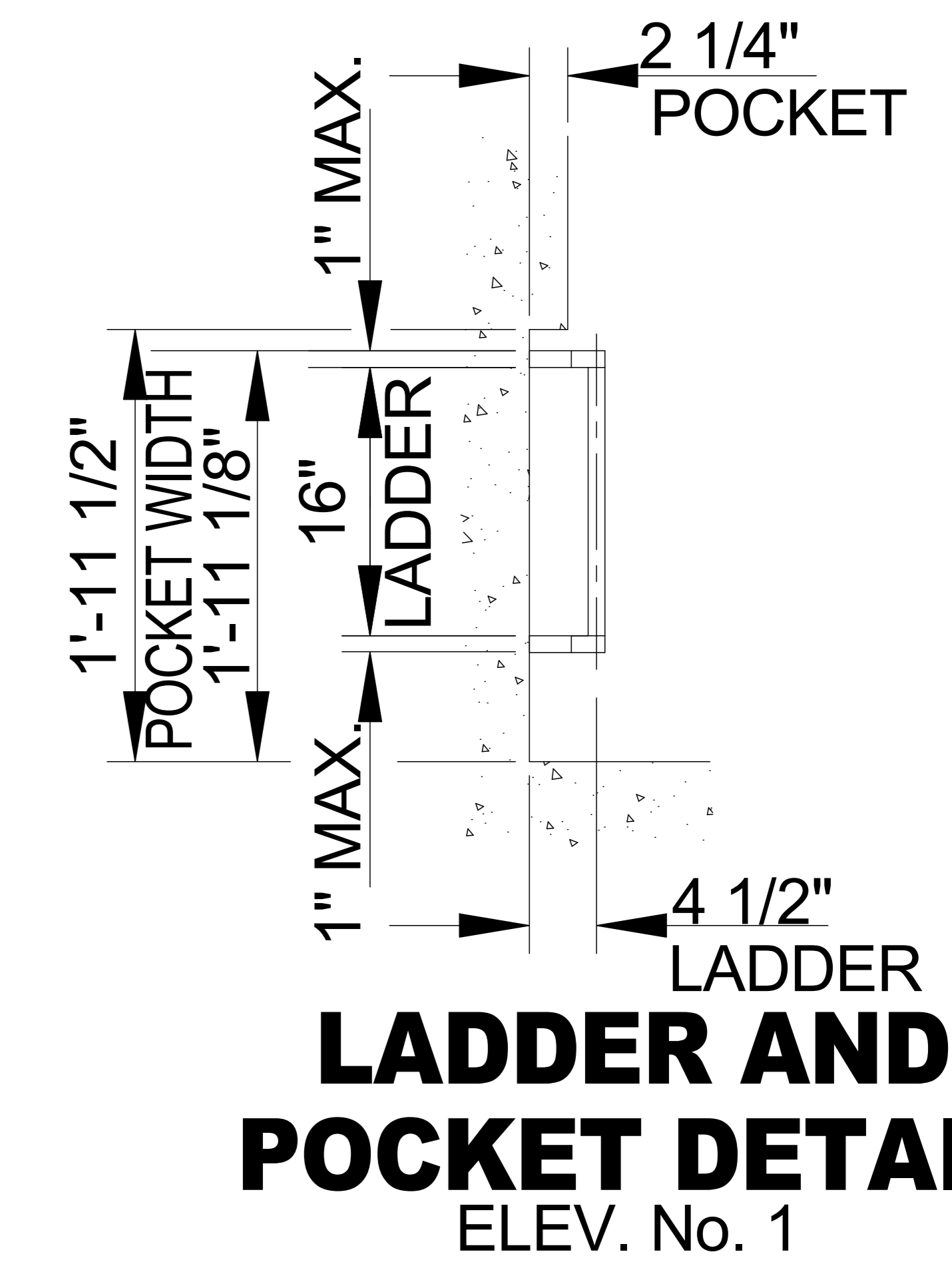


PIT PLAN VIEW

FORCE SHOWN INCLUDES DOUBLING FOR IMPACT



TUBE STEEL RAIL BRACKET SUPPORT
ELEV. No. 1



ELEV. No.	DUTY	SPEED	SERVICE TYPE
1	4000#	150 F.P.M.	PASSENGER

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SUPPLEMENTARY NOTES APPROVED
SIGNED: _____ DATE: _____

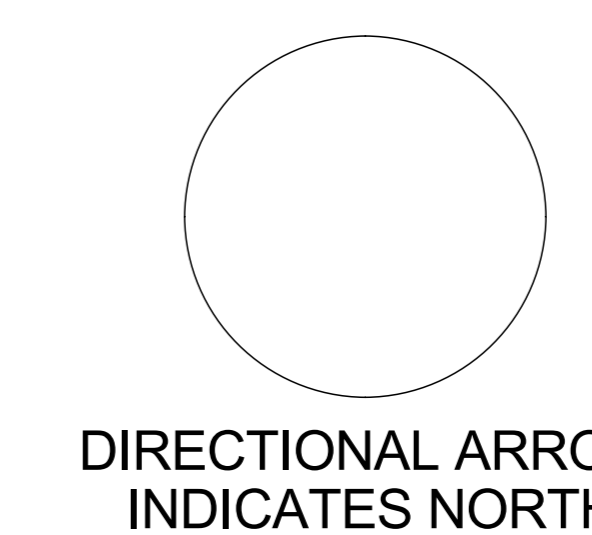
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DWG. NO.: **PIT VIEW**

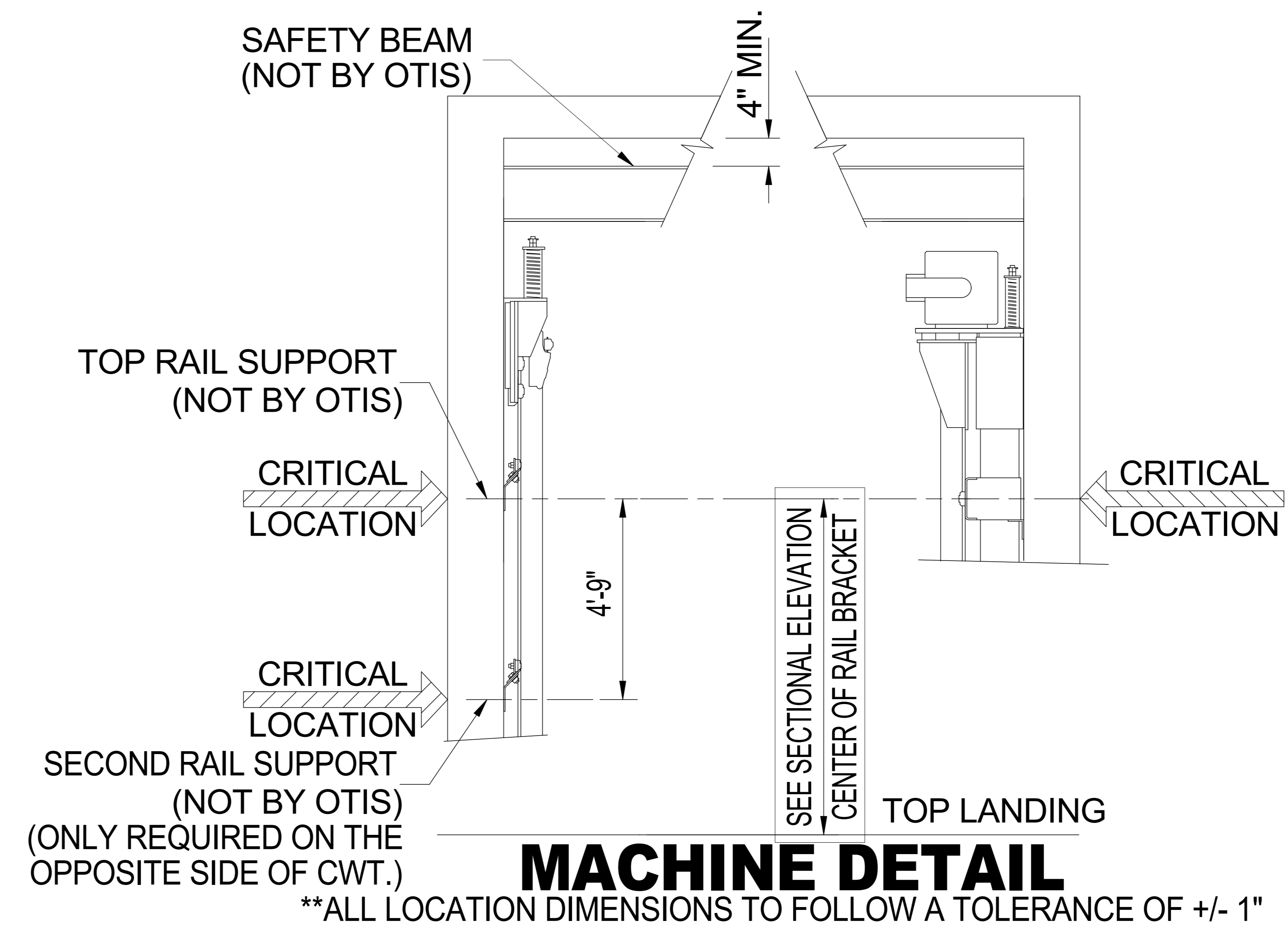
BUILDING
LOCATION
CONT. WITH
OWNER
ARCHT.
CONTRACT NO.



DIRECTIONAL ARROW
INDICATES NORTH

TABLE 1 ELEV. No. 1
CAR RAIL BRACKET INSERT TABLE

4'-9"	9th BRACKET LOC. FROM 8th BRKT.
6'-2"	8th BRACKET LOC. FROM 7th BRKT.
10'-0"	7th BRACKET LOC. FROM 6th BRKT.
10'-0"	6th BRACKET LOC. FROM 5th BRKT.
10'-0"	5th BRACKET LOC. FROM 4th BRKT.
10'-0"	4th BRACKET LOC. FROM 3rd BRKT.
10'-0"	3rd BRACKET LOC. FROM 2nd BRKT.
11'-0"	2nd BRACKET LOC. FROM 1st BRKT. (REQ'D)
3'-0"	1st BRACKET LOC. FROM PIT FLOOR



RAIL FORCE & BRACKET SPACING DETAIL

SEE NOTES 6 & 7

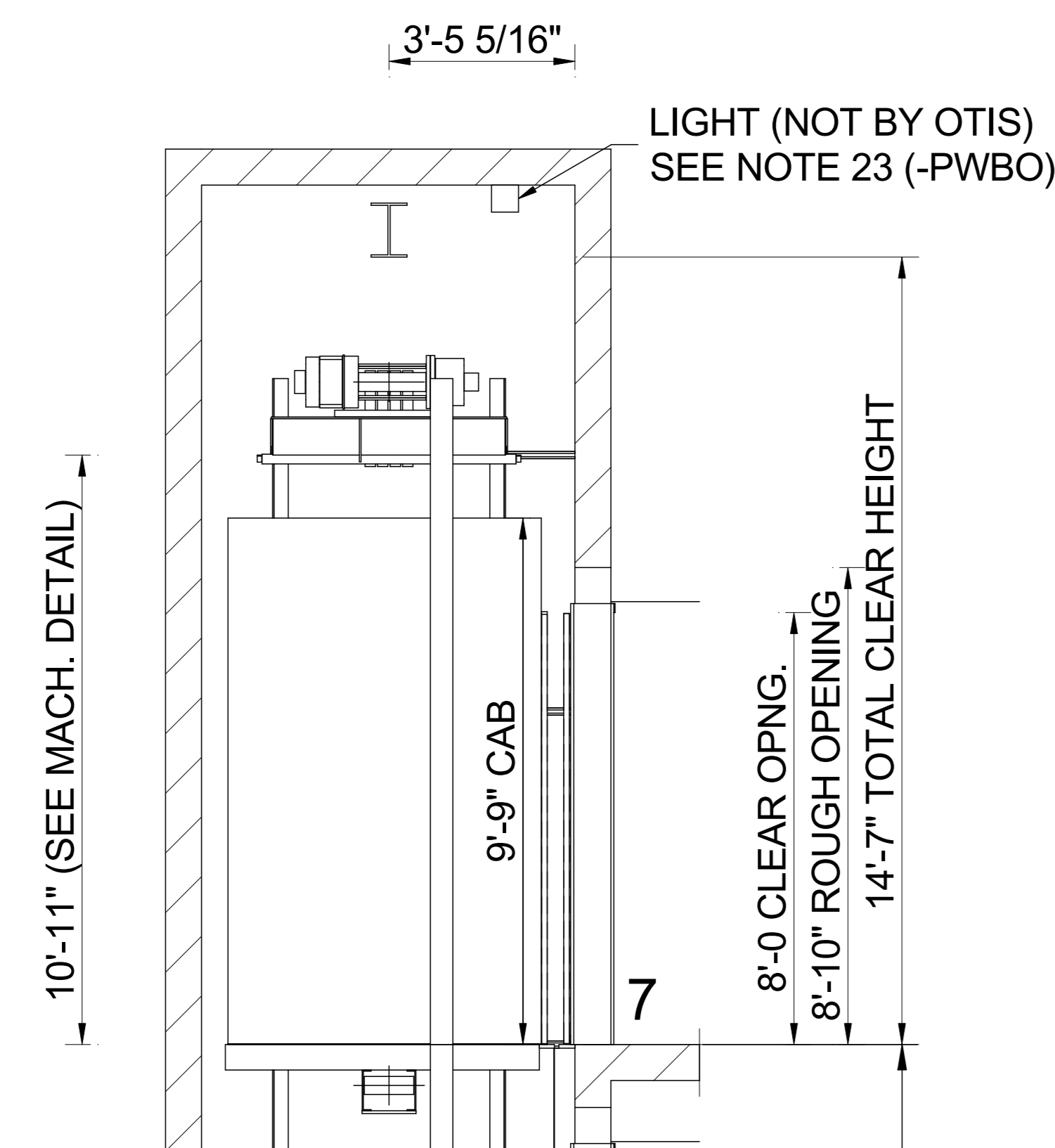
CAR	R1	567 lbs
	R2	86 lbs
	VX	1078 lbs
	VY	539 lbs
	MAXIMUM BRACKET SPACING	11'-0"
RAIL SIZE	1	
CWT	R1	314 lbs
	R2	23 lbs
	VX	1132 lbs
	VY	566 lbs
	MAXIMUM BRACKET SPACING	11'-0"
RAIL SIZE	1-1/2	
DEH (DEAD END HITCH)	R1	840 lbs
	R2	2630 lbs

IN MULTICAR GROUPS THE VALUES ABOVE ARE THE LARGEST VALUES FOR THE ENTIRE GROUP

FIRST INTERMEDIATE RAIL SUPPORT LOCATION TO BE LOCATED 14' 0" FROM PIT FLOOR. ALL OTHER INTERMEDIATE SUPPORTS CANNOT EXCEED THE MAXIMUM BRACKET SPACING IN THE RAIL FORCE & BRACKET SPACING DETAIL

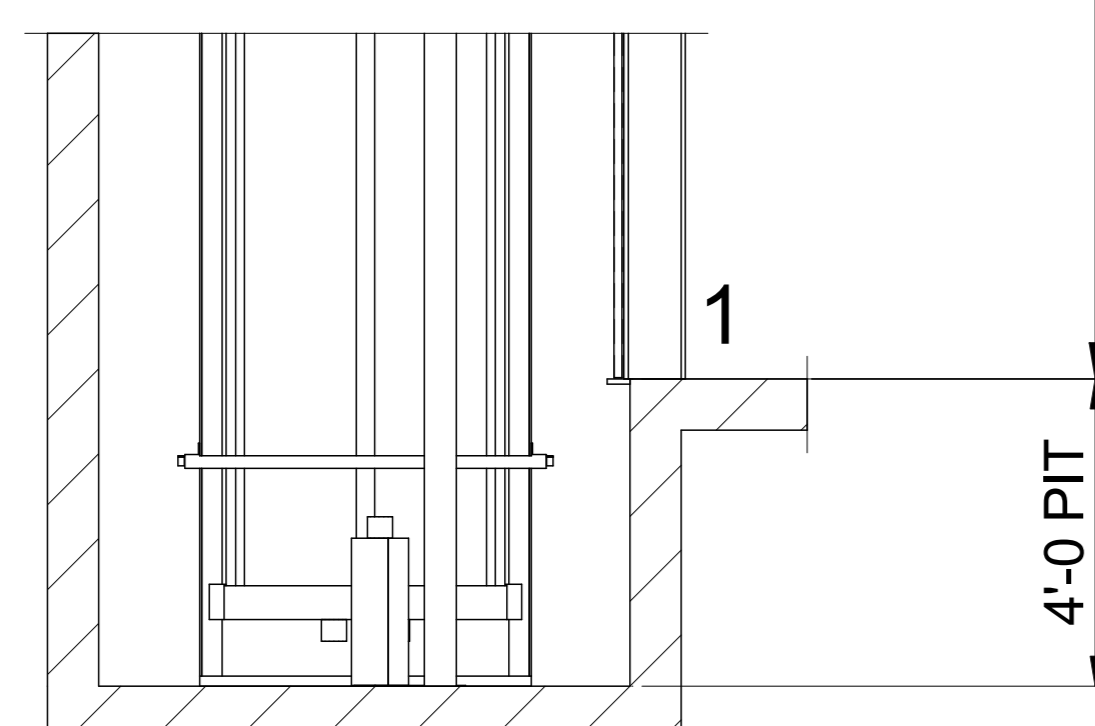
CAR R1 = SAFETY APPLICATION
CWT R1 = LOADING OR RUNNING
R2 = LOADING OR RUNNING

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



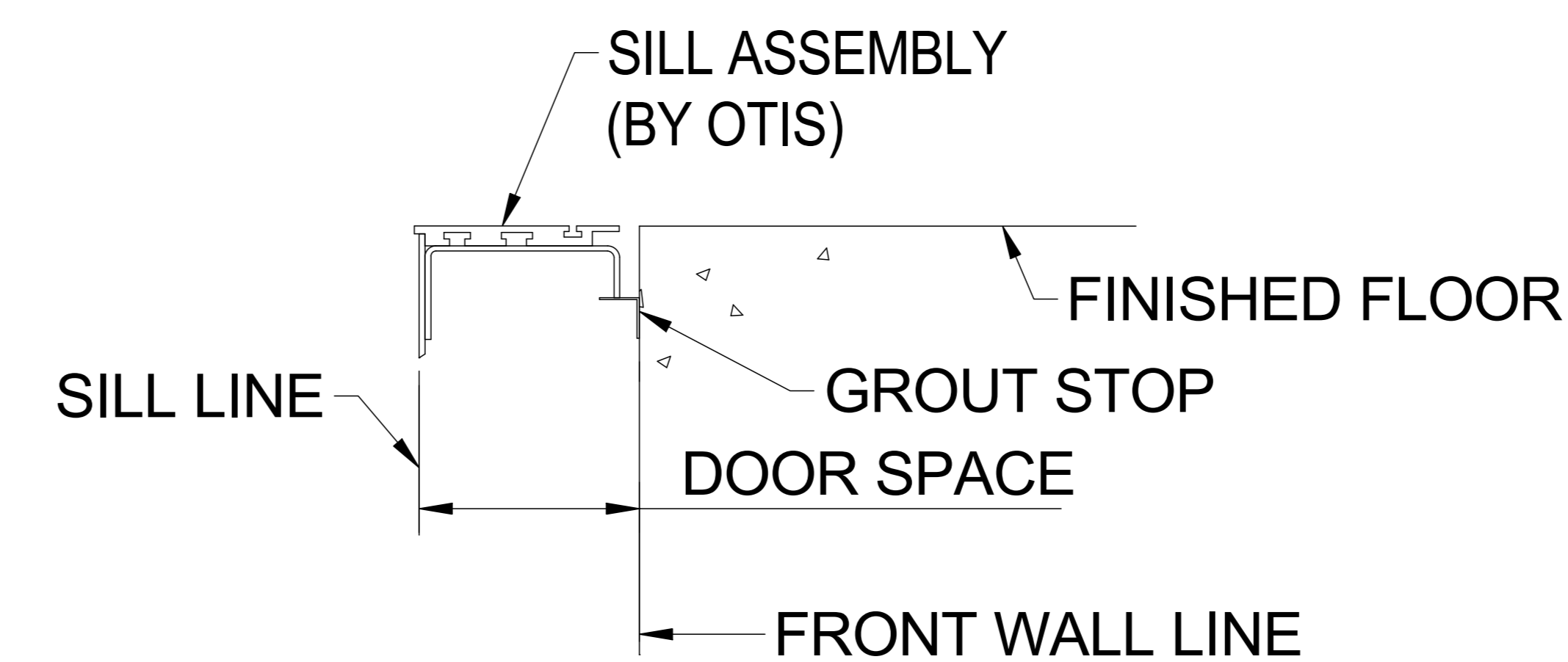
LANDINGS	FRONT MARKING	FLOOR HEIGHT
7	7	
6	6	10'-0"
5	5	10'-0"
4	4	10'-0"
3	3	10'-0"
2	2	10'-0"
1	1	10'-0"
TOTAL RISE = 60'-0"		

ELEV. No. 1



FRONT HOISTWAY SECTION

FOR MAX. SPACING BETWEEN INSERTS SEE RAIL FORCE DETAIL
ELEV. No. 1



DETAIL "A" SILL SUPPORT

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

ELEV. No.	DUTY	SPEED	SERVICE TYPE
1	4000#	150 F.P.M.	PASSENGER

APPROVAL
THIS ARRANGEMENT AND
SUPPLEMENTARY NOTES APPROVED

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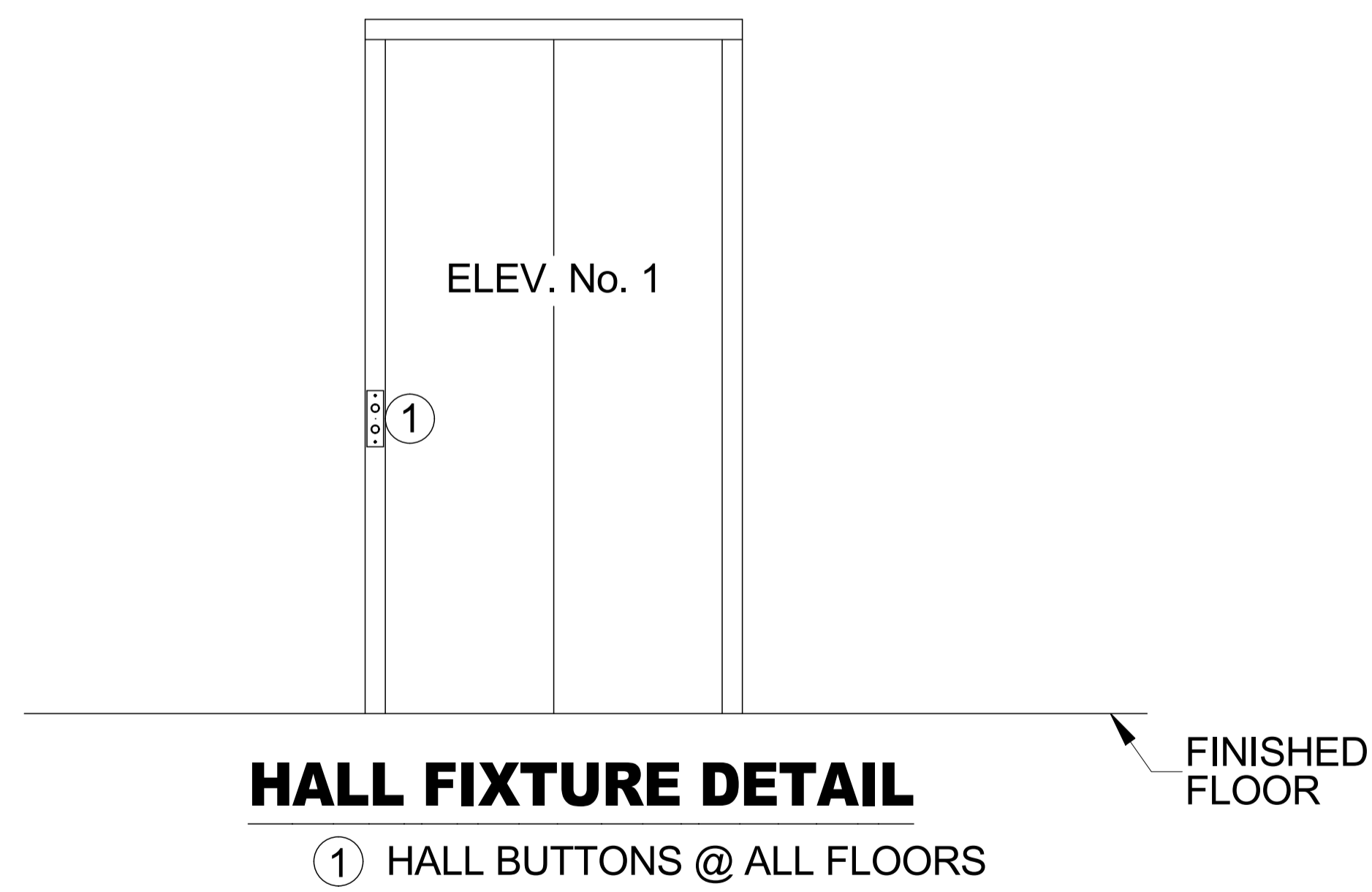
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DWG. NO.: **ELEVATION 1**

BUILDING
LOCATION
CONT. WITH
OWNER
ARCHT.
CONTRACT NO.



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DWG. NO.: **HALL FIXTURES**

BUILDING _____

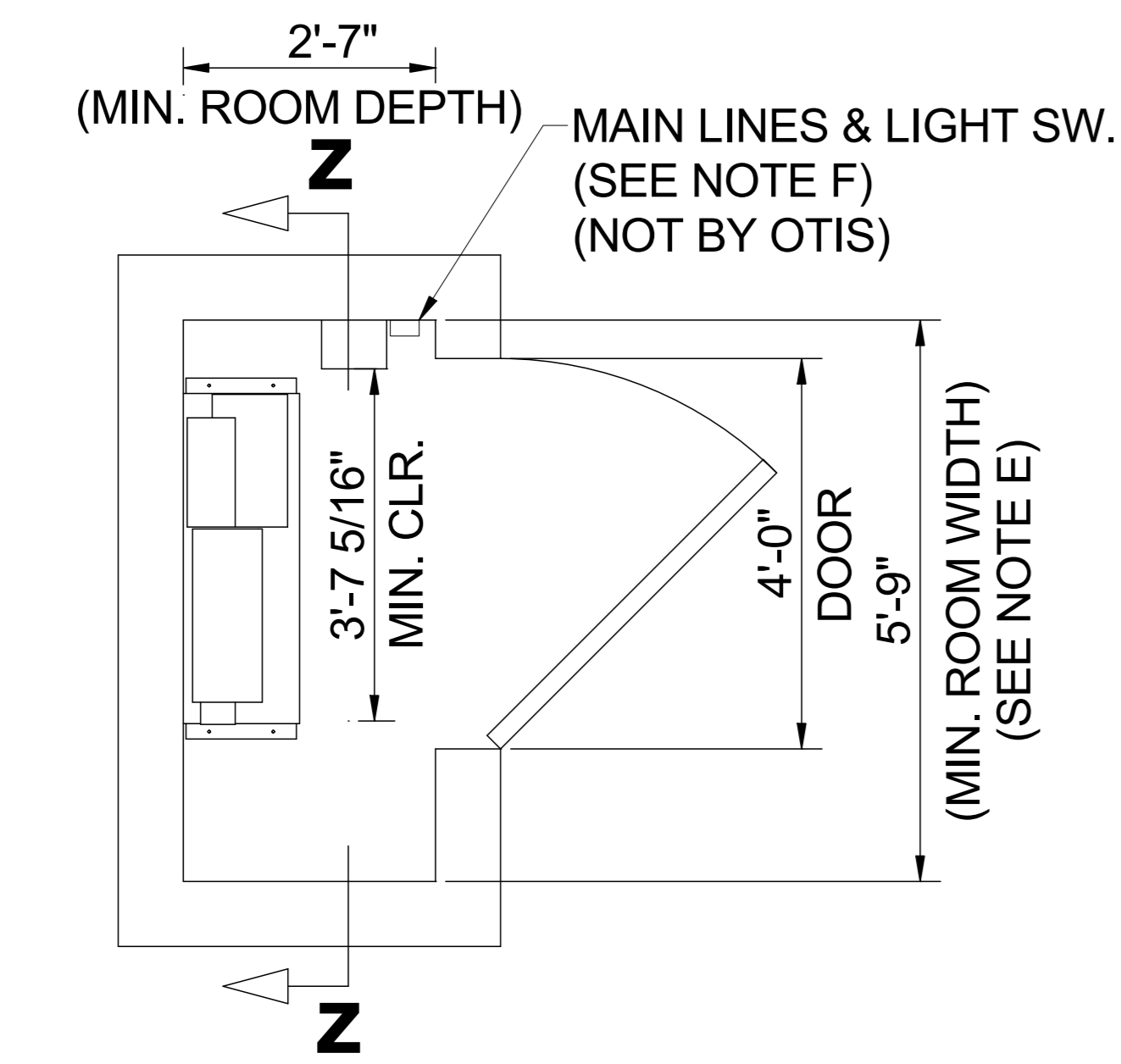
LOCATION _____

CONT. WITH _____

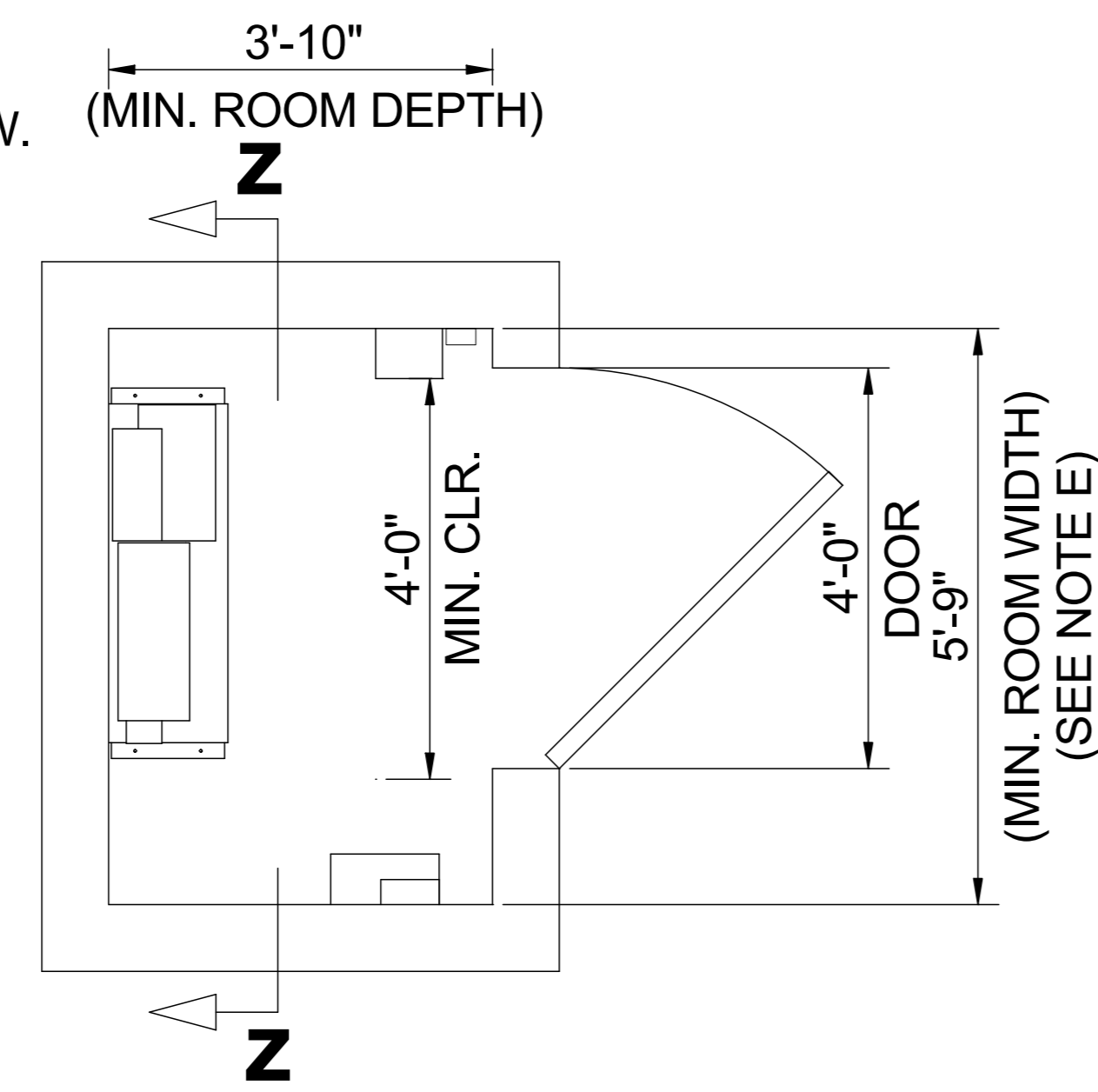
OWNER _____

ARCHT. _____

CONTRACT NO. _____

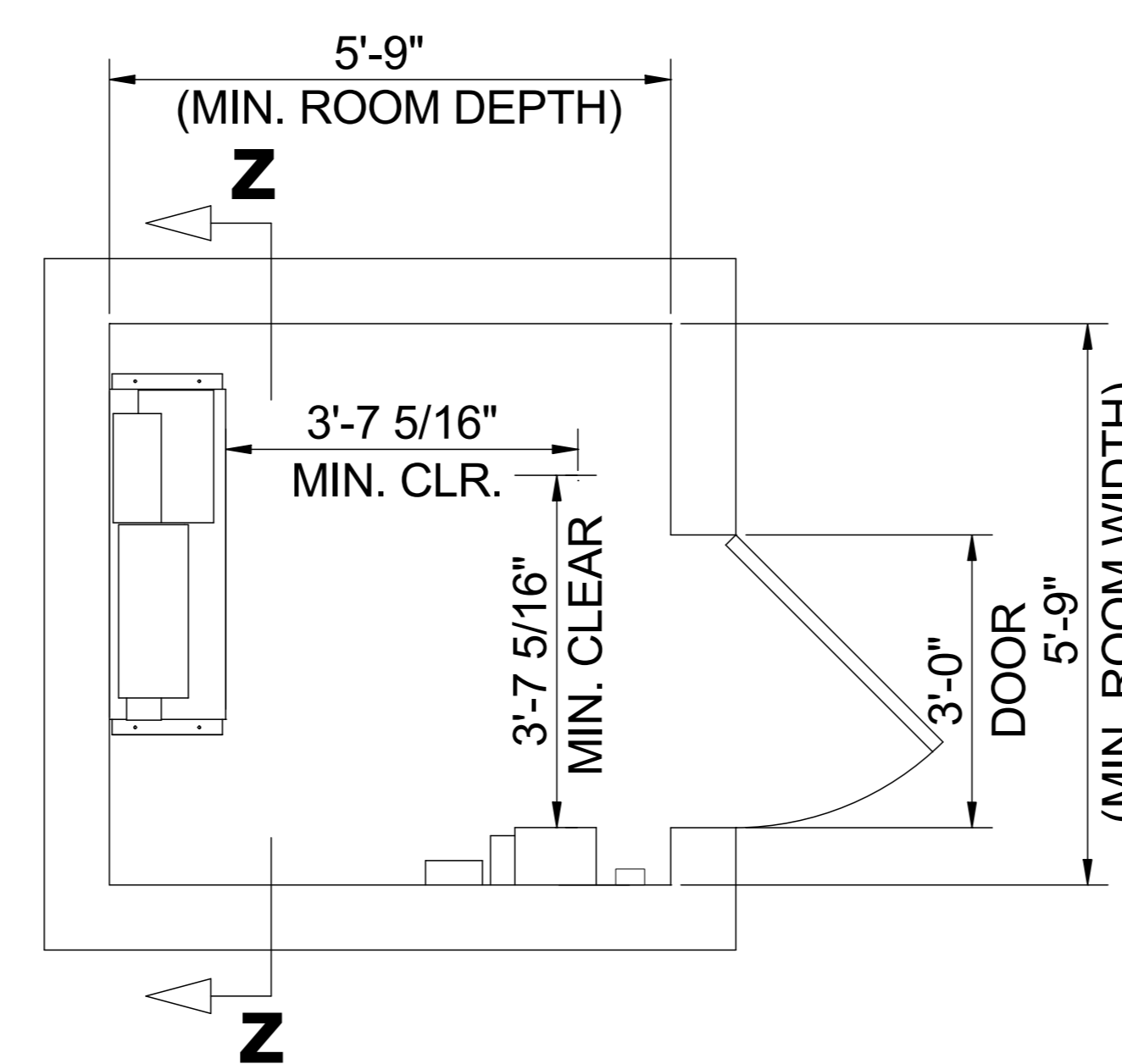


MINIMUM CONTROL SPACE REQUIREMENTS ONE CAR WITHOUT AUTOMATIC RECOVERY OPERATION



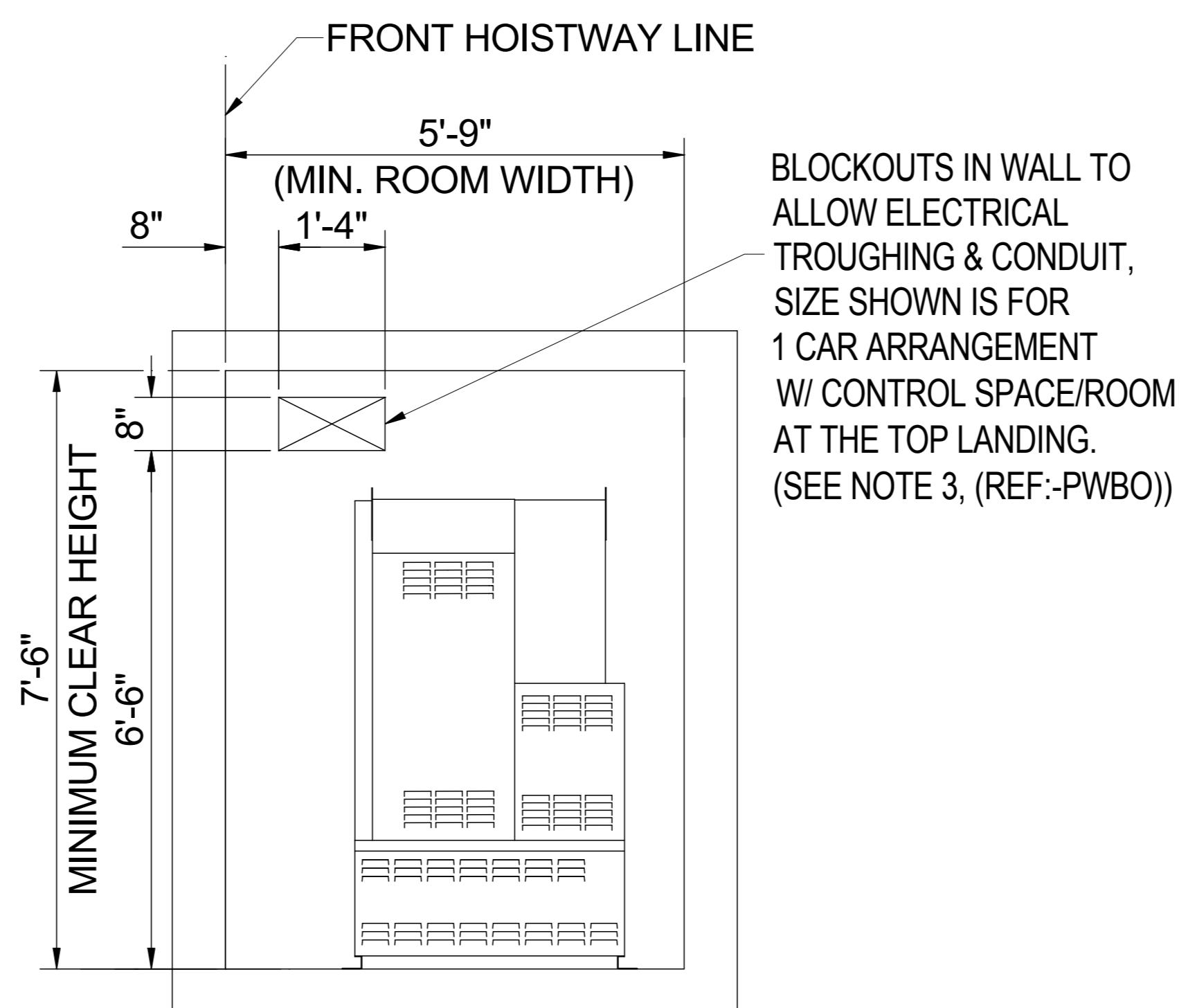
MINIMUM CONTROL SPACE REQUIREMENTS ONE CAR WITH AUTOMATIC RECOVERY OPERATION

NOTE E
CHECK LOCAL BUILDING CODES FOR HALLWAY CLEARANCES WHEN CONTROL DOORS ARE OPENED FOR SERVICE OF THE ELEVATOR.



MINIMUM CONTROL ROOM REQUIREMENTS ONE CAR

NOTE F
THE FRONT SURFACE OF THE MAINLINE DISCONNECT MUST PROJECT INTO CLEAR OPENING OF CONTROL SPACE. IF THE SIZE OF THE CONTROL SPACE IS INCREASED, A MEANS OF LOCATING THE MAINLINE DISCONNECT INTO THE CLEAR OPENING MUST BE PROVIDED.



SECTION Z - Z

NOTES:
WEIGHT OF CONTROLLER = 350 lbs.

NOTE 23A
TWO (2) 6"X6" (152mmX152mm) CUTOUPS ARE REQUIRED (NOT BY OTIS). THE ACTUAL LOCATION OF THE CUTOUPS FOR THE TO AND FROM OIL PIPE AND ELECTRICAL TROUGH WILL VARY DEPENDENT UPON MACHINE ROOM LOCATION AND CONFIGURATION.

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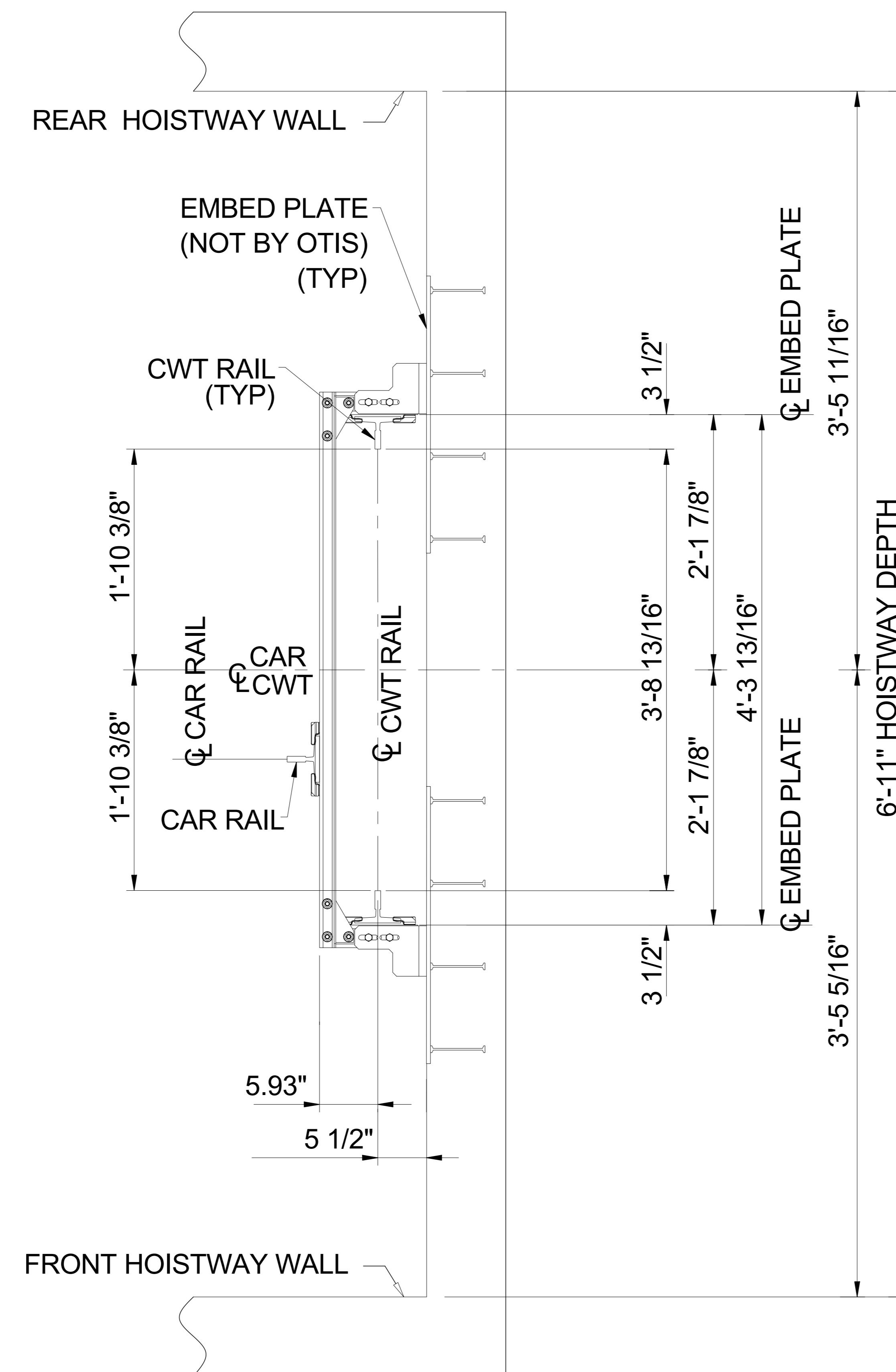
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DWG. NO.: **CONTROL ROOM**

BUILDING
LOCATION
CONT. WITH
OWNER
ARCHT.
CONTRACT NO.



**EMBED LOCATION DETAIL
COUNTERWEIGHT BRACKET SUPPORTS**

(NOT TO SCALE)

ELEV. No. 1

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

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SEISMIC 2

DWG. NO.: **EMBED DETAIL**

BUILDING

LOCATION

CONT. WITH

OWNER

ARCHT.

CONTRACT NO.

LOAD TABLES

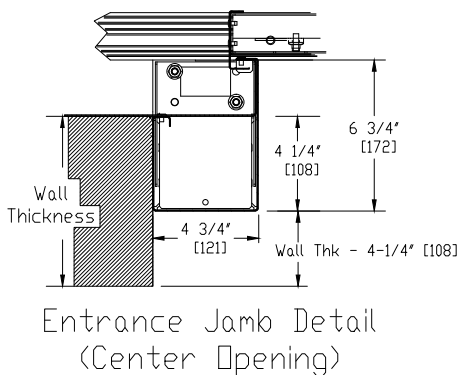
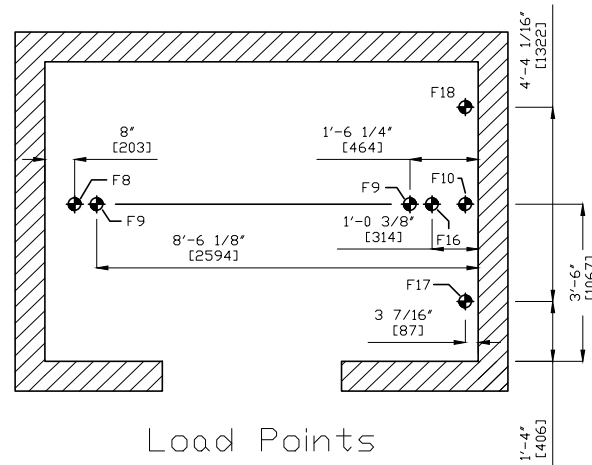
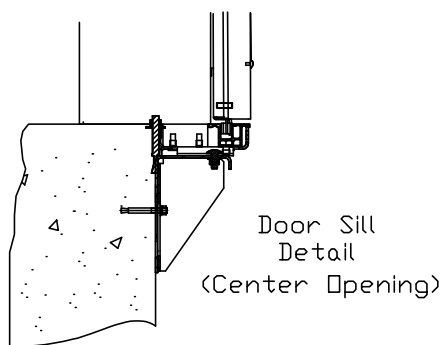
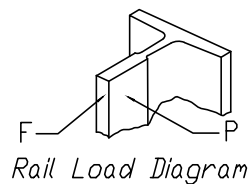
IMPACT LOADS					
VERTICAL LOADS AT PIT (BUFFER IMPACT)		VERTICAL LOADS AT PIT UNDER GUIDE RAILS (INCLUDING IMPACT LOAD DUE TO SAFETIES APPLICATION, GOVERNOR LOAD AND EQUIPMENT ON RAILS)			
F9	F10	F8	F16	F17	F18
18210 LBF	12331 LBF	10860 LBF	14561 LBF	3422 LBF	3422 LBF
[81.0 KN]	[127.0 KN]	[48.3 KN]	[64.8 KN]	[15.2 KN]	[15.2 KN]

CAR RAIL LOADS			
NON-SEISMIC		SEISMIC	
F	P	F	P
270 LBF	119 LBF	639 LBF	320 LBF
[1200 N]	[528 N]	[2842 N]	[1421 N]

CWT-RAIL LOADS			
NON-SEISMIC		SEISMIC	
F	P	F	P
30 LBF	6 LBF	691 LBF	346 LBF
[134 N]	[28 N]	[3073 N]	[1536 N]

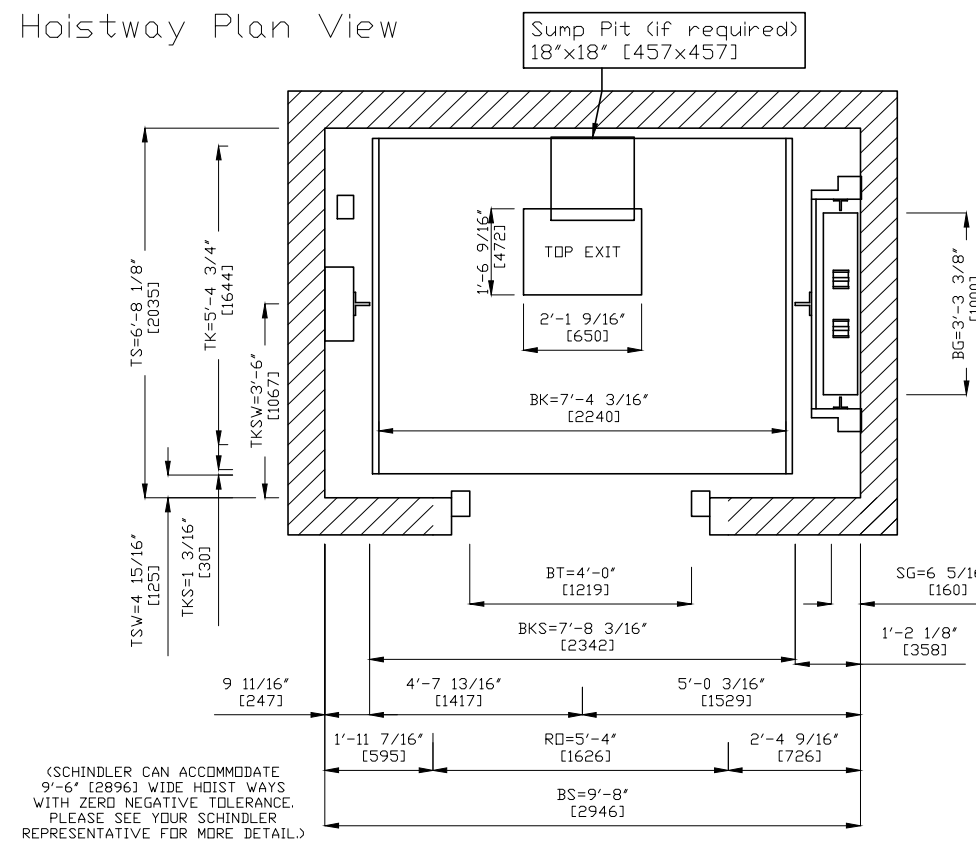
STATIC RAIL LOADS FROM EQUIPMENT SUPPORTED			
F8	F16	F17	F18
4172 LBF	7406 LBF	2132 LBF	2132 LBF
[18.6 KN]	[32.9 KN]	[9.5 KN]	[9.5 KN]

NOTE: F9 & F10 Do not occur simultaneously with F8 & F16

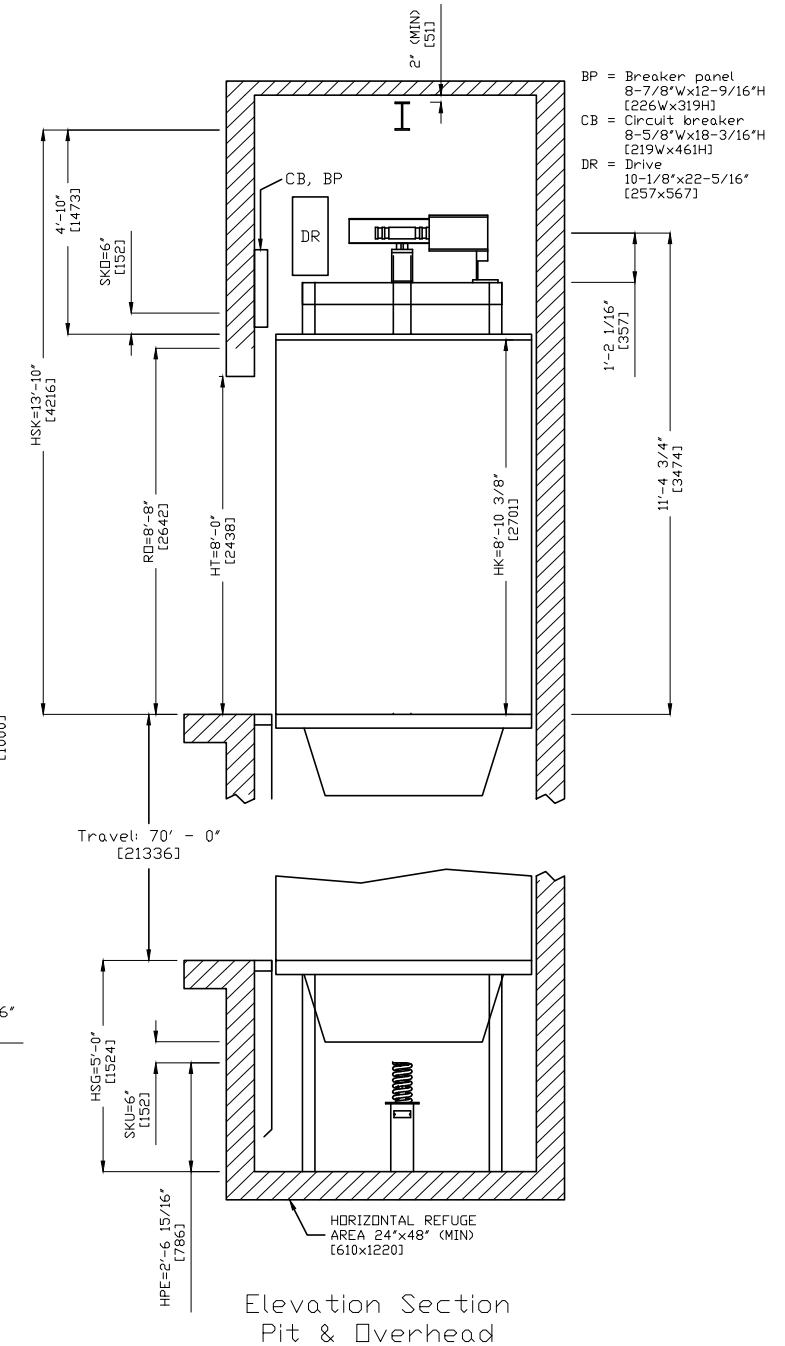


ACRONYM	DEFINITION	ACRONYM	DEFINITION
BGS	DISTANCE BETWEEN CWT GUIDE RAILS	RD	ROUGH OPENING
BK	CAR WIDTH (INSIDE)	SG	C/L CWT RAIL
BKS	DISTANCE BETWEEN CAR GUIDE RAILS	SKD	TOP RUNBY
BS	HOISTWAY WIDTH	SKU	BOTTOM RUNBY
BT	ENTRANCE OPENING WIDTH (HOISTWAY)	TCRR	TOP OF CAR RAIL
DCL	DOOR C/L	TCWR	TOP OF CWT RAIL
HK	CAB HGT TO UNDERSIDE OF CANOPY	TK	CAR DEPTH (INSIDE)
HSG	PIT DEPTH	TKS	RUNNING CLEARANCE
HSK	OVERHEAD HEIGHT	TKSW	FRONT H/W WALL TO C/L RAILS
HT	ENTRANCE OPENING HEIGHT	TS	HOISTWAY DEPTH
RHD	RAIL HEAD DEPTH	TSW	ENTRANCE SILL DEPTH

Hoistway Plan View



<SCHINDLER CAN ACCOMMODATE 9'-6" [2896] WIDE HOISTWAYS WITH ZERO NEGATIVE TOLERANCE. PLEASE SEE YOUR SCHINDLER REPRESENTATIVE FOR MORE DETAIL.>



PURCHASER NOTES: THE FOLLOWING NOTES SHOULD BE CONSIDERED BY THE PURCHASER BEFORE APPROVING THIS DRAWING WHEN THE APPLICABLE LOCAL CODES INCLUDE OTHER REQUIREMENTS OR CONFLICT WITH THE REFERENCED CODES BELOW, THE LOCAL CODES SHALL PREVAIL.

- Clear, plumb, hoistway with variations not to exceed +25mm (+1"). Hoistway enclosure to be fire rated per national code requirements and applicable building codes (rule 2.1.1).
- Power for construction adjacent to hoistways and machine/control rooms (110/220 volt, single phase, for welders and hoists) and sufficient 3-phase power to run elevator(s) at the same time.
- 75° bevel guards on all projections, recesses or setbacks over 100mm (4").
- Provide venting of the hoistway per national code requirements and applicable building codes (rule 2.1.4).
- Clear, flat, vertical or horizontal surfaces for mounting rail brackets at each floor, in overhead, and intermediate levels (if required).
- For masonry block hoistway construction, Schindler will provide rail bracket inserts for installation by others.
- For non-masonry hoistway construction with floor heights exceeding 4.5m (15ft), structural support at 2.4m (8ft) to 4.5m (15ft) above finished floor level for entrance strut angle attachment.
- Grouting around entrance frames and finished floor and grout to sill line after installation of entrance.
- Construction barricades (per OSHA requirements) either outside of elevator hoistway(s) or between elevators inside of hoistway(s) as required.
- Dry pit reinforced to sustain vertical forces from rails and impact loads on buffers (rule 2.2.2). Car buffer impact loads as calculated (rule 8.2.3).
- Adequate sealing and waterproofing of pit. Effective prevention of pit exposure to storm water or ground water.
- Sump pit, if required, to be located in rear center of pit floor.
- GFCI convenience outlet and light fixture with guard in pit (National Electrical Code).
- Pit ladder for each elevator in compliance with rule 2.2.4.2.
- GFCI convenience outlet and telephone outlet located in machine/control room.
- Provide, preferably at the top landing, a lockable, fused disconnect switch or circuit breaker suitable for 3-phase power for the elevator control and a separate lockable, fused disconnect switch for car lighting circuit for each elevator.
- Building corridors shall be lighted so that the illumination level at the landing sills, when an elevator is in service, shall not be less than 100 LUX (10 FC). (RuleE 2.11.10.2)
- For areas in seismic zone 2 or greater, provide additional 2" (50 mm) TO hoistway width.
- Hoist beam(s) required. Contact local Schindler office for sizing and location.
- Provide suitable feeder and branch wiring circuits from the building service to the controller, including main line switch, for signal systems, power operated doors, car lighting and convenience outlets.
- A temporary work platform is required for installation of the elevator.
- If applicable, smoke and/or heat detectors with signals to elevator controller(s).
- For jurisdictions following ASME A17.1 code prior to 2009, please add 1 additional inch of overhead at 150 FPM.

3300 TRACTION ELEVATOR PLANS AND DETAILS

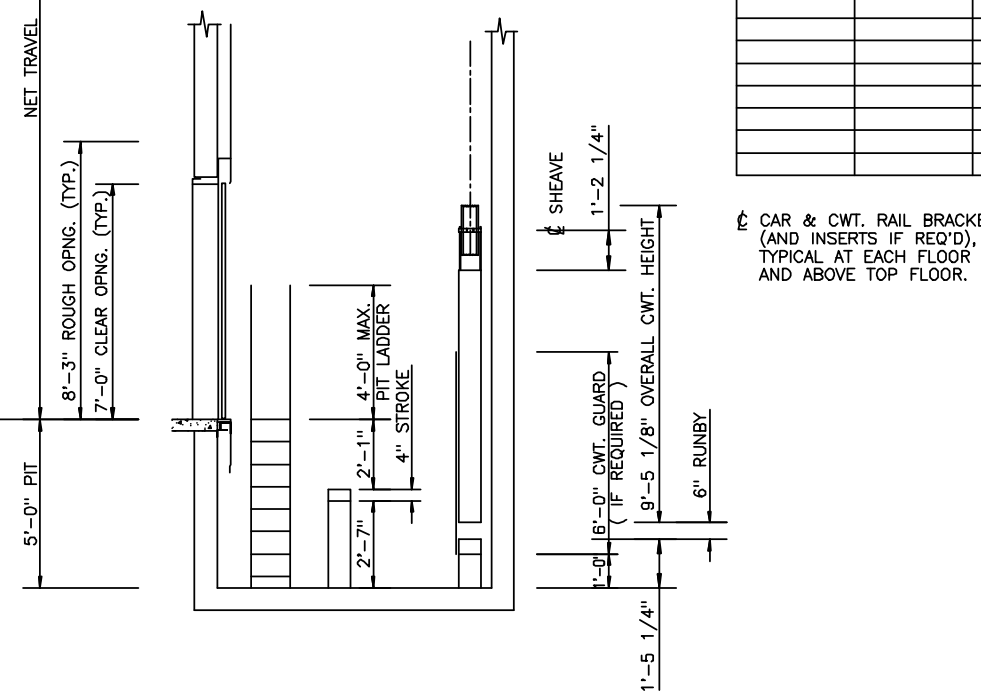
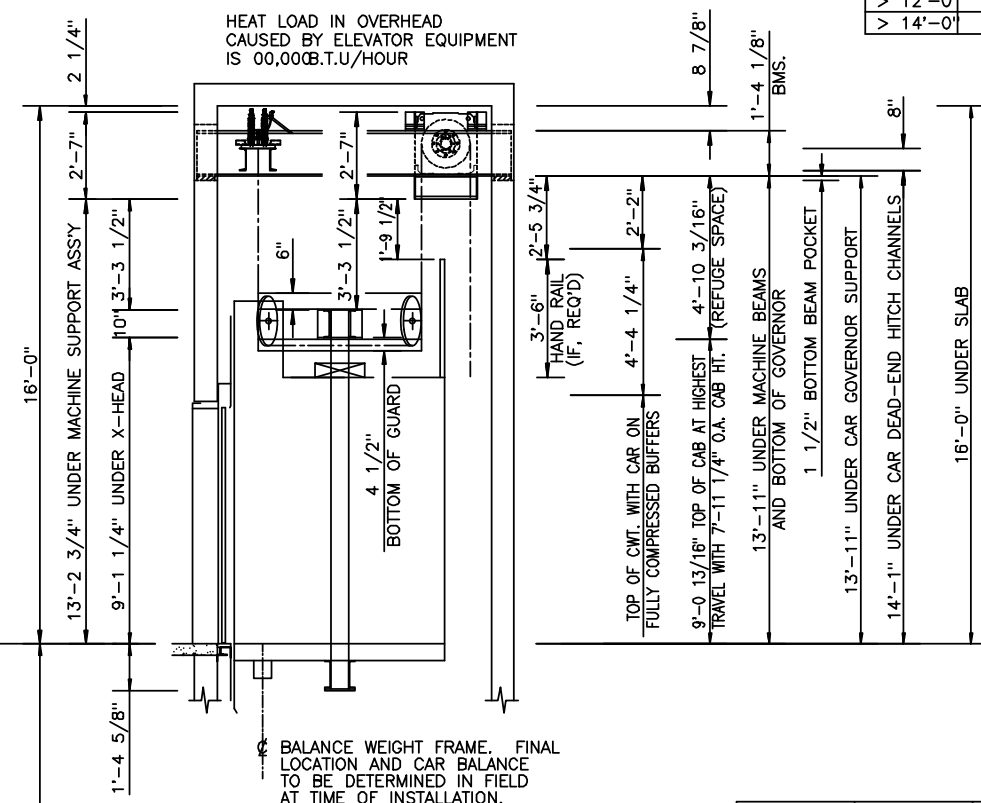


SPECIFICATIONS	
CAPACITY:	4000 lbs [1815 kg]
RATED SPEED:	150 fpm [0.75 mps]
TRAVEL:	70' - 0" [21.336 m]
BUILDING:	
LOCATION:	
OWNER:	
ARCHITECT:	ENGINEER:
DRAWN BY: SchindlerDraw 2	DATE: Jun 23, 2021
DRAWING NO:	

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

MAX. BRACKET SPACING		CWT. RAIL SIZE
CAR	CWT.	
16'-0"	16'-0"	8
	12'-8"	C7

CWT. INTERMEDIATE TIE BRACKET	
SPACING	QTY.
> 12'-0"	1
> 14'-0"	2



FLOOR	FLOOR HT.	CEILING HT.

TRACTION ELEVATOR CONTRACT DATA

ELEVATOR NUMBER	
TYPE	PASSENGER
CLASS	DESIGNED FOR CLASS "A" FREIGHT LOADING
CAPACITY	3,500 LBS.
MAXIMUM UNIT LOAD	875 LBS.
MAXIMUM AXLE LOAD	875 LBS.
MAXIMUM SUSTAINING LOAD	3,500 LBS.
SPEED	200 F.P.M.
OPERATION	TAC50-04
STOPS	
HOISTWAY ENTRANCES	CENTER OPENING (PWD.)
CAR DOOR	CENTER OPENING (PWD.)
STILE	F6.5 x 6.05
CROSSHEAD	F10 x 13.2
SAFETY PLANK	F10 x 9.45
CAR GUIDE TYPE	ROLLER
BALANCE WEIGHTS	150 LBS.
CAR SAFETY	FLEX CLAMP
GOVERNOR	CAR
MACHINE	TORIN W/ BRAKE
DRIVE SHEAVE DIAMETER	17.32 INCH
ISOLATION	SPECIAL
FULL LOAD MASS	16,050 LBS.
CONTROL	VWF
POWER SUPPLY	___ V. 3 PH. 60 CYC.
HOIST ROPE (PREFORMED)	(7) 10 mm - DRAKO 250-8 x 19 WARRINGTON - IWRC
GOVERNOR ROPE (PREFORMED)	(1) 3/8 IN. 8 x 19 IRON
COMPENSATION CHAIN (WHISPER-FLEX)	(2) WF20 (2 LBS./FT.) PER CHAIN
CAR BUFFER TYPE	(4) SPRING
CAR BUFFER STROKE	4 INCH
CWT. BUFFER TYPE	(2) SPRING
CWT. BUFFER STROKE	5 1/2 INCH
CWT. STILE LENGTH	7'-6"
CWT. GUIDE TYPE	ROLLER
CWT. FILLER TYPE	(53) NO. 121458
TOTAL FILLER WEIGHT	5,270 LBS.
TOTAL CWT. WEIGHT	(50%) 5,845 LBS.
TOTAL CAR WEIGHT	4,005 LBS.
EST. CAB WEIGHT WITH DOOR OPERATOR CAB TYPE - (TKS)	1,575 LBS.
MACHINE WEIGHT	1,630 LBS.
CAR GUIDE RAILS	15 LBS./FT.
CWT. GUIDE RAILS	□ 8 LBS./FT. □ C12 (Ω)

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

- A PLUMB, PROPERLY-VENTILATED HOISTWAY (ACCORDING TO CODE AND SIZES SHOWN).
- ADEQUATE SUPPORT FOR MACHINE BEAMS, GUIDE RAIL BRACKETS, AND BUFFERS (FOR REACTIONS SHOWN).
- HOISTWAY BARRICADES (ALL CUTTING AND PATCHING TO INSTALL HOISTWAY ENTRANCES, SILLS, AND HALL FIXTURES).
- PIT LIGHTS AND SWITCH, CONVENIENCE OUTLETS OF THE GFCI TYPE PER NEC, PIT LADDER PER CAR (ACCORDING TO CODE). NOTE: MUST BE CLEAR OF ALL ELEVATOR EQUIPMENT.
- SEPARATE 120 VOLT, 15 AMP. BRANCH CIRCUITS, ALONG WITH TELEPHONE CIRCUIT WHEN REQUIRED, TO TERMINALS OF EACH REQUIRED CONTROLLER (AS LOCATED ON PLAN VIEW) FOR THE FOLLOWING:
 - CAR LIGHT AND ALARM CIRCUIT WITH RECEPTACLES OF THE GFCI TYPE PER NEC
 - GROUP CONTROL WHEN REQUIRED
 NOTE: IF STANDBY POWER IS SUPPLIED TO THE ELEVATOR, GROUP CONTROL CIRCUIT MUST BE STANDBY POWER BACKED.
- BRANCH CIRCUIT CONDUCTOR SIZING, MATERIALS, AND INSULATION (INCLUDING BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE) TO COMPLY WITH ALL LOCAL ELECTRICAL CODES (SEE "ELECTRICAL POWER REQUIREMENTS").

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

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

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

NOTE: MACHINE BEAM DESIGN (PER ASME A17.1).
- A PROPERLY VENTED HOISTWAY AND MAINTAINED BET. 32° F. AND 122° F.
- ENTRANCE WALLS WITH LINTELS, NOTE: MUST BE PROVIDED AFTER ENTRANCE FRAMES ARE SET - OR LEAVE A ROUGH OPENING 1'-3" WIDER AND 1'-3" HIGHER THAN THE FRAME OPENING; FOLLOW INSTALLATION PROCEDURES FOR FRAME TO WALL INTERFACE TO MAINTAIN LABELED CONSTRUCTION. FILL IN AROUND FRAMES AFTER THE FRAMES ARE SET.
- POCKETS IN CORRIDOR WALL (PER FIXTURE DRAWINGS) FOR HALL FIXTURES.

NOTE: MUST BE LOCATED AS DIRECTED BY ELEVATOR CONTRACTOR.
- SMOKE SENSORS (AS REQUIRED).
- CONDUIT AND WIRING FROM HOISTWAY TO ELEVATOR MONITORING PANELS (FOR SECURITY, LIFE SAFETY, OR FIRE REQUIREMENTS).

RAIL FORCES		F ₁	F ₂
LOADING OR UNLOADING		450 LBS.	435 LBS.

MAXIMUM VERTICAL FORCE ON EACH GUIDE RAIL DUE TO SAFETY APPLICATION.	CAR
	8,910 LBS.

- NOTE A: ALL REACTIONS INCLUDE ALLOWANCE FOR IMPACT.
- NOTE B: THYSSENKRUPP ELEVATOR TO BE NOTIFIED OF ANY CHANGE TO ELEVATOR HOISTWAY OR MACHINE ROOM DESIGN PRIOR TO FABRICATION OF ELEVATOR EQUIPMENT.
- NOTE C: ELEVATOR DESIGN AND FABRICATION BASED ON ESTIMATED CAB WEIGHT SHOWN. LAYOUT APPROVAL WILL BE CONSTRUED AS FINAL CAB WEIGHT, UNLESS OTHERWISE NOTIFIED.

DATE	SYM.	REVISION	BY	CHKD.

DO NOT SCALE THIS DRAWING

ELEVATOR CONTRACTOR	CONTRACT NUMBER

FOR:

ADDRESS:

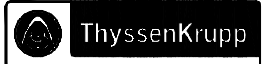
CITY:

ARCHITECT:

GENERAL CONTRACTOR:

THIS DRAWING AND ALL INFORMATION THEREON IS THE PROPRIETARY PROPERTY OF THYSSENKRUPP ELEVATOR AND MUST NOT BE MADE PUBLIC OR COPIED. THIS DRAWING IS LOANED SUBJECT TO RETURN ON DEMAND AND IS NOT TO BE USED DIRECTLY OR INDIRECTLY, IN ANY MANNER DETRIMENTAL TO THE INTEREST OF THYSSENKRUPP ELEVATOR.

SYNERGY NON-SEISMIC - 3500/200 C/O SN015



9/9/2011 GEMANTOWN, TN.

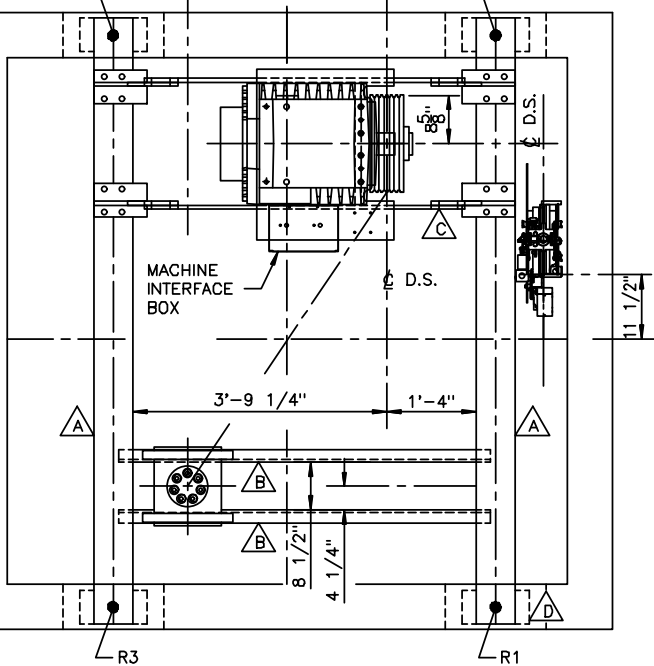
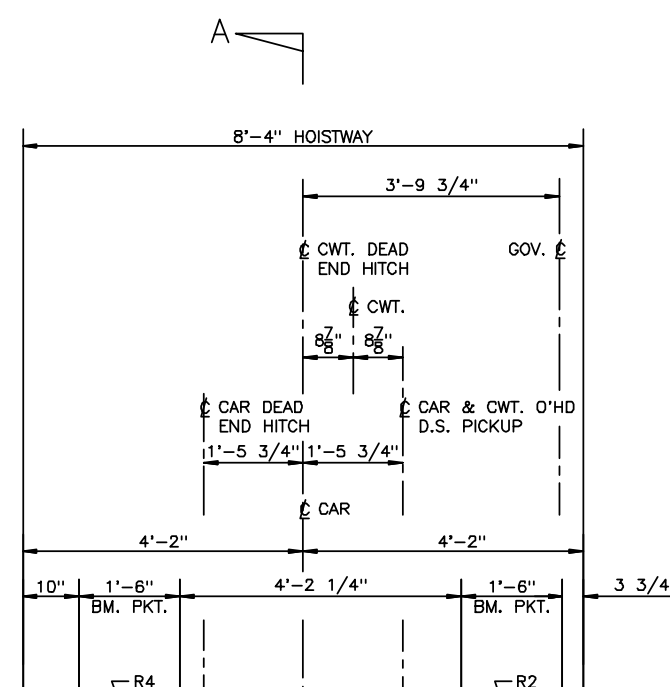
DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.

OF

* AS REQUIRED

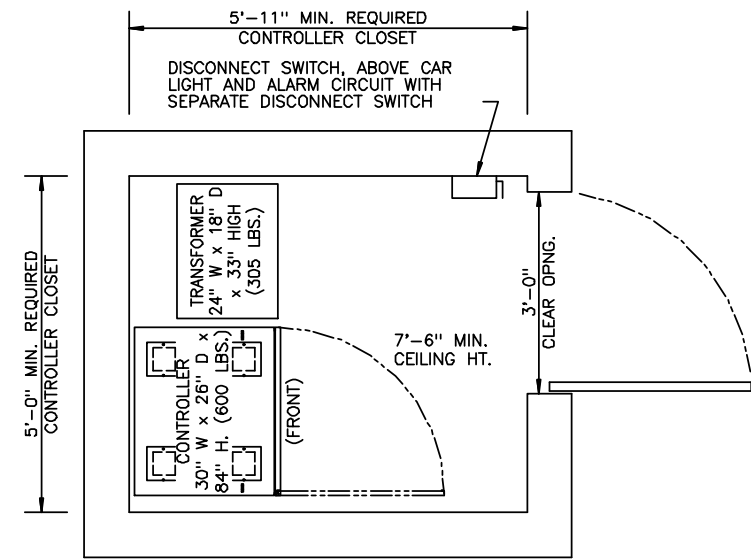
HEAT LOAD IN CONTROLLER CLOSET
CAUSED BY ELEVATOR EQUIPMENT IS
IN B.T.U./HOUR UNITS PER CHART BELOW

CAR SPEED	WITHOUT TRANSFORMER	WITH TRANSFORMER	REGENERATIVE DRIVE
200	1650	2210	NO
350	2070	3045	NO
200	560	1115	YES
350	980	1955	YES

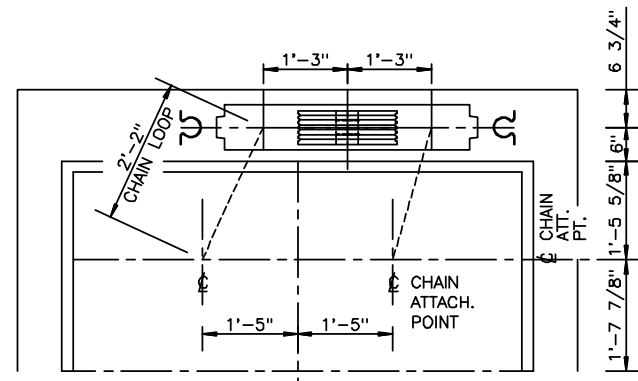


NOTE: STANDARD BEAM POCKET ARRANGEMENT SHOWN FOR THE INSTALLATION OF THE OVERHEAD BEAMS. ANY DEVIATION FROM BEAM POCKET TYPE OF SUPPORT WILL REQUIRE APPROVAL FROM THE FACTORY.

PLAN OF OVERHEAD



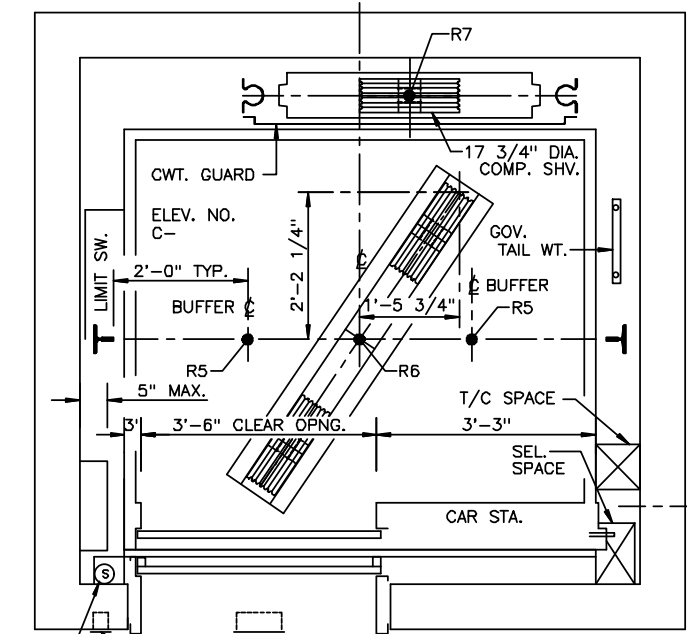
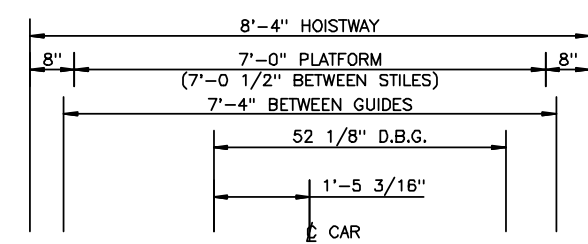
PLAN OF CONTROLLER CLOSET



CHAIN COMPENSATION ATTACHMENT POINTS

OVERHEAD REACTIONS (LBS.)	
R1	4,600
R2	14,000
R3	6,700
R4	8,000

OVERHEAD BEAMS, SUPPORT PLATES, AND BEARING PLATES		
QTY.	MARK	DESCRIPTION
2	A	W16 x 45 x 9'-0" LONG
2	B	C8 x 11.5 x 5'-6 1/4" LONG
1	C	MACHINE SUPPORT ASSEMBLY
4	D	6" x 1'-0" x 3/4" STEEL PLATE



PLAN OF HOISTWAY

BUFFER REACTIONS (LBS.)		
	200 F. P. M.	350 F. P. M.
R5	13,600	---
R6	---	32,500
R7	18,600	25,350

DATE	SYM.	REVISION	BY	CHKD.

FOR:

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ThyssenKrupp Elevator Americas

9/9/2011 GERMANTOWN, TN.

DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.

OF



May 20, 2021

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

RE: 355 FIRST STREET

Dear Guido:

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

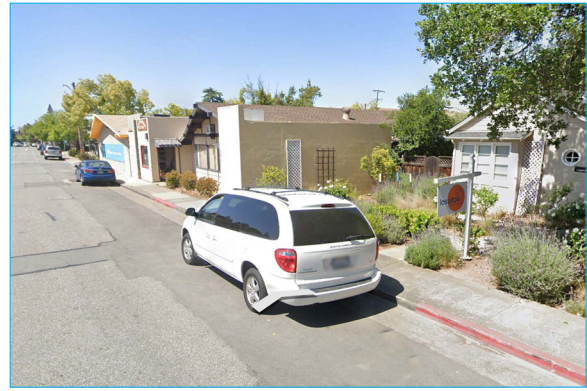
SITE CONTEXT

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. Four other multifamily developments have been recently approved along First Street. Photos of the site and immediate context are shown on the following page.

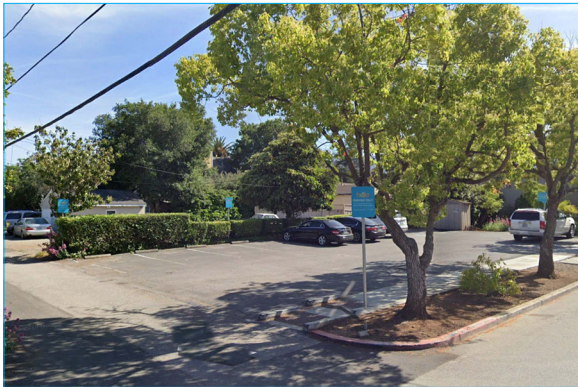




THE SITE at Corner



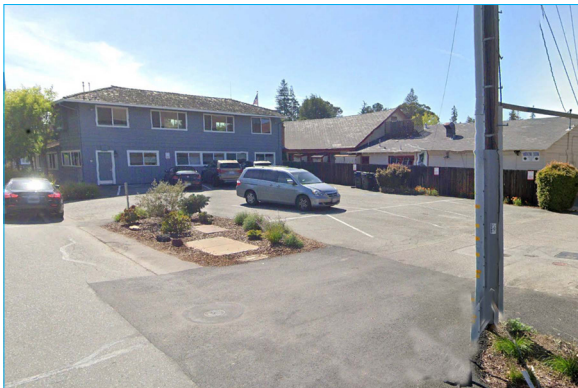
THE SITE: First Street Frontage



THE SITE at Alley



Adjacent First Street to South: East Side



Parking lot immediately across Whitney Street



Parking lot immediately across Alley



Commercial building across First Street



Commercial building across Whitney Street

DESIGN REVIEW FRAMEWORK

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

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

The Commercial/Multi-Family Design Findings and the CD/R3 District Design Controls provide guidance for the development of this site, but are less specific than 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.

PROPOSED PROJECT

The project consists of four floors of residential units over a subterranean garage.



First Street / Whitney Street Intersection Facades



First Street Facade



Whitney Street Facade



Rear Alley Facade

PLANNING COMMISSION STUDY SESSION

(January 21, 2021)

The Planning Commission held a study session on the project on January 21, 2021. Major concerns and comments from that meeting include the following:

Source: Planning Commission Minutes

PUBLIC COMMENTS

- 1. The project is a massive cube and needs more articulation.*
- 2. This is a missed opportunity, and this project belongs on El Camino Real.*
- 3. The 15% affordable BMRs is too low, and should be at least 20%.*
- 4. The fourth floor needs a setback.*
- 5. Traffic concerns.*

PLANNING COMMISSION CONCERNS

- 1. This is a massive building.*
- 2. The fourth floor could benefit from some setbacks and better articulation.*
- 3. There are missed opportunities.*
- 4. Building should incorporate a peaked roof along Whitney Street.*
- 5. The 46-foot-tall architecture is not redeeming.*
- 6. Does not know if the material mix works.*
- 7. Could the project be toned down in some manner.*
- 8. Design needs work.*

9. *Parking is good / appreciate that no lifts are used.*
10. *Impression that the project has been designed from the inside out.*
11. *The rear elevation has balconies, and is more successful than the front.*
12. *Could the units be made smaller to make them more affordable / fewer and smaller units would require less overall square footage.*
13. *Asked if a mixed use project has been considered.*
15. *Think about downtown walkability and pedestrian scale.*
16. *Good start, but more works needs to be done.*
17. *This is an opportunity to create a buffer zone at the sidewalk between the pedestrian zone and the building.*
18. *The middle light well creates a tunnel effect.*
19. *Agrees that this is a little too bulky for First Street.*
20. *The Objective Zoning Standards being considered by the City would require a different building with more step backs at the upper levels.*
21. *Appreciate the vision to group parcels.*
22. *Four stories is the future for the City.*
23. *The proposed design does not have a downtown pedestrian feel, and would be more appropriate for El Camino Real.*
24. *Suggested the architect pay attention to the Objective Zoning Standards being developed by the City.*
25. *The building needs more vertical and horizontal articulation.*
26. *The building reads as one larger expanse, and could be articulated better.*
27. *Recess the upper floors.*
28. *Have more than one entrance.*
29. *More landscaping would be better.*
30. *Needs a softer transition between the building and the back of the sidewalk.*
31. *The building could be warmed up with smaller bays, and different use of materials.*
32. *Concerns with privacy related to the window placement and style.*
33. *Needs a more residential feel.*
34. *More thought and detail need to be given to the balconies.*
35. *Roof deck needs to insulate noise and light to neighbors.*
36. *Back alley widening is a plus and needed.*
37. *The City should take time to revisit the parking space widths to get more spaces as the applicant suggested.*
38. *Agreed that the building would be more appropriate to El Camino Real.*
39. *Less bulk and mass would be better.*
40. *Need more space for children and families.*
41. *Project could use more affordable units.*
42. *Project does not appear as a "residential" development.*
43. *Design is lacking, and does not fit into our downtown.*
44. *Building is the same horizontally and vertically.*
45. *Review the corners.*
46. *Too heavy a form at the top of the building.*
47. *May be too dense.*
48. *Project lacks Village Character.*
49. *Lacks a mix of heights.*
50. *Materials need more work because the building looks heavy and has too much similarity.*
51. *The entry is underwhelming for a 50-unit building.*
52. *The interior courtyard square footage could be used in a better way.*
53. *The design does not go beyond what is required.*
54. *Consider how this building will relate to pedestrians and the community.*

COMPARISON WITH RECENTLY APPROVED MULTIFAMILY DEVELOPMENTS ON FIRST STREET

Four multifamily projects have been recently reviewed and approved - see illustrations below.



The projects at 389, 425, and 440 First Street have three stories of residential units above grade while 450 First Street and this project at 355 have four stories above grade. A comparison of the projects' First Street facades are shown below at a matching scale.



DESIGN EVALUATION

The proposed design is well done, and in some other location outside of Downtown Los Altos, might be welcomed. However, the community expectations for development within Downtown Los Altos, as expressed in the city's *Downtown Vision Plan* and *Downtown Design Guidelines*, asks for much more than would perhaps be expected in another city or even for another location within Los Altos.

The vision plan states that Los Altos is committed to a community-focused, economically viable, and village-scaled Downtown through:

- *Maintaining the village character unique to Los Altos while also allowing small, incremental change through implementation of complementary land use and parking policies.*

Likewise, the Downtown Design Guidelines clearly states that development within the First Street District is expected to feature Village Scale and Character design forms and details.

Satisfying these community expectations requires a seriously focused design effort, but is especially challenging for larger developments such as 355 First Street. The recommendations in this letter focus on addressing the commissioners' concerns, and modifying the proposed design to better address the issue of Village Scale and Character. Recommended changes will focus on the following:

- **Enhancing the Village Scale and Character of the development.**
- **Enhancing the residential character of the development.**
- **Reducing the visual mass and bulk of the structure.**
- **Reducing the perceived height of the structure.**
- **Enhancing the pedestrian experience.**
- **Softening the design with materials, colors and details.**

RECOMMENDATIONS

The illustrative First Street elevation shown below is one way to incorporate the design goals into future design modifications. Other approaches that adhere to the design goals are, of course, possible, and design refinements to the elevation shown would be expected in any case. The basic floor plans, floor heights and windows have not been changed in the illustrative recommendations to minimize potential conflicts with the building's functioning, and to allow an apples-to-apples comparison. When I review the design of challenging developments like this one, I first identify the issues, and then look through the thousands of project examples in my files to find ones where similar conditions have been successfully addressed. In this review, the recommended approach draws heavily from projects which have successfully applied building forms and details to reduce visual mass and height while adding details that would be complementary to the community's expectation of a project design with Village Scale and Character as a primary goal.

The recommendations below draw on several successful projects, but the basic forms and concepts are drawn from a somewhat more urban context in Vancouver, B.C. where a four-story residential development has been designed to fit comfortably with smaller scale nearby residential neighborhoods - see photo below.



ILLUSTRATIVE ELEVATION RECOMMENDATION



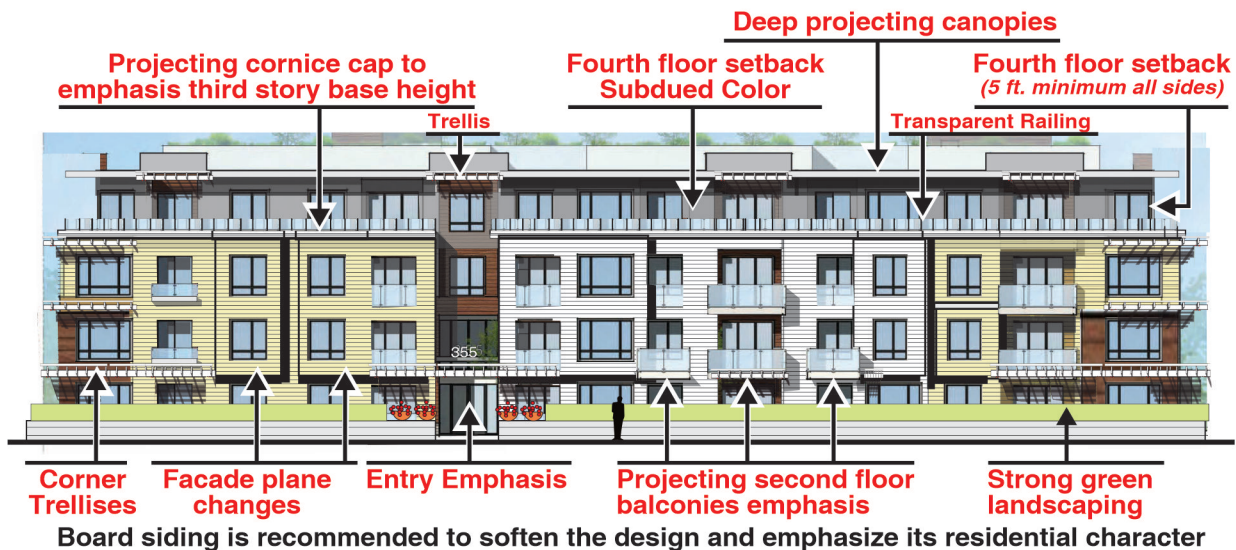
CURRENTLY PROPOSED FIRST STREET ELEVATION



RECOMMENDED FIRST STREET ELEVATION

RECOMMENDED DESIGN TECHNIQUES

1. Strong ground floor focus on the pedestrian experience and first floor residential units livability.
2. Small scale architectural detail at the second floor level to stress pedestrian scale and strengthen residential character with balcony activity close to pedestrian level.
3. Entry emphasis with architectural detail and landscaping.
4. Significant setback of fourth floor, and muted color and detailing to visually subordinate the upper floor.
5. Building corner architectural detailing.
6. Break up of large building facades with color, facade and/or material changes.
7. Facade articulation through recessed windows and balconies.



RECOMMENDATIONS COMMENTARY AND EXAMPLES

OVERALL BUILDING FORM AND ARTICULATION

Some of the basic principles one might draw from the Vancouver example are shown on the photos below.



These principles have been incorporated into the recommended First Street elevation above. One other successful approach is shown in the San Mateo Metropolitan Apartments project below. That approach provides additional facade step backs beyond those shown on the recommended elevation.



GROUND FLOOR TREATMENT

There are two challenges that need to be addressed. The first is to enrich the pedestrian experience, and mitigate higher density development constructed near bounding property lines. The second, for projects that include residential units on the ground floor adjacent to pedestrian ways, is enhancing the living environment for the ground floor units and providing privacy to each unit. The currently proposed design, shown in illustration below, fails to address either of these issues.



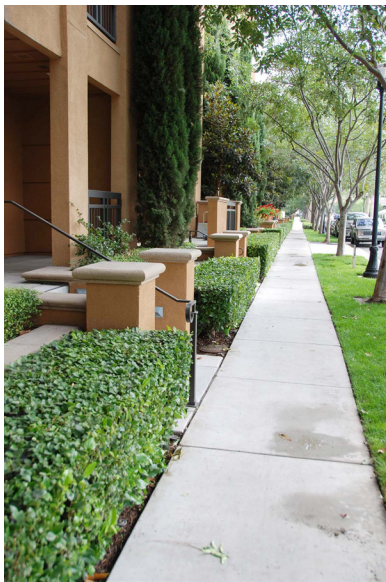
The recently approved four-story multifamily project at 450 First Street is the one most closely resembling 355 First Street. The sketch below shows the First Street frontage landscaping approved for that project.



Another approach, used for the Vancouver example described above, is to totally shield units adjacent to sidewalks with usable patios and tall buffer landscaping - see photo below.



A few other common setback buffer examples are shown below.

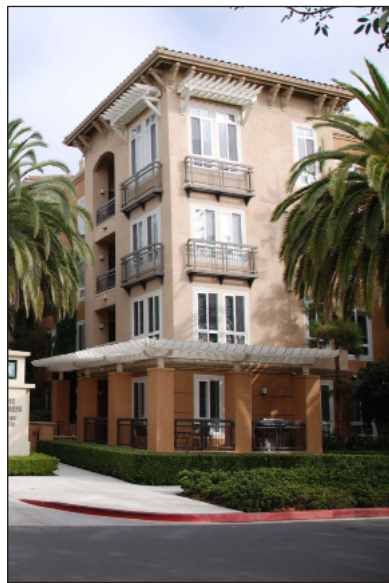


The building entry is an integral part of the ground floor treatment. To respect the village scale and character intent, it should not be large or formal. Treating it as a part of the landscaping, as shown on the recommended elevation, would be an appropriate approach. The photos below show a couple of examples.



CORNERS AND TRELLISES

Trellises are a useful element in adding architectural detail to a multifamily residential facade - both as corner elements and as accent to individual windows and balconies. Its repetition across a facade can provide a visually unifying design element - see examples below.

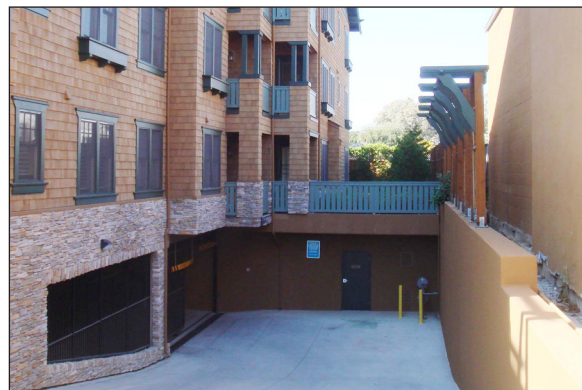
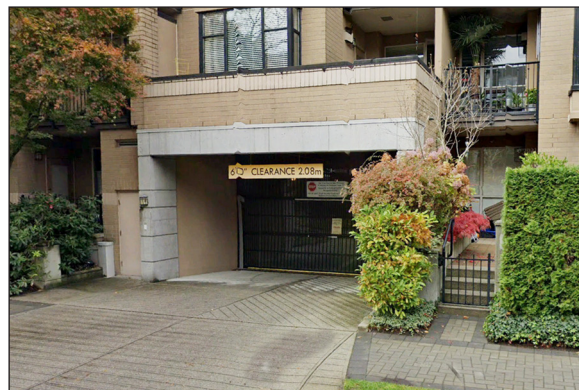
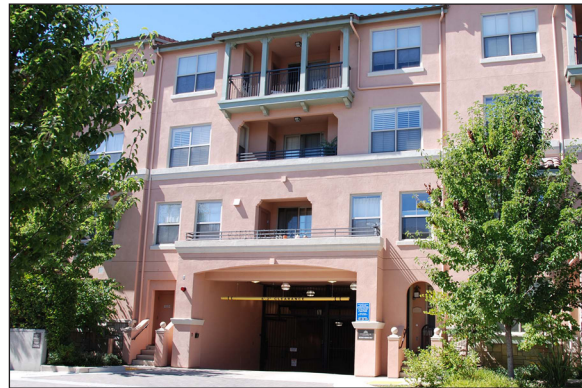
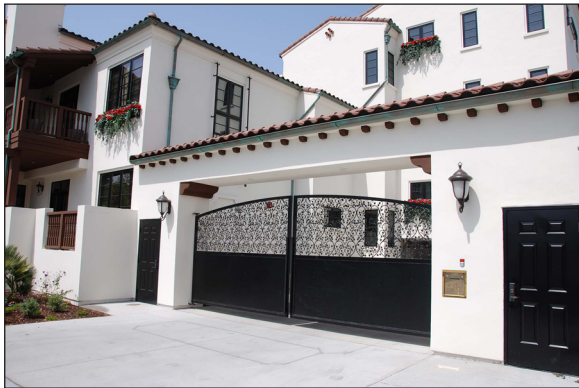


GARAGE ENTRIES

The currently proposed facades related to the garage entry would benefit from some additional design attention - see facade segments below.



Designing the garage entry to better integrate it into the overall building facade would result in its blending into the design rather than standing out as a focal point. A couple of examples are shown below that are integral to the overall design,



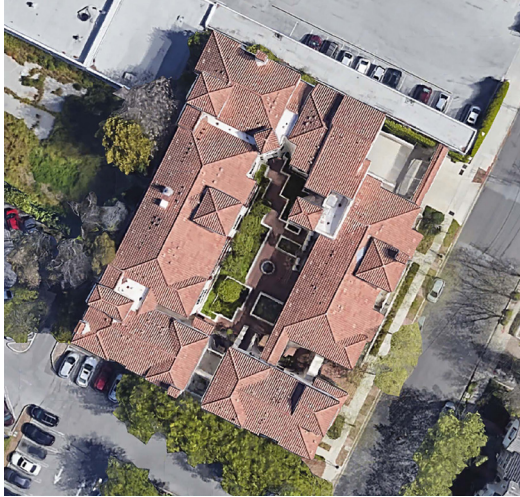
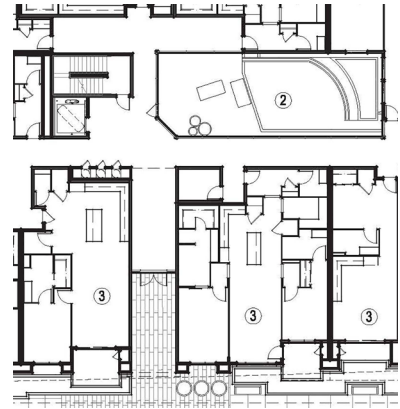
Note that the garage entrance here is more than a concrete box. Side wall materials and heights seek to improve its visual appearance.

INTERIOR COURTYARD ATRIUM

The proposed entry courtyard atrium seems like a lost opportunity. It appears to be surrounded by glazing at the first floors and all floors above grade.

There may be some special code provisions that are driving this design, but I've seen other open air atria in multifamily housing that seem more human and visually pleasant.

The courtyard atrium in a Mountain View multifamily project shown below is similar in size, but has a more open feeling.



Landscaping within these courtyards provides another special challenge since they are located on top of the below-grade garage parking enclosure.

The simplest approach is to place landscaping in

raise planters, as shown in the photo to the to the right. While that can allow some mature plantings, it can in some cases feel a bit like a mouse maze, Planting beds can be brought nearer to the floor level, but require special structural accommodation in the garage structure. Potted plants can also provide greenery without the continuous walls of the raised planters. Also, the courtyard atria can have other special landscaping features. The fountains below are both within small courtyards over parking structures.



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

Sincerely,

CANNON DESIGN GROUP

Larry L. Cannon

Public Review Initial Study/Mitigated Negative Declaration

355 First Street Residential Project

November 2021



Prepared by
EMC Planning Group

PUBLIC REVIEW MITIGATED NEGATIVE DECLARATION

355 FIRST STREET RESIDENTIAL PROJECT

PREPARED FOR

City of Los Altos

Guido Persicone, Planning Services Manager

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

Fax 831.649.8399

Teri Wissler Adam, Senior Principal

wissler@emcplanning.com

www.emcplanning.com

November 2021

This document was produced on recycled paper.



PROPOSED MITIGATED NEGATIVE DECLARATION

In Compliance with the California Environmental Quality Act (CEQA)

The City Council of the City of Los Altos has considered the project identified below and has adopted the following Mitigated Negative Declaration pursuant to the California Environmental Quality Act:

Project Name:	355 First St. Residential Project
Lead Agency:	City of Los Altos
Project Proponent:	355 1st St LLC. C/O DeNardi Wang Homes
Project Location:	355, 365, 371, 373 First St., Los Altos, CA
Project Description:	The proposed project includes demolition of the seven existing buildings and construction of a 79,431 square foot, 50-unit, four story condominium building and two levels of underground parking.
Written Comments To	Guido Persicone Planning Services Manager City of Los Altos 1 N. San Antonio Road Los Altos, CA 94022
Proposed Findings	<p>The City of Los Altos is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.</p> <p>The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (the City of Los Altos) that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:</p>

Mitigation Measures

Air Quality

- AQ-1 The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM10) and PM2.5 emissions on the project plans and the contractor shall implement them during all phases of construction:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
 - b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
 - d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;
 - e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
 - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
 - h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.

The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:

- a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and,
- b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.

Biological Resources

BIO-1 Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.

- a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.
- b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.

BIO-2 Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City’s Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.

Cultural Resources

- CUL-1 In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.
- CUL-2 In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Geology and Soils

- GEO-1 The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.
- GEO-2 If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.

Hazards and Hazardous Materials

- HAZ-1 Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:
- a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.
 - b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.
 - c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.
 - d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Noise

- NOI-1 Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:
- Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city's municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.

- Use of the concrete saw within 50 feet of any shared property line shall be limited.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Proposed Mitigated Negative Declaration

NOI-2 Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city's noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

NOI-3 A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:

- Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission.
- Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

Tribal Cultural Resources

In addition to mitigation measures CUL-1 and CUL-2 presented in Section D5, Cultural Resources, the following measures shall be implemented:

- TR-1 The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.

- TR-2 The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.

The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.

Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.

Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.

The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.

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PUBLIC REVIEW INITIAL STUDY

355 FIRST STREET RESIDENTIAL PROJECT

PREPARED FOR

City of Los Altos

Guido Persicone, Planning Services Manager

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

Fax 831.649.8399

Teri Wissler Adam, Senior Principal

wissler@emcplanning.com

www.emcplanning.com

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A. BACKGROUND

Project Title	355 First Street Residential Project Initial Study
Lead Agency Contact Person and Phone Number	Guido Persicone, Planning Services Manager (650) 947-2633
Date Prepared	November 2021
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940
Project Location	355, 365, 371, 373 1st St Los Altos, CA 94022
Project Sponsor Name and Address	355 1st St LLC. C/O DeNardi Wang Homes 4962 El Camino Real, Suite 223 Los Altos, CA 94022
General Plan Designation	Downtown Commercial
Zoning	CD/R3 Commercial Downtown/Multiple Family

Setting

The 0.64-acre project site includes four lots located at 355, 365, 371, and 373 First Street in Los Altos, and is developed with commercial buildings and one residence. The project location is shown in [Figure 1 Location Map](#), and [Figure 2, Aerial Photograph](#). [Figure 3, Site Photographs](#), shows the existing on-site and surrounding uses. The project site is developed with seven existing buildings totaling 7,648 square feet, including a hair salon, coin shop, office building, a single-family residence and two outbuildings. Whitney Street abuts the project site to the north, First Street abuts the site to the west, a yoga studio sits adjacent to the site in the east, and an alleyway borders the site to the east. Immediately surrounding uses include Draegers market and various commercial retail and office uses. The project site has a Los Altos General Plan (general plan) designation of Downtown Commercial, is zoned CD/R3 Commercial Downtown/Multiple Family, and is within the First Street District of Downtown.

Description of Project

The proposed project includes demolition of the seven existing buildings and construction of a 79,431 square foot, 50-unit, four story condominium building and two levels of underground parking. Los Altos' housing stock has an average of 2.84 persons per household in 2019 (US Census Bureau 2021). The proposed 50 condominium units would potentially create a population growth in the area of 142 people.

The first floor includes the main lobby and a court for interior lighting. The rooftop includes a 5,000 square foot rooftop deck with grilling stations, dining tables, and outdoor seating. Solar panels will be installed for a portion of the common area electricity. The building is 46 feet in height.

The underground parking levels totaling 51,023 square feet includes 115 parking stalls, 50 bicycle lockers, 50 storage units, and EV charging stations for each unit. The parking levels can be accessed from the alley way to the east of the project site.

Figure 4, [Site Plan](#), shows the proposed building uses and layout, as well as the proposed parking garage configuration, and access to the site and parking levels.

Off-Site Improvements

The proposed project includes replacing approximately 1,708 square feet of sidewalks within the public way on First Street and Whitney Street.

Affordable Housing

Six (or 13.51 percent) of the 50 units are Below Market Rate units with five very low-income units and one moderate income unit. State Density Bonus Law states if 13 percent of the Base Density is provided at the very low-income level, a density bonus of 42.5 percent is granted. Based on the base density of 37 units, a density bonus of 42.5 percent is 16 units. This project would include 13 of the 16 allotted bonus units for a total of 15 units. According to Los Altos Municipal Code Section 14.28.040, a project that includes at least ten percent very low-income units will be granted two incentives. With 13.51 percent moderate income units, the project utilizes these two incentives to exceed city code height limits by 11 feet (from 35 feet to 46 feet) in this zoning district and elevator tower increase from 12 feet to 17.6 feet. This project also includes one waiver: a parking stall reduction size by 10 percent.

Other Public Agencies Whose Approval is Required

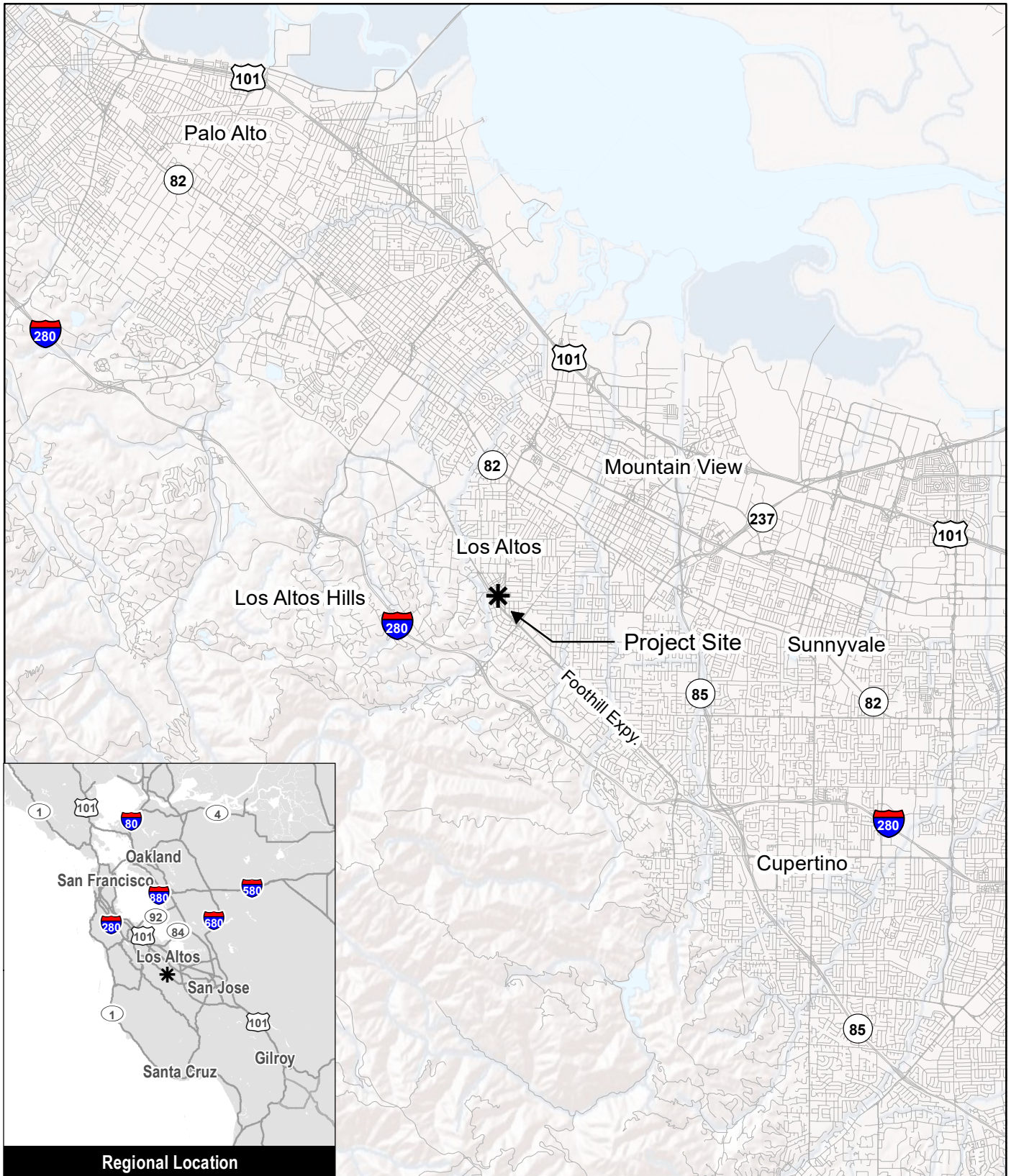
None

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The Tamian Nation contacted the City of Los Altos requesting consultation. A summary of the consultation and conclusions are presented in Section D18, Tribal Cultural Resources, of this initial study.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

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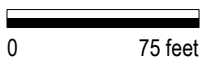
Source: ESRI 2019

Figure 1
Location Map

355 First St. Initial Study



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Project Boundary

Source: Google Earth 2020
Santa Clara County GIS 2020



Figure 2
Aerial Photograph
355 First St. Initial Study

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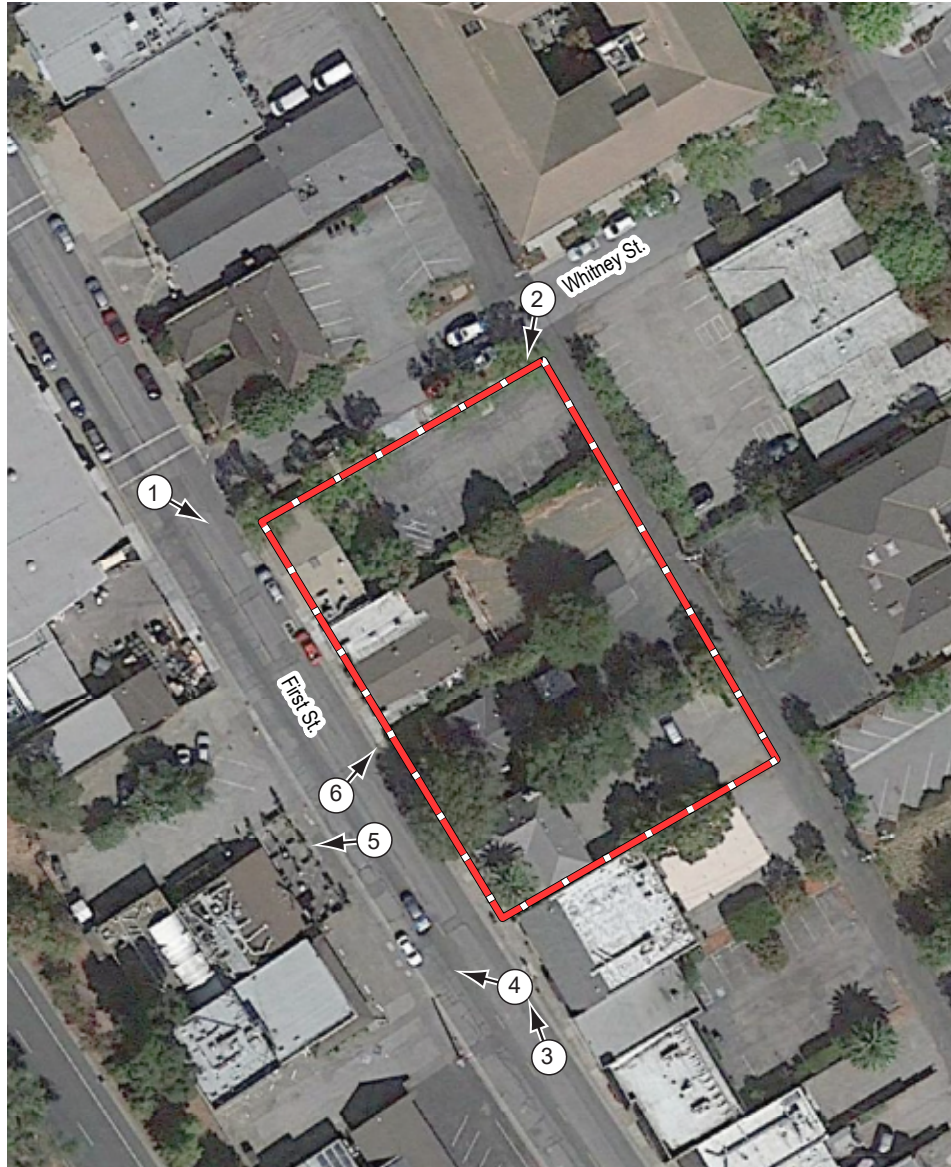
① Looking southeast toward 355 First St. at the northwest corner of the project site



② Looking south across the on site parking lot from the northern corner of the project site



③ Looking north down First St. and the project site frontage



 Project Site

Source: Google Earth 2020
Photographs: SDG Architects 2021



④ Looking towards commercial/retail buildings sitting across First St. from project site



⑤ Second view of commercial/retail buildings sitting across First St. from project site

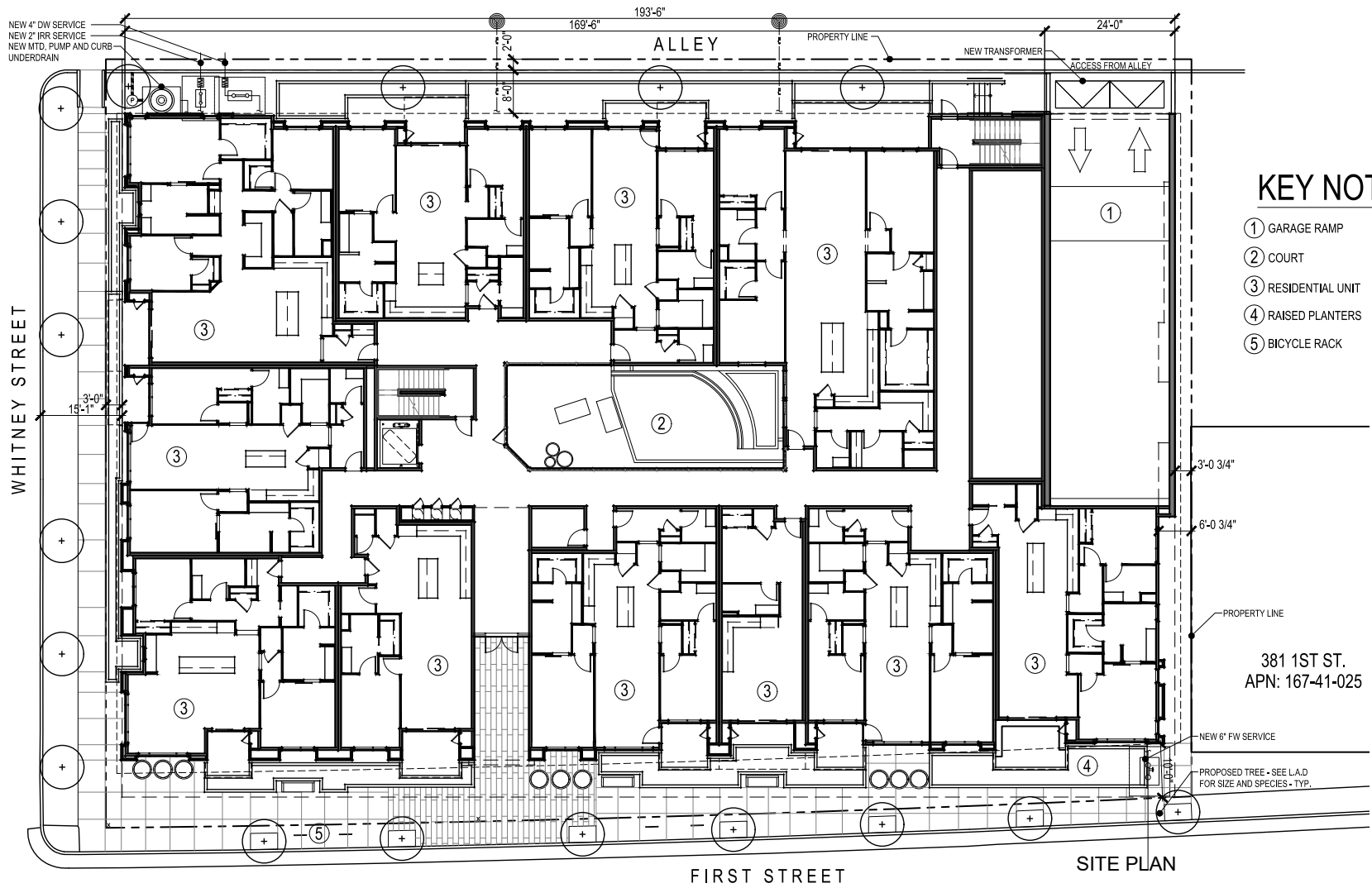


⑥ View of the single family residence on the project site at 371 First St.

Figure 3 Site Photographs

355 First St. Initial Study

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Source: SDG Architects 2021

Figure 4
Site Plan



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B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Guido Persicone, Planning Services Manager

Date

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

1. A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
 - a. “Earlier Analysis Used” identifies and states where such document is available for review.
 - b. “Impact Adequately Addressed” identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. “Mitigation Measures” – For effects that are “Less-Than-Significant Impact with Mitigation Measures Incorporated,” mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. “Supporting Information Sources” — A source list is attached, and other sources used or individuals contacted are cited in the discussion.
9. The explanation of each issue identifies:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista? (1, 2, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (10, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1, 2, 3, 4, 5, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1, 2, 3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The proposed project is not located within a designated scenic view corridor or scenic vista. Implementation of the proposed project will not obstruct or impede the views of any scenic vistas in the vicinity of the project site.
- b. 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. Eligible State Scenic Highways (not officially designated) include: SR 17 from the Santa Cruz County line to SR 9, SR 35 from Santa Cruz County line to SR 9, Interstate 280 from the San Mateo County line to SR 17, and a segment of SR 152 in southern Santa Clara County. The proposed project is not located near a state scenic highway or County-designated 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.

- c. The project is located in an urbanized area and would not conflict with the applicable zoning and other regulations governing scenic quality. The visual character of the site and surrounding area is one of a mature mixed-use community. One- and two-story commercial and residential structures border the site to the north, south, and east. The project introduces a new land use to the project area as the project site is replacing existing commercial and single-family residential buildings with a residential condominium building, but this use is consistent with the general plan and zoning designations. The zoning allows for buildings up to 35 feet; however, with the allowed density bonus incentives outlined in the zoning code and mandated by state law, the 46-foot building height proposed would be consistent with the zoning code. While the proposed development will be taller in height and larger in scale than buildings in the immediately surrounding area, the project would be generally compatible, in terms of size and scale, with the general vicinity and would be required to go through design review and meet stringent design standards to ensure there would not be degradation of the visual quality or character of the site. [Refer to Figure 5, Elevations.](#) This visual impact would be less than significant.

- d. Nighttime lighting currently exists on the project site and upon redevelopment of the site, would continue to be provided along pathways and adjacent to buildings on the project site. The proposed project may increase the level of illumination in the project area above existing levels due to the changing placement of pathways and increased height building height, however due to urbanized nature of the site's surrounding and zoning code requirements, off-site illumination and glare will be minimized. The outdoor lighting proposed by the project will comply with all applicable building and zoning codes, and will be designed to minimize off-site illumination and glare by ensuring all lighting above the ground floor is shielded and/or downward facing to prevent unnecessarily illuminating or substantially interfering with the use or enjoyment of nearby properties. This requirement will ensure that the project would not create a substantial new source of light or glare that would adversely affect the visual quality of the area. This visual impact would be less than significant.



Source: SDG Architects 2021

Figure 5
Elevations

355 First St. Initial Study



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2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (6, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-e. The project site is currently developed with a commercial and residential buildings and associated parking. The project site is identified as “Urban and Built-up Land” on the California Department of Conservation’s Santa Clara County Important Farmlands Map 2016 (2018). There are no Williamson Act parcels or forest or agricultural land on or in the vicinity of the project site. Therefore, the proposed project would not conflict with the provisions of the Williamson Act or agricultural zoning, and there would be no impacts to agricultural, forest land, or lands zoned for commercial timber as a result of the project.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (8, 42)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (37,41,42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations? (37,48)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions, such as those leading to odors adversely affecting a substantial number of people? (8, 41)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The City of Los Altos, including the project site, is within the Bay Area Air Quality Management District (hereinafter "air district"). The air district's most recent adopted plan is the Bay Area 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 Clean Air Plan). The Clean Air Plan includes measures to minimize ozone precursor emissions and halt the movement of ozone and its precursors into nearby air basins, and builds upon the air district's determination to minimize the emissions of fine particulate matter and toxic air contaminants (Bay Area Air Quality Management District 2017a).

Consistency with the Clean Air Plan is based on conformance with air quality control measures presented in the Clean Air Plan. The air district's Air Quality CEQA Guidelines (2017b) ("air district CEQA guidelines") Section 9.1 provides guidance for determining if a development project is consistent with the Clean Air Plan. For consistency a project should meet three criteria: 1) support the primary goals of the Clean Air Plan; 2) include applicable Clean Air Plan control measures; and 3) not disrupt or hinder implementation of any Clean Air Plan control measures.

The primary goals of the Clean Air Plan are to attain air quality standards; to reduce population exposure to pollutants and protect public health in the Bay Area; and to reduce greenhouse gas (GHG) emissions and protect the climate. This is considered to have been accomplished if there are no project-level significant impacts, or if significant impacts are mitigated to a less-than-significant level.

As discussed in section “b/c” below, the proposed project would generate criteria air pollutant emissions during construction and operations, but not to the extent that significant impacts would occur. However, during construction, the proposed project would generate toxic air contaminant emissions that would result in significant exposures to sensitive receptors, but not to the extent that significant impacts could not be mitigated to a less-than-significant level. Therefore, the proposed project would not result in significant air quality impacts, and supports the primary goals of the Clean Air Plan.

There are 81 control measures in the 2017 Clean Air Plan, many of which are applicable only for industrial or regional implementation. The city would require project conformance with measures that it determines are feasible for project-level implementation. Project consistency with applicable control measures is discussed below, based in part on the implementation expectations stated in the Clean Air Plan (Bay Area Air Quality Management District 2017).

Clean Air Plan Control measures potentially applicable to the proposed project are presented below in [Table 1, Potentially Applicable Control Measures \(2017 Clean Air Plan\)](#) along with a brief consistency analysis to determine how the project either does or does not implement the measure.

As noted in Table 1, with mitigation the proposed project is consistent with the Clean Air Plan. The impact is less than significant with mitigation (see discussion in item d, below).

- b, c. The six most common and widespread air pollutants of concern, or “criteria pollutants,” are ground-level ozone, nitrogen dioxide, particulate matter, carbon monoxide, sulfur dioxide, and lead. In addition, reactive organic gases are a key contributor to the criteria air pollutants because they react with other substances to form ground-level ozone. Health effects of criteria air pollutants include asthma, bronchitis, chest pain, coughing, and heart diseases.

The air district is responsible for monitoring emissions and developing air quality plans for the San Francisco Bay area, including Santa Clara County and has published comprehensive guidance on evaluating, determining significance of, and mitigating air quality impacts of projects and plans in CEQA Air Quality Guidelines (“CEQA guidelines”) (2017).

Table 1 Potentially Applicable Control Measures (2017 Clean Air Plan)

Control Measure Number and Name	Consistency Analysis
BL1 – Green Buildings	Consistent. This policy encourages utilization of Green Building Standards in new development. The proposed project would construct the structures in accordance with the California Building Code's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6).
BL2 Decarbonize Buildings All Pollutants	Consistent. This policy explores incentives for property owners to install ground source heat pumps and solar hot water heaters in multifamily buildings. See the response to Policy BL1. The proposed project is a multi-family project that may qualify for this program.
BL4: Urban Heat Island Mitigation.	Consistent. This measure is intended to mitigate the "urban heat island" effect by promoting the implementation of cool roofing and cool paving techniques. The proposed project includes rooftop open space areas that are consistent with this measure.
NW2: Urban Tree Planting.	Consistent. This measure encourages voluntary approaches to reduce urban heat islands by increasing shading in urban and suburban communities via planting of low-VOC emitting trees. According to the proposed landscaping plan, the project includes new street trees and trees on site.
SS30: Residential Fan Type Furnaces	Consistent. See the response to measure BL2. This measure is intended to reduce NOx emissions from residential fan type central furnaces by reducing allowable NOx emission limits on new and replacement furnace installations through its Regulation 9, Rule 4 (Rule 9-4). The air district works with local jurisdictions to implement this rule. When it is not feasible to install a non-fossil fuel-based furnace, this control measure ensures that the furnace installed uses best available retrofit control technology (BARCT). The proposed project may qualify for this program.
SS32 Emergency Backup Generators	Consistent. Reduce emissions of diesel PM and black carbon from BUGs through Draft Rule 11-18, resulting in reduced health risks to impacted individuals, and in climate protection benefits. The proposed project does not include a backup generator (BUG) and is not subject to this rule.
SS34: Wood Smoke	Consistent. In 2008, the Air District adopted Regulation 6, Rule 3 to protect Bay Area residents from the harmful health impacts of wood smoke. In the fall of 2015, the Air District adopted amendments to Regulation 6-3, greatly expanding and tightening the regulation. The proposed project is subject to compliance with the City's municipal code regulations prohibiting wood-burning fireplaces
SS36 Particulate Matter from Trackout	Consistent. Prevent mud/dirt and other solid trackout from construction, landfills, quarries and other bulk material sites. The proposed project is subject to compliance with mitigation measure AQ-1, presented later in this section, which includes measures to minimize fugitive dust emissions during construction.
SS38 Fugitive Dust PM	Consistent. See response to SS36.
SS40 Odors	Consistent. The proposed project is a residential use and would not be a source of substantial odors.

Control Measure Number and Name	Consistency Analysis
TR7: Safe Routes to Schools and Safe Routes to Transit.	<p>Consistent. This measure facilitates safe route to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists.</p> <p>The nearest school to the project site is Covington Elementary School, about one half mile to the southeast. The proposed project would reconstruct sidewalks on the site frontages and would not preclude continued use of existing facilities. The nearest bus stops to the project site are for VTA bus route (Frequent Route 40) and are located along both sides of San Antonio Road (near Whitney Street), approximately 800 feet from the project site. According to the traffic impact analysis, existing bus service is expected to have sufficient capacity to accommodate new riders generated by the project.</p>
TR9: Bicycle and Pedestrian Access and Facilities.	<p>Consistent. Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.</p> <p>The proposed project includes the provision of resident bike storage facilities on-site and would not remove any bicycle facilities. The proposed project includes replacement of sidewalks along the site frontages; consequently, the proposed project would not preclude the continued use of existing bicycle and pedestrian facilities.</p>
TR16: Indirect Source Review.	<p>Consistent. This measure reduces emissions of key ozone precursors, ROG and NOx, particulate matter, toxic air contaminants and GHGs by reducing construction and operational emissions associated with new or modified land uses. On-road and off-road mobile emission sources are the main source categories targeted by this measure. However, space heating, landscape maintenance and wood burning emission source categories could also be included. This reduces region-wide population exposure to air pollutants and also reduces localized population exposure to air pollution.</p> <p>The proposed project would not emit operational emissions that would exceed air district standards. Mitigation measure AQ-1 discussed later in this section includes emissions reduction measures to reduce construction emissions and minimize exposures to air pollution.</p>
WR2 Support Water Conservation GHG Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing	<p>Consistent. This measure promotes water conservation of conveyance and treatment, including reduced water consumption and increased on-site water recycling, in residential, commercial and industrial buildings. The purpose is to reduce greenhouse gas (GHG) emissions associated electricity use required to capture, use, convey, store, conserve, recycle and treat water and wastewater in the Bay Area.</p> <p>The proposed project would increase water demand on the site and is subject to compliance with the 2016 CALGreen Code and Chapter 12.36 of the Municipal Code, which adopts water efficient landscape regulations. The project would not require expansion of off-site facilities or the construction of new water mains aside from lateral lines required to connect to the existing water main.</p>

SOURCE: BAAQMD 2017a; EMC Planning Group 2021

The Bay Area Air Quality Management District (air district) is the agency with the primary responsibility for assuring that national and state ambient air quality standards are attained and maintained in the air basin. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” [Table 2, San Francisco Bay Area Air Basin Attainment Status](#), identifies the current attainment status within the air basin for each criteria pollutant.

Table 2 San Francisco Bay Area Air Basin Attainment Status

Criteria Air Pollutants	State Standards	National Standards
Ozone	Non-attainment	Non-attainment
Respirable Particulate Matter	Non-attainment	Unclassified
Fine Particulate Matter	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Lead	-	Attainment

SOURCE: Bay Area Air Quality Management District 2017a

The air district has developed thresholds of significance that are used to determine whether or not the proposed project would result in a cumulatively considerable net increase of criteria air pollutants during operations and/or construction. The thresholds of significance for determining air quality impacts are contained in the 2017 CEQA Guidelines and are presented in [Table 3, Thresholds of Significance for Criteria Air Pollutants](#).

Table 3 Thresholds of Significance for Criteria Air Pollutants

Criteria Air Pollutants	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Annual Emissions (tons/year)
Reactive Organic Gases (ROG)	54	54	10
Nitrogen Oxides (NO _x)	54	54	10
Respirable Particulate Matter (PM ₁₀)	82 (exhaust) ¹	82	15
Fine Particulate Matter (PM _{2.5})	54 (exhaust) ¹	54	10

SOURCE: Bay Area Air Quality Management District 2017b

NOTE:

1. The thresholds of significance for particulate matter emissions from project construction apply to exhaust emissions only. The air district recommends implementation of best management practices to reduce fugitive dust emissions.

Construction and operations of the proposed project would increase criteria pollutant emissions. The criteria air pollutant emissions generated by existing uses of the site and emissions during construction and operation of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The results include emissions reductions from compliance with State’s Title 24 2019 Building Energy Efficiency Standards (BEES). Refer to [Appendix B](#) for the CalEEMod results.

Operational Emissions

Existing and proposed operational emissions are estimated. [Table 4, Unmitigated Operational Emissions](#), presents the net change between the unmitigated existing operational criteria pollutant emissions and proposed project criteria pollutant emissions.

Table 4 Unmitigated Operational Criteria Pollutant Emissions

Emissions Scenarios	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Suspended Particulates (PM ₁₀)	Total Fine Particulates (PM _{2.5})	Carbon Monoxide (CO)
Existing ^{1,2}	0.09	0.21	0.11	0.03	0.50
Proposed ^{1,2}	0.43	0.23	0.15	0.04	0.23
Change ^{1,2}	0.34	0.02	0.04	0.01	-0.27 ³
Net Average Daily Emissions ^{1,4}	1.86	0.11	0.22	0.05	-1.48 ³

SOURCE: EMC Planning Group 2021

NOTES:

1. Results may vary due to rounding.
2. Expressed in tons per year.
3. The proposed project would result in fewer emissions.
4. Expressed in pounds per day: A U.S. ton is equal to 2,000 pounds. The emissions estimates in tons per year are multiplied by 2,000 pounds to arrive at emissions volume in pounds per year, then divided by 365 days per year to arrive at pounds per day.

The proposed project would not generate operational criteria pollutant emissions that would exceed the air district thresholds. Therefore, criteria pollutant emissions generated by the project would be less than significant and less than cumulatively considerable.

Construction Emissions

Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust during demolition and grading. The unmitigated criteria air pollutant emissions resulting from project construction are summarized in [Table 5, Unmitigated Construction Criteria Air Pollutant Emissions](#).

Table 5 Unmitigated Construction Criteria Air Pollutant Emissions

Emissions	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO _x)	Exhaust Respirable Particulate Matter (PM ₁₀)	Total Fine Particulate Matter (PM _{2.5})
2022 ^{1,2}	0.70	1.49	0.05	0.08
2023 ^{1,2}	0.01	0.03	<0.01	<0.01
Total Emissions ^{1,2}	0.71	1.52	0.05	0.08
Average Daily Emissions ^{1,2}	4.93	10.6	0.35	0.44

SOURCE: EMC Planning Group 2021

NOTES:

1. Results may vary due to rounding.
2. CalEEMod estimates construction criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimates in tons per year are multiplied by 2,000 pounds to arrive at emissions volume in pounds per year. CalEEMod estimates a total of 288 construction days. Average daily emissions (in pounds per day) are computed by dividing the annual construction emissions (in pounds per year) by the number of construction days.

The proposed project would not result in construction emissions that exceed the air district thresholds for criteria air pollutants. Therefore, the increase in criteria pollutant emissions during construction are less than significant and the contribution of these emissions to cumulative air quality conditions are less than cumulatively considerable.

- d. Toxic air contaminants (TACs) are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. Health effects include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuels combustion, and commercial operations (e.g., dry cleaners). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs.

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential areas, schools, retirement homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust and fugitive dust (PM_{2.5}) that poses health risks for sensitive receptors. Diesel

particulate matter (DPM), which is a known TAC, is a component of diesel exhaust. The air district requires an analysis of construction emissions exposures when construction activity would occur within 1,000 feet of sensitive receptors.

The *355 First Street Health Risk Assessment* (EMC Planning Group 2021) (HRA) was prepared to analyze the single-source (direct) and cumulative effects of DPM and PM_{2.5} exposures and related cancer risks at MEI that could occur during project construction. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Community risk impacts were addressed by predicting increased lifetime cancer risk, the increase in annual PM_{2.5} concentrations, and computing the Hazard Index (HI) for non-cancer health risks. Existing sources of TACs within 1,000 feet of the project site were identified including mobile sources from vehicles on Foothill Expressway and San Antonio Road, and two gas stations. Existing TAC sources are shown in the HRA Figure 2-1, Existing Emissions Sources within 1,000 Feet. Locations of sensitive receptors are shown in the HRA Figure 2-2, Sensitive Receptors Within 1,000 Feet. The HRA is included in [Appendix C](#).

CalEEMod was used to estimate PM₁₀ exhaust emissions (assumed to be DPM) and PM_{2.5} fugitive emissions from construction activities. The AERMOD dispersion model was used to predict concentrations of DPM and PM_{2.5} concentrations at sensitive receptors in the vicinity of the project site. The maximum increased cancer risks at the MEI were calculated using the modeled TAC concentrations combined with the Office of Environmental Health Hazard Assessment guidance for age sensitivity factors and exposure parameters as recommended by the air district.

Model results show that unmitigated construction PM₁₀ (assumed to be DPM) would not result in adult cancer risks, health risks associated with PM_{2.5} exposures, or chronic DPM exposures that would exceed air district thresholds. Therefore, no significant health risks would occur.

However, the unmitigated cancer risk for infants and children at the MEI is 12.76 cases per million, which exceeds the air district threshold of 10 cases per million. This is a significant impact, and emissions reductions measures are needed to reduce the infant/child cancer risks. To determine the extent of emissions reduction measures that would be required to reduce infant/child cancer risk below the air district threshold, the modeled construction equipment inputs were modified using a combination of Tier 4 diesel engines on five of the larger equipment vehicles in the model's default construction fleet. The CalEEMod unmitigated and mitigated results are included as an appendix to the HRA.

A 30 percent reduction in construction exhaust emissions is necessary to reduce the infant/child cancer risk at the MEI and meet the air district threshold. Adherence to BAAQMD guidance for the control of construction equipment exhaust and fugitive dust is required for consistency with clean air plan policies SS36 and SS38, which seek to minimize fugitive dust during construction. Implementation of these reduction measures (refer to measures “f” and “g” in Mitigation Measure AQ-1, below) would reduce DPM emissions and associated cancer risks associated with DPM emissions, but the exhaust emissions reduction best management practices are not quantifiable using CalEEMod and therefore, a determination that the cancer risk would be reduced to a less-than-significant level cannot be made with certainty. As a consequence, without additional mitigation, project construction activity would result in infant/child cancer risks at the MEI that would exceed BAAQMD single-source cancer risk thresholds. Additional emissions reductions are needed during construction to reduce DPM emissions associated with infant/child cancer risks to below the air district’s single-source threshold.

The modeling shows that DPM emissions concentrations and associated cancer risks can be reduced by the use of an equipment exhaust mitigation strategy in addition to compliance with BAAQMD best management practices. Most of the reductions would result from the use of construction vehicle engines that meet Tier 4 standards on five of the larger vehicles, although a combination of Tier 3 or 4 engines and other methods such as the use of diesel particulate filters (DPF), electrification of equipment, use of alternative fuels, and reductions in idling times could achieve similar DPM emissions reductions.

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the infant/child cancer risks to a less-than-significant level.

Mitigation Measures

- AQ-1 The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM₁₀) and PM_{2.5} emissions on the project plans and the contractor shall implement them during all phases of construction:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
 - b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;

- c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;
- e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
- g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
- h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.

The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:

- a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and
- b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce fugitive dust emissions consistent with clean air plan policies and would reduce the project's single-source construction DPM emissions and their related cancer risks to a less-than-significant level.

Community Health Risks

Cumulative community cancer risks from existing mobile and stationary sources do not exceed the air district cumulative significance threshold of 100 cases per million. The cumulative community risk impacts and the project's contribution to them during construction are summarized in [Table 6, Cumulative Health Risks at Construction MEI](#).

Unmitigated project construction emissions contribute to less than significant cumulative cancer risks and other health risks associated with exposures to PM_{2.5} emissions and chronic health risks from exposures to DPM emissions. As shown in Table 6, cumulative community cancer and health risks are below the air district's cumulative thresholds with or without the project. The project's contribution to cumulative cancer risk and health risks are less than cumulatively considerable.

Table 6 Cumulative Health Risks at Construction MEI

Source	Cancer Risk (per million) ¹	Annual PM _{2.5} Concentration (µg/m ³) ¹	Chronic Hazard Index ¹
Air District Cumulative-Source Threshold	100.0	0.80	10.0
Mobile Sources at MEI	10.82	0.24	-
Permitted sources within 1,000 feet	38.02	0	<0.01
Cumulative² Without Project	48.84	0.24	<0.01
<i>Exceeds Thresholds (Without Project)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>
Project (Unmitigated)	12.76	0.15	0.01
Cumulative with Unmitigated Project^{1,2}	61.60	0.39	0.01
<i>Exceeds Thresholds (Unmitigated)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>
Project (Mitigated, Tier 4 Engines)	9.4	0.09	0.001
Cumulative with Mitigated Project^{1,2}	59.72	0.33	0.01
<i>Exceeds Thresholds (Mitigated)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>

SOURCE: EMC Planning Group 2021

NOTES:

1. Results have been rounded, and may, therefore, vary slightly.
2. Includes emissions reductions due to implementation of Mitigation Measure AQ-1.

Operational Health Risks

Future residents of the project that drive would contribute to vehicle traffic and subsequent emissions exposures at the project site from vehicles on Foothill Expressway and South San Antonio Road. As noted in Section 2 of the health risk assessment, Foothill Expressway has an ADT of 38,940 vehicles per day, and South San Antonio Road has an ADT of 45,200 vehicles per day, which equates to less than cumulatively considerable cancer and other health risks (see Table 6). The addition of project traffic to Foothill Expressway represents a less than 0.10 percent increase to ADT; the addition of project traffic to South San Antonio Road represents a less than 0.10 percent increase in traffic. The increase in emissions and exposures to them from the addition of project traffic to the two roadways would be negligible and the associated increase in cancer risks and other health risks to future residents on the project site would be less than cumulatively considerable.

- e. The proposed project would not result in any objectionable odors during the operational phase. During project construction, there may be nuisance diesel odors associated with operation of diesel construction equipment on-site, but this effect would be localized, sporadic, and short-term in nature. Therefore, temporary impacts from nuisance diesel odors on adjacent residential receptors would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 3, 8,39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

The project site is located in an urbanized area of Los Altos and is developed with seven existing buildings. There are no sensitive habitats, wetlands, or aquatic features on or in the

project vicinity. Ornamental landscaping and trees are present throughout the site and an arborist report was prepared for the project. Forty ornamental and native trees were inventoried, listed, and assessed for health. The arborist report is included in Appendix D (“Arborist Report”).

Wildlife species in urban areas are typically limited to those acclimated to frequent disturbance and noise, including common species such as house finch (*Haemorhous mexicanus*), rock dove (*Columba livia*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*), and squirrel (*Sciurus* sp.) can occur.

- a. Special-status species are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the United States Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW) under the state and/or federal Endangered Species Acts. The special-status designation also includes CDFW Species of Special Concern and Fully Protected species, California Native Plant Society (CNPS) Rare Plant Rank 1B and 2B species, and other locally rare species that meet the criteria for listing as described in Section 15380 of CEQA Guidelines. Special-status species are generally rare, restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle that warrants monitoring.

Due to the lack of sensitive habitats and the human disturbance of the project site, special-status plant and animal species are not expected to occur on the project site.

Nesting Birds. Various bird species may nest throughout the project site, including in trees, on open ground, or in any type of vegetation. Project construction activities including ground disturbance may impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting on or adjacent to the project site during the bird nesting season (January 15 through September 15), tree removal and noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of the following mitigation measure would reduce potential impacts to nesting birds to less than significant.

Mitigation Measure

- BIO-1 Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall

be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.

- a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.
- b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active.

Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.

Implementation of this mitigation measure would reduce potential impacts to nesting birds by requiring nesting bird surveys prior to construction and measures for the protection of nests if found. Therefore, this impact is less than significant with mitigation incorporated.

- b. **Riparian Habitat or Sensitive Natural Communities.** There are no sensitive natural communities at the project site. Therefore, impacts to riparian habitat or sensitive natural communities are not anticipated.
- c. **Wetlands and Waters of the U.S.** There are no wetlands or waters of the U.S. at the project site. Therefore, impacts to wetlands or waters of the U.S. are not anticipated.
- d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site does not facilitate major wildlife movement due to the lack of habitat and existing level of disturbance.
- e. **Local Biological Resource Policies/Ordinances.** Measures to protect sensitive biological resources within City of Los Altos are identified in Open Space, Conservation and Community Facilities Element and Community Design and Historic Resources Element of the Los Altos General Plan. Policy 1.1 of the Community Design and Historic Resources Element includes measures to preserve trees, especially heritage and landmark trees, and trees that protect privacy in residential neighborhoods. In addition, the City of Los Altos has adopted a Tree Protection Ordinance in Section 11.08 of the Municipal Code. The Tree Protection Ordinance includes measures for removal and replacement of trees in the City, in addition to protective actions to be taken to avoid damage to existing trees. The Tree Protection Ordinance defines a “protected tree” as:
 - Any tree that is 48 inches or more in circumference measured at 48 inches above grade;
 - Any tree designated by the historical commission as a heritage tree or any tree under official consideration by the historical commission for heritage tree designation; and
 - Any tree which was required by the city to be either saved or planted in conjunction with a development review application.

The Arborist Report evaluated potential impacts to trees as a result of the project. The disposition of each tree is documented in the Arborist Report, and a comparison of the proposed tree removal and preservation contained in the landscaping plan is summarized in [Table 1, Trees Planned for Removal and Preservation](#), below.

Table 7 Trees Planned for Removal and Preservation

	Protected	Not Protected	Total
Trees Planned for Removal	4	16	20
Trees Planned for Preservation	6	1	7

Source: Kielty Arborist Services LLC 2021, Jett Landscape Architecture, Design 2021

The proposed project could remove up to four regulated trees. This would be a significant potential adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than significant level.

Mitigation Measure

BIO-2 Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City’s Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.

Implementation of this mitigation measure would reduce potential impacts to regulated trees by requiring City approval prior to the removal of regulated trees, installation of adequate replacement trees, and protection of all retained trees during construction. Therefore, this impact is less than significant with mitigation incorporated.

- f. **Conservation Plans.** There are no critical habitat boundaries, habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the proposed project site.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5? (1, 2, 29)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The project site is developed with four commercial/office building, one residence, and two outbuildings. The city adopted a Historical Preservation Ordinance and the City's Historical Commission is responsible for keeping a current inventory of qualified historic structures. Neither the project site or any of the existing buildings are identified in the city's Historic Resources Inventory. The project site 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.
- b, c. The consultant conducted a records search at the Northwest Information Center, which revealed there are no known historic or unique archaeological resources at the project site or in the vicinity. Although there are no known archaeological resources or burial sites on the project site, construction activities could inadvertently expose buried or previously unrecognizable archaeological resources. Implementation of the following mitigation measures will reduce this potential, significant impact to a less-than-significant level.

Mitigation Measures

- CUL-1 In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction.

Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.

- CUL-2 In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (8, 37, 41, 43, 44, 45, 46)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (8, 37, 41)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Energy impacts are assessed based on the proposed project energy demand profile and on its relationship to the state’s energy efficiency regulations and the City’s land use planning regulations, as described below.

Existing Energy Demand

The existing commercial businesses and the single-family home on the project site consume energy in the form of electricity, natural gas, and vehicles that consume transportation fuel. A summary of existing energy demand is provided below.

Electricity. Section 5.3, Energy by Land Use – Electricity, in the Existing Annual Operations CalEEMod results included in Appendix B identifies an existing electricity demand of about 73,122 kilowatt-hour (kWh) per year.

Natural Gas. Section 5.2, Energy by Land Use – Natural Gas, in the Existing Annual Operations CalEEMod results included in Appendix B identifies that the natural gas demand from existing uses would be about 104,715,000 British Thermal Unit (BTU) per year or 1,047 therms per year (1 therm = 100,000 BTU).

Transportation Fuel. Existing uses generate traffic trips. Vehicle trips can be translated into vehicle miles traveled (VMT) for the purpose of projecting transportation fuel demand. CalEEMod results included in Appendix E shows that the estimated existing annual VMT is approximately 277,547 miles. The 2021 Emissions Factor Model version 1.01, which uses vehicle miles traveled as an input, was used to estimate the projected transportation fuel use. The EMFAC results for existing fuel demand included as Appendix E show existing transportation fuel demand of about 1,768.01 gallons per year of diesel and 107,60.92 gallons per year of gasoline.

Projected Energy Use

The proposed project would result in increased demand for electricity, natural gas and fuel. A summary of projected energy demand is provided below.

Electricity. According to the California Energy Commission Energy Consumption Data Management System (2021), in 2019, total electricity consumption in Santa Clara County was 16,664,460,569 kilowatt-hours (kWh). Section 5.3, Energy by Land Use – Electricity, in the Projected Annual Operations CalEEMod results included in Appendix B show projected electricity demand would be approximately 456,664 kWh per year. The projected electricity demand exceeds that of the existing uses by 383,542 kWh per year, or 524.52 percent, and the projected demand would represent approximately 0.003 percent of the total 2019 Santa Clara County electricity demand.

Natural Gas. According to the California Energy Commission Energy Consumption Data Management System (2021b), in 2019, total natural gas consumption in total natural gas consumption in Santa Clara County was 459,720,764 therms. Section 5.2, Energy by Land Use – Natural Gas, in the Projected Annual Operations CalEEMod results included in Appendix B show that projected natural gas demand would be 344,790,000 BTU per year or approximately 3,448 therms per year. The projected natural gas demand exceeds that of the existing uses by 240,075,000 BTU per year (2,401 therms per year), or 229.27 percent, and the projected demand would represent approximately 0.075 percent of the total 2019 Santa Clara County natural gas demand.

Transportation Fuel. The proposed project would generate new traffic trips that would increase vehicle miles traveled. New vehicle trips would result in increased demand for and consumption of transportation fuel. CalEEMod results included in Appendix B show that the projected annual vehicle miles traveled would be 551,414 miles. The 2021Emissions Factor Model version 1.01, which uses vehicle miles traveled as an input, was used to estimate the projected transportation fuel use. The Emissions Factor Model results in Appendix E show projected transportation fuel (diesel and gas) demand of about 3,330 gallons of diesel and 19,167.05 gallons of gasoline per year. The projected transportation annual fuel demand exceeds that of the existing demand by approximately 1,561.99 gallons of diesel, or 88.35 percent; and 8,406.13 gallons of gas, or 78.12 percent.

Regulatory Requirements

A multitude of state regulations and legislative acts are aimed at improving vehicle fuel efficiency, energy efficiency, and enhancing energy conservation. For example,

the Pavley I standards focus on transportation fuel efficiency. The gradual increased use of electric cars powered with cleaner electricity will reduce consumption of fossil fuel. Vehicle miles traveled are expected to decline with the continuing implementation of Senate Bill (SB) 743, resulting in less vehicle travel and less fuel consumption. In the renewable energy use sector, representative legislation for the use of renewable energy includes, but is not limited to SB 350 and Executive Order B-16-12. In the building energy use sector, representative legislation and standards for reducing natural gas and electricity consumption include, but are not limited to Assembly Bill 2021, CALGreen, and the California Building Standards Code.

The California Building Standards Code is enforceable at the project-level. The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. The Green Building Standards Code (also known as CALGreen), which requires all new buildings in the state to be more energy efficient and environmentally responsible, was most recently updated in July 2019. These comprehensive regulations are intended to achieve major reductions in interior and exterior building energy consumption.

The City adopted a Climate Action Plan (CAP) in 2013 and as a condition of project approval, the City will require the applicant to implement applicable GHG reduction measures from that CAP that could serve to reduce energy consumption. These are in addition to meeting regulatory requirements as describe above. The CAP measures include:

- Provide alternative-fuel vehicle charging stations (consistent with Action 1.3 C);
- Install energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps, washer, dryer, HVAC) (consistent with Action 2.2 A);
- Comply with the City's Water Efficient Landscape Ordinance (consistent with Action 3.2 A);
- Comply with air district construction equipment best practices (consistent with Action 3.3 A); and
- Manage stormwater runoff with green infrastructure such as bioswales and other Low-Impact Development strategies. (consistent with Action 4.1 A).

More information about the CAP is provided in Section 8.0, Greenhouse Gases.

Conclusion

The proposed project could be considered to result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy if its energy demand is extraordinary relative to common land use types, its gross energy demand is excessive relative to total demand in Santa Clara County, and/or it fails to comply with California energy efficiency/conservation regulations that are within the applicant's control.

Because the proposed project is urban infill, residents will have more ready access to urban services, including via non-motorized modes of travel, and transit services that would a project that is not on an urban infill site. This will result in reduced vehicle miles traveled and lower transportation fuel demand.

The project is a common land use type whose electricity and natural gas demand would not be excessive. As presented above, projected electricity and natural gas demand would not be excessive relative to cumulative electricity and natural gas demand in Santa Clara County. Further, the City of Los Altos enforces the California Building Standards Code through the development review process. That enforcement is the primary mechanism through which the applicant would be required to implement energy efficiency/conservation measures. The applicant has indicated that their intent is to design the project to exceed Title 24 by 10 percent. Further, the City will require that the project incorporate a series of GHG reduction measures from its 2013 CAP that will result in additional energy demand reductions.

The proposed project would consume energy, but it would not be inefficient, wasteful, or unnecessary. Therefore, the impact would be less than significant

- b. There are no regulations at the state or local level that would mandate that the proposed project must include on-site renewable energy sources. The California Building Standards Code would require the proposed project to be built to the Building Energy Efficiency Standards in effect at the time the building permit is issued. By incorporating energy efficient measures per the Building Energy Efficiency Standards, the project would comply with existing state and local energy standards and would not conflict with or obstruct a state or local plan for energy efficiency. The applicant has indicated that their intent is to design the project to exceed Title 24 by 10 percent which would further building efficiency and compliance with state and local plans.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Strong seismic ground shaking? (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Seismic-related ground failure, including liquefaction? (12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) Landslides? (12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a
- (1) Los Altos lies between the active San Andreas and Hayward faults, as well as numerous smaller faults. However, no active faults traverse the city and therefore there is no potential for the primary hazard of ground rupture (City of Los Altos 2002b, p 22).
- (2) The project site is located within the seismically active San Francisco Bay region. The faults in this region can generate earthquakes of magnitude 7.0 or higher. During an earthquake, very strong ground shaking could occur at the project site, which could damage buildings and other proposed structures and threaten residents and occupants of the proposed development and surrounding areas. Therefore, the project developer would be required to design the proposed building to meet current California Building Code standards in order to reduce the potential for substantial adverse effects related to ground shaking.
- (3) The proposed project is not located within a California Seismic Hazard Zone for liquefaction. The potential for liquefaction at the project site is considered low.
- (4) The project site is not located in a landslide hazard zone on County or State geologic hazard maps. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of landslides affecting the site. Therefore, the proposed project is not susceptible to future landslides, on or off the site. Therefore, the project would have no impacts related to landslides.
- b.
- Ground disturbance on the project site would result from the demolition of the seven existing buildings and excavation to construct the below-grade parking garage, trenching for utilities, and construction of the proposed condominium building. Transportation of construction materials and equipment to and from the site can also result in disturbance of the soils at the site. These activities would increase exposure of soil to wind and water erosion and increase sedimentation. Erosion control measures are required under Provision C.3 of the Municipal Regional Stormwater Permit and would reduce potential construction-related erosion impacts. Required measures include:
- All excavation and grading work would be scheduled in dry weather months or construction sites would be weatherized to withstand or avoid erosion;
 - Stockpiles and excavated soils would be covered with secured tarps or plastic sheeting; and
 - Vegetation in disturbed areas would be replanted as quickly as possible.
- Implementation of the identified erosion control measures would ensure that erosion and sedimentation impacts are reduced to less than significant.

- c, d. According to the Los Altos General Plan Initial Study, the Santa Clara Formation underlying most of the city has a low stability rating and may be subject to slumping and landslides on slopes greater than 15 percent. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of instability and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- e. The proposed project would connect to the City of Los Altos Sanitary Sewer System. Therefore, the project site would not need to support septic tanks or alternative wastewater disposal systems.
- f. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Most of the city is situated on alluvial fan deposits of Holocene age that have a low potential to contain significant nonrenewable paleontological resources. The proposed residential development includes a four-story condominium building and two levels of below-grade parking.

Although it is improbable that paleontological resources would be discovered on-site given its prior disturbance and the low potential for such resources, construction activities could result in the disturbance and/or accidental destruction of paleontological resources. Implementation of the following mitigation measure would reduce this potential, significant impact to a less-than-significant level.

Mitigation Measures

- GEO-1 The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.
- GEO-2 If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.

8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (8, 37, 40, 41, 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (8, 37, 40, 41, 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The City adopted a Climate Action Plan (CAP) in 2013 that is valid to 2020, as it was based on meeting the City’s greenhouse gas (GHG) reduction goals to the year 2020. The City is in the process of updating its CAP and expects the update to be adopted by the end of 2021. Consequently, the City does not have a current, adopted plan for reducing GHGs from which the analysis of project-specific GHG impacts can be streamlined. Consequently, the City is relying on air district guidance regarding GHG thresholds of significance and impact analysis methodologies as identified in the air district’s 2017 CEQA Guidelines.

Table 3-1 in the 2017 CEQA Guidelines identifies screening levels for specific project types at which size the projects may be considered to have a less-than-significant GHG impact. The proposed project use type is “apartment, mid-rise.” For operational impacts from GHG emissions, Table 3-1 indicates that projects of this type would have a less-than-significant impact if they have 87 or fewer units.

The GHG significant thresholds and analysis methodologies in the 2017 CEQA Guidelines, including the screening criteria, are based on meeting the Assembly Bill 32 target of reducing statewide GHG emissions to 1990 levels by 2020. Projects whose size is below the applicable screening criteria shown in Table 3-1 would not be considered to generate GHG emissions that would have a significant environmental impact. Senate Bill 32 became effective in January 1, 2017. Senate Bill 32 requires that statewide greenhouse gas emissions be reduced to at least 40 percent below those that occurred in 1990 by the end of 2030. As such, the air district’s screening criteria do not reflect project sizes at which GHG impacts could be considered less than significant in light of the 2030 target. The project sizes shown in the screening criteria would

need to be reduced by 40 percent to coincide with the more stringent 2030 emissions reduction target. Therefore, the applicable screening threshold for this project would be 52 units (87 units x .60 = 52 units).

The project, which consists of 50 condominium units, is below the adjusted screening threshold. Therefore, the project would have a less-than-significant impact related to operational GHG emissions. Project emissions would actually be lower than produced by operations of a 50-unit, high density residential project. The project site is developed with seven existing buildings totaling 7,648 square feet, including a hair salon, coin shop, office building, and a single-family residence. These uses produce GHG emissions that would be eliminated with the proposed project, thereby reducing the net emissions produced by the project. Further, the proposed project is consistent with the general plan land use designation for the site and represents dense infill development – a land use strategy designed in part to reduce vehicle miles traveled and the related mobile-source GHG emissions produced by vehicle travel.

Project site preparation and construction activities would produce GHGs from construction equipment, worker and construction vehicles, etc., which typically use fossil-based fuels. Excavation, grading, and construction would be temporary. The air district does provide guidance on assessing the significance of construction GHG emissions. Compliance with mitigation measures (described above in Section 3. Air Quality) to limit air quality impacts during construction as required by the air district (e.g., watering exposed areas, covering haul trucks carrying loose material, limiting speed in construction areas, minimizing idling times, etc.) would reduce construction GHG emissions.

- b. The 2017 Guidelines, as adjusted to reflect SB 32, is considered to be the applicable plan for reducing GHG emissions until such time as the City adopts its updated CAP. Although the City's 2013 CAP is no longer valid, as a condition of approval, the City will require the applicant to implement applicable GHG reduction measures from that CAP. These measures may include:
- Provision of alternative-fuel vehicle charging stations (consistent with Action 1.3 C);
 - Installation of energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps, washer, dryer, HVAC). (consistent with Action 2.2 A);
 - Compliance with the City's Water Efficient Landscape Ordinance (consistent with Action 3.2 A);

- Compliance with air district construction equipment best practices (consistent with Action 3.3 A); and
- Continue to manage stormwater runoff with green infrastructure such as bioswales and other Low-Impact Development strategies. (consistent with Action 4.1 A).

The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, since the proposed project will not substantially increase GHG emissions based on air district screening criteria as described in “a.” above.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (1, 2, 8, 28, 30)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (11, 14, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. Operation of the proposed project would not result in hazardous materials being transported, used, or disposed of in quantities that would pose a significant hazard to the public. Operation of the proposed project would include the on-site use and

storage of cleaning supplies and maintenance chemicals in small quantities (oil, paint, pesticides, etc.). These small quantities of cleaning supplies and materials would not pose a risk to site users or adjacent land uses.

- b. Development of the proposed project will require the demolition of the buildings on-site. Buildings constructed prior to 1978 may contain lead-based paint and buildings constructed prior to 1989 may contain building materials that contain asbestos. Four of the existing buildings were developed prior to 1978 and, therefore, could contain lead-based paint and/or asbestos. Demolition of the existing building could expose construction workers, surrounding residences, and/or the environment to asbestos, lead based paint and/or polychlorinated biphenyls which would represent a risk to public health and safety and would be a significant impact.

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

Mitigation Measure

HAZ-1 Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:

- a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.
- b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.
- c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.
- d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- c. There are not any schools within one quarter-mile of the project site and the proposed project would not emit hazardous emissions or handle hazardous materials or substances. The nearest schools to the project site include Los Altos Chinese School Preschool (0.4 miles east of the site) and Covington Elementary School (0.6 miles southeast of the site).
- d. Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the state, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and CalRecycle.

According to the State Water Resources Control Board, GeoTracker, there are four Leaking Underground Storage Tanks (LUST) sites within 1,000 feet of the site. All of these LUST sites are offsite and have undergone cleanup and are closed cases. Additionally, according to the Department of Substances Control Envirostor website, as of 2018, there is an active cleanup site within 1000 feet of the project site at a dry-cleaning business located at 392 First St. In 2007, the dry-cleaning business was taken over by a new operator who switched to the use of hydrocarbons as the cleaning solvent. A limited environmental assessment lo performed, in which preliminary subsurface investigations detected PCE in soil vapor above commercial/industrial screening level. County of Santa Clara, Department of Environmental Health is currently overseeing remediation at the site. While this site is within 1,000 feet, it is not located on-site. Therefore, the project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

- e. The project site is not located within an airport land use plan. The closest airports to the site include Moffett Federal Airfield, a joint civil military airport, approximately four miles east of the project site, and Palo Alto Airport, a general aviation facility, located approximately five miles north of the project site. Therefore, the proposed project would not result in safety hazard or noise impacts due to airport activities.
- f. The city has an adopted Emergency Preparedness Plan identifying potential risks, facilities and resources relied upon in the event of a catastrophe, and persons responsible for implementation. While the proposed residential project would incrementally increase demand on emergency responders in Los Altos, the proposed project is on a previously developed site and would not impair implementation of or physically interfere with the Emergency Preparedness Plan.

- g. The project site is not located within a Very High Fire Hazard Severity Zone as delineated on CalFire SRA and LRA maps. The project site is in an urban area and is not located near wildland areas that would be susceptible to fire. Therefore, implementation of the proposed project would not expose people or structures to wildland fires.

10. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (13, 18, 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Impede or redirect flood flows? (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (19, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (1, 2, 21, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. **Construction Phase.** Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in nearby waterways. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. The proposed project would result in the disturbance of approximately 0.64 acres, which is below the one-acre of disturbance threshold requiring a Notice of Intent to be covered by the State of California Construction General Permit.

However, the San Francisco Bay Regional Water Quality Control Board (RWQCB) has issued a Municipal Regional Stormwater NPDES Permit (MRP) that covers the project area. The site will be required to undergo a construction site inspection and control program to prevent construction site discharges of pollutants into the storm drains. Inspections will confirm implementation of appropriate and effective erosion and other construction pollutant controls by construction site operators/developers.

Operational Phase. Under the provisions of the MRP, “regulated projects” include redevelopment projects that create or replace 10,000 square feet or more of impervious surface area. Regulated projects are required to design and construct on-site stormwater treatment controls utilizing Low Impact Development (LID) practices to treat post-construction stormwater runoff. The MRP also requires regulated projects to incorporate site design and pollutant source control measures to maintain or restore the site’s natural hydrologic functions and reduce the pollutants loads of post-construction runoff. The MRP requires that stormwater treatment measures are properly installed, operated, and maintained. The goal of LID is to reduce runoff and mimic a site’s predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Require each Regulated Project to treat 100 percent of the amount of runoff identified in Provision C.3.d for the Regulated Project’s drainage area with LID treatment measures onsite or with LID treatment measures at a joint stormwater treatment facility.

The proposed project would create/replace over 10,000 square feet of impervious surface area and would, therefore, be subject to these stormwater controls including LID practices. The proposed project includes flow through planters and bioretention areas located throughout the project site (refer to Appendix A, sheet C-5.0 for the Preliminary Stormwater Management Plan. These LID-based treatment measures have been sized in accordance with Provision C.3 standards. Flow-through planters and bioretention areas would not only remove pollutants from storm water, but also help to reduce post-construction runoff rates. The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

- b. The project site is not located within or adjacent to any groundwater recharge facilities used by the Santa Clara Valley Water District (Valley Water). Groundwater recharge facilities are integral to the maintenance of groundwater levels in Santa Clara County because the amount of groundwater pumped far exceeds natural recharge. The project incorporates LID practices and minimizing disturbed areas and impervious cover. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness. The project proposes to incorporate bioretention and flow through planter areas into the landscaping, which will allow runoff to infiltrate into the native soils and potentially recharge groundwater in the local aquifer. The proposed project would not establish groundwater wells to supply the site, deplete groundwater supply, or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c. The project would include site design and post-construction treatment control measures in compliance with the MRP. Treatment control measures, including flow-through planters and bioretention areas, would reduce the rate, volume, and pollutant load of runoff leaving the site and entering the public storm drain system.

The *City of Los Altos Stormwater Master Plan* identifies areas of known drainage issues throughout the city, none of which would be exacerbated by the proposed development. The storm drain system would continue to provide adequate stormwater conveyance for a 10-year event following the implementation of the project and would not require upgrades or drainage pattern alterations to accommodate the project. Adherence to the standard measures described above would ensure that the project reduces potential erosion and sedimentation during construction activities. Compliance with the MRP would ensure that stormwater flows generated at the project site would be reduced and treated to the maximum extent feasible using LID methods. The project would not substantially alter the

existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

- d. The project site is not located in a 100-year floodplain. According to FEMA Flood Insurance Rate Maps for Santa Clara County, the project site is located in a Flood Zone X. Zone X is designated as areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from one percent annual chance floods. The project site is not located within a dam failure inundation zone. There are no landlocked bodies of water near the project site that would affect the site in the event of a seiche, and no bodies of water near the project site that would affect the site in the event of a tsunami. The project area is flat and there are no hillsides in proximity that would affect the site in the event of a mudflow.
- e. Valley Water prepared a Groundwater Management Plan (GMP) for the Santa Clara and Llagas subbasins in 2016, describing its comprehensive groundwater management framework including objectives and strategies, programs and activities to support those objectives, and outcome measures to gauge performance. The GMP is the guiding document for how Valley Water will ensure groundwater basins within its jurisdiction are managed sustainably. The project site is located within the Santa Clara subbasin, which has not been identified as a groundwater basin in a state of overdraft.

Implementation of the proposed project would not interfere with actions set forth by Valley Water in its GMP in regards to groundwater recharge, transport of groundwater, and/or groundwater quality. The proposed project is located in an urban area served by existing water retailers and would not directly extract groundwater to meet its water demands. Therefore, the proposed project would not preclude the implementation of the GMP.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community? (8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (1,2, 3, 8, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project is an infill, redevelopment project that is consistent with the existing urban development of the area and would not divide connected neighborhoods or land uses. The proposed project does not include new roadways, infrastructure or development features that would not divide an established community; therefore, there would be no impact related to physically dividing an established community.
- b. The proposed project would redevelop and intensify the land uses on the project site by providing high density housing on a site currently developed with low density commercial, retail, office, and single-family residential uses. The proposed project would not conflict with general plan goals or policies intended to avoid or mitigate environmental impacts. The project is compatible with its general plan land use designation and zoning. The project site has a general plan land use designation of Downtown Commercial, in which high-density residential land uses are encouraged. The zoning code does not identify a maximum allowed density for the CD/R3 district and housing is a principally permitted use in this district. The proposed condominium building would reach a maximum height of 46 feet, which exceeds the CD/R3 district’s allowable building height limit of 35 feet. The project proponent has requested an incentive to allow for the proposed building height of the condominium buildings. Pursuant to State Density Bonus law and the city’s Affordable Housing Ordinance, the project is entitled to two incentives or concessions, additional waivers, and reduced on-site parking requirements. With the allowed incentives/waivers, the project would meet all required site standards, including setbacks and buffer zones between adjacent land uses. The City of Los Altos’ design review process for CD-R3 developments would ensure that the final design and site layout of the project is consistent with all applicable design findings and design controls.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1, 2, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (1, 2, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The proposed project would redevelop a site that is not known to contain mineral resources of value to the region and residents of the state. The proposed project would not indirectly affect the availability of any mineral resources by restricting access to a resource recovery site or substantially depleting the reserves of any resources in the region. Therefore, the proposed residential development would not result in a significant impact to mineral resources.
- b. There are no identified mineral resource recovery sites located within or adjacent to the project site. The project site is in an urbanized area developed with a mix of residential and commercial uses and is developed with buildings, paved surfaced parking, paved walkways, and landscaping. Therefore, the development of the proposed residential project would not result in the loss of a mineral resource recovery site.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (1, 2, 3, 28, 31, 47)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground borne noise levels? (1, 2, 3, 28)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or public-use airport, expose people residing or working in the project area to excessive noise levels? (15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The project site is in an urbanized area developed with a mix of residential and commercial uses and is developed with seven exiting structures including commercial office, retail, residential, and two outbuildings.

Temporary Construction Noise

Construction noise impacts depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., morning or evening hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

The 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. The acceptable daytime noise level for the R-3 Districts is 50 dBA and for C districts is 60 dBA.

According to the United State Environmental Protection Agency, noise levels during construction could range from 65 to 88 dBA at 50 feet and therefore, could exceed noise level standards set forth by the city at the immediately adjacent office building to the south. This would constitute a significant temporary noise impact.

Implementation of the following mitigation measures would reduce potential construction noise impacts at adjacent residential and commercial properties to less than significant levels.

Mitigation Measure

NOI-1 Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:

- Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city's municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.
- Use of the concrete saw within 50 feet of any shared property line shall be limited.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures

where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Operational Noise

Traffic. Neither the City of Los Altos nor the State of California define the traffic noise level increase that is considered substantial. A significant impact would typically be identified if project generated traffic were to result in a permanent noise level increase of three dBA CNEL or greater in a residential area where the resulting noise environment would exceed or continue to exceed 60 dBA CNEL or result in a permanent noise increase of five dBA Ldn or greater in a residential area where the resulting in a noise environment would continue to be 60 dBA CNEL or less. For

reference, a three dBA CNEL noise increase would be expected if the project would double existing traffic volumes along a roadway. According to the Traffic Impact Analysis prepared by Hexagon Transportation Consultations, average trip generation rates were estimated using the ITE Trip Generation Manual, 10th Edition (2017) rates for Multi-Family Housing (Mid-Rise) (ITE Land Use 221). The project would replace the existing buildings on-site including a 1,250 square foot hair salon, 2,050 square feet coin shop retail space, a 1,500 square foot chiropractor practice, and a 2,450 square foot office building. The trips associated with these uses were subtracted from the proposed new use; however, no trip credits were taken for the coin shop, as it is currently vacant. As shown in Table 3, Project Trip Generation Estimates in the Traffic Impact Analysis, the project is estimated to generate 196 new daily trips after crediting the 76 existing trips. Because this would double the existing trips at the site, the project traffic could result in a three dBA increase. However, because the area is mixed use in nature and the uses immediately adjacent to the site are commercial/office, a three dBA traffic noise increase would not be a significant noise increase to the area.

Parking. Parking would be provided in the underground garage. Parking activities occurring in the underground garage would not be anticipated to be audible outside of the parking structure.

Mechanical Equipment. The proposed project would include mechanical equipment such as heating, ventilation, and air conditioning systems (HVAC). This could include condenser, exhaust fans, and boilers located on the rooftop. According to the *5150 El Camino Real Residential Development Initial Study*, typical residential rooftop exhaust fans are anticipated to generate noise levels of 50 to 60 dBA at 50 feet from the equipment, depending on the equipment selected. Shielding from equipment enclosures and surrounding structures would provide 10 to 15 dBA of reduction. The City of Los Altos limits sound levels generated by air-conditioning or air-handling equipment to 50 dBA at residentially zoned property lines. While the property immediately adjacent to the site is developed with an office use, it has a CD/R3 Commercial Downtown/Multiple Family zoning designation. The descriptor for the noise limit is not specified. For consistency with the provisions of the code, a reasonable interpretation of this standard would identify the criteria as an hourly average L_{eq} . It is possible the HVAC system could exceed city noise standards. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

By requiring a review of the mechanical equipment selected for the proposed project, as well as its design and location within the site, project mechanical equipment would not generate long-term noise levels in exceedance of City noise limits.

Mitigation Measure

NOI-2 Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city's noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

- b. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Therefore, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second (PPV [in/sec]) and is measured in vibration decibels (VdB).

The City of Los Altos does not specify a construction vibration limit. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings. The conservative 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project site, but historic or very old buildings are not known to exist in the immediate project vicinity.

Demolition, excavation, and other construction activities could result in unacceptable vibration levels at the adjacent office building to the west. Implementation of the following mitigation measure would ensure this potential impact is not significant.

Mitigation Measure

NOI-3 A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:

- Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.
 - Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission.
 - Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities.
 - Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
- c. There are no airports near the project site that would expose people residing or working in the project area to excessive noise levels. The closest airports to the site include Moffett Federal Airfield, a joint civil military airport, approximately four miles east of the project site. And Palo Alto Airport, a general aviation facility, located approximately five miles north of the project site.

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. According to the United States Census Bureau, Los Altos has an estimated 2019 population of approximately 30,089 and Los Altos' housing stock has an average of 2.84 persons per household in 2019 (US Census Bureau 2021). The proposed 50 condominium units would potentially create a population growth in the area of 142 people. However, this would not induce substantial unplanned population growth in the area. The proposed project is consistent with the uses allowed by the general plan and zoning code. The project site is located in an established urban area, has direct access to the roadway and existing utility infrastructure located on First Street. Therefore, the proposed project would not induce unplanned population growth.
- b. The proposed project would result in the demolition of one single-family residence. However, the project would create 50 new dwelling units and would not displace a substantial number of people or housing such that replacement housing would be necessitated elsewhere.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection? (1, 2, 7, 8, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (1, 2, 7, 8, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? (1, 2, 3, 7, 8, 9, 32, 39, 40)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a. The City of Los Altos contracts with the Santa Clara County Fire District for fire and emergency medical services. There are two fire stations in Los Altos: Almond Fire Station located at 10 Almond Avenue; and Loyola Fire Station located at 765 Fremont Avenue. The closest station to the project site is the Almond Fire Station, located approximately 0.5 miles north of the site.

The project proposes to replace seven existing commercial/residential structures with one new residential building on the site that would provide a total of 50 residential units. According to the California US Census Bureau, Los Altos' housing stock had an average of 2.84 persons per household in 2019. Therefore, the proposed project could result in a population increase of 142 persons. As discussed in Section 15, Population and Housing, the proposed development would not induce substantial unplanned population growth in the area. The project would incrementally increase the local population and associated demand on fire protection services. The incremental increase in demand would not, by itself, require new facilities or expansion of existing facilities to provide adequate fire protection services and meet the city's overall service goals. The project would be reviewed by the Santa Clara County Fire District to ensure applicable Fire Code standards to reduce potential fire hazards are included in the project design when construction permits are issued, including

sprinklers and smoke detectors. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered fire facilities.

- b. Police protection services for the project site are provided by the Los Altos Police Department, headquartered at 1 North San Antonio Road, approximately 0.4 miles north of the site. The Department has 32 sworn officers, five reserve officers, and 17 professional civilian staff.

As previously discussed, the project would increase the permanent population of the area by approximately 142 persons. This incremental increase in population would not place a substantial new burden on police protection services in the area. The project would be constructed in conformance with current codes and the project design would be reviewed by the Los Altos Police Department to ensure that it incorporates appropriate safety features to minimize criminal activity. New facilities, or the expansion of existing facilities, would not be required to provide adequate police services to serve the proposed project and meet the city’s overall service goals. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police facilities.

- c. The project site is in the Los Altos School District and Mountain View Los Altos Union High School District. Elementary school students in the project area attend Gardner Bullis Elementary School, located approximately 0.9 miles west of the project site. Middle school students in the project area attend Egan Junior High School, located approximately 0.8 miles west of the project site. High school students in the project area attend Los Altos High School, located approximately 0.7 miles northeast of the project site.

Table 8, *Student Generation*, presents the projected number of students resulting from the proposed project.

Table 8 Student Generation

Number of Proposed Units	Student Generation Rates	Number of New Students
50	0.63 elementary school students (K-9)	33
	0.038 high school students (9-12)	2
Total	35 Students	

SOURCE: Mountain View Los Altos High School District 2017
Hexagon Transportation Consultants 2019

The proposed project is expected to generate 34.4 school aged children. While the proposed project would incrementally increase the demand placed on schools in Los Altos, this increase would not be substantial and would not require the construction of new school facilities or the expansion of existing facilities.

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Sections 65995-65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

In accordance with California Government Code Section 65996, developers pay a school impact fee to the local school district to offset the increased demands on school facilities caused by their proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered school facilities.

- d. The closest public park is Shoup Park, located approximately 0.3 miles southwest of the site. Other public park facilities in the vicinity include Village Park (0.35 miles to the north) and Rosita Park (0.7 miles to the southeast). The project would increase the residential population in the project area by 142 persons which could increase use of existing parks and recreational facilities in Los Altos and in adjacent cities. This incremental increase in demand is not expected to create a substantial physical burden on local and regional parks to an extent that would require the expansion of existing facilities or construction of new facilities.

The City of Los Altos has established a Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code) requiring residential subdivisions to dedicate land for park or recreational purposes, or pay a fee in-lieu thereof, as a condition of approval for the final subdivision or parcel map. The intent of the ordinance is to allow development to occur within the city in a manner that meets the city's parks and recreation goals. The city provides and maintains developed parkland and open space to serve its residents. Residents of Los Altos are served by community park facilities, neighborhood parks, playing fields and community centers. The city's Department of Recreation and Community Services is responsible for development, operation, and maintenance of all city park facilities. In accordance with the City of

Los Altos Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code), the project applicant shall pay the applicable parkland dedication in-lieu fee as a condition of project approval.

- e. While the project would incrementally increase the demand on library and community center facilities, the project is not expected to create a substantial physical burden to an extent that would require expansion of existing facilities or construction of new facilities. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered libraries, community centers, or other public facilities.

16. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a, b. As discussed in Section 15, Public Services, the proposed project would incrementally increase the population in the project area. In accordance with the City of Los Altos Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code), the project applicant will be required to pay the applicable parkland dedication in-lieu fee as a condition of project approval. Additionally, the proposed residential project would provide on-site recreational facilities including a 5,000 square foot rooftop deck with grilling stations, dining tables, and outdoor seating. The proposed project would not increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated or that would require the construction or expansion of recreational facilities.

17. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (1, 8 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? (8, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1, 2, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access? (1, 2, 8, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

The following discussion is based on a Transportation Impact Analysis prepared by Hexagon Transportation Consultants, Inc. The report, dated August 2021, is attached to this Initial Study as Appendix F. The study evaluated intersection levels of service for General Plan and CMP consistency, impacts to bicycle, pedestrian, and transit facilities, and site access, on-site circulation, vehicle queuing, and parking demand.

- a. The traffic impact analysis studied the following five signalized intersections and two unsignalized intersections:
 1. Foothill Expressway & Main Street (CMP intersection)
 2. First Street & Main Street
 3. First Street & Whitney Street (unsignalized)
 4. San Antonio Road & Edith Avenue/Main Street
 5. San Antonio Road & First Street/Cuesta Drive
 6. San Antonio Road & Foothill Expressway (CMP intersection)
 7. San Antonio Road & Whitney Street/Pepper Drive (unsignalized)

A development project in Los Altos would be inconsistent with the Circulation Element of the General Plan if for either peak hour, either of the following conditions occurs at a signalized intersection:

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

The Santa Clara Valley Transportation Authority (VTA) oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections.

A development project would be inconsistent with the CMP if the development project results in the level of service at a CMP intersection dropping below LOS E when project traffic is added.

Trip Generation, Distribution and Assignment. The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, project trips are assigned to specific streets and intersections.

Standard trip generation rates were applied for the proposed development in accordance with the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, 10th edition. The trip rates for a Multiple-family Housing – Mid-Rise land use were used for this project. Total trips generated by the proposed project were then evaluated against estimated trips generated by the existing businesses onsite and the project was determined to create 196 net daily trips (refer to Table 3, Project Trip Generation Estimates in the Traffic Impact Analysis).

The trip distribution pattern for net trips generated by the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The new net trips that the project would generate were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the locations of project driveways.

Level of Service. Project consistency with the General Plan and CMP's LOS thresholds was evaluated relative to both existing traffic and background traffic volumes. For the existing plus project scenario, the levels of service at the seven study intersections were evaluated for the current traffic conditions and the traffic conditions expected to result from added vehicular trips under the proposed project. For the background plus project scenario, background peak-hour traffic volumes were estimated by adding the estimated traffic from the approved but not yet constructed developments to existing volumes.

As shown in Table 4 of the Traffic Impact Analysis, five of study intersections would continue to operate at an acceptable level of service during both AM and PM peak hours. Since the project would add trips to existing low-delay movements, there would be a decrease in overall average delay at some intersections.

The intersection of Foothill Expressway & San Antonio Road operates at an unacceptable level of service during the PM peak hour. However, the addition of project trips would not adversely affect traffic operations at the intersection because these trips would not increase the average delay at the intersection by more than 4 seconds.

The San Antonio Road & Whitney Street/Pepper Drive intersection operates at an unacceptable level of service during the PM peak hour. However, the addition of project generated trips would not adversely affect traffic operations at the intersection. Since the unsignalized intersection of San Antonio Road & Whitney Street/Pepper Drive operates at LOS E, a signal warrant check (MUTCD 2010 edition, Part 4, Warrant 3) was conducted for the intersection based on the peak-hour traffic warrant. The analysis shows that the signal warrant is not met with or without the project.

The proposed project would not result in a substantial increase in traffic volumes at affected intersections. The City of Los Altos' circulation system would continue to operate effectively following implementation of the project. Therefore, traffic generated by the proposed project would be consistent with the General Plan and the CMP.

Transit Facilities. The project site is primarily served by one VTA bus route (Frequent Route 40). The nearest bus stops to the project site are located along both sides of San Antonio Road (near Whitney Street), approximately 800 feet from the project site. According to the traffic impact analysis, existing bus service is expected to have sufficient capacity to accommodate new riders as a result of the project. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies associated with new transit facilities. The project would not cause substantial transit delays.

Pedestrian Facilities. Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, continuous sidewalks exist along the east side of First Street. Discontinuous sidewalks are present along the west side of First Street and on Whitney Street. Near the project site, marked crosswalks are present along the north and east legs at the intersection of First Street & Whitney Street. Crosswalks with pedestrian signal heads are present at the intersection of First Street & Main Street. Crosswalks with pedestrian signal heads and push buttons are provided at the remaining signalized study intersections, with the exception of the south leg of the San Antonio Road & First Street/Cuesta Drive intersection. The project site is located near routes identified in the City's Safe Routes to School Plan. The City has released draft Walk n Roll maps for each school that services the Los Altos community. The Walk n Roll maps designate pedestrian and bicycle-friendly routes that students and parents can use to walk and bike to school. The project site is located near San Antonio Road and Cuesta Drive, which are both identified in numerous Walk n Roll maps.

The proposed project would provide sidewalks, crosswalks, and pedestrian signals at signalized intersections. The project proposes to construct a new five-foot-wide sidewalk and seven-foot-wide planting strip along its frontage on Whitney Street and an eight to 12-foot-wide sidewalk along its frontage on First Street. Trees would be planted along the sidewalk on the First Street frontage. The existing sidewalks and crosswalks provide adequate access to transit and nearby points of interest.

The Pedestrian Master Plan includes goals, policies and actions for improving the pedestrian environment in Los Altos, including planning for pedestrian accommodation and facilities that serve people of all ages and abilities, developing a safe pedestrian network, and increasing pedestrian mode share. Pedestrian circulation would not be inhibited by the proposed project and the project would not conflict with the Los Altos Pedestrian Master Plan. The proposed project would include pedestrian access points to existing facilities and would not prevent the City from implementing the goals of the Pedestrian Master Plan.

Bicycle Facilities. Bicycle facilities in the vicinity of the project site include bike lanes and bike routes. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are roadways shared between bicycles and vehicles. While most streets in the downtown area lack bicycle facilities, they have slow traffic speeds and are conducive to bicycling. The project proposes to provide 56 long term bicycle parking spaces located in bicycle lockers in the underground garage area. The project also proposes six short term bicycle parking spaces on two bicycle racks located along the project frontage on First Street. The project would not remove any bicycle facilities, and would not preclude the continued use of existing bicycle facilities in the project area nor would it conflict with Los Altos General Plan policies promoting continued and expanded bicycle use.

- b. Senate Bill 743 was passed in 2013 and mandated a shift in the metrics used for transportation analysis under CEQA from Levels of Service (LOS) to Vehicle Miles Traveled (VMT). CEQA Guidelines Section 15064.3, subdivision (b) (1) establishes that VMT is the metric to use to analyze transportation impacts of land use projects. The Traffic Impact Analysis describes the daily VMT per capita for the project and compares it to significance thresholds for the City of Los Altos. Per Office of Planning and Research (OPR) guidelines, when there is a change in land use, VMT for a proposed project should be compared to thresholds set by lead agencies without regard to the VMT generated by the previous existing use.

The City's VMT threshold of significance is the city average VMT per capita minus 15 percent, which calculates to 10.39 daily vehicle miles traveled per resident. Thus, the proposed project would result in a significant impact if it results in a project VMT of 10.39 VMT per capita or more.

The results of the VMT evaluation, using the VTA VMT Evaluation Tool, indicates that the proposed project is expected to generate 6.37 VMT per capita. Since the proposed project's estimated VMT is lower than the significance threshold of 10.39 VMT per capita, the project would have a less than significant impact on vehicle miles traveled.

- c. On-site circulation was evaluated for the project driveways and underground parking garage for traffic volume, delays, vehicle queues, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan shows the driveway to the underground garage ramp from the alleyway measuring 24 feet in width, which is adequate width for a two-way driveway. The project plans do not show any entry control device. Therefore, it is unlikely there will be any queuing for inbound traffic. Since the driveway ramp is accessed from an alley carrying low traffic volume, vehicle queuing for exiting vehicles is not expected.

Sight distance was checked for the proposed driveway. Sight distance requirements vary depending on the roadway speeds. Vehicles are expected to drive slowly in the alley. However, for the purposes of analysis it is assumed that the speed limit of the alley is 25 mph. Therefore, the Caltrans stopping sight distance for both driveways is 200 feet (based on a design speed of 30 mph). Drivers will be able to see at least 200 feet towards the south when exiting. Similarly, drivers will be able to see vehicles turning from Whitney Street into the alley from the north.

The proposed project would not substantially increase hazards due to a geometric design feature or due to incompatible uses.

- d. The site was found to have adequate site access and circulation and would provide adequate emergency vehicles access to the condominiums.

18. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (26)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (26)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. The Tamian Nation contacted the City of Los Altos requesting consultation. City staff and the Tribal representative met on August 16th and October 4th, 2021. A records search from the Northwest Information Center was obtained and shared with the Tribal representative, the results of which are discussed in Section D5, Cultural Resources, of this initial study.

The Tribal representative indicated that the project site is located within a general area known to the Tribe sensitive resources. The Tribal representative provided no evidence of Tribal resources on or in the immediate vicinity of the project site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or, a resource determined by the City of Los Altos, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

However, because the Tamien Nation is traditionally and culturally affiliated with the project area, and the Tribe has indicated that sensitive resources are located with the general vicinity, the Tribal representative and City staff have agreed to the following mitigation measures, in the event significant resources meeting the definition in (1) and (2) in the table above are accidentally discovered during earth moving activities associated with the proposed project.

Mitigation Measures

In addition to mitigation measures CUL-1 and CUL-2 presented in Section D5, Cultural Resources, the following measures shall be implemented:

TR-1 The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.

TR-2 The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.

The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.

Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.

Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.

The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.

19. UTILITIES AND SERVICES SYSTEMS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (1, 2, 3, 27, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (1, 2, 28, 33, 34, 35)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (28, 35, 36, 37)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (28, 38)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

a. **Water.** The proposed project would connect to existing eight-inch water main that runs along First Street up Whitney Street and eventually along the alley way adjacent to the rear of the project site. The project would not require expansion of off-site facilities or the construction of new water mains aside from lateral lines required to connect to the existing water main.

Sewer. The proposed project would connect to the city's existing sanitary sewer system. The existing sanitary sewer along they alley way adjacent to the rear of the project site would be utilized by the project to convey wastewater flows from the

project to the Palo Alto Regional Water Quality Control Plant (PARWQCP). The city's Sanitary Sewer System Master Plan (SSMP) Update determined that less than five percent of the 121 miles of inspected sewer pipes in the city and in its immediate vicinity were in poor condition. No deficient pipe segments were located directly adjacent to the project site. Overall, the city's sewer system was determined to be in good condition, with several recommended improvements noted in the SSMP Update to be included in the Capital Improvement Program (CIP) to address deficiencies.

The proposed project would not require expansion of off-site facilities or the construction of new sewer lines aside from lateral lines required to connect to the existing sewer in the alley.

Storm Water. Runoff from the project site flows into the City of Los Altos' municipal storm drainage system. The existing on-site storm drainage system captures and conveys runoff from the project site to the city's storm drain system. New storm water controls will be constructed on site, the environmental effects of which have been evaluated in this initial study.

Electric, Natural Gas, Telecommunications. The site is currently served by electric power, natural gas, and telecommunication utilities. The proposed redevelopment of the site would not require the expansion of these utilities. Therefore, the proposed project would not result in a significant impact due to the expansion or relocation of electric power, natural gas, or telecommunication facilities.

- b. The project site is served by the California Water Service Company (Cal Water) and is located within Cal Water's Los Altos Suburban (LAS) District. Water supply for the project site is sourced from a combination of groundwater and purchased water. Approximately 35 percent of the LAS District's provided water comes from primary groundwater production and 65 percent comes from water purchases from the Santa Clara Valley Water District, sourced from underground aquifers, reservoirs, and the San Joaquin Sacramento River Delta. The Cal Water system includes 297 miles of mains, 65 booster pumps, and 46 storage tanks. The LAS District 2015 UWMP found that Cal Water has more than sufficient well capacity to meet the demands unserved by Santa Clara Valley Water District purchases through 2040.

The project site is currently developed with commercial retail/office, a single-family residence, and associated paved surface parking and landscaping. [Table 9, Existing and Proposed Water Demand](#), shows the existing, proposed, and net increase in water uses according to CalEEMod, which bases its results on model aggregate water use defaults within the entire BAAQMD boundary.

Table 9 Existing and Proposed Water Demand

Existing Water Use	Proposed Water Use	Net Increase in Water Demand
1.2 mgpy (3.7afy)	5.4 mgpy (16.6 afy)	4.2 mgpy (12.9 afy)

SOURCE: CalEEMod 2021

1. mgpy is million gallons per year

2. afy is acre feet per year

While the project would increase water demand at the site, this increase would be an incremental increase to the overall Cal Water demand of 10,188 acre-feet per year. Project water use would be further minimized by adherence to the 2016 CALGreen Code and Chapter 12.36 of the Municipal Code, which adopts water efficient landscape regulations. Because the proposed project would increase site water demand compared to existing conditions, and the Cal Water LAS District did not identify any substantial supply deficiencies through 2040, the proposed project would not result in significant impacts to water supply.

- c. The City of Los Altos’ Department of Public Works is responsible for the wastewater collection system within the city. Wastewater is conveyed to the Palo Alto Regional Water Pollution Control Plant (PARWQCP) for treatment and disposal. The PARWQCP serves the wastewater management needs of the communities of Palo Alto, Los Altos, Mountain View, East Palo Alto, Los Altos Hills, Stanford University and East Palo Alto Sanitary District. The city owns and maintains the collection system within the city and its sphere of influence and the trunk sewer that connects the city to the PARWQCP master metering station.

An existing sewer main serves the project site. The PARWQCP has capacity to treat 40 million gallons per day (mgd) of dry weather flows from cities within its service area, with 3.6 mgd of dry weather flow allocated to serve the City of Los Altos’ wastewater disposal needs. In 2015, it was estimated that the City of Los Altos generated 3.47 mgd for treatment at the PARWQCP, slightly below the capacity allocated to it at the plant. [Table 10, Existing and Proposed Wastewater Generation](#), shows the current wastewater generation, proposed generation, and net increase in wastewater generation.

The estimated wastewater generation from the project would incrementally increase wastewater generation at the site. However, the PARWQCP currently has sufficient capacity to provide wastewater treatment for the cities within its service area, and the proposed project would not inhibit the PARWQCP from meeting wastewater treatment requirements.

Table 10 Existing and Proposed Wastewater Generation

Existing Wastewater Generation	Proposed Wastewater Generation	Net Increase in Wastewater Generation
744,005 gpy (2,038 gpd)	3,200,000 gpy (8,767 gpd)	2,500,000 gpy (6,849 pgd)

SOURCE: CalEEMod 2021

NOTES: gpy: gallons per year

gpd: gallons per day

- d. Solid waste collection in the City of Los Altos is provided by Mission Trail Waste Systems through a contract with the city. Mission Trail Waste Systems provides residential, commercial and industrial collection services for garbage, recycling and organics for the city. Mission Trail Waste Systems operates a transfer station at 1313 Memorex Drive in Santa Clara. The City of Los Altos is served by the Newby Island Landfill, located at 1601 Dixon Landing Road in Milpitas. Newby Island Landfill provides disposal capacity to the cities of San Jose, Milpitas, Santa Clara, Cupertino, Los Altos, and Los Altos Hills. As of May 17, 2018, Newby Island Landfill had approximately 16.9 million cubic yards of capacity remaining and an estimated closure in 2039. Using the CalRecycle 2019 average disposal rate per capita of 2.9 pounds per day, the proposed project is estimated to generate approximately 90.2 0.005 tons of solid waste per year. The solid waste increase would be less than this when considered existing buildings on site that would be replaced by the project. While the proposed project would increase the solid waste generated on-site, the project would be served by a landfill with adequate capacity to support growth expected in the region.
- e. The project would be required to provide three streams of waste – solid waste, recyclable materials and organic materials – per the city’s Solid Waste Collection and Recycling Ordinance. The Ordinance is intended to support the city’s target of achieving a 78 percent waste diversion rate. The project would also be required to comply with Municipal Code Chapter 6.14 to reduce construction and demolition waste. By diverting waste per city policies, the net increase in the amount of solid waste generated by the proposed project would be reduced. Overall, the proposed project would not result in a significant increase in solid waste and recyclable materials generated within the City of Los Altos and would not prevent the City from meeting its solid waste reduction goals. Compliance with the city’s Solid Waste Collection and Recycling Ordinance would ensure that project operation meets state and federal solid waste statutes and regulations. Additionally, the project would be required to collect, recycle and dispose of waste generated from construction and demolition activities per Municipal Code Chapter 6.14. Diversion of construction and demolition materials would further the City’s efforts to reduce waste and comply

with AB 939, AB 32, AB 341 and help achieve the State 75 percent waste diversion goal by 2020 and the city's 78 percent waste diversion goal. Therefore, the proposed project would not conflict with federal, state, and local solid waste statutes and regulations.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

- a-d. The project site is in an urbanized area. The site is not located within an identified Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA) or a Local Responsibility (LRA). The project site is not located near wildlands that could present a fire hazard.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1, 3, 15, 8, 29, 39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (1, 3, 15, 16, 8, 29, 39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

- a. As discussed in the prior sections of this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources or eliminate important examples of California history or prehistory with implementation of the identified standard measures, conditions of approval, and mitigation measures.

As discussed in Section 4, Biological Resources, implementation of mitigation measures BIO-1 and BIO-2 for impacts to nesting birds and adherence to the City of Los Altos’ Tree Preservation Ordinance measures would reduce potentially significant impacts to biological resources to a less-than-significant level. As discussed in Section 5, Cultural Resources, with implementation of mitigation measures CUL-1 and CUL-2, the project would result in a less-than-significant impact on archaeological, historic, and paleontological resources. Any potential significant project impacts would be mitigated to a less-than-significant level.

Additionally, as discussed in Section D18, Tribal Resources, with implementation of mitigation measures TR-1 and TR-2, potential, significant impacts to Tribal resources would be mitigated to a less-than-significant level.

- b. Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

The proposed development could result in temporary water quality, biological, greenhouse gas and noise impacts during construction. With the implementation of the identified BMPs, mitigation measures, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. Because the nature of the identified impacts is temporary and would be mitigated, the proposed project would not have a cumulatively considerable impact on water quality, biological resources, greenhouse gas and noise.

Implementation of the proposed project could result in the loss of trees on and adjacent to the site. Any trees removed would be replaced in accordance to the City’s Tree Protection Ordinance. The project would have no long-term effect on the urban forest or the availability of trees as nesting and/or foraging habitat. Therefore, the project would not have a cumulatively considerable long-term impact on biological resources.

Earthmoving activities may result in the loss of unknown subsurface prehistoric and historic resources on-site. Because the project would implement mitigation measures CUL-1 and CUL-2, the proposed project would not have a cumulatively considerable impact on cultural resources in the project area.

As discussed in Section 4, Air Quality, the project could result in human exposure to MEI in exceedance of air district thresholds. However, implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the exposure levels below the threshold and lower the infant/child cancer risks to a less-than-significant level.

The Traffic Impact Analysis prepared for the project included an evaluation of intersection levels of service (LOS). One of the scenarios evaluated was Background Plus Project Conditions, which consisted of existing traffic plus additional traffic generated by approved but not yet constructed developments in the area, plus the

additional traffic generated by the proposed project. The results of the LOS analysis indicated that all study intersections would operate at acceptable levels of service under all analysis scenarios, including Background Plus Project Conditions, which represents the cumulative scenario. Cumulative traffic impacts of the project would therefore be less than significant.

As discussed in the respective sections, the proposed project would have no impact or a less than significant impact on aesthetics, agriculture and forestry resources, geology and soils, mineral resources, population and housing, public services, recreation, and utility and service facilities. The cumulative impacts to utilities, public services, and population and housing are accounted for in the City's long-term infrastructure service planning. The project would not have a cumulatively considerable impact on these resource areas.

- c. Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction air quality, hazards and hazardous materials, and noise. The proposed project would be required to adhere to applicable General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in Section 4, Air Quality, implementation of mitigation measures AQ-1 and AQ-2 would reduce potential air quality impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

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Kiely Arborist Services LLC

Certified Arborist WE#0476A

P.O. Box 6187

San Mateo, CA 94403

650- 515-9783

March 15th, 2021, Revised July 19th, 2021

355 1st St LLC

Attn: Albert Wang

Site: 355 1st St, 365 1st St, 371 1st St, and 373 1st St, Los Altos

Dear 355 1st St LLC,

As requested on Wednesday, March 10th, 2021, I visited the above site for the purpose of inspecting and commenting on the trees. Development is proposed for this site consisting of condos and underground parking, and as required by the City of Los Altos, a survey of the trees and a tree protection plan will be provided within this report. The entire 41 page building permit plan set (second submittal) dated 7/16/21 was reviewed for writing this report. This report will go over the existing health of the protected trees and will give recommendations for construction as needed followed by a tree protection plan.

Method:

The significant trees on this site were located on a map provided by you. Each tree was given an identification number. This number was inscribed on a metal foil tag and nailed to the trees at eye level. The trees were then measured for diameter at 48 inches above ground level (DBH or diameter at breast height). Each tree was put into a health class using the following rating system:

- F- Very Poor
- D- Poor
- C- Fair
- B- Good
- A- Excellent

The height of each tree was estimated and the spread was paced off. Lastly, a comments section is provided.

Survey Key:

DBH-Diameter at breast height (54" above grade)

CON- Condition rating (1-100)

HT/SP- Tree height/ canopy spread

*indicates neighbor's trees

P-Indicates protected tree by city ordinance

R-Indicates tree proposed for removal

1st Street

(2)

Survey:

Tree#	Species	DBH	CON	HT/SP	Comments
1P	Camphor (<i>Cinnamomum camphora</i>)	17.0	B	25/20	Fair vigor, fair form, street tree , minor dead wood.
2P	Camphor (<i>Cinnamomum camphora</i>)	12.4	B	15/12	Fair vigor, fair form, street tree , minor dead wood.
3P	Camphor (<i>Cinnamomum camphora</i>)	8.0	D	12/10	Fair to poor vigor, poor form, topped, suppressed, street tree .
4P	Camphor (<i>Cinnamomum camphora</i>)	16.9	C	20/15	Fair to poor vigor, fair form, street tree , dead wood.
5P	Camphor (<i>Cinnamomum camphora</i>)	15.7	C	20/20	Fair to poor vigor, fair form, street tree , dead wood.
6P	Camphor (<i>Cinnamomum camphora</i>)	15.5	B	20/20	Fair vigor, fair form, minor dead wood, street tree .
7R	Magnolia (<i>Magnolia grandiflora</i>)	8.2	C	20/12	Fair vigor, fair form, decay on trunk, in small planting area.
8R	Loquat (<i>Eriobotrya japonica</i>)	7.4-4.7-6.8	C	20/25	Good vigor, poor form, multi leader at 1 foot, surrounded by hardscapes.
9R	Bay (<i>Umbellularia californica</i>)	6.7-5-7	F	20/20	Poor vigor, poor form, in decline, multi leader at grade.
10R	Glossy privet (<i>Ligustrum lucidum</i>)	2"x3	D	10/6	Poor vigor, fair form.
11R	Glossy privet (<i>Ligustrum lucidum</i>)	3-3-2-2-2	D	8/7	Fair to poor vigor, fair form.
12R	Glossy privet (<i>Ligustrum lucidum</i>)	2"x6	B	8.7	Good vigor, fair form.
13R	Mayten (<i>Maytenus boaria</i>)	4.4	F	10/6	Poor vigor, poor form, in decline.
14R	Mayten (<i>Maytenus boaria</i>)	5.7	F	12/6	NEARLY DEAD.

1st Street

(3)

Survey:

Tree#	Species	DBH	CON	HT/SP	Comments
15P/R	Coast live oak (<i>Quercus agrifolia</i>)	26.1	C	30/30	Fair vigor, poor form, codominant at 4 feet with included bark, surrounded by hardscapes.
16R	Coast live oak (<i>Quercus agrifolia</i>)	9.3-12.0	D	15/15	Poor vigor, poor form, codominant at grade, surrounded by hardscapes, large curb at tree.
17R	Coast live oak (<i>Quercus agrifolia</i>)	10.8	C	20/15	Poor vigor, fair form, surrounded by hardscapes, large curb at tree.
18P/R	Coast live oak (<i>Quercus agrifolia</i>)	18-8.7	C	30/25	Good vigor, fair to poor form, suppressed by #19, leans away from #19, surrounded by hardscapes, large curb at tree.
19P/R	Coast live oak (<i>Quercus agrifolia</i>)	29.7	B	45/35	Good vigor, fair form, codominant at 5 feet with fair union, large curb at tree.
20R	Tree of heaven (<i>Ailanthus altissima</i>)	6.5-5.5	D	15/12	Fair vigor, poor form, codominant at grade, invasive species.
21R	Pittosporum (<i>Pittosporum undulatum</i>)	4.9	D	10/10	Fair to poor vigor, poor form, suppressed, no room for tree.
22R	Crape myrtle (<i>Lagerstroemia sp.</i>)	6.0	B	12/10	Good vigor, good form.
23*	Tree of heaven (<i>Ailanthus altissima</i>)	3.5"x7	D	25/15	Fair vigor, poor form, codominant at grade, invasive.
24*	Tree of heaven (<i>Ailanthus altissima</i>)	6-4	D	25/15	Fair vigor, poor form, codominant at grade, invasive.
25*	Tree of heaven (<i>Ailanthus altissima</i>)	4-3	D	25/15	Fair vigor, poor form, codominant at grade, invasive.
26	Crape myrtle (<i>Lagerstroemia sp.</i>)	3.0	B	12/10	Fair vigor, fair form, suppressed.
27R	Pittosporum (<i>Pittosporum undulatum</i>)	9.5	B	15/15	Fair vigor, fair form.
28R	Coast live oak (<i>Quercus agrifolia</i>)	5.2	C	12/6	Fair vigor, fair form, surrounded by buildings and hardscapes.

1st Street

(4)

Survey:

Tree#	Species	DBH	CON	HT/SP	Comments
29P/R	Coast live oak (<i>Quercus agrifolia</i>)	34.4	B	40/35	Fair vigor, fair form, thin canopy.
30P/R	Canary Island Palm (<i>Phoenix canariensis</i>)	27.0	B	40/20	Fair vigor, good form.
31*	Magnolia (<i>Magnolia grandiflora</i>)	8.0	D	15/12	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
32*	Magnolia (<i>Magnolia grandiflora</i>)	8.0	D	12/12	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
33*	Magnolia (<i>Magnolia grandiflora</i>)	8.0	D	15/10	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
34*	Magnolia (<i>Magnolia grandiflora</i>)	8.0	D	15/10	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
35*	Magnolia (<i>Magnolia grandiflora</i>)	10.0	D	20/15	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
36*	Magnolia (<i>Magnolia grandiflora</i>)	10.0	D	20/15	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
37*	Magnolia (<i>Magnolia grandiflora</i>)	8.0	D	15/12	Fair to poor vigor, drought stress, abundance of dead wood, surrounded by hardscape.
38*	Ornamental pear (<i>Pyrus calleryana</i>)	8est	D	12/12	Poor vigor, poor form, in decline.
39*	Ornamental pear (<i>Pyrus calleryana</i>)	8est	C	15/12	Fair vigor, fair form.
40*	Brisbane box (<i>Lophostemon confertus</i>)	8est	B	20/10	Good vigor, good form.



Showing tree locations



Site observations:

The existing landscape is in fair condition. Many trees surround the site. All of the trees are surrounded by hardscapes or building foundations. Damages to the hardscapes were observed near all of the trees on site. Ailanthus (tree of heaven) trees were found on site. This species is highly invasive and recommended for removal.

Showing tree of heaven trees #23-25



Discussion of protected trees:

Camphor street trees #1-6 are in fair condition except for camphor tree #3. The trees are within a planting strip between the sidewalk and street. The sidewalk and curb have been damaged by the tree roots in the past. Camphor trees are one of the species widely known for causing damage to hardscapes as they tend to develop large surface roots. Areas of dead wood were observed in the canopies. Camphor tree #3 is in poor condition due to being topped in the past.

Showing camphor street trees with dead wood observed.



Oak tree #15 is in fair condition. The tree has poor form with codominant stems at 4 feet. The codominant leaders have formed included bark within the union. Included bark can significantly raise the risk of a leader failure. The tree is completely covered by hardscapes.

Showing included bark at 4 feet

1st Street

(7)



Oak trees #16-19 are located between 2 parking areas at 371 and 373 first street. Oaks #18, and #19 are of a protected size. The trees are in fair to good condition except oak tree #16 in poor condition. The property at 371 and 373 are at different grades. The lot at 371 where the trunks of the oaks are located is lower than the property at 373 first street. Demolition would likely have a high impact on these trees, also the trees would take up a large area of available space if retained. Oak trees #18 and #19 are within a few feet from the existing foundation.

Showing oak trees #18 and #19



Oak tree #29 is located in front of the property and is in good condition. This is the largest oak tree on the property.

Showing oak tree #29

1st Street

(8)



Canary Island palm tree #30 is in good condition.

Showing palm tree #30

Trees proposed to be removed:

Trees #7-22, and 26-30 are proposed for removal in order to develop the property. A new landscape has been developed for the lot and has many replacement trees shown. The surveyor is double checking tree #26 as they are not sure if the tree is located on the lot or neighboring lot. If it is located on the lot, the tree will be removed.

Impacts/recommendations:**Showing neighboring magnolias**

Neighboring magnolia trees #31-37, pear trees #38 and #39, and Brisbane box tree #40 are to be retained. These trees will be protected by tree protection fencing located at the property line. Camphor street trees #1-6 are to be retained. These trees will require tree protection fencing. It is recommended to fence off the entire street tree planting strips. Basement excavation is recommended to be inspected by the Project Arborist when near these trees. Exposed roots due to the excavation of the basement will need to be cleanly cut back to the basement wall. While cut root ends are exposed, the exposed roots are recommended to be covered by 3 layers of wetted down burlap. Burlap moisture will need to be retained by spraying down the burlap multiple times a day. The camphor trees are recommended to be deep water fertilized anytime between fall and early spring time. The retained camphor street trees will need to be irrigated every 2 weeks during the dry season. Soaker hoses on a timer are recommended to be installed within the street tree planting strips. Irrigation is recommended to saturate

the top foot of soil every other week. Impacts are expected to be minor to moderate for the camphor trees. The recommended fertilizing and irrigation will help to keep impacts at a minor level. Neighboring trees #23-26 are to be retained. These trees will need to be protected by tree protection fencing located at the tree driplines where possible. The basement ramp excavation will have minor impacts on the health of the trees. The Project Arborist is recommended to be on site during the excavation of the basement ramp (parking garage) near these trees. These trees are young and able to handle such impacts. Irrigation is recommended to be provided for these trees on a weekly basis as a mitigation measure for the expected minor impacts. The following tree protection measures will protect the trees during the proposed construction.

Tree Protection Plan:*Tree Protection Zones*

Tree protection zones should be installed and maintained throughout the entire length of the project. Prior to the commencement of any Development Project, a chain link fence shall be installed at the drip line (canopy spread) of any protected tree which will or will not be affected by the construction. Non-protected trees are recommended to also be protected in the same way. The drip line shall not be altered in any way so as to increase the encroachment of the construction. When work is to take place underneath a trees dripline, fencing must be placed as close as possible to the tree proposed work. If an area of access is needed underneath a trees canopy, the area shall be protected by a landscape barrier. Fencing for the protection zones should be 6-foot-tall metal chain link type supported by 2 inch metal poles pounded into the ground by no less than 2 feet. The support poles should be spaced no more than 10 feet apart on center. Signs should be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment should be

stored or cleaned inside the tree protection zones. Excavation, grading, soil deposits, drainage and leveling is prohibited within the tree protection zones without the project arborist consent. No wires, signs or ropes shall be attached to the protected trees on site. Utility services and irrigation lines shall all be placed outside of the tree protection zones when possible. When access is needed and tree protection fencing restricts access a landscape barrier shall be installed to protect the non-protected root zone.

Landscape Barrier zone

If for any reason a smaller tree protection zone is needed for access, a landscape buffer consisting of wood chips spread to a depth of six inches with plywood or steel plates placed on top will be placed where tree protection fencing is required. The landscape buffer will help to reduce compaction to the unprotected root zone.

Inspections

The site arborist will need to verify that tree protection fencing has been installed before the start of construction. The site arborist must inspect the site anytime excavation work is to take place underneath a protected tree's dripline. It is the contractor's responsibility to contact the site arborist if excavation work is to take place underneath the protected trees on site. Kielty Arborist Services can be reached at kkarbor0476@yahoo.com or by phone at (650) 515-9783 (Kevin), or (650) 532-4418 (David).

Root Cutting and Grading

If for any reason roots are to be cut, they shall be monitored and documented. Large roots (over 2" diameter) or large masses of roots to be cut must be inspected by the site arborist. The site arborist, at this time, may recommend irrigation or fertilization of the root zone. All roots needing to be cut should be cut clean with a saw or lopper. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist. The site arborist must first give consent if roots over 2 inches in diameter are to be cut.

Trenching and Excavation

Trenching for foundation, irrigation, drainage, electrical or any other reason shall be done by hand when inside the dripline of a protected tree. Hand digging and the careful placement of pipes below or besides protected roots will significantly reduce root loss, thus reducing trauma to the tree. All trenches shall be backfilled with native materials and compacted to near its original level, as soon as possible and if possible. Trenches to be left open for a period of time, will require the covering of all exposed roots with burlap and be kept moist. The trenches will also need to be covered with plywood to help protect the exposed roots.

Irrigation

Normal irrigation shall be maintained on this site at all times. The imported trees will require normal irrigation. On a construction site, I recommend irrigation during winter months, 1 time per month. Seasonal rainfall may reduce the need for additional irrigation. During the warm season, April – November, my recommendation is to use heavy irrigation, 2 times per month. This type of irrigation should be started prior to any excavation. The irrigation will improve the vigor and water content of the trees. The on-site arborist may make adjustments to the irrigation recommendations as needed. The foliage of the trees may need cleaning if dust levels are extreme. Removing dust from the foliage will help to reduce mite and insect infestation.

The information included in this report is believed to be true and based on sound arboricultural principles and practices.

Sincerely, Kevin R. Kielty Certified Arborist WE#0476A

Kevin Kielty

Kielty Arborist Services

P.O. Box 6187
San Mateo, CA 94403
650-515-9783

ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or seek additional advice.

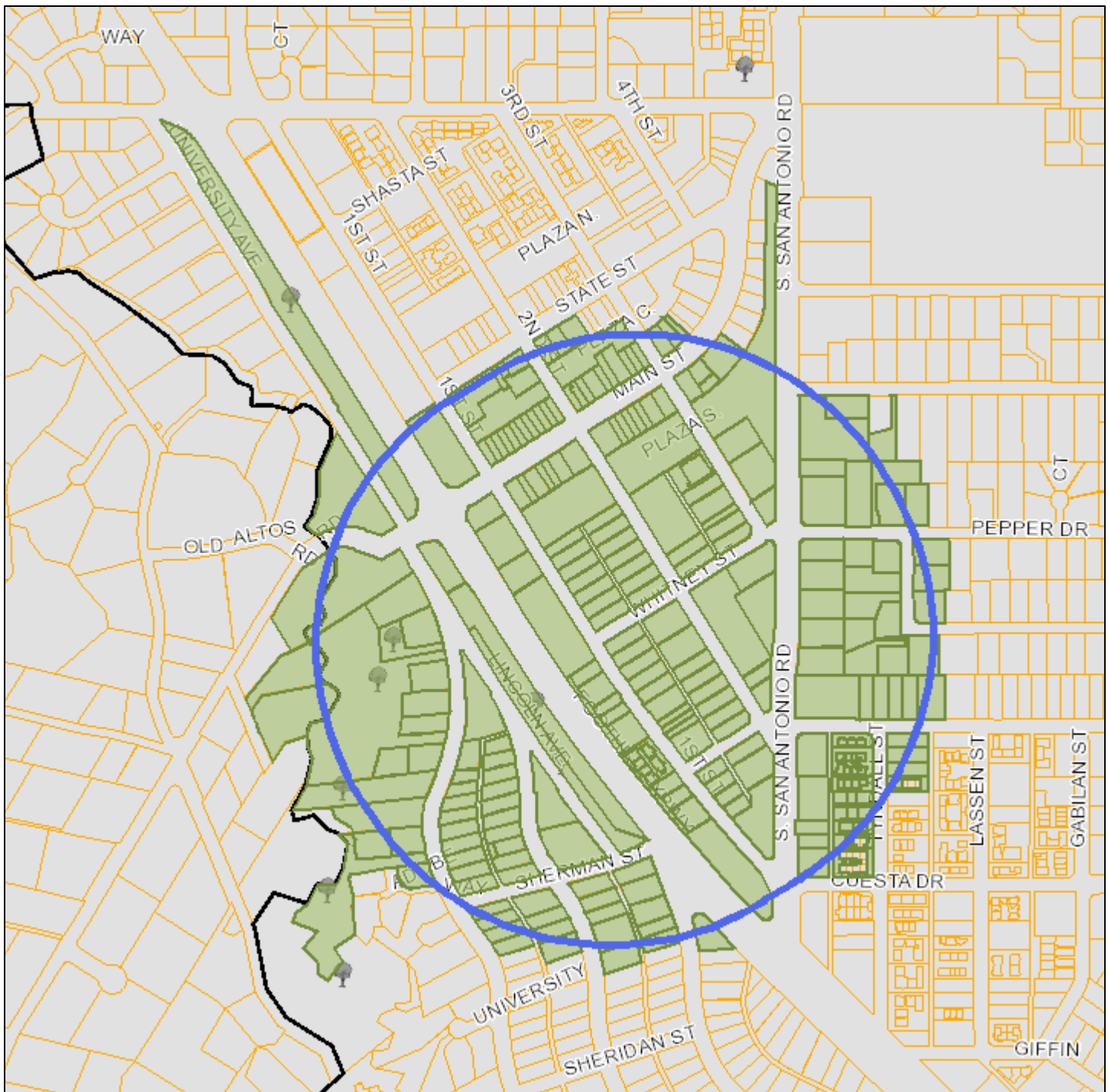
Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like a medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures.

Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees.

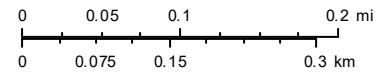
Arborist: *Kevin Kielty* Kevin R. Kielty Date: July 19th, 2021





1000-foot Notification Map



Print Date: April 11, 2021

1:7,702



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

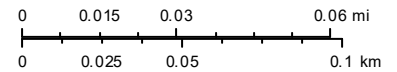
The information on this map was derived from the City of Los Altos' GIS. The City of Los Altos does not guarantee data provided is free of errors, omissions, or the positional accuracy, and it should be verified.





Vicinity Map



Print Date: April 11, 2021

12,367



-  Schools
-  Park and Recreation Areas
-  City Limit
- Road Names
- 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.



GRANT LINE LAND SURVEYING

November 12, 2021

355 First Street
Los Altos, CA

The constructed story poles located at 355 First Street were surveyed on November 12, 2021 and were found to be in conformance for location, heights and elevations as shown on the approved story pole plan for said project.

Kevin Nickolas PLS
L7392 Expires 12/31/21

Kevin Nickolas
11/13/2021



City of Los Altos Community Development Department
Mitigation Monitoring and Reporting Plan
pursuant to Public Resources Code Section 21081.6

Project Name: 355 First Street Residential Project

File No: XXX

Address: 355, 365, 371, 373 1st St.

SCH#: N/A

Date: November 23, 2021

Approved by: City Council

Resolution #

<i>Mitigation Measure Number</i>	<i>Mitigation Measure</i>	<i>Monitoring Actions</i>	<i>Party Responsible for Compliance</i>	<i>Timing</i>	<i>Verification of Compliance (name/date)</i>
Air Quality					
AQ-1	<p>The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM₁₀) and PM_{2.5} emissions on the project plans and the contractor shall implement them during all phases of construction:</p> <ul style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered; c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; 	<p>Include BAAQMD BMPs in project plans</p> <p>Implement BAAQMD BMPs</p>	<p>Applicant</p> <p>Contractor</p>	<p>Prior to Approval of Final Plans</p> <p>During all Phases of Construction</p>	

	<p>d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;</p> <p>e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;</p> <p>f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;</p> <p>g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and</p> <p>h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable</p>				
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	regulations.				
AQ-2	<p>Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.</p> <p>The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:</p> <ol style="list-style-type: none"> a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and, b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or 	<p>Prepare demolition and construction emissions avoidance and reduction plan</p> <p>The plan shall also include a letter prepared by a qualified air quality consultant</p> <p>The plan shall include these measures for implementation by the applicant or developer</p>	<p>Project Developer</p> <p>City's Director of Planning or Director's designee</p>	<p>Prior to issuance of the demolition and grading permits</p>	

	minimize the affected sensitive receptors exposures by at least 30 percent.				
Biological Resources					
BIO-1	<p>Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.</p> <p>If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.</p> <p>a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to</p>	<p>Retain qualified biologist to conduct survey, if construction occurs during the bird nesting season</p> <p>Conduct two surveys for active bird nests</p>	<p>Developers with oversight by the City of Los Altos</p>	<p>Prior to issuance of tree removal, demolition, and grading permits</p> <p>14 days prior to construction start</p>	

	<p>construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.</p> <p>b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until</p>	<p>Establish appropriate buffer between each nest and active construction</p>		<p>Prior to construction</p>	
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	<p>the young have fledged and the nest is no longer active.</p> <p>Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.</p>				
BIO 2	<p>Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City's Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.</p>	<p>Retain certified arborist to develop a site-specific tree protection plan</p>	<p>Developer</p>	<p>Prior to issuance of a tree removal permit and/or a grading permit</p>	
Cultural Resources					
CUL-1	<p>In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will</p>	<p>Include measure on the project plans</p>	<p>Developer and Contractor</p>	<p>During construction activities</p>	

	<p>be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.</p>				
CUL-2	<p>In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p>	<p>Include measure on the project plans</p>	<p>Developer and Contractor</p>	<p>During construction activities</p>	

Geology & Soils

GEO-1	<p>The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.</p>	<p>Include measure on the project plans</p> <p>Hire a qualified paleontologist to provide worker training</p>	Developer and Contractor	Prior to issuing a grading permit	
GEO-2	<p>If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.</p>	<p>Include measure on the project plans</p>	Developer and Contractor	During Construction	

Hazards and Hazardous Materials

HAZ-1	<p>Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:</p> <ol style="list-style-type: none">All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.	<p>Incorporate measure into demolition plans</p> <p>Implement measures</p>	<p>Developer and Contractor</p> <p>Developer and Contractor</p>	<p>Prior to issuance of a demolition permit</p> <p>During Construction</p>	
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Noise					
NOI-1	<p>Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:</p> <p>a. Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city’s municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.</p> <p>b. Use of the concrete saw within 50 feet of any shared property line shall be limited.</p> <p>c. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the</p>	Implement best management practices for construction equipment	City’s Director of Planning or Director’s designee	During construction activities	

	<p>equipment.</p> <p>d. Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.</p> <p>e. Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.</p> <p>f. Utilize “quiet” air compressors and other stationary noise sources where technology exists.</p> <p>g. A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.</p> <p>h. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.</p> <p>i. The contractor shall prepare a detailed construction</p>				
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	<p>plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.</p> <p>j. Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.</p>				
NOI-2	<p>Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city’s requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city’s noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.</p>	Retain qualified acoustical consultant	City’s Director of Planning or Director’s designee	Prior to issuance of a building permit	

NOI-3	<p>A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:</p> <ul style="list-style-type: none"> ⊙ Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction. ⊙ Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission. ⊙ Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities. ⊙ Designate a person responsible for registering and investigating claims of excessive vibration. The 	Implement construction vibration-monitoring plan	Developer and State of California licensed Professional Structural Engineer	Prior to grading activities	
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	contact information of such person shall be clearly posted on the construction site.				
Tribal Cultural Resources					
TR-1	The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.	Contract with Tamien Nation to develop and implement measure.	Developer	During construction activities	
TR-2	The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities. The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered. Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.	Contract with Tamien Nation to develop and implement measure.	Developer	During construction activities	

	<p>Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.</p> <p>The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.</p>				
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355 FIRST STREET

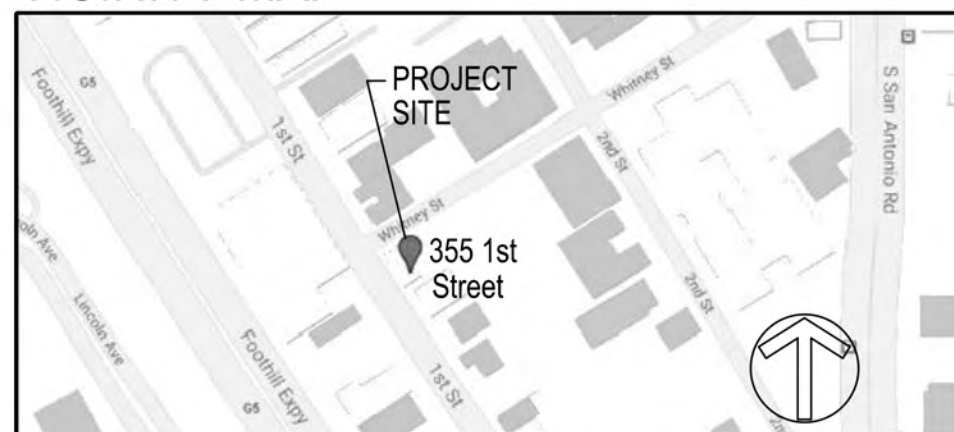
FOURTH SUBMITTAL | NOVEMBER 12, 2021



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VICINITY MAP



PROJECT DIRECTORY

OWNER

355 1ST ST LLC.
C/O DENARDI WANG HOMES
4962 EL CAMINO REAL, SUITE 223
LOS ALTOS, CA 94022
PHONE: 650-265-0597
CONTACT: KEVIN DENARDI

ARCHITECT

SDG ARCHITECTS INC.
3361 WALNUT BLVD. SUITE 120
BRENTWOOD, CA 94513
PHONE: (925) 634-7000
CONTACT: JEFF POTTS

LANDSCAPE ARCHITECT

JETT LANDSCAPE ARCHITECTURE + DESIGN
2 THEATRE SQUARE, SUITE 218
ORINDA, CA 94563
(925) 254-5422
CONTACT: BRUCE JETT

CIVIL ENGINEER

BKF ENGINEERS
1730 N. FIRST STREET, SUITE 600
SAN JOSE, CA 95112
(408) 467-9187
CONTACT: ISAAC KONTOROVSKY

FIRST SUBMITTAL

03/26/2021
FIRE SUBMITTAL # 1 06/01/2021
SECOND SUBMITTAL 07/16/2021
FIRE SUBMITTAL # 2 08/25/2021
THIRD SUBMITTAL 09/03/2021
FOURTH SUBMITTAL 11/12/2021

366.014 355 First Street
Los Altos, CA
November 12, 2021

TITLE SHEET

T1

UNIT MIX CHART

UNIT AREA	1ST FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	UNIT TOTAL		
1 BEDROOM / STUDIO UNITS						9	18%
1A (STUDIO)	621 SQ. FT.	1	1		2	9 BEDS	
1B	790 SQ. FT.		1	1	2		
1C	988 SQ. FT.	1	1		2		
1D	1026 SQ. FT.	1	1	1	3		
2 BEDROOM UNITS						30	60%
2A	1178 SQ. FT.		1	1	2	60 BEDS	
2B	1203 SQ. FT.	1	1	1	4		
2C	1245 SQ. FT.	1	1	1	4		
2D	1352 SQ. FT.	1			1		
2E	1369 SQ. FT.	4	4	3	14		
2F	1435 SQ. FT.			1	2		
2G	1174 SQ. FT.	1	1	1	3		
3 BEDROOM UNITS						11	22%
3A	1613 SQ. FT.		1	1	3	33 BEDS	
3B	1729 SQ. FT.	1	1	1	4		
3C	2197 SQ. FT.				1		
3D	2049 SQ. FT.		1	1	2		
3E	1987 SQ. FT.			1	1		
		12	14	13	11	50 UNITS	102 BEDS
						TOTAL	TOTAL

CODES AND STANDARDS

BUILDING PLANS TO COMPLY WITH THE FOLLOWING STANDARDS:
 2019 CALIFORNIA CODE OF REGULATIONS
 CITY OF LOS ALTOS REACH CODE ORDINANCE

FIRE SAFETY REQUIREMENTS

- 1) FIRE SPRINKLERS: NFPA 13 SYSTEM WILL BE PROVIDED AS REQUIRED PER CBC 903.2.1 THROUGH 903.2.19.1.2.
- 2) STANDPIPES: 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. STANDPIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THIS SECTION AND NFPA 14 AS AMENDED IN CHAPTER 47. CFC SEC. 905.
- 3) EMERGENCY RADIO RESPONDER COVERAGE: 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. REFER TO CFC SEC. 510 FOR FURTHER REQUIREMENTS. EMERGENCY RADIO RESPONDER COVERAGE REQUIREMENTS APPLIES TO ALL BUILDINGS.
- 4) WATER SUPPLY: POTABLE WATER SUPPLIES SHALL BE PROTECTED FROM CONTAMINATION CAUSED BY FIRE PROTECTION WATER SUPPLIES. IT IS THE RESPONSIBILITY OF THE APPLICANT AND ANY CONTRACTORS AND SUBCONTRACTORS TO CONTACT THE WATER PURVEYOR SUPPLYING THE SITE OF SUCH PROJECT, AND TO COMPLY WITH THE REQUIREMENTS OF THAT PURVEYOR. SUCH REQUIREMENTS SHALL BE INCORPORATED INTO THE DESIGN OF ANY WATER-BASED FIRE PROTECTION SYSTEMS, AND/OR FIRE SUPPRESSION WATER SUPPLY SYSTEMS OR STORAGE CONTAINERS THAT MAY BE PHYSICALLY CONNECTED IN ANY MANNER TO AN APPLIANCE CAPABLE OF CAUSING CONTAMINATION OF THE POTABLE WATER SUPPLY OF THE PURVEYOR OF RECORD. FINAL APPROVAL OF THE SYSTEM(S) UNDER CONSIDERATION WILL NOT BE GRANTED BY THIS OFFICE UNTIL COMPLIANCE WITH THE REQUIREMENTS OF THE WATER PURVEYOR OF RECORD ARE DOCUMENTED BY THAT PURVEYOR AS HAVING BEEN MET BY THE APPLICANT(S). 2019 CFC SEC. 903.3.5 AND HEALTH AND SAFETY CODE 13114.7.
- 5) TWO-WAY COMMUNICATION SYSTEM: TWO-WAY COMMUNICATION SYSTEMS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH ALL CURRENT EDITIONS OF NFPA 72, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA BUILDING CODE, AND THE CITY OR TOWN ORDINANCES, POLICIES, AND STANDARDS WHERE A TWO-WAY SYSTEM IS BEING INSTALLED. OTHER STANDARDS ALSO CONTAIN DESIGN/INSTALLATION CRITERIA FOR SPECIFIC LIFE SAFETY RELATED EQUIPMENT. THESE OTHER STANDARDS ARE REFERRED TO IN NFPA 72.
- 6) ADDRESS IDENTIFICATION: NEW AND EXISTING BUILDINGS SHALL HAVE APPROVED ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION PLACED IN A POSITION THAT IS PLAINLY LEGIBLE AND 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. ADDRESS NUMBERS SHALL BE MAINTAINED. CFC SEC. 505.1.
- 7) FIRE ALARM REQUIREMENTS: REFER TO CFC SEC. 907 AND THE CURRENTLY ADOPTED EDITION OF NFPA 72. SUBMIT SHOP DRAWINGS (3 SETS) AND A PERMIT APPLICATION TO THE SCCFD FOR APPROVAL BEFORE INSTALLING OR ALTERING ANY SYSTEM. CALL (408) 378-4010 FOR MORE INFORMATION.
- 8) 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.

AFFORDABLE HOUSING / DENSITY BONUS

AFFORDABLE HOUSING
 LOT SIZE: 27,887 / 43560 = 0.64 ACRE
 ALLOWABLE DENSITY: GOVERNED BY 35 FEET HEIGHT LIMIT
 BASE DENSITY: 39 UNITS
 CALCULATION: 39 UNITS x 15% B.M.R. = 5.85 = 6
 AFFORDABLE UNITS: 6 B.M.R. UNITS (3 VERY LOW / 3 MODERATE)

DENSITY BONUS
 3/39 = 7.69 = 8% VERY LOW UNITS --> 27.5% DENSITY BONUS
 27.5% X 39 UNITS = 10.73 --> 11 ADDITIONAL UNITS PERMITTED
 SEE CALIFORNIA GOVERNMENT CODE 65925.(f)(2)

8% VERY LOW UNITS --> 1 CONCESSIONS PERMITTED
 SEE CALIFORNIA GOVERNMENT CODE 65925.(d)(2)(B)

PROPOSED BUILDING CONFIGURATION

STUDIO UNITS	2
1 BEDROOM UNITS	7
2 BEDROOM UNITS	30
3 BEDROOM UNITS	11
TOTAL UNITS	50

PROPOSED B.M.R. UNITS

STUDIO UNIT (VERY LOW INCOME)	1
1 BEDROOM UNITS (VERY LOW INCOME)	2
1 BEDROOM UNIT (MODERATE INCOME)	1
2 BEDROOM UNITS (MODERATE INCOME)	2

INCENTIVES

	STANDARD	INCENTIVE
1. HEIGHT INCREASE (11' ON-MENU)	35'	46'

WAIVERS

	STANDARD	INCENTIVE
1. PARKING STALL SIZE REDUCTION (10% OF STALLS)	9'-0"x18'-0"	8'-6"x18'-0"
2. ELEVATOR TOWER HEIGHT INCREASE	12'	17'-6"

PROJECT DESCRIPTION

355 FIRST STREET IS A MULTIPLE-FAMILY RESIDENTIAL PROJECT COMPRISING 4 LOTS ON FIRST STREET. THE PROJECT CONSISTS OF A 79,885 SQUARE FOOT, 50-UNIT, FOUR-STORY BUILDING, WITH TWO LEVELS OF UNDERGROUND PARKING. THE PROJECT REPLACES THE 4 EXISTING BUILDINGS. THE UNDERGROUND PARKING LEVELS ARE ACCESSED FROM ALLEY AND INCLUDE; 113 PARKING STALLS, 34 BICYCLE LOCKERS, AND EV CHARGING STATIONS FOR EACH UNIT. THE FIRST FLOOR INCLUDES THE MAIN LOBBY AND A COURT FOR INTERIOR LIGHTING. THE ROOF TOP INCLUDES A 5,000 SQUARE FOOT ROOFTOP DECK WITH GRILLING STATIONS, DINING TABLES, AND OUTDOOR SEATING.

THE FOLLOWING TABLE SUMMARIZES THE PROJECT:

SETBACKS:	EXISTING	PROPOSED	REQUIRED / ALLOWED
FRONT	0'-22"	10'	10'
REAR	16'-116"	10'	10'
RIGHT SIDE	5'	4'	0'
LEFT SIDE	0'	2'	2'
HEIGHT:	+/- 16' - 28'	46' (11' ON-MENU INCENTIVE)	35'

PROJECT DATA TABLE

ADDRESS: 355, 365, 371, 373 FIRST STREET
 LOS ALTOS, CA 94022
 APN: 167-41-026, 167-41-027, 167-41-028, 167-41-029
 GENERAL PLAN: DOWNTOWN COMMERCIAL (DC)
 ZONING: COMMERCIAL DOWNTOWN / MULTIPLE FAMILY (CD/R3)
 SITE AREA (GROSS): 27,887 S.F. (0.64 ACRE)
 SITE AREA (NET): 27,287 S.F. (0.63 ACRE)
 BASE DENSITY: 37 (SEE SHEET T3)
 PROPOSED DENSITY: 50 UNITS (79 du / net ac)
 BUILDING CODE: 2019 C.B.C.
 OCCUPANCY: S2 / R2
 CONSTRUCTION: TYPE IA / IIIA
 FIRE SPRINKLERS: INCLUDED PER C.B.C. 903.2

BUILDING AREA SUMMARY (GROSS S.F.)

LOWER BASEMENT FLOOR:	25,381 S.F.
UPPER BASEMENT FLOOR:	25,642 S.F.
FIRST FLOOR:	18,674 S.F.
SECOND FLOOR:	20,142 S.F.
THIRD FLOOR:	20,305 S.F.
FOURTH FLOOR:	20,310 S.F.
ROOF LEVEL:	468 S.F.

TOTAL RESIDENTIAL:	79,431 S.F.
TOTAL GARAGE:	51,023 S.F.

PARKING STANDARDS

PARKING STANDARDS (PER LAMC 14.74.080)

REQUIRED SPACES	
2 SPACES PER UNIT :	100 SPACES
1 GUEST SPACES PER 4 UNITS:	13 SPACES
TOTAL REQUIRED:	113 SPACES

DENSITY BONUS PARKING STANDARDS PER GOV. CODE 65915 (p) (1)

REQUIRED SPACES	
1 SPACE PER UNIT 1 BEDROOM UNIT:	9 SPACES
1.5 SPACES PER UNIT 2&3 BEDROOM UNIT:	62 SPACES
GUEST AND ADA INCLUDED:	INCLUDED
TOTAL REQUIRED:	71 SPACES

PARKING PROVIDED

STANDARD SPACES:	99 SPACES
REDUCED SPACES (10%):	12 SPACES
ADA SPACES:	2 SPACES
TOTAL PROVIDED:	113 SPACES

NOTES:

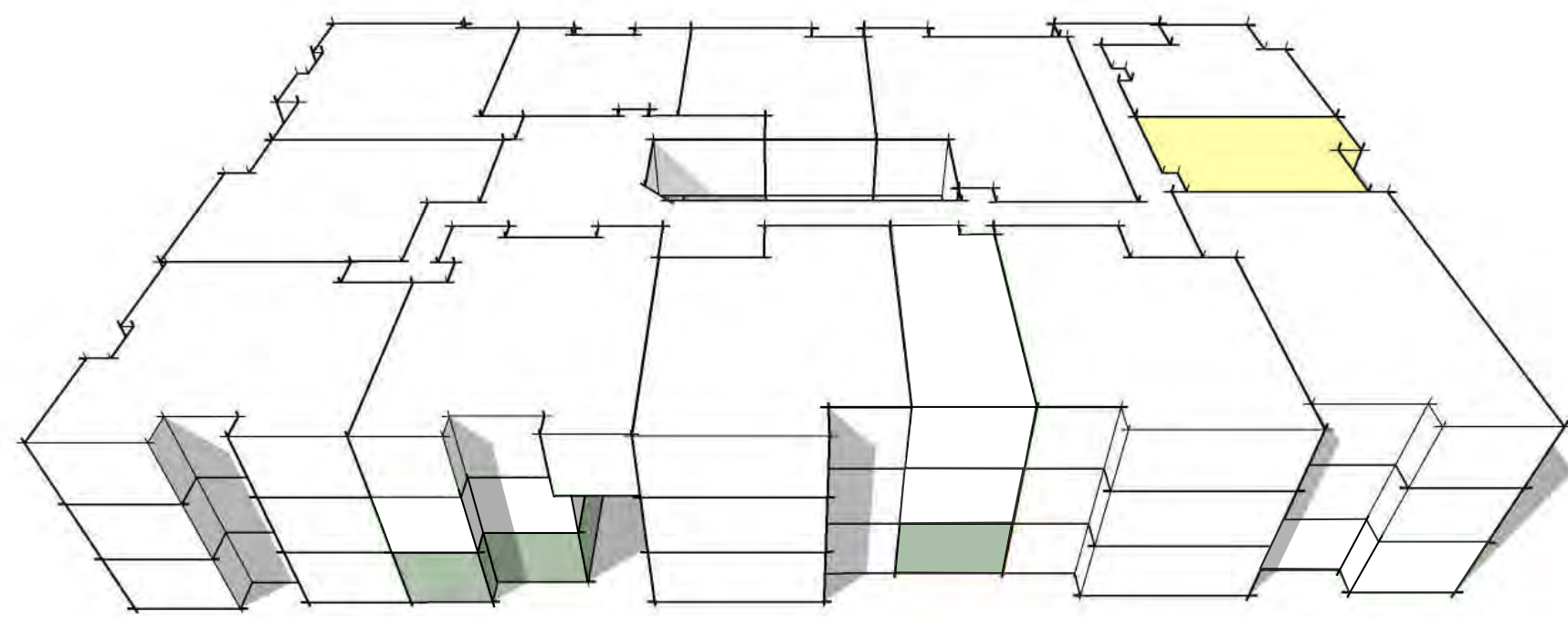
1. ALL PARKING SHALL BE DOUBLE - STRIPED
2. PROVIDE ADEQUATE LIGHTING LEVELS & VIDEO SURVEILLANCE AT GARAGE LEVELS

BICYCLE PARKING STANDARDS

REQUIRED SPACES (PER VTA)	
1 CLASS I SPACES PER 3 UNITS:	17 SPACES
1 CLASS II SPACES PER 15 UNITS:	4 SPACES
PROVIDED SPACES	
CLASS I (34 BICYCLE LOCKERS):	34 SPACES
CLASS II (2 BICYCLE RACKS):	6 SPACES

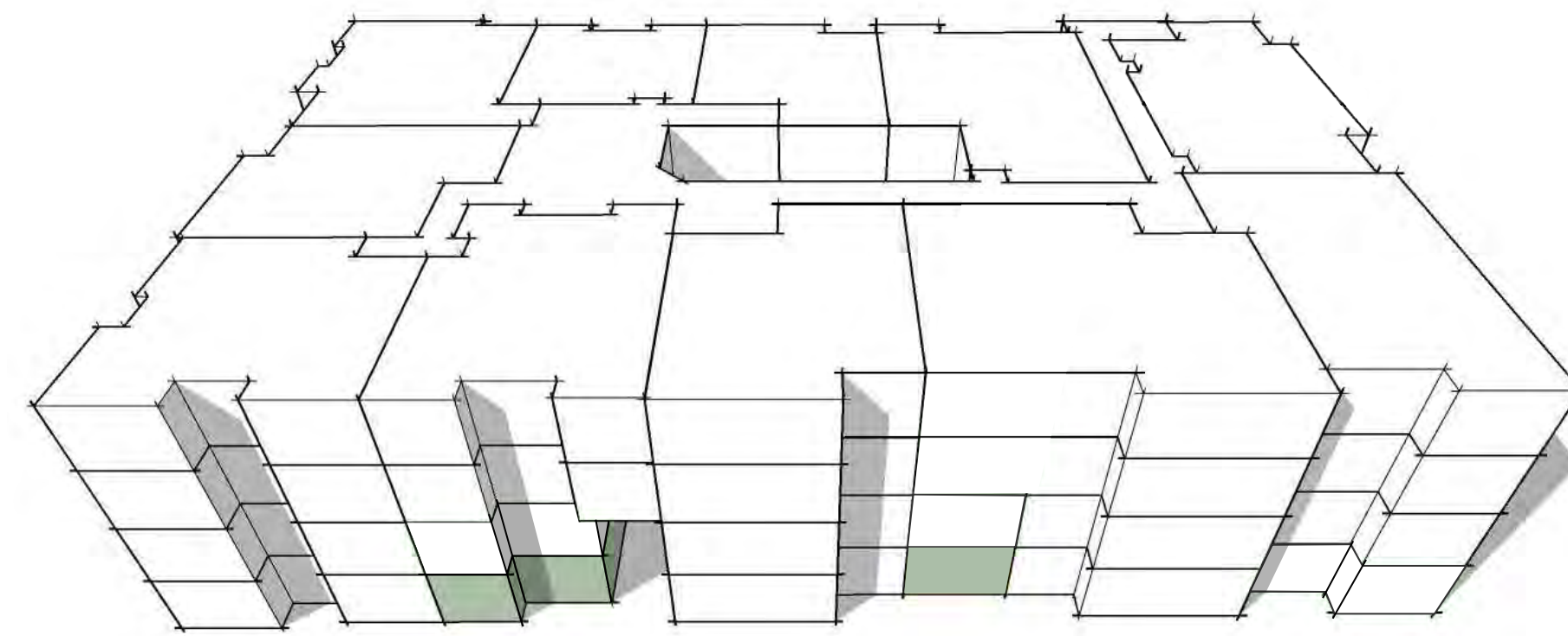
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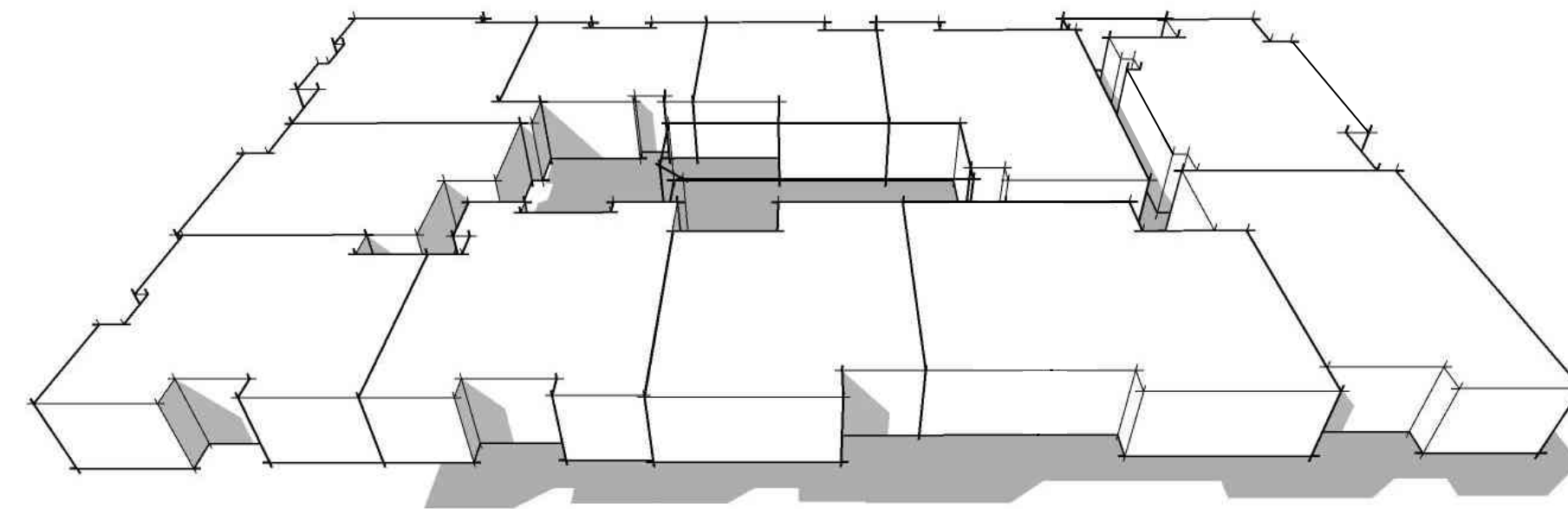
3 FLOORS

BASE DENSITY MODEL
 39 UNITS TOTAL
 61.9 DU/AC
 59,121 SF
 2.17 F.A.R.
 6 BMR UNITS



4 FLOORS

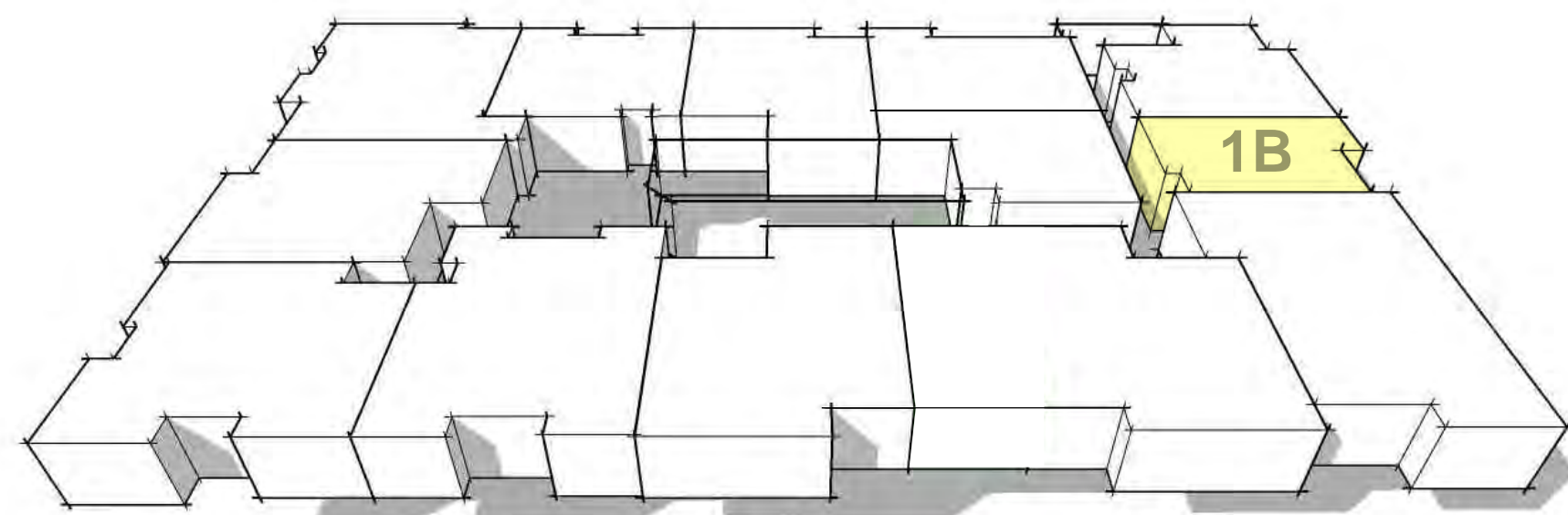
DENSITY BONUS MODEL
 50 UNITS TOTAL
 79.4 DU/AC
 79,431 SF
 2.91 F.A.R.
 6 BMR UNITS



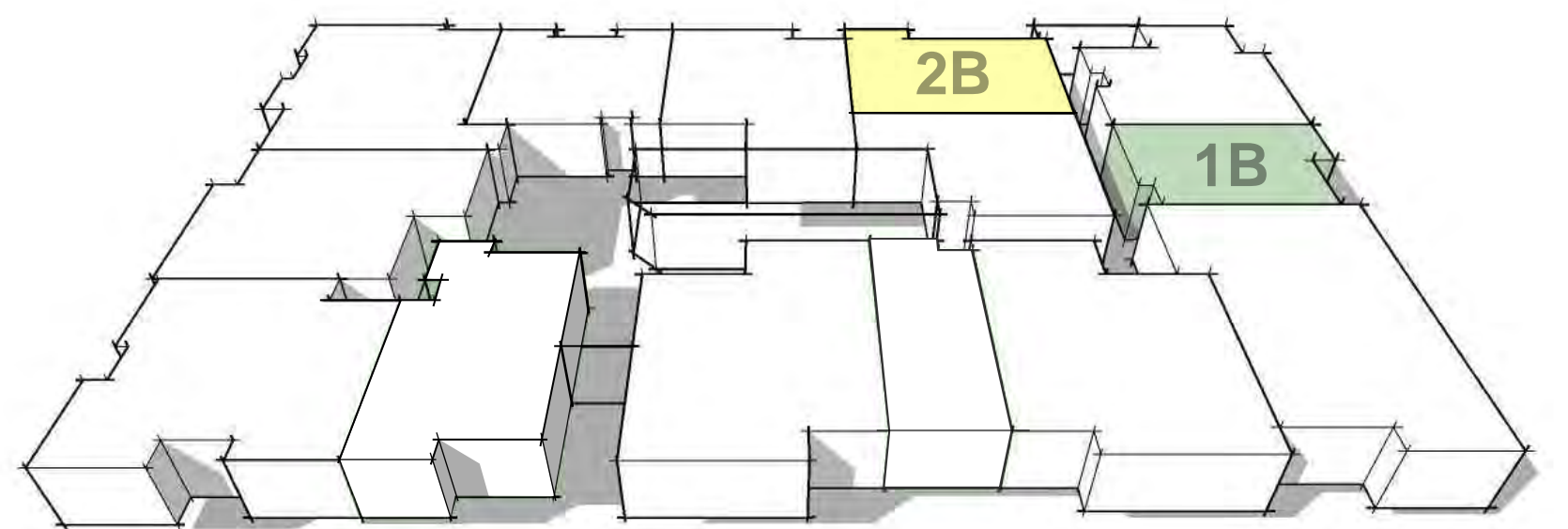
FLOOR 4
 11 UNITS

46 FEET HEIGHT LIMIT

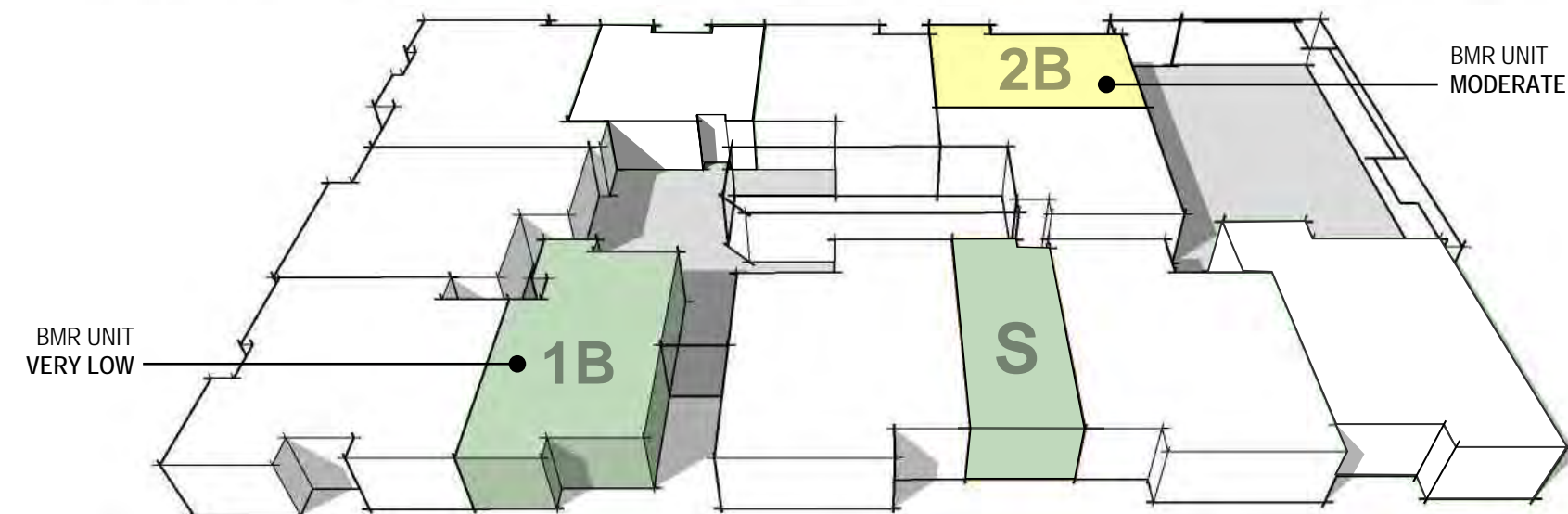
11 FEET INCREASE
 CITY OF LOS ALTOS
 MUNICIPAL CODE
 14.28.040.F.1.d
 ON-MENU INCENTIVE



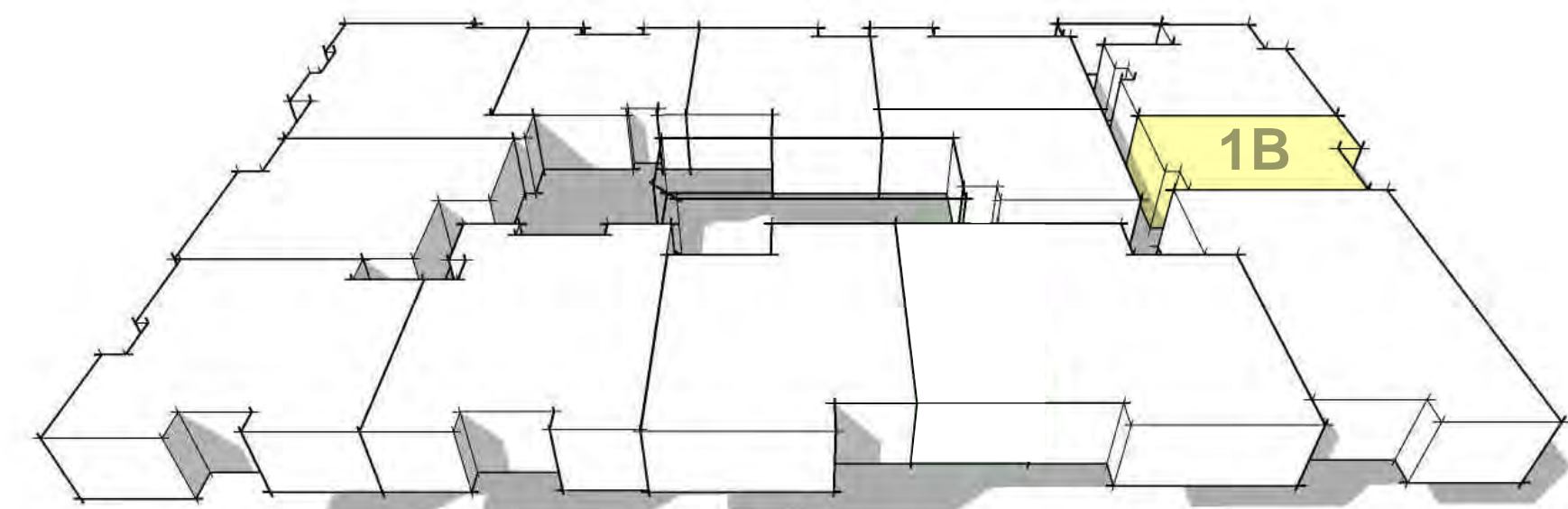
FLOOR 3
 13 UNITS



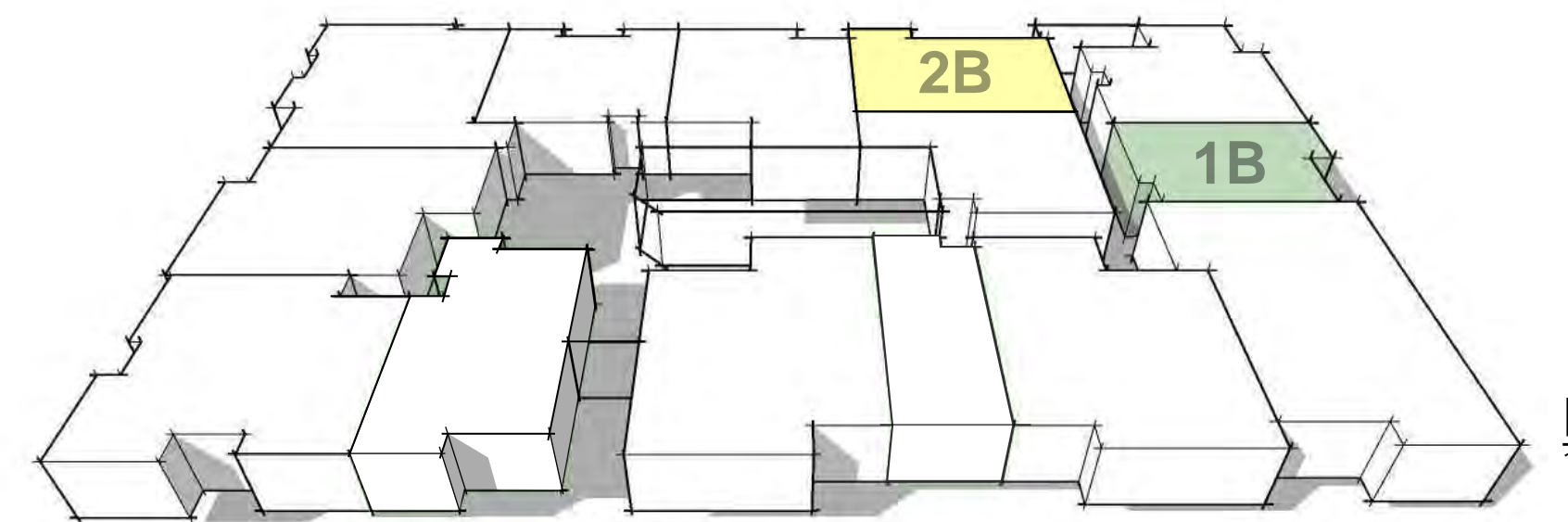
FLOOR 2
 14 UNITS



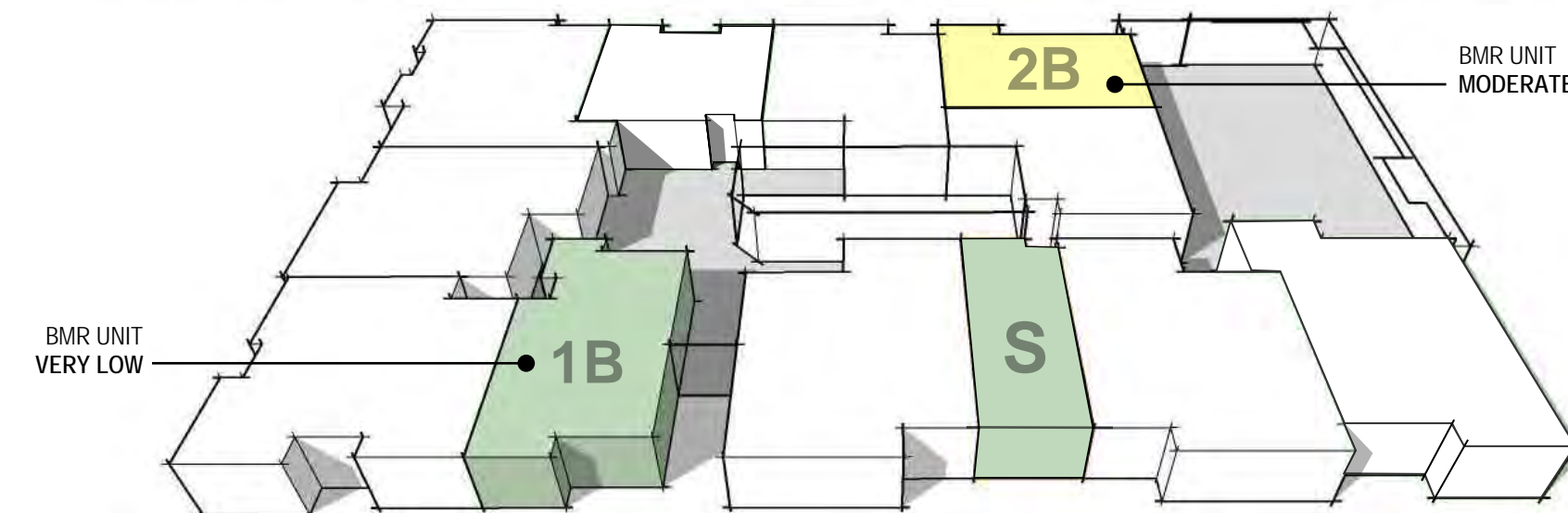
FLOOR 1
 12 UNITS



FLOOR 3
 13 UNITS



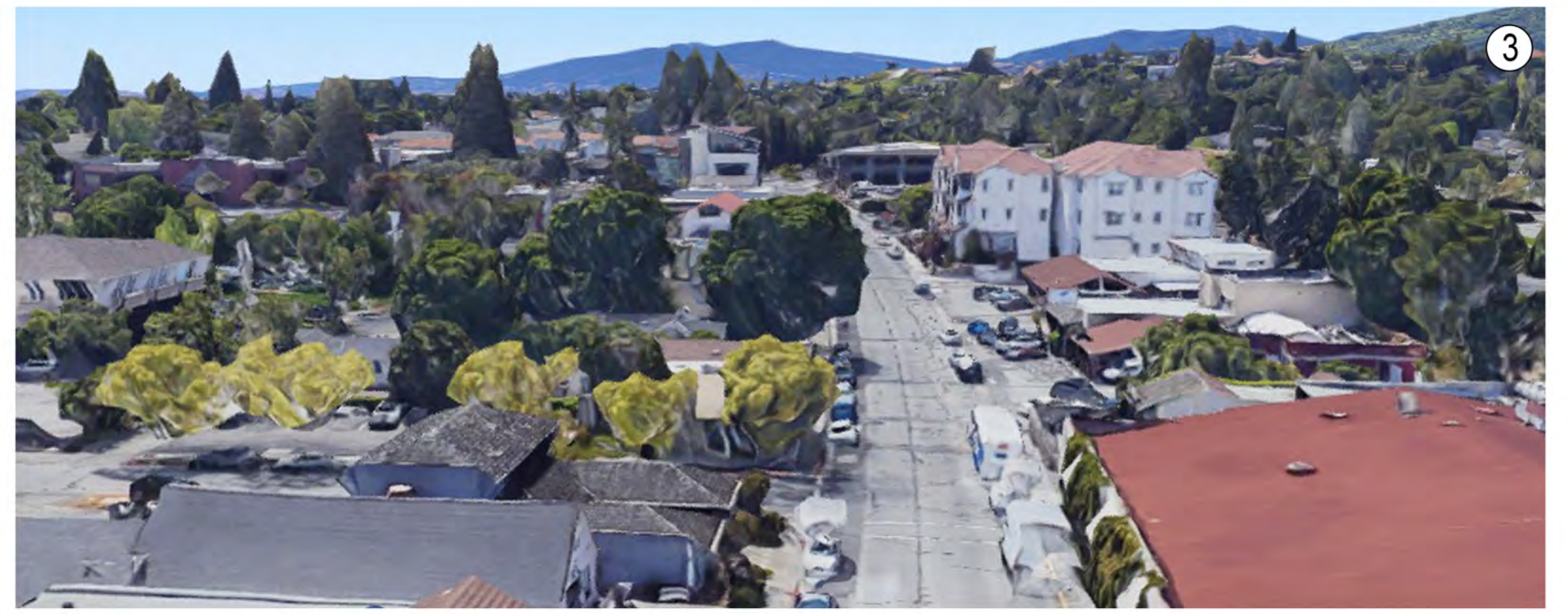
FLOOR 2
 14 UNITS



FLOOR 1
 12 UNITS

LEGEND

- S** = STUDIO
- 1B** = 1 BEDROOM UNIT
- 2B** = 2 BEDROOM UNIT



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EXISTING SITE & SURROUNDING CONTEXT
A01





343 SECOND STREET

SECOND STREET

330 WHITNEY STREET

355 FIRST STREET (SITE)

FIRST STREET

WHITNEY STREET



349 FIRST STREET

WHITNEY STREET

355 FIRST STREET (SITE)

381 FIRST STREET

389 FIRST STREET

FIRST STREET

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STREET ELEVATIONS
A02



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BUILDING PERSPECTIVE
A03



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BUILDING PERSPECTIVE
A04

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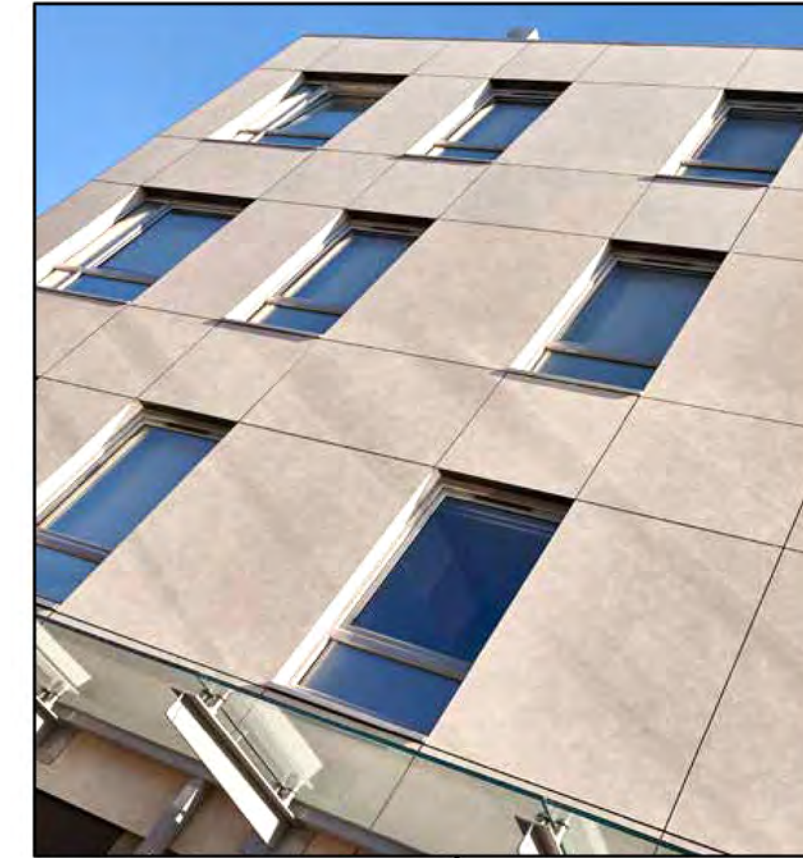




WOOD-LOOK BOARD SOFFIT
AT UPPER ROOF OVERHANG



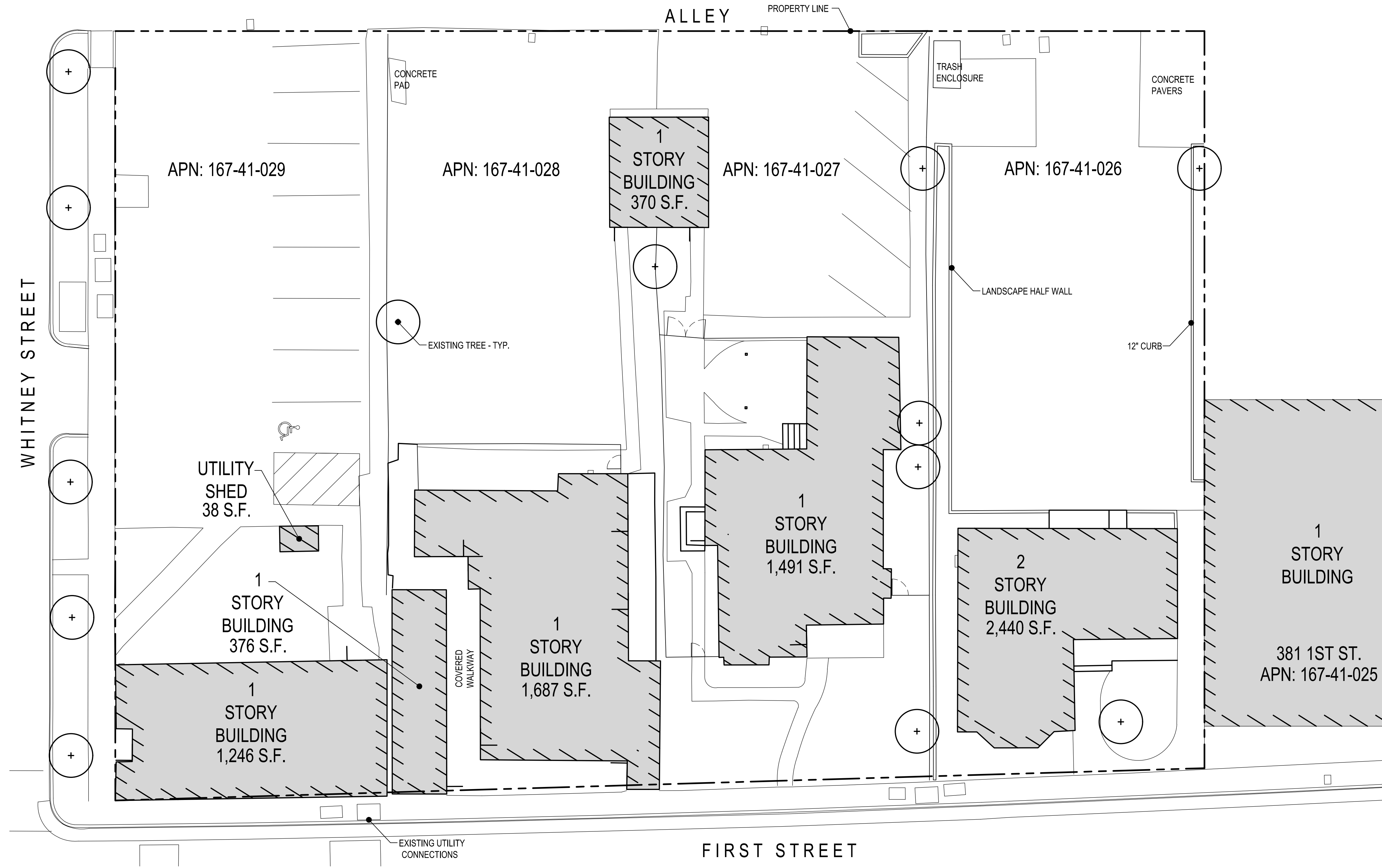
TRESPA PURA
ROMANTIC WALNUT



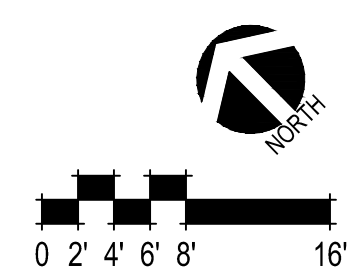
TRESPA NATURALS WITH
STONE-TEXTURED PANELS
SANTIAGO BLANCO



ELDORADO STONE
VANTAGE30 WHITE ELM
PATIO WALLS



EXISTING BUILDING AREAS	
TOTAL	7,648 SF



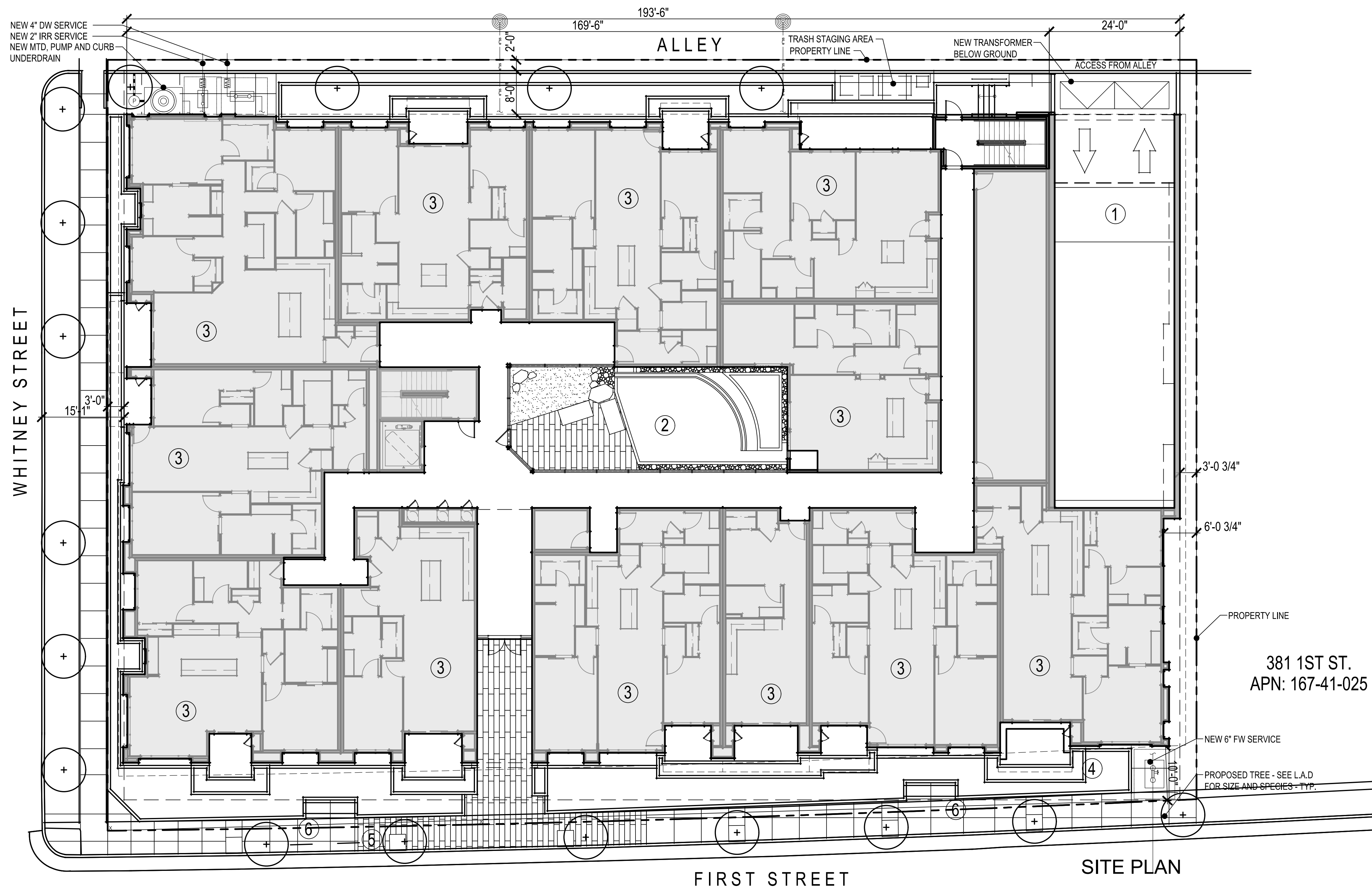
EXISTING SITE PLAN
A06

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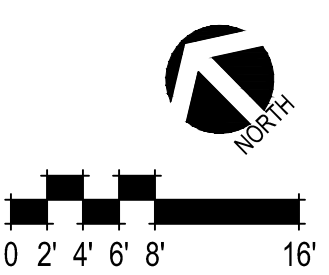
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KEY NOTES

- ① GARAGE RAMP
- ② COURT
- ③ RESIDENTIAL UNIT
- ④ RAISED PLANTERS
- ⑤ BICYCLE RACK
- ⑥ SITTING BENCH



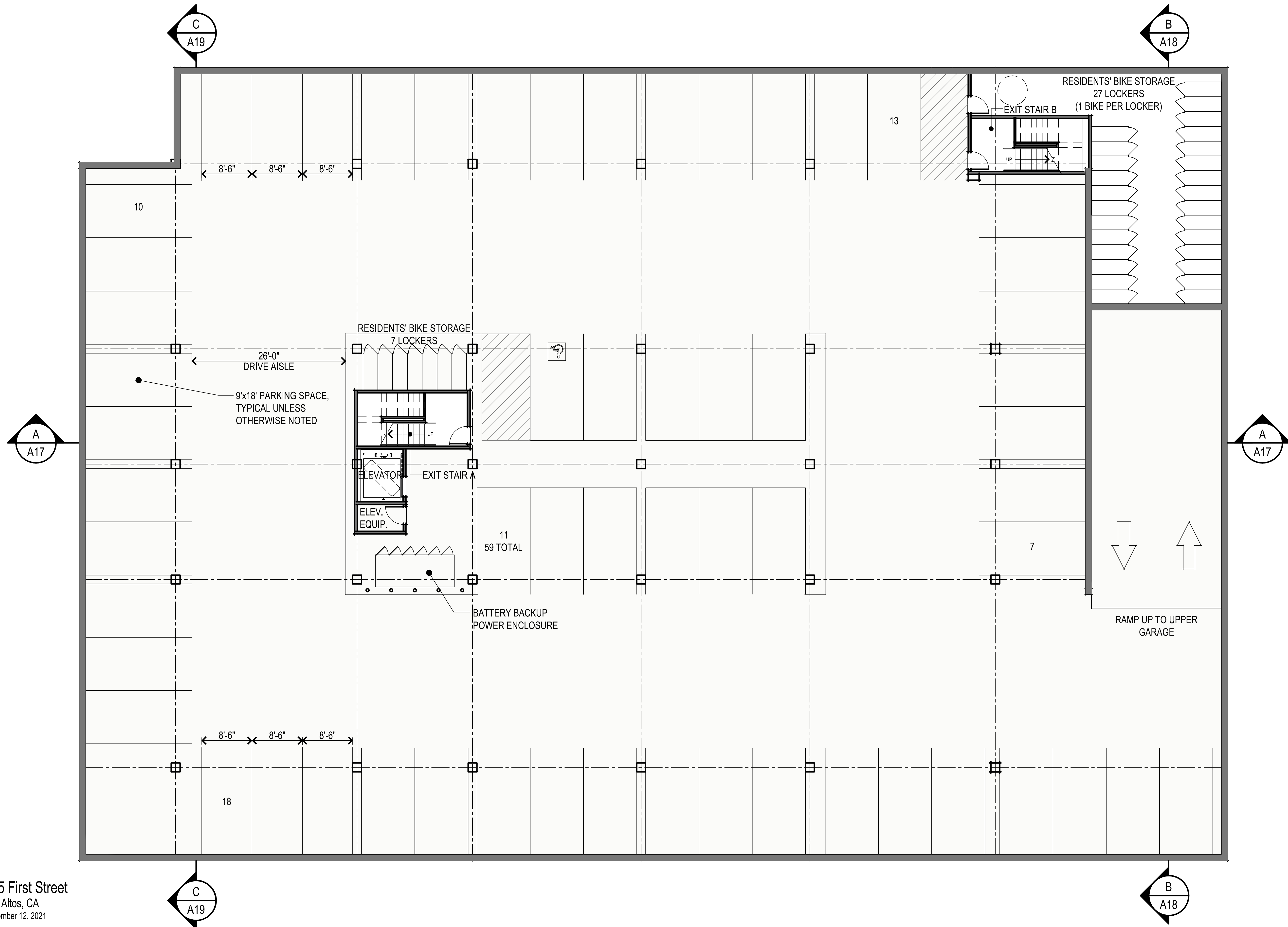
PROPOSED SITE PLAN
A07

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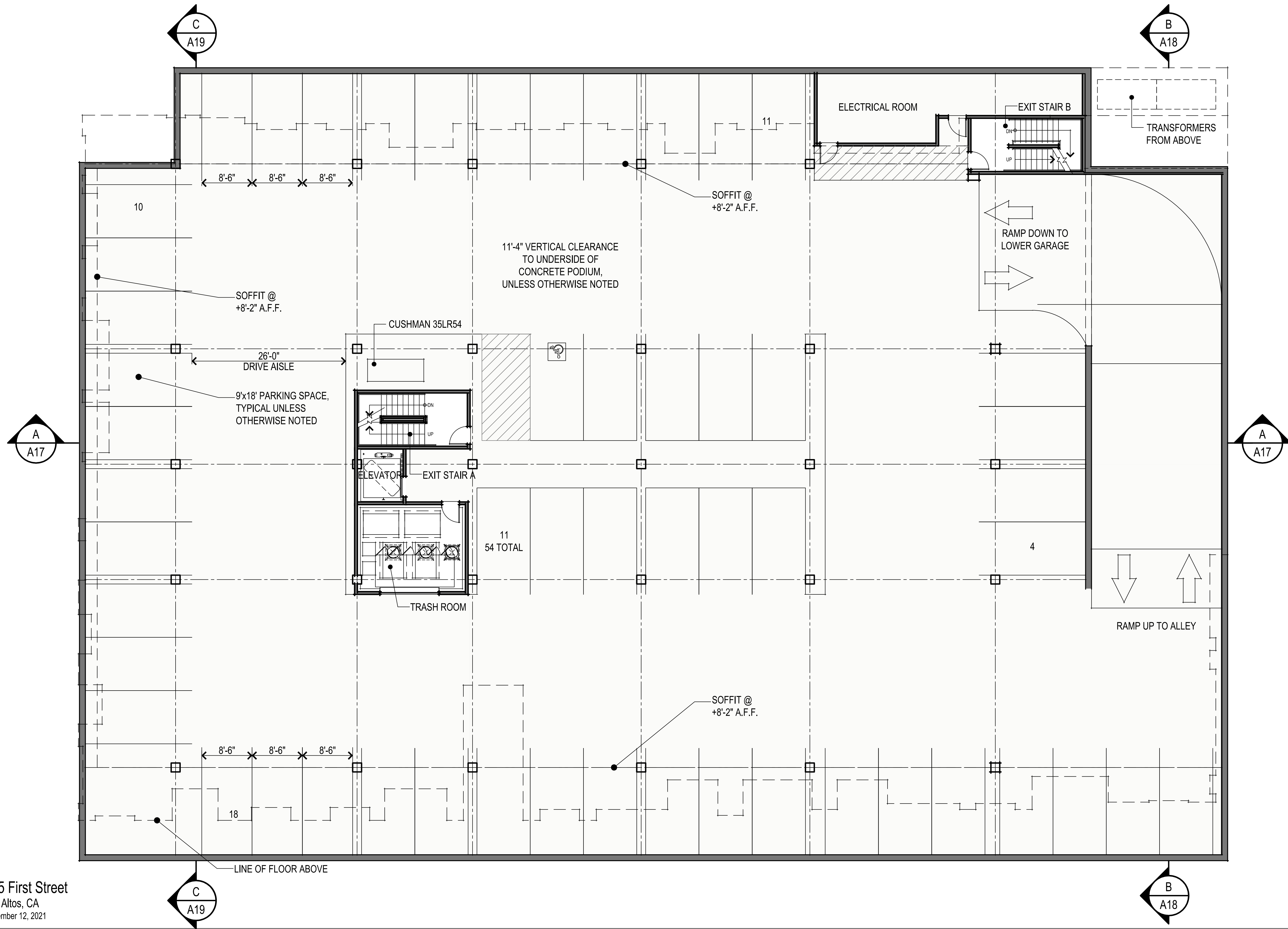
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0 2' 4' 6' 8' 16'
 LOWER GARAGE PLAN
 A08


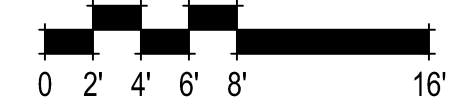
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UPPER GARAGE PLAN
A09

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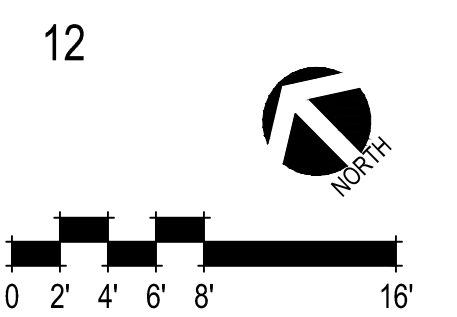


SECURITY GATE - TO REMAIN OPEN DURING BUSINESS HOURS

DOWN TO BELOW-GRADE PARKING

UNIT MIX CHART

UNIT TYPE	UNIT AREA	1ST FLOOR	TOTAL	PERCENTAGE
1 BEDROOM UNITS/ STUDIO UNITS				
1A (STUDIO)	621 SQ. FT.	1	3	25%
1B	790 SQ. FT.	1		
1C	988 SQ. FT.	1		
1D	1,026 SQ. FT.	1		
2 BEDROOM UNITS				
2A	1,178 SQ. FT.	1	8	67%
2B	1,203 SQ. FT.	1		
2C	1,245 SQ. FT.	1		
2D	1,352 SQ. FT.	1		
2E	1,369 SQ. FT.	4		
2F	1,435 SQ. FT.	1		
2G	1,174 SQ. FT.	1		
3 BEDROOM UNITS				
3A	1,613 SQ. FT.	1	1	8%
3B	1,729 SQ. FT.	1		
3C	2,197 SQ. FT.	1		
3D	2,049 SQ. FT.	1		
3E	1,987 SQ. FT.	1		



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UNIT 1C
1 BED, 1 1/2 BATH
BMR: VERY LOW

UNIT 2E
2 BED, 2 1/2 BATH

UNIT 1A
STUDIO, 1 BATH
BMR: VERY LOW

UNIT 2E
2 BED, 2 1/2 BATH

UNIT 2D
2 BED, 2 1/2 BATH

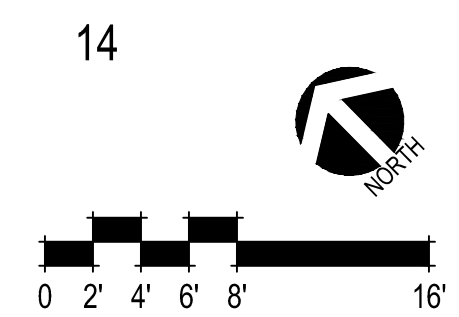
**FIRST FLOOR PLAN
A10**





UNIT MIX CHART

1 BEDROOM UNITS/ STUDIO UNITS	UNIT AREA	2ND FLOOR		
1A (STUDIO)	621 SQ. FT.	1	4	29%
1B	790 SQ. FT.	1		
1C	988 SQ. FT.	1		
1D	1,026 SQ. FT.	1		
2 BEDROOM UNITS				
2A	1,178 SQ. FT.	1	8	57%
2B	1,203 SQ. FT.	1		
2C	1,245 SQ. FT.	1		
2D	1,352 SQ. FT.	1		
2E	1,369 SQ. FT.	4		
2F	1,435 SQ. FT.	1		
2G	1,174 SQ. FT.	1		
3 BEDROOM UNITS				
3A	1,613 SQ. FT.	1	2	14%
3B	1,729 SQ. FT.	1		
3C	2,197 SQ. FT.	1		
3D	2,049 SQ. FT.	1		
3E	1,987 SQ. FT.	1		



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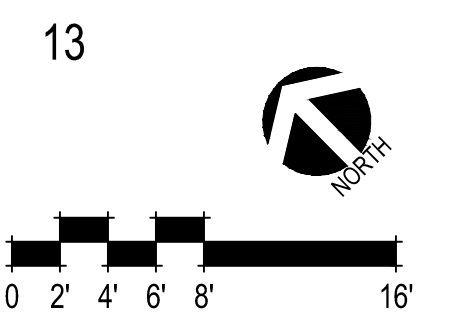
**SECOND FLOOR PLAN
 A11**

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UNIT MIX CHART

1 BEDROOM UNITS/ STUDIO UNITS	UNIT AREA	3RD FLOOR	
1A (STUDIO)	621 SQ. FT.	2	15%
1B	790 SQ. FT.	1	
1C	988 SQ. FT.	1	
1D	1,026 SQ. FT.	1	
2 BEDROOM UNITS			
2A	1,178 SQ. FT.	1	8 62%
2B	1,203 SQ. FT.	1	
2C	1,245 SQ. FT.	1	
2D	1,352 SQ. FT.	1	
2E	1,369 SQ. FT.	3	
2F	1,435 SQ. FT.	1	
2G	1,174 SQ. FT.	1	
3 BEDROOM UNITS			
3A	1,613 SQ. FT.	1	3 23%
3B	1,729 SQ. FT.	1	
3C	2,197 SQ. FT.	1	
3D	2,049 SQ. FT.	1	
3E	1,987 SQ. FT.	1	



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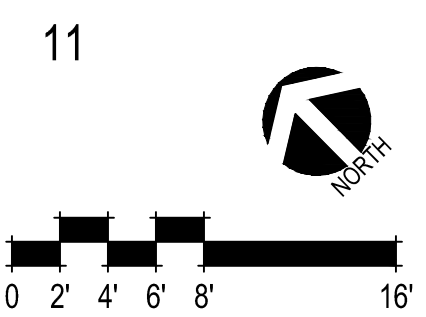
**THIRD FLOOR PLAN
 A12**

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UNIT MIX CHART

1 BEDROOM UNITS/ STUDIO UNITS	UNIT AREA	4TH FLOOR	
1A (STUDIO)	621 SQ. FT.	0	0%
1B	790 SQ. FT.		
1C	988 SQ. FT.		
1D	1,026 SQ. FT.		
2 BEDROOM UNITS		6	55%
2A	1,178 SQ. FT.		
2B	1,203 SQ. FT.	1	
2C	1,245 SQ. FT.	1	
2D	1,352 SQ. FT.		
2E	1,369 SQ. FT.	3	
2F	1,435 SQ. FT.	1	
2G	1,174 SQ. FT.		
3 BEDROOM UNITS		5	45%
3A	1,613 SQ. FT.	1	
3B	1,729 SQ. FT.	1	
3C	2,197 SQ. FT.	1	
3D	2,049 SQ. FT.	1	
3E	1,987 SQ. FT.	1	



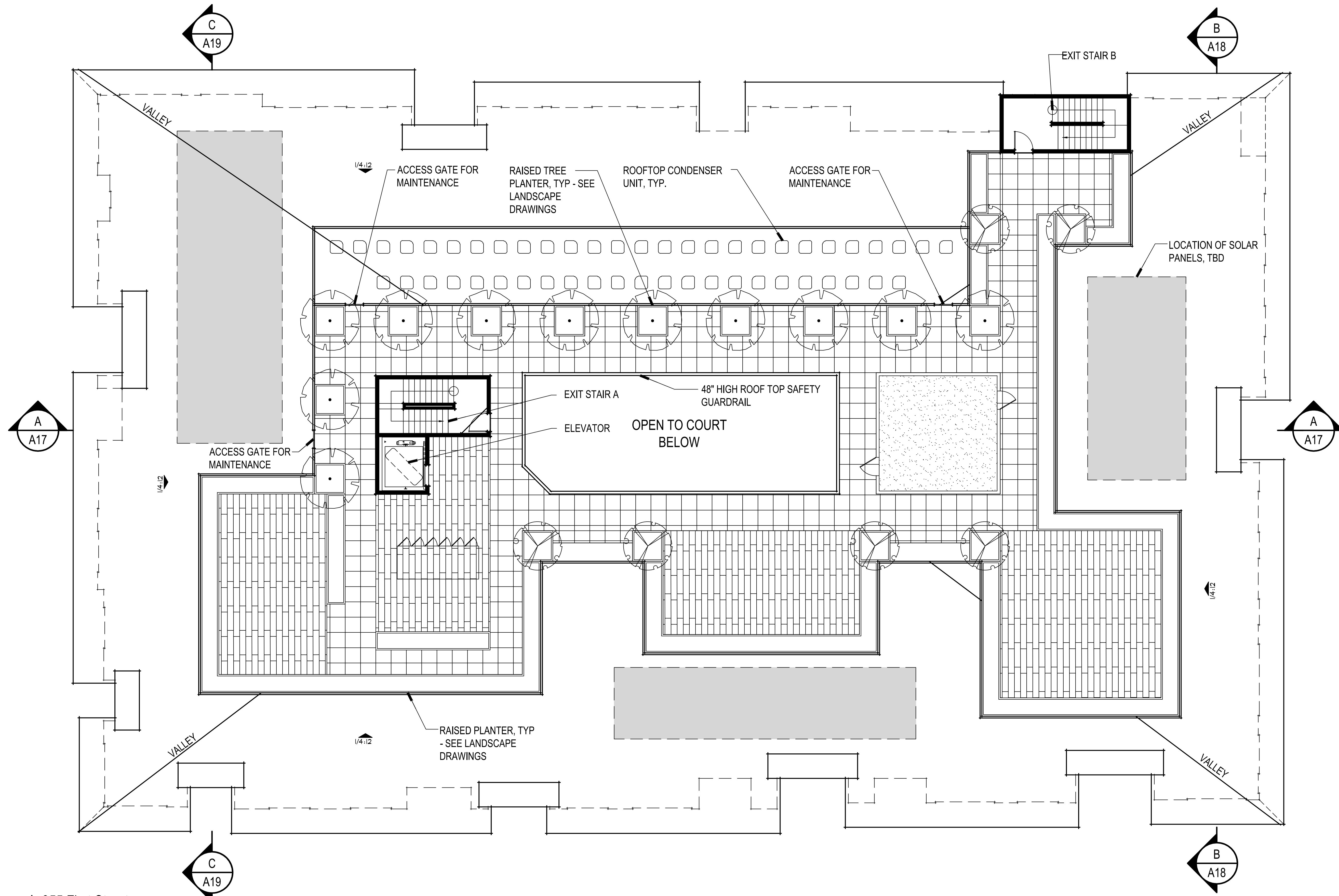
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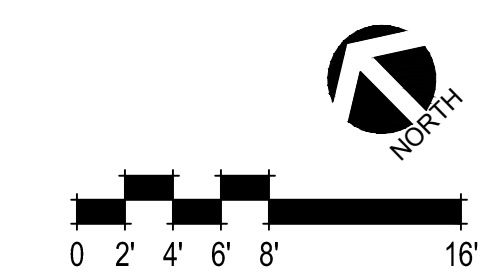
**FOURTH FLOOR PLAN
 A13**

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ROOF PLAN
 A14

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LEFT ELEVATION



FRONT ELEVATION

FRONT AND LEFT EXTERIOR ELEVATIONS



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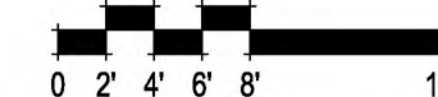


RIGHT ELEVATION

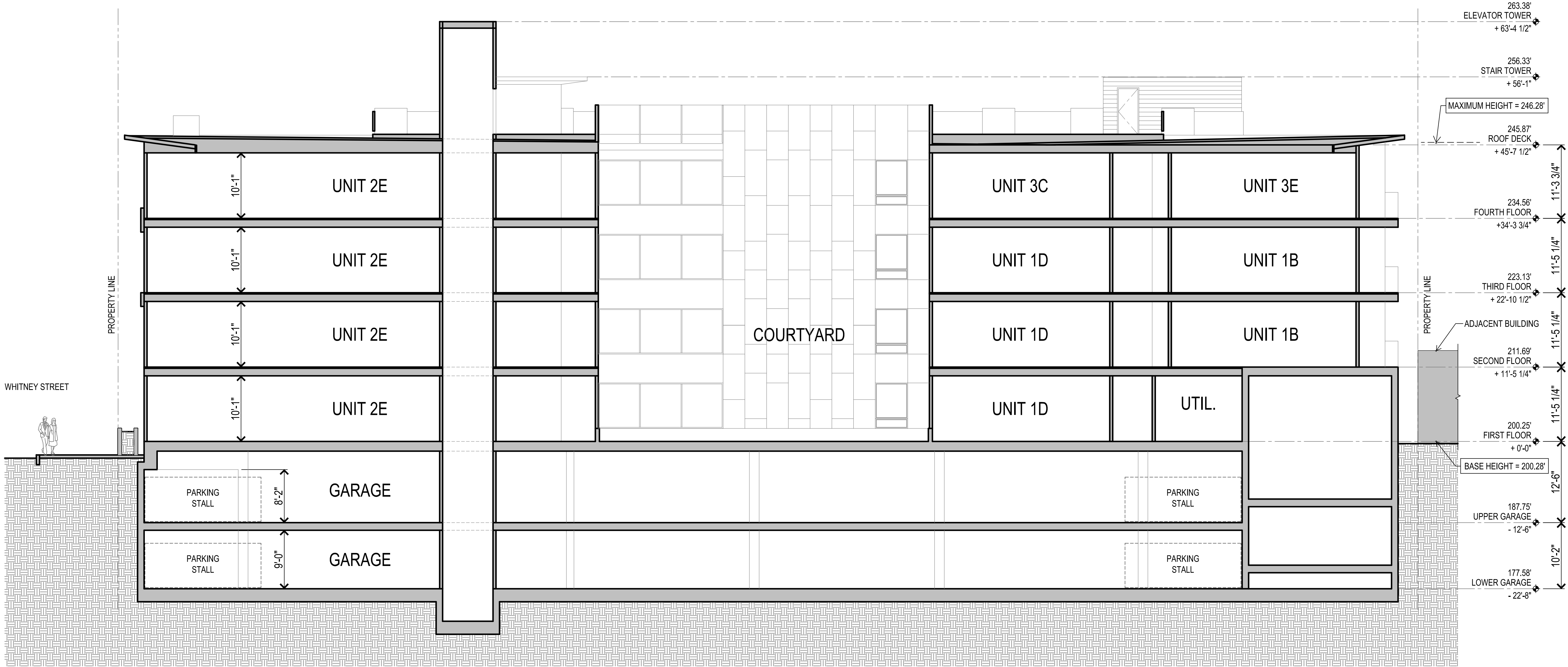


REAR ELEVATION

REAR AND RIGHT EXTERIOR ELEVATIONS



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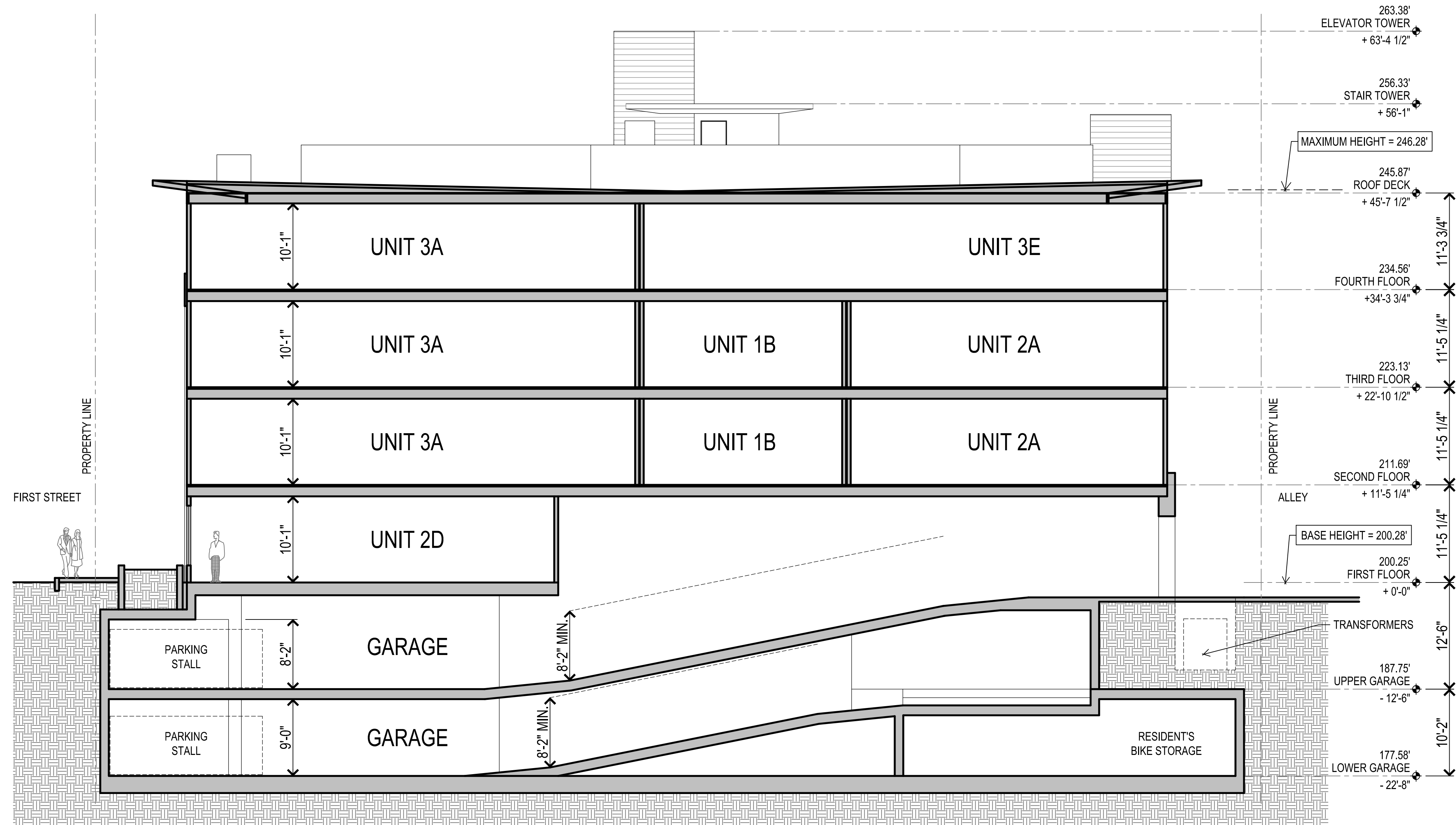
SECTION A

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 Los Altos, CA
 November 12, 2021

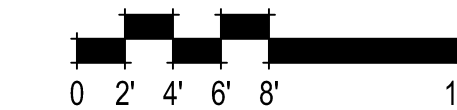


0 2' 4' 6' 8' 16'
 BUILDING SECTION A
 A17

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



SECTION B



BUILDING SECTION B
A18

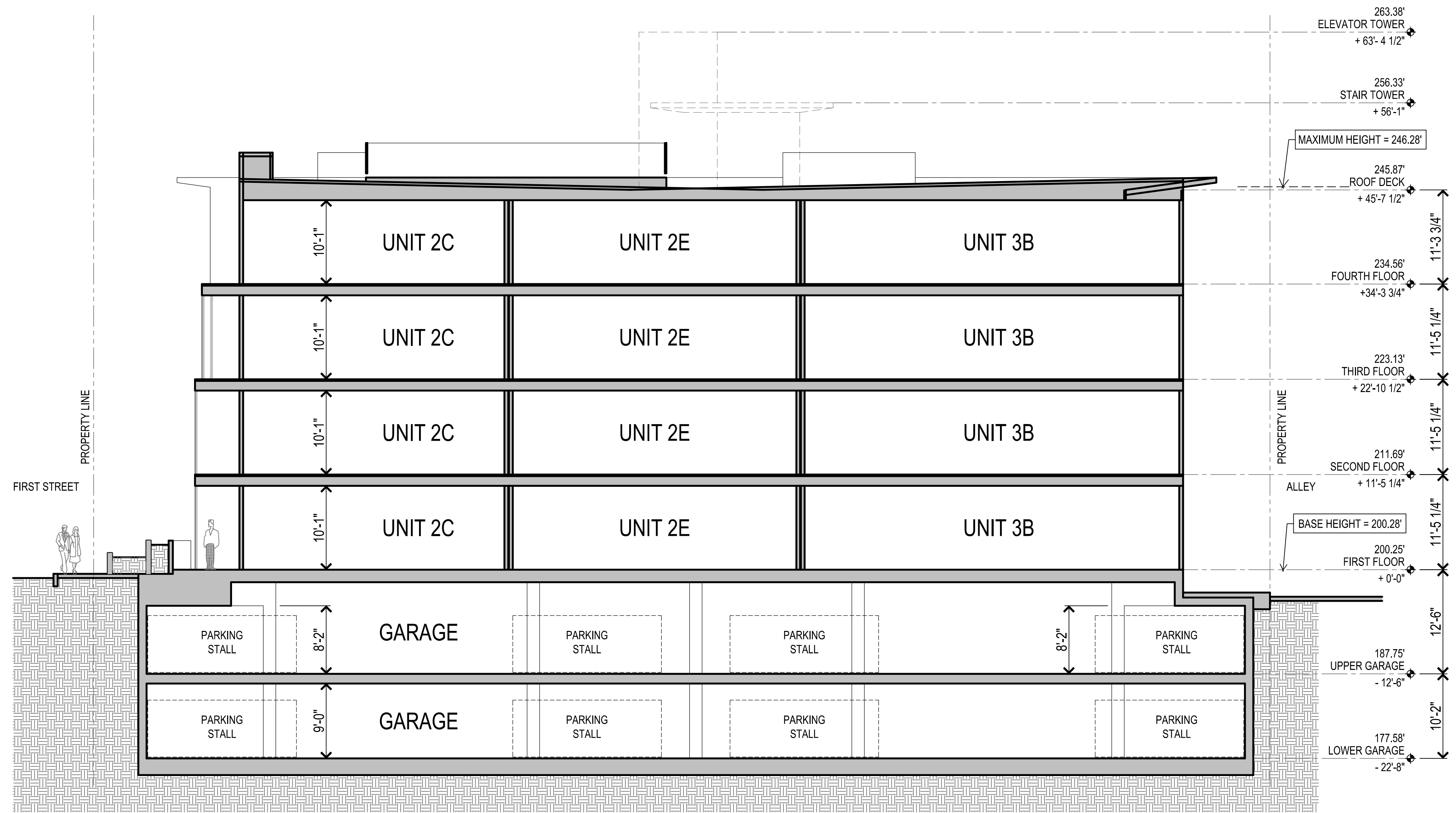
366.014 355 First Street
Los Altos, CA
November 12, 2021



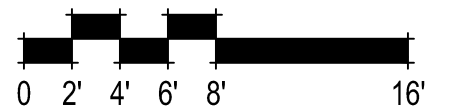
SDG Architects, Inc.
3361 Walnut Blvd, Suite 120
Brentwood, CA 94513
925.634.7000 | sdgarchitectsinc.com



V:\366014_355 First Street\03_CAD\366014_03_Sheet\03B1A18 BUILDING SECTION B.dwg, 11/15/2021 2:40:33 PM, J.Bowden



SECTION C



BUILDING SECTION C
A19

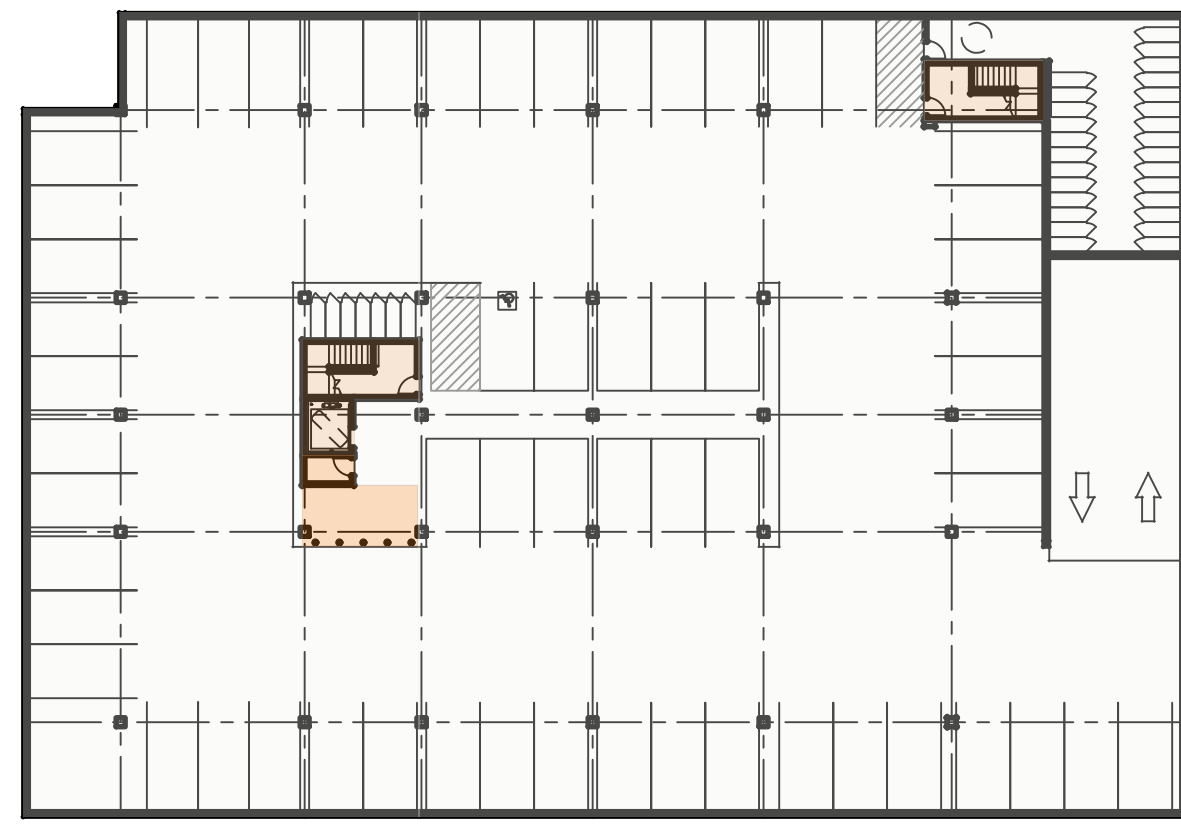
366.014 355 First Street
Los Altos, CA
November 12, 2021



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

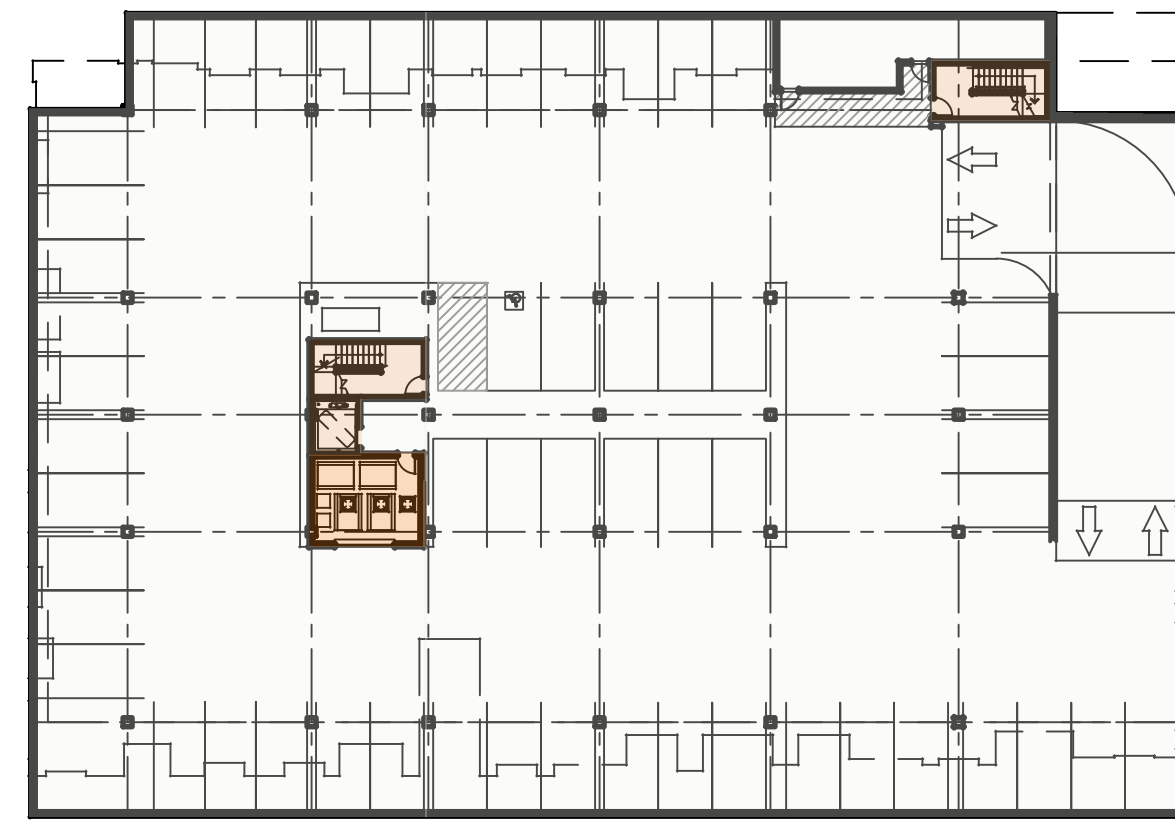


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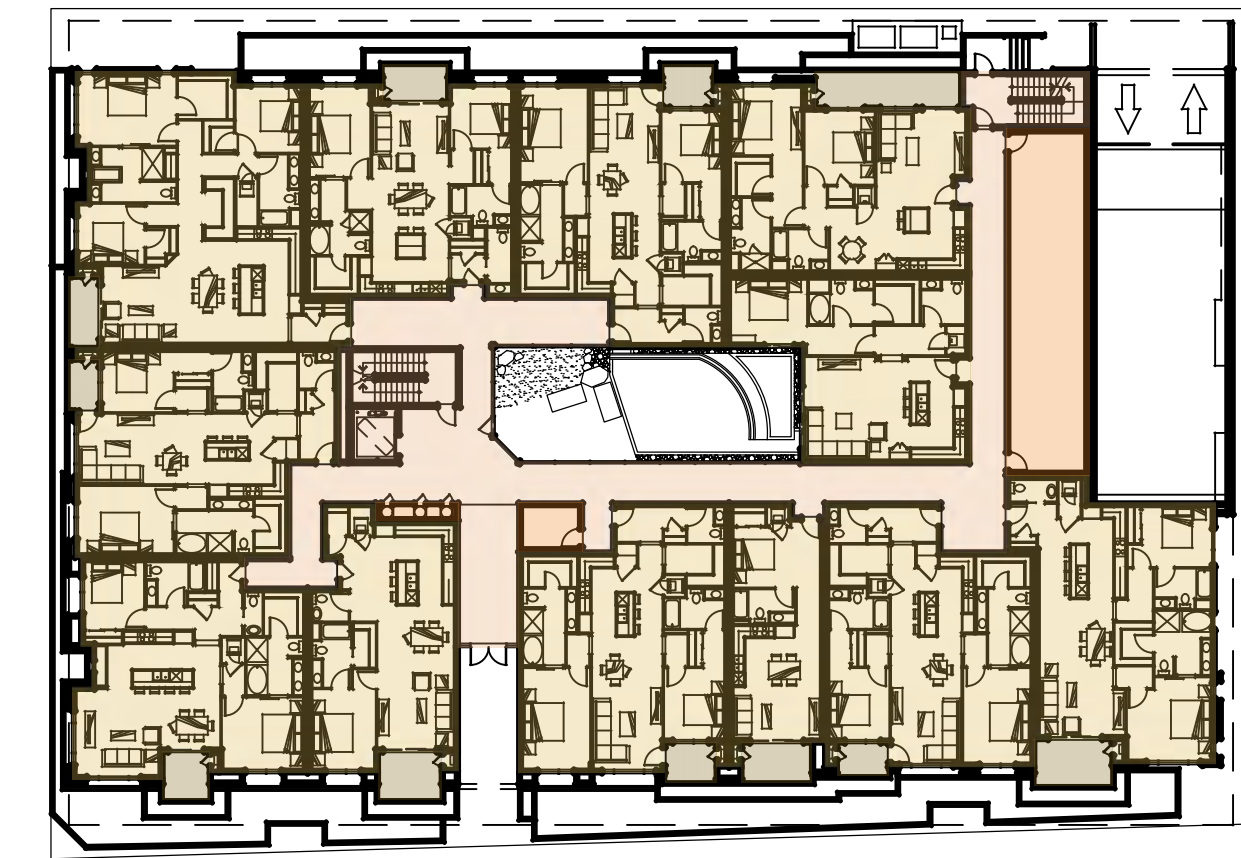
LOWER GARAGE LEVEL

CATEGORY	SUBTOTALS
PARKING	25,031 SF
CIRCULATION	471 SF
UTILITY	239 SF
DWELLING UNITS	
LEVEL TOTAL	25,741 SF



UPPER GARAGE LEVEL

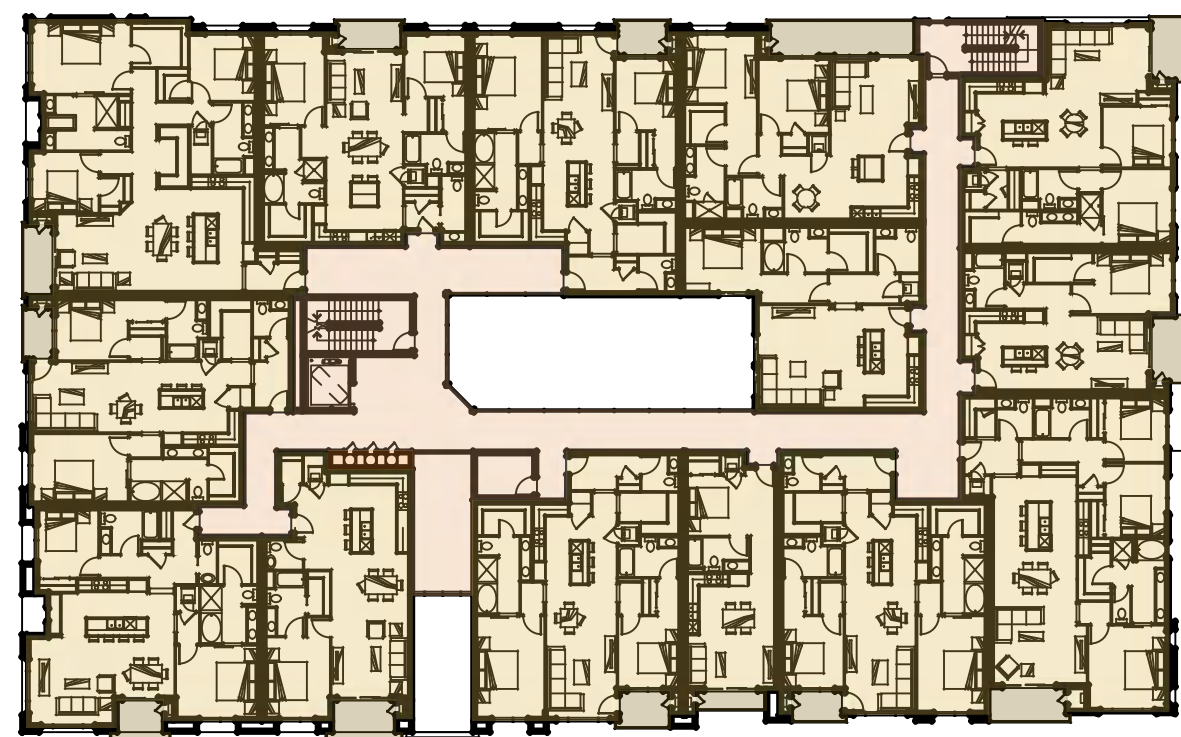
CATEGORY	SUBTOTALS
PARKING	24,493 SF
CIRCULATION	471 SF
UTILITY	296 SF
DWELLING UNITS	
LEVEL TOTAL	25,260 SF



GROUND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,740 SF
UTILITY	929 SF
DWELLING UNITS	15,006 SF
LEVEL TOTAL	18,675 SF

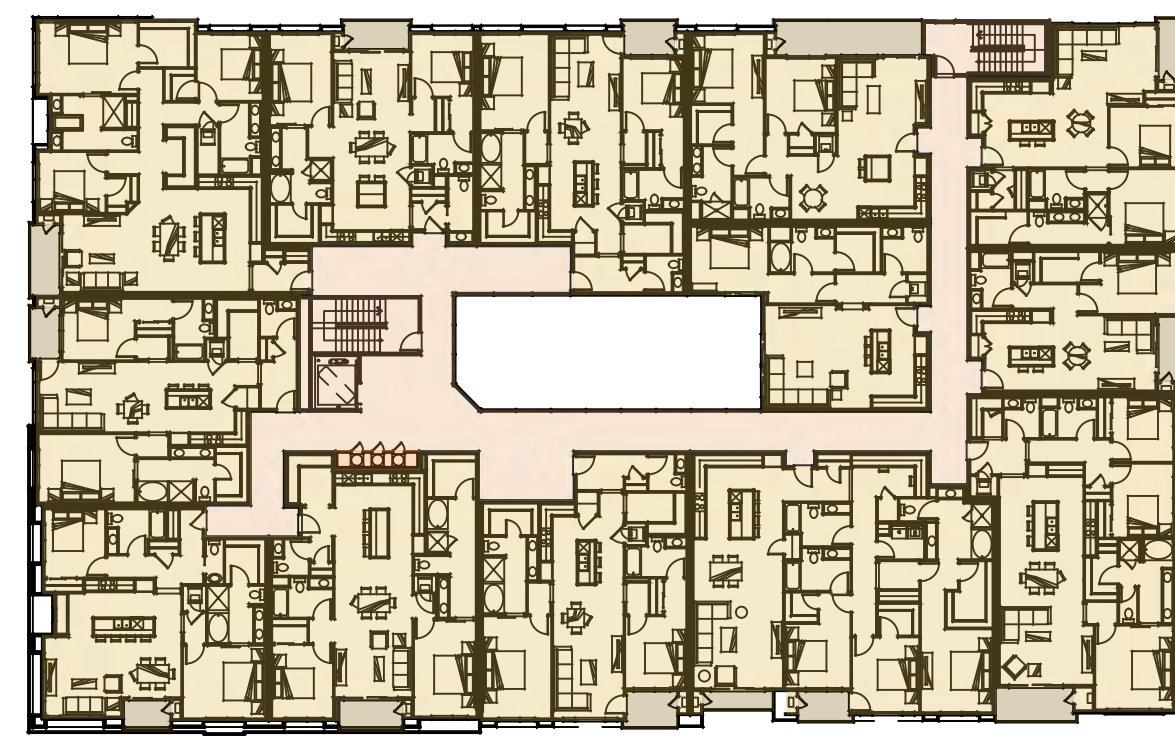
DECK AREA	795 SF
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SECOND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,863 SF
UTILITY	42 SF
DWELLING UNITS	17,238 SF
LEVEL TOTAL	20,143 SF

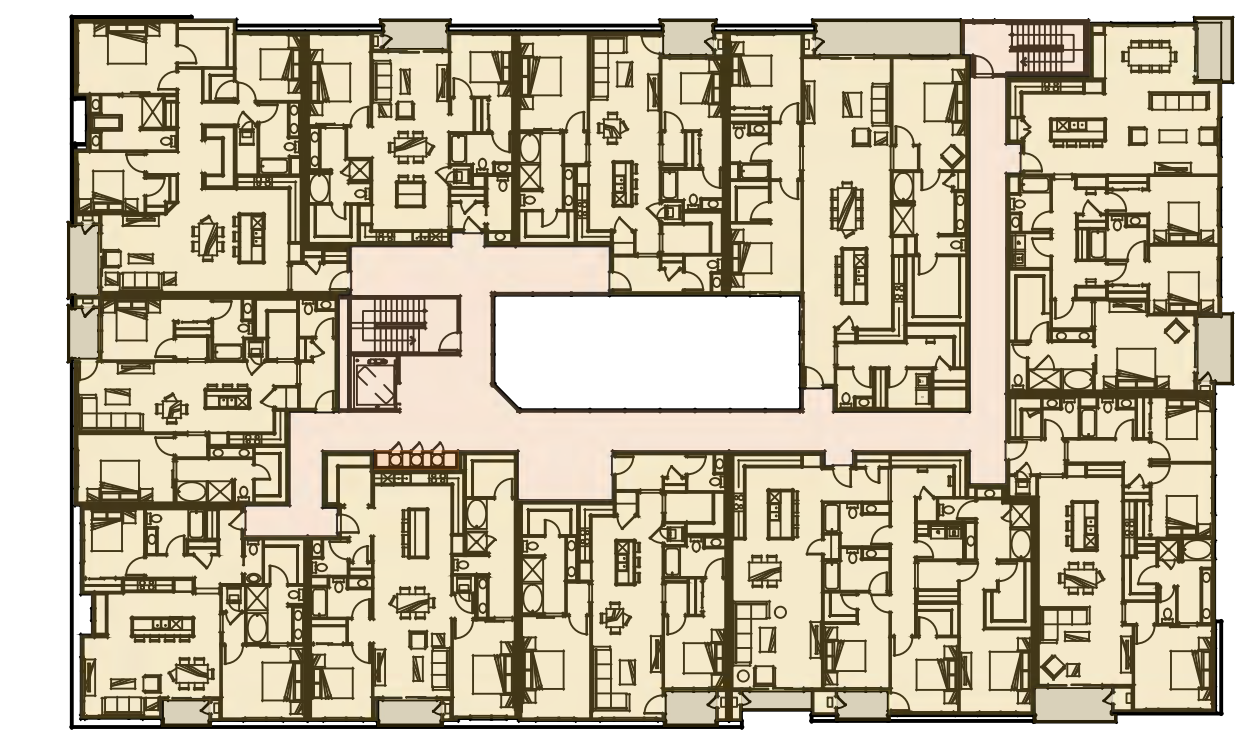
DECK AREA	844 SF
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THIRD FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,565 SF
UTILITY	42 SF
DWELLING UNITS	17,700 SF
LEVEL TOTAL	20,305 SF

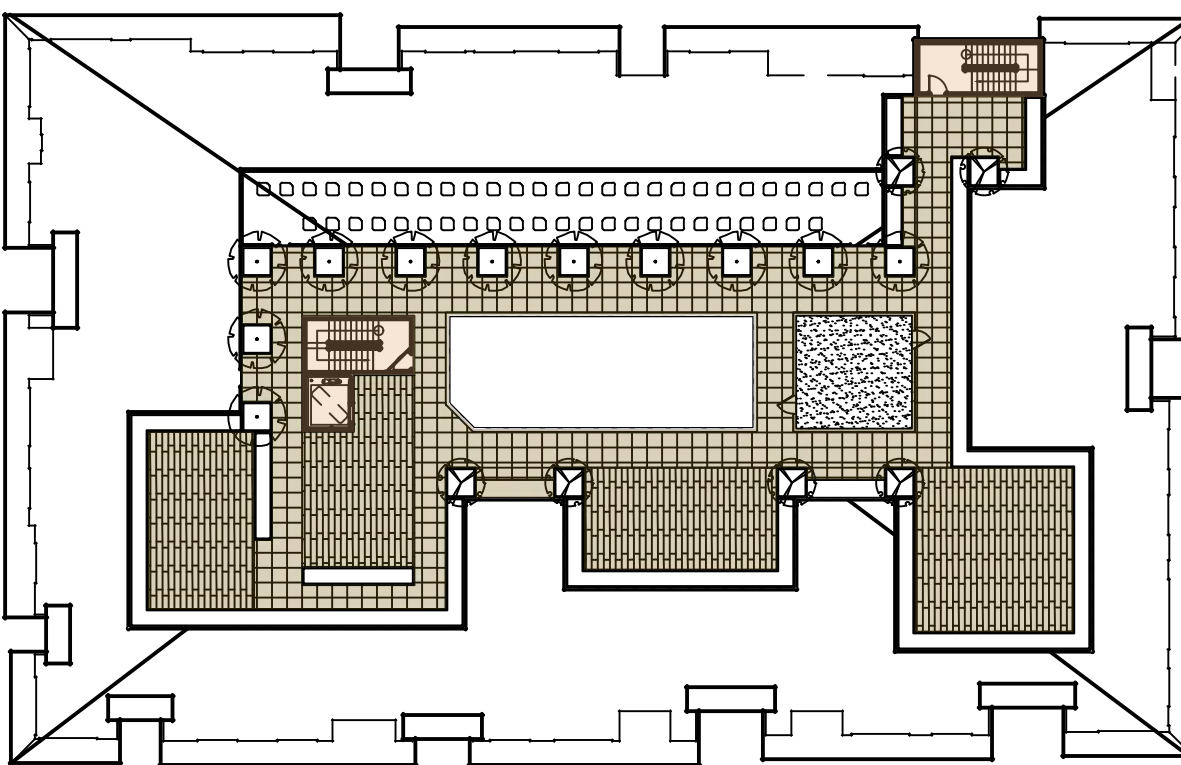
DECK AREA	801 SF
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FOURTH FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,553 SF
UTILITY	42 SF
DWELLING UNITS	17,724 SF
LEVEL TOTAL	20,319 SF

DECK AREA	779 SF
-----------	--------



ROOF DECK

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	468 SF
UTILITY	
DWELLING UNITS	
ROOF DECK	
LEVEL TOTAL	468 SF

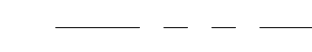
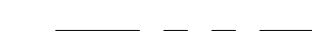


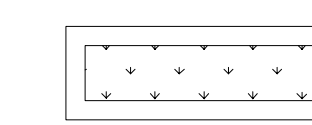

DECK AREA	5,318 SF
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BUILDING TOTALS	
CATEGORY	SUBTOTALS
PARKING	49,524 SF
CIRCULATION	12,131 SF
UTILITY	1,590 SF
DWELLING UNITS	67,668 SF
TOTAL	130,913 SF

TOTAL DECK AREA	8,537 SF
-----------------	----------

VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES

LEGEND

-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  STREET CENTER LINE
-  EASEMENT LINE
-  FLOW THROUGH PLANTER
-  MECHANICAL TREATMENT DEVICE

GENERAL NOTES

1. THIS VESTING TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH ARTICLE 2, SECTION 86452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT.
2. AREA: THE BOUNDARIES OF THIS SUBDIVISION CONTAIN ±0.64 ACRES.
3. DURING CONSTRUCTION, ALL EQUIPMENT AND PARKING SHALL REMAIN ON-SITE UNLESS THE CONTRACTOR HAS APPROVAL FROM THE CITY.
4. ALL EXISTING WATER, SANITARY, AND STORM SERVICES ARE TO BE ABANDONED/REMOVED PER CITY OF LOS ALTOS STANDARDS AND SPECIFICATIONS.

PROJECT INFORMATION

OWNER/DEVELOPER: 355 1ST ST. LLC
419 SOUTH ANTONIO ROAD, SUITE 215
LOS ALTOS, CA 94022
CONTACT: KEVIN DENARDI
(650) 842-2360

ARCHITECT: SDG ARCHITECTS
3361 WALNUT BLVD, SUITE 120
BRENTWOOD, CA 94513
CONTACT: JEFF POTTS
(925) 634-7000

CIVIL ENGINEER: BKF ENGINEERS
1730 N. FIRST STREET, SUITE 600
SAN JOSE, CA 95112
CONTACT: ISAAC KONTOROVSKY
(408) 467-9100

PROPERTY ADDRESS: 355 FIRST STREET, LOS ALTOS, CA

APN: 167-41-026/027/028/029

SPECIFIC PLAN: DOWNTOWN CORE SPECIFIC PLAN

EXISTING ZONING: COMMERCIAL DOWNTOWN/MULTIPLE FAMILY (CD/R-3)

PROPOSED ZONING: COMMERCIAL DOWNTOWN/MULTIPLE FAMILY (CD/R-3)

EXISTING USE: COMMERCIAL

PROPOSED USE: RESIDENTIAL

GROSS AREA: 27,887 SF (0.64± ACRES)

NET AREA: 27,287 SF (0.63± ACRES)

PROPOSED NUMBER OF LOTS: 1 PARCEL FOR CONDOMINIUM PURPOSES
(4 EXISTING LOTS)

NUMBER OF CONDO UNITS: 50

UTILITIES:
A. WATER: CALIFORNIA WATER SERVICE COMPANY
B. SANITARY SEWER: CITY OF LOS ALTOS
C. STORM DRAIN: N/A
D. GAS/ELECTRIC: PACIFIC GAS & ELECTRIC
E. TELEPHONE: AT&T
F. CABLE TV: COMCAST

BENCHMARK: 2-1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS061013, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET.
ELEVATION = 193.13 FEET BASED ON CITY OF LOS ALTOS DATUM.

TOPOGRAPHY: THE INFORMATION SHOWN IS BASED ON A GROUND SURVEY PREPARED BY BKF ENGINEERS DATED SEPTEMBER 28, 30 & OCTOBER 1, 2020.

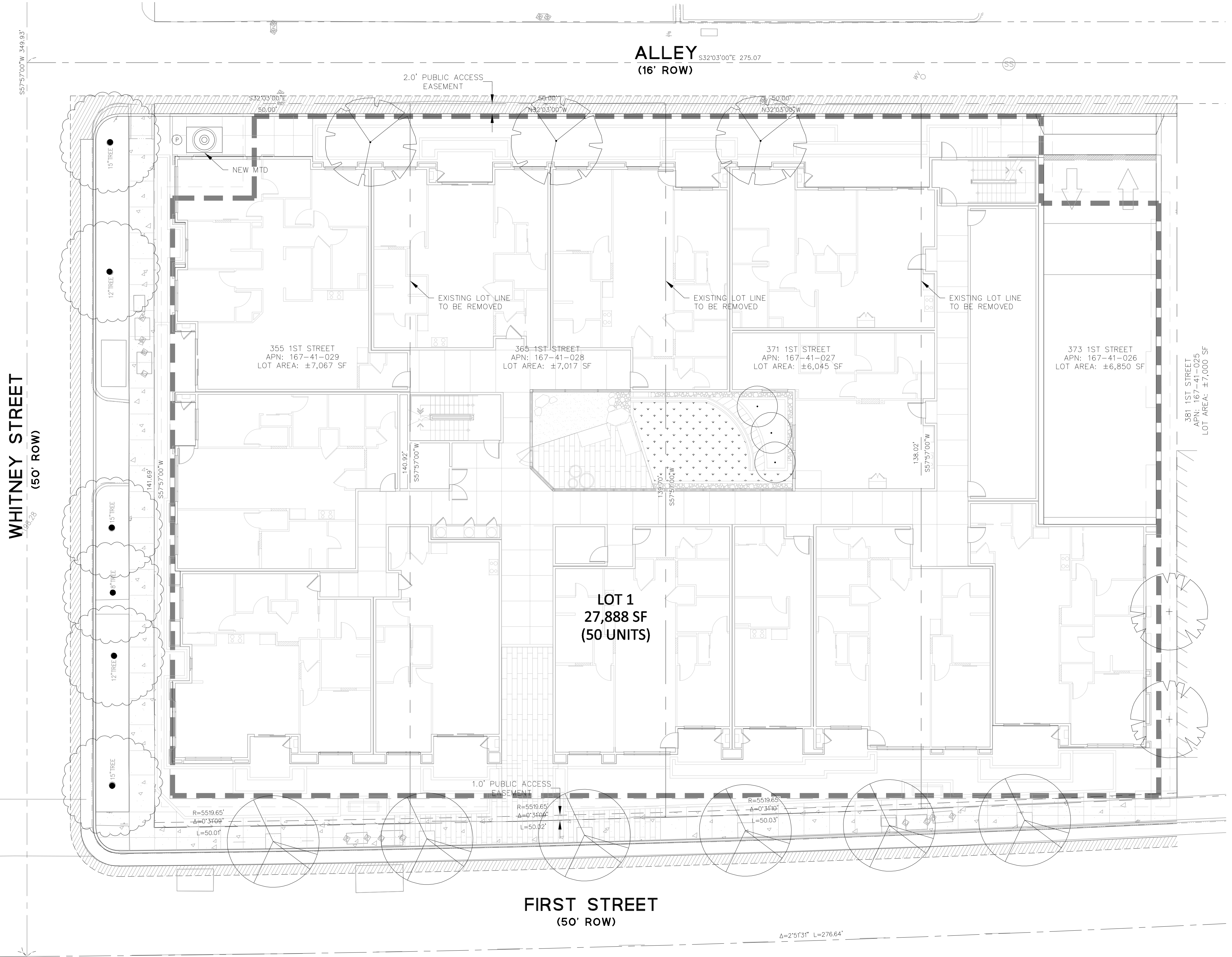
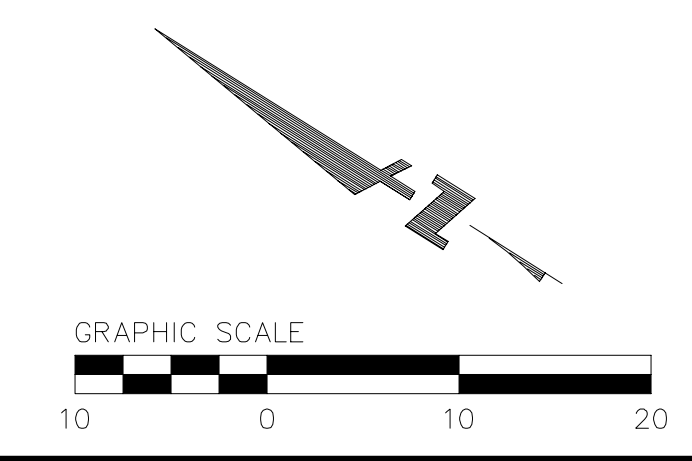
FLOOD ZONE: THIS PROPERTY IS LOCATED WITHIN ZONE X AS SHOWN IN FLOOD INSURANCE RATE MAP NO. 06085C0038H

ABBREVIATIONS

PG&E = PACIFIC GAS & ELECTRIC COMPANY
ROW = RIGHT OF WAY

SHEET INDEX

SHEET NO.	SHEET TITLE
TM1.0	VESTING TENTATIVE MAP
C1.0	EXISTING CONDITIONS
C2.0	PRELIMINARY SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C3.1	PRELIMINARY SECTIONS
C4.0	PRELIMINARY UTILITY PLAN
C5.0	PRELIMINARY STORMWATER MANAGEMENT PLAN



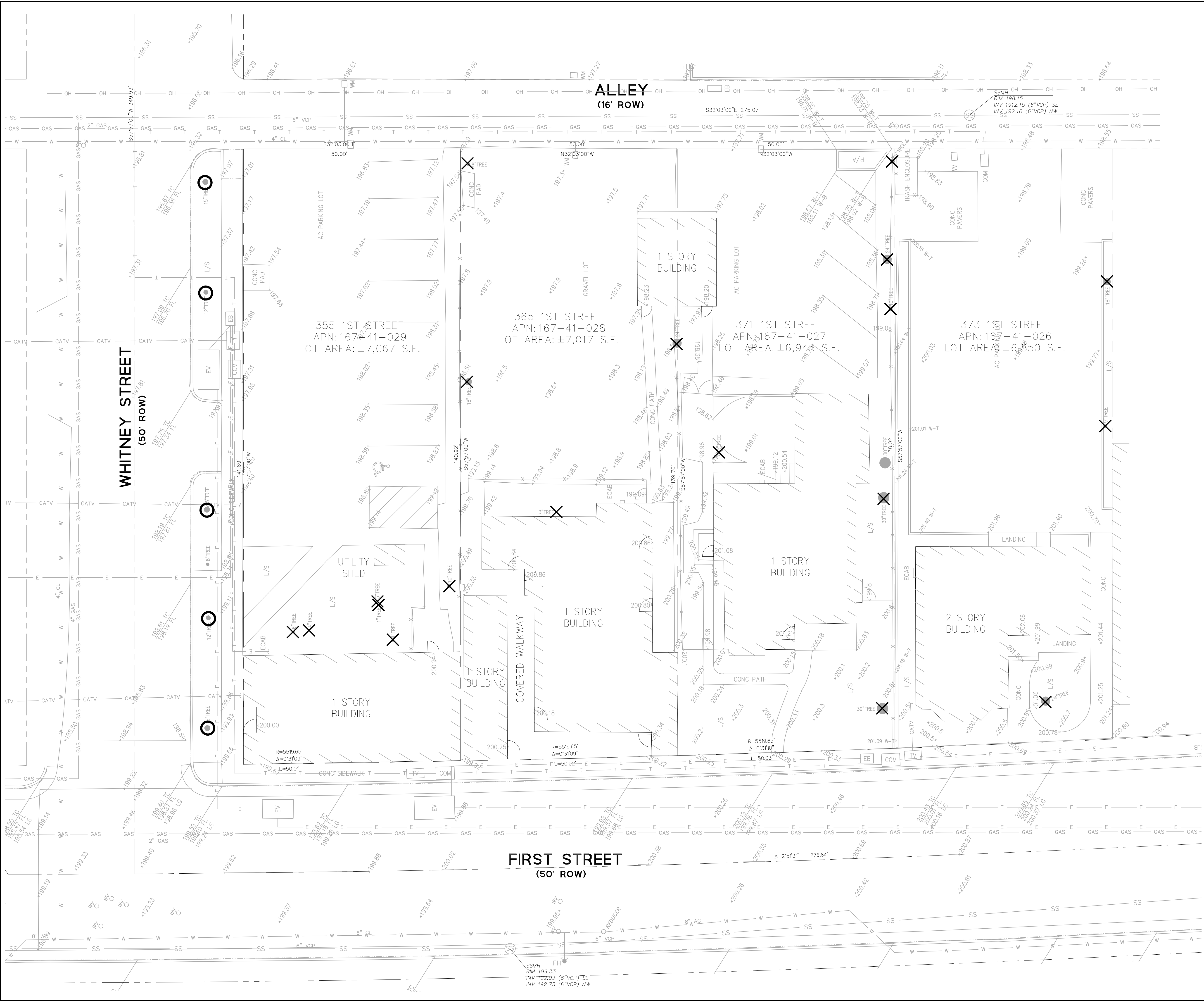
1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com



355-373 1ST STREET
VESTING TENTATIVE MAP
SANTA CLARA COUNTY
CALIFORNIA
LOS ALTOS

Date	Revisions	No.
11/12/21	RESUBMITTAL 1	1
AS SHOWN	RESUBMITTAL 2	2
Design RM	RESUBMITTAL 3	3
Drawn RM	RESUBMITTAL 4	4
Approved IB		
Job No. 2020231		

Drawing Number:
TM1.0



LEGEND

- PROJECT BOUNDARY -----
- ADJACENT LOT LINE -----
- INTERIOR LOT LINE -----
- EASEMENT -----
- ROAD CENTER LINE -----
- EXISTING FENCE ----- X
- SANITARY SEWER LINE ----- SS
- STORM DRAIN LINE ----- SD
- WATER LINE ----- W
- GAS LINE ----- GAS
- ELECTRICAL LINE ----- E
- OVERHEAD LINE ----- OH
- TELECOM LINE ----- T
- COMCAST LINE ----- CATV

- FIRE HYDRANT ----- FH
- EXISTING TREE TO REMAIN ----- O
- REMOVE EXISTING TREE ----- X

SURVEY NOTES

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
2. DATES OF FIELD SURVEY WAS SEPTEMBER 28, 30 & OCTOBER 1, 2020
3. BENCH MARK
2-1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS061013, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET
ELEVATION = 193.13 FEET BASED ON CITY OF LOS ALTOS DATUM
4. BASIS OF BEARINGS
THE BEARING NORTH 32°03'00" WEST, BETWEEN FOUND IRON PIPE MONUMENTS, AS SHOWN ON THAT CERTAIN PARCEL MAP, FILED FOR RECORD ON FEBRUARY 14, 1980, IN BOOK 458 OF MAPS AT PAGES 51 AND 52, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS
5. INFORMATION REGARDING BOUNDARY AND EASEMENTS; BKF ENGINEERS RELIED ON THE INFORMATION PROVIDED IN THE FOLLOWING PRELIMINARY TITLE REPORTS:
A. OLD REPUBLIC TITLE COMPANY, ORDER NO. 0623015842-LM, DATED JUNE 25, 2020
B. OLD REPUBLIC TITLE COMPANY, ORDER NO. 0623015841-LM, DATED JUNE 16, 2020
C. CHICAGO TITLE COMPANY, ORDER NO. FWPS-2999200036MO, DATED JANUARY 13, 2020

ABBREVIATIONS

- AC ASPHALT CONCRETE
- CLA CITY OF LOS ALTOS
- COM COMMUNICATION
- CONC CONCRETE
- DWY DRIVEWAY
- EB ELECTRICAL BOX
- EV ELECTRICAL VAULT
- ESMT EASEMENT
- FL FLOW LINE
- LG LIP OF GUTTER
- L/S LANDSCAPE
- PGE PACIFIC GAS & ELECTRIC
- ROW RIGHT-OF-WAY
- STD STANDARD
- SW SIDEWALK
- TC TOP OF CURB
- TYP TYPICAL
- WM WATER METER
- W-B BOTTOM OF WALL
- W-T TOP OF WALL


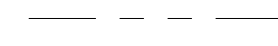
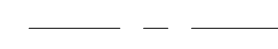
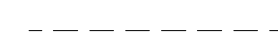
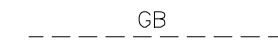
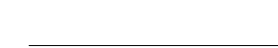



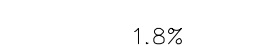
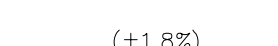
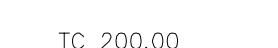


355-373 1ST STREET
 EXISTING CONDITIONS
 SANTA CLARA COUNTY
 LOS ALTOS
 CALIFORNIA

Date	Revisions
11/12/21	1 RESUBMITTAL 1
AS SHOWN	2 7/16/21 - RESUBMITTAL 2
Design RM	3 09/03/21 - RESUBMITTAL 3
Drawn RM	4 11/12/21 - RESUBMITTAL 4
Approved IB	
Job No. 2020231	

Drawing Number:
C1.0

LEGEND

-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  STREET CENTER LINE
-  SAWCUT LINE
-  GRADE BREAK
-  CITY STANDARD VERTICAL CURB
-  CITY STANDARD VERTICAL CURB AND GUTTER
-  TREATMENT AREA
-  1.8% HARDSCAPE SLOPE
-  (±1.8%) HARDSCAPE SLOPE (EXISTING)
-  PROPOSED ELEVATION
-  EXISTING ELEVATION

ABBREVIATIONS

- BW BACK OF WALK
- FF FINISH FLOOR
- FL FLOW LINE
- LG LIP OF GUTTER
- GB GRADE BREAK
- PV PAVEMENT
- ROW RIGHT-OF-WAY
- TC TOP OF CURB

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com



LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

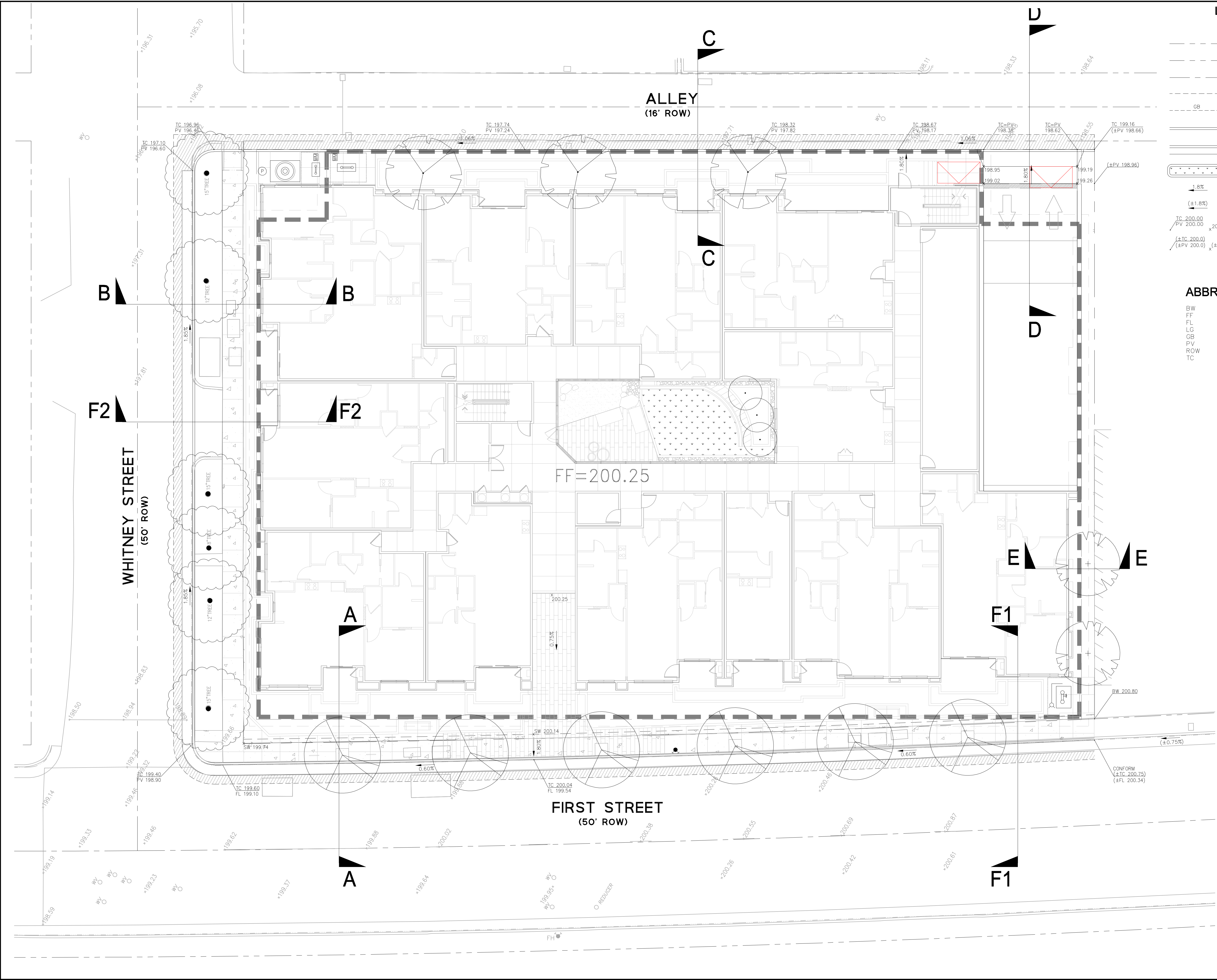
355-373 1ST STREET

PRELIMINARY GRADING AND DRAINAGE PLAN

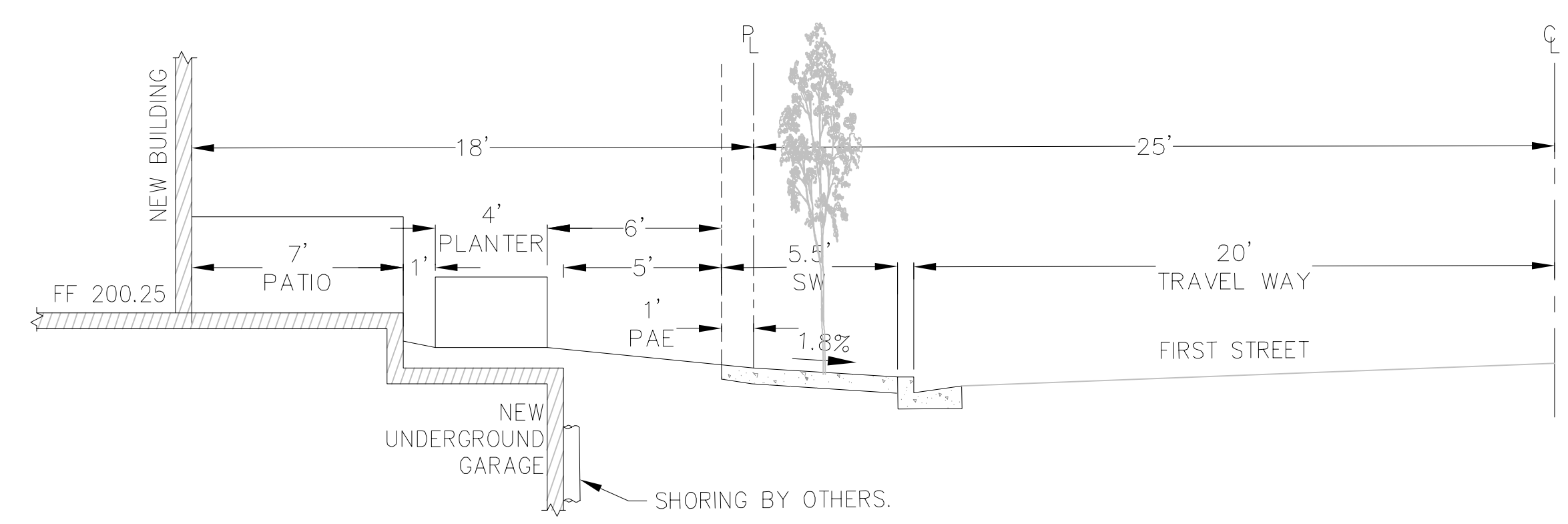
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No.	Date
1	11/12/21
2	AS SHOWN
3	RESUBMITTAL 1
4	RESUBMITTAL 2
5	RESUBMITTAL 3
6	RESUBMITTAL 4

Date: 11/12/21
Scale: AS SHOWN
Design: RM
Drawn: RM
Approved: IB
Job No: 2020231

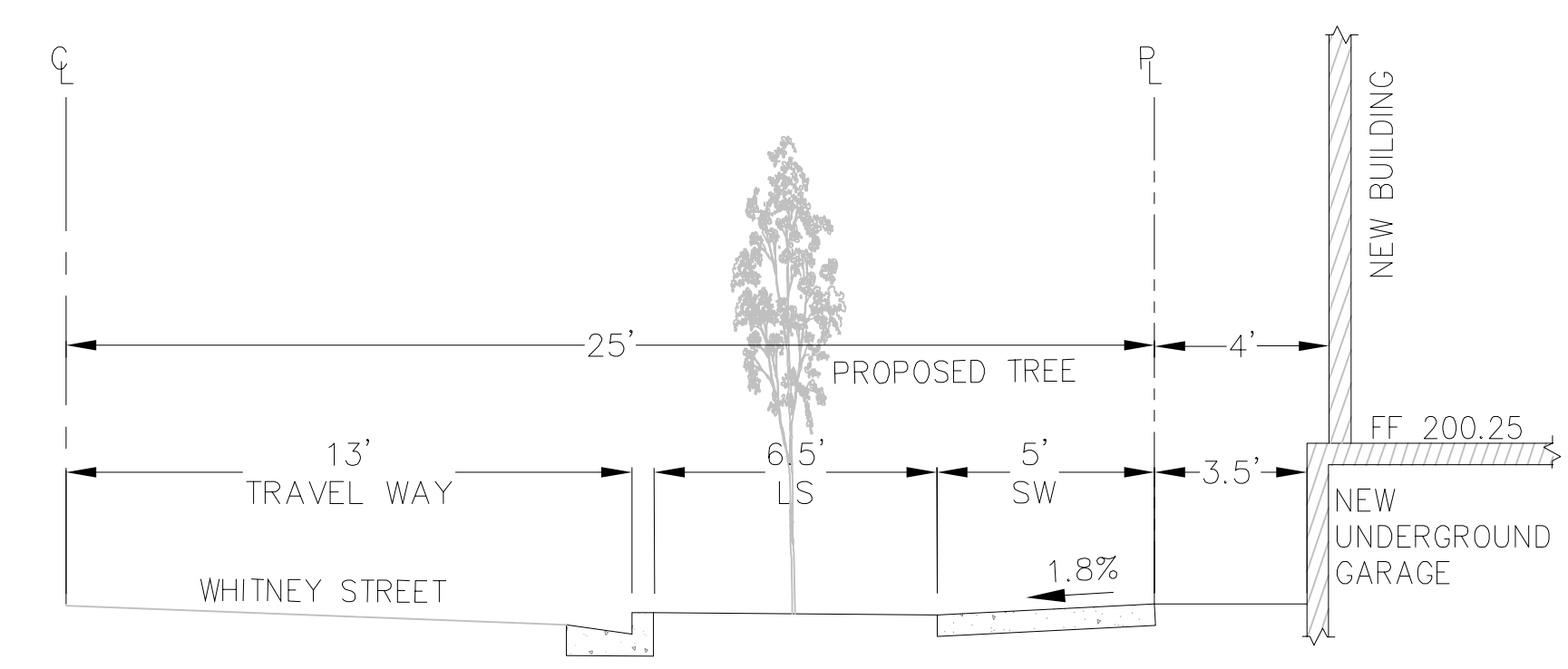
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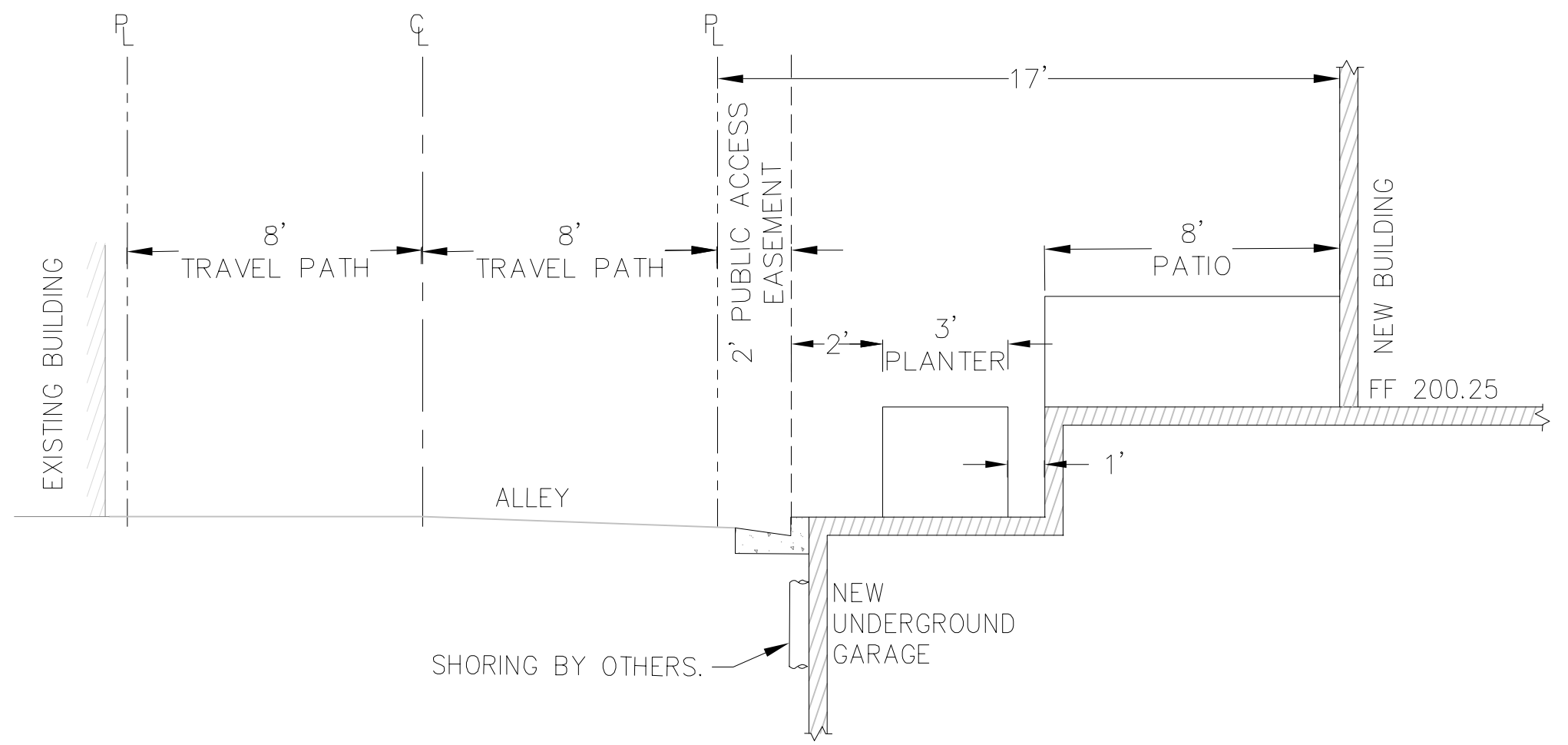
BKF ENGINEERS
 1730 N. FIRST STREET, SUITE 600
 SAN JOSE, CA 95112
 (408) 467-9100
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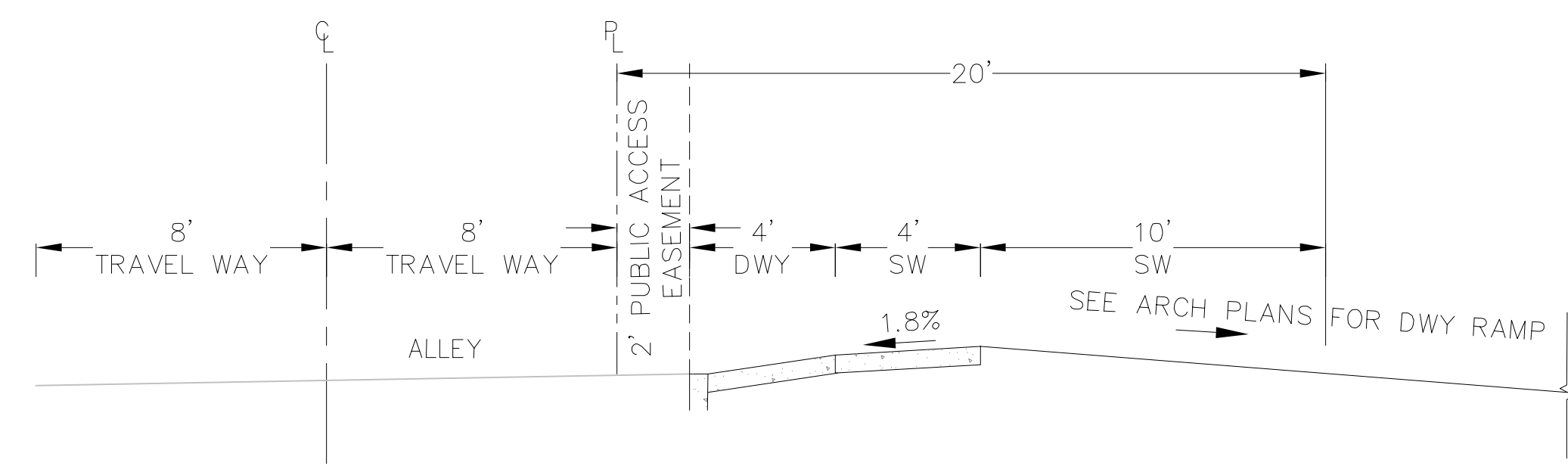
CROSS SECTION (A-A)
NTS



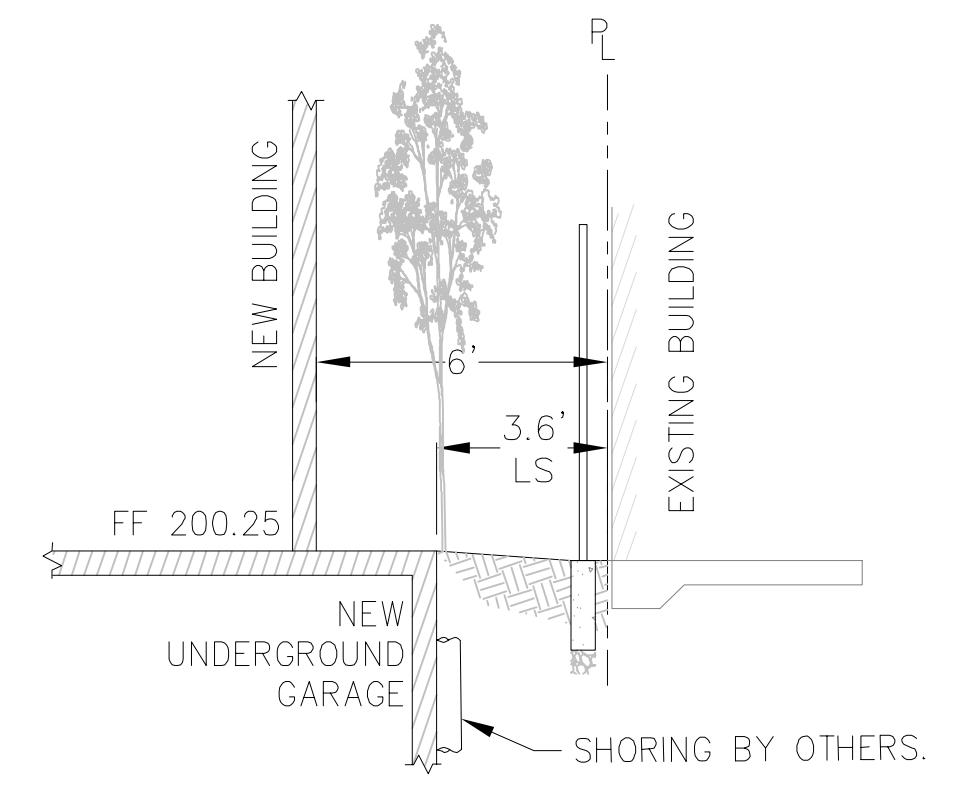
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CROSS SECTION (C-C)
NTS



CROSS SECTION (D-D)
NTS



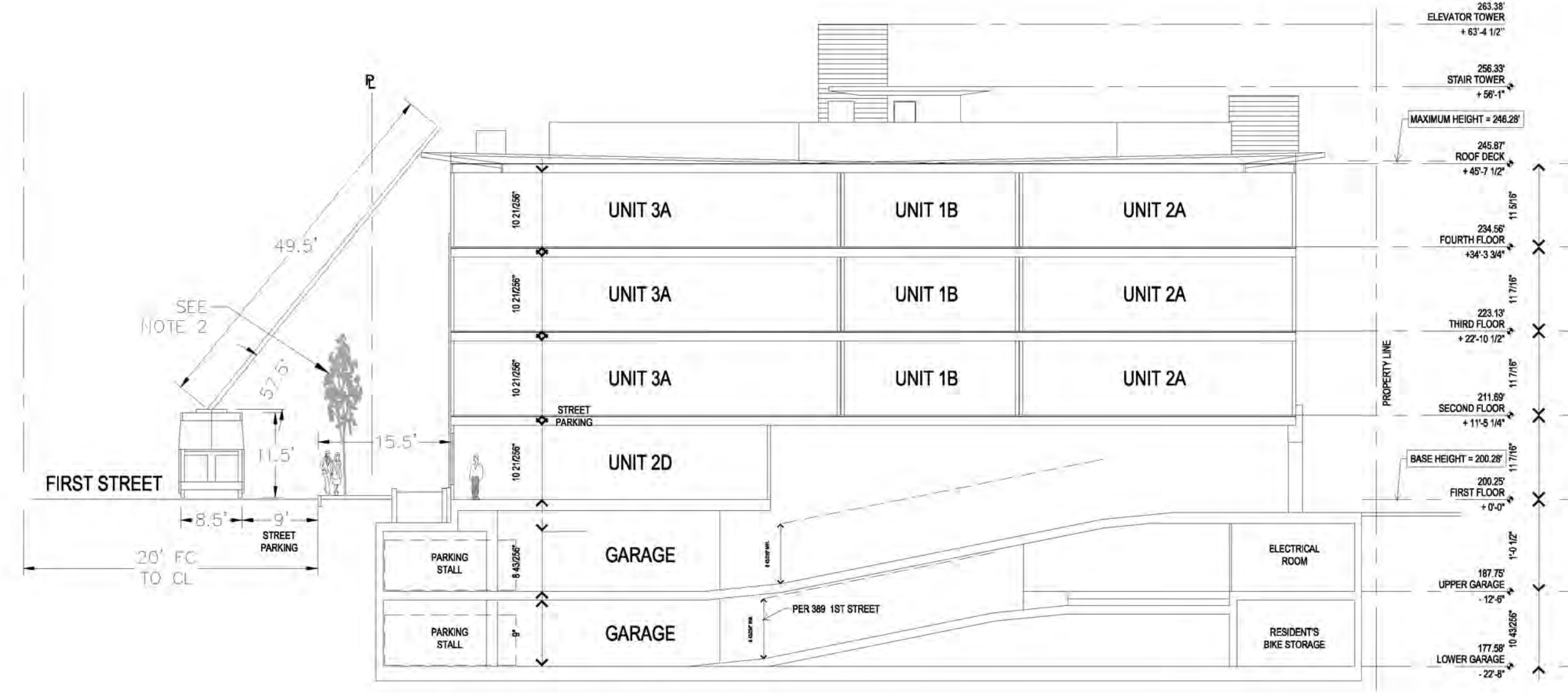
CROSS SECTION (E-E)
NTS

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No.	Date	Revisions
1	11/12/21	RESUBMITTAL 1
2	AS SHOWN	
3	7/16/21	RESUBMITTAL 2
4	09/03/21	RESUBMITTAL 3
5	11/12/21	RESUBMITTAL 4

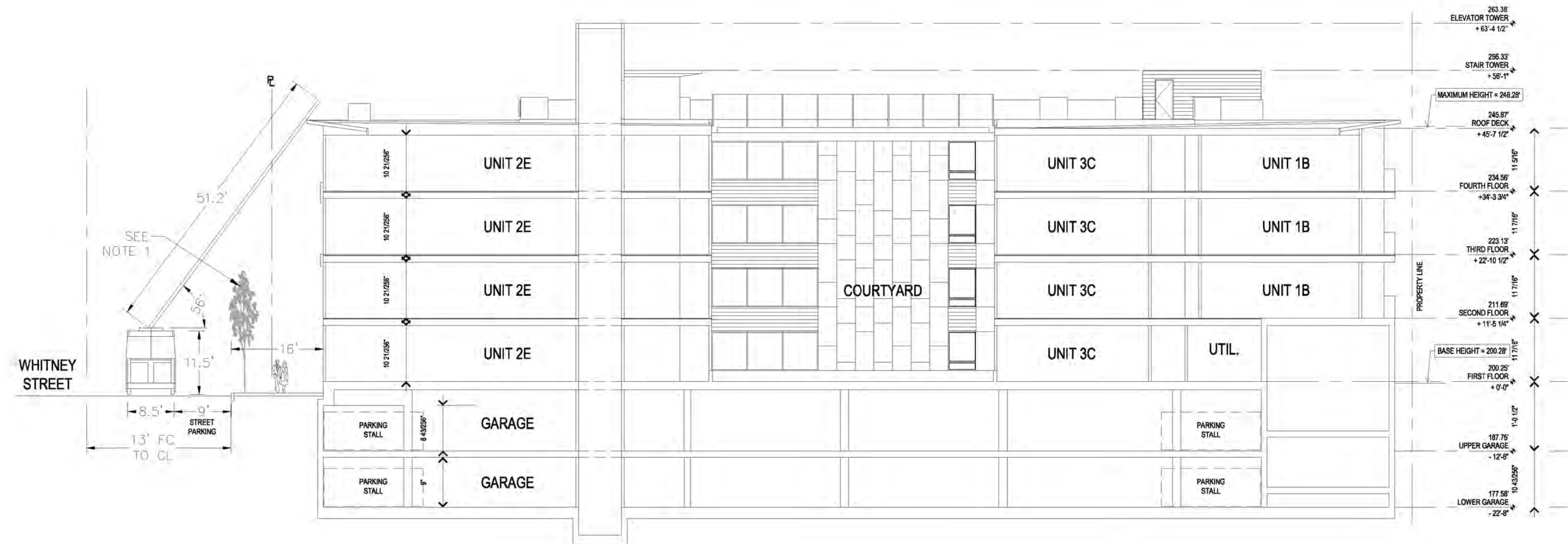
Date: 11/12/21
 Scale: AS SHOWN
 Design: RM
 Drawn: RM
 Approved: IB
 Job No: 2020231

Drawing Number:
C3.1



CROSS SECTION (F1-F1)
 N15

NOTES:
 1. SECTION IS TAKEN AT WORST CASE SCENARIO, THIS OCCURS WHEN THE FIRE TRUCK IS CLOSEST TO THE BUILDING AT THE SOUTH EAST CORNER OF FIRST STREET.
 2. THE STREET TREES (GREAT MYRTLE) ON FIRST STREET CAN BE MAINTAINED IN GOOD CONDITION AT A 20' MAXIMUM HEIGHT, WITH PROPER PRUNING AND MANAGEMENT.
 3. VERTICAL HEIGHTS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL SITE PLAN FOR ELEVATIONS.



CROSS SECTION (F2-F2)
 N15

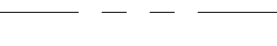
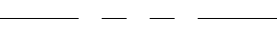


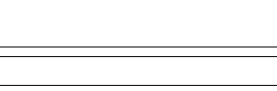





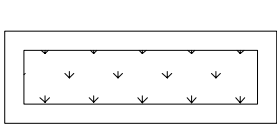


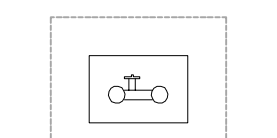
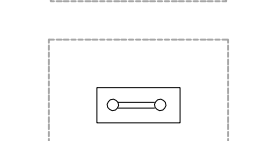
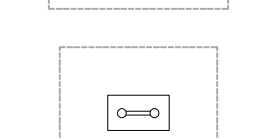






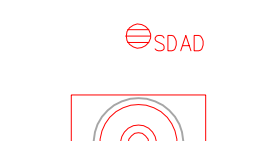
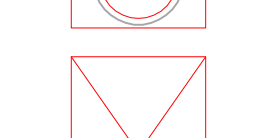
NOTES:
 1. ALONG WHITNEY BUILDING SET BACK IS CONSISTENT ALONG FRONTAGE. EXISTING TREE SIZE DO NOT HAVE AN AFFECT ON LADDER ACCESS AS STREET TREE SPACING IS 12'-25' HERE. EXISTING TREE HEIGHT RANGES FROM 12'-25' ALONG WHITNEY, WELL BELOW THE FIRE LADDER ACCESS HEIGHT OF 35' AT TREE LOCATION PER THIS DIAGRAM.
 2. VERTICAL HEIGHTS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL SITE PLAN FOR ELEVATIONS.

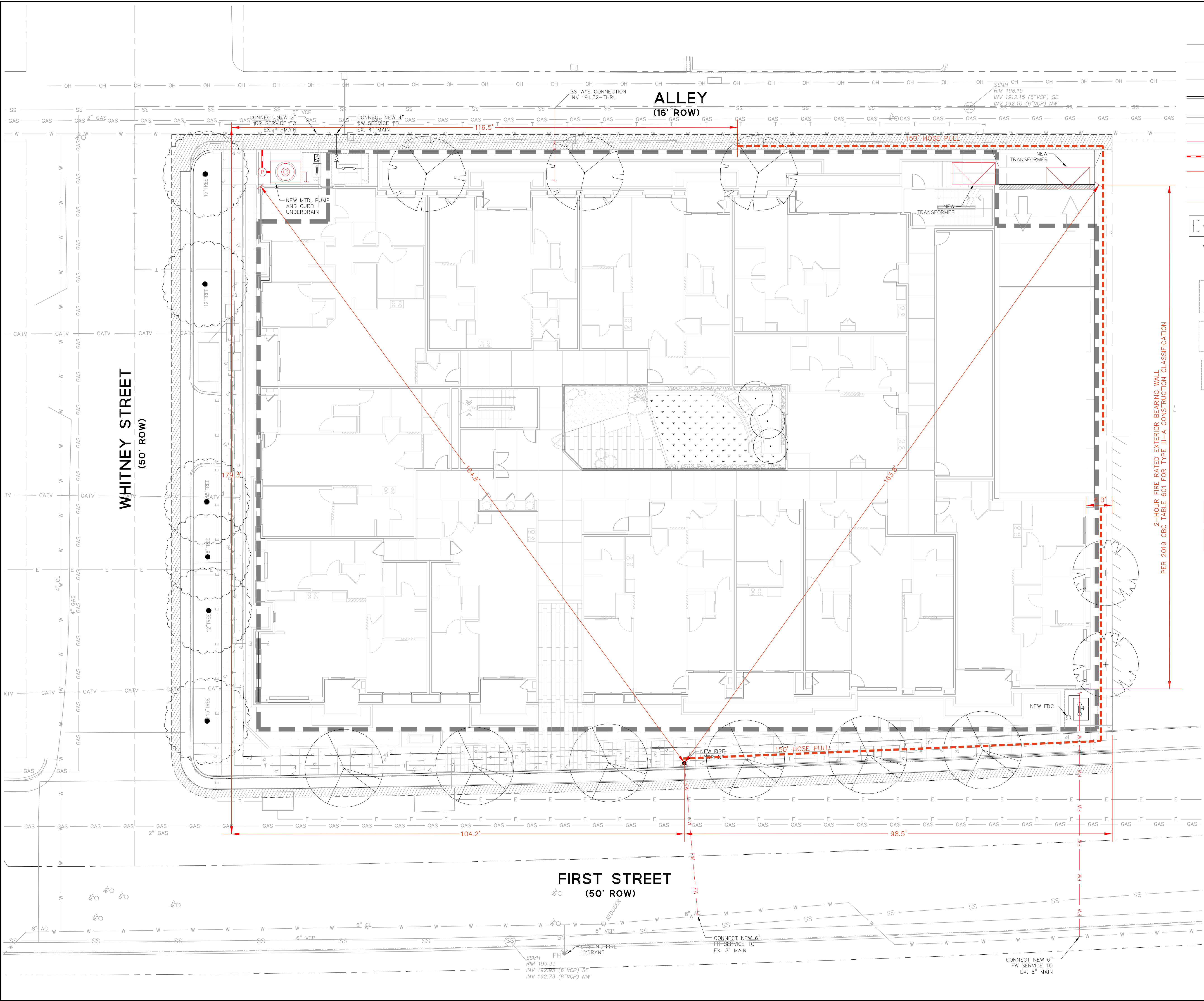
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 PLOT SIZE: 24" x 36"
 PLOT DEVICE: HPGL
 PLOT STATUS: SUCCESS

Date	11/12/21	No.	1	Revisions
Scale	AS SHOWN	1		RESUBMITTAL 1
Design	RM	2		7/16/21 - RESUBMITTAL 2
Drawn	RM	3		09/03/21 - RESUBMITTAL 3
Approved	IB	4		11/12/21 - RESUBMITTAL 4
Job No.	20200231			

Drawing Number:
C3.2

LEGEND

-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  STREET CENTER LINE
-  FLUSH CURB
-  NEW CITY STANDARD VERTICAL CURB AND GUTTER
-  SANITARY SEWER LINE
-  STORM DRAIN LINE (TREATED)
-  STORM DRAIN LINE (UNTREATED)
-  WATER LINE
-  FIRE WATER LINE
-  FLOW THRU PLANTER
-  WATER VALVE
-  SANITARY SEWER CLEANOUT
-  FIRE BACKFLOW PREVENTER
-  DOMESTIC BACKFLOW PREVENTER
-  IRRIGATION BACKFLOW PREVENTER
-  FIRE HYDRANT
-  FIRE DEPARTMENT CONNECTION
-  WHARF HYDRANT
-  WATER METER
-  STORM DRAIN OVERFLOW DRAIN
-  STORM DRAIN AREA DRAIN
-  MECHANICAL TREATMENT DEVICE
-  TRANSFORMER (FOR REFERENCE ONLY)



2-HOUR FIRE RATED EXTERIOR BEARING WALL PER 2019 CBC TABLE 601 FOR TYPE II-A CONSTRUCTION CLASSIFICATION

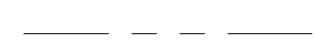
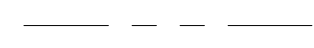
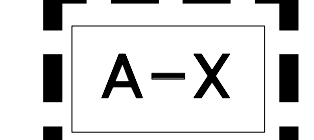









Revisions	
No.	Date
1	11/12/21
2	AS SHOWN
3	RESUBMITTAL 1
4	RESUBMITTAL 2
5	RESUBMITTAL 3
6	RESUBMITTAL 4

Date: 11/12/21
Scale: AS SHOWN
Design: RM
Drawn: RM
Approved: IB
Job No.: 2020231

C4.0

LEGEND

-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  DRAINAGE AREA BOUNDARY
-  DIRECTION OF FLOW
-  TREATMENT AREA
-  STORM DRAIN LINE (TREATED)
-  STORM DRAIN LINE (UNTREATED)
-  STORM DRAIN OVERFLOW DRAIN
-  STORM DRAIN AREA DRAIN
-  MECHANICAL TREATMENT DEVICE

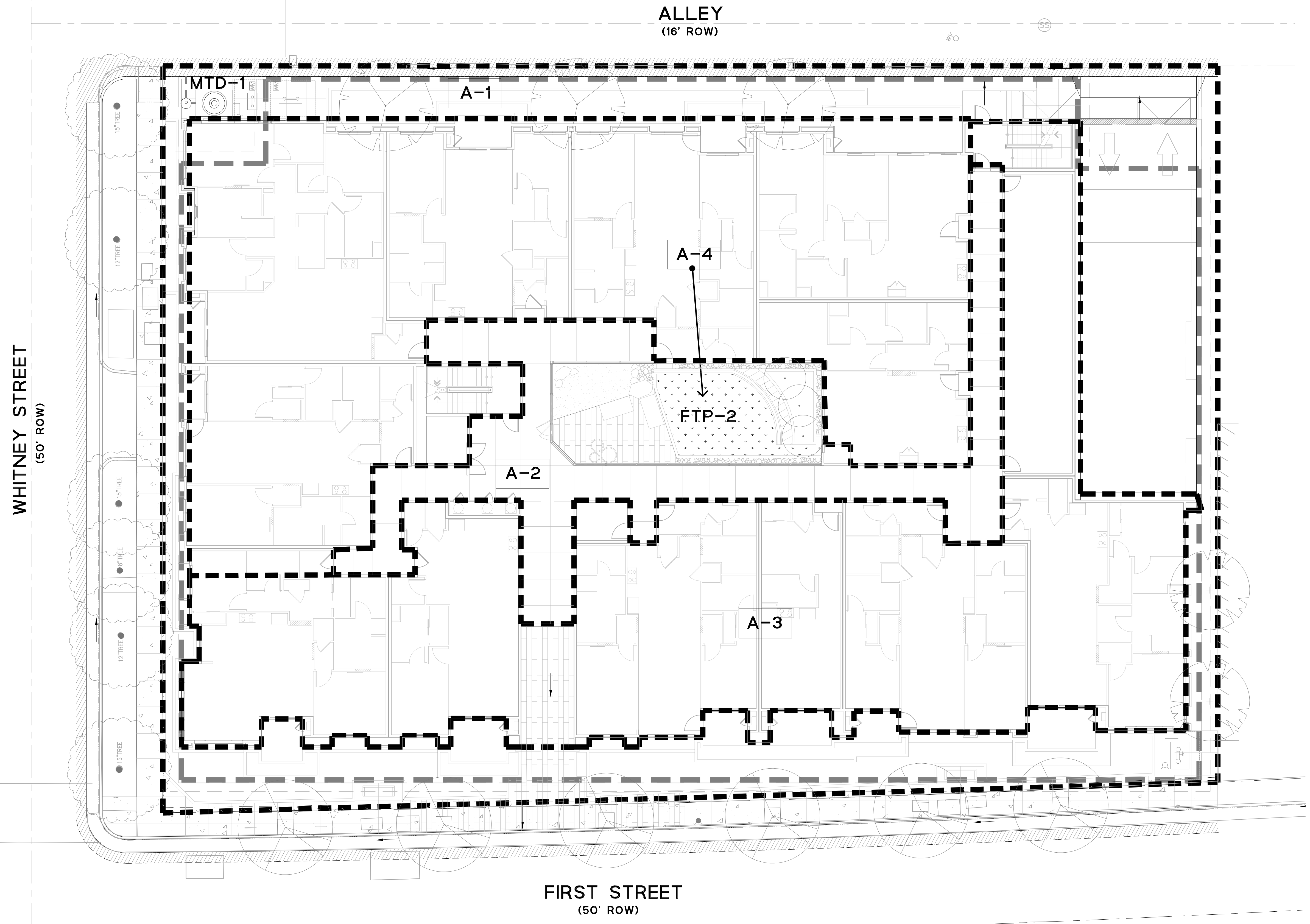
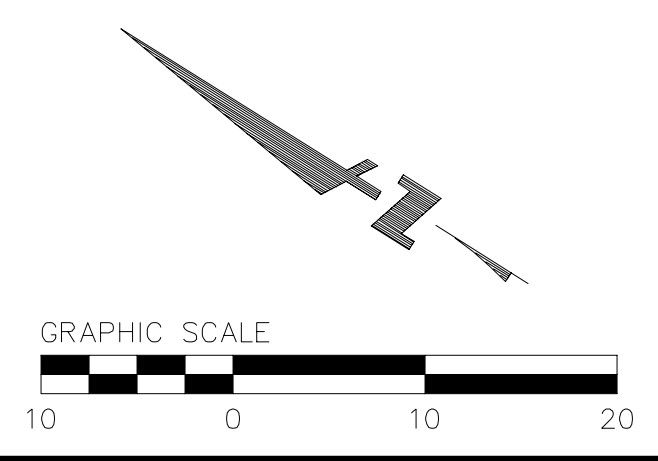


TABLE A

TREATMENT CONTROL MEASURE SUMMARY

DRAINAGE AREAS	DRAINAGE AREA SIZE (SQ. FT.)	PERVIOUS SURFACE (SQ. FT.)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SQ. FT.)	TYPE OF IMPERVIOUS SURFACE	WATER QUANTITY (FLOW AND/OR VOLUME GENERATED)		PROPOSED TREATMENT CONTROLS	CONFORMS TO SIZE STANDARD?
						REQUIRED (SF)	PROVIDED (SF)		
A-1	7,449	479	LANDSCAPE	6,970	ROOF CONCRETE	746	746	MTD 1 MECH. TREATMENT DEVICE	YES
A-2	3,210	0	LANDSCAPE	3,210	ROOF				
A-3	8,470	0	LANDSCAPE	8,470	ROOF				
A-4	8,750	0	LANDSCAPE	8,750	ROOF				
						350	350	FTP 2 FLOW THROUGH PLANTER	YES



1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com



355-373 1ST STREET
PRELIMINARY STORMWATER MANAGEMENT PLAN

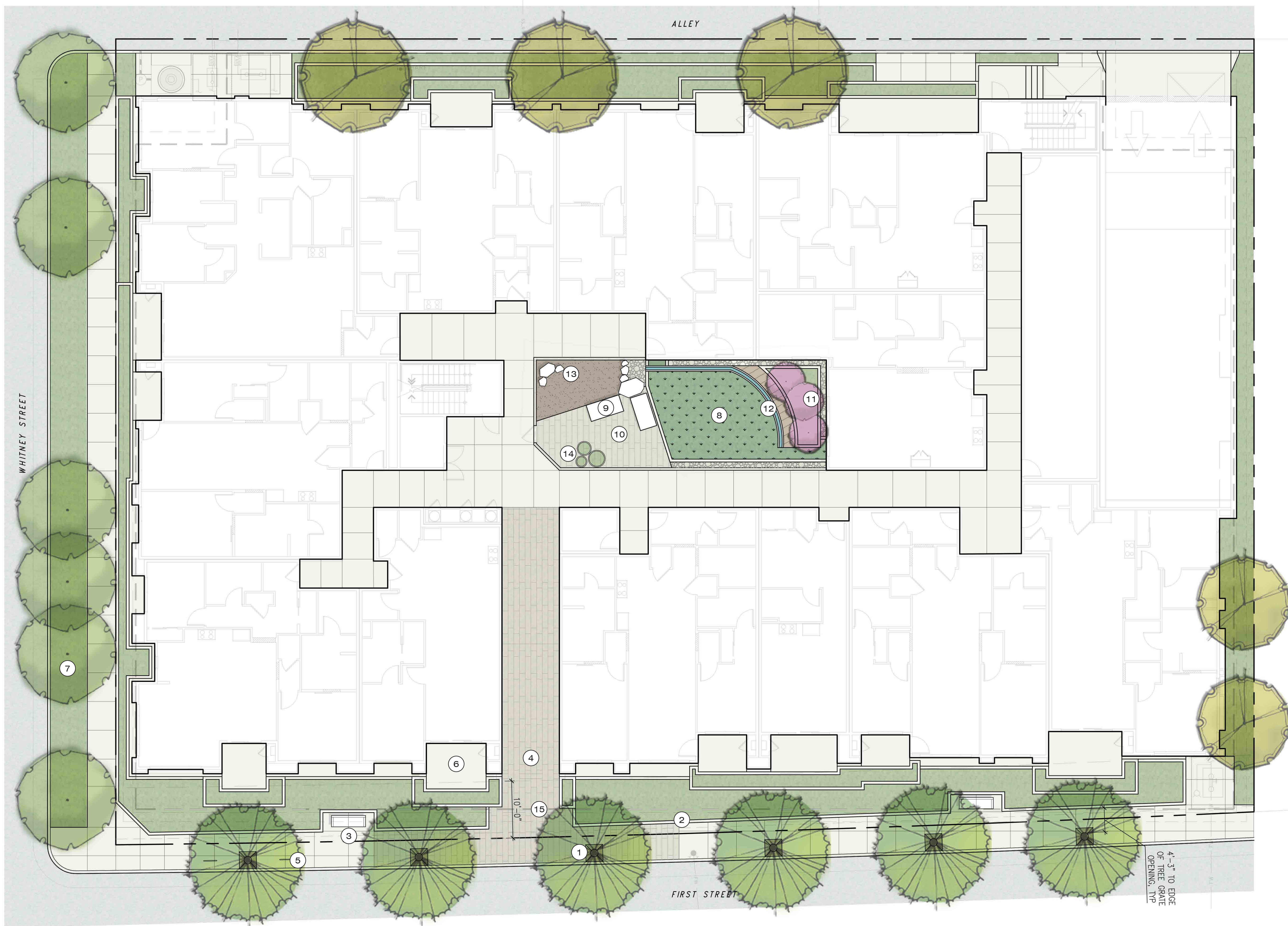
LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

Revisions	
No.	Description
1	RESUBMITTAL 1
2	7/16/21 - RESUBMITTAL 2
3	09/03/21 - RESUBMITTAL 3
4	11/12/21 - RESUBMITTAL 4

Date: 11/12/21
Scale: AS SHOWN
Design RM:
Drawn RM:
Approved IB:
Job No: 2020231

Drawing Number: **C5.0**

BKF ENGINEERS
 1730 N. FIRST STREET, SUITE 600, SAN JOSE, CA 95112
 (408) 467-9100
 www.bkf.com



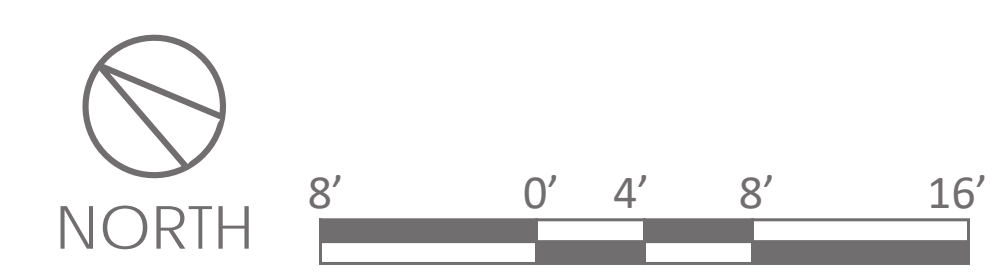
LEGEND

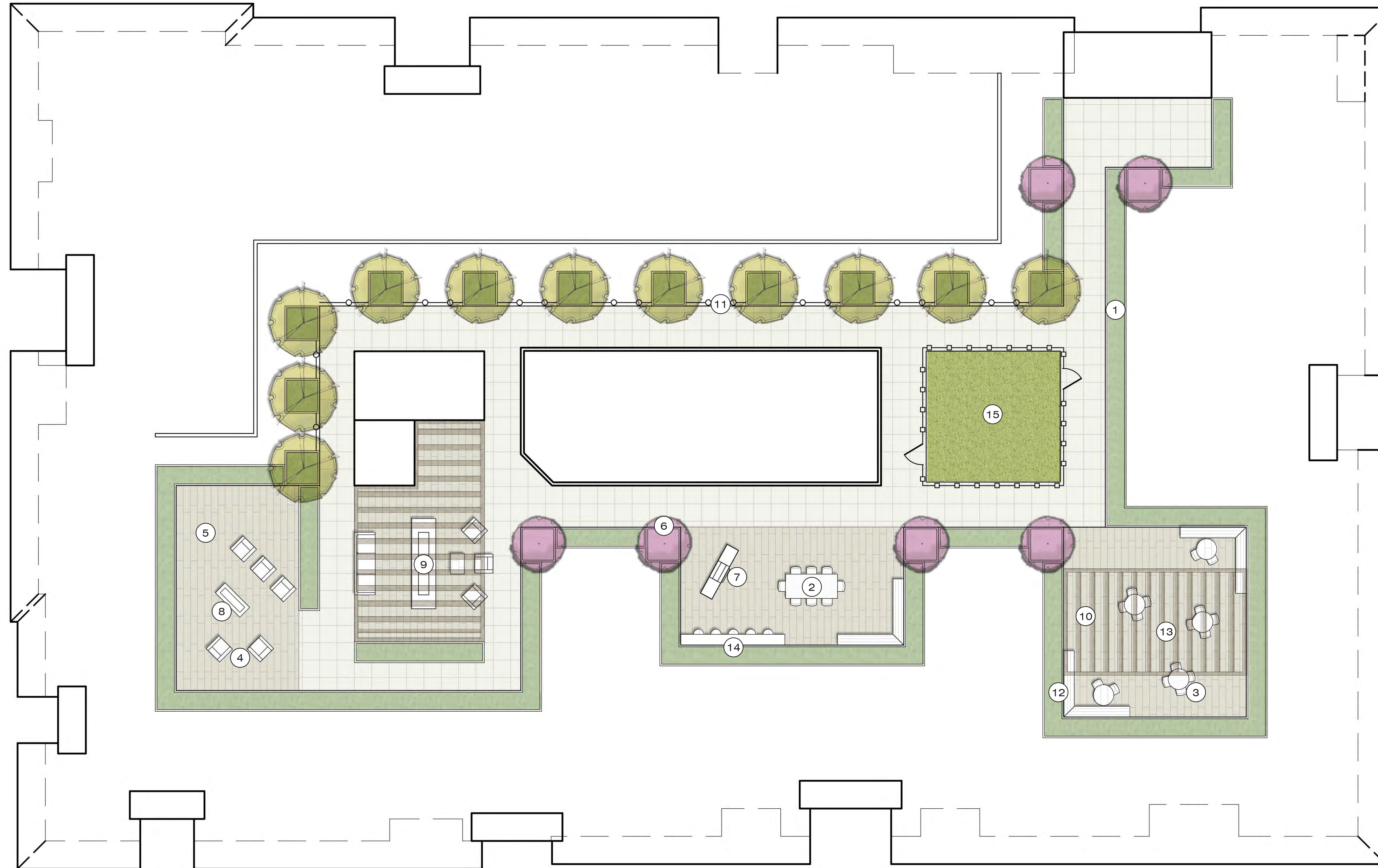
- ① STREET TREES IN TREE GRATES AT 25' ON CENTER, TYP. 4'-3" CLEAR FROM PLANTER WALL TO EDGE OF TREE GRATE OPENING, TYP.
- ② RAISED PLANTER, TYP
- ③ BENCH, TYP
- ④ LARGE FORMAT LINEAR PAVERS, TYP
- ⑤ BIKE RACK, TYP OF 2
- ⑥ UNIT PATIO, TYP
- ⑦ PLANTING STRIP WITH (E) STREET TREES
- ⑧ RAIN GARDEN, STORMWATER PLANTING
- ⑨ SEAT BLOCK, TYP
- ⑩ PATIO
- ⑪ ACCENT TREE, TYP
- ⑫ WATER WALL
- ⑬ ROCK GARDEN WITH BOULDERS
- ⑭ PRECAST PLANTER, TYP
- ⑮ PODIUM (DASHED)

LANDSCAPE AREA CALCS

60% MINIMUM SOFTSCAPE REQUIRED

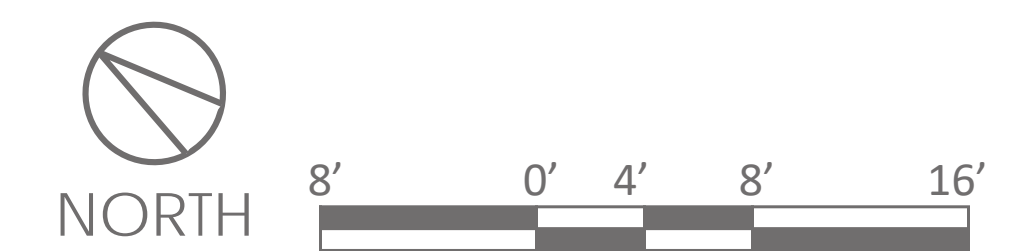
1ST STREET SETBACK	
HARDSCAPE:	798 SF
SOFTSCAPE:	1,197 SF
TOTAL:	1,995 SF
	60%

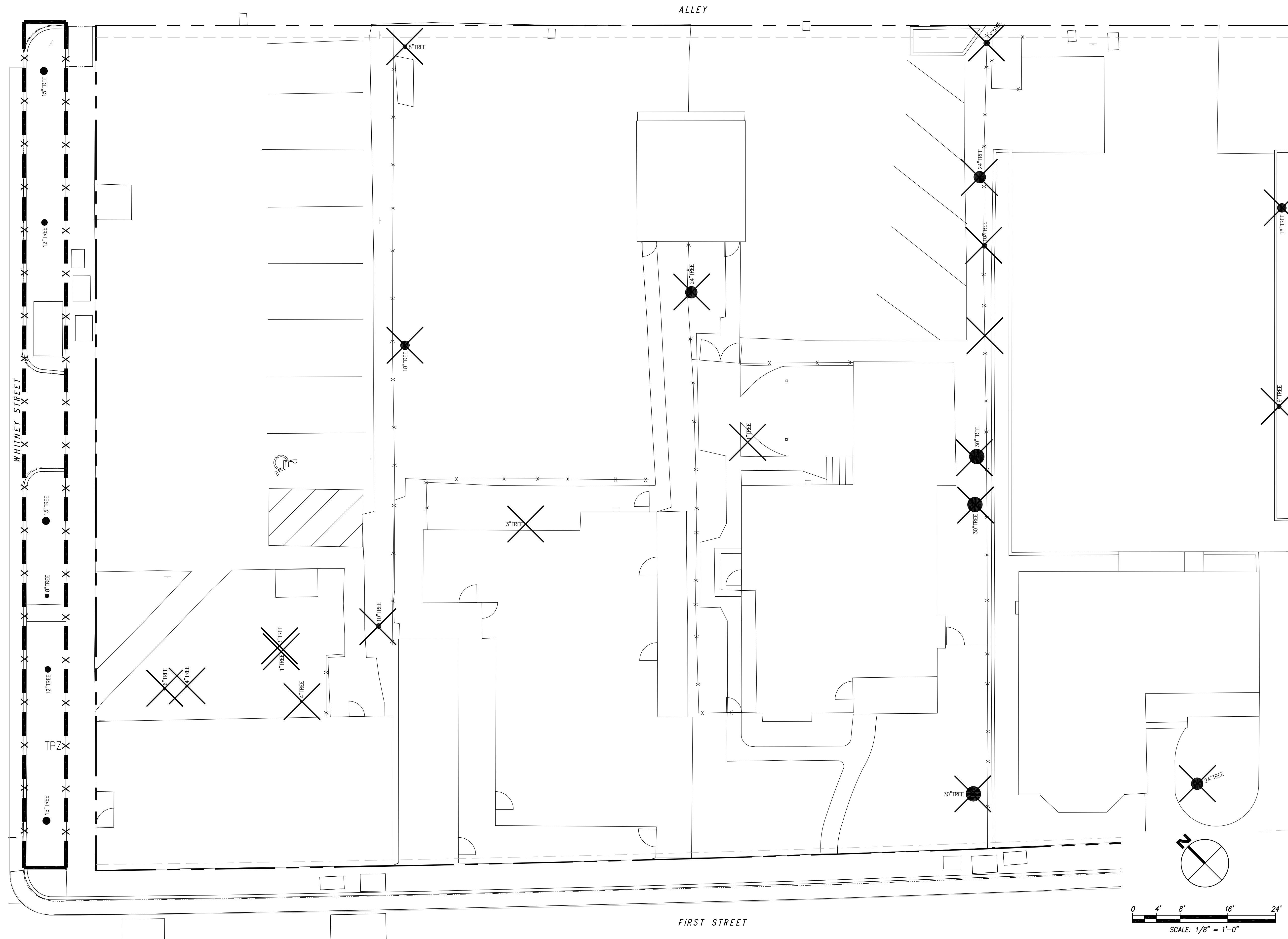




LEGEND

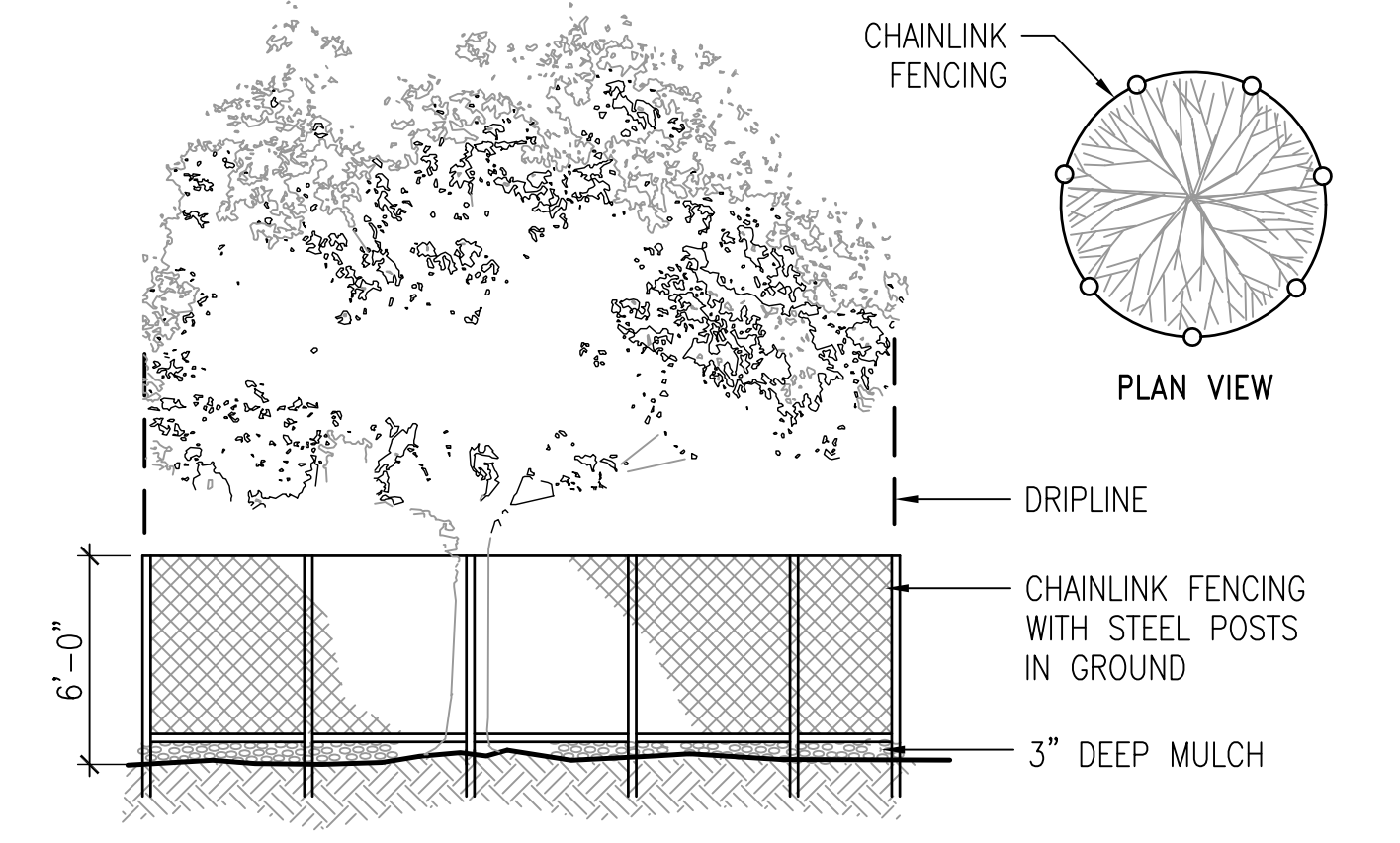
- ① PRECAST PLANTER, TYP
- ② COMMUNITY TABLE
- ③ TABLE & CHAIRS, TYP
- ④ LOUNGE FURNITURE, TYP
- ⑤ PEDESTAL PAVERS, TYP
- ⑥ PRECAST TREE PLANTER, TYP
- ⑦ ELECTRIC BBQ & COUNTER
- ⑧ FIRE PIT
- ⑨ DOUBLE-SIDED FIREPLACE
- ⑩ SHADE STRUCTURE, TYP
- ⑪ DECORATIVE SCREEN
- ⑫ CANTILEVER BENCH ON PLANTER, TYP
- ⑬ OUTDOOR WORKSPACE
- ⑭ COUNTER SEATING
- ⑮ DOG LOUNGE WITH FENCE & GATES





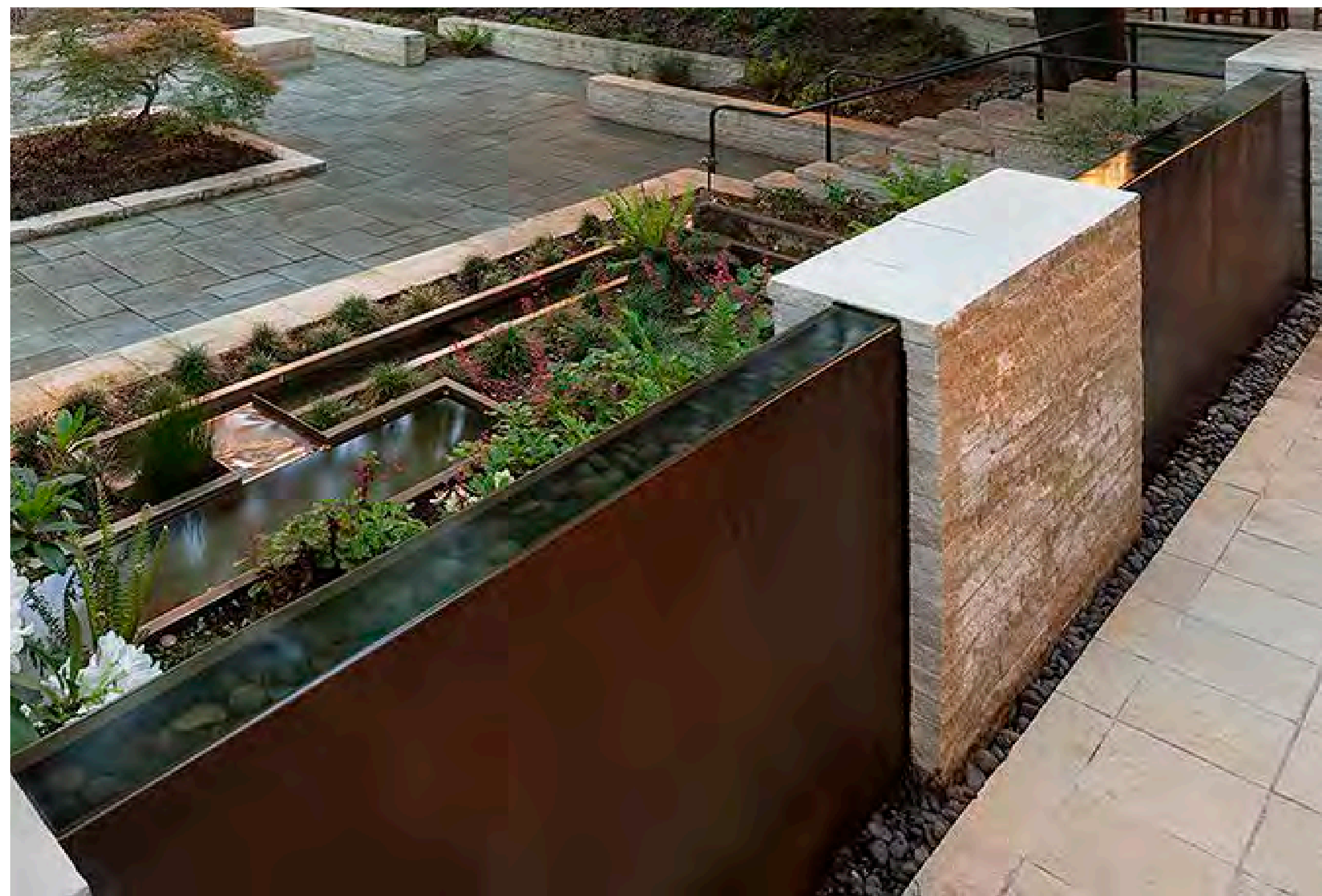
EXISTING TREE PROTECTION NOTES

1. PRIOR TO AND DURING DEMOLITION, GRADING AND CONSTRUCTION, ALL TREES NOTED ON THE DRAWINGS SHALL BE PROTECTED BY FENCING INSTALLED OUTSIDE THE EXISTING DRIPLINE OF THE TREE, OR AS OTHERWISE SHOWN ON THE DRAWINGS. FENCING MAY OCCUR AT THE COMBINED DRIPLINES OF GROVES OF TREES.
2. EXISTING TREE DRIPLINES ARE SHOWN DIAGRAMMATICALLY ON THE PLANS; TREE PROTECTION FENCING INDICATED AT THEIR PERIMETER IS LIKEWISE DIAGRAMMATIC. THE LENGTH OF ALL TREE PROTECTION FENCING IS TO BE MEASURED IN THE FIELD ACCORDING TO THE TRUE SHAPE AND DIAMETER OF TREE DRIPLINES.
3. FENCING SHALL BE SIX FOOT HIGH CHAIN LINK WITH STEEL POSTS EMBEDDED IN THE GROUND. ALL FENCE SECTIONS SHALL BE CLEARLY MARKED WITH A SIGN STATING, "TREE PROTECTION ZONE."
4. FENCING SHALL REMAIN IN PLACE THROUGHOUT THE CONSTRUCTION PERIOD UNTIL FINAL LANDSCAPE INSPECTION BY THE LANDSCAPE ARCHITECT.
5. 3" DEEP MULCH IS TO BE PLACED BENEATH THE DRIPLINE OF ALL TREES SHOWN TO BE PROTECTED WITH FENCING.
6. NO GRADING OR CONSTRUCTION WORK SHALL OCCUR WITHIN THE DRIPLINE OF EXISTING TREES, WHETHER SHOWN WITH TREE PROTECTION FENCING OR NOT. IF EXCAVATION WITHIN THE DRIPLINE IS NECESSARY, THE CONTRACTOR SHALL HAND DIG UNDER THE DIRECTION OF A CERTIFIED ARBORIST. THE CONTRACTOR SHALL HAVE A CERTIFIED ARBORIST ON SITE TO MONITOR ALL ROOT PRUNING AND BRANCH PRUNING OF EXISTING TREES.
7. NO STOCKPILING/STORAGE OF FILL, ETC., SHALL TAKE PLACE UNDERNEATH OR WITHIN FIVE FEET OF THE DRIPLINE OF THE EXISTING TREES.
8. FOR ALL TREES TO REMAIN, NO OIL, GASOLINE, CHEMICALS, LIQUID WASTER, OR OTHER HARMFUL MATERIALS SHALL BE DEPOSITED, DISPOSED OR STORED WITHIN THE DRIPLINE OF THE TREES OR IN DRAINAGE CHANNELS, SWALES, OR AREAS THAT MAY LEAD TO THE DRIPLINE WHETHER SHOWN WITH TREE PROTECTION FENCING OR NOT. LIKEWISE, NO EQUIPMENT MAY BE WASHED WITHIN THE DRIPLINE OR DRAINAGE CHANNEL OF ANY TREE.
9. NO EQUIPMENT MAY BE STORED WITHIN OR BENEATH THE DRIPLINES OF THE EXISTING TREES.
10. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE, AND ATTEND TO ALL MAINTENANCE NEEDS OF ANY EXISTING TREES TO REMAIN WHERE AFFECTED BY CONSTRUCTION WORK IN ORDER TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD.
11. UNAUTHORIZED TREE REMOVAL IS SUBJECT TO REPLACEMENT EQUAL TO THE APPRAISED VALUE OF THE TREE LOST OR AS OTHERWISE DIRECTED BY THE UNIVERSITY REPRESENTATIVE.
12. ALL PRUNING SHALL BE APPROVED BY THE UNIVERSITY REPRESENTATIVE AND PERFORMED UNDER THE SUPERVISION OF A LICENSED ARBORIST.
13. SEE ALSO ARBORIST REPORT AND CIVIL EXISTING CONDITIONS PLAN, SHEET C1.0.



1 EXISTING TREE PROTECTION FENCING
SCALE: NTS

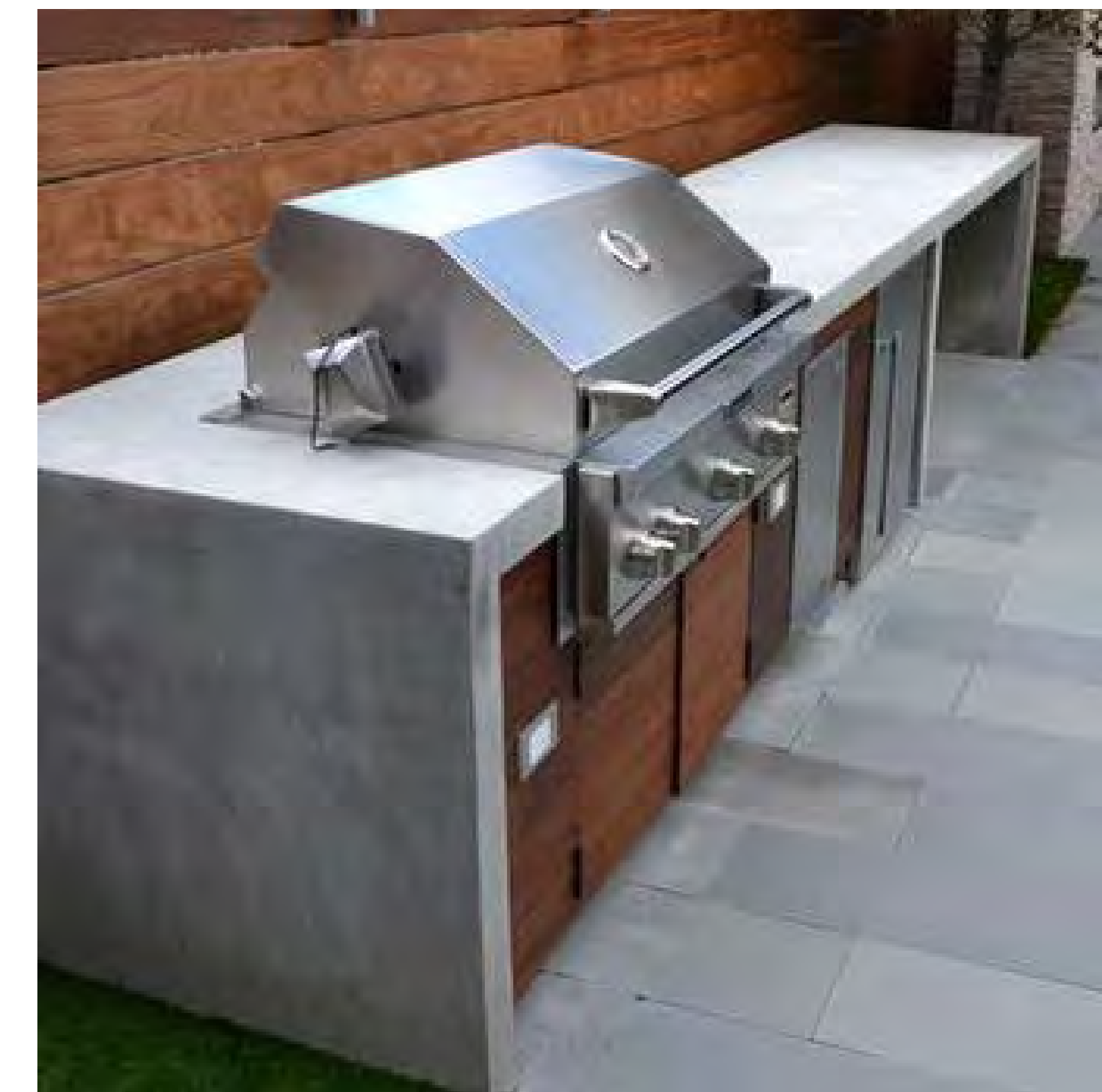
TREE REMOVAL & REPLACEMENT	
PROTECTED TREES PROPOSED TO BE REMOVED	5
NON-PROTECTED TREES PROPOSED TO BE REMOVED	16
TOTAL TREES PROPOSED TO BE REMOVED	21
OFF-SITE TREES PROPOSED TO BE REMOVED	0
TOTAL NEW PROPOSED TREES	11



SAND HILL ROAD COURTYARD



1450 CHAPIN AVENUE - ARCHIE HELD WATERWALL



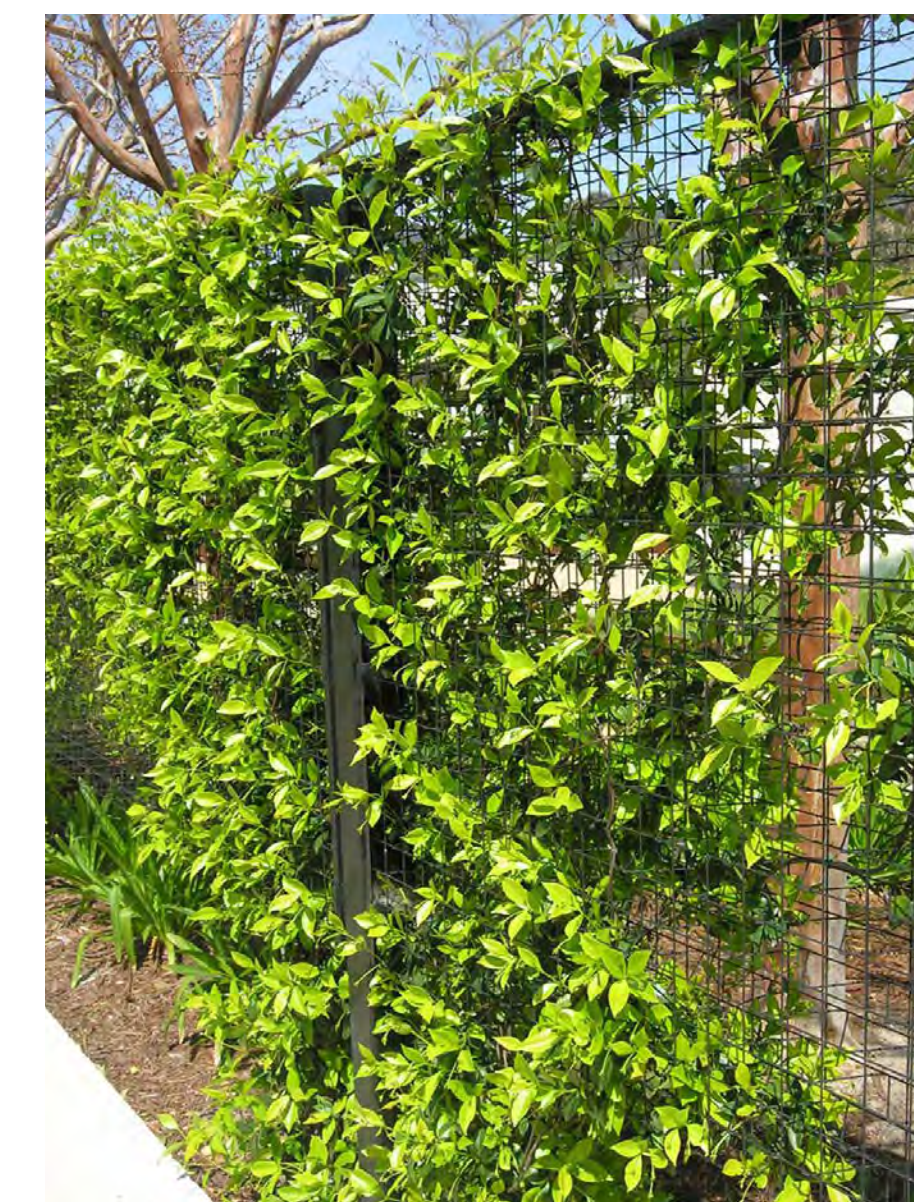
BBQ (ELECTRIC)/KITCHEN



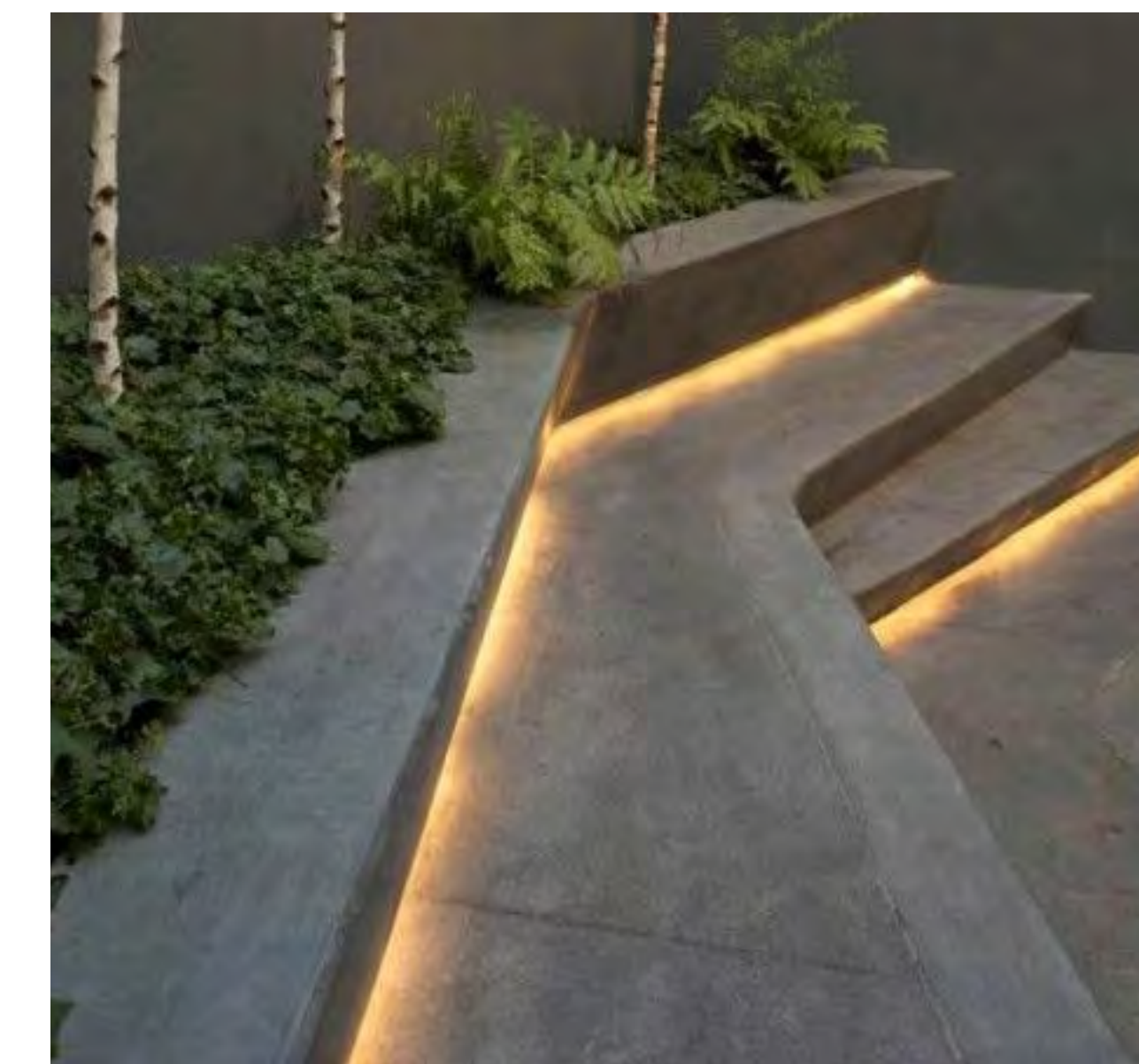
ROOF DECK



PRECAST PLANTERS - ROOF DECK



GREENSCREEN OR DECORATIVE METAL SCREEN



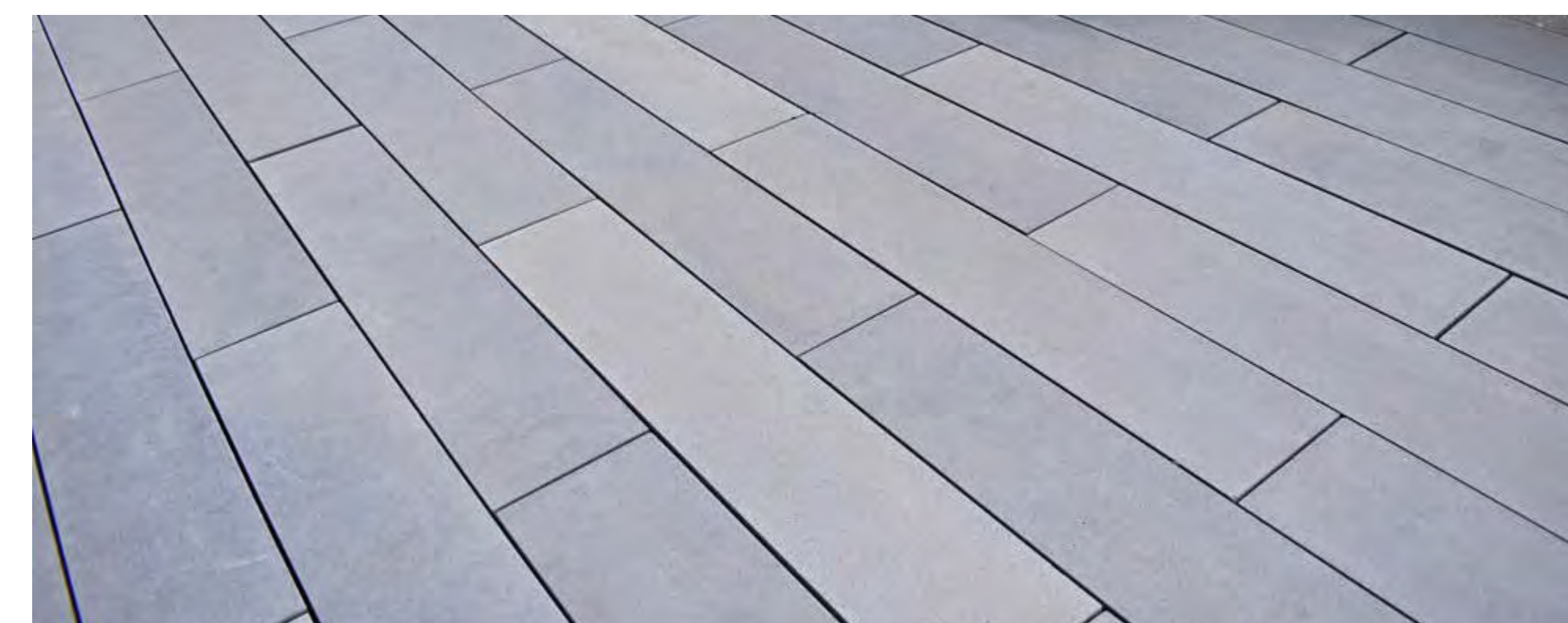
ACCENT LIGHTING



PRECAST CONCRETE PLANTER - GROUND FLOOR



BIKE RACK



LARGE FORMAT LINEAR PAVERS



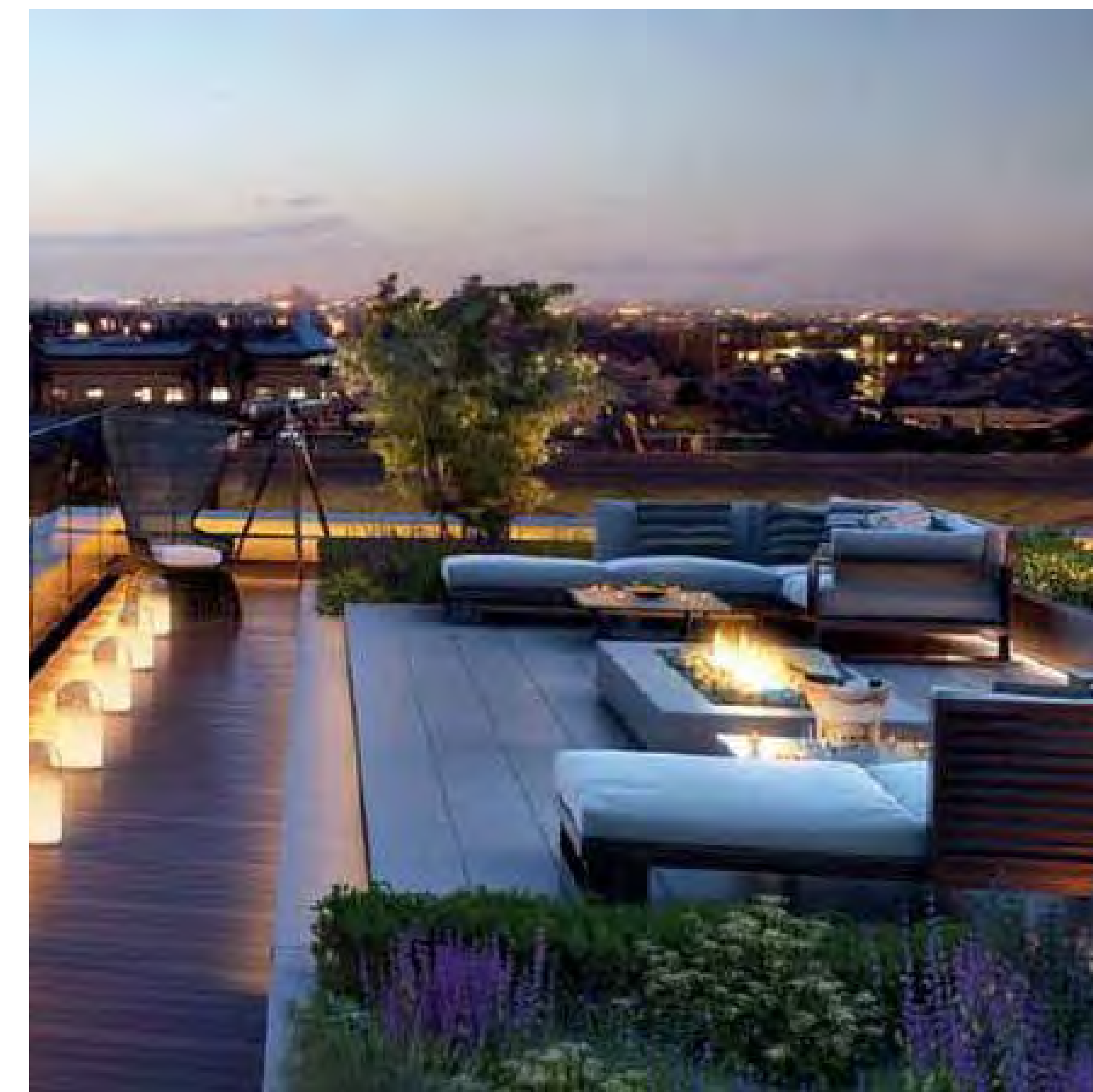
BENCH



GARDEN SURROUND



DOUBLE-SIDED FIREPLACE & LOUNGE SEATING



FIREPIT & LOUNGE SEATING



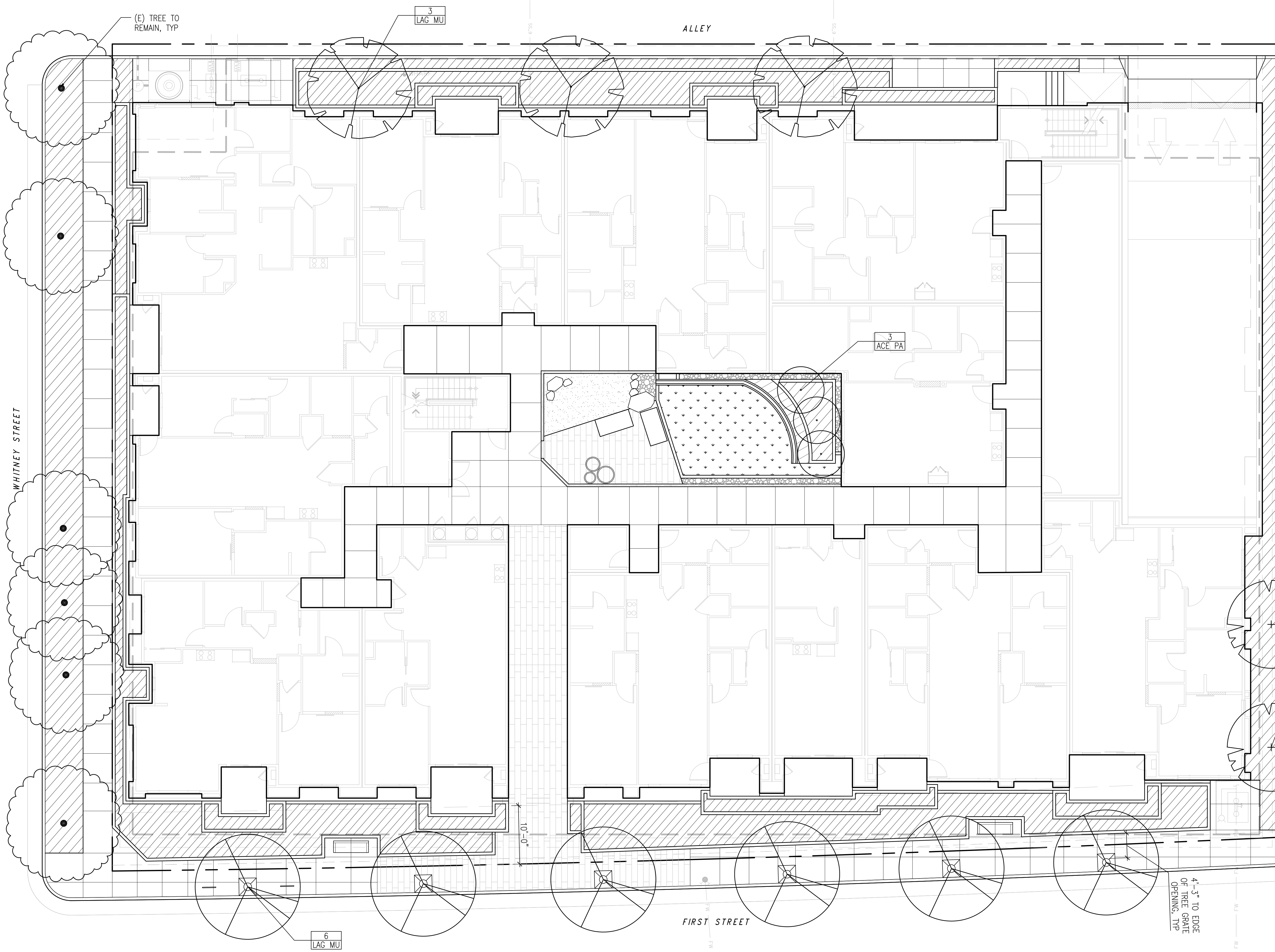
RYOAN-JI ROCK GARDEN



CANTILEVER BENCH ON PLANTER

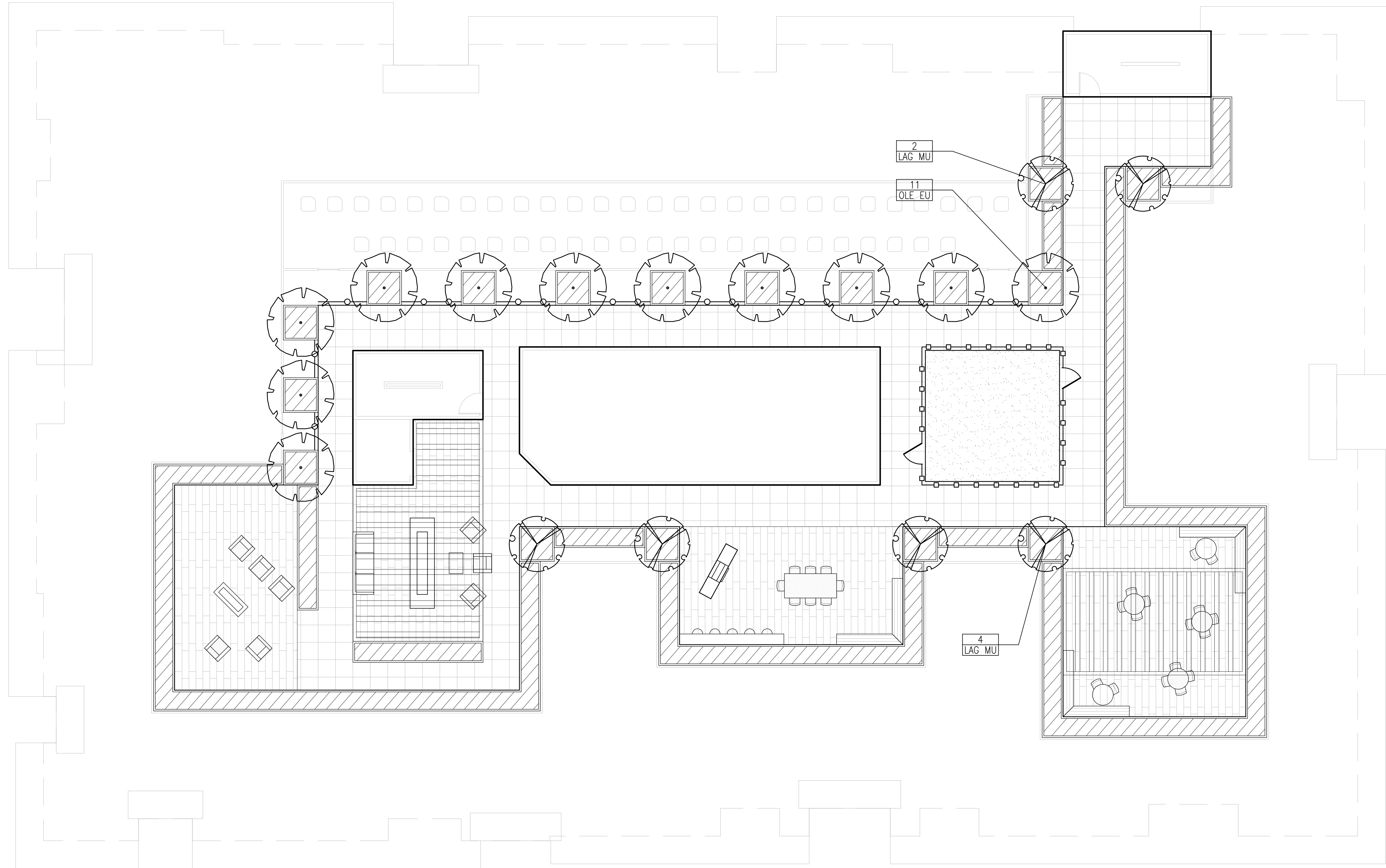


OUTDOOR WORKSPACE WITH SEATING



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WUCOLS
TREES						
ACE PA	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BOX	PER PLAN		M
CER FO	CERCIS 'FOREST PANSY'	FOREST PANSY REDBUD	24" BOX	PER PLAN		M
LAG MU	LAGERSTROEMIA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	PER PLAN		L
OLE EU	OLEA EUROPAEA	FRUITLESS OLIVE	24" BOX	PER PLAN		L
SHRUBS, GRASSES, & PERENNIALS						
	ANNIGOZANTHOS 'BUSH GOLD'	KANGAROO PAW	1 GAL	3'-0" OC		L
	ASPIDISTRA ELATOR 'ASAHI'	CAST IRON PLANT	1 GAL	2'-0" OC		L
	CALAMAGROSTIS 'KARL FOERSTER'	FEATHER REED GR.	5 GAL	2'-0" OC		L
	DIETES 'LEMON DROPS'	FORTNIGHT LILY	5 GAL	3'-0" OC		L
	HELICTOTICHON SEMPERVIRENS	BLUE OAT GRASS	5 GAL	4'-0" OC		L
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	LAVENDER	5 GAL	3'-0" OC		L
	LIMONIUM PEREZII	SEA LAVENDER	1 GAL	3'-0" OC		L
	MIMULUS 'JELLYBEAN GOLD'	MONKEYFLOWER	1 GAL	2'-0" OC		L
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	3'-0" OC		L
	PHORMIUM 'RAINBOW MAIDEN'	NEW ZEALAND FLAX	5 GAL	4'-0" OC		L
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW PODOC.	15 GAL	4'-0" OC		M
	RIBES SANGUINEUM 'KING EDWARD'	CA CURRANT	5 GAL	4'-0" OC		L
GROUNDCOVERS						
	ACHILLEA MILLEFOLIUM 'PAPRIKA'	YARROW	1 GAL	2'-0" OC		L
	ARCTOSTAPHYLOS EDMUNDsii 'EMERALD CARPET'	MANZANITA	1 GAL	5'-0" OC		L
	CEANOTHUS GRISEUS 'HORIZONTALIS'	CALIFORNIA LILAC	1 GAL	6'-0" OC		L
	HEUCHERA MAXIMA	CORAL BELLS	1 GAL	2'-0" OC		L
	IRIS DOUGLASIANA	DOUGLAS IRIS	1 GAL	2'-0" OC		L
	LIRIOPE MUSCARI 'VARIEGATA'	VARIEG. LILYTURF	1 GAL	1'-6" OC		M
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL	3'-0" OC		M
	SEDUM RUPESTRE 'ANGELINA'	STONECROP	1 GAL	2'-0" OC		L
VINES						
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN		M
STORMWATER PLANTING						
	CAREX TUMULCOLA	BERKELEY SEDGE	1 GAL	2'-0" OC		L
	JUNCUS PATENS	CA GRAY RUSH	1 GAL	2'-0" OC		L



PLANT LIST						
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WUOLS
TREES						
ACE PA	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BOX	PER PLAN		M
CER FO	CERCIS 'FOREST PANSY'	FOREST PANSY REDBUD	24" BOX	PER PLAN		M
LAG MU	LAGERSTROEMIA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	PER PLAN		L
OLE EU	OLEA EUROPAEA	FRUITLESS OLIVE	24" BOX	PER PLAN		L
SHRUBS, GRASSES, & PERENNIALS						
	ANNIGOZANTHOS 'BUSH GOLD'	KANGAROO PAW	1 GAL	3'-0" OC		L
	ASPIDISTRA ELATIOR 'ASAHI'	CAST IRON PLANT	1 GAL	2'-0" OC		L
	CALAMAGROSTIS 'KARL FOERSTER'	FEATHER REED GR.	5 GAL	2'-0" OC		L
	DIETES 'LEMON DROPS'	FORTNIGHT LILY	5 GAL	3'-0" OC		L
	HELIOTROPIS 'SUNSPARK'	HELIOTROPIS	5 GAL	4'-0" OC		L
	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	LAVENDER	5 GAL	3'-0" OC		L
	LIMONIUM PEREZII	SEA LAVENDER	1 GAL	3'-0" OC		L
	MIMULUS 'JELLYBEAN GOLD'	MONKEYFLOWER	1 GAL	2'-0" OC		L
	MANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL	3'-0" OC		L
	PHORMIUM 'RAINBOW MAIDEN'	NEW ZEALAND FLAX	5 GAL	4'-0" OC		L
	PODOCARPUS M. 'MAKI'	SHRUBBY YEW PODOC.	15 GAL	4'-0" OC		M
	RIBES SANGUINEUM 'KING EDWARD'	CA CURRANT	5 GAL	4'-0" OC		L
GROUNDCOVERS						
	ACHILLEA MILLEFOLIUM 'PAPRIKA'	YARROW	1 GAL	2'-0" OC		L
	ARCTOSTAPHYLOS EDMUNDsii 'EMERALD CARPET'	MANZANITA	1 GAL	5'-0" OC		L
	CEANOTHUS GRISEUS 'HORIZONTALIS'	CALIFORNIA LILAC	1 GAL	6'-0" OC		L
	HEUCHERA MAXIMA	CORAL BELLS	1 GAL	2'-0" OC		L
	IRIS DOUGLASIANA	DOUGLAS IRIS	1 GAL	2'-0" OC		L
	LIRIOPE MUSCARI 'VARIEGATA'	VARIEG. LILYTURF	1 GAL	1'-6" OC		M
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL	3'-0" OC		M
	SEDUM RUPESTRE 'ANGELINA'	STONECROP	1 GAL	2'-0" OC		L
VINES						
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN		M
STORMWATER PLANTING						
	CAREX TUMULCOLA	BERKELEY SEDGE	1 GAL	2'-0" OC		L
	JUNCUS PATENS	CA GRAY RUSH	1 GAL	2'-0" OC		L

CONSTRUCTION MANAGEMENT PLAN

355 1st Street
March 24, 2021

Acknowledgement

The goal of this Construction Management plan is to minimize the construction related impacts to the surrounding neighborhood and adjacent properties and their occupants. Specifically the objectives of this plan 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 related noise to the greatest extent technically and economically feasible; and
- Minimize off-site dust and air quality impacts per best management practices.

In order to achieve the above stated goals and objectives, we agree to, and will abide by the terms contained in this Construction Management Plan.

Kevin DeNardi Date
(Owners)

General Contractor (TBD) Date

Pre-Construction Meeting

The owner and contractor 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.

Approvals

Building Date

Planning Date

Engineering Date

PROJECT TOTAL EQUIPMENT HOURS

Equipment	dBa	XXX	hours
Excavators	81	XXX	hours
Trucks	79	XXX	hours
Loaders	85	XXX	hours
Backhoe	85	XXX	hours
Compactor/Roller	74	XXX	hours
Mobile Crane	83	XXX	hours
Air Compressor	81	XXX	hours
Generator	81	XXX	hours
Concrete Boom Pump	82	XXX	hours
Concrete Trucks	83	XXX	hours
Concrete Trailer Pump	82	XXX	hours
Misc. Hand Tools	74	XXX	hours
Personnel Hoist	75	XXX	hours
Fork Lifts	83	XXX	hours

Loading, unloading, opening, closing, or handling of boxes, crates, containers, building materials, or similar objects, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, in such a manner as to cause a noise disturbance across a residential real property line is prohibited.

At least 24 hours prior to any jack-hammering activities, all occupants of adjacent properties will be notified.

DELIVERIES WILL BE MADE FROM THE ALLEY WHEN FEASIBLE.

DELIVERIES ARE ANTICIPATED ONLY BETWEEN 7:00 AM - 4:00 PM WEEKDAYS AND 10:00 AM - 2:00 PM ON SATURDAY

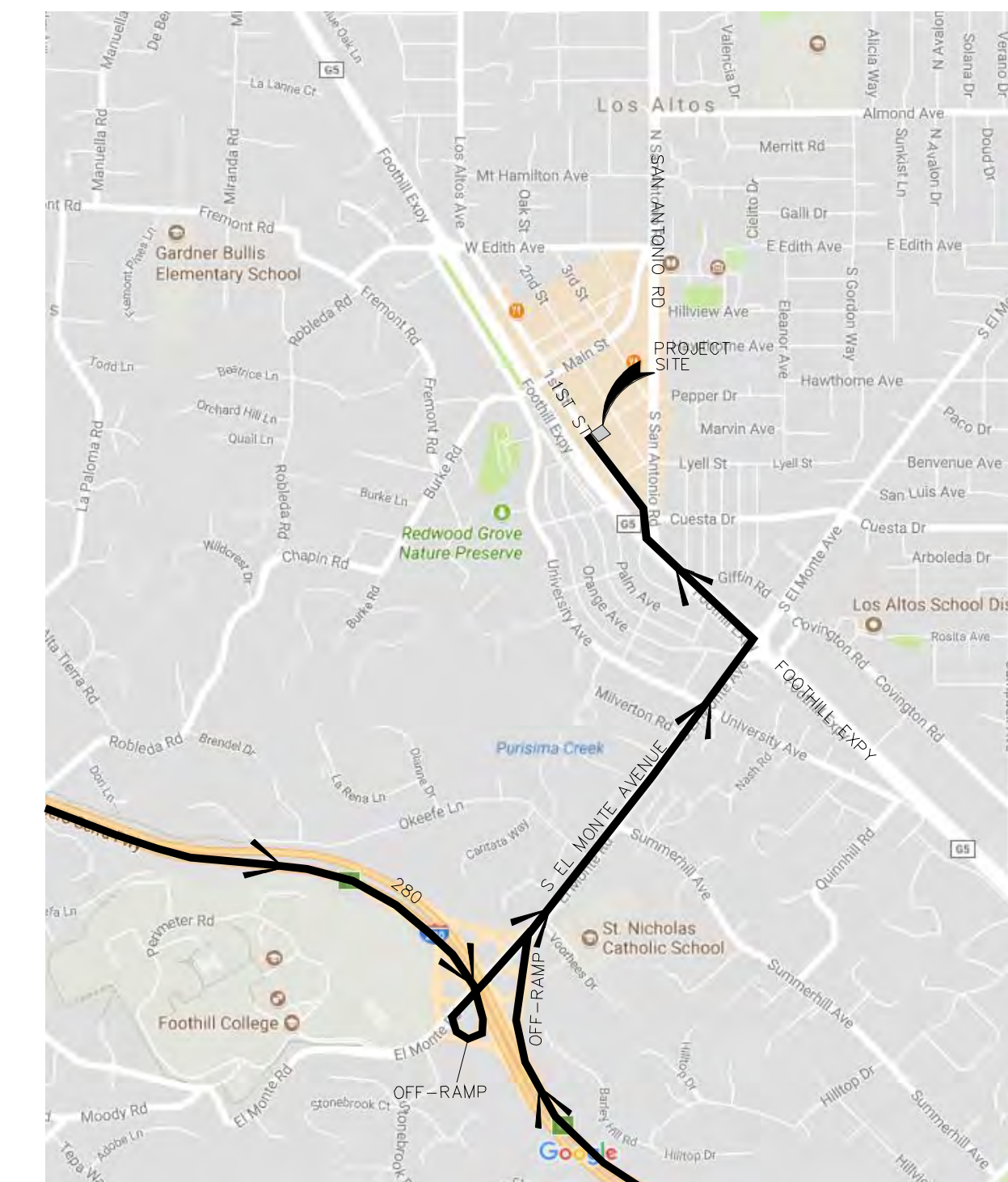
OFF-SITE TRUCK STAGING FOR MATERIAL DELIVERIES THAT REQUIRE MULTIPLE TRUCKS AT ANY ONE TIME (CONCRETE, BUILDING MATERIALS, ETC.) WILL BE DETERMINED WITH CITY STAFF PRIOR TO CONSTRUCTION COMMENCING

SITE PARKING AND STAGING

The following outlines general methods to reduce construction impact on the surrounding neighbors:

1. Parking during basement excavation and construction is anticipate to be limited to the project frontage on First Street and on Whitney Street utilizing approximately 10 cars for this stage of construction.
2. After basement parking structure is built, then parking will be available for employees and materials in the garage.
3. Trailer size is approximately 8'x20'. See sheet CM2.0 for location.
4. Construction metal chain link fence is approximately 6' tall with a green screen.
5. Entrance/gate is located along the Alley at the proposed basement parking entry.
6. Material location is per sheet CM2.0.

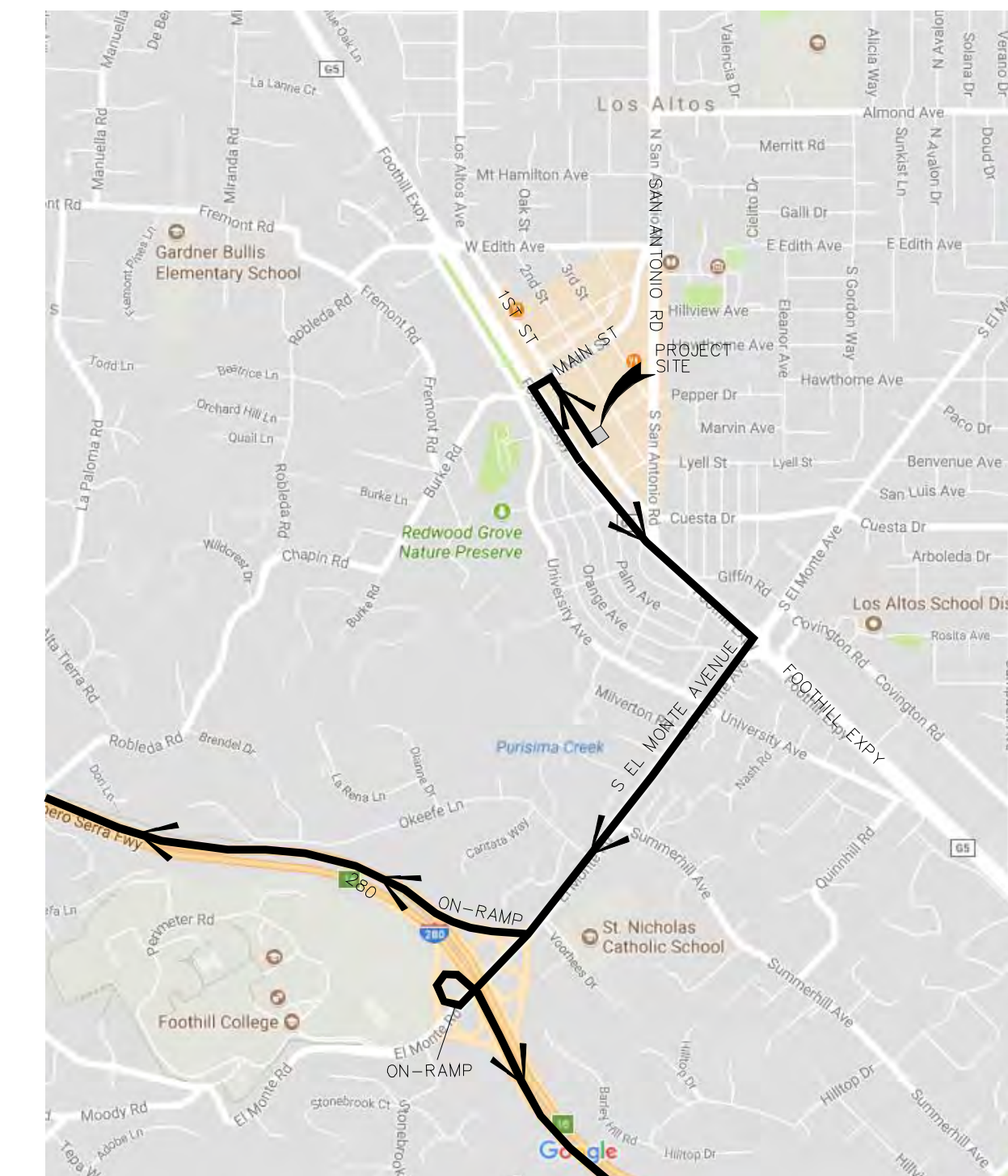
NOTE: Contractor shall not be permitted to park on residential neighborhood streets beyond project frontage.



355 FIRST STREET—HAUL ROUTE IN—BOUND

- FROM THE SOUTH:**
- 1) TAKE I-280 NORTH BOUND.
 - 2) TAKE EXIT 16 FOR EL MONTE ROAD.
 - 3) KEEP RIGHT AT THE FORK, FOLLOW SIGNS FOR EL MONTE ROAD E AND KEEP RIGHT TO MERGE ONTO EL MONTE ROAD.
 - 4) CONTINUE ON EL MONTE ROAD.
 - 5) USE THE MIDDLE LANE TO TURN LEFT ONTO Foothill EXPRESSWAY.
 - 6) TURN RIGHT ONTO S SAN ANTONIO ROAD.
 - 7) TURN LEFT ONTO FIRST STREET.

- FROM THE NORTH:**
- 1) TAKE I-280 SOUTH BOUND.
 - 2) TAKE EXIT 16 FOR EL MONTE ROAD TOWARD MOODY ROAD.
 - 3) KEEP LEFT AT THE FORK, FOLLOW SIGN FOR EL MONTE ROAD E.
 - 4) KEEP RIGHT AT THE FORK, FOLLOW SIGN FOR EL MONTE ROAD E AND MERGE ONTO EL MONTE ROAD.
 - 5) USE THE MIDDLE LANE TO TURN LEFT ONTO Foothill EXPRESSWAY.
 - 6) TURN RIGHT ONTO S SAN ANTONIO ROAD.
 - 7) TURN LEFT ONTO FIRST STREET.



355 FIRST STREET—HAUL ROUTE OUT—BOUND

- HEADED SOUTH:**
- 1) HEAD NORTHWEST ON FIRST STREET TOWARDS MAIN STREET.
 - 2) TURN LEFT ONTO MAIN STREET.
 - 3) TURN LEFT ONTO Foothill EXPRESSWAY.
 - 4) TURN RIGHT ONTO S EL MONTE AVENUE (SIGNS FOR MOODY ROAD).
 - 5) USE THE RIGHT LANE TO TAKE THE RAMP TO I-280 S TOWARDS SAN JOSE.

- HEADED NORTH:**
- 1) HEAD NORTHWEST ON FIRST STREET TOWARDS MAIN STREET.
 - 2) TURN LEFT ONTO MAIN STREET.
 - 3) TURN LEFT ONTO Foothill EXPRESSWAY.
 - 4) TURN RIGHT ONTO S EL MONTE AVENUE (SIGNS FOR MOODY ROAD).
 - 5) USE THE RIGHT LANE TO MERGE ONTO I-280 N TOWARDS SAN FRANCISCO.

Noise Reduction Plan

During Construction and Demolition the project will adhere to the following noise reduction policies per LAMC 6.16.

The project will not operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 7:00 p.m. and Saturdays before 9:00 a.m. or after 6:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line.

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

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

Daily, except Sundays and legal holidays 7:00 a.m. — 7:00 p.m.	85dBA
Daily, 7:00 p.m. — 7:00 a.m. and all day Sundays and legal holidays	60 dBA

No person shall operate, or cause to be operated, any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:

10:00 PM – 7:00 AM	60 dBA
7:00 AM – 10:00 PM	65d BA

- For a cumulative period of more than thirty (30) minutes in any hour; or
- The noise standard plus five dB for a cumulative period of more than fifteen (15) minutes in any hour; or
- The noise standard plus ten (10) dB for a cumulative period of more than five minutes in any hour; or
- The noise standard plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty (20) dB or the maximum measured ambient for any period of time.

1730 N. FIRST STREET
SUITE 100
SANTA CLARA, CA 95131
(408) 467-9100
www.bkf.com









355-373 1ST STREET
CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
 SANTA CLARA COUNTY
 CALIFORNIA
 LOS ALTOS

Date	11/12/21	No.	1	Revisions
Scale	AS SHOWN			RESUBMITTAL 1
Design	RM		2	7/16/21 - RESUBMITTAL 2
Drawn	RM		3	09/03/21 - RESUBMITTAL 3
Approved	IB		4	11/12/21 - RESUBMITTAL 4
Job No.	20201231			

Drawing Number:

CM1.0

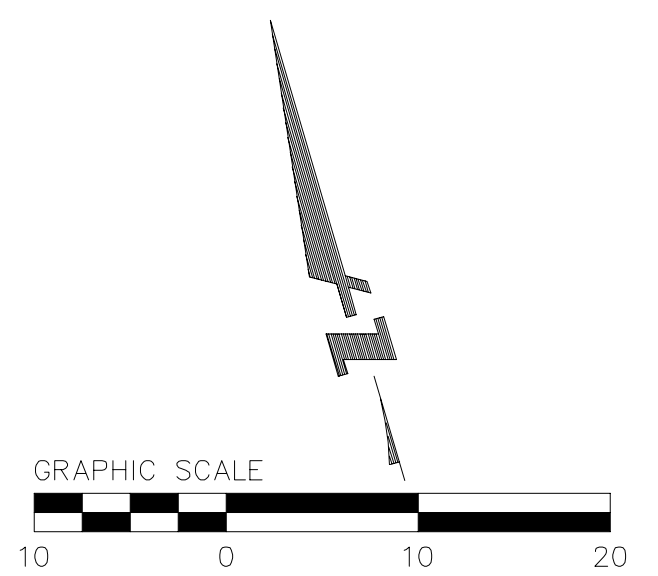
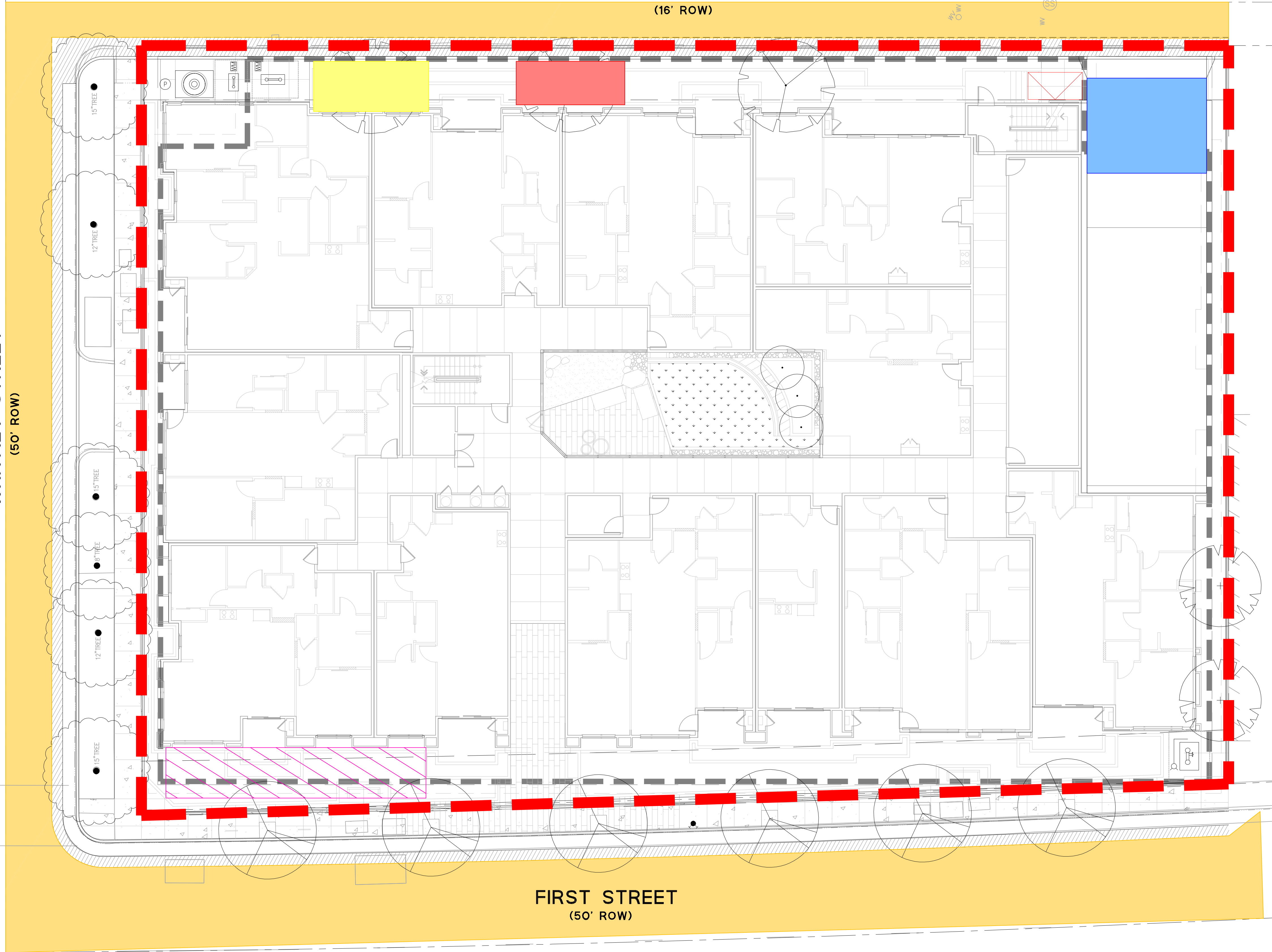
LEGEND

-  TRUCK/MATERIAL DELIVERY (LOADING/UNLOADING)
-  CONSTRUCTION SERVICES TEMP POWER/TEMP TOILETS/CONSTRUCTION SHED
-  BASEMENT PARKING ENTRY
-  8'x20' TRAILER (ACTUAL LOCATION TO BE DETERMINED IN FIELD)
-  MATERIAL AND STORAGE YARD (ACTUAL LOCATION TO BE DETERMINED IN FIELD)
-  CONSTRUCTION FENCE DRIVEN POST

WHITNEY STREET (50' ROW)

ALLEY (16' ROW)

FIRST STREET (50' ROW)



1730 N. FIRST STREET
 SUITE 200
 SANTA CLARA, CA 95112
 (408) 467-9100
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355-373 1ST STREET
 CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
 LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

Date	11/12/21	No.	Revisions
Scale	AS SHOWN	1	RESUBMITTAL 1
Design	RM	2	7/16/21 - RESUBMITTAL 2
Drawn	RM	3	09/03/21 - RESUBMITTAL 3
Approved	IB	4	11/12/21 - RESUBMITTAL 4

Drawing Number:
CM2.0

DATE PLOTTED: 11/12/21 10:58:37 AM PLOT BY: BKF

NOTES:

1. Only signs related to pedestrians are shown. For all other signs see appropriate T-sheets.
2. Barricades closing sidewalk shall cover the full width of the sidewalk. Use R9-11 sign when there are destination points between the detour and the work area. Locate the R9-11 sign to allow pedestrian access.
3. Advance warning sign is not required if the work area is within the limits of a larger work zone. Sign shall be equipped with at least two flags for daytime closure. Each flag shall be orange or fluorescent red-orange in color.

NOTES:

See Standard Plan T9 for tables.
Use cone spacing X for taper segment, Y for tangent segment or Z for conflict situations, as appropriate, per Table 1 unless X, Y, or Z cone spacing is shown on this sheet.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

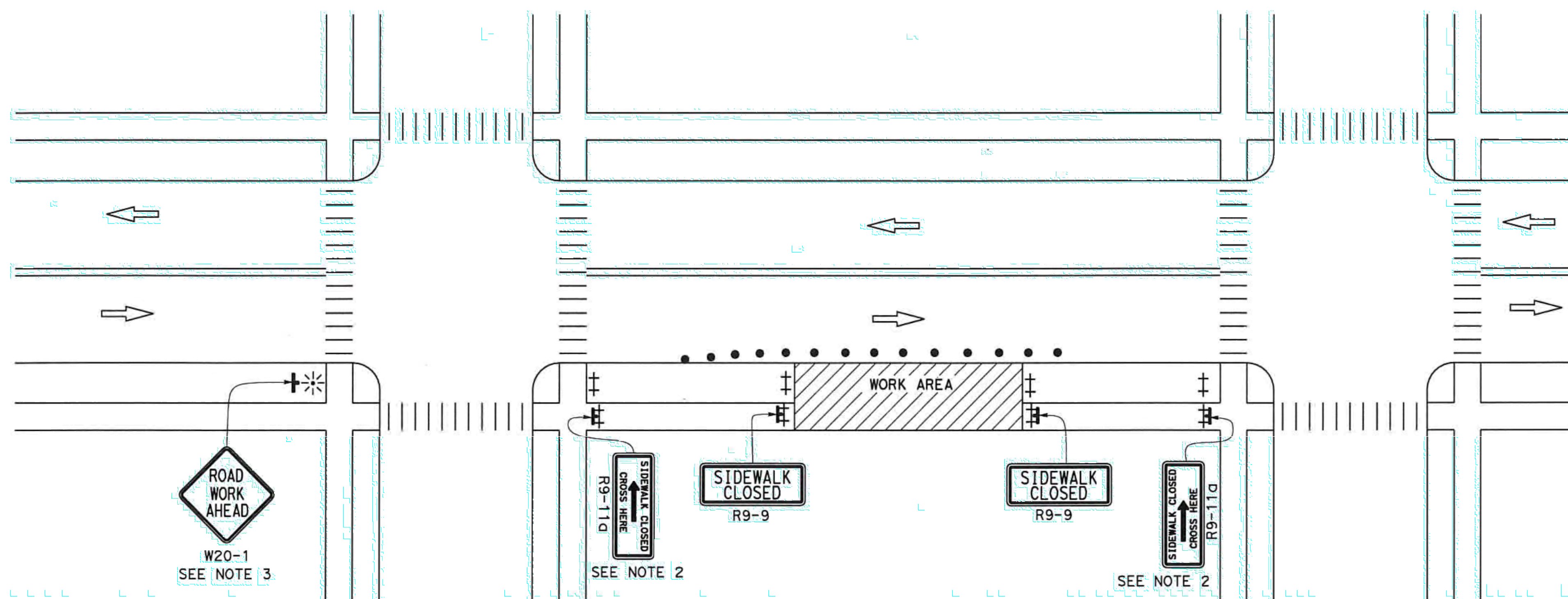
Atifa Ferouz
REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
Atifa Ferouz
No. C80402
Exp. 3-31-19
CIVIL
STATE OF CALIFORNIA

296



LEGEND:

- ⊥ BARRICADE
- TRAFFIC CONE
- ⊛ PORTABLE FLASHING BEACON
- ⊥ SIGN
- ⊥ TEMPORARY TRAFFIC CONTROL SIGN ON BARRICADE

SIGN PANEL SIZE (Min)

SIGN DESIGNATION	SIGN OR PLAQUE	SIGN SIZE
R9-9	SIDEWALK CLOSED	24" x 12"
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	24" x 18"
R9-11a	SIDEWALK CLOSED CROSS HERE	24" x 12"
W20-1	ROAD WORK AHEAD	36" x 36"

2018 STANDARD PLAN T30

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
**TEMPORARY PEDESTRIAN ACCESS ROUTES
TYPICAL SIDEWALK CLOSURE
AND PEDESTRIAN DETOUR**
NO SCALE

T30

Date	Revisions
11/12/21	1 RESUBMITTAL 1
	2 7/16/21 - RESUBMITTAL 2
	3 09/03/21 - RESUBMITTAL 3
	4 11/12/21 - RESUBMITTAL 4

Drawing Number:

CM3.0

ATTACHMENT 4

CEQA Mitigated Negative Declaration Technical Appendices

available at the following web page links:

shorturl.at/rDE01

or

<https://www.losaltosca.gov/communitydevelopment/page/355-first-street>