



PROJECT DESCRIPTION

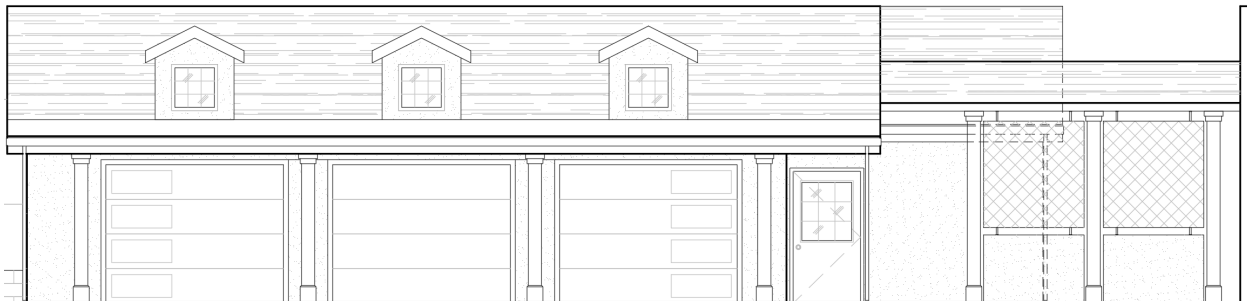


Town of Los Gatos
Community Development Department
110 E. Main Street | Los Gatos, CA 95031
www.losgatosca.gov

Plan Check: **S-24-045**
Architecture and Site Development Application
Address: 16511 Cypress Way | Los Gatos, CA
Description: Garage & Breezeway Replacement

Summary of Project

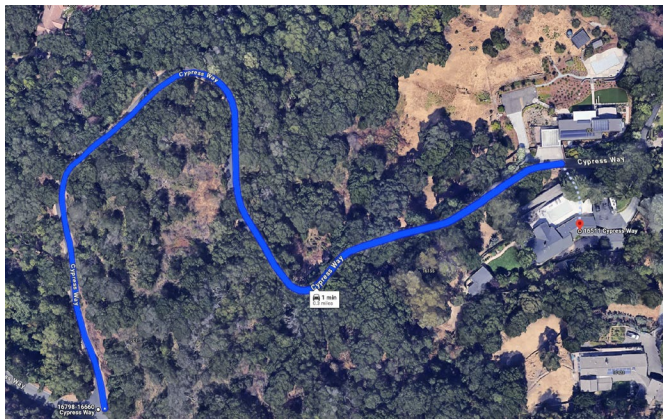
The proposed project is to replace an existing single-story two-car garage of 587 square feet and shed of 96 square feet with a new single-story three-car garage of 1,239 square feet. The new garage will be in the same location and the maximum height at the ridge line is 15'-0" above the foundation level. In addition, the existing breezeway will be replaced in the same location. There is minimal impact to the surrounding areas and properties. The proposed design falls within the regulations of the hillside development standards and matches the aesthetic of the existing residence.



County of Santa Clara Fire Department

The site is located in a very high fire hazard severity zone (VHFHSZ), the Fire Department requires the following.

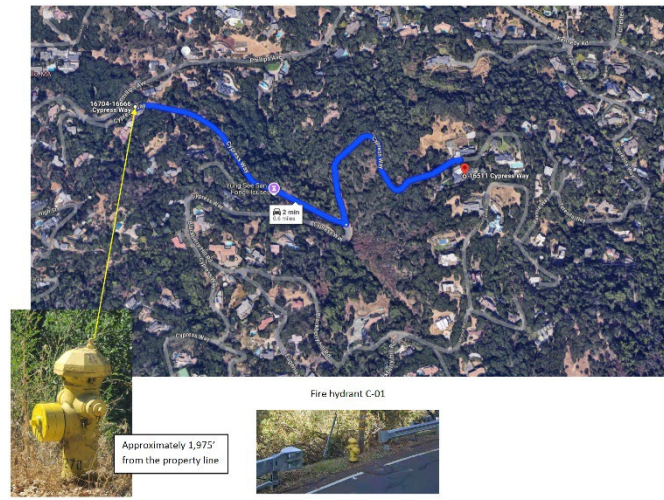
Fire Apparatus Road – minimum width of 20 feet width 13 feet 6 inches vertical clearance. The section of Cypress Way from the main section to the residence is a 12-foot wide country road about 0.325 miles (1,750 feet) with significant barriers to accommodate a 20-foot minimum width such as existing residences along with inclines and declines at the cross sections that would require significant retaining walls, removal of several trees/foliage and possibly eminent domain in order to achieve. This is an extremely expensive compliance item and is significantly disproportionate to the total cost of the project. In turn, an alternate materials and methods of construction application has been filed with the County of Santa Clara Fire Department for mitigations. Please refer to the Wildland Urban Interface Compliance section of this Project Justification for details.



Driveway entrance to accommodate a turning radius of 50 feet outside and 30 feet inside with a maximum slope of 15%. Slopes at the driveway exceed 15% and turning radii currently does not exist on the property without significant demolition, grading, paving and retaining walls in order to achieve. Alternatively, providing a turnout along Cypress Way resulting in significant retaining walls at the front portion of the property. The added cost would be disproportionate to the total cost of the entire project without this element. In turn, an alternate materials and methods of construction application has been filed with the County of Santa Clara Fire Department for mitigations. Please refer to the Wildland Urban Interface Compliance section of this Project Justification for details.



Fire hydrant within 400 feet of the property line located on a fire apparatus road along the front approach to the property or 600 feet if fully sprinklered. The nearest fire hydrant along the front approach of the property is located approximately 1,975' away to the west. This would require routing a 6" water line along a road with minimal clearance. The cost and feasibility of installing such a line along with a fire hydrant will be significantly disproportionate to the cost of the entire project.



An alternate materials and methods of construction application has been filed with and approved by the County of Santa Clara Fire Department to include installation of NFPA 13D fire sprinklers in the garage only (not main residence), 2-hour fire-barrier between the garage and breezeway for a fire break and installation of a 5,000 gallon fire water storage polyethylene tank of approximately 10-foot diameter by 9-feet 4-inches tall on site and connected to a wharf hydrant at the front of the property.

Fire department (engine) driveway turnaround of 40 feet. The existing area at the top of the driveway does not accommodate a 40-foot radius turnaround. The current turnaround space is 16-foot radius. Significant modifications and retaining walls would be required in order to achieve this. The added cost would be disproportionate to the total cost of the entire project without this element. In turn, an alternate materials and methods of construction application has been filed with and approved by the County of Santa Clara Fire Department for mitigations.

Wildland Urban Interface Compliance

There are several Wildland Urban Interface compliance items being implemented into the project. In the end, the garage will be safer and more ignition resistant than before the project. The following items are being incorporated into the project.

Exterior cladding - ignition resistant materials - stucco
 Roof materials - Class A asphalt roof tiles
 Closed eaves

Ember resistant soffit vents
 Ember resistant ridge vents
 Ember resistant gable-end vents

Metal-cladded door assemblies with tempered windows
 Windows double-paned and tempered
 All doors have perimeter weather stripping and door bottoms to reduce ember intrusion

Vegetation management & defensible breaks

Zone 0 (5'-0") will be concrete on the back of the garage, asphalt in the front of the garage, mostly existing pavement on the west side and concrete or rock-line swale on the east. There is a 3' section that a rock-gravel surface may be added to ensure no landscaping. Also removing 2 trees currently next to structure.

Zone 1 (30'-0") - existing trees to remain unless removed due to grading; owner to maintain ground cover to remove dead weeds. Canopies elevated to at least 6'-0" clear from the ground.

Zone 2 (100'-0") - existing trees to remain unless removed due to grading; no proposed further modifications.

Alternate Materials and Methods of Construction (AMMC):

In Lieu of the following items:

- Fire apparatus access roadway clearances – street width of 20'-0" clear by 13'-6" high – actual road is 12'-0" wide and doesn't achieve height requirements
- Fire department driveway turnaround clearance – driveway area does not accommodate 40' minimum outside turning radius.
- Fire hydrant distance within 400' or 600' if fully sprinklered – actual fire hydrant is approx. 1,975' away from the property line.

The following is being proposed due to the scale of the project. Please note that this approach has been discussed with the County Fire Department and is part of the AMMC application process, which has been approved under SCCFD 25-0417.

- NFPA 13D fire sprinkler system in garage structure only. The main residence will remain unsprinklered. Also, include a 2-hour fire-barrier wall assembly at garage between breezeway
- 5,000 gallon fire water storage polyethylene tank (no pump) located at least 10'-0" from garage structure with 4" diameter underground water line and connection to a new wharf fire hydrant located at the northeasterly corner of the property adjacent to the driveway access. Impact protection bollards are set between the hydrant and driveway to prevent accidental damage. Signage is posted on the wharf hydrant indicating it is supplied by a 5,000 gallon tank.
- Address directional and identification signage visible from the approaching corner (east corner) of Cypress Way where the road splits in two directions.



Compliance with Zoning Code

Project Data

Occupancy R-3/U
 Type of Construction: V-B
 Sprinklered (Main Residence): No
 Sprinklered (Garage): Yes, NFPA 13D
 Stories: One

APN: 532-24-004
 Zoning: HR-2½

Site Area: (1.257 acres) 54,624.24 sqft.
 (Single-family dwelling unit)
 Average Lot Slope: ~32%
 Reduction on net site area on sloping lots (60%) 21,849.60 sqft.

Existing House Area: 2,377 sqft.
 Removed Accessory Area (Detached Garage): 587 sqft.
 Removed Accessory Area (Shed): 96 sqft.
 Added Accessory Area (Detached Garage): 1,239 sqft.

Proposed Building Accessory Height: 15'-0"
 Allowed Maximum Accessory Height: 15'-0"

Floor Area Ratio: 19.83%
 Allowed Maximum Floor Area Ratio: Table 2
 (Hillside Development Standards & Guidelines) 4,900 sqft.

Resident Parking: 3 covered
 Guest Parking: 4 uncovered

Project Area: 1,239 sqft.

FLOOR AREA SUMMARY			
	EXISTING	PROPOSED	ACTUAL
MAIN FLOOR (RESIDENCE)	2,377 SQFT.	0 SQFT.	2,377 SQFT.
2ND FLOOR/ATTIC OVER 7' HEIGHT	0 SQFT.	0 SQFT.	0 SQFT.
SHEDS	96 SQFT.	-96 SQFT.	0 SQFT.
ACCESSORY STRUCTURES	1,117 SQFT.	0 SQFT.	1,117 SQFT.
BELOW GRADE AREA (EXEMPT)	0 SQFT.	0 SQFT.	0 SQFT.
GARAGE BEYOND EXEMPTION	187 SQFT.	652 SQFT.	839 SQFT.
TOTAL	3,777 SQFT.	556 SQFT.	4,333 SQFT.
GARAGE EXEMPTION	400 SQFT.	400 SQFT.	400 SQFT.
4,900 SQFT. MAXIMUM ALLOWED			OK

HR-2 ½ Zone:
 2 ½ to 10 acres for each dwelling unit
 Actual site area: 1.257 acres

Permitted uses
 Single-family dwelling (no more than 1 principle residential structure per lot)
 Actual use – one single-family dwelling

Minimum lot area: 40,000 sqft.
 Actual lot area: 54,624.24 sqft.

BUILDING SETBACKS				
	FRONT (NORTH)	SIDE (EAST)	SIDE (WEST)	REAR (SOUTH)
REQUIRED BUILDING SETBACKS	30'-0"	20'-0"	20'-0"	25'-0"
PROPOSED BUILDING SETBACK	105'-11"	32'-3 1/4"	236'-2"	56'-10 1/4"

Minimum lot width: 100'-0"
 Actual lot width: 320'-3"

Maximum height for accessory building: 15'-0"
 Proposed accessory building height: 15'-0"

Landscaping is required in yards abutting scenic roads. Existing vegetation shall be left in a natural state. Existing landscaping in front along Cypress Way is to remain undisturbed and is more of a natural state.



Compliance with Hillside Development Standards & Guidelines

Chapter II – Constraints Analysis and Site Selection

Site selection and constraint analysis

- Site is already developed for this project.
- LRDA – there are some areas on site where the topography exceeds 30%. Site plan illustrates the specific locations for LRDA exceeding 30% and the project area is located outside of this boundary
- Vegetation is intended to remain natural. Any grading per the civil plans restore terrain back to its natural state to match existing
- Drainage courses – project accommodates existing drainage into rock swales along the side of the driveway. Reference civil plans for further detail
- Septic systems – the main house already has a septic system and the location is well outside of the project area. There are no plumbing fixtures nor hose bibbs being installed as part of this project so the septic system remains unchanged
- Geologic constraints – identified on the soils report for the foundation and associated grading. Grading is highlighted on the civil plans. The retaining wall design and garage foundation design will be based upon the recommendations of the geotechnical engineer in the soils report and submitted as part of the building plan check process.
- Wildlife habitats and movement corridors – the project is expected to have minimal or no impact on the existing wildlife. As part of the conditions of approval, a biologist will investigate and provide a report. Construction activity to adhere to the established restrictions to support any possible habitat
- Visibility from off the site – low visibility due to structure being under the 18' constraint established in the Hillside Development Standards.
- Areas of severe fire danger – site is located in very high fire hazard severity zone (VHFHSZ); Wildland Urban Interface provisions implemented into the project (see compliance section in this document)
- Solar orientation and prevailing wind patterns – site is already established including garage location. The project maintains the existing solar orientation and prevailing wind patterns.
- Significant Ridgelines – the site is located down from any significant ridgeline and the scale of the accessory building is below the 18' constraint established in the Hillside Development Standards.

Consultation with Neighbors

- There are two other residences on the section of Cypress Way near the project area. Property owners have discussed with both residents in detail about the project.

Visibility Analysis

- A visibility analysis is not required since the project is involving only a residential accessory structure at 15' high which is less than the 18' constraint referenced in the Town of Los Gatos Hillside Development Standards and Guidelines.

Chapter III – Site Planning

Grading – reference civil drawings for further information.

Maximum grade cuts are based upon the existing terrain, preserving natural features and drainage and utilizing the existing garage location. Note that the garage foundation level is being maintained in the addition thus the noted maximum cut noted in the garage line item.

APPROXIMATE EARTHWORK QUANTITIES

AVERAGE SLOPE: ~32%	EARTHWORK (CY)		MAX CUT/FILL DEPTH (FT)		(CY)	
SITE ELEMENT	CUT	FILL	CUT	FILL	IMPORT	EXPORT
LANDSCAPE	236	0	7	–	0	236
MISC. HARDSCAPE	57	0	11	–	0	57
GARAGE	122	0	13.5	–	0	122
TOTAL	415	0			0	415

*LANDSCAPE INCLUDES GRADING SOUTH OF GARAGE.

*MISC. HARDSCAPE INCLUDES CONCRETE PAD AND RETAINING WALL GRADING.

A request for exemption is requested due to existing conditions on site. The garage is maintaining the same pad elevation as the existing removed. Due to the existing site configuration and constraints, cutting an additional 5.5' is necessary to maintain the same pad elevation. Elevating the garage would require significantly more grading and asphalt modifications. The same is true for the additional 7' of cut for the miscellaneous hardscape and additional 3' of cut for the landscaping.

Drainage – Project utilizes existing drainage into rock swales along the side of the driveway. Reference civil plans for further detail

Driveway – no proposed modifications to the existing driveway. Driveways are at least 12' wide, however do not accommodate the 3' shoulder in all areas. The slope exceeds 15% with the average slope at 22%. Driveway is fully paved.

Parking – there are 3 covered parking spaces for the residents and 4 uncovered parking spaces for guests

Geologic hazards – identified on the soils report for the foundation and associated grading. Grading is highlighted on the civil plans. The retaining wall design and garage foundation design will be based upon the recommendations of the geotechnical engineer in the soils report and submitted as part of the building plan check process.

Fire hazards – site is located in very high fire hazard severity zone (VHFHSZ); Wildland Urban Interface provisions implemented into the project (see compliance section in this document)

Chapter IV – Development Intensity

Maximum allowable development – project is in compliance per Table 2

FLOOR AREA SUMMARY			
	EXISTING	PROPOSED	ACTUAL
MAIN FLOOR (RESIDENCE)	2,377 SQFT.	0 SQFT.	2,377 SQFT.
2ND FLOOR/ATTIC OVER 7' HEIGHT	0 SQFT.	0 SQFT.	0 SQFT.
SHEDS	96 SQFT.	-96 SQFT.	0 SQFT.
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4,900 SQFT. MAXIMUM ALLOWED			OK

Chapter V – Architectural Design

The colors, textures and materials will match the primary structure. The scale of the structure is within zoning height limitations and complies with the Hillside Development Standards.

Exterior cladding – stucco to match the existing house

Roofing – asphalt shingles in the same style and color as the existing house

Introduction of dormers to provide architectural features that are in harmony with the natural environment and breaks up the standard gable blandness. The mass is fairly subtle especially with the limited height to 15'-0".

Scale of the project maintains low to no visual impact to the neighbors. Placement on the site supports compatibility with the immediate neighborhood context

Sustainability – comply with provisions of the California Green Building Code for residential measures.

Implementation of wildland urban interface features

Chapter VI – Site Elements

The use of new retaining walls are limited to 5-feet high are of split-faced CMU matching existing split-faced CMU retaining walls already established on site. New retaining walls will also blend with the natural topography and follow natural drainage paths. The length of the longest proposed site retaining wall at the rear of the garage is approximately 74-feet. As part of the noted 74-foot length, there is a 4-foot section at the stair assembly then a straight run along the south without a break is 40-feet then a run of 30-feet perpendicular to the east of the garage. This complies with the maximum 50-foot retaining wall straight run limitation.

Outdoor lighting is to be subtle and maintain existing established styles. Outdoor lighting is very minimal on this project (replacement of garage fixtures) and will comply with CALGreen requirements for light cut-off and meet CA Title 24 requirements.

Chapter VII – Landscape Design

Compliance with Wildland Urban Interface defensible space guidelines. See section for further description for attributes. Any land disturbance will be restored for natural landscaping to match existing. As part of the project trees will be removed in the area of project impact and partially to address defensible space guidelines.

Tree removal is necessary to accommodate the new garage size with the grading and drainage required. The Town's Arborist report identifies 4 trees to be removed, however this was based upon the original submittal before comments were received. The resubmittal has shown a total of 8 trees to be removed in order to comply with the requirements in the Hillside Development Standards for retaining walls limited to 5-foot high and WUI (Wildland Urban Interface) requirements through AMMC (25-0417). The site is located in a very high fire hazard severity zone (VHFHSZ).

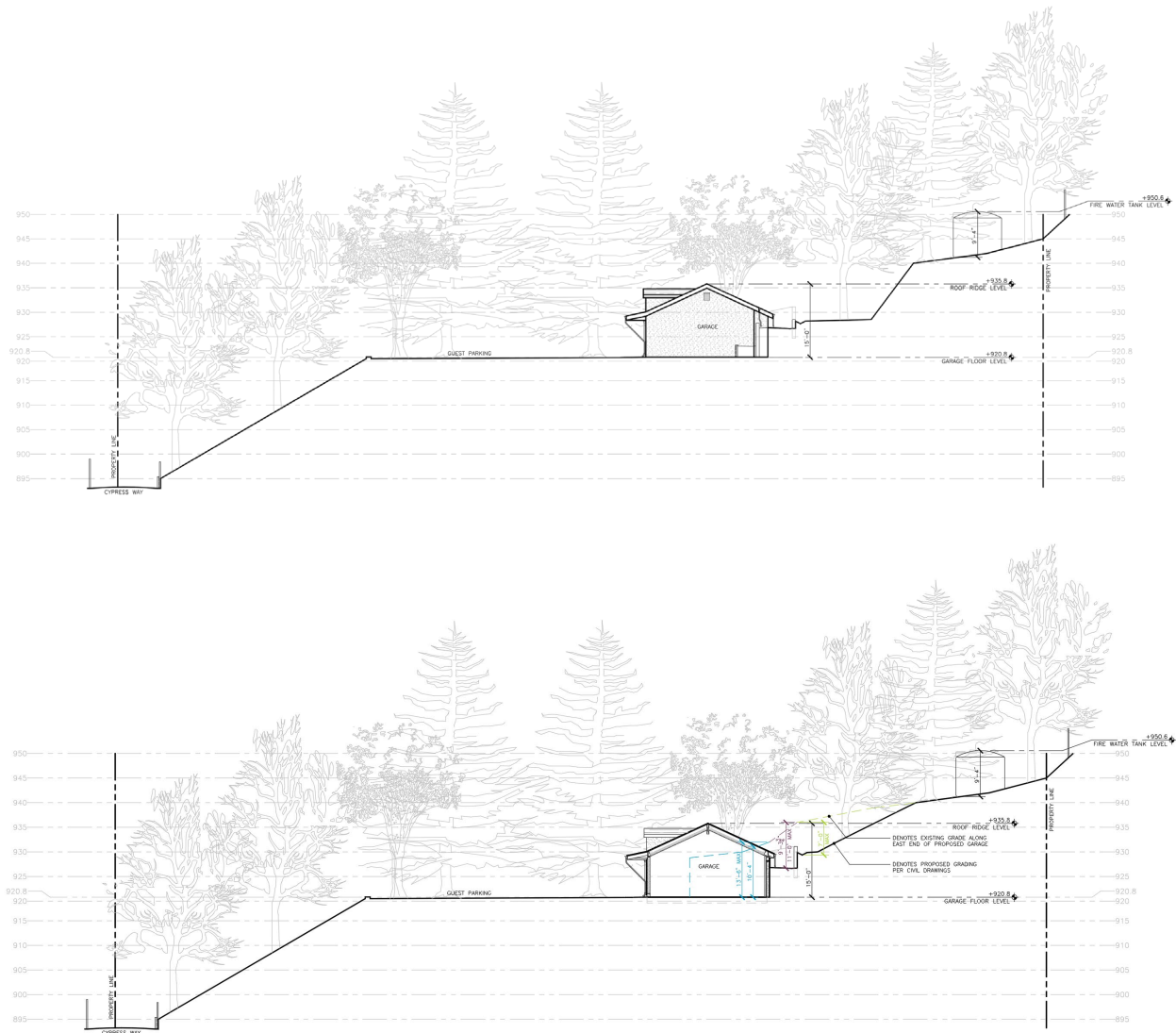
Tree replacement is not being proposed due to WUI requirements as planting new trees will result in a greater fire hazard than the original condition, especially when the trees are fully mature. Tree canopies in Zone 1 shall not touch in order to accommodate a reasonable fire break. Planting any new tree would not accommodate this. In-lieu fees are being requested instead of planting any new trees.

Compliance with Residential Design Guidelines

The colors, textures and materials will match the primary structure. The scale of the structure is within zoning height limitations and complies with the Hillside Development Standards. Other attributes are discussed further in detail in the section above including architectural style, height, bulk, scale, roofs, windows, materials, architectural features, privacy, sustainable design and fire-life safety. An exemption has been requested for the LRV exceeding 30 since the intent for the proposed garage assembly is to have the same materials, textures and colors to match the existing residence for what is already established on site.

Compatibility with Immediate Neighborhood Context

The project scale is a single-story accessory structure that is limited to 15'-0" high. The materials, colors and textures match the existing residence and by nature are already compatible with the neighborhood context consisting of single-family residences. Massing has minimal impact as shown in the site section below.



Materials, colors and texture

The colors, textures and materials will match the primary structure.
Exterior cladding is stucco and will match the main residence
Roof is asphalt shingle tiles and will match the main residence
Trim, gutters and fascia will match the main residence
Doors will match the stucco color
Lattice and breezeway wall will match the existing nearby bbq terrace

EXTERIOR COLOR SCHEME	
DOOR:	TAN/EARTH (MATCH EXISTING MAIN HOUSE) -LRV 69 FIRE-RATED HOLLOW METAL DOOR & FRAME
GARAGE DOORS:	TAN/EARTH (MATCH STUCCO COLOR) - LRV 69 METAL-CLADDED INSULATED DOOR WITH WOOD TRIM COVERED WITH 20 GA METAL FLASHING & PAINTED TO MATCH FACIA BOARD TRIM
DORMER WINDOWS:	FIRE-RATED & METAL FRAME WITH THERMAL BREAK WHITE TO MATCH MAIN HOUSE - LRV 93
GABLE VENTS:	TEMPERED GLAZING WITH 3/4" WIDE WINDOW GRILLES METAL-PAINTED TO MATCH STUCCO COLOR -LRV 69
FAUX COLUMNS:	STUCCO-CLADDED TO MATCH STUCCO TEXTURE AND COLOR AS THE GARAGE (TAN/EARTH) - LRV 69

EXTERIOR COLOR SCHEME	
STUCCO:	TAN/EARTH (MATCH EXISTING MAIN HOUSE) -LRV 69 MODERN STYLE TEXTURE TO MATCH MAIN HOUSE
ROOF TILES:	ASPHALT SHINGLES (SEE A2.2) - SRI 18 COLOR: CHARCOAL BLACK
TRIM:	TAN/EARTH TO MATCH STUCCO - LRV 69 (STUCCO TRIM TO MATCH STUCCO COLOR)
FASCIA:	WHITE TO MATCH MAIN HOUSE - LRV 93
GUTTERS:	WHITE TO MATCH MAIN HOUSE - LRV 93
DOWNSPOUTS:	WHITE TO MATCH MAIN HOUSE - LRV 93
LATTICE (LRV 14):	BLACK IRON TO MATCH BBQ TERRACE LATTICE
RETAINING WALLS:	CONCRETE AT GARAGE (FULLY CONCEALED) (LRV 30) SPLIT-FACE CMU TO MATCH EXISTING ON SITE



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