



# CITY COUNCIL MEETING

## AGENDA

7:00 PM - Tuesday, February 08, 2022  
*via Teleconference*

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AMENDED (2.04.2022)

**Please Note: Per California Executive Order N-29-20, the City Council will meet via Telephone/Video Conference Only.**

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**Telephone: 1-650-242-4929 Meeting ID: 147 155 9988**

**<https://webinar.ringcentral.com/j/1471559988>**

**TO PARTICIPATE VIA VIDEO:** Follow the link above. Members of the public will need to have a working microphone on their device and **must have the latest version of Ringcentral installed** (available at <http://www.ringcentral.com/download.html>). To request to speak, please use the “Raise hand” feature located at the bottom of the screen.

**TO PARTICPATE VIA TELEPHONE:** Members of the public may also participate via telephone by calling the number listed above. To request to speak, press \*9 on your telephone.

**TO SUBMIT WRITTEN COMMENTS:** Prior to the meeting, comments on matters listed on the agenda may be emailed to [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov). Emails sent to this email address are sent to/received immediately by the City Council. Please include a subject line in the following format:

PUBLIC COMMENT AGENDA ITEM ## - MEETING DATE

Correspondence submitted in hard copy/paper must be received by 2:00 PM on the day of the meeting to ensure distribution prior to the meeting. Correspondence received prior to the meeting will be included in the public record. [Please follow this link for more information on submitting written comments.](#)

*Public testimony will be taken at the direction of the Mayor, and members of the public may only comment during times allotted for public comments.*

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## AGENDA

**CALL MEETING TO ORDER**

**ESTABLISH QUORUM**

**PLEDGE ALLEGIANCE TO THE FLAG**

**REPORT ON CLOSED SESSION**

## SPECIAL PRESENTATION

- A. Presentation of Certificates of Recognition to Recipients of the Los Altos Emergency Preparedness Volunteers of the Year Award from the Santa Clara County Emergency Managers' Association

## CHANGES TO THE ORDER OF THE AGENDA

### PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Council's attention any item that is not on the agenda. Speakers are generally given two or three minutes, at the discretion of the Mayor. Please be advised that, by law, the City Council is unable to discuss or take action on issues presented during the Public Comment Period. According to State Law (also known as "The Brown Act") items must first be noted on the agenda before any discussion or action.

- B. Public Comments

### CONSENT CALENDAR

These items will be considered by one motion unless any member of the Council 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 Mayor.

1. **City Council Minutes:** Approve the Minutes of the January 25, 2022 Regular City Council Meeting. (A. Chelemengos)
2. **Extension of Local Emergency:** Adopt Resolution extending the declaration of a local emergency due to the COVID-19 pandemic. (J. Maginot)
3. **Investment Policy Update:** Adopt the revised Investment Policy for 2022 (J. Furtado)

### PUBLIC HEARINGS

4. **D21-0003 and TM21-0001 - 355 1st Street LLC - 355 First Street:** The City Council will consider the Design Review, Vesting Tentative Map applications and adopt 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. The Planning Commission and Complete Streets Commission recommended approval of the project. (S.Gallegos)
5. **2022 Climate Action and Adaptation Plan:** Hold Public Hearing and Introduce and waive further reading of the 2022 Climate Action and Adaptation Plan (CAAP) an update to the 2013 Climate Action Plan (CAP) and make findings that the project is categorically exempt from CEQA pursuant to section 15308 as an action that will not have a significant impact on the environment, specifically, for the protection of the climate. (L. Simpson)
6. **Fiscal Year 21/21 Fee Schedule:** Hold Public Hearing to consider Additions of New Fees and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule (approved October 26, 2021). The following new fees are proposed to be added to the Los Altos Fee Schedule: Recreation and Community Services Department Fees- Facility Rentals: Additional Facility Attendant Fee; Facility Rentals: Linen Cleaning Fee. (J. Sandoval)

## DISCUSSION ITEMS

- 7. Off-Leash Fenced-in Dog Parks:** Introduce, as read by title only, and waiving further reading, of an ordinance amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks in certain designated areas within Los Altos, affirming the off leash dog park locations at Hillview and McKenzie and making findings that the projects are exempt pursuant to CEQA and direct the City Manager or designee to prepare and file a notice of exemption in connection with this ordinance, pursuant to CEQA Guidelines Section 15062 and increase the current fiscal year budget by \$100,000. (D. Legge)

## INFORMATIONAL ITEMS ONLY

- 8. Tentative Council Calendar**

## COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

## ADJOURNMENT

**(Council Norms: It will be the custom to have a recess at approximately 9:00 p.m. Prior to the recess, the Mayor shall announce whether any items will be carried over to the next meeting. The established hour after which no new items will be started is 11:00 p.m. Remaining items, however, may be considered by consensus of the Council.)**

## SPECIAL NOTICES TO THE PUBLIC

In compliance with the Americans with Disabilities Act, the City of Los Altos will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (650) 947-2610.

Agendas Staff Reports and some associated documents for City Council items may be viewed on the Internet at <http://www.losaltosca.gov/citycouncil/online/index.html>.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, and that are distributed to a majority of the legislative body, will be available for public inspection at the Office of the City Clerk's Office, City of Los Altos, located at One North San Antonio Road, Los Altos, California at the same time that the public records are distributed or made available to the legislative body.

If you wish to provide written materials, please provide the City Clerk with 10 copies of any document that you would like to submit to the City Council for the public record.



## CITY OF LOS ALTOS

# CERTIFICATE OF RECOGNITION

The City Council of the City of Los Altos  
hereby presents this certificate to

**Harry Guy**

In recognition of being named a Los Altos Emergency Preparedness Volunteer of  
the Year by the Santa Clara County Emergency Managers' Association  
Thank you for your contributions to our community!

Presented on the 8<sup>th</sup> day of February, 2022.

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Anita Enander, Mayor



## CITY OF LOS ALTOS

# CERTIFICATE OF RECOGNITION

The City Council of the City of Los Altos  
hereby presents this certificate to

**Nico Brémeau**

In recognition of being named a Los Altos Emergency Preparedness Volunteer of  
the Year by the Santa Clara County Emergency Managers' Association  
Thank you for your contributions to our community!

Presented on the 8<sup>th</sup> day of February, 2022.

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Anita Enander, Mayor



## **PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

The following is public comment received by the City Clerk’s Office. Members of the public may bring to the Council's attention any item that is not on the agenda. Please be advised that, according to State law, the City Council is unable to discuss or take action on issues presented during the Public Comment Period.

Individual contact information has been redacted for privacy.

**From:** [Ken Girdley](#)  
**To:** [Public Comment](#)  
**Subject:** Rewarding The Privileged With More Privilege  
**Date:** Sunday, February 6, 2022 8:39:51 AM

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I drove by our beautiful new community center this afternoon and noticed something quite odd. There are about 20 reserved spaces right in the front of the building close to the entrance reserved for electric vehicles and EV van pool vehicles plus 2 EV charging stations. I'd love to know who approved reserving the best parking spaces for EVs and EV charging stations. Owning an electric vehicle is a privilege, not a handicap. The City Of Los Altos should not make owning an EV even more of a privilege by allowing EV drivers to park in the best parking spaces in the lot.

Most EV owners are active middle aged professionals who could easily walk from a reserved EV space in the back of the lot. Leave those prime spaces up front for the elderly who may have trouble walking but don't qualify for a Handicap Parking license plate or placard. Don't reward privileged drivers with more privileges. If the city feels it must allocate spaces for EV parking, put them on the back row. Personally, I'm against reserving spaces for anyone except handicapped drivers.

I hope our city council will address what I consider a slap in the face to those residents who can't afford an expensive EV. As I said, don't reward privileged drivers with more privileges.

Ken Girdley  
Los Altos

To: City Council

Date: February 04, 2022

From: Joan Muhlfelder, Laver Court, Los Altos

**WHAT?** Over the past 10 years my adjacent neighbors on Laver had been saying they wanted to remodel their home. Last year I was told that they now planned to remove their house and replace it with two pre-fab structures. One house for the family and the other house for perhaps another family member. I was concerned, but felt the process of review by the City and code issues would determine the end product. I learned that a single story construction needed no neighbor input, approval or hearings. When I was later given notice that two large trees on my property were to be significantly pruned by the neighbor's contractor, in order to allow a crane to place the two houses, **it became clear to me that the two house project was approved and was moving forward.**

**IT WAS HAPPENING.** The original single-story house and foundation were removed. All the landscaping, and trees on the property were removed. The lot was graded, as parts of Laver Court lie on a significant slope. Two new foundations were constructed. The foundation nearest to my lot was quite high, at 52 inches above the ground. How high would the structure be?

**IT HAPPENED.** In January of this year trucks came and brought two pre-fab houses. A crane was used to place the structures onto the two foundations. The structures are both the same shape; rectangular with flat roofs. The houses are parallel to each other and are facing the street. One garage only.

**So What?** Due to the height of the structures and their proximity to my home, I lost most of my outdoor privacy. The garden in my rear area is now completely exposed; height of new structure, facing windows and sliding glass door allow full view of my garden. Height of the new structure is overpowering. From the front and street view, there are now two closely set structures that bear no resemblance to the neighborhood. As one moves up the street, the new roofs are glaring and intrusive. These roofs appear stark and reflect onto and into neighbors' properties.

**Now.** Are not Building Departments and City Council/Commissions of our City responsible to all its residents? New and modern designed houses are welcomed and can revitalize a neighborhood. 'ADUs' are allowed. However, projects that go beyond evolving styles and configurations become eye sores and have negative results for neighboring homes.

**What can now be done** to minimize the results of this project now? **AND**, how can the City of Los Altos prevent similar situations? Addition of an Agenda Item to address this project?



**From:** [Ken Girdley](#)  
**To:** [Public Comment](#); [City Council](#)  
**Subject:** Must We Also Pay To Charge A Privileged Person's EV?  
**Date:** Monday, February 7, 2022 2:27:46 PM

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To add insult to injury, I just learned that the two EV charging stations in front of our community center are free. That means residents who can't afford an EV are paying to charge an EV that a rich person can afford. Hopefully I'm not the only one who sees the irony is all of this.

If the city wants to pay to fill up vehicles at the taxpayers' expense, maybe they should install a gas pump for the other 99.9% of the Los Altos residents.

Ken Girdley  
Los Altos



**MINUTES OF THE REGULAR MEETING OF  
THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
7:00 P.M., TUESDAY, JANUARY 25, 2022**

Held Via Video/Teleconference Per California Executive Order N-29-20.

**MEETING CALLED TO ORDER**

At 7:00 p.m., Mayor Enander called the meeting to order.

**ESTABLISH QUORUM**

**Present:** Mayor Enander, Vice Mayor Meadows, Council Members Fligor, Lee Eng, and Weinberg

**Absent:** None

**PLEDGE OF ALLEGIANCE TO THE FLAG**

Myrah and Sancia Hoog, of Girl Scout Troops 60145 and 60435, respectively, led the Council in the Pledge of Allegiance.

**REPORT ON CLOSED SESSION**

Mayor Enander reported that there was no closed session on which to report.

**SPECIAL ITEMS**

- Proclamation In Recognition Of The Lunar New Year

Mayor Enander presented the Proclamation in Recognition of Lunar New Year

- Recognition of Santa Clara Valley Science and Engineering Fair Association's 2021 Synopsys Championship Participants and Award Winners from the City of Los Altos

Mayor Enander recognized and congratulated the following Los Altos youth for their participation in the 2021 Synopsys Championship and presented each with certificates of recognition: Elizabeth Barnett, Vivek Bharati, Saanvi Bhargava, Andy Chung, Olivia Colace, Ori Gillai, Kinjal Govil, Prakrit Jain, Thomas Lilygren, Tara Pande, Saloni Shah and Kallie Wang.

The following students provided information on their projects: Elizabeth Barnett, Saanvi Bhargava, Olivia Colace, Ori Gillai, Kinjal Govil, and Katherine Lilygren on behalf of Thomas Lilygren.

Forrest Williams, Board Member, Santa Clara Valley Science and Engineering Fair Association, thanked the Council for their support, encouragement, and recognition of the students' efforts.

**CHANGES TO THE ORDER OF THE AGENDA**

There were no changes made.

**PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA**

Roberta Phillips (and Jack Levin later in the meeting – noted below) provided comments.

**CONSENT CALENDAR**

- 2. **City Council Minutes:** Approve Minutes of the January 11, 2022, Regular City Council Meeting and January 11, 2022, Joint Study Session with the Planning Commission (A. Chelemengos)
- 3. **2022 City Council Assignments - Reassignment:** Accept the Mayor’s re-assignment of Council Member Weinberg as the Council Liaison to the Los Altos Parks and Recreation Commission and Council Member Fligor as representative to CHAC to resolve meeting schedule conflicts. (A. Chelemengos)
- 4. **Financial Statements and Compliance reports:** Accept the Comprehensive Annual Financial Report and compliance reports for the fiscal year ended June 30, 2021. (J. Furtado)

Council Member Lee Eng moved to approve the Consent Calendar. The motion was seconded by Vice Mayor Meadows and the motion passed 5-0 with the following roll call vote:

- AYES: Council Members Fligor, Lee Eng, Weinberg, Vice Mayor Meadows, and Mayor Enander
- NOES: None
- ABSENT: None
- ABSTAIN: None

**PUBLIC HEARINGS**

- 5. **D20-0004 and TM20-0001: GreenTek Homes - 440 First Street:** Requests for 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. The Planning Commission and Complete Streets Commission recommended approval of the project with the incorporation of specific design plan modifications. (S. Golden)

Interim Planning Services Manager Golden provided a staff report and answered questions from the Council.

Applicant Abbie Bourgan and project architect Chris Hall provided an overview of the project and answered questions from the Council.

At 9:16 p.m. Mayor Enander called for a recess. At 9:27 p.m., Mayor Enander reconvened the meeting.

Mayor Enander called for public comment.

Phil Underwood commented on the project.

Due to an oversight earlier in the evening, during Public Comments on Items Not On the Agenda, Mayor Enander allowed Jack Levine to provide comments on items not on the agenda.

Mr. Levine commented.

Applicant Bourgan responded to public comment and provided closing remarks.

Following Council discussion, Council Member Fligor moved that the City Council adopt the Resolution making the required findings and also find the project exemption under the California Environmental Quality Act, and approve the Design Review, and Subdivision applications for a four-unit multiple-family project at 440 First Street subject to the conditions outlined in the resolution with the following amendments:

- Correction of the number “100” to “1000” in the 7<sup>th</sup> and 9<sup>th</sup> paragraphs on page 1 of the Resolution,
- Exhibit A, 1<sup>st</sup> paragraph, insertion of the word “documents” following the word “supporting”,
- Exhibit A, 2e, last sentence, the words “and rear” should follow the word “front”,
- Condition 25 (Exhibit B) “Emergency Access Easement” be amended to allow for an alternative option (to the first part of the condition) should the project receive approval from the County Roads and Highways Division for ingress/egress access at the rear of the property onto Foothill Expressway.

and the addition of the following conditions of approval:

- Prior to final inspection, vent hoods be installed above the outdoor cook tops located on the roof,
- Additional bike storage areas be incorporated in the garage in conformance with applicable Building Codes,
- Stairwells be prohibited from use as habitable space.

The motion was seconded by Vice Mayor Meadows and the motion passed 4-1 with the following roll call vote:

- AYES: Council Members Fligor, Weinberg, Vice Mayor Meadows, and Mayor Enander
- NOES: Council Member Lee Eng
- ABSENT: None
- ABSTAIN: None

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## DISCUSSION ITEMS

6. **Council Legislative Subcommittee:** Discuss and consider changes to the format of the Standing Council Legislative Subcommittee (Council Member Fligor)

Council Member Fligor provided an introduction of the item. City Attorney Houston also provided information and answered questions relative to Ad Hoc Committees and Standing Committees.

Council discussion commenced.

Due to technical computer issues, Council Member Weinberg was disconnected from the meeting at 10:58 p.m. and returned at 11:00 p.m. This occurred again at 11:02 p.m. and Council Member Weinberg was able to rejoin the meeting again (and for the duration) at 11:05 p.m.

Mayor Enander invited public comment. Roberta Phillips commented.

There was Council consensus that the matter be brought back to the Council for further discussion and to direct the City Attorney to work with Council Member Fligor to prepare a memo providing an overview of the standing committees versus ad hoc committees along with recommendation on the process by which the Council can modify the format of the existing Council Legislative Subcommittee for Council to consider.

## INFORMATIONAL ITEMS ONLY

- Tentative Council Calendar

## COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

Vice Mayor Meadows and Council Member Lee Eng reported on a recent letter sent by Lehigh Subcommittee to the Board of Supervisors relative to a Lehigh matter on their January 25<sup>th</sup> agenda. Mayor Enander and Council Member Lee Eng reported that they, each individually, sent a letter on the same matter.

Council Member Lee Eng, with agreement from Mayor Enander and Council Member Fligor, requested an Update from the Housing Element Subcommittee be placed on a future agenda in a way to allow for an update and discussion.

Mayor Enander, with support from Vice Mayor Meadows and Council Member Lee Eng requested a future agenda item to discuss how the City should proceed with regard to its Historical Resource Inventory identification as a result of recent changes in the state law.

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**ADJOURNMENT**

At 11:21 p.m., Mayor Enander adjourned the meeting.

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Anita Enander MAYOR

ATTEST:

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Andrea M. Chelemengos MMC, CITY CLERK

DRAFT



### AGENDA REPORT SUMMARY

**Meeting Date:** February 8, 2022

**Subject:** Emergency Declaration Resolution

**Prepared by:** Jon Maginot, Deputy City Manager

**Approved by:** Gabriel Engeland, City Manager

**Attachment(s):**  
 1. Resolution No. 2022-xx

**Initiated by:**  
 Staff

**Previous Council Consideration:**  
 March 12, 2020 (Declaration of Emergency); March 17, 2020; August 24, 2021; October 12, 2021; November 9, 2021; December 7, 2021; January 11, 2022

**Fiscal Impact:**  
 None. However, a local emergency declaration is a prerequisite for requesting state or federal assistance.

**Environmental Review:**  
 Not applicable

**Policy Question(s) for Council Consideration:**

- Does the Council wish to renew its existing declaration by adopting a resolution declaring a local emergency to emphasize the need for continued adherence to public health guidance?

**Summary:**

- AB 361 requires the City to adopt a resolution every 30 days extending a local emergency declaration to continue to allow legislative bodies to meet virtually

**Staff Recommendation:**  
 Adopt Resolution No. 2022-xx extending the declaration of a local emergency due to the COVID-19 pandemic



**Subject:** Emergency Declaration Resolution

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**Purpose**

To adopt a resolution extending the existing declaration of emergency

**Background**

On March 12, 2020, the City Manager issued an Emergency Declaration in response to the COVID-19 pandemic. On March 17, 2020, the City Council adopted Resolution No. 2020-08 ratifying the Emergency Proclamation. The City Council most recently adopted a resolution on January 11, 2022 continuing the declaration of the existence of a local emergency due to the COVID-19 pandemic.

The threat posed by COVID-19 continues to pose a serious risk to the public health and safety of the City of Los Altos.

**Discussion/Analysis**

Resolution No. 2021-46 states that the Director of Emergency Services (City Manager) is to report to the City Council within sixty (60) days on the need for further continuing the local emergency.

AB 361, signed into law on September 15, 2021, allows a public agency to continue to hold virtual City Council and Commission meetings while under a declaration of emergency without complying with certain elements of the Ralph M. Brown Act. The bill requires that a legislative body renew the declaration of emergency every 30 days in order to continue meeting in this matter. AB 361 applies to local agencies until January 1, 2024.

**Recommendation**

The staff recommends Council adopt the attached resolution extending the declaration of emergency due to the COVID-19 pandemic.



**RESOLUTION NO. 2022-\_\_****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
DECLARING THE EXISTENCE OF A LOCAL EMERGENCY DUE TO THE  
COVID-19 PANDEMIC**

**WHEREAS**, on March 4, 2020, the Governor issued a proclamation of a state of emergency relating to the respiratory illness known as COVID-19, which is caused by the novel corona virus SARS-CoV02; and

**WHEREAS**, on March 11, 2020, the World Health Organization declared the existence of a pandemic due to the global spread of COVID-19; and

**WHEREAS**, on March 12, 2020, the Los Altos City Manager, in his capacity as the City's Director of Emergency Services, proclaimed a local emergency in response to the escalation of COVID-19 to a pandemic, and on March 17, 2020, the City Council adopted Resolution No. 2020-08 ratifying and continuing the proclamation of local emergency; and

**WHEREAS**, on March 16, 2020, the Santa Clara County Health Officer issued the first of successive orders requiring all individuals residing in the County to shelter in their places of residence as specified, to socially distance, and to take other measures to prevent community spread of COVID-19; and

**WHEREAS**, on March 19, 2020, the Governor issued a statewide shelter-in-place order; and on August 28, 2020, the Governor announced a "Blueprint for a Safer Economy," which provided protocols for slowly reopening the state's economy following the initial shelter-in-place mandate; and

**WHEREAS**, on August 24, 2021; October 12, 2021; November 9, 2021; December 7, 2021 and January 11, 2022, the City Council adopted Resolutions extending the declaration of a local emergency; and

**WHEREAS**, by the beginning of January 2022, over 1,900 Santa Clara County residents had dies of COVID-19; and

**WHEREAS**, due to the diligence of Los Altos residents in complying with health guidance, Los Altos has one of the lowest rates of reported incidence of COVID-19 infection in Santa Clara County; and

**WHEREAS**, vaccines provide proven protection against COVID-19; and

**WHEREAS**, by the beginning of January 2022, approximately 86 percent of Santa Clara County residents over the age of 5 had been vaccinated, and statewide vaccination rates were higher than the national average; and

**WHEREAS**, the Governor lifted the Blueprint for a Safer Economy on June 15, 2021, and local health restrictions have also been lifted due to sharp declines in COVID-19 case counts since vaccines first became available; and

**WHEREAS**, despite progress in addressing the pandemic, not all eligible individuals are fully vaccinated, and new, more virulent variants of the SARS-CoV-2 virus are spreading in California and throughout the world; and

**WHEREAS**, according to the Santa Clara County Health Department, by July 1, 2021, the 7-day average of new COVID-19 cases reported in Santa Clara County was down to 37 cases per day, but three weeks later on July 22, 2021, the 7-day average was up to 188 cases per day; and

**WHEREAS**, as a result of rising case counts, on August 2, 2021, the Santa Clara County Health Officer issued a new health order requiring the use of face coverings indoors by all persons; and

**WHEREAS**, despite significant progress, COVID-19 remains a threat to public health and safety in the Los Altos community; and

**WHEREAS**, throughout the pandemic, the City of Los Altos has taken steps to address the health crisis, for example, by facilitating outdoor dining within the City; and

**WHEREAS**, AB 361 requires the City Council make findings every thirty (30) days reaffirming the existence of a local emergency; and

**WHEREAS**, in view of the ongoing health crisis, the City Council now desires to affirm its existing declaration of local emergency.

**NOW THEREFORE, BE IT RESOLVED**, by the City Council of the City of Los Altos that:

1. The City Council has reviewed the need for continuing the declaration of local emergency and finds, based on substantial evidence, that the foregoing recitals are true and correct and that the public interest and necessity require the continuance of the proclamation of local emergency related to COVID-19.
2. Said local emergency shall be deemed to continue to exist until terminated by the City Council of the City of Los Altos.
3. The Director of Emergency Services is hereby directed to report to the City Council within thirty (30) days on the need for further continuing the local emergency and, if deemed appropriate, the City Council may take further action.

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

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Anita Enander, MAYOR

Attest:

\_\_\_\_\_  
Andrea Chelemengos, MMC, CITY CLERK



**AGENDA REPORT SUMMARY**

**Meeting Date:** February 8, 2022

**Subject:** 2022 Update of City Investment Policy

**Prepared by:** John Furtado, Finance Director

**Approved by:** Gabriel Engeland, City Manager

**Attachment(s):**

- 1. Investment Policy (with track changes to highlight edits)

**Initiated by:**

Staff and the Financial Commission

**Previous Council Consideration:**

June 11, 2019

**Fiscal Impact:**

None

**Environmental Review:**

Not applicable

**Policy Question(s) for Council Consideration:**

- Does the Council wish to adopt the recommended investment strategies contained within the revised Investment Policy?

**Summary:**

- Revised investment strategies have been recommended by the Financial Commission

**Staff Recommendation:**

Move to adopt the revised Investment Policy for 2022.

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**Reviewed By:**

City Manager

City Attorney

Finance Director

*GE*

*JH*

*JF*



**Subject:** 2022 Update of City Investment Policy

**Purpose**

The City Council’s primary responsibilities over the investment function include approving the Policy, annually reviewing such policy, reviewing investment reports issued by the City Treasurer, authorizing bond documents and other unique financing transactions, and authorizing any deviations from the City’s investment policies.

**Background**

The City’s Investment Policy sets forth guidelines that ensure the City’s funds are invested in compliance with State law and in a prudent manner. The Policy is reviewed on an annual basis by the Financial Commission. The Policy was reviewed by the Financial Commission on January 24, 2022.

At the commission meeting of August 22, 2021, the City’s investment advisor, PFM Asset Management (PFM), presented recommended changes to the Policy. PFM’s recommendation was to include the senate Bill 998 a summary of which is in the following paragraph.

On September 28, 2020, Governor Gavin Newsom signed into law Senate Bill 998 (Moorlach) – Local Government Investments (“SB 998”). SB 998, which took effect on January 1, 2021, and is in effect until January 1, 2026, made several amendments to certain sections of the Code which govern the investment of public funds, including

1. Allowing investment in securities issued or backed by the U.S. government that could result in zero or negative interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates.

2. Allowing local agencies that have more than \$100 million of investment assets under management to invest up to 40% in commercial paper (existing limit is 25% for all agencies, other than a county or a city and county).

*No Change recommended; The City does not have \$100 million in investments*

3. Establishing a 10% issuer limit on commercial paper and corporate notes for all agencies, other than a county or a city and county.

*No Change recommended; current Policy is more restrictive with an allowable limit of 5%*

4. Adding permission for federally recognized Indian tribes to invest and participate in investment Joint Power Authorities (JPAs).

*No Change recommended; The City does not have any JPA’s*

**Discussion/Analysis**

On an annual basis, the Financial Commission reviews the Investment Policy to ensure there is diversity, while still fiscally prudent when investing the City’s funds. The recommended changes by the Financial Commission to the Investment Policy January 2022 includes the following:

- 1. Allowing investment in securities issued or backed by the U.S. government that could result in zero or negative interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates.**

While both staff and PFM hope the market will not put us in a position to have to buy a security that results in zero or negative interest accrual, PFM recommended and thought it was appropriate to have the option in case it is necessary. This will remain in place till January 1, 2026, or sooner if SB 998 is repealed. Our investment manager PFM will not be allowed to invest in zero or negative interest accrual without the prior permission of the City Manager.

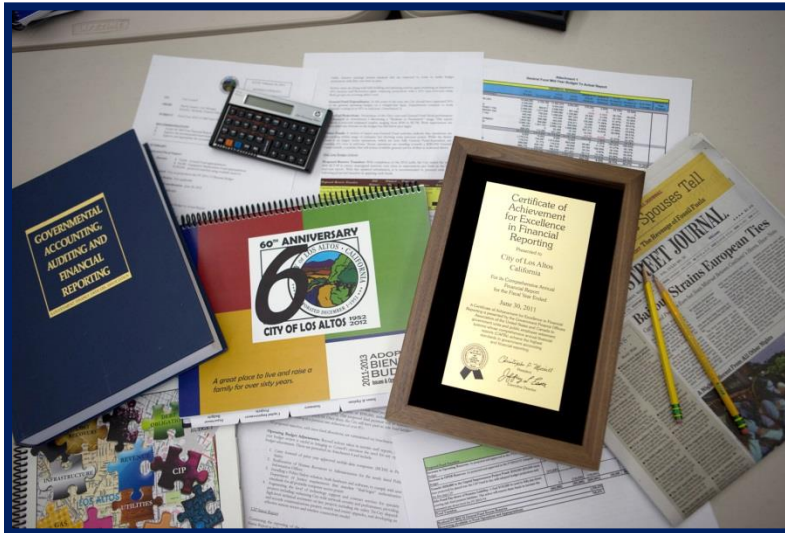
**2. LAIF Deposit Limit increase.**

State treasurer Fiona Ma announced that effective January 1, 2020, she will increase the Local Agency Investment Fund’s deposit limit for regular accounts to \$75 million from the current \$65 million. Previously, the most recent deposit limit increase to \$65 million from the previous \$50 million occurred in January 2016.

*Staff recommends increasing the limit in the policy to \$75 million.*

**Recommendation**

The staff recommends the City Council adopt the revised investment policy as presented in this report.



# CITY OF LOS ALTOS INVESTMENT POLICY

JANUARY 2022

## A. INTRODUCTION

This document sets forth policies designed to ensure that the City's public funds are invested prudently, efficiently, and in compliance with legal requirements. It was developed in accordance with California Government Code Sections 53600 *et seq.* and is reviewed by the Financial Commission and adopted by City Council each fiscal year.

This document discusses the most important elements of investment management in one comprehensive centralized format and is organized into the following areas of discussion:

- A. Introduction
- B. Scope
- C. Prudent Investor Standard
- D. Objectives
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- I. Safekeeping and Custody
- J. Reporting Requirements
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## B. SCOPE

This policy covers all public funds under the direction of the Finance/Administrative Services Director or their successor within the following fund types:

- Governmental Funds
- Proprietary Funds
- Fiduciary Funds

The investment of bond proceeds is governed separately by the provisions of the relevant bond documents.

## C. PRUDENT INVESTOR STANDARD

All persons involved in investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing the City's investment portfolio shall act with the care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the City, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the City.

## D. OBJECTIVES

The primary objectives, in order of their priority, of the City's investment program shall be:

**Safety** - The preservation of the principal of the City's overall investment portfolio is the foremost objective of the investment program.

**Liquidity** - The City's investment portfolio will remain sufficiently liquid to meet its cash flow requirements.

**Return on Investment** - The City's investment portfolio shall be designed with the objective of attaining a reasonable and prudent rate of return consistent with the risk constraints and liquidity demands imposed by its safety objective and cash flow requirements.



## E. GUIDING PRINCIPLES

The following guiding principles are important in the pursuit of such objectives:

**Minimizing Liquidity, Credit and Market Risks:** Investment decisions should minimize liquidity, credit or market risks in the following ways:

**Liquidity Risk** - The risk that the investment portfolio will not provide adequate cash liquidity for operations shall be mitigated by structuring the portfolio so that securities mature at the same time that major cash outflows occur, thus minimizing the need to sell securities prior to their scheduled maturity date unless market conditions present favorable repositioning opportunities.

**Credit Risk** - The risk of loss of principal associated with the failure of any one security issuer shall be mitigated by investing in only very safe highly-rated securities and prudently diversifying the investment portfolio to avoid concentrating investments in specific security types, maturity durations, or in individual financial institutions.

**Market Risk** - The risk of market value fluctuations arising from overall changes in the general level of interest rates shall be mitigated through maintaining prudent duration levels, staggering investment maturity dates evenly over a desired overall duration target and prohibiting the taking of short positions (selling securities that the City does not own) and interest rate sensitive derivative instruments. It is explicitly recognized herein, however, that in a diversified portfolio occasional measured losses are inevitable and must be considered within the context of the overall portfolio's structure and expected investment return, with the proviso that adequate diversification and credit analysis have been implemented.

**Market Average Rate of Return:** The investment portfolio shall be managed to attain a market average rate of return based upon a benchmark that is appropriate for a fund of like character and aims and commensurate with the portfolio's current investment strategy.

**Non-Speculative Approach:** This policy specifically prohibits all speculative investment practices, including, but not limited to, those that seek to gain or profit through transactions of high and unusual risk, or that utilize securities whose price is dependent upon or derived from one or more underlying assets (Derivatives).

**Professionalism and Public Trust:** The City's investment portfolio is subject to public review and evaluation and shall be designed and managed with the high degree of professionalism that is worthy of the public trust.

## F. DELEGATION OF AUTHORITY

The management responsibility for the City's investment program has been delegated to the Finance/Administrative Services Director or their successor. The Finance/Administrative Services Director or their successor shall monitor and review all investments for consistency with this policy, and may delegate investment decision-making and execution authority to investment advisors in accordance with an agreement as authorized by the City Council. The investment advisor shall follow and comply with this policy and all other written instructions provided by the City. The Finance/Administrative Services Director or their successor may, in writing, further delegate such investment authority to designated management staff in the Executive and/or Finance Department in the event of the Finance/Administrative Services Director or their successor's absence or other unavailability. The Finance/Administrative Services Director or their successor shall prepare and file documents with all financial institutions with which the City conducts investment activities certifying the names of those persons authorized to effect transactions on behalf of the City.

## G. FINANCIAL COMMISSION OVERSIGHT

The Financial Commission consists of citizen members appointed by the City Council. The Financial Commission shall meet periodically, at least quarterly, to review general investment strategies and monitor the results of the City's investment portfolio in coordination with the Finance/Administrative Services Director or their successor or finance staff designee. The Financial Commission shall also review any proposed changes to this policy before they are submitted to the City Council for final adoption.

## H. ETHICS AND CONFLICT OF INTEREST

All persons involved in the investment process shall refrain from personal business activities that could conflict with proper execution of the City's investment program or which could impair their ability to make impartial decisions.

## I. SAFEKEEPING AND CUSTODY

All investments of the City's investment portfolio shall have the City of Los Altos as the registered owner, and all interest and principal payments and withdrawals shall indicate the City of Los Altos as the payee.

All securities shall be safely kept with a qualified financial institution, contracted independently by the City as a third party. All securities shall be acquired by the safekeeping institution on a "delivery-vs.-payment" (DVP) basis. In other words, the security must be delivered before funds are released. The DVP basis for delivery applies also to the delivery and safekeeping of repurchase agreement collateral.

## J. REPORTING REQUIREMENTS

The Finance/Andre Director will present to the City Council quarterly investment reports, which will present an overall summary of investment performance and include the following type of information:

- Description of investment instruments held
- Interest rate and yield to maturity
- Maturity dates
- Purchase price
- Par value
- Current market value as of the date of the report, including the source of such valuation
- Overall portfolio yield based on cost
- Total return (Quarterly)
- Benchmark comparisons
- Detailed transaction reports shall be made available upon request by any governing member or member of the public

## K. MAXIMUM MATURITY

The City may not invest in a security with a maturity date that exceeds five years from the date of purchase.

## L. PERMITTED INVESTMENT INSTRUMENTS

The California Government Code in section 53600 *et seq.* sets certain limits on the investment instruments, credit criteria, maximum maturity dates, concentration percentages and other conditions of eligibility in which a government agency's funds may be invested. However, this policy sets limits on the investment of the City's investment portfolio that are more restrictive than such California law. The California Code limits and the more restrictive limits applicable to this policy are listed and summarized in the attached **Exhibit A** (City of Los Altos Allowable Investments). The City's investment portfolio may be invested only in those instruments permitted in **Exhibit A**.

It is important to note that from time to time the City may be invested in a security whose rating is downgraded subsequent to the original date of purchase. The Finance/Administrative Services Director or their successor, directly or indirectly through the delegation of authority to the investment advisor, shall monitor the status of security ratings. When the City uses the services of outside investment advisors and a rating of a prior-purchased security drops below the minimum allowed rating category for that given investment type, the investment advisor shall immediately notify the Finance/Administrative Services Director or their successor and recommend a plan of action.

## M. PROHIBITED INVESTMENT INSTRUMENTS

Investment of the City's investment portfolio in any of the following identified instruments is specifically prohibited:

- **Reverse Repurchase Agreements** - Differs from a Repurchase Agreement in the sense that a reverse repurchase agreement is one that sells security positions in return for cash with an agreement to repurchase the securities for an agreed upon price.
- **Derivatives** - Financial instruments whose values are based on or determined by another security, financial instrument or index, including instruments used for hedging.
- **California State and Local Agency Obligations** - Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency. Nothing in this section shall be construed to exclude the City's participation in the Local Agency Investment Fund (LAIF) operated by the State of California Treasurer's Office.
- **Other State Obligations** - Registered debt obligations of any of the other 49 United States beyond California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority.
- **Prohibited Investments Cited in California Government Code Section 53601.6 including, but not limited to:**
  - Inverse Floaters
  - Range Notes
  - Mortgage Derivatives or other similar asset backed securities
  - Interest Only Strips
  - Zero Interest Coupon Securities\*

\*Additionally, the City shall not invest in any security that could result in zero interest accrual if held to maturity, except as provided in the subsequent paragraph.

Notwithstanding the prohibitions stated in the above paragraph, effective January 1, 2021, the City may invest in securities issued by, or backed by, the United States government that could result in zero- or negative-interest accrual if held to maturity, in the event of, and for the duration of, a period of negative market interest rates. The City may hold these instruments until their maturity dates. Securities described in this paragraph shall remain in effect only until January 1, 2026, and as of that date is repealed.

## N. GLOSSARY OF INVESTMENT TERMS

**Exhibit B** contains a glossary of key investment terms that may be used in this policy.

**Exhibit A**  
**City of Los Altos Allowable Investments**

## Exhibit A

### City of Los Altos Allowable Investments

Investment Instruments	Calif. Code Limitation	City Policy Limitation
Collateralized Bank Deposits	No term 100% of portfolio	No term 100% of portfolio
State of California - Local Agency Investment Fund (LAIF)	No term 100% of portfolio Max \$765 million	No term 100% of portfolio Max \$765 million
Money Market Mutual Funds (SEC Rule 2a7)	No term 20% of portfolio 10% per issuer	Overnight 20% of portfolio US owned Calif. institution 10% of portfolio per issuer
U.S. Treasuries	5 years 100% of portfolio	5 years 100% of portfolio
Federal Agencies (including, mortgage-backed securities, callable securities)	5 years 100% of portfolio	5 years 100% of portfolio 20% of portfolio per issuer 35% of portfolio in callables
Municipal Obligations (including notes issued by the State of California, California local agencies, and the other 49 states)	5 years 100% of portfolio	5 years 30% of portfolio Credit rating category of "A" or its equivalent or higher by a nationally recognized statistical-rating organization (NRSRO) Other <sup>1</sup>
Bank /Time Certificates of Deposit	5 years 100% of portfolio	3 years 50% of portfolio 10% of portfolio per issuer US owned Calif. institution FDIC/NCUA Insured and/or collateralized in Treasuries and Agencies
Negotiable Certificates of Deposit	5 years 30% of portfolio	5 years 30% of portfolio 3% of portfolio per issuer Credit rating category of "A" or its equivalent or higher by a NRSRO
Corporate Medium Term Notes	5 years 30% of portfolio Credit rating of no less than A by any NRSRO	5 years 30% of portfolio 3% of portfolio per issuer Credit rating category of "A" or its equivalent or higher by a NRSRO

<sup>1</sup>Municipal bonds must also be either (1) a general obligation bond whose principal and interest payments are secured by the full faith and credit of the issuer and supported by either the issuer's unlimited or limited taxing power, or (2) an essential service bond secured with revenue from a water, sewer, power or electric system.

Investment Instruments	Calif. Code Limitation	City Policy Limitation
Repurchase Agreements	1 year 100% of portfolio 102% Collateral	180 days 20% of portfolio 10% of portfolio per issuer 102% Collateral Treasuries/Agencies US owned Calif. financial institution
Bankers' Acceptances	180 days 40% of portfolio 30% per issuer	180 days 20% of portfolio 10% of portfolio per issuer US owned Calif. institution
Commercial Paper	270 days 25% of portfolio 10% per issuer	270 days 25% of portfolio 5% of portfolio per issuer Credit rating of no less than "A-1" or its equivalent or higher by an NRSRO.
Obligations issued by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	5 years 30% of portfolio Credit rating of no less than AA by an NRSRO	5 years 10% of portfolio Credit rating of no less than AAA by an NRSRO
Asset-Backed Securities <sup>2</sup>	5 years 20% of portfolio Credit rating of no less than AA by an NRSRO	5 years (WAM) 20% of portfolio 3% of portfolio per issuer Security shall be rated AAA by an NRSRO
Supranationals	5 years 30% of portfolio Credit rating of no less than AA by an NRSRO	5 years 20% of portfolio Credit rating of no less than AA by an NRSRO
Local Government Investment Pools	100% of portfolio Advisor requirements	Not permitted

<sup>2</sup> Asset-Backed Securities shall not include mortgage related products issued by commercial entities. Investments in asset-backed securities shall generally be limited to those in "senior" tranches.

**Exhibit B**  
**Glossary of Investment Terms**

## Exhibit B

### Glossary of Investment Terms

**Agency** - See "Federal Agency."

**Asset-Backed Securities (ABS)** - Securities whose income payments and hence value is derived from and collateralized (or "backed") by a specified pool of underlying assets which are receivables. Pooling the assets into financial instruments allows them to be sold to general investors, a process called securitization, and allows the risk of investing in the underlying assets to be diversified because each security will represent a fraction of the total value of the diverse pool of underlying assets. The pools of underlying assets can comprise common payments credit cards, auto loans, mortgage loans, and other types of assets. Interest and principal is paid to investors from borrowers who are paying down their debt.

**Bankers' Acceptance (BA's)** - A draft or bill of exchange drawn upon and accepted by a bank frequently used to finance the shipping of international goods. Used as a short-term credit instrument, bankers' acceptances are traded at a discount from face value as a money market instrument in the secondary market on the basis of the credit quality of the guaranteeing bank.

**Benchmark** - A market index used as a comparative basis for measuring the performance of an investment portfolio. A performance benchmark should represent a close correlation to investment guidelines, risk tolerance, and duration of the actual portfolio's investments.

**Certificate of Deposit (CD)** - Bank obligation issued by a financial institution generally offering a fixed rate of return (coupon) for a specified period of time (maturity). Can be as long as ten years to maturity, but most CDs purchased by public agencies are one year and under.

**Collateral** - Investment securities or other property that a borrower pledges to secure repayment of a loan, secure deposits of public monies, or provide security for a repurchase agreement.

**Commercial Paper** - Short-term unsecured promissory note issued by a company or financial institution that is issued at a discount and matures for par or face value. This instrument usually matures at a maximum maturity of 270 days and bears a short-term debt rating by one or more Nationally Recognized Statistical Rating Organization (NRSRO).

**Corporate Medium Term Notes** - A debt instrument issued by a corporation with a maturity of greater than one year and less than ten years. Used frequently to refer to corporate notes of medium maturity (five years and under).

**Custody** - Safekeeping services offered by a bank, financial institution or trust company, referred to as the "custodian." Service normally includes the holding and reporting of the customer's securities, the collection and disbursement of income, securities settlement and market values.

**Delivery Versus Payment (DVP)** - The settlement procedure in which securities are delivered versus payment of cash, but only after cash has been received. Most security transactions, including those through the Federal Reserve Securities Wire system and DTC, are done DVP as a protection for both the buyer and seller of securities.

**Depository Trust Company (DTC)** - A firm through which members can use a computer to arrange for securities to be delivered to other members without physical delivery of certificates. A member of the Federal Reserve System and owned mostly by the New York Stock Exchange, the Depository Trust Company uses computerized debit and credit entries. Most corporate securities, commercial paper, CDs, and BAs clear through DTC.



**Derivative** - A financial instrument whose value is based on or determined by another security, financial instrument, or index.

**Diversification** - Dividing investment funds among a variety of security types, maturities, industries, and issuers offering potentially independent returns.

**Federal Agency** - These are Federal government sponsored and/or owned entities created by the U.S. Congress, generally for the purpose of acting as a financial intermediary by borrowing in the marketplace and directing proceeds to specific areas of the economy considered to otherwise have restricted access to credit markets. The largest federal agencies are Fannie Mae, Freddie Mac, FHLB, FFCB, and TVA.

**Federal Reserve System (the Fed)** - The independent central bank system of the United States that establishes and conducts the nation's monetary policy. This is accomplished in three major ways: (1) raising or lowering bank reserve requirements, (2) raising or lowering the target Federal Reserve Funds Rate and Discount Rate, and (3) in open market operations by buying and selling government securities. The Federal Reserve System is made up of twelve Federal Reserve District Banks, their branches, and many national and state banks throughout the nation. It is headed by the seven-member Board of Governors known as the "Federal Reserve Board" and led by its Chairman.

**Federal Treasuries** - A collective term used to describe debt instruments backed by the U.S. Government and issued through the U.S. Department of the Treasury that includes Treasury bills, Treasury notes, and Treasury bonds. Also a benchmark term used as a basis by which the yields of non-Treasury securities are compared (e.g., "trading at 50 basis points over Treasuries").

**Fiduciary Funds** - Term used when a governmental unit acts in a fiduciary capacity such as a trustee or agent. The government unit is responsible for handling the assets placed under its control.

**Government Sponsored Enterprise (GSE)** - A privately owned entity subject to federal regulation and supervision, created by the U.S. Congress to reduce the cost of capital for certain borrowing sectors of the economy such as students, farmers, and homeowners. GSEs carry the implicit backing of the U.S. Government, but they are not direct obligations of the U.S. Government. For this reason, these securities will offer a yield premium over Treasuries. Examples of GSEs include: FHLB, FHLMC, FNMA, and SLMA.

**Governmental Funds** - Term used in Government Accounting to apply to all funds except for the profit and loss funds (e.g., enterprise fund, internal service fund) and trust and agency funds. Examples of government funds are the general fund, special assessment fund, and capital projects fund. Governmental funds use the modified accrual accounting method.

**Government Instrumentalities (Supranationals)** – Entities formed by two or more central governments with the purpose of promoting economic development for the member countries. Supranational institutions finance their activities by issuing debt, such as supranational bonds. Examples of supranational institutions include the European Investment Bank and the World Bank. Similarly to the government bonds, the bonds issued by these institutions are considered direct obligations of the issuing nations and have a high credit rating.

**Index** - A compilation of statistical data that tracks changes in the economy or in financial markets.

**Interest-Only (IO) Strips** - A security based solely on the interest payments from the bond. After the principal has been repaid, interest payments stop and the value of the security falls to nothing. Therefore, IOs are considered risky investments and are usually associated with mortgage-backed securities.

**Inverse Floater** - A floating rate security structured in such a way that it reacts inversely to the direction of interest rates. Considered risky as their value moves in the opposite direction of normal fixed income investments and whose interest rate can fall to zero.

**Investment Advisor** - A company that provides professional advice managing investment portfolios offers investment recommendations and/or research in exchange for a management fee.

**Liquidity** – This is a measure of the relative ease of converting an asset into cash without significant loss of value and the level of cash and near-cash items in a portfolio of assets. This term also describes the marketability of money market security correlating to the narrowness of the spread between bid and ask prices.

**Local Agency Investment Fund (LAIF)** - Special fund in the California State Treasurer's Office which local agencies may access to deposit funds for short-term investment and reinvestment.

**Market Value** - The fair market value of a security or commodity or the price at which a willing buyer and seller would pay for a security.

**Maturity Date** - Date on which principal payment of a financial obligation is due.

**Money Market Mutual Fund (2a-7)** - A type of mutual fund that invests solely in money market instruments, such as Treasury bills, commercial paper, bankers' acceptances, and repurchase agreements. Money market mutual funds are registered with the SEC under the Investment Company Act of 1940 and are subject "rule 2a-7" which significantly limits average maturity and credit quality of holdings.

**Mortgage-Backed Securities (MBS)** - Mortgage-backed securities represent an ownership interest in a pool of mortgage loans made by financial institutions, such as savings and loans, commercial banks, or mortgage companies, to finance the borrower's purchase of a home or other real estate. The majority of MBS are issued and/or guaranteed by GNMA, FNMA and FHLMC. There are a variety of MBS structures, some of which can be very risky and complicated. All MBS have reinvestment risk as actual principal and interest payments are dependent on the payment of the underlying mortgages which can be prepaid by mortgage holders to refinance at lower rates or simply because the underlying property was sold.

**Mortgage Pass-Through Securities** - A pool of residential mortgage loans with the monthly interest and principal distributed to investors on a pro-rata basis. Largest issuer is GNMA.

**Municipal Note/Bond** - Debt issued by a state or local government unit or public agency. The vast majority of municipals are exempt from state and federal income tax, although some non-qualified issues are taxable.

**Mutual Fund** - Portfolio of securities professionally managed by a registered investment company that issues shares to investors. Many different types of mutual funds exist (bond, equity, money market fund); all except money market funds operate on a variable net asset value (NAV).

**NRSRO** - "Nationally Recognized Statistical Rating Organization." An entity designated as a rating organization that the SEC has recognized as having a strong national presence in the U.S. NRSROs provide credit ratings on corporate and bank debt issues. Only ratings of an NRSRO may be used for the regulatory purposes of rating. They include Moody's, Standard & Poor's, and Fitch among others.

**Par Value** - Face value, stated value or maturity value of a security.

**Principal** - Face value of a financial instrument on which interest accrues which may be less than par value if some principal has been repaid or retired. For a transaction, principal is par value as a factor of price and includes any premium or discount.

**Proprietary Funds** - In governmental accounting, one having profit and loss aspects; therefore it uses the *accrual* rather than modified accrual accounting method. The two types of proprietary funds are the Enterprise Fund and the Internal Service Fund.

**Prudent Investor Standard** - Standard that requires that when investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. This standard is more stringent than the “prudent person” standard as it implies a level of knowledge commensurate with the responsibility at hand.

**Range Note** - A type of structured note that accrues interest daily at a set coupon rate that is tied to an index. Most range notes have two coupon levels; a higher accrual rate for the period the index is within a designated range, the lower accrual rate for the period that the index falls outside the designated range. This lower rate may be zero and may result in zero earnings.

**Rate of Return** - Amount of income received from an investment, expressed as a percentage of the amount invested.

**Repurchase Agreement (Repo)** - A short-term investment vehicle in which an investor agrees to buy securities from a counterparty and simultaneously agrees to resell the securities back to the counterparty at an agreed upon time and for an agreed upon price. The difference between the purchase price and the sale price represents interest earned on the agreement. In effect, it represents a collateralized loan to the investor, where the securities are the collateral. Can be DVP, where securities are delivered to the investor’s custodial bank, or “tri-party” where the securities are delivered to a third-party intermediary. Any type of security can be used as “collateral,” but only some types provide the investor with special bankruptcy protection under the law. Repos should be undertaken only when an appropriate approved banking master repurchase agreement is in place.

**Reverse Repurchase Agreement (Reverse Repo)** - This is a repo from the point of view of the original seller of securities. Used by dealers to finance their inventory of securities by essentially borrowing at short-term rates. Can also be used to leverage a portfolio and in this sense, can be considered risky if used improperly.

**Safekeeping** - Service offered for a fee, usually by financial institutions, for the holding of securities and other valuables. Safekeeping is a component of custody services.

**Supranational Bonds** - Are defined as those issued by entities formed by two or more central governments to promote economic development for the member countries. For example, United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank.

**Total Return** - Investment performance measured over a period of time that includes coupon interest, interest on interest, and both realized and unrealized gains or losses. Total return includes, therefore, any market value appreciation/depreciation on investments held at period end.

**Weighted average maturity (WAM)** - is the weighted average amount of time of the maturities on the underlying mortgages in a mortgage-backed security (MBS) and assets in asset backed securities (ABS). This term is used more broadly to describe maturities for these instruments as these securities invest in multiple specified pools of underlying assets and these underlying pools may have varying maturities.

**Yield to Maturity (YTM)** - Calculated return on an investment, assuming all cash flows from the security are reinvested at the same original yield. Can be higher or lower than the coupon rate depending on market rates and whether the security was purchased at a premium or discount. There are different conventions for calculating YTM for various types of securities.



**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,

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**Reviewed By:**

City Manager

GE

City Attorney

JH

Finance Director

JH



**Subject:** Proposed Four-Story Multiple-Family Residential at 355 First Street

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.



**Subject:** Proposed Four-Story Multiple-Family Residential at 355 First Street

**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.



**Subject:** Proposed Four-Story Multiple-Family Residential at 355 First Street

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.





**Subject:** Proposed Four-Story Multiple-Family Residential at 355 First Street

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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 District<sup>1</sup>, 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.

<sup>1</sup> 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.

## 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

**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

## 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.

- 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.

*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

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.



## 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

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):

- 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

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.

**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](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.

## **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 2<sup>nd</sup> Street property to the alley, and install new driveway approach at the back of 330 2<sup>nd</sup> 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.

## **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.

## 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<br>Planning Services Manager<br>City of Los Altos<br>1 N. San Antonio Road<br>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 developers 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.

*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.



**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>
<b>Air Quality</b>					
AQ-1	<p>The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM<sub>10</sub>) and PM<sub>2.5</sub> emissions on the project plans and the contractor shall implement them during all phases of construction:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;</li> <li>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;</li> <li>d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;</li> <li>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;</li> <li>f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the</li> </ul>	<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>				
<b>Biological Resources</b>					
<p>BIO-1</p>	<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>				
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>	
<b>Cultural Resources</b>					

<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	
<b>Geology &amp; Soils</b>					



<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	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.	Include measure on the project plans Hire a qualified paleontologist to provide worker training	Developer and Contractor	Prior to issuing a grading permit	
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.	Include measure on the project plans	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>
<b>Hazards and Hazardous Materials</b>					
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>
<b>Noise</b>					
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"> <li>• Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.</li> </ul>	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>
<b>Tribal Cultural Resources</b>					
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](mailto:PlanningCommission@losaltosca.gov) or [Planning@losaltosca.gov](mailto: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 1<sup>st</sup> 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 Gschneider 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 Gschneidner, 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 Gschneidner

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.

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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

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*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

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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.<sup>1</sup>

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

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<sup>1</sup> January 21, 2021 Planning Commission plans:  
[https://los-altos.granicus.com/MetaViewer.php?view\\_id=&event\\_id=626&meta\\_id=67738](https://los-altos.granicus.com/MetaViewer.php?view_id=&event_id=626&meta_id=67738)



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three (3) at the very low-income level.<sup>2</sup> 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) <sup>3</sup>	Yes-sheet A1

<sup>2</sup> 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.

<sup>3</sup> 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.



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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.<sup>4</sup> 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

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<sup>4</sup> 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.



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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





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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).



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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):<sup>5</sup>

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

<sup>5</sup> 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.



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

	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.



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

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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



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

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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



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

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 8<sup>th</sup> and February 22<sup>nd</sup> 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





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

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:



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

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**AYES:**  
**NOES:**  
**ABSENT:**  
**ABSTAIN:**

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Anita Enander, MAYOR

Attest:

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Andrea M. Chelemengos , CMC, CITY CLERK



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

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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 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

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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 2<sup>nd</sup> Street property to the alley, and install new driveway approach at the back of 330 2<sup>nd</sup> 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

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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 car 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](mailto:PlanningCommission@losaltosca.gov) or [Planning@losaltosca.gov](mailto: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 4<sup>th</sup> 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 1<sup>ST</sup> 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 1<sup>st</sup> 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

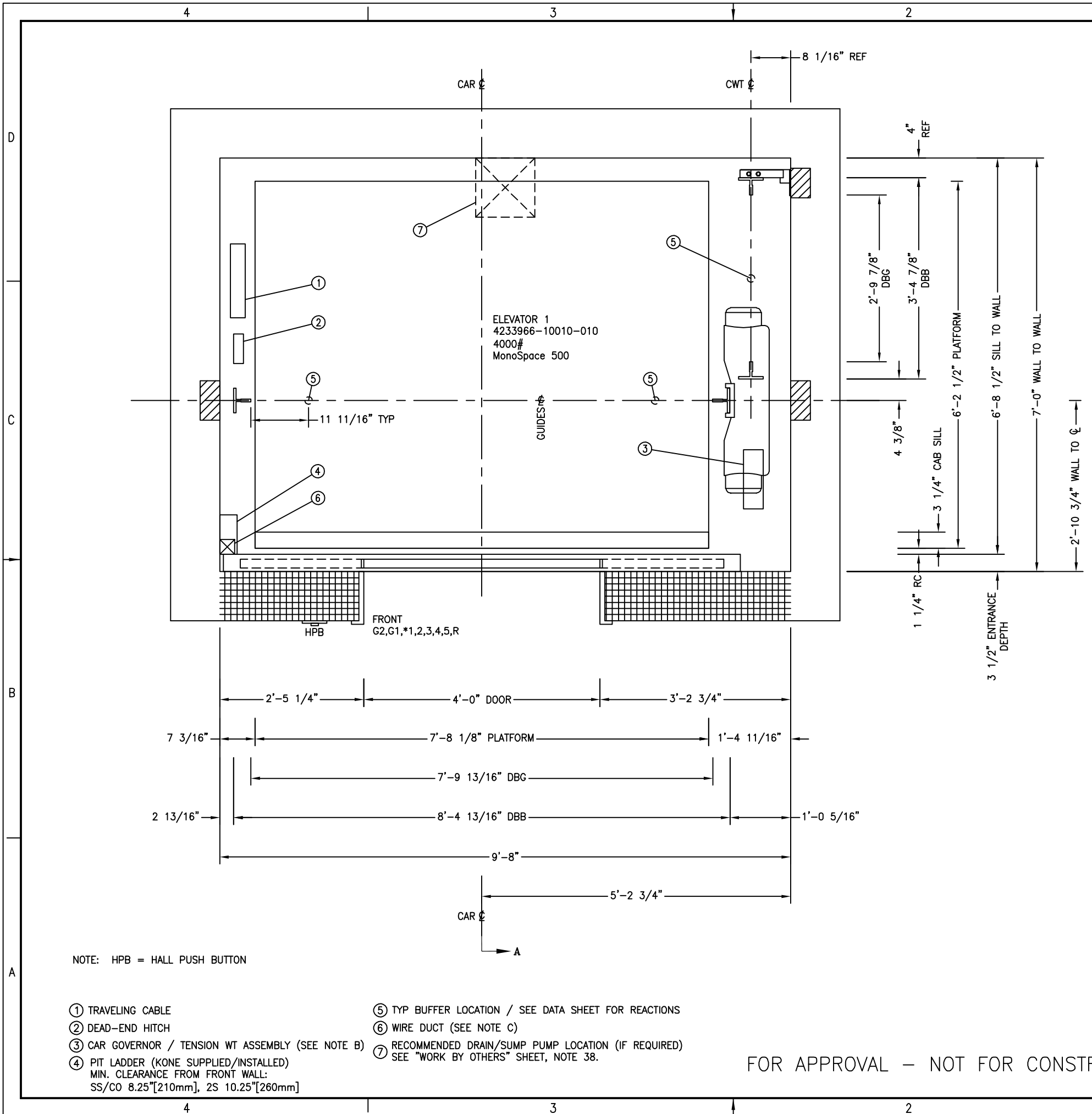
To Whom it May Concern,

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



- 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: 0LBS QTY: 0  
TRACTION WEIGHTS: 0LBS 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.

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

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

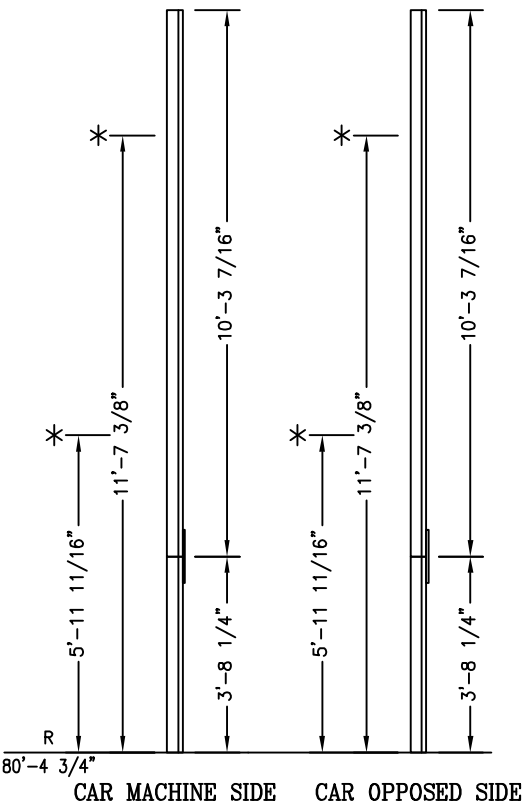
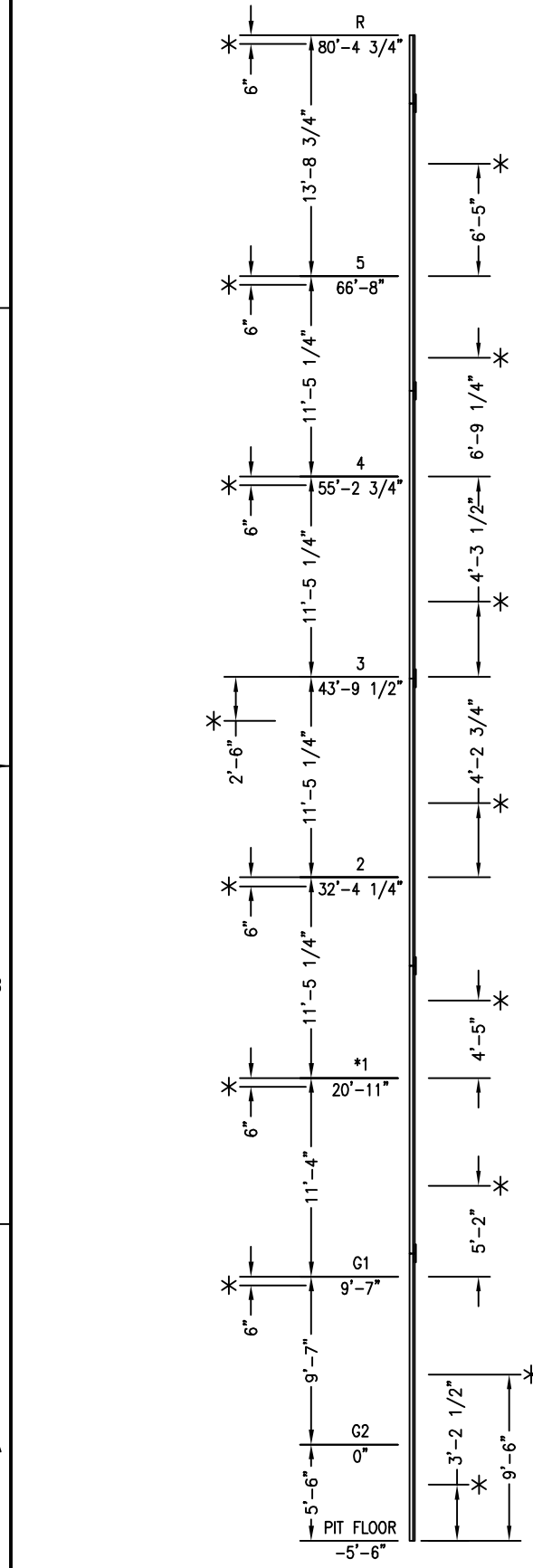
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KONE

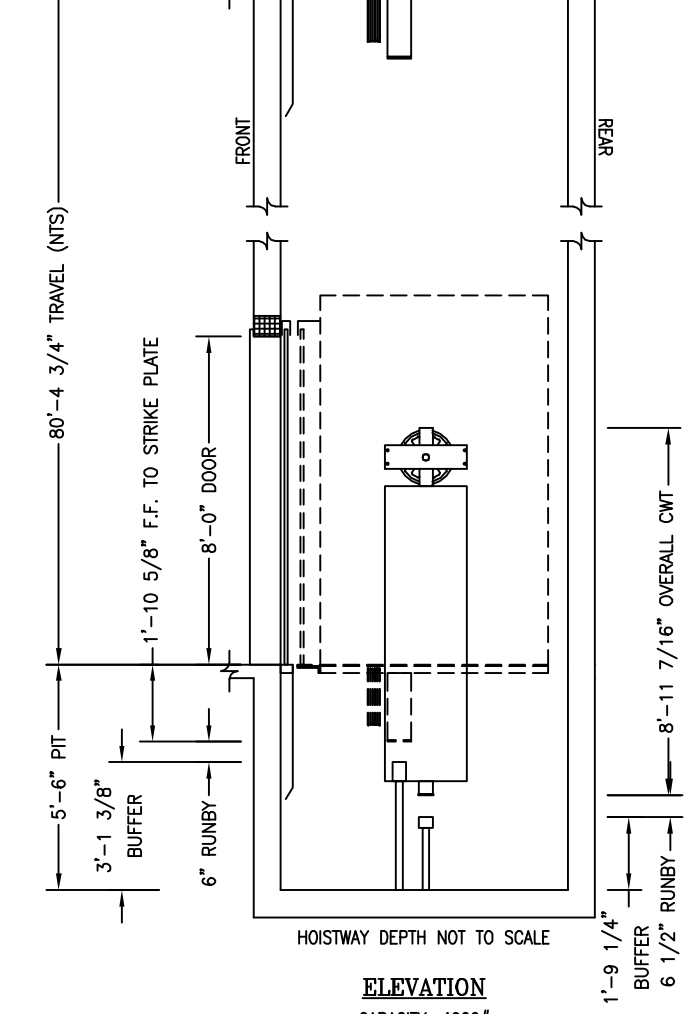
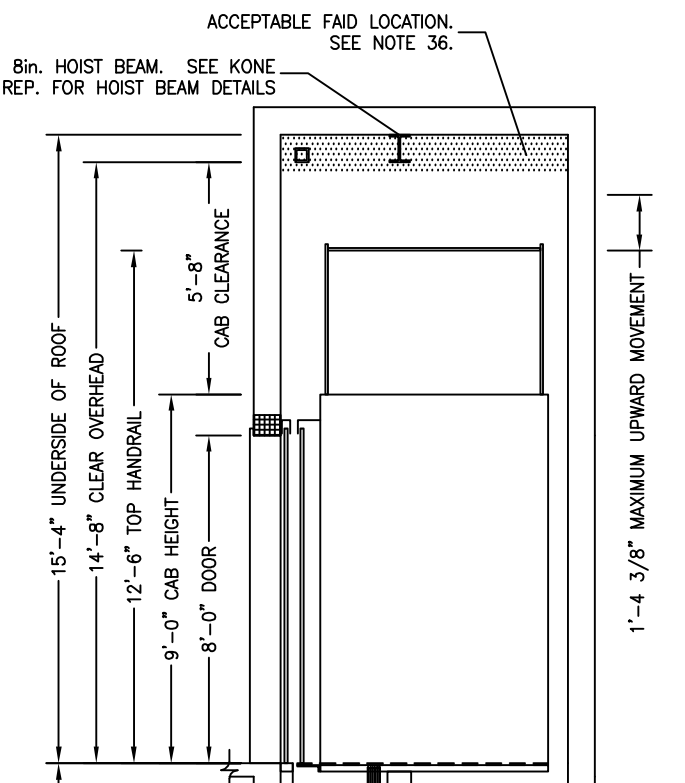
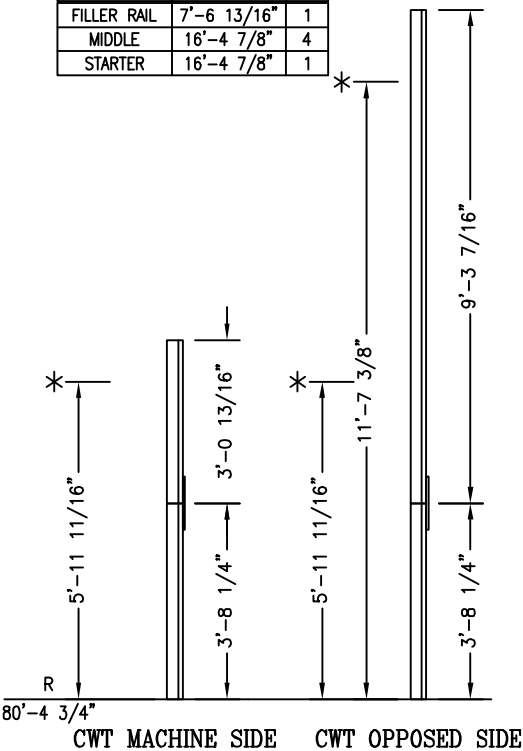
GENERATED ON: 05/06/21	BY: MMA	REV: -
UNITS: IMPERIAL	1-20.2	
DRAWING: M-4233966-10010-010	DESCRIPTION: HOISTWAY	SHEET: 1 of 17

FOR APPROVAL - NOT FOR CONSTRUCTION

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		



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



ELEVATION  
CAPACITY: 4000#

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

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

**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

ITEM NO.	NETWORK NO.	EQUIPMENT NO.

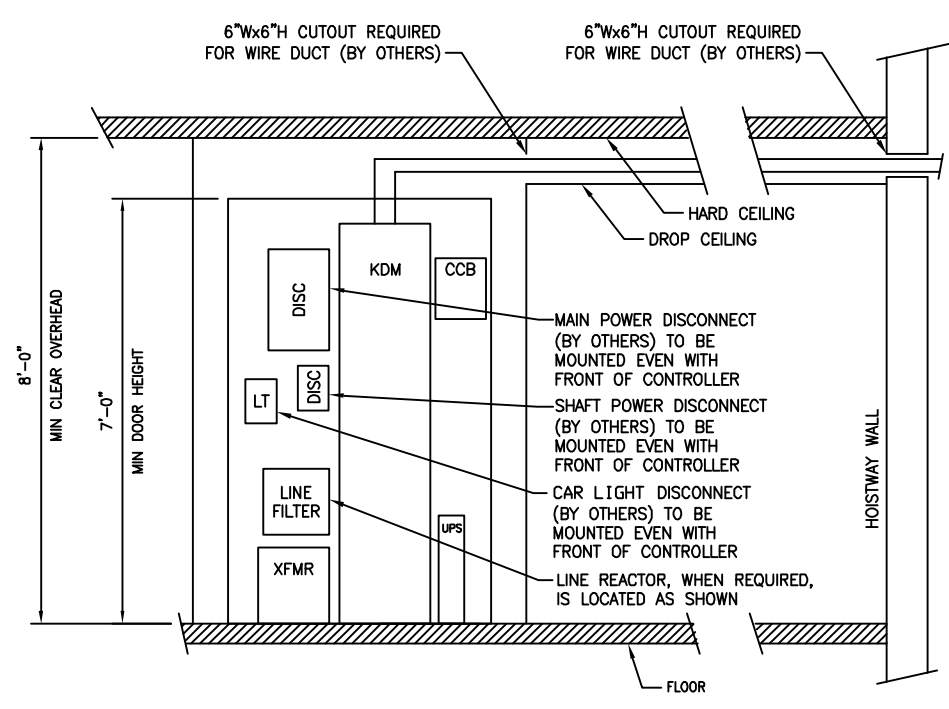
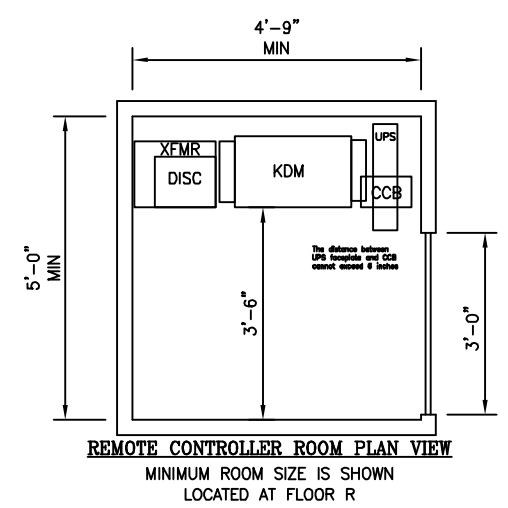
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GENERATED ON: 05/06/21 BY: MMA REV -  
UNITS: IMPERIAL 1-20.2  
DRAWING M-4233966-10010 DESCRIPTION RAILSTACK SHEET 2 of 17

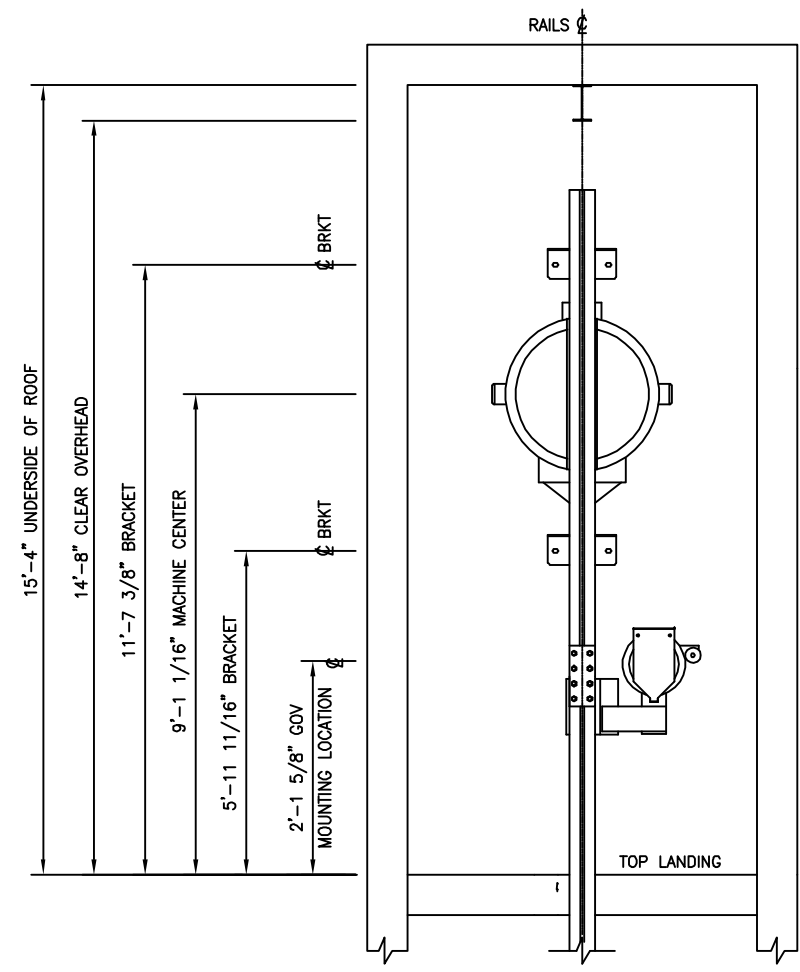
**RAILSTACK**  
MAXIMUM BRACKET SPACING - 98"

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

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



ELEVATION AT CONTROLLER



ELEVATION VIEW SECTION A-A

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

ITEM NO.	NETWORK NO.	EQUIPMENT NO.

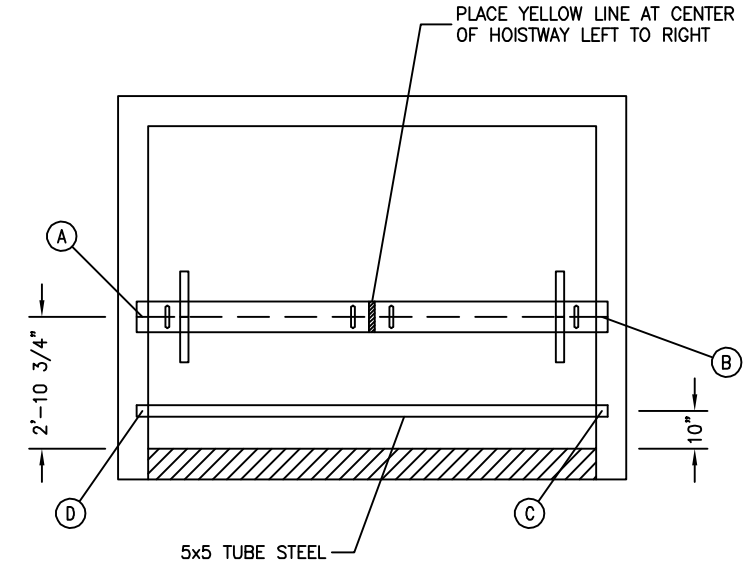
DATE	NO	BY	CK	DESCRIPTION
2021-05-06	-	MAT		PRELIMINARY

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**KONE**

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#



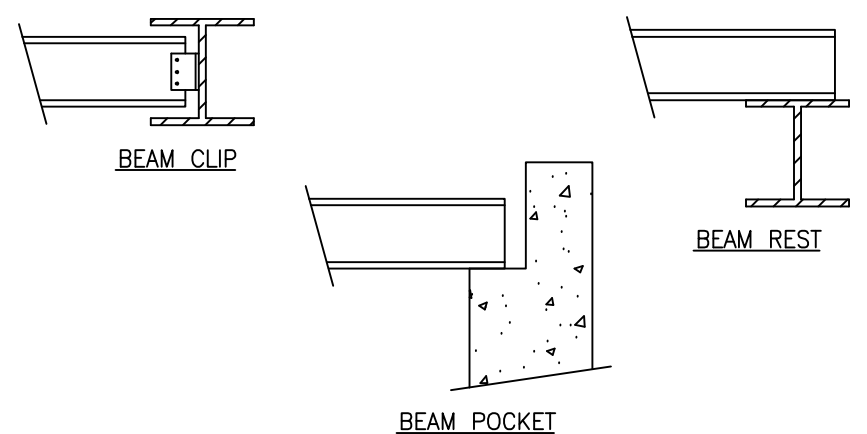
**BUILDING LOADS FOR HOISTING BEAM & TUBE STEEL SUPPORT**

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.

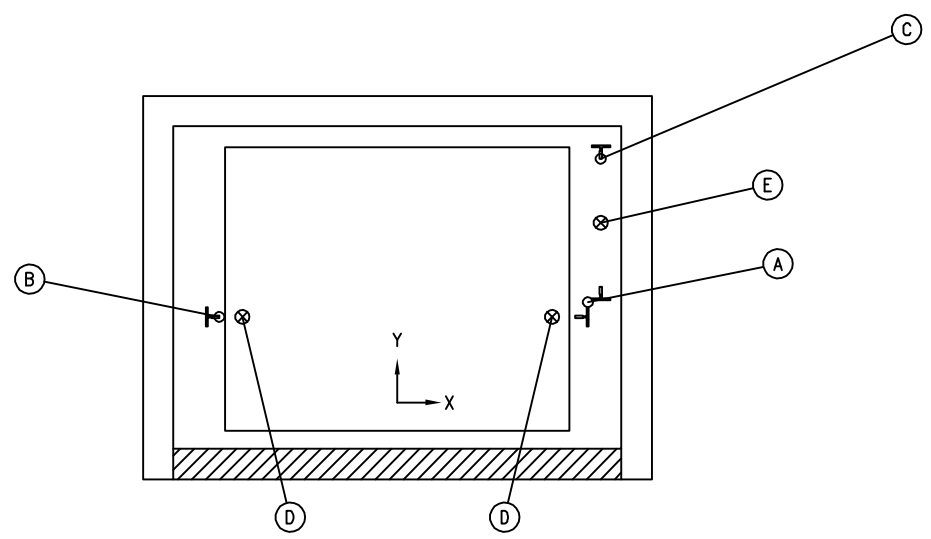
PLANVIEW IS AT TOP OF OVERHEAD LOOKING DOWN ON THE BEAMS  
ALL U-BOLTS HANG DOWN TOWARDS THE PIT FLOOR  
SEE BRACKET SHEET FOR THE ELEVATION OF SUPPORTS

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

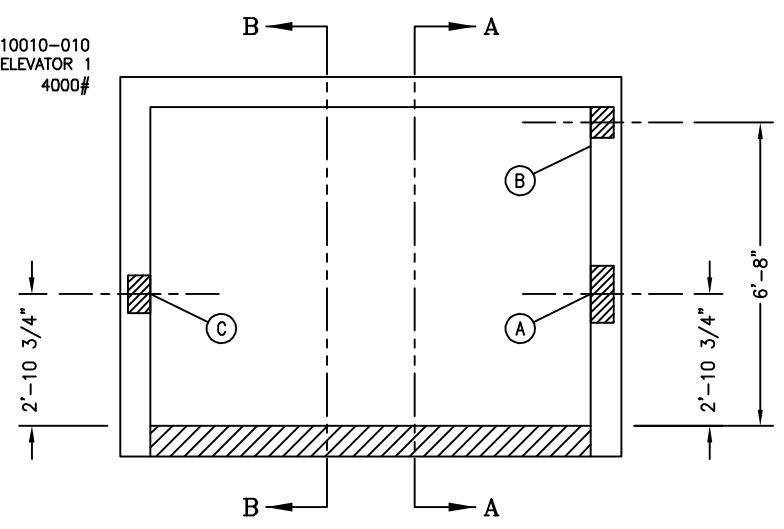
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NO			
DESCRIPTION			
ITEM NO.	NETWORK NO.	EQUIPMENT NO.	
DATE	NO	BY	CK
2021-05-06	-	MAT	
			PRELIMINARY
			DESCRIPTION

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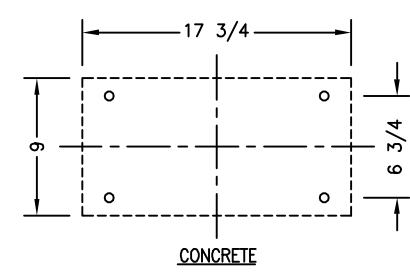
**KONE**

GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING	DESCRIPTION	SHEET
M-4233966-10010-010	REACTION	4 of 17

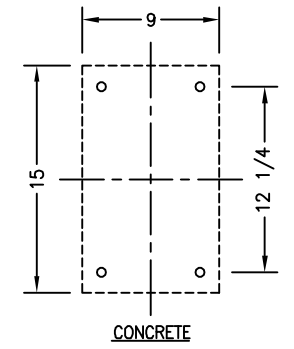
4233966-10010-010  
ELEVATOR 1  
4000#



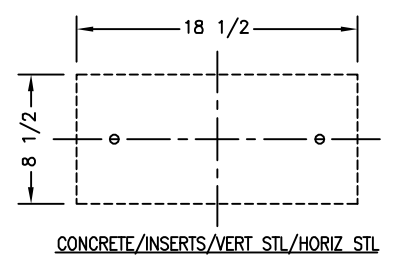
**BRACKET ATTACHMENT LOCATIONS**



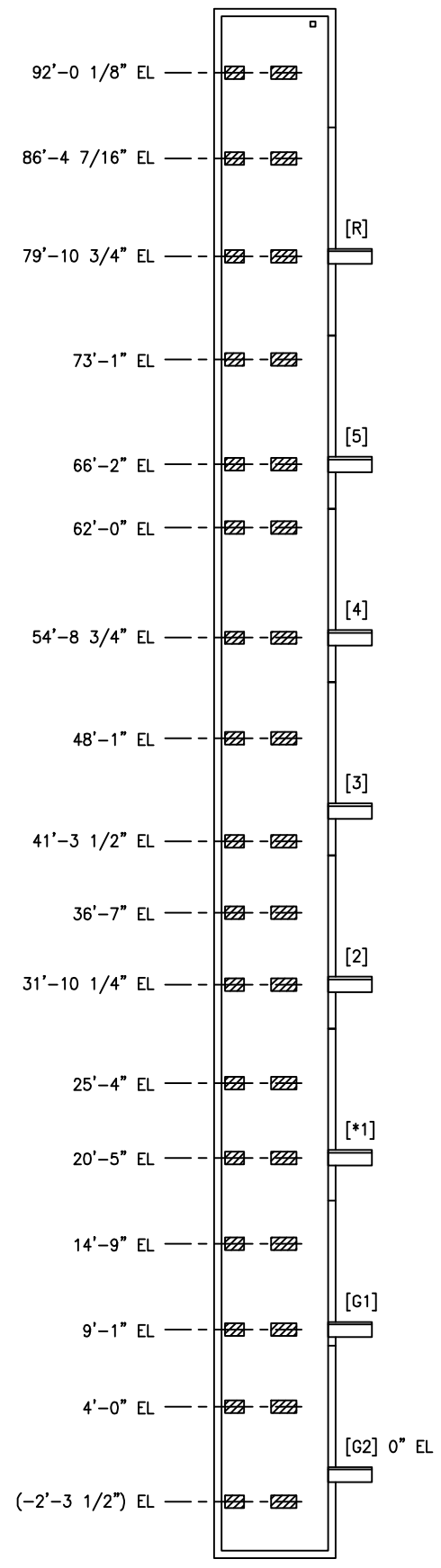
**KONE SUPPLIED BRACKET FOOTPRINT AT POINT A (COMBO BRACKETS)**



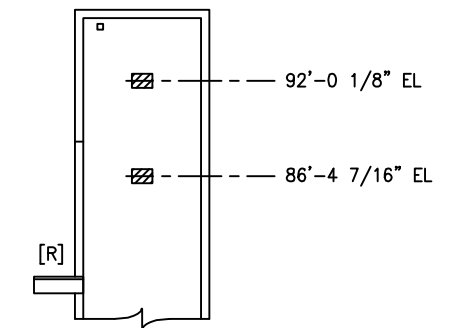
**KONE SUPPLIED BRACKET FOOTPRINT AT POINT B (CWT BRACKETS)**



**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 M-4233966-10010-010	DESCRIPTION BRACKET	SHEET 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

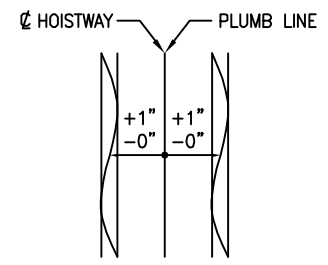
CONTROL/TRANS: 3.4KBTU/HR(1.0KW)  
 MACHINE/MOTOR: 3.5KBTU/HR(1.02KW)

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

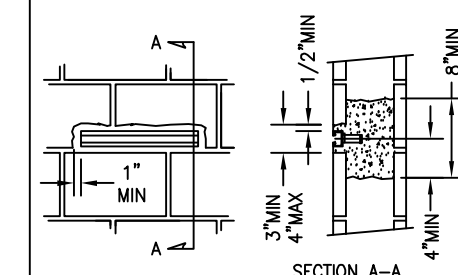
**FLOOR, CAB & DOOR WEIGHTS**  
 IF THE ACTUAL CAB & FLOOR WEIGHT  
 DEVIATES, THE EQUIPMENT MAY NEED TO BE REVISED

EST CAB WEIGHT: 3703.0 LBS  
 EST FINISH FLOOR WEIGHT: 5.0 LBS/FT<sup>2</sup>  
 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

REVISIONS	ITEM NO.			NETWORK NO.			EQUIPMENT NO.		
	NO	DATE	DESCRIPTION	NO	DATE	DESCRIPTION	NO	DATE	DESCRIPTION
1	2021-05-06	- MAT	PRELIMINARY						

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 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.

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APPROVAL SPACE

PROJECT:  
ALTOS ONE

LOCATION:  
MONOSPACE 500 19.2-1

ENG/ARCH:  
SDG ARCHITECTURE

CONTRACTOR:  
CLARUM CORPORATION

REVISIONS									

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GENERATED ON: 05/06/21	BY: MMA	REV
UNITS: IMPERIAL	1-20.2	-
DRAWING M-4233966-10010	DESCRIPTION CONTRACT	SHEET 7 of 17

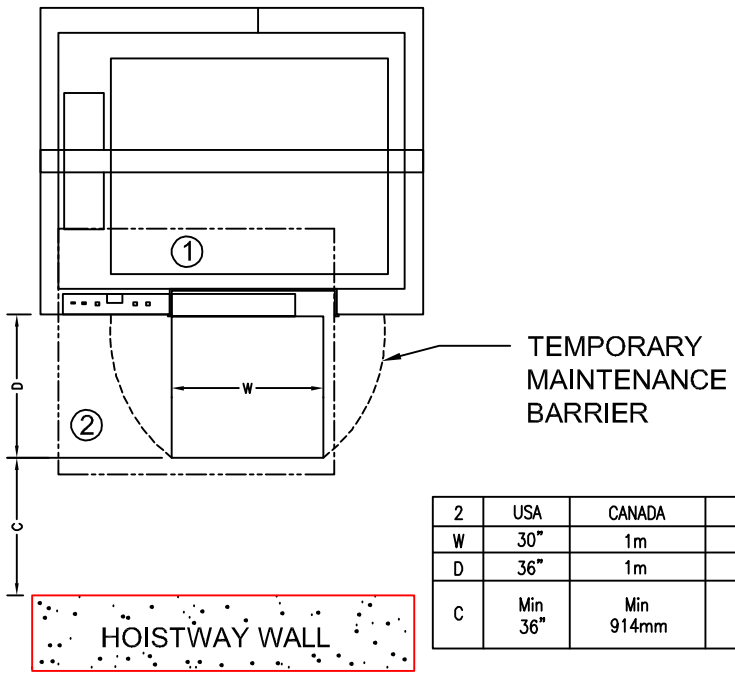
- Pit
37. Provide a legal, dry and clean pit with level pit floor, built per KONE final layout drawings. Pit shall be reinforced to sustain vertical forces detailed on KONE final layout drawings (vertical forces detailed are two times the static loads.)
  38. Sumps and/or sump pumps (where permitted) 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 m<sup>3</sup>/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 approve 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).



	USA	CANADA	COMMENT
W	30"	1m	NEC2014. CE2015
D	36"	1m	NEC2014. CE2015
C	Min 36"	Min 914mm	Minimum recommended. Consult ADA requirements for exact building clearance.

- 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

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


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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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APPROVAL SPACE			
PROJECT:			
ALTO 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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# 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 amp 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 for each 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 amp 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.

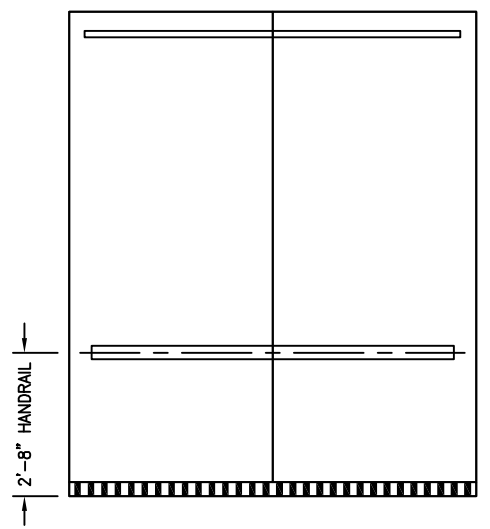
**InfoScreen (if provided)**

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.

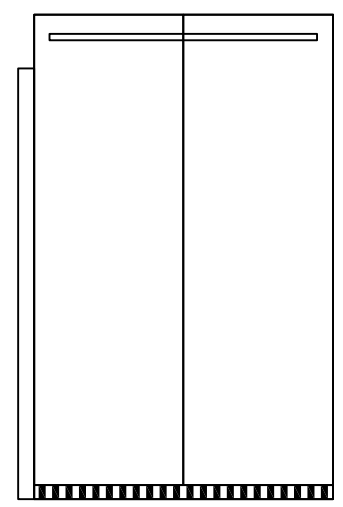
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APPROVAL SPACE		
PROJECT: ALTOS ONE		
LOCATION: MONOSPACE 500 19.2-1		
ENG/ARCH: SDG ARCHITECTURE		
CONTRACTOR: CLARUM CORPORATION		
U N I T I N F O		
R E V I S I O N S		
	ITEM NO.	NETWORK NO.
		EQUIPMENT NO.
	2021-05-06	- MAT
DATE	NO	BY CK
		PRELIMINARY
		DESCRIPTION
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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.

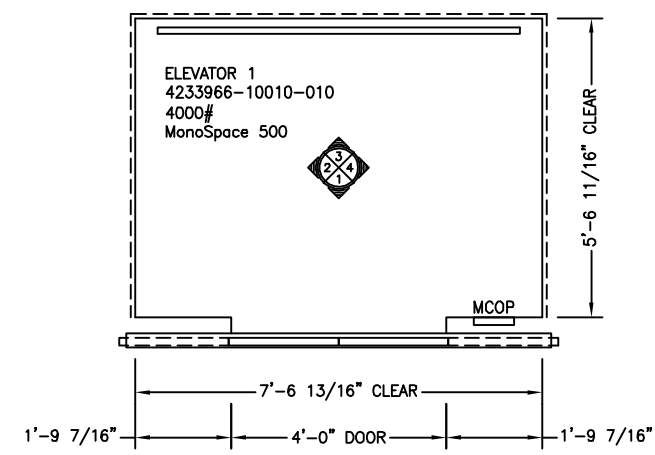
ITEM	TYPE	DESCRIPTION
SUSPENDED CEILING	CL88	DIRECT LGHTG, ROUND LED SPOTS
CEILING PANEL FINISH	-	BRUSHED STAINLESS
FRONT DOOR FINISH	4SS	#4 STAINLESS
FRONT DOOR MATL. THICKNESS	-	16 GA
CAB FRONT WALL MATERIAL	4SS	#4 STAINLESS
CAB SIDE WALL MATERIAL	L417	AMBER CHERRY
CAB REAR WALL MATERIAL	L417	AMBER 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



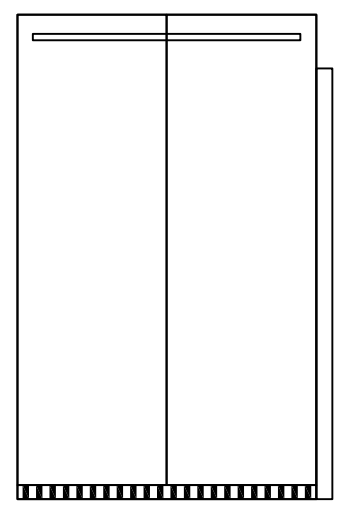
ELEVATION 3



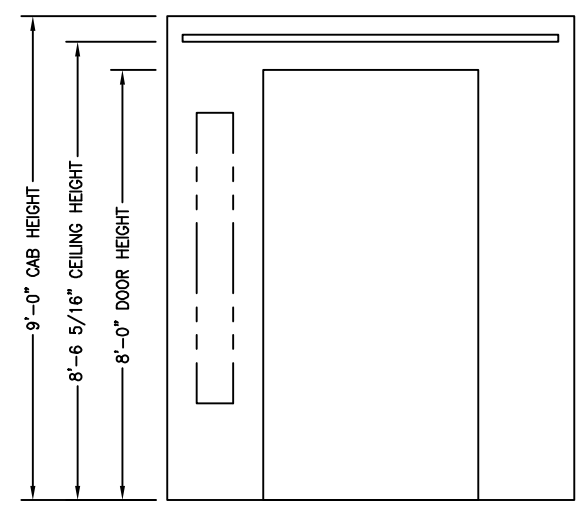
ELEVATION 2



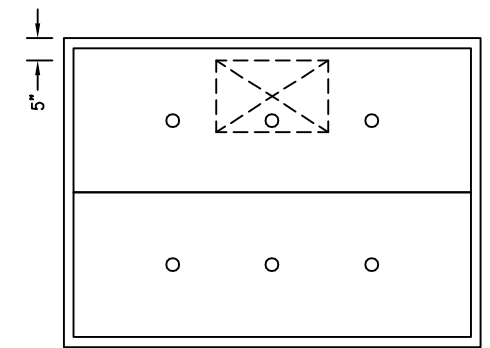
PLAN VIEW



ELEVATION 4



ELEVATION 1



Design: CL88  
**REFLECTED CEILING**  
 EMERGENCY EXIT 25"x16"

NOTE:  
 MCOP = MAIN CAR OPERATION PANEL

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

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

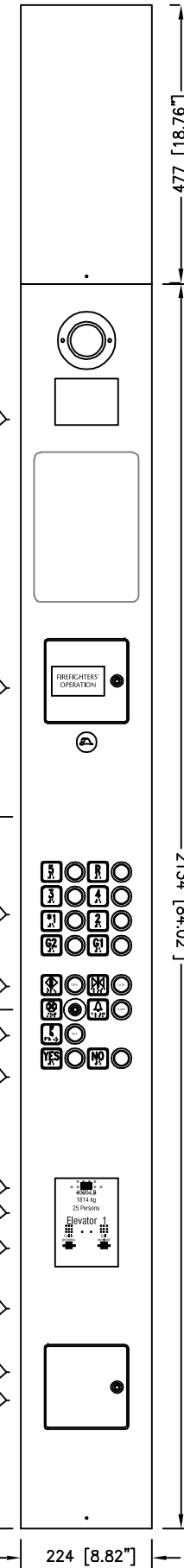
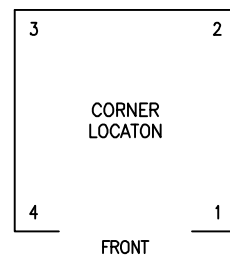
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 UNITS: IMPERIAL 1-20.2  
 DRAWING: C-4233966-10010-010 DESCRIPTION: CAB SHEET: 11 of 17



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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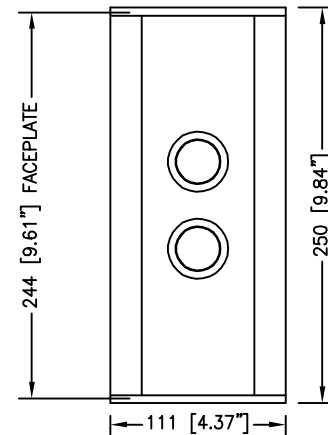
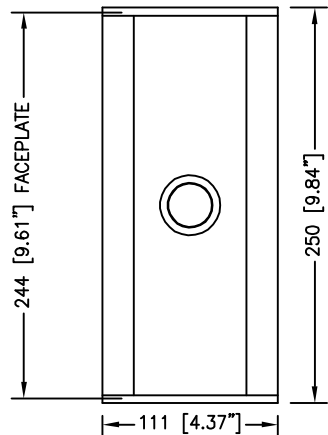
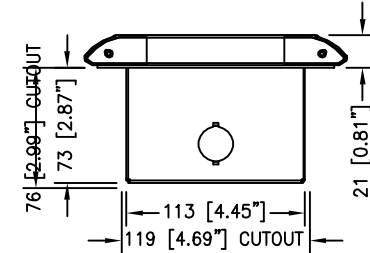
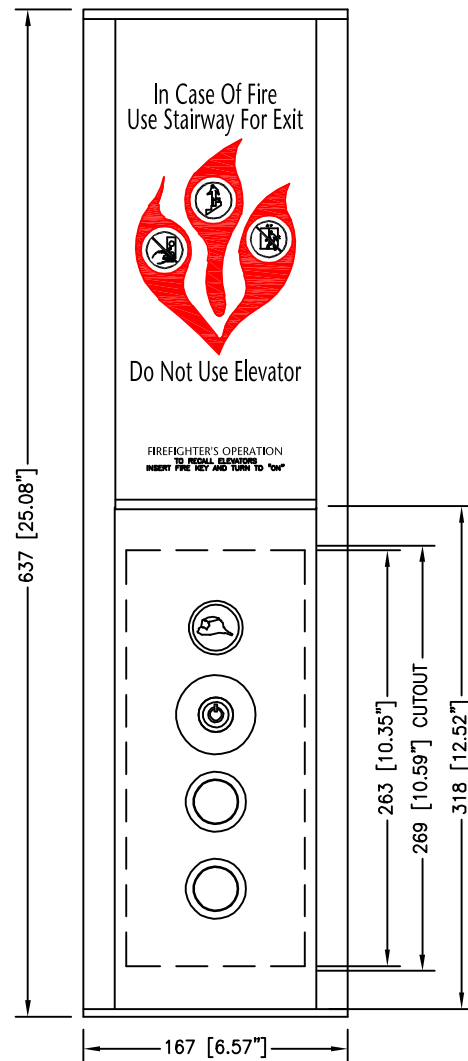
UNIT INFO			
ITEM NO.	NETWORK NO.	EQUIPMENT NO.	

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DATE	NO	BY	CK

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<b>QUANTITY:</b> 1
<b>LOCATIONS</b>
*1
<b>OUTLOOK</b>
WHITE ILLUMINATION
BRUSHED STAINLESS STEEL FACEPLATE
<b>SIGNAGE</b>
PHASE 1 ASME A17.1
CA TITLE 8
<b>DEVICES</b>
PILOT LIGHT
FRD KEY SWITCH
UP CALL BUTTON
DOWN CALL BUTTON
<b>PHASE I FIRE RECALL KEY</b>
ASME EMERGENCY KEYSWITCH
<b>SIGNALISATION SERIES:</b> KSS570

<b>QUANTITY:</b> 1
<b>LOCATIONS</b>
R
<b>OUTLOOK</b>
WHITE ILLUMINATION
BRUSHED STAINLESS STEEL FACEPLATE
<b>DEVICES</b>
DOWN CALL BUTTON
<b>SIGNALISATION SERIES:</b> KSS570

<b>QUANTITY:</b> 5
<b>LOCATIONS</b>
G1, 2, 3, 4, 5
<b>OUTLOOK</b>
WHITE ILLUMINATION
BRUSHED STAINLESS STEEL FACEPLATE
<b>DEVICES</b>
UP CALL BUTTON
DOWN CALL BUTTON
<b>SIGNALISATION SERIES:</b> KSS570

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PROJECT:  
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LOCATION:  
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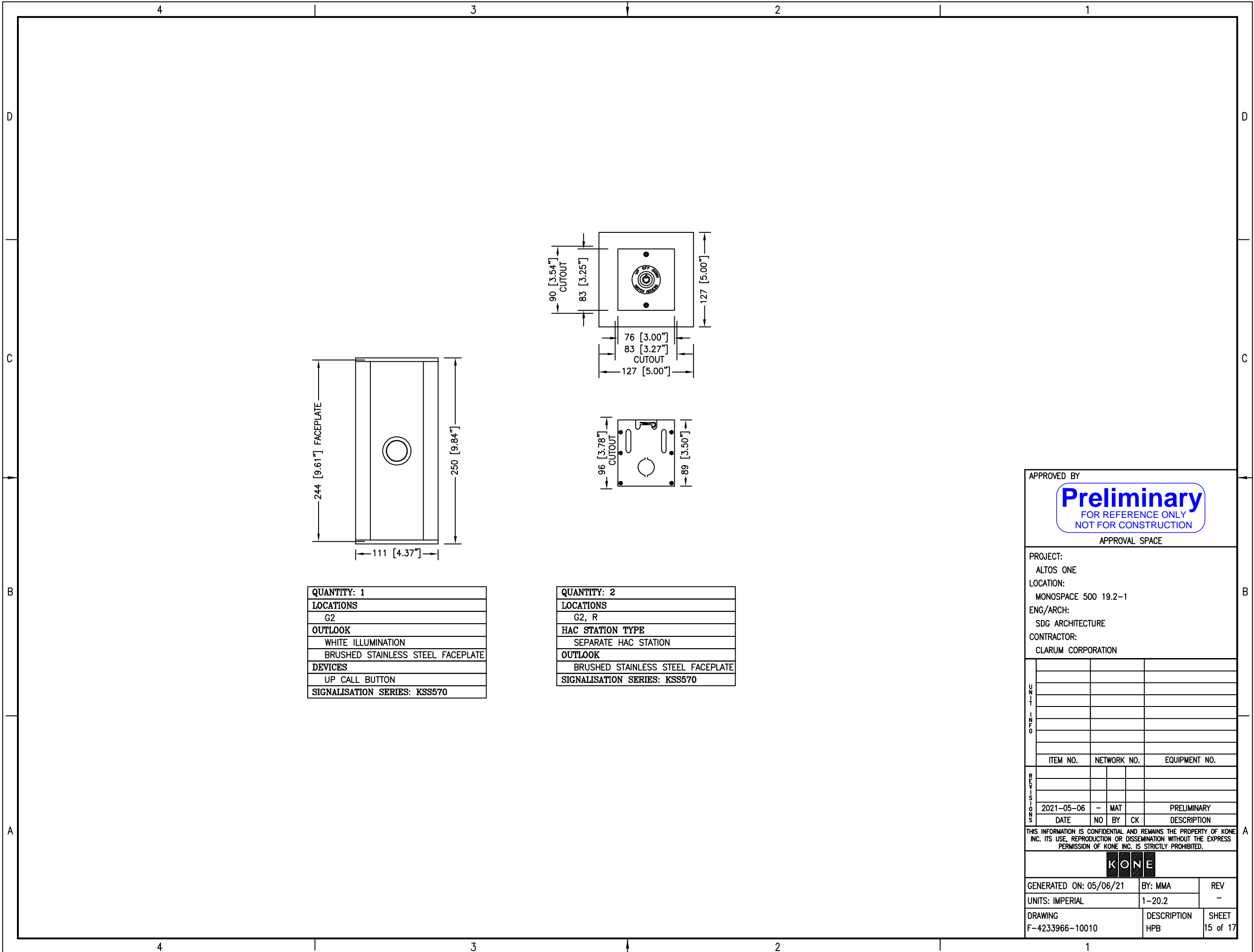
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DATE	NO	BY	CK	DESCRIPTION
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DRAWING F-4233966-10010	DESCRIPTION HPB	SHEET 14 of 17





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

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

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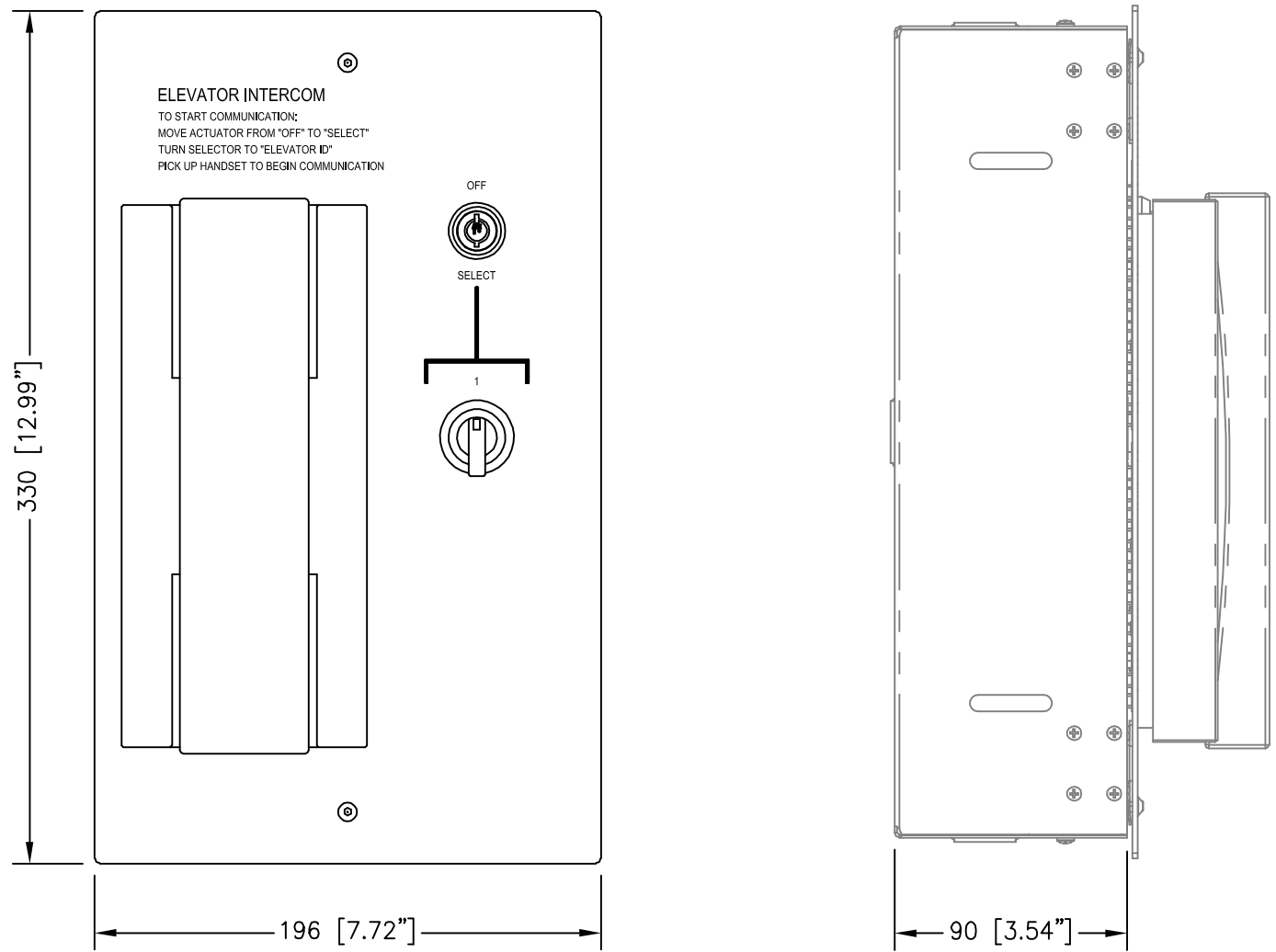
PROJECT:  
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UNITS: IMPERIAL	1-20.2	-
DRAWING F-4233966-10010	DESCRIPTION HPB	SHEET 15 of 17



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

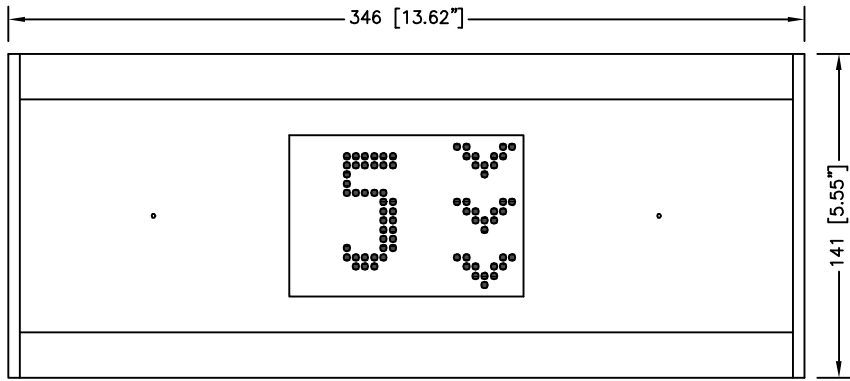
UNIT INFO				
REVISIONS	ITEM NO.	NETWORK NO.	EQUIPMENT NO.	
	2021-05-06	-	MAT	PRELIMINARY
	DATE	NO	BY	CK
				DESCRIPTION

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**KONE**

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

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



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	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 <sup>®</sup>	
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.

**OTIS**

**Gen2<sup>®</sup>**

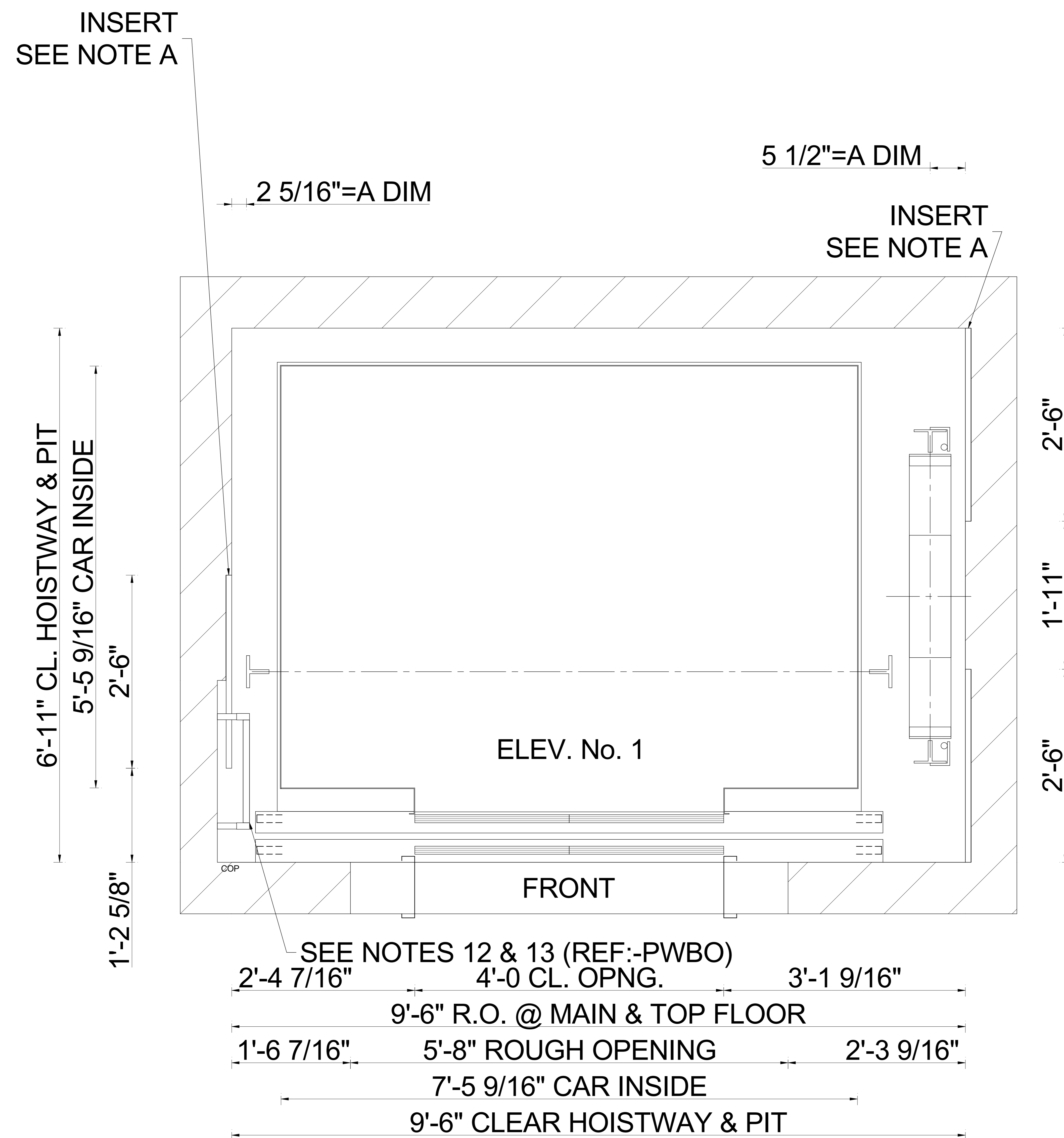
**SEISMIC 2**

DWG. NO.: **PWBO 2 OF 2**

**BUILDING**  
**LOCATION**  
**CONT. WITH**  
**OWNER**  
**ARCHT.**  
**CONTRACT NO.**

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SEE NOTES 12 & 13 (REF:-PWBO)  
 2'-4 7/16"      4'-0" CL. OPNG.      3'-1 9/16"  
 9'-6" R.O. @ MAIN & TOP FLOOR  
 1'-6 7/16"      5'-8" ROUGH OPENING      2'-3 9/16"  
 7'-5 9/16" CAR INSIDE  
 9'-6" CLEAR HOISTWAY & PIT

**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.

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 SUPPLEMENTARY NOTES APPROVED

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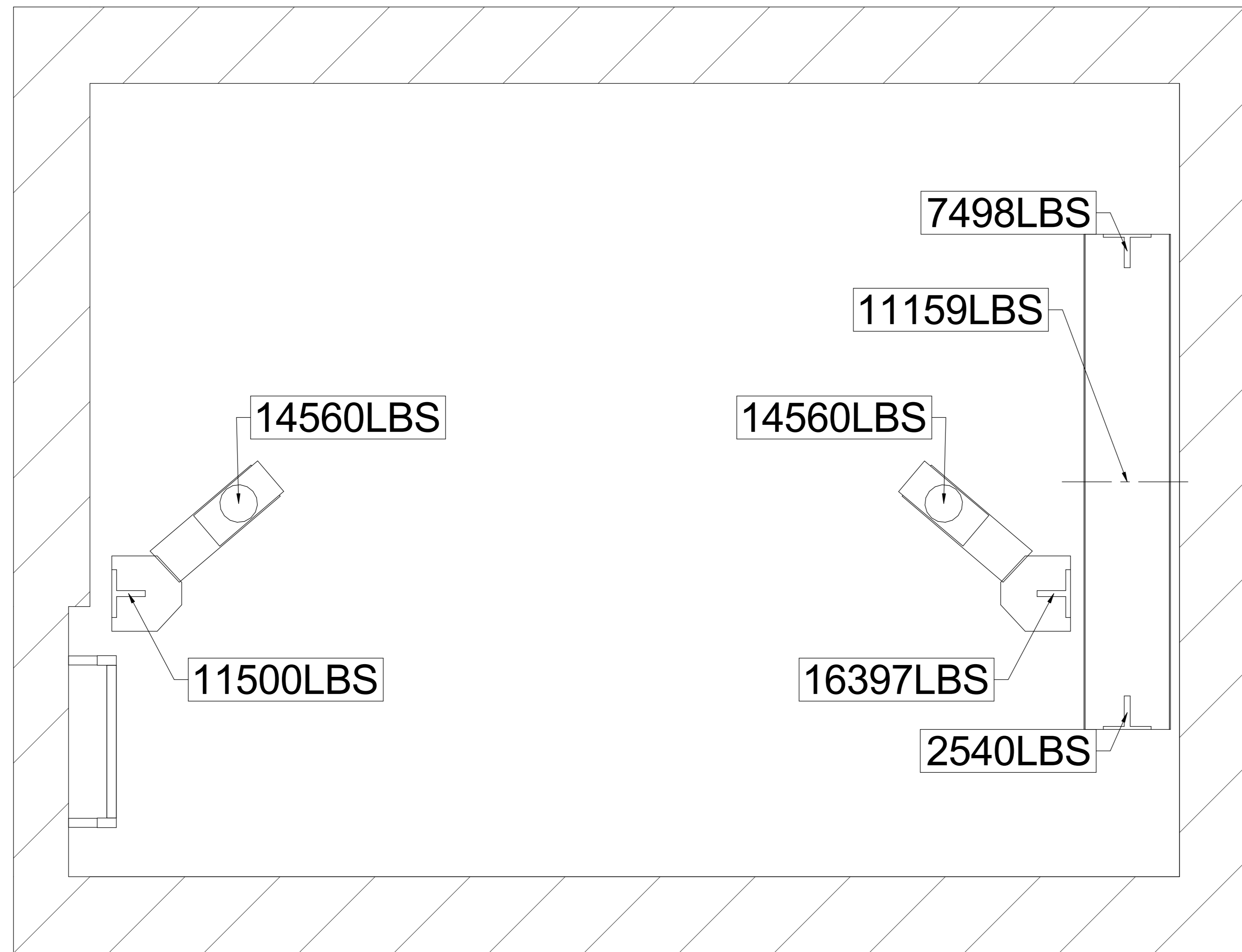
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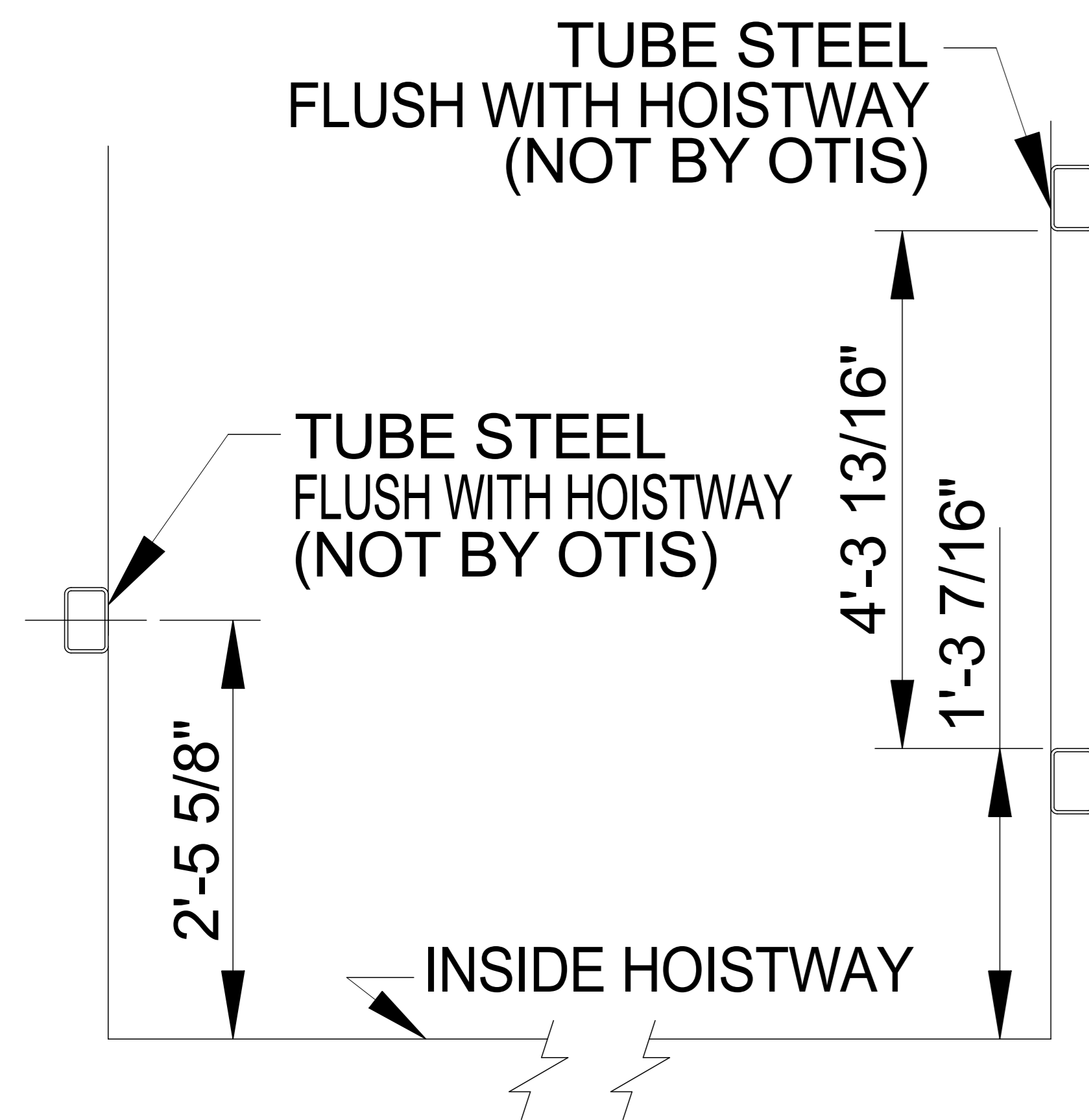
DWG. NO.: **PLAN VIEW**

BUILDING	
LOCATION	
CONT. WITH	
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CONTRACT NO.	

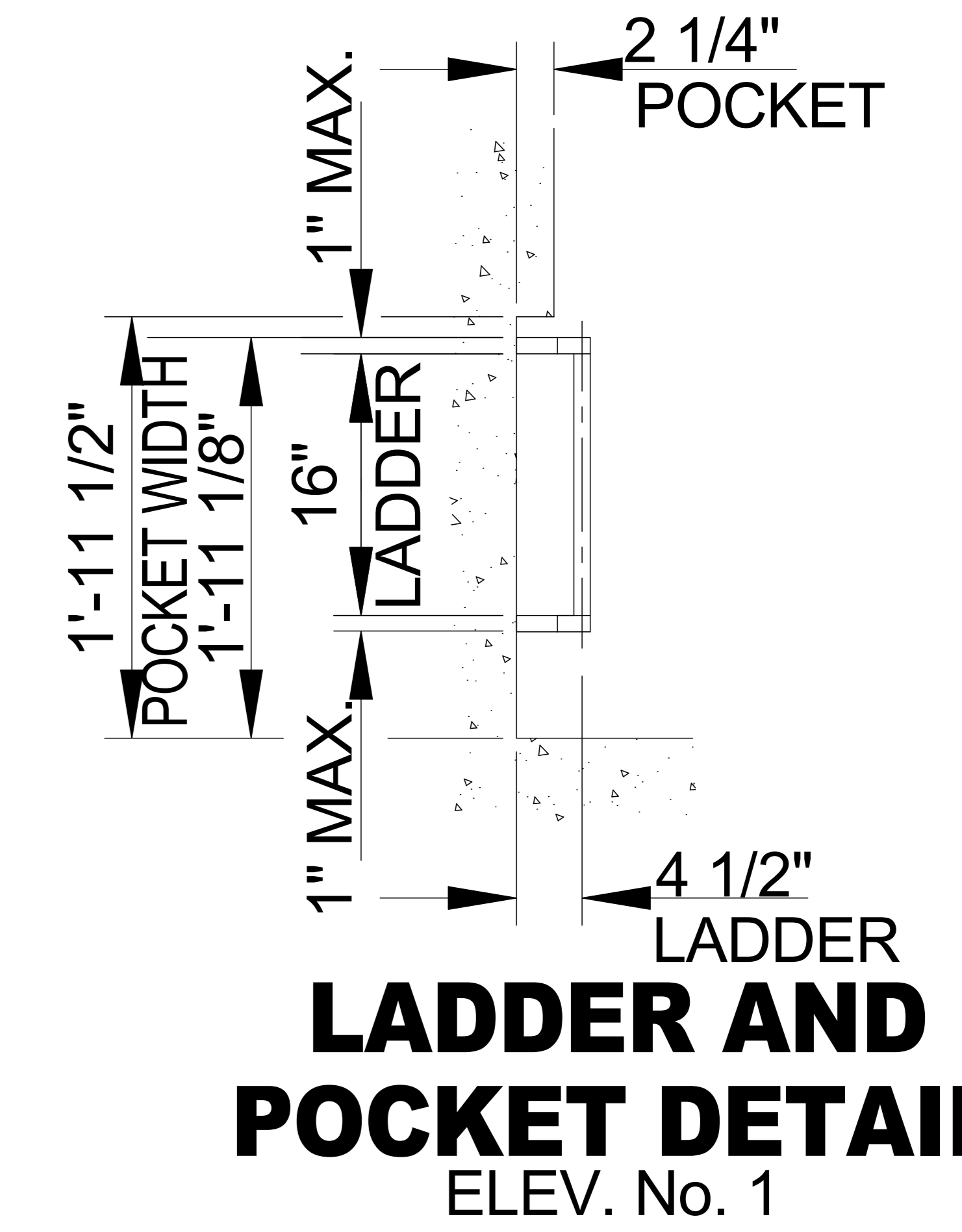


**PIT PLAN VIEW**

FORCE SHOWN INCLUDES DOUBLING FOR IMPACT



**TUBE STEEL RAIL BRACKET SUPPORT**  
ELEV. No. 1



**LADDER AND POCKET DETAIL**  
ELEV. No. 1

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

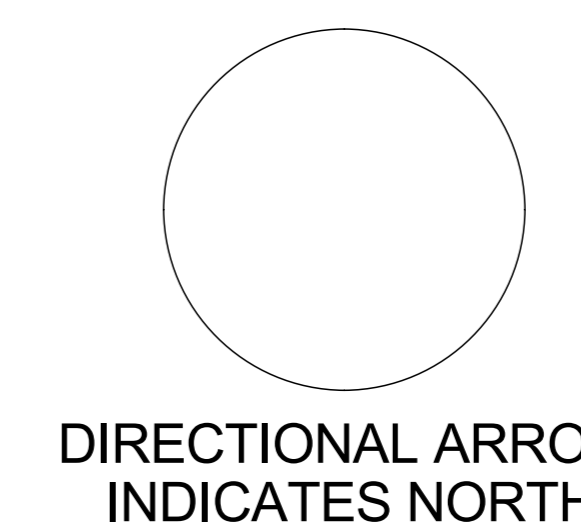
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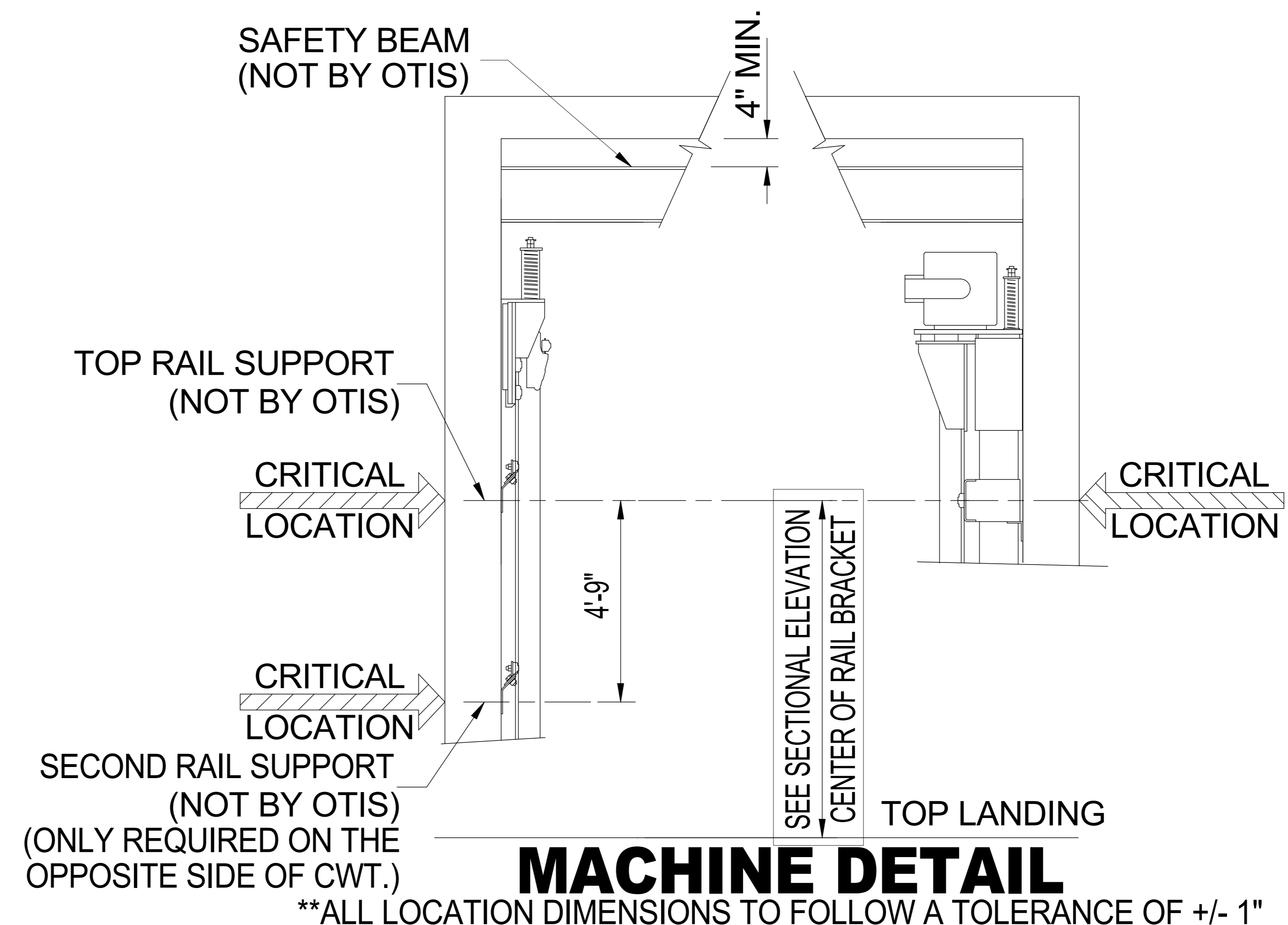
DWG. NO.:	PIT VIEW
BUILDING	
LOCATION	
CONT. WITH	
OWNER	
ARCHT.	
CONTRACT NO.	



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

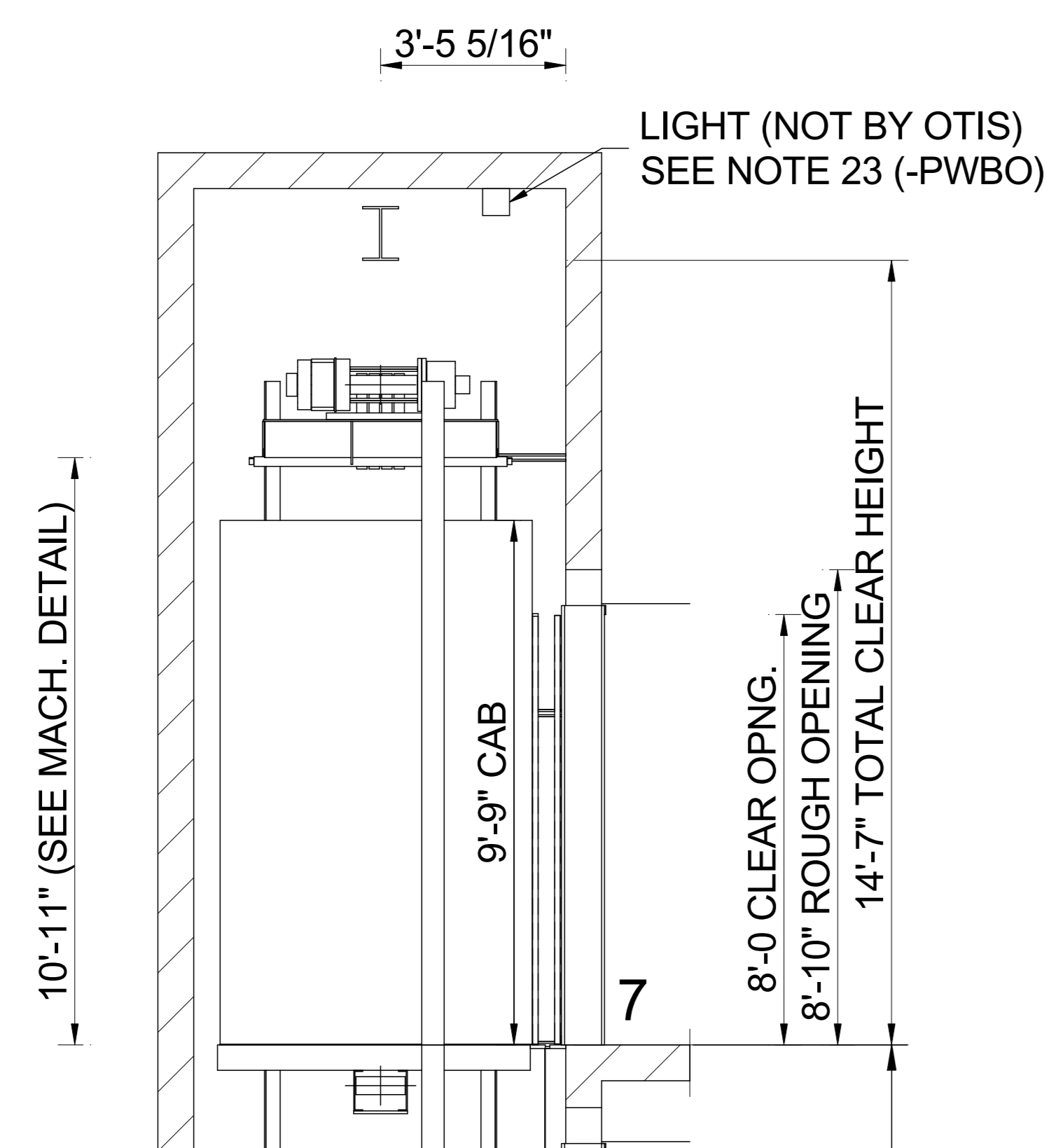
CAR	R1	567 lbs
	R2	86 lbs
	VX	1078 lbs
	VY	539 lbs
	MAXIMUM BRACKET SPACING	11'-0"
RAIL SIZE	1	
CWT	R1	314 lbs
	R2	23 lbs
	VX	1132 lbs
	VY	566 lbs
	MAXIMUM BRACKET SPACING	11'-0"
RAIL SIZE	1-1/2	
DEH (DEAD END HITCH)	R1	840 lbs
	R2	2630 lbs

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

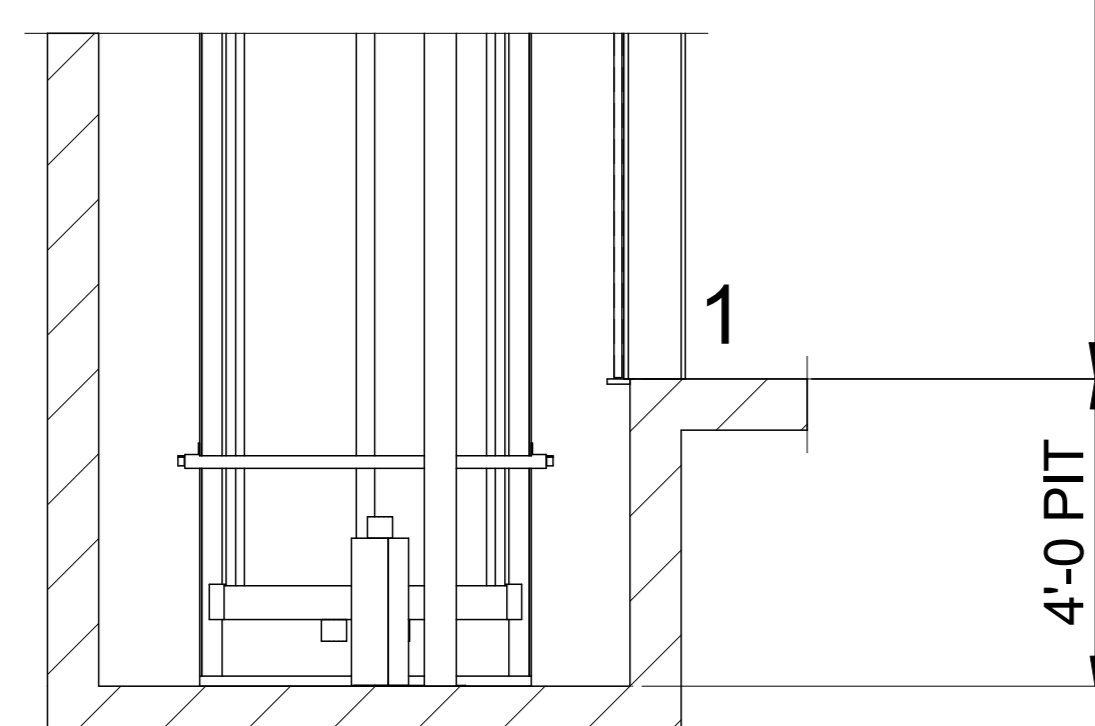
CAR R1 = SAFETY APPLICATION  
CWT R1 = LOADING OR RUNNING  
R2 = LOADING OR RUNNING

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



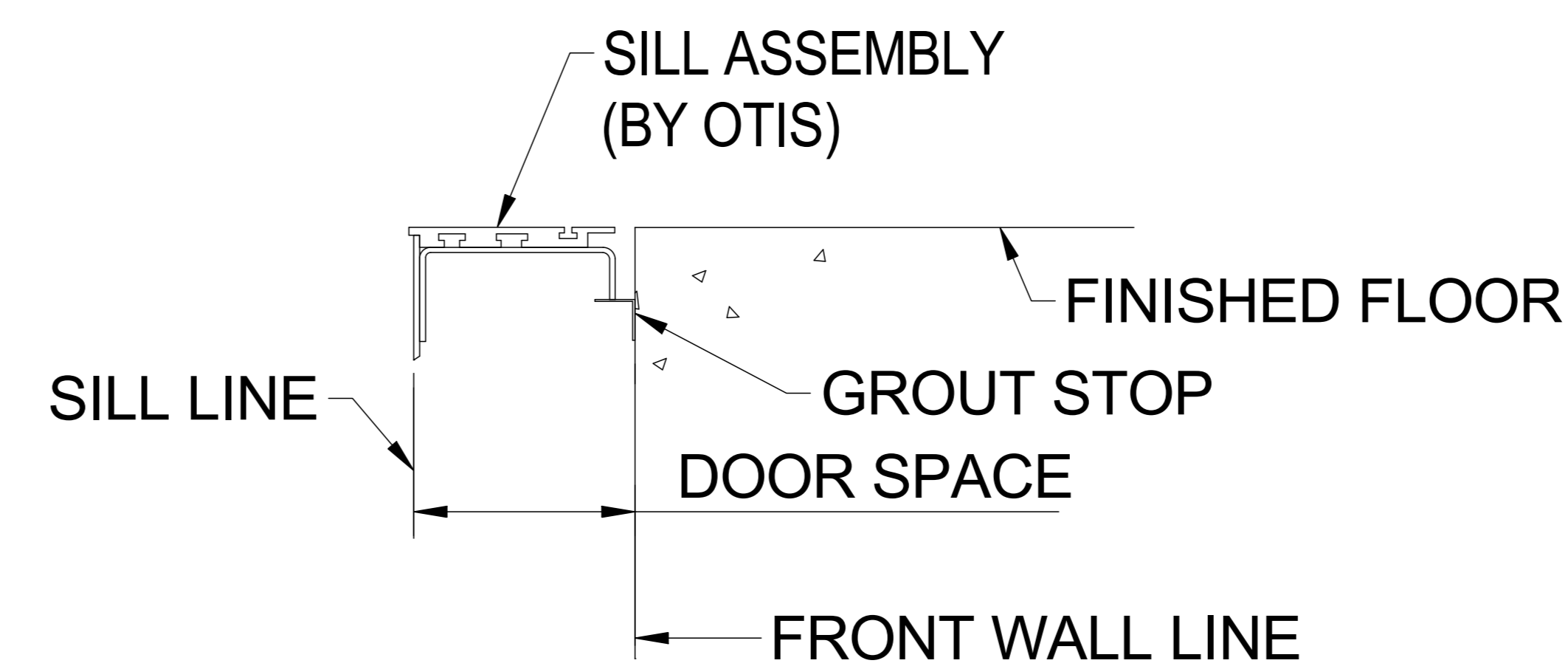
LANDINGS	FRONT MARKING	FLOOR HEIGHT
7	7	
6	6	10'-0"
5	5	10'-0"
4	4	10'-0"
3	3	10'-0"
2	2	10'-0"
1	1	10'-0"
TOTAL RISE = 60'-0"		

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

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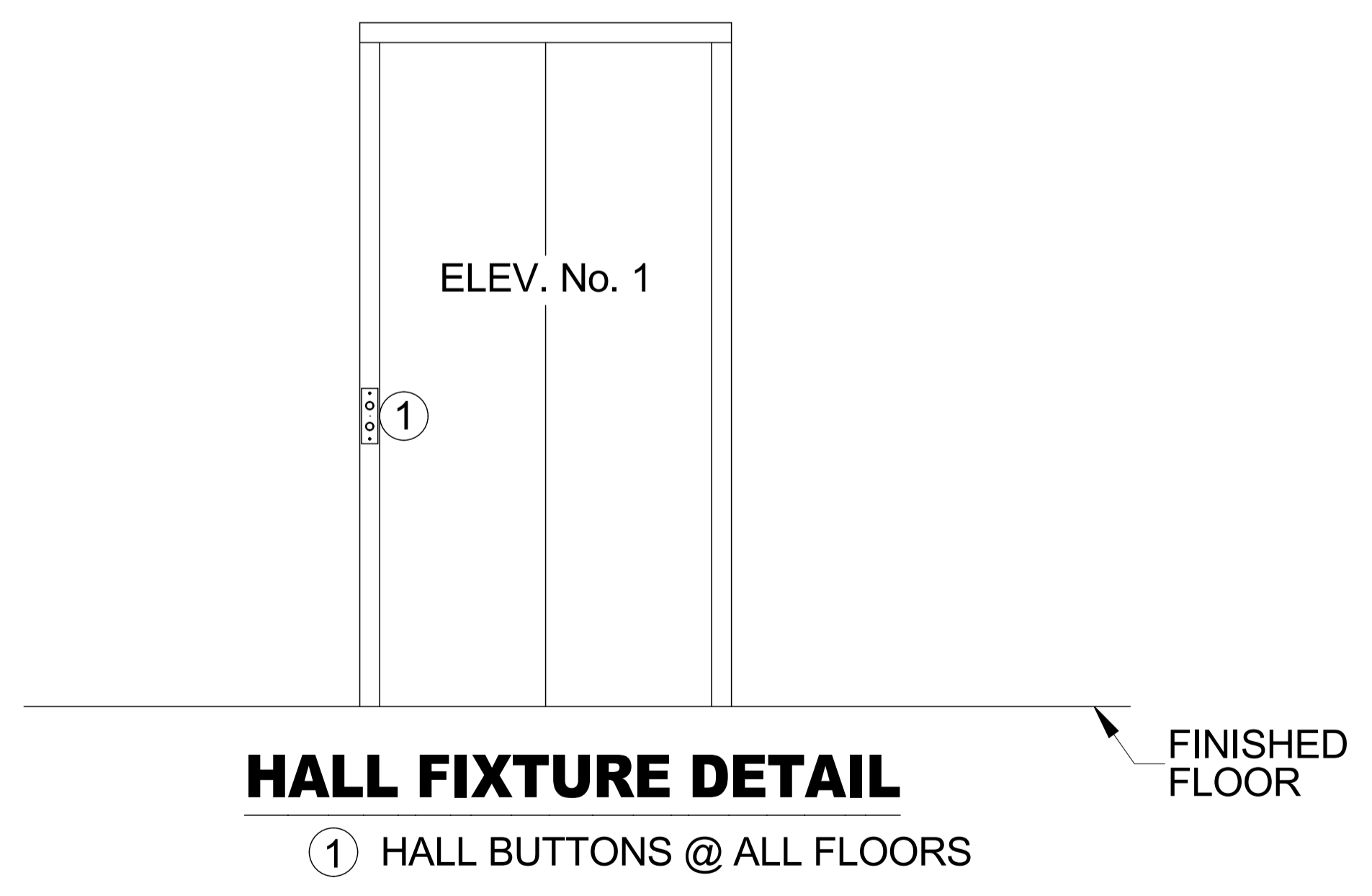
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DWG. NO.: **ELEVATION 1**

BUILDING
LOCATION
CONT. WITH
OWNER
ARCHT.
CONTRACT NO.





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**SEISMIC 2**

DWG. NO.: **HALL FIXTURES**

BUILDING \_\_\_\_\_

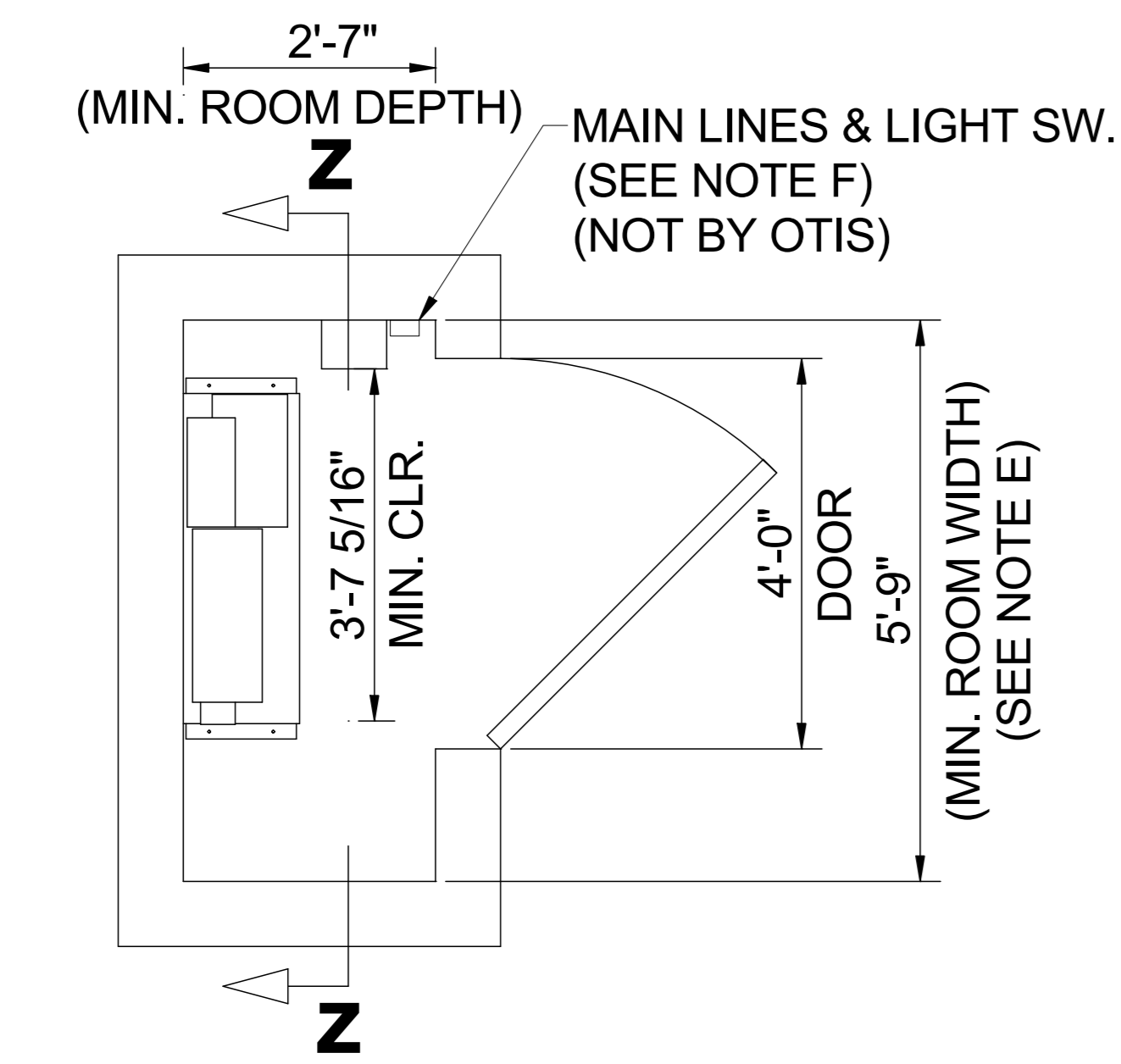
LOCATION \_\_\_\_\_

CONT. WITH \_\_\_\_\_

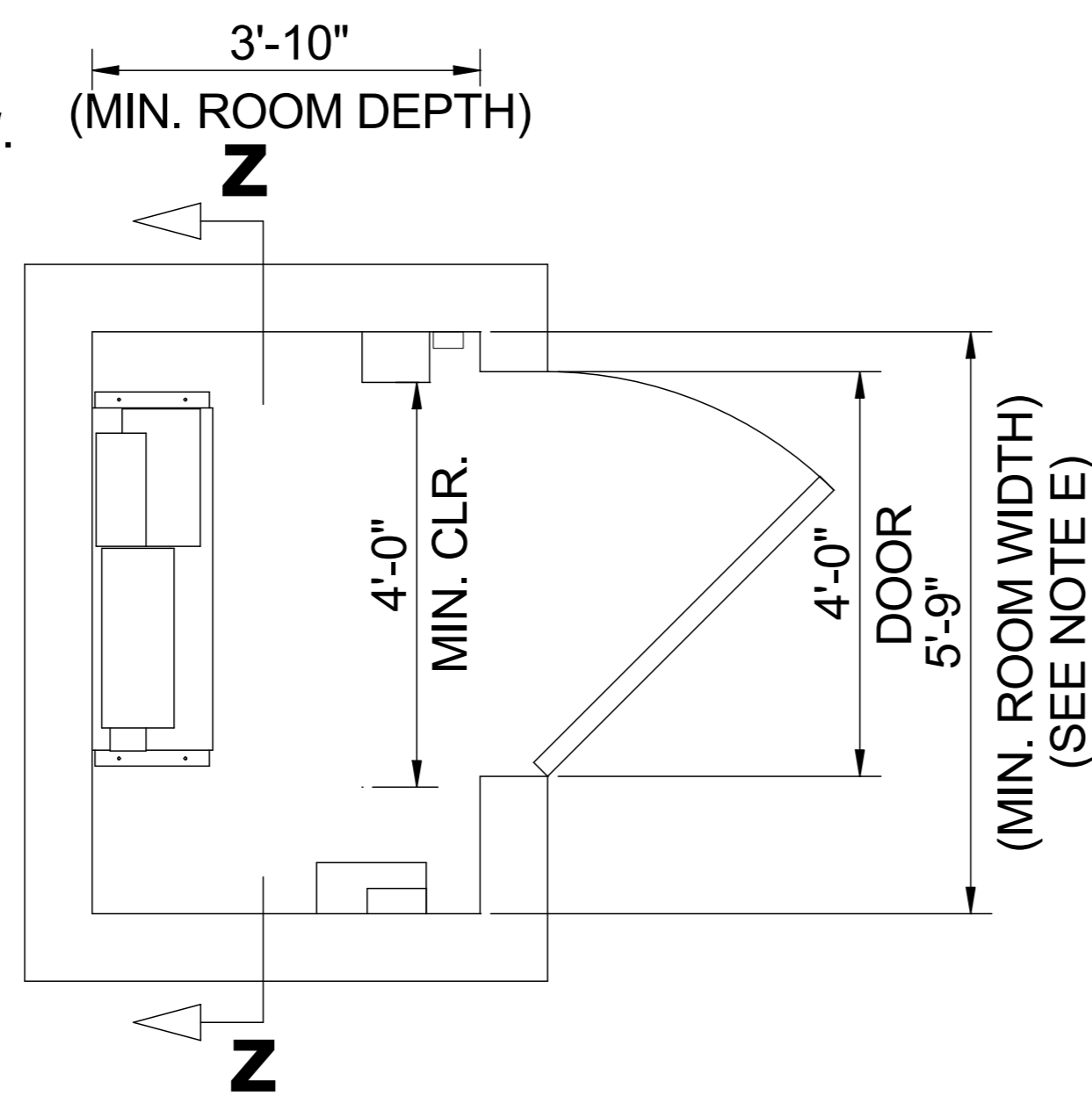
OWNER \_\_\_\_\_

ARCHT. \_\_\_\_\_

CONTRACT NO. \_\_\_\_\_

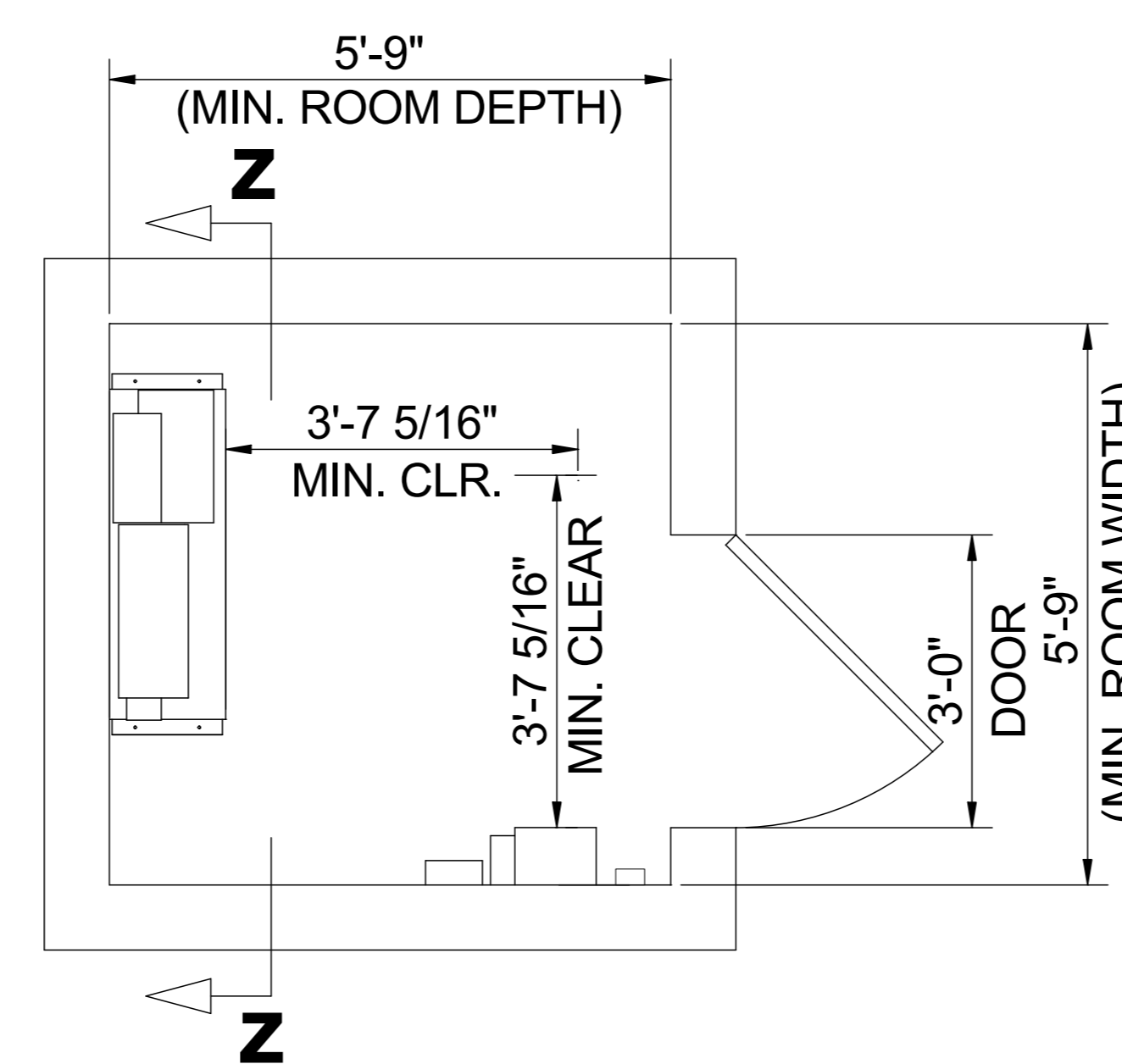


**MINIMUM CONTROL SPACE REQUIREMENTS ONE CAR WITHOUT AUTOMATIC RECOVERY OPERATION**



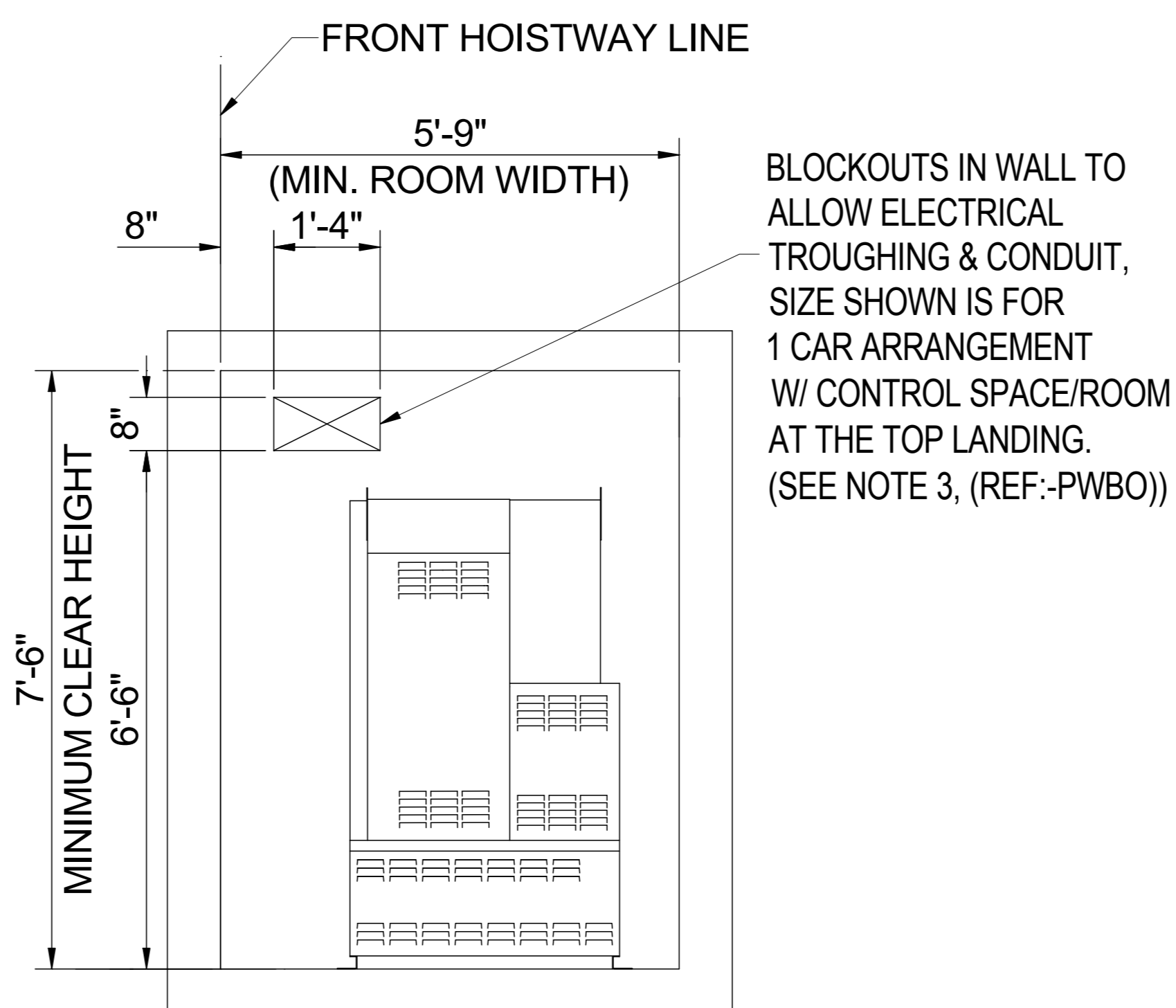
**MINIMUM CONTROL SPACE REQUIREMENTS ONE CAR WITH AUTOMATIC RECOVERY OPERATION**

**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.



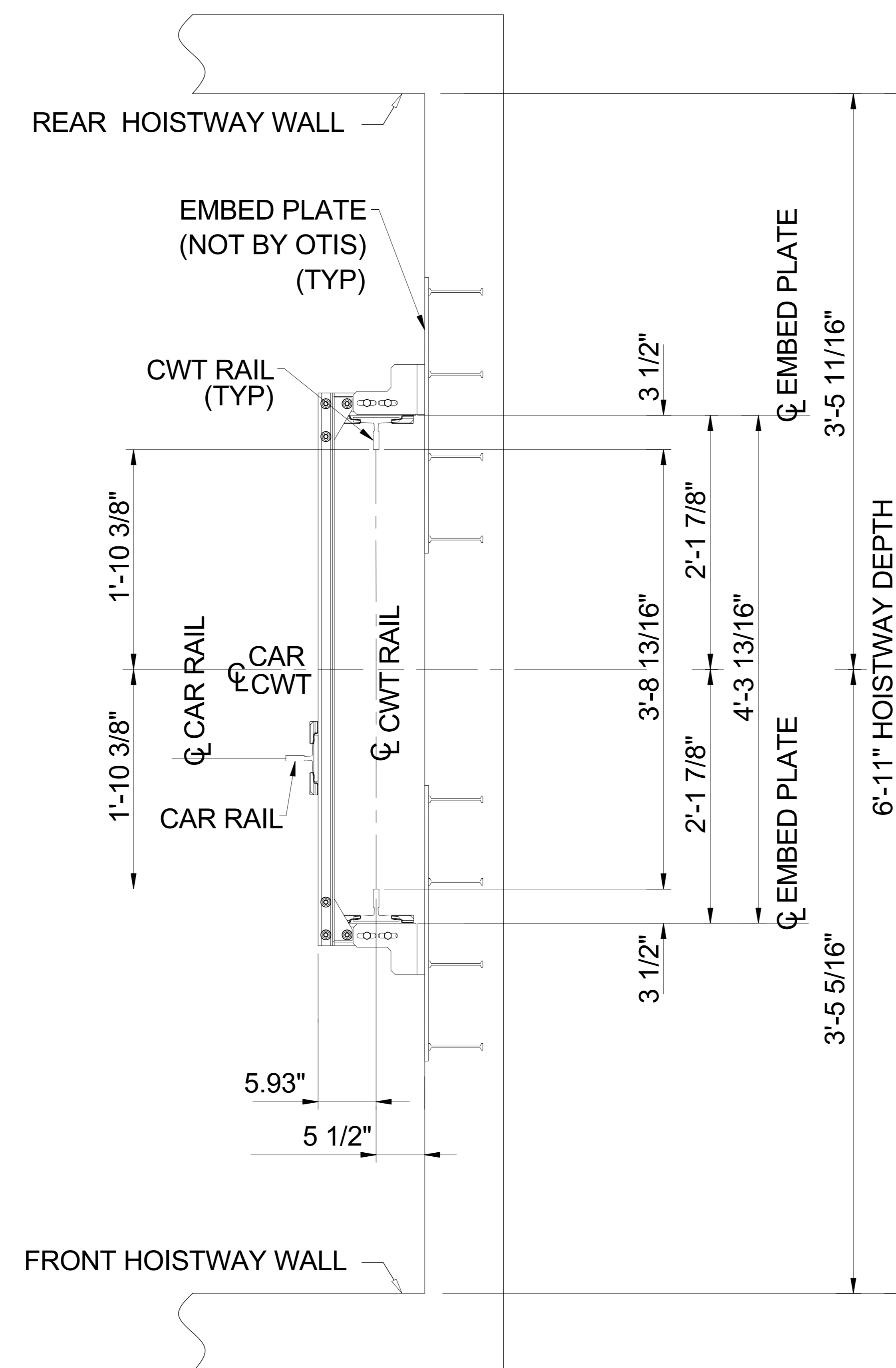
**SECTION Z - Z**

BLOCKOUTS IN WALL TO ALLOW ELECTRICAL TROUGHING & CONDUIT, SIZE SHOWN IS FOR 1 CAR ARRANGEMENT W/ CONTROL SPACE/ROOM AT THE TOP LANDING. (SEE NOTE 3, (REF.:PWBO))

**NOTES:**  
WEIGHT OF CONTROLLER = 350 lbs.

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

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DWG. NO.:	<b>CONTROL ROOM</b>
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

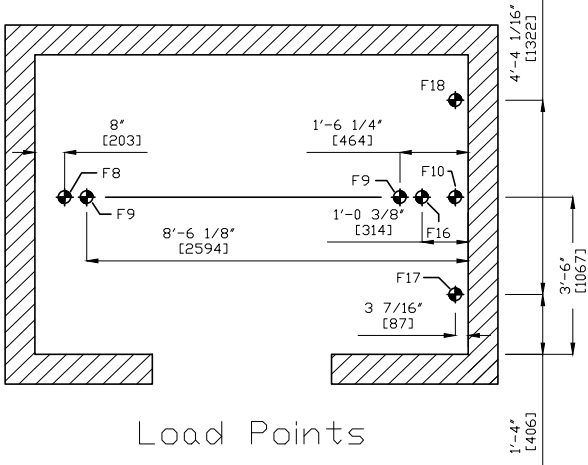
ACRONYM	DEFINITION	ACRONYM	DEFINITION
BGS	DISTANCE BETWEEN CWT GUIDE RAILS	RD	ROUGH OPENING
BK	CAR WIDTH (INSIDE)	SG	C/L CWT RAIL
BKS	DISTANCE BETWEEN CAR GUIDE RAILS	SKD	TOP RUNBY
BS	HOISTWAY WIDTH	SKU	BOTTOM RUNBY
BT	ENTRANCE OPENING WIDTH (HOISTWAY)	TCRR	TOP OF CAR RAIL
DCL	DOOR C/L	TCWR	TOP OF CWT 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

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]

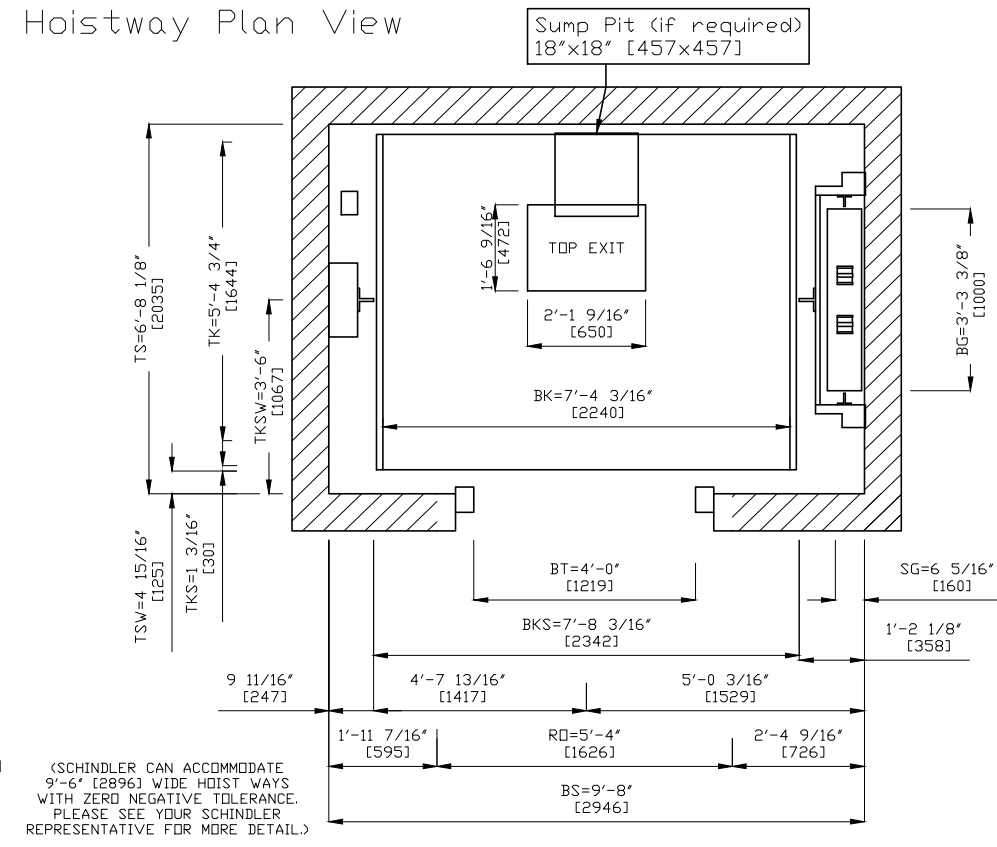
CWT-RAIL LOADS			
NON-SEISMIC		SEISMIC	
F	P	F	P
30 LBF	6 LBF	691 LBF	346 LBF
[134 N]	[28 N]	[3073 N]	[1536 N]

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]



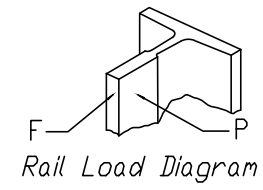
Load Points

## Hoistway Plan View

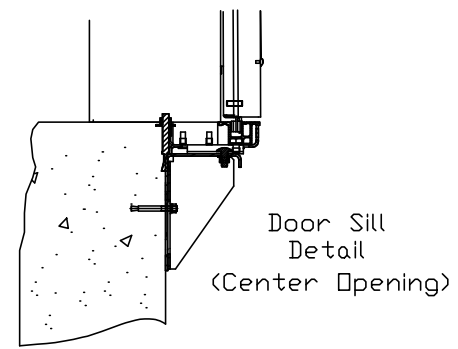


<SCHINDLER CAN ACCOMMODATE 9'-6" [2896] WIDE HOISTWAYS WITH ZERO NEGATIVE TOLERANCE. PLEASE SEE YOUR SCHINDLER REPRESENTATIVE FOR MORE DETAIL.>

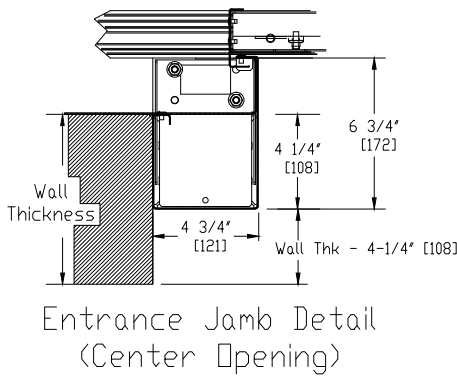
NOTE: F9 & F10 Do not occur simultaneously with F8 & F16



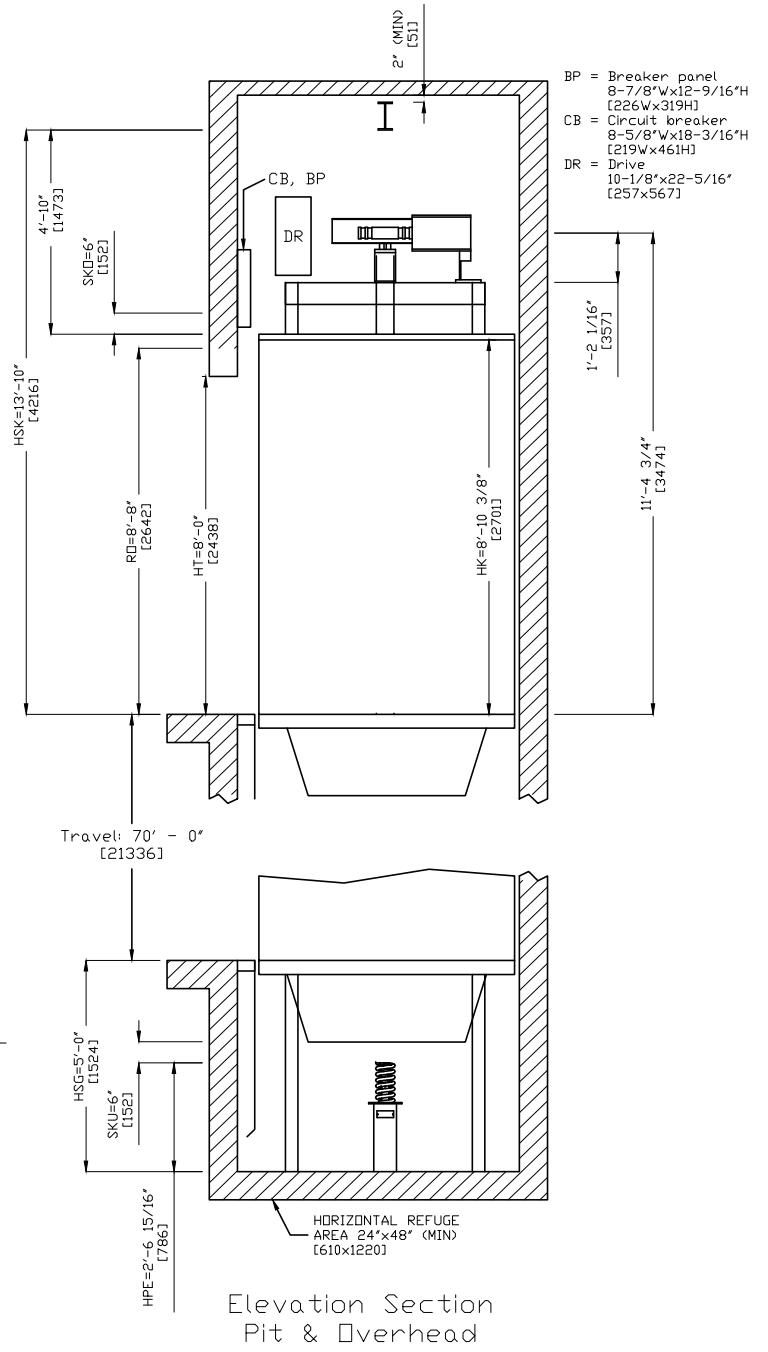
Rail Load Diagram



Door Sill Detail (Center Opening)



Entrance Jamb Detail (Center Opening)



Elevation Section Pit & Overhead

**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



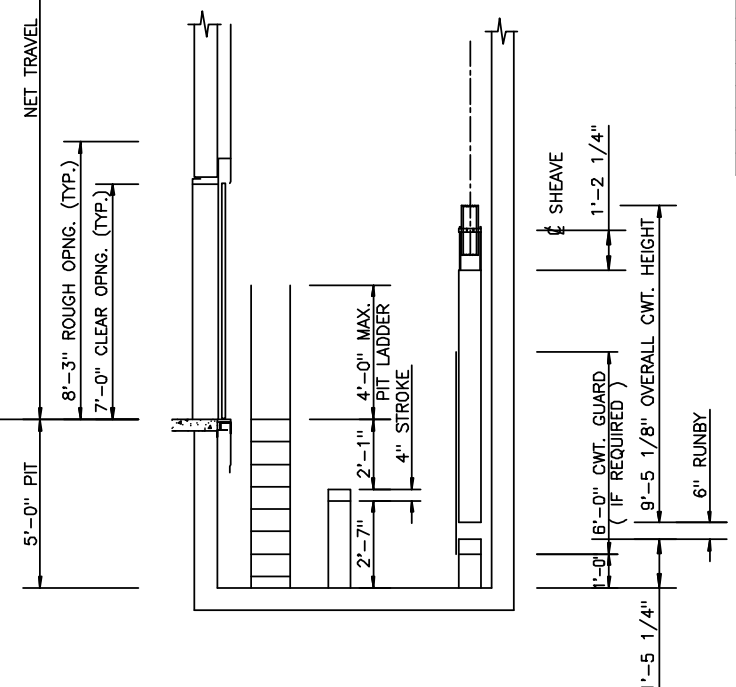
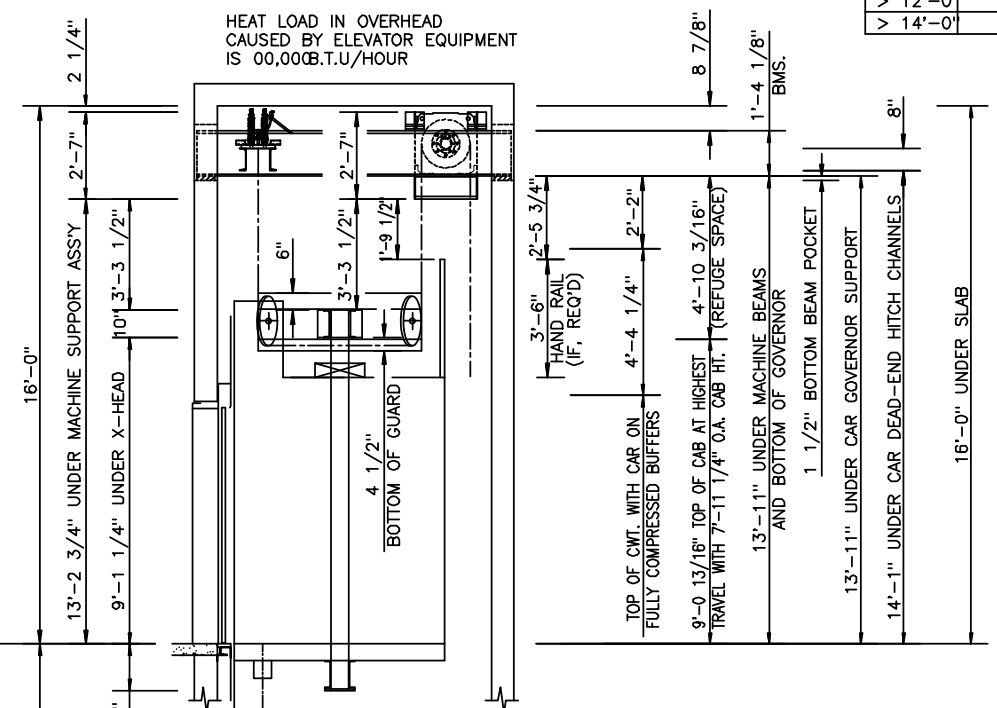
SPECIFICATIONS	
CAPACITY:	4000 lbs [1815 kg]
RATED SPEED:	150 fpm [0.75 mps]
TRAVEL:	70' - 0" [21.336 m]
BUILDING:	
LOCATION:	
OWNER:	
ARCHITECT:	ENGINEER:
DRAWN BY: SchindlerDraw 2	DATE: Jun 23, 2021
DRAWING NO:	

# TRACTION ELEVATOR CONTRACT DATA

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.

Ø BALANCE WEIGHT FRAME. FINAL LOCATION AND CAR BALANCE TO BE DETERMINED IN FIELD AT TIME OF INSTALLATION.

⊕ CAR & CWT. RAIL BRACKETS (AND INSERTS IF REQ'D), TYPICAL AT EACH FLOOR AND ABOVE TOP FLOOR.

NOTE: CONTINUOUS PIT CHANNELS WITH 1" GROUT

\* NOTE: COUNTERWEIGHT SPRING BUFFER STANDS SHALL BE REQUIRED WITH CHAIN COMPENSATION.

\* AS REQUIRED

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 <sub>1</sub>	F <sub>2</sub>
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**

**ThyssenKrupp Elevator Americas**

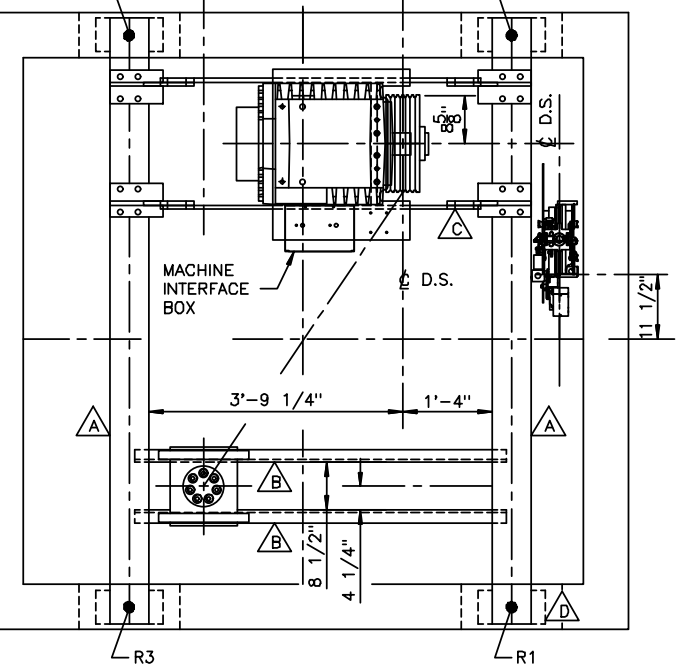
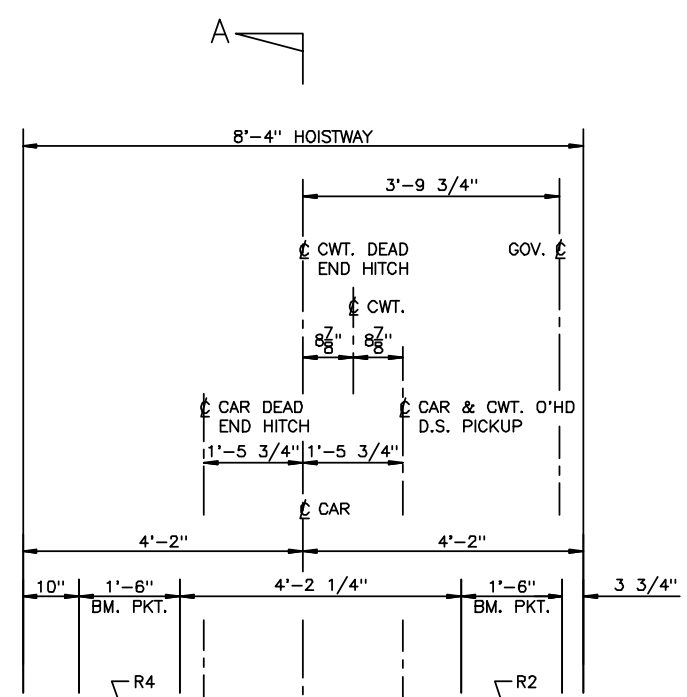
9/9/2011  
GEMANTOWN, TN.

DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.

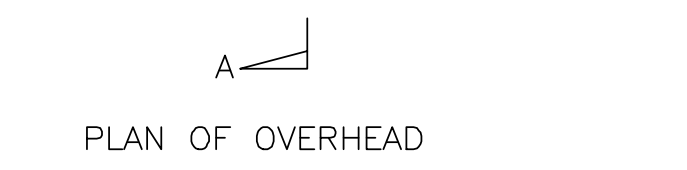
OF

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

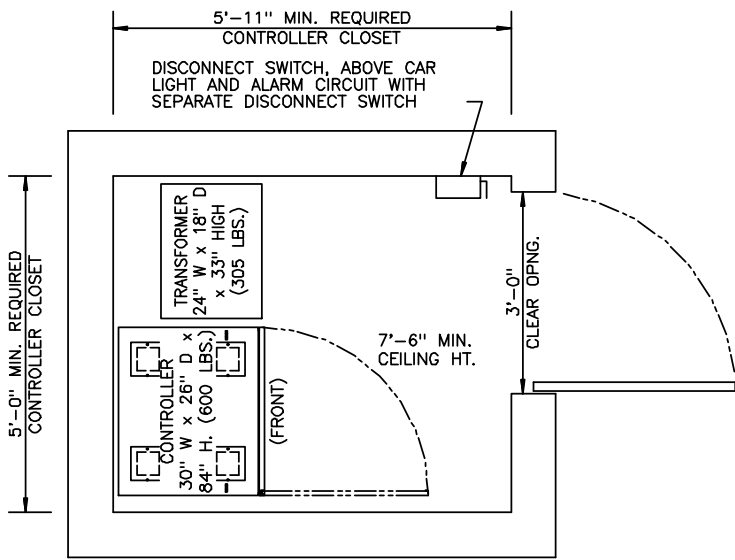
CAR SPEED	WITHOUT TRANSFORMER	WITH TRANSFORMER	REGENERATIVE DRIVE
200	1650	2210	NO
350	2070	3045	NO
200	560	1115	YES
350	980	1955	YES



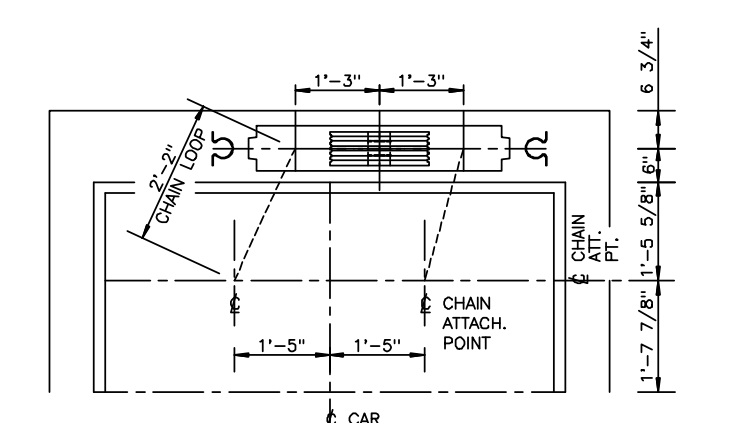
NOTE: STANDARD BEAM POCKET ARRANGEMENT SHOWN FOR THE INSTALLATION OF THE OVERHEAD BEAMS. ANY DEVIATION FROM BEAM POCKET TYPE OF SUPPORT WILL REQUIRE APPROVAL FROM THE FACTORY.



DATE	SYM.	REVISION	BY	CHKD.



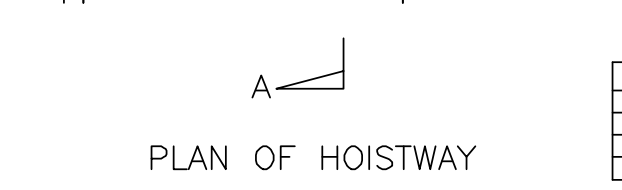
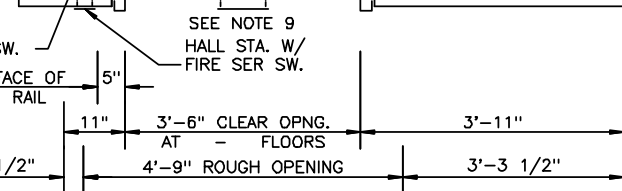
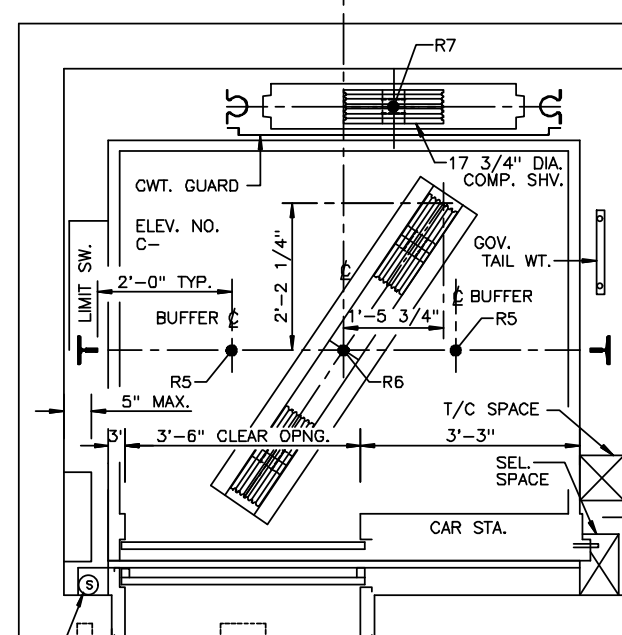
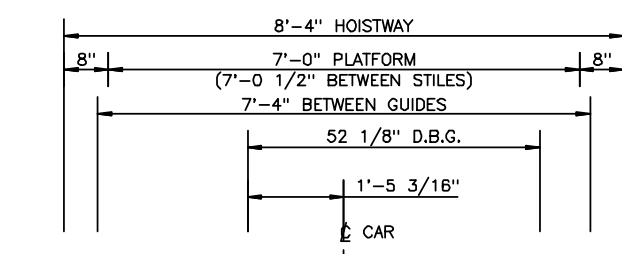
PLAN OF CONTROLLER CLOSET



CHAIN COMPENSATION ATTACHMENT POINTS

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

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



OVERHEAD BEAMS, SUPPORT PLATES, AND BEARING PLATES
R1 4,600
R2 14,000
R3 6,700
R4 8,000

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

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.

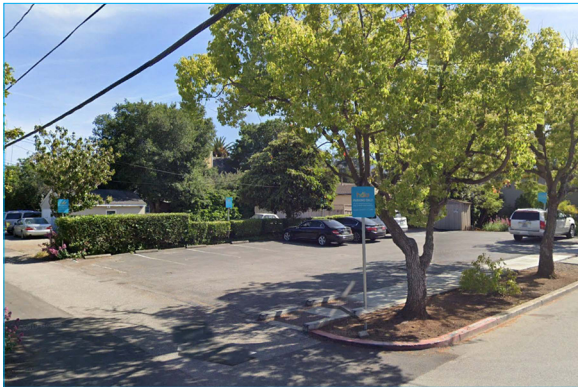




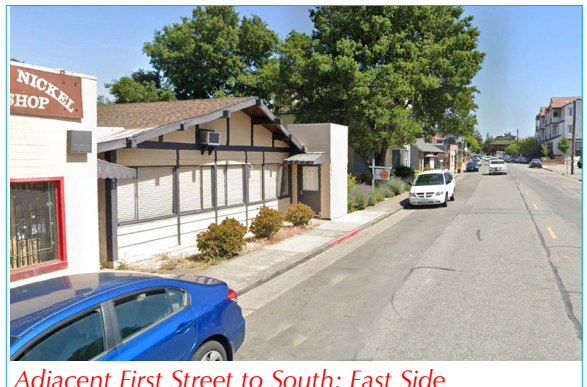
*THE SITE at Corner*



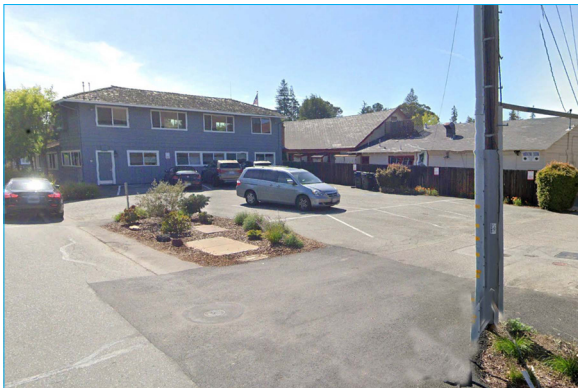
*THE SITE: First Street Frontage*



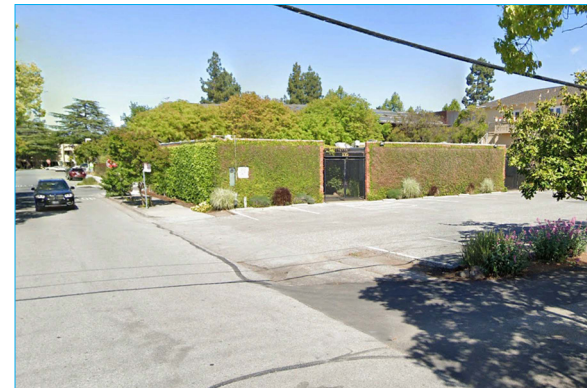
*THE SITE at Alley*



*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**



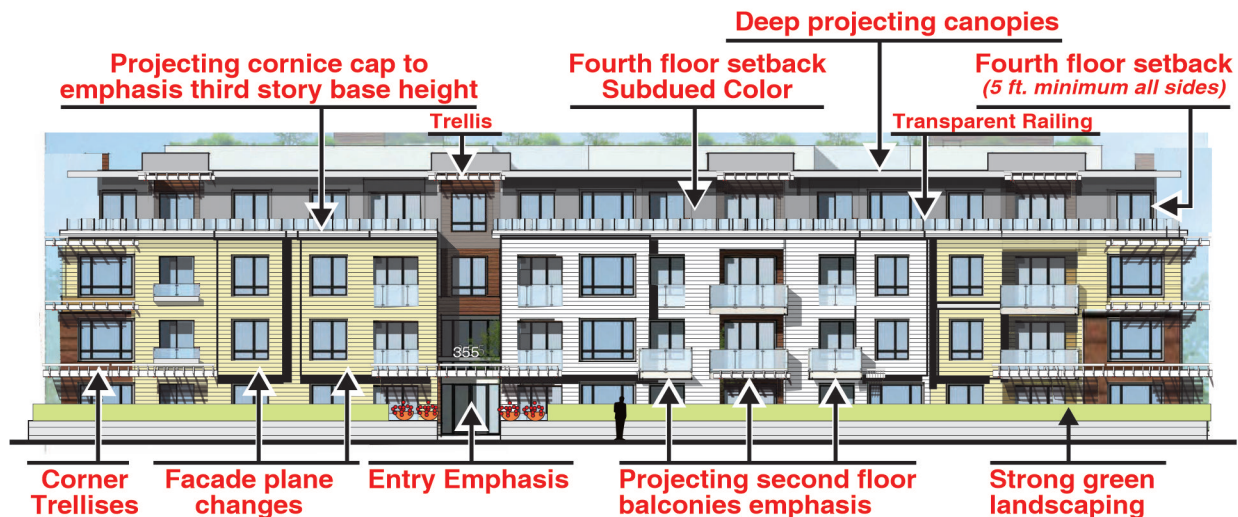
CURRENTLY PROPOSED FIRST STREET ELEVATION



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.



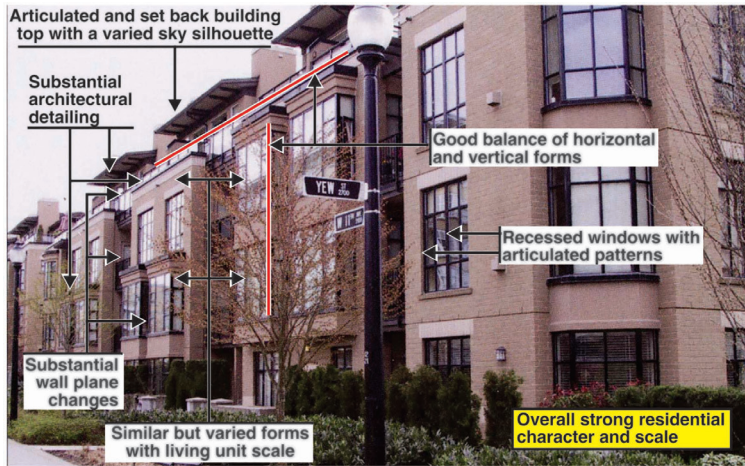
Board siding is recommended to soften the design and emphasize its residential character



## 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.



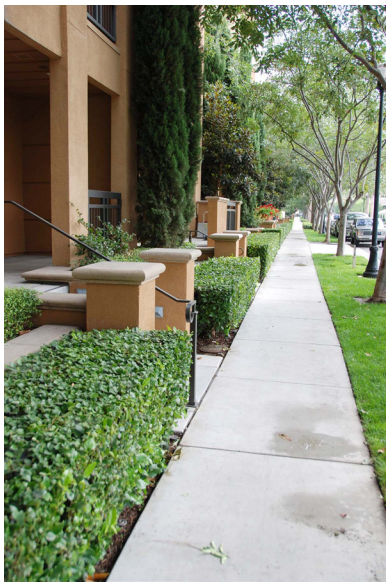
The recently approved four-story multifamily project at 450 First Street is the one most closely resembling 355 First Street. The sketch below shows the First Street frontage landscaping approved for that project.



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.

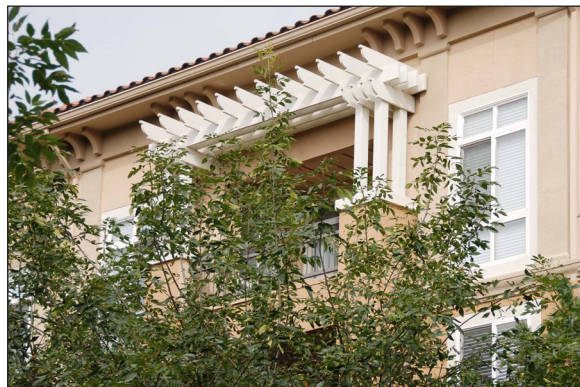
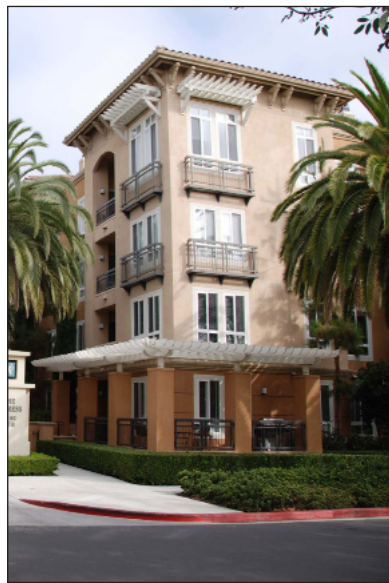


The building entry is an integral part of the ground floor treatment. To respect the village scale and character intent, it should not be large or formal. Treating it as a part of the landscaping, as shown on the recommended elevation, would be an appropriate approach. The photos below show a couple 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.

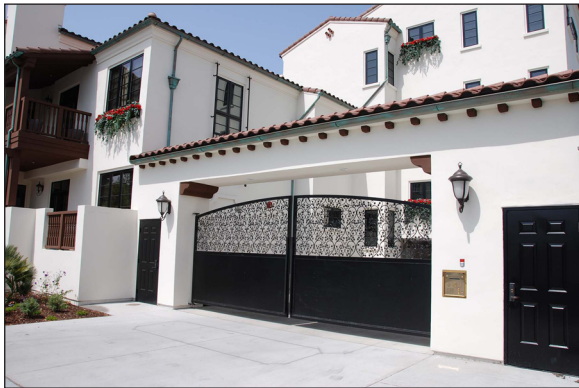


### GARAGE ENTRIES

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,



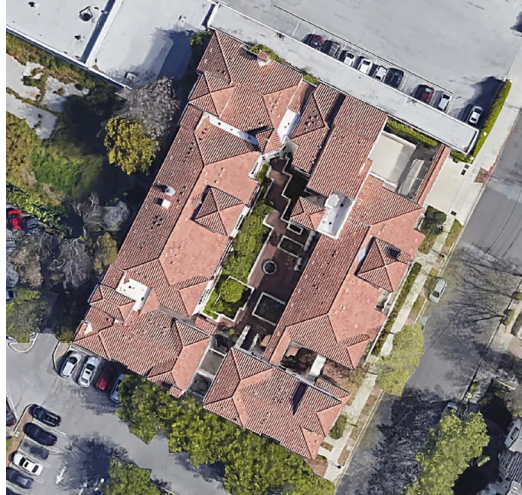
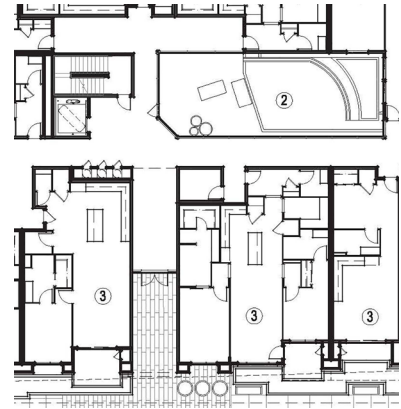
*Note that the garage entrance here is more than a concrete box. Side wall materials and heights seek to improve its visual appearance.*

**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

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November 2021





# 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 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.

### *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

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PREPARED BY

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November 2021

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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

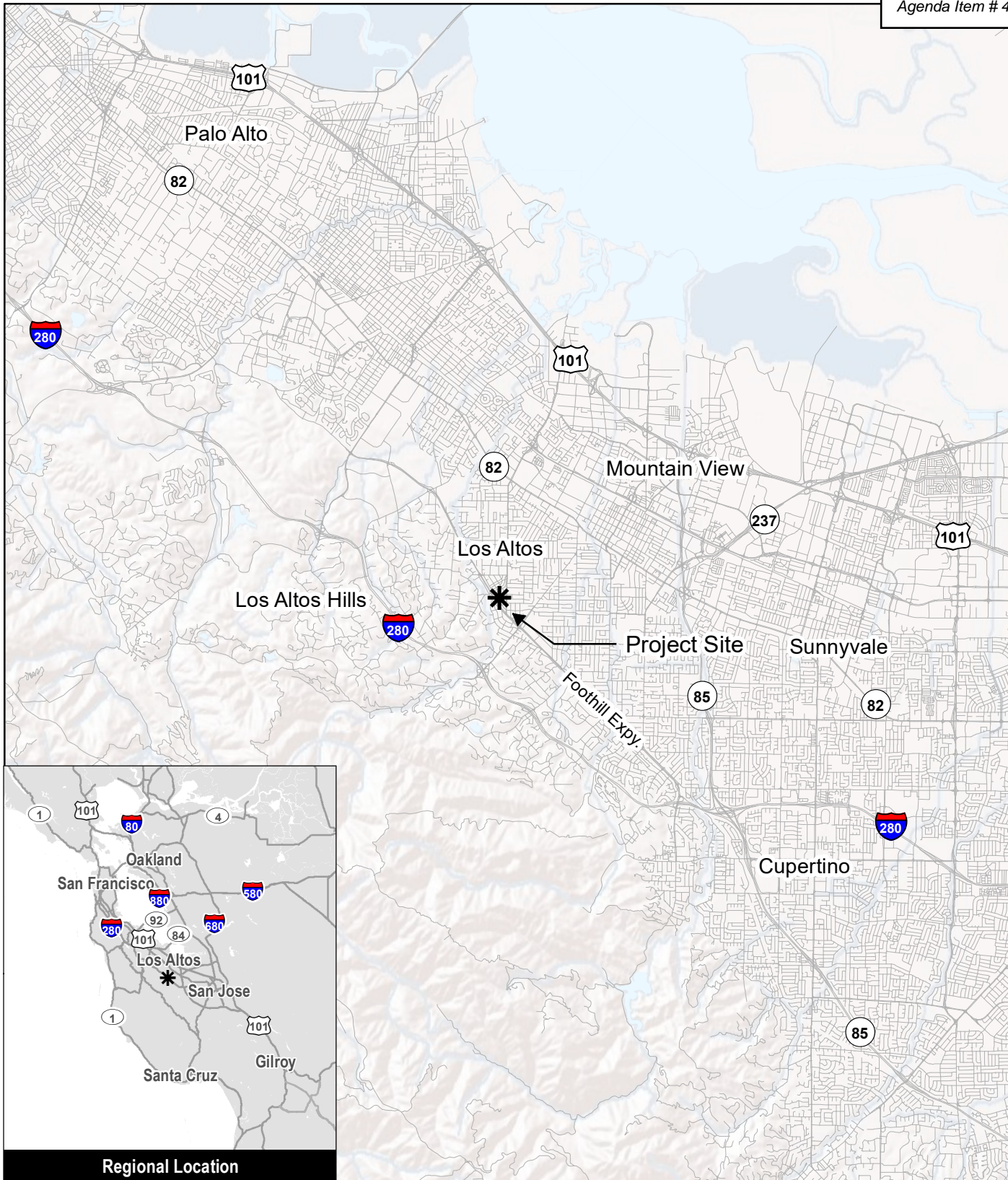
None

**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



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0 75 feet



Project Boundary

Source: Google Earth 2020  
Santa Clara County GIS 2020



Figure 2  
Aerial Photograph

355 First St. Initial St

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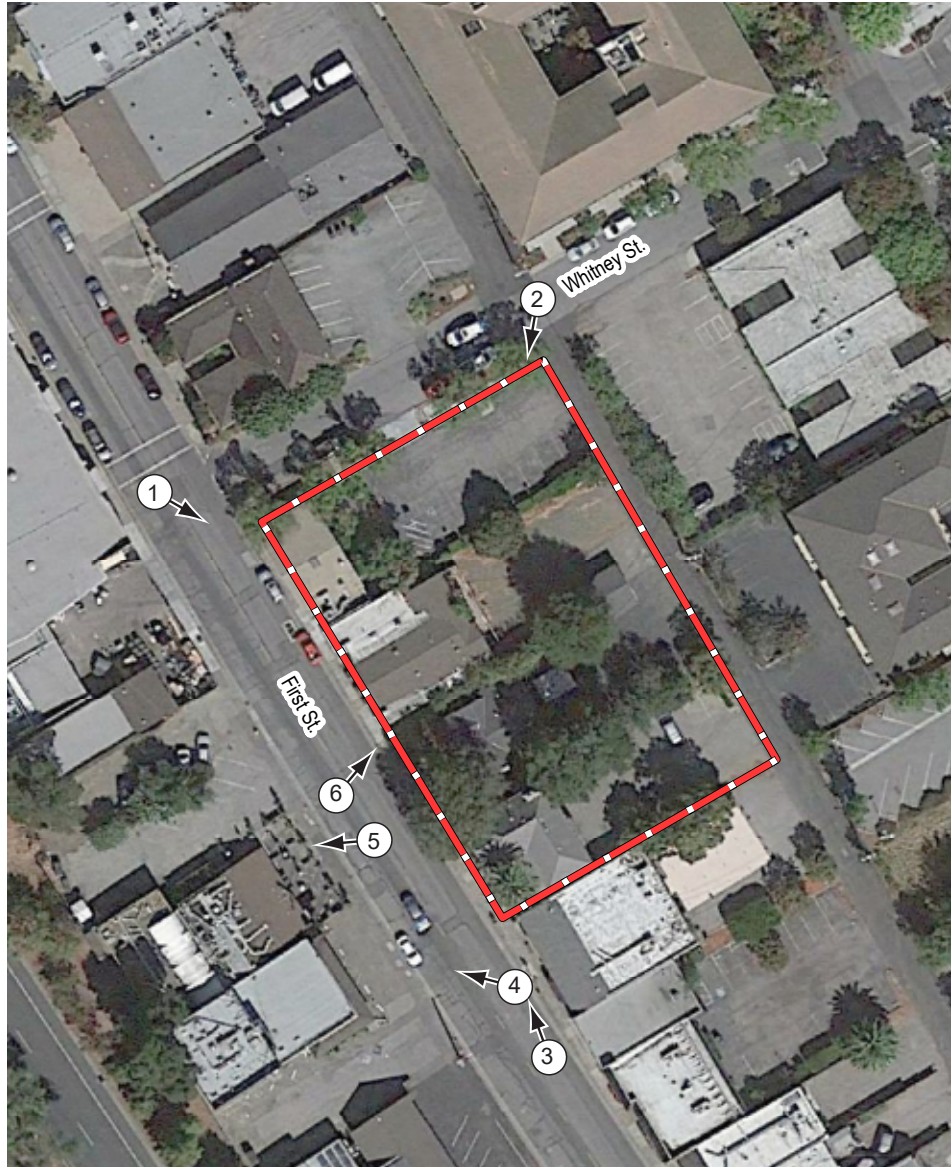
① Looking southeast toward 355 First St. at the northwest corner of the project site



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



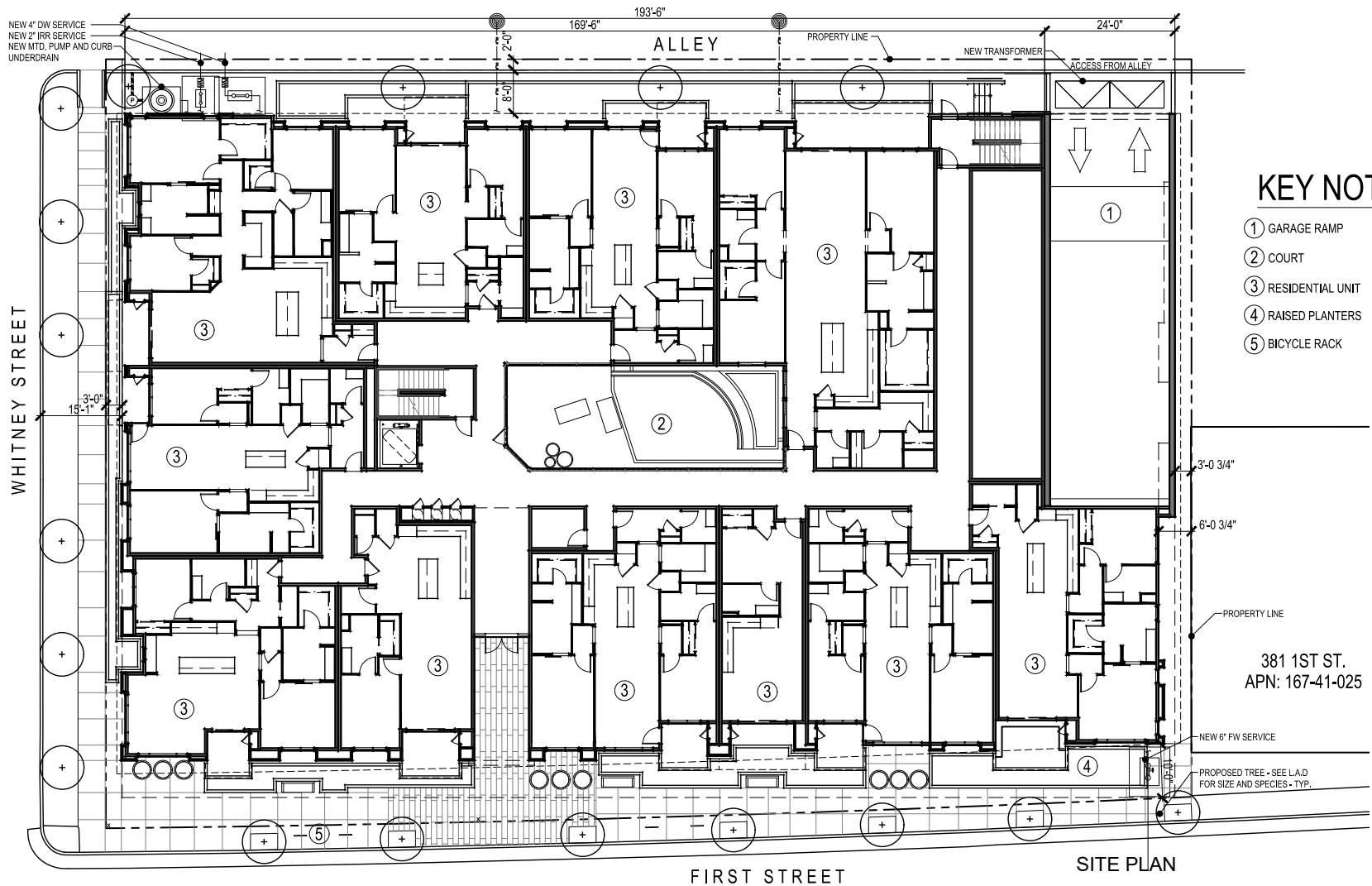
⑤ Second view of commercial/retail buildings sitting across First St. from project site



⑥ View of the single family residence on the project site at 371 First St.

Figure 3  
Site Photographs

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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



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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 <sub>x</sub> )	54	54	10
Respirable Particulate Matter (PM <sub>10</sub> )	82 (exhaust) <sup>1</sup>	82	15
Fine Particulate Matter (PM <sub>2.5</sub> )	54 (exhaust) <sup>1</sup>	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 <sub>x</sub> )	Suspended Particulates (PM <sub>10</sub> )	Total Fine Particulates (PM <sub>2.5</sub> )	Carbon Monoxide (CO)
Existing <sup>1,2</sup>	0.09	0.21	0.11	0.03	0.50
Proposed <sup>1,2</sup>	0.43	0.23	0.15	0.04	0.23
Change <sup>1,2</sup>	0.34	0.02	0.04	0.01	-0.27 <sup>3</sup>
Net Average Daily Emissions <sup>1,4</sup>	1.86	0.11	0.22	0.05	-1.48 <sup>3</sup>

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 <sub>x</sub> )	Exhaust Respirable Particulate Matter (PM <sub>10</sub> )	Total Fine Particulate Matter (PM <sub>2.5</sub> )
2022 <sup>1,2</sup>	0.70	1.49	0.05	0.08
2023 <sup>1,2</sup>	0.01	0.03	<0.01	<0.01
Total Emissions <sup>1,2</sup>	0.71	1.52	0.05	0.08
Average Daily Emissions <sup>1,2</sup>	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<sub>2.5</sub>) 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<sub>2.5</sub> 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<sub>2.5</sub>. Community risk impacts were addressed by predicting increased lifetime cancer risk, the increase in annual PM<sub>2.5</sub> 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 PM<sub>10</sub> exhaust emissions (assumed to be DPM) and PM<sub>2.5</sub> fugitive emissions from construction activities. The AERMOD dispersion model was used to predict concentrations of DPM and PM<sub>2.5</sub> 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 PM<sub>10</sub> (assumed to be DPM) would not result in adult cancer risks, health risks associated with PM<sub>2.5</sub> 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 (PM<sub>10</sub>) and PM<sub>2.5</sub> 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<sub>2.5</sub> 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) <sup>1</sup>	Annual PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> ) <sup>1</sup>	Chronic Hazard Index <sup>1</sup>
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
<b>Cumulative<sup>2</sup> Without Project</b>	<b>48.84</b>	<b>0.24</b>	<b>&lt;0.01</b>
<i>Exceeds Thresholds (Without Project)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>
Project (Unmitigated)	12.76	0.15	0.01
<b>Cumulative with Unmitigated Project<sup>1,2</sup></b>	<b>61.60</b>	<b>0.39</b>	<b>0.01</b>
<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
<b>Cumulative with Mitigated Project<sup>1,2</sup></b>	<b>59.72</b>	<b>0.33</b>	<b>0.01</b>
<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
<b>Total</b>	<b>35 Students</b>	

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 16<sup>th</sup> and October 4<sup>th</sup>, 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 gpd)

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 discussion 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 humane 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 15<sup>th</sup>, 2021, Revised July 19<sup>th</sup>, 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 1<sup>st</sup> St LLC,

As requested on Wednesday, March 10<sup>th</sup>, 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

1<sup>st</sup> 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, <b>street tree</b> , minor dead wood.
2P	Camphor ( <i>Cinnamomum camphora</i> )	12.4	B	15/12	Fair vigor, fair form, <b>street tree</b> , minor dead wood.
3P	Camphor ( <i>Cinnamomum camphora</i> )	8.0	D	12/10	Fair to poor vigor, poor form, topped, suppressed, <b>street tree</b> .
4P	Camphor ( <i>Cinnamomum camphora</i> )	16.9	C	20/15	Fair to poor vigor, fair form, <b>street tree</b> , dead wood.
5P	Camphor ( <i>Cinnamomum camphora</i> )	15.7	C	20/20	Fair to poor vigor, fair form, <b>street tree</b> , dead wood.
6P	Camphor ( <i>Cinnamomum camphora</i> )	15.5	B	20/20	Fair vigor, fair form, minor dead wood, <b>street tree</b> .
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.



1<sup>st</sup> Street (3)

**Survey:**

<b>Tree#</b>	<b>Species</b>	<b>DBH</b>	<b>CON</b>	<b>HT/SP</b>	<b>Comments</b>
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.

1<sup>st</sup> 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.

1<sup>st</sup> Street

(5)



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

1<sup>st</sup> Street

(6)



**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 the 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**

1<sup>st</sup> 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**

1<sup>st</sup> 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.

1<sup>st</sup> Street

(9)

**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

1<sup>st</sup> Street

(10)

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 place 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 protected 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 trees 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.



1<sup>st</sup> Street

(11)

*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.

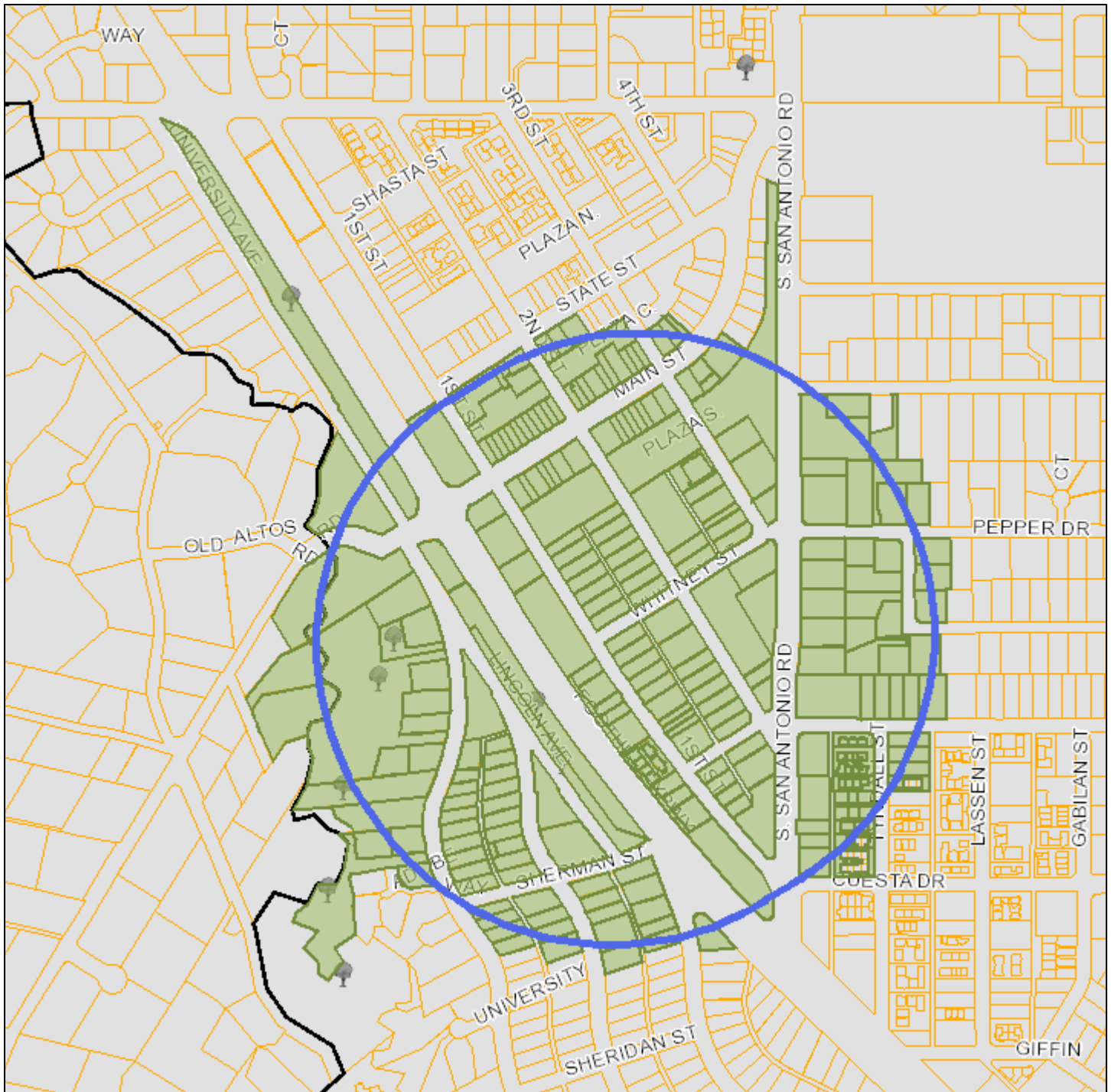
Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under 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.*

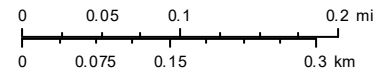
Arborist:                     *Kevin Kielty*                     Kevin R. Kielty    Date: July 19<sup>th</sup>, 2021

# 1000-foot Notification Map



Print Date: April 11, 2021

1:7,702



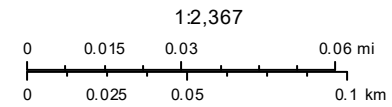
- Schools
- Park and Recreation Areas
- City Limit
- Road Names
- Situs Label
- TaxParcel





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



-  Schools
-  Park and Recreation Areas
-  City Limit
- Road Names
- Situs Label
-  TaxParcel

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# 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

<b>City of Los Altos Community Development Department</b> <b>Mitigation Monitoring and Reporting Plan</b> <i>pursuant to Public Resources Code Section 21081.6</i>	<b>Project Name:</b> 355 First Street Residential Project
	<b>File No:</b> XXX <span style="float: right;"><b>Address:</b> 355, 365, 371, 373 1st St.</span> <b>SCH#:</b> N/A <span style="float: right;"><b>Date:</b> November 23, 2021</span> <b>Approved by:</b> City Council <span style="float: right;"><b>Resolution #</b></span>

Mitigation Measure Number	Mitigation Measure	Monitoring Actions	Party Responsible for Compliance	Timing	Verification of Compliance (name/date)
<b>Air Quality</b>					
AQ-1	The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM <sub>10</sub> ) and PM <sub>2.5</sub> emissions on the project plans and the contractor shall implement them during all phases of construction: <ol style="list-style-type: none"> <li>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;</li> <li>b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;</li> <li>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;</li> </ol>	Include BAAQMD BMPs in project plans  Implement BAAQMD BMPs	Applicant  Contractor	Prior to Approval of Final Plans  During all Phases of Construction	

- 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	<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"> <li>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,</li> <li>b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or</li> </ol>	<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>	





	<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>	
<b>Cultural Resources</b>					
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>				
<p>CUL-2</p>	<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**

<p>GEO-1</p>	<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>	<p>Developer and Contractor</p>	<p>Prior to issuing a grading permit</p>	
<p>GEO-2</p>	<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>	<p>Developer and Contractor</p>	<p>During Construction</p>	

**Hazards and Hazardous Materials**

HAZ-1	<p>Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:</p> <ul style="list-style-type: none"> <li>a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<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**

<p>NOI-1</p>	<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> <ul style="list-style-type: none"> <li>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.</li> <li>b. Use of the concrete saw within 50 feet of any shared property line shall be limited.</li> <li>c. Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the</li> </ul>	<p>Implement best management practices for construction equipment</p>	<p>City’s Director of Planning or Director’s designee</p>	<p>During construction activities</p>	
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	<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	



<p>NOI-3</p>	<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"> <li>⊙ Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.</li> <li>⊙ 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.</li> <li>⊙ 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.</li> <li>⊙ Designate a person responsible for registering and investigating claims of excessive vibration. The</li> </ul>	<p>Implement construction vibration-monitoring plan</p>	<p>Developer and State of California licensed Professional Structural Engineer</p>	<p>Prior to grading activities</p>
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	contact information of such person shall be clearly posted on the construction site.				
<b>Tribal Cultural Resources</b>					
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

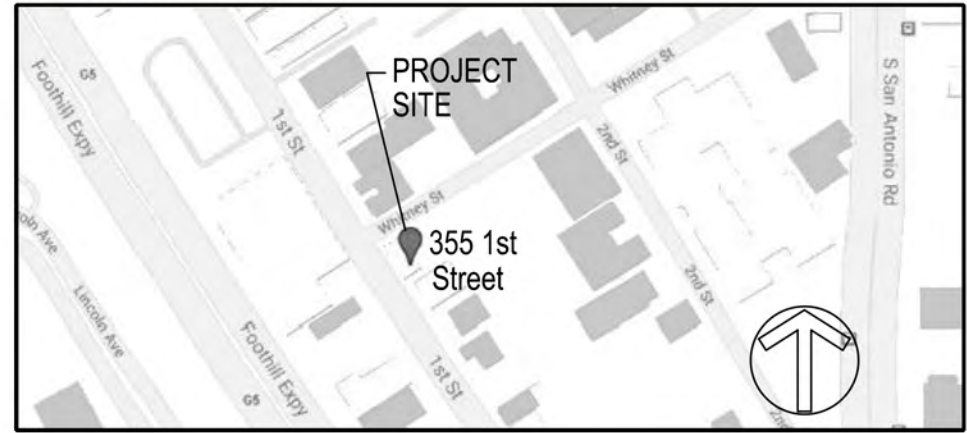
FOURTH SUBMITTAL | NOVEMBER 12, 2021



## SHEET INDEX

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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

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 Los Altos, CA  
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TITLE SHEET  
 T1



**UNIT MIX CHART**

UNIT AREA	1ST FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	UNIT TOTAL		
<b>1 BEDROOM / STUDIO UNITS</b>						<b>9</b>	<b>18%</b>
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		
<b>2 BEDROOM UNITS</b>						<b>30</b>	<b>60%</b>
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		
<b>3 BEDROOM UNITS</b>						<b>11</b>	<b>22%</b>
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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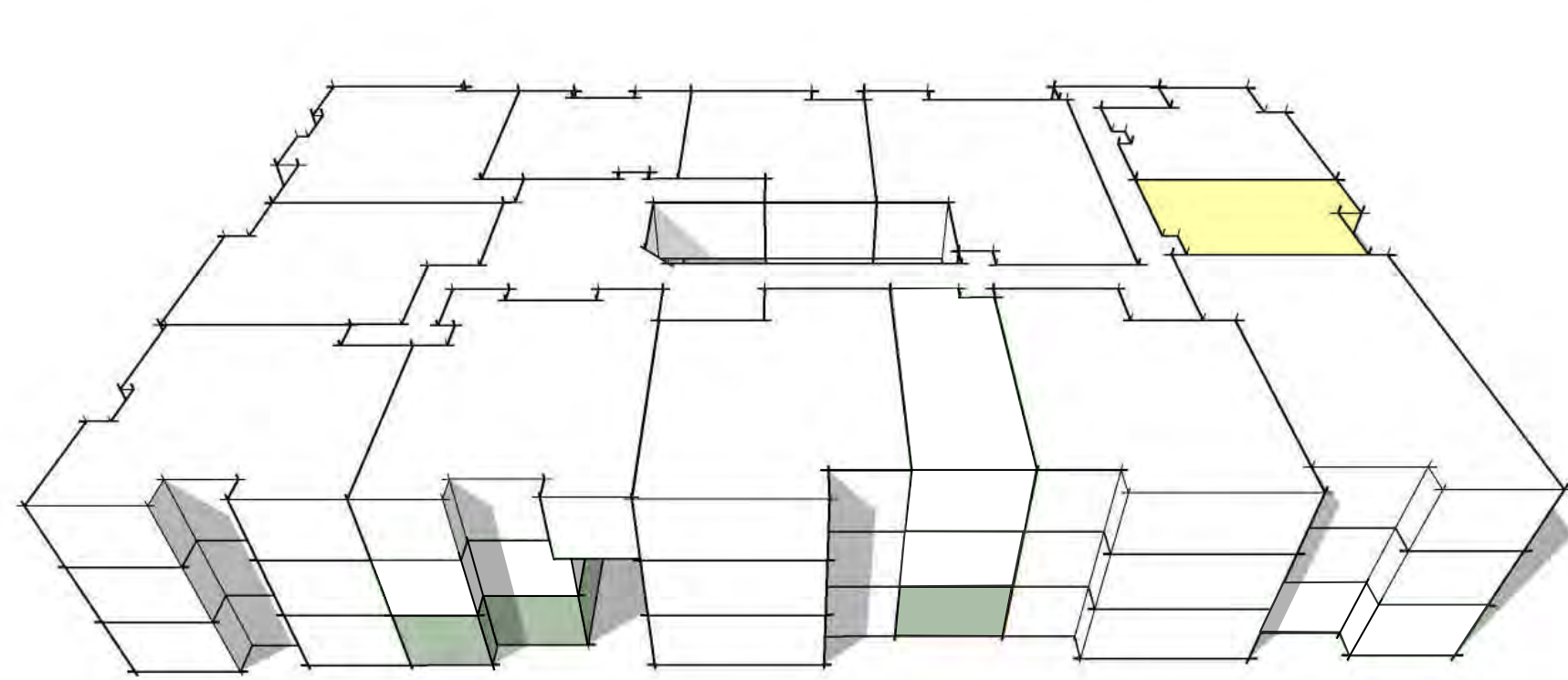


**PROJECT DATA SHEET**

T2

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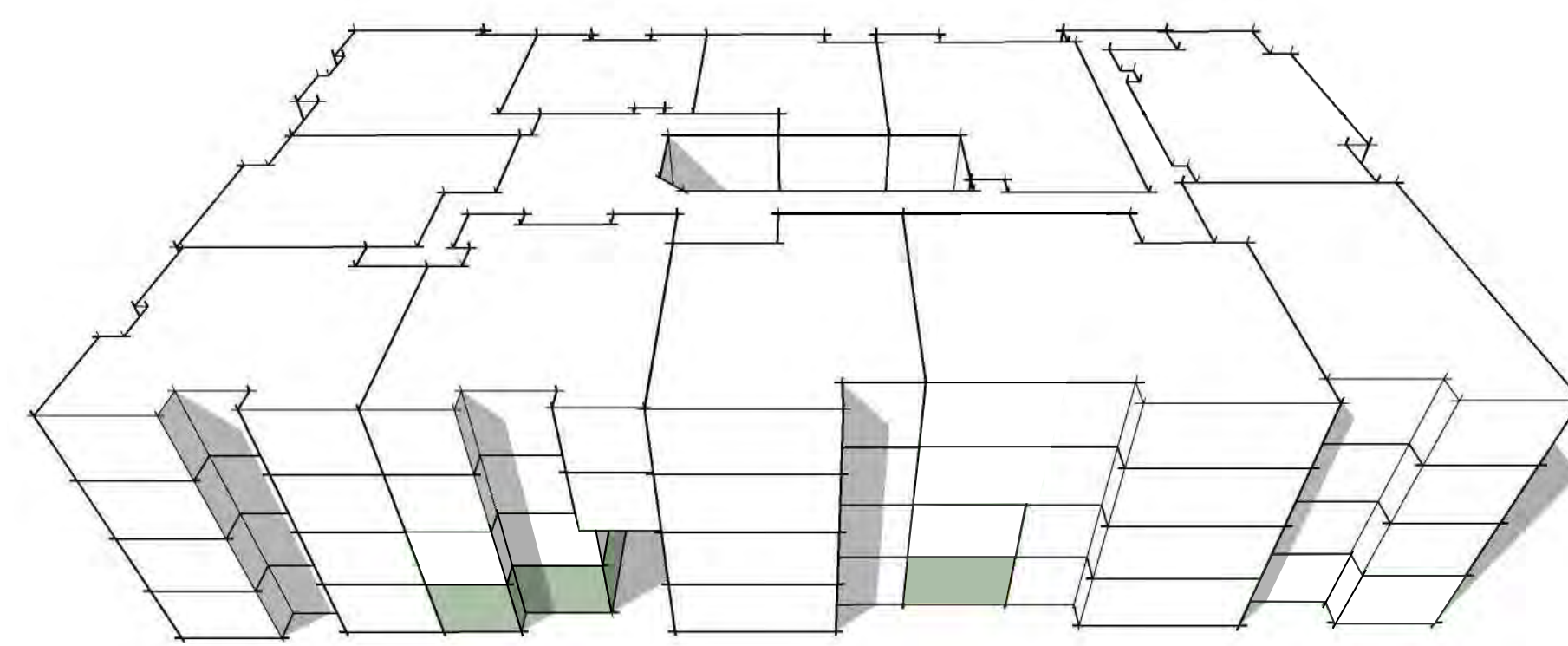




# 3 FLOORS

### BASE DENSITY MODEL

39 UNITS TOTAL  
61.9 DU/AC  
59,121 SF  
2.17 F.A.R.  
6 BMR UNITS

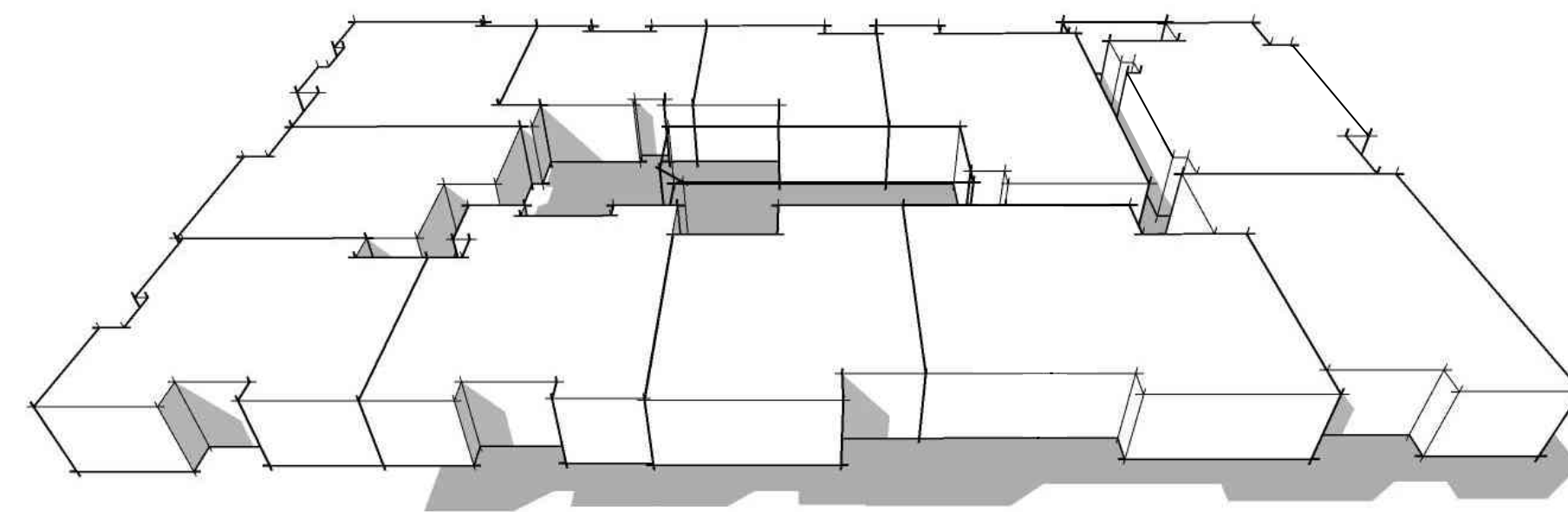


# 4 FLOORS

### DENSITY BONUS MODEL

50 UNITS TOTAL  
79.4 DU/AC  
79,431 SF  
2.91 F.A.R.  
6 BMR UNITS

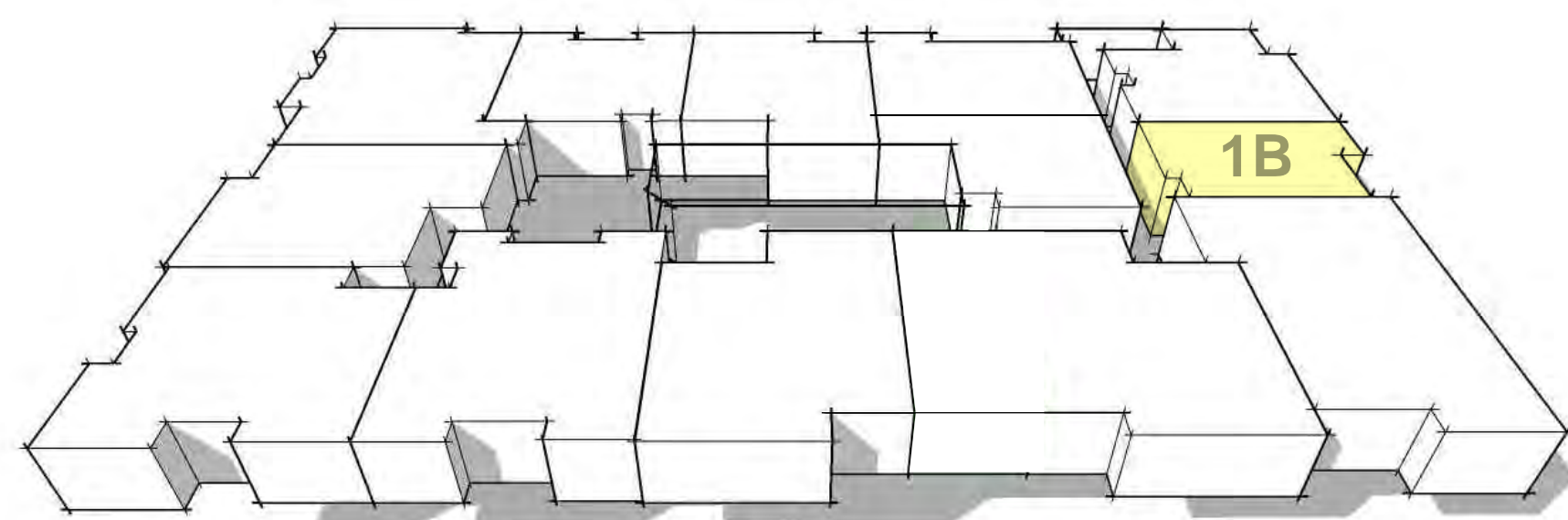
46 FEET HEIGHT LIMIT



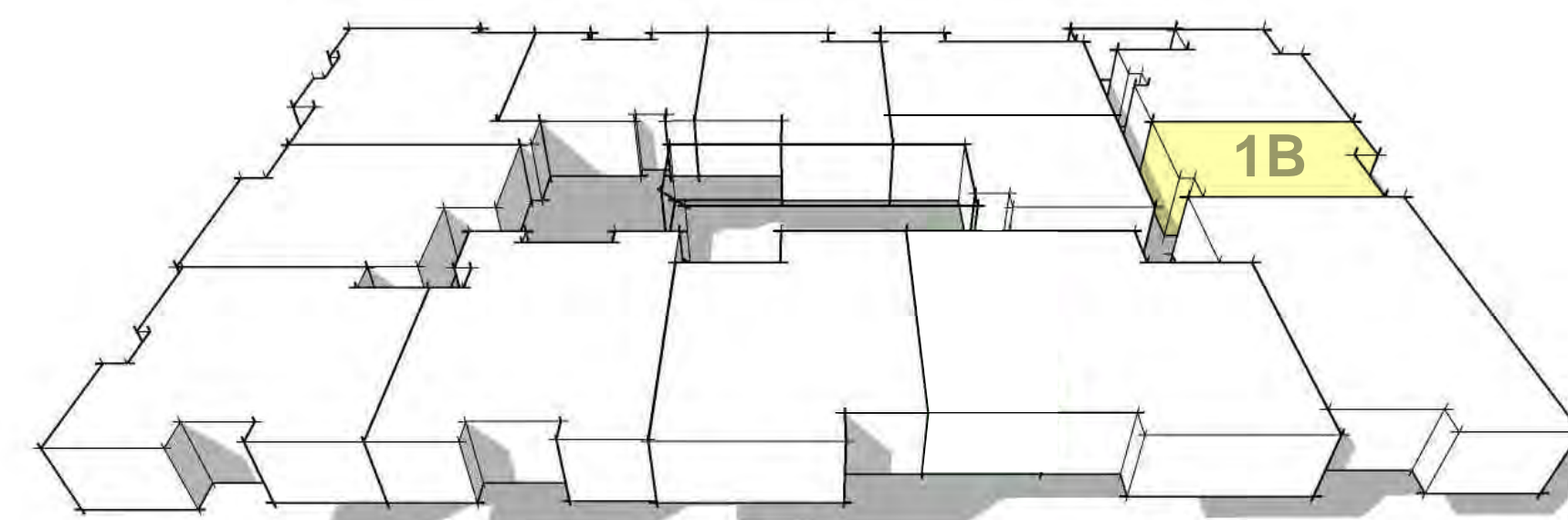
FLOOR 4  
11 UNITS

11 FEET INCREASE  
CITY OF LOS ALTOS  
MUNICIPAL CODE  
14.28.040.F.1.d  
ON-MENU INCENTIVE

35 FEET HEIGHT LIMIT



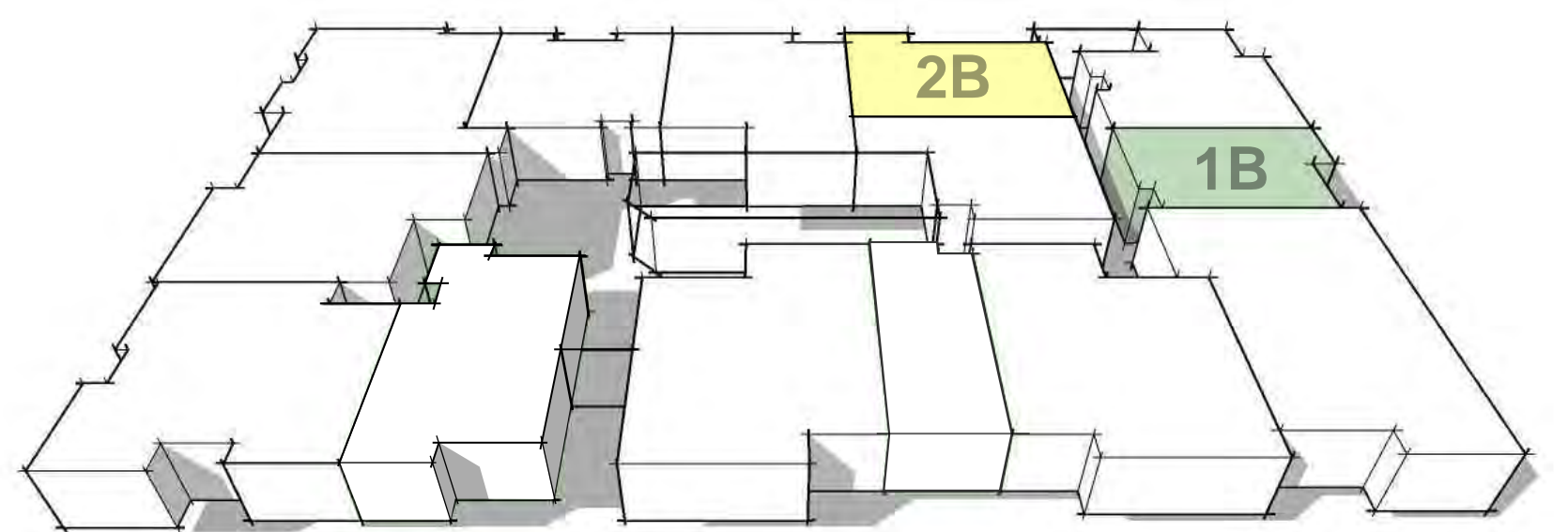
FLOOR 3  
13 UNITS



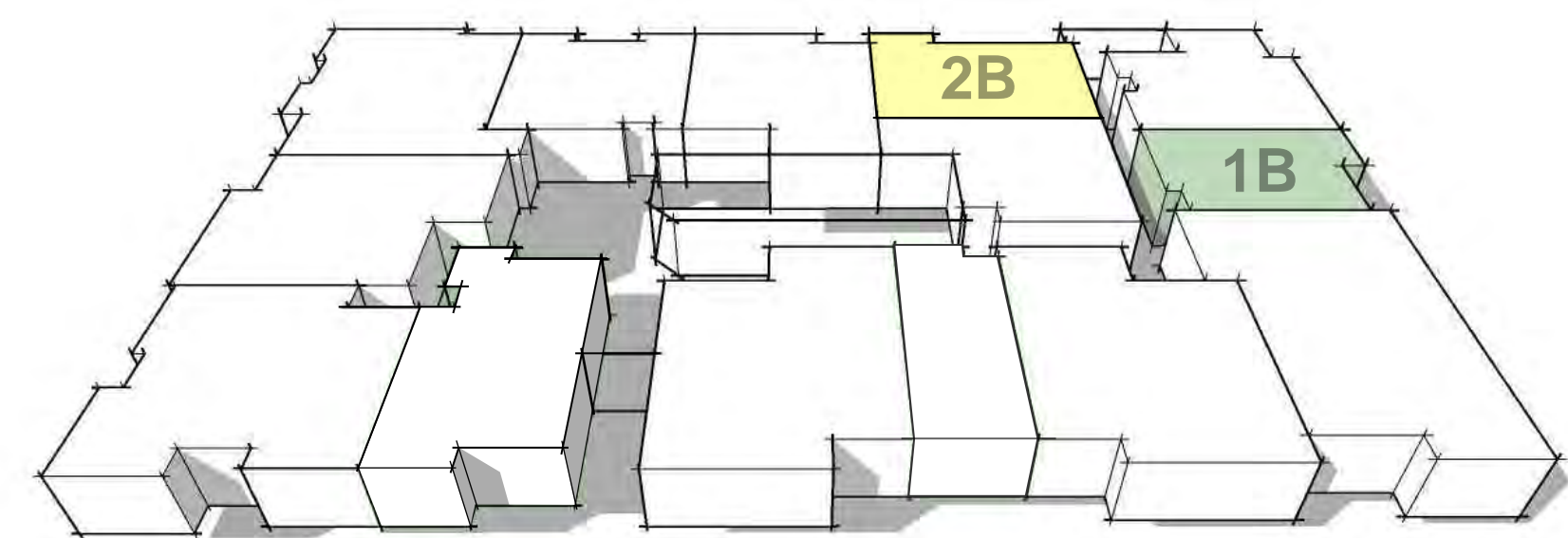
FLOOR 3  
13 UNITS

### LEGEND

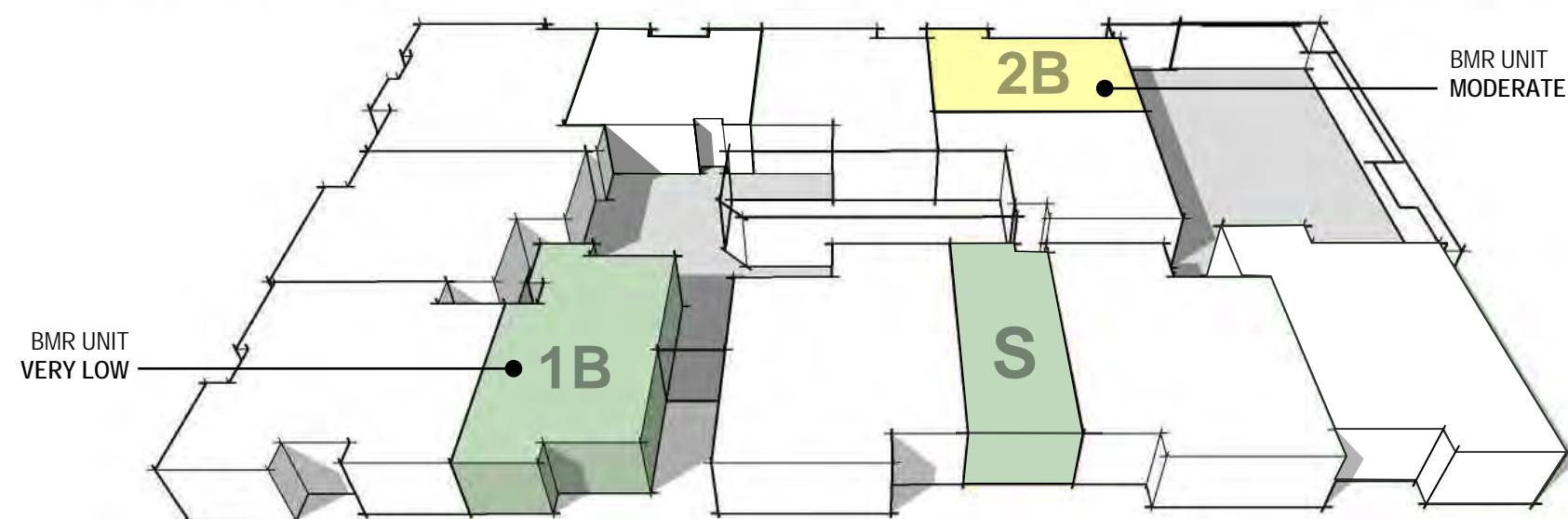
- S** = STUDIO
- 1B** = 1 BEDROOM UNIT
- 2B** = 2 BEDROOM UNIT



FLOOR 2  
14 UNITS



FLOOR 2  
14 UNITS



FLOOR 1  
12 UNITS



FLOOR 1  
12 UNITS

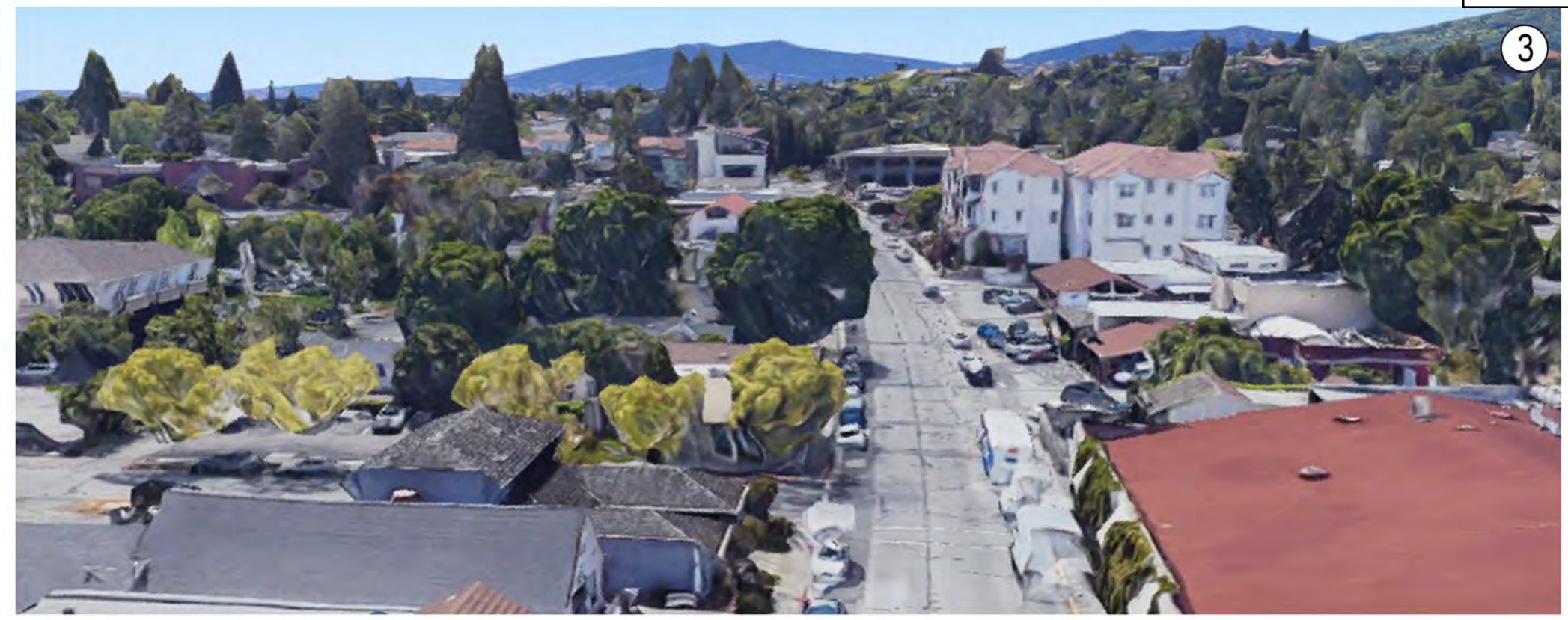
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PROJECT DATA SHEET  
T3

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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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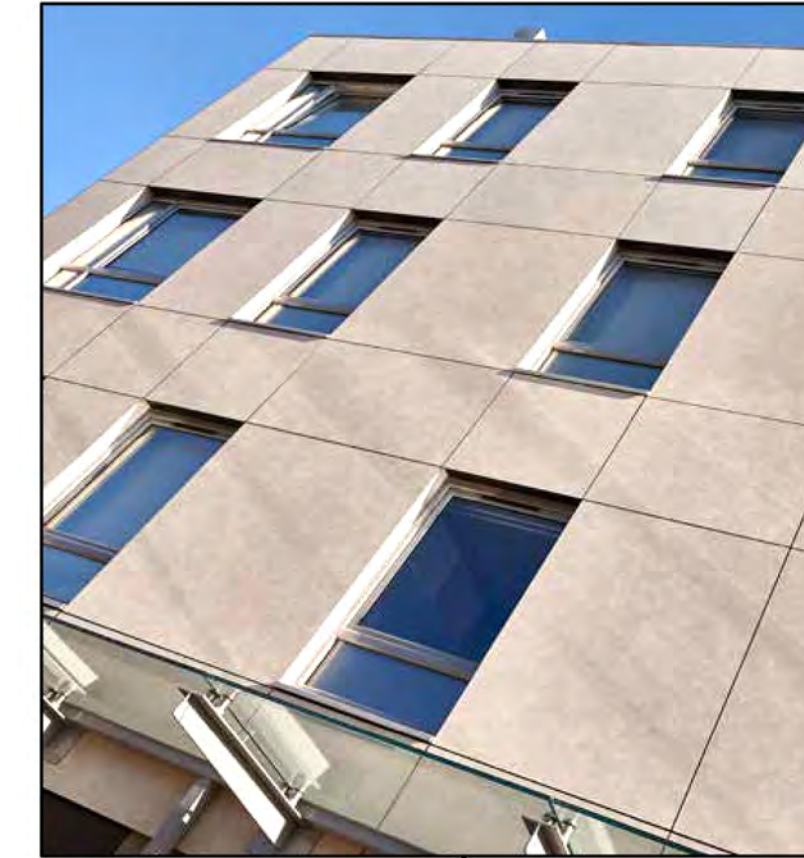
**BUILDING PERSPECTIVE**  
 A04



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

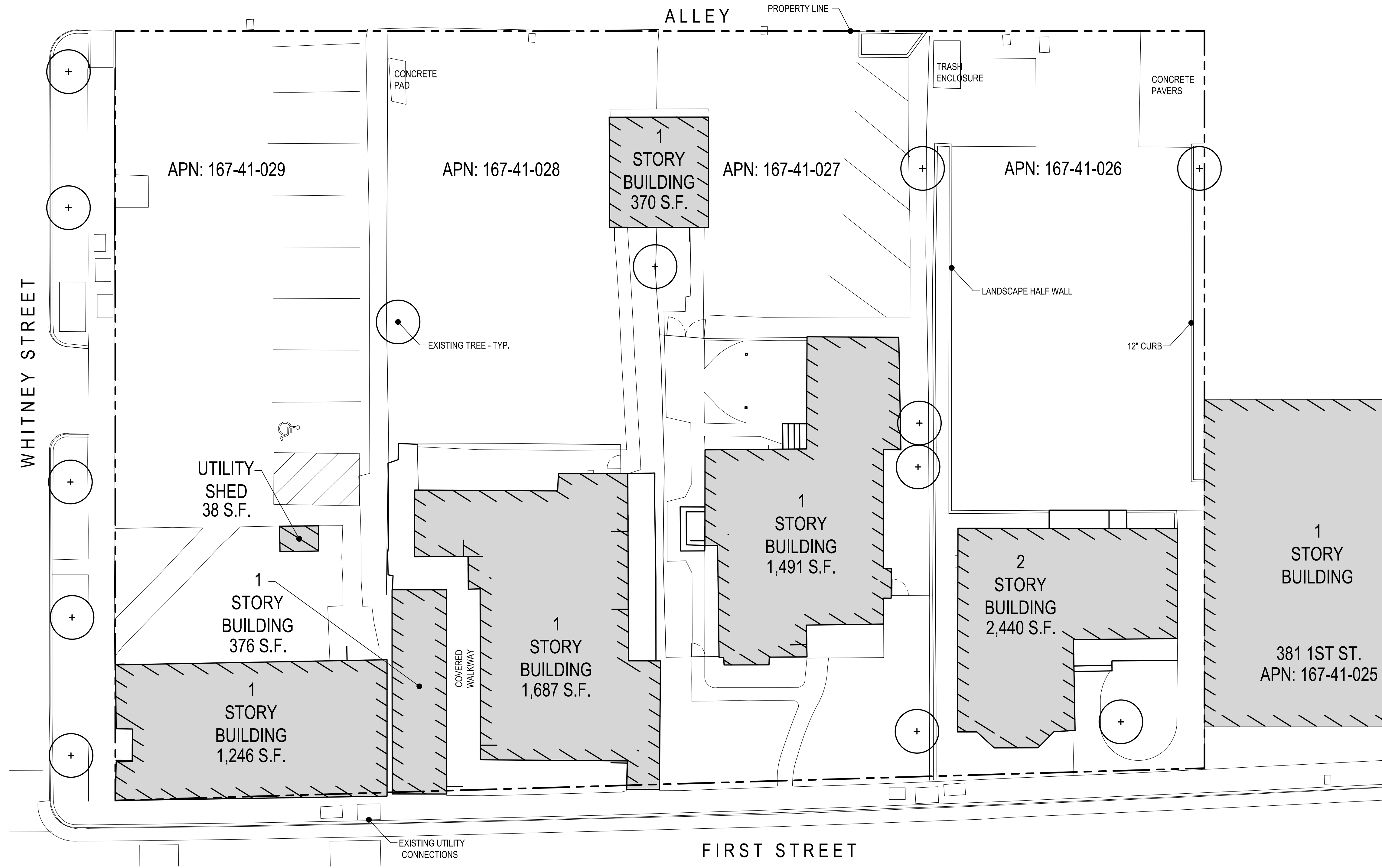
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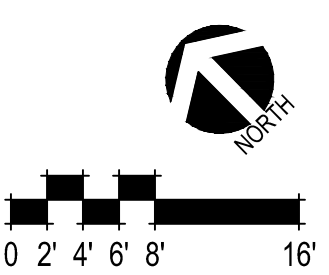
### MATERIAL SELECTIONS A05

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EXISTING BUILDING AREAS	
TOTAL	7,648 SF



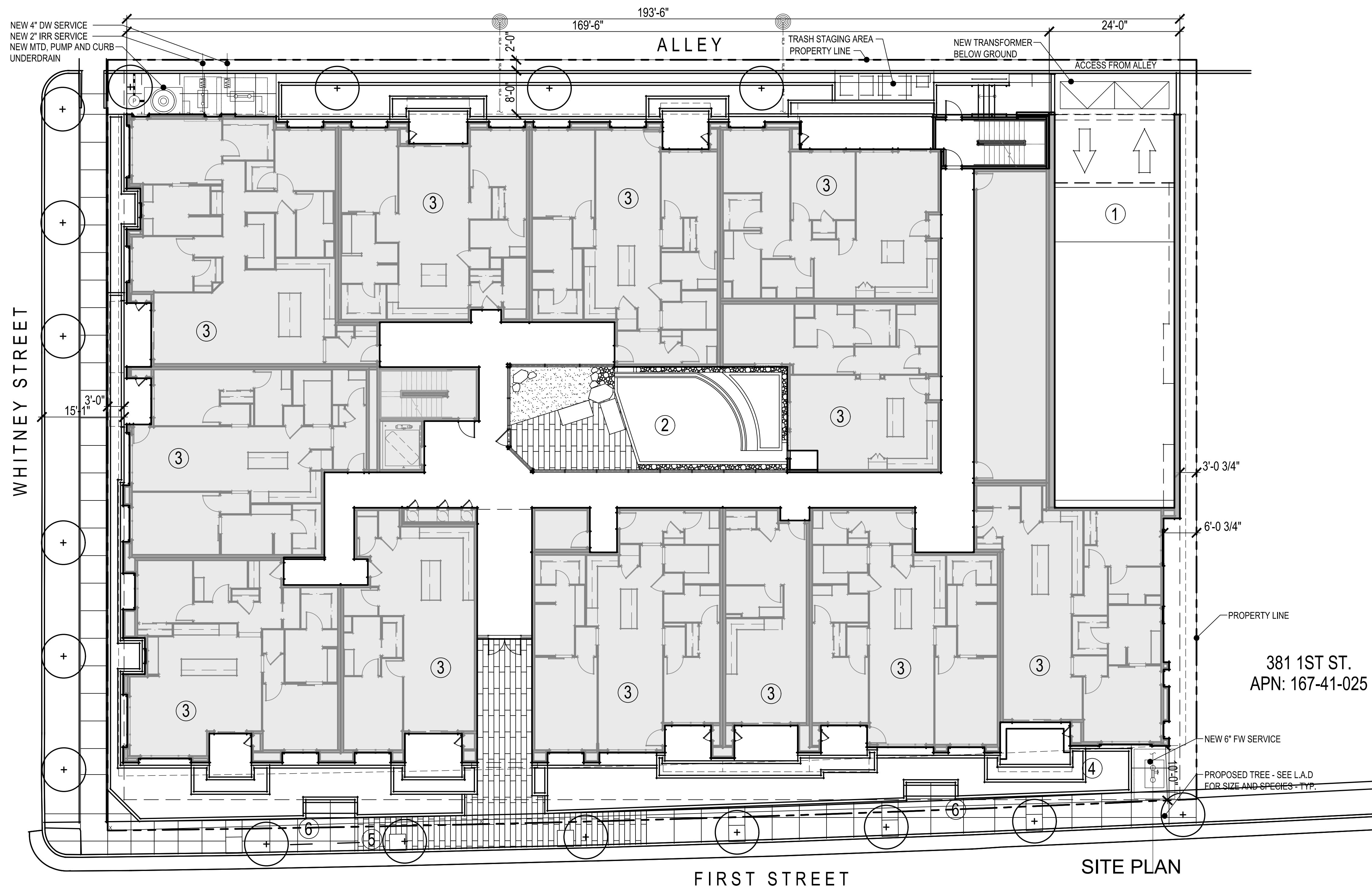
EXISTING SITE PLAN  
A06

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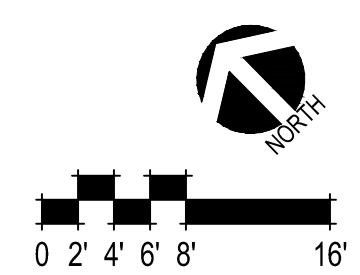
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### KEY NOTES

- ① GARAGE RAMP
- ② COURT
- ③ RESIDENTIAL UNIT
- ④ RAISED PLANTERS
- ⑤ BICYCLE RACK
- ⑥ SITTING BENCH



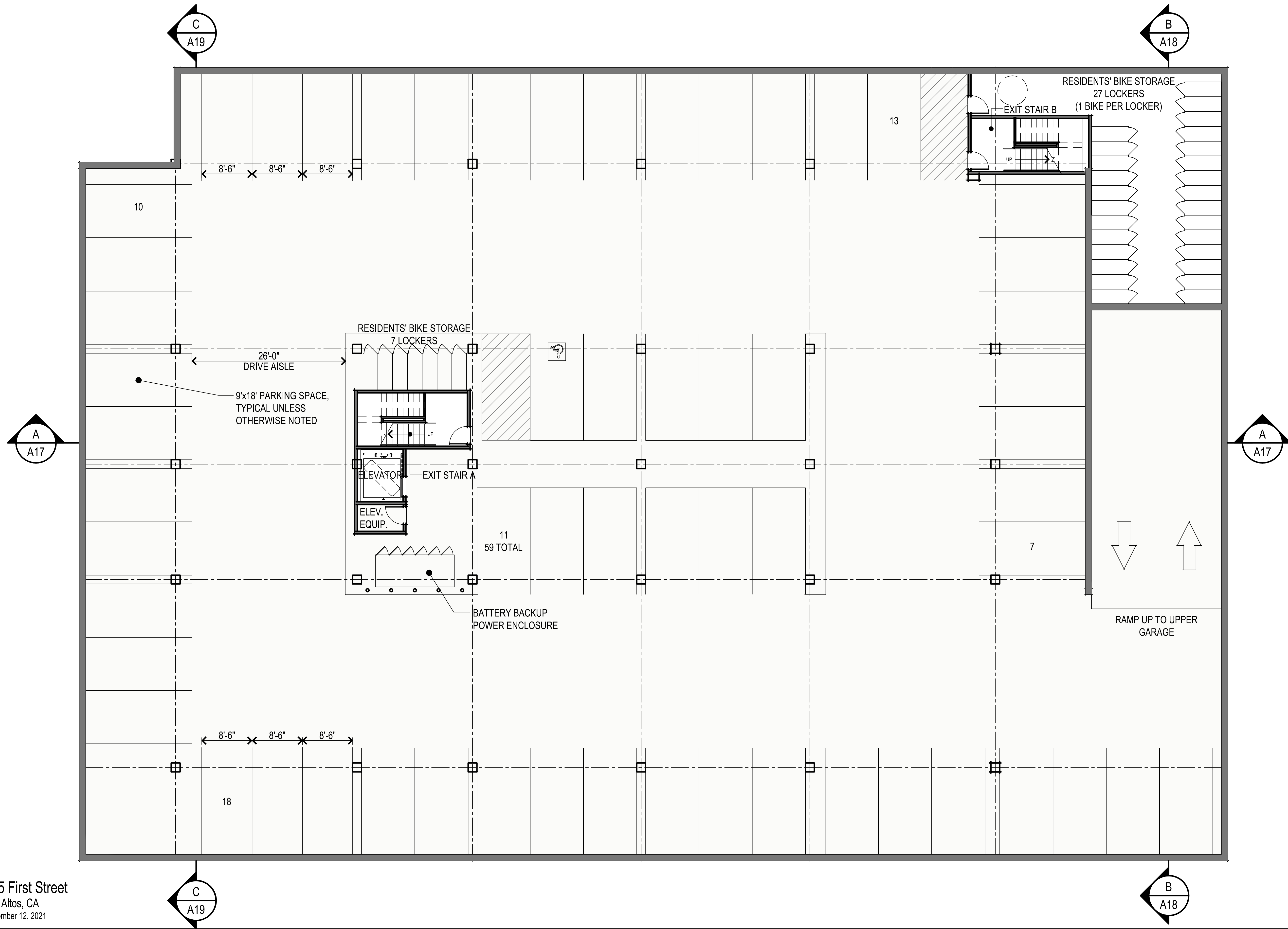
### PROPOSED SITE PLAN A07

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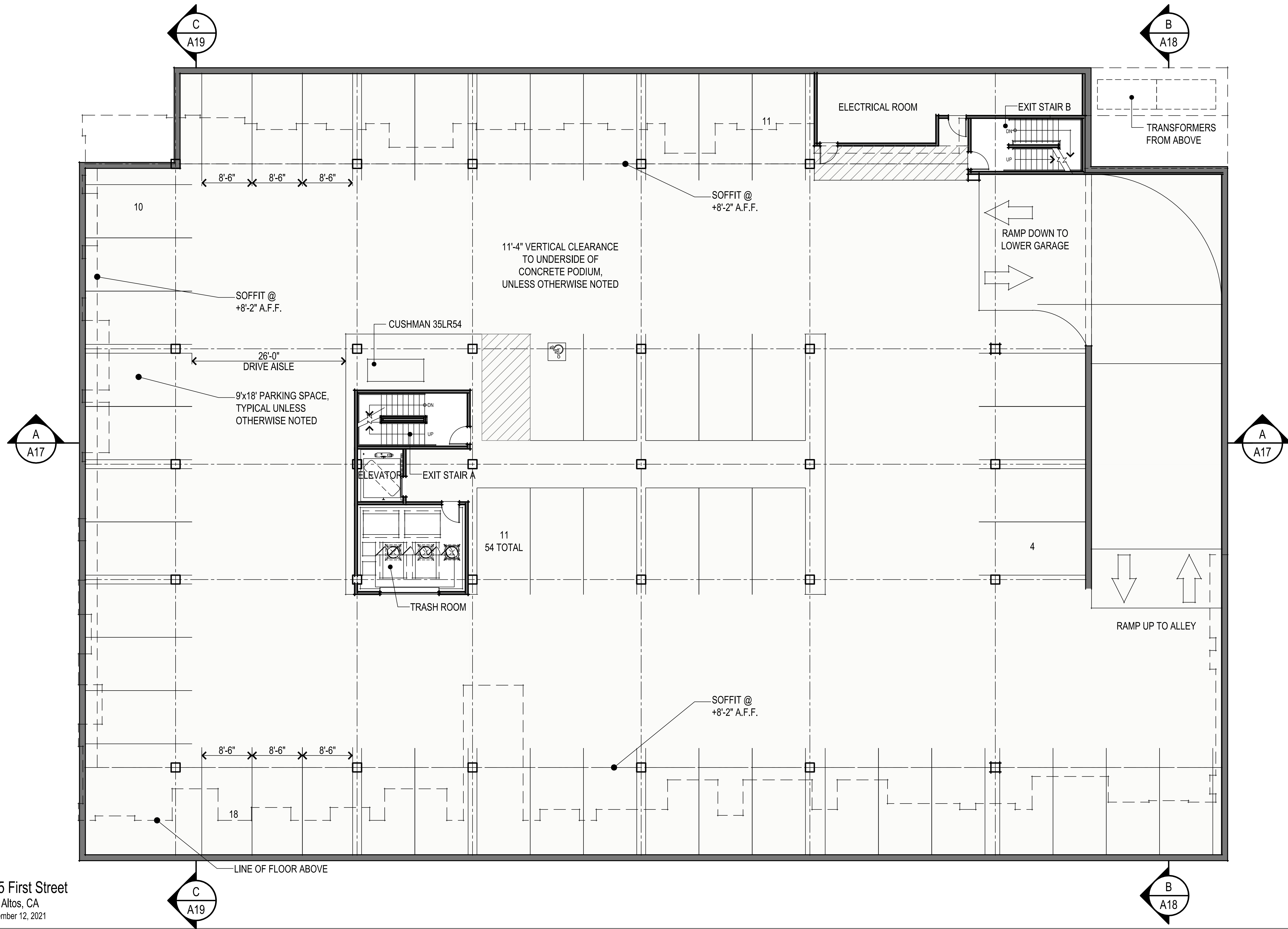
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**LOWER GARAGE PLAN**  
**A08**

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**UPPER GARAGE PLAN**  
**A09**

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**UNIT MIX CHART**

1 BEDROOM UNITS/ STUDIO UNITS	UNIT AREA	1ST FLOOR		
1A (STUDIO)	621 SQ. FT.	1	3	25%
1B	790 SQ. FT.	1		
1C	988 SQ. FT.	1		
1D	1,026 SQ. FT.	1		
<b>2 BEDROOM UNITS</b>				
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		
<b>3 BEDROOM UNITS</b>				
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

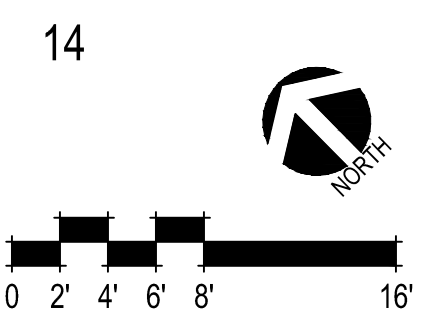
**FIRST FLOOR PLAN**  
**A10**





**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		
<b>2 BEDROOM UNITS</b>				
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		
<b>3 BEDROOM UNITS</b>				
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**

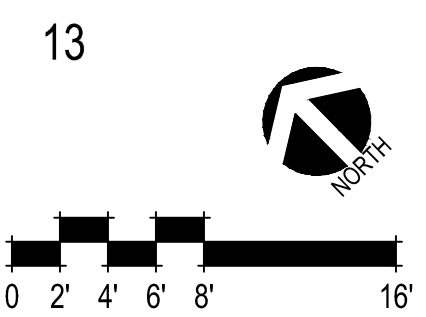
SDG Architects, Inc.  
 3361 Walnut Blvd, Suite 120  
 Brentwood, CA 94513  
 925.634.7000 | sdgarchitectsinc.com





**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	
<b>2 BEDROOM UNITS</b>			
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	
<b>3 BEDROOM UNITS</b>			
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	



**THIRD FLOOR PLAN  
A12**

366.014 355 First Street  
Los Altos, CA  
November 12, 2021



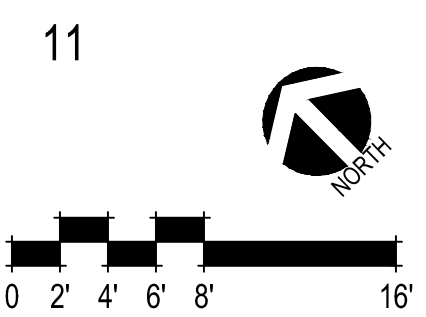
**SDG Architects, Inc.**  
3361 Walnut Blvd, Suite 120  
Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





**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.		
<b>2 BEDROOM UNITS</b>			<b>6 55%</b>
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.		
<b>3 BEDROOM UNITS</b>			<b>5 45%</b>
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	



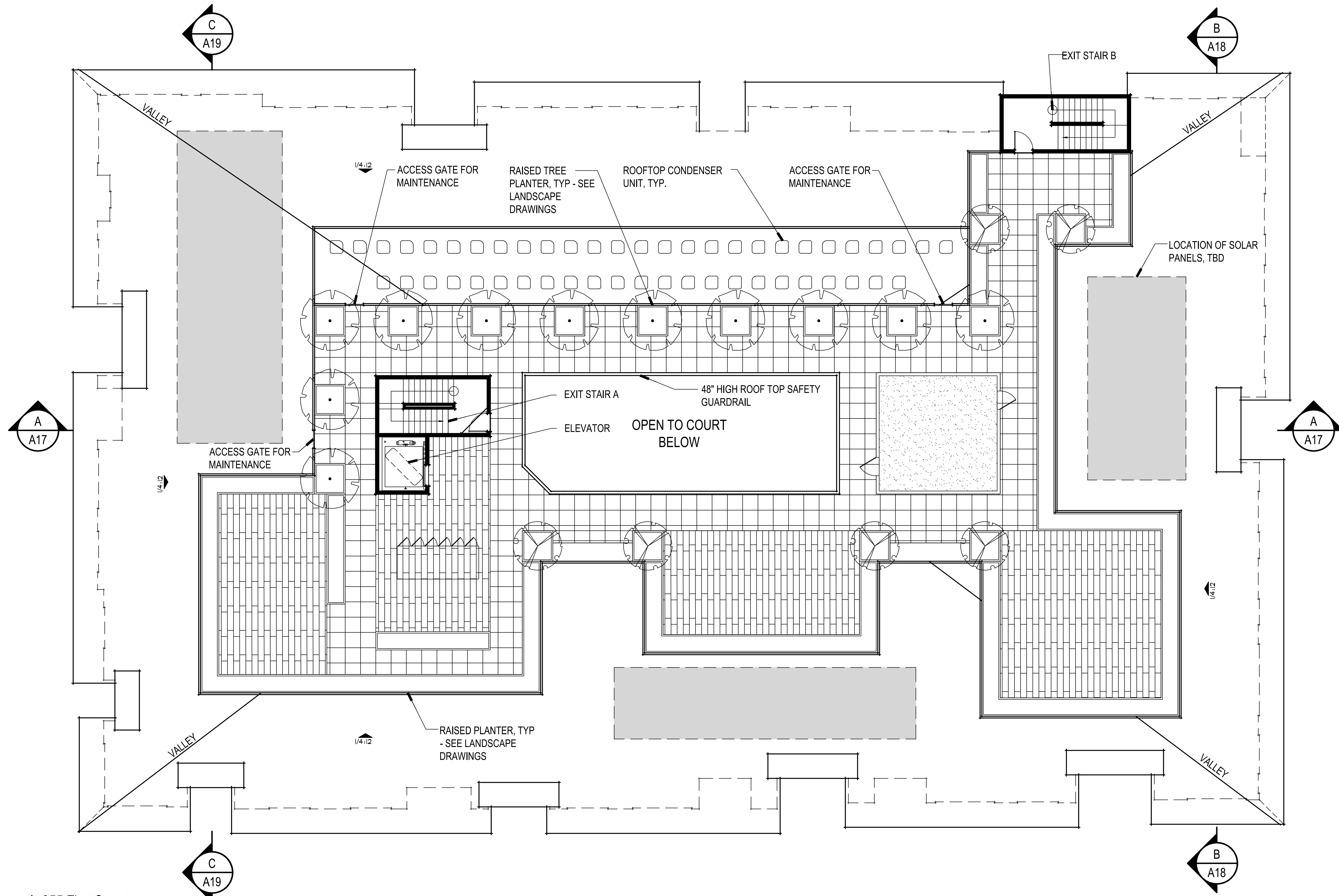
366.014 355 First Street  
Los Altos, CA  
November 12, 2021



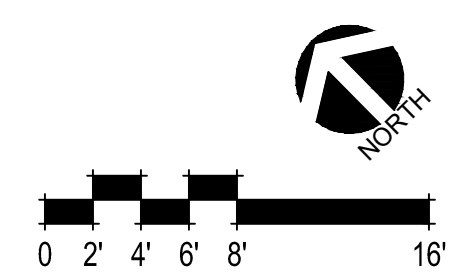
**FOURTH FLOOR PLAN  
A13**

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





366.014 355 First Street  
 Los Altos, CA  
 November 12, 2021



ROOF PLAN  
 A14

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





LEFT ELEVATION



FRONT ELEVATION



FRONT AND LEFT EXTERIOR ELEVATIONS

A15

366.014 355 First Street  
Los Altos, CA  
November 12, 2021



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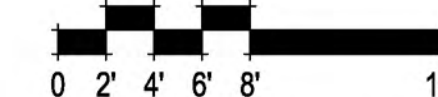


RIGHT ELEVATION

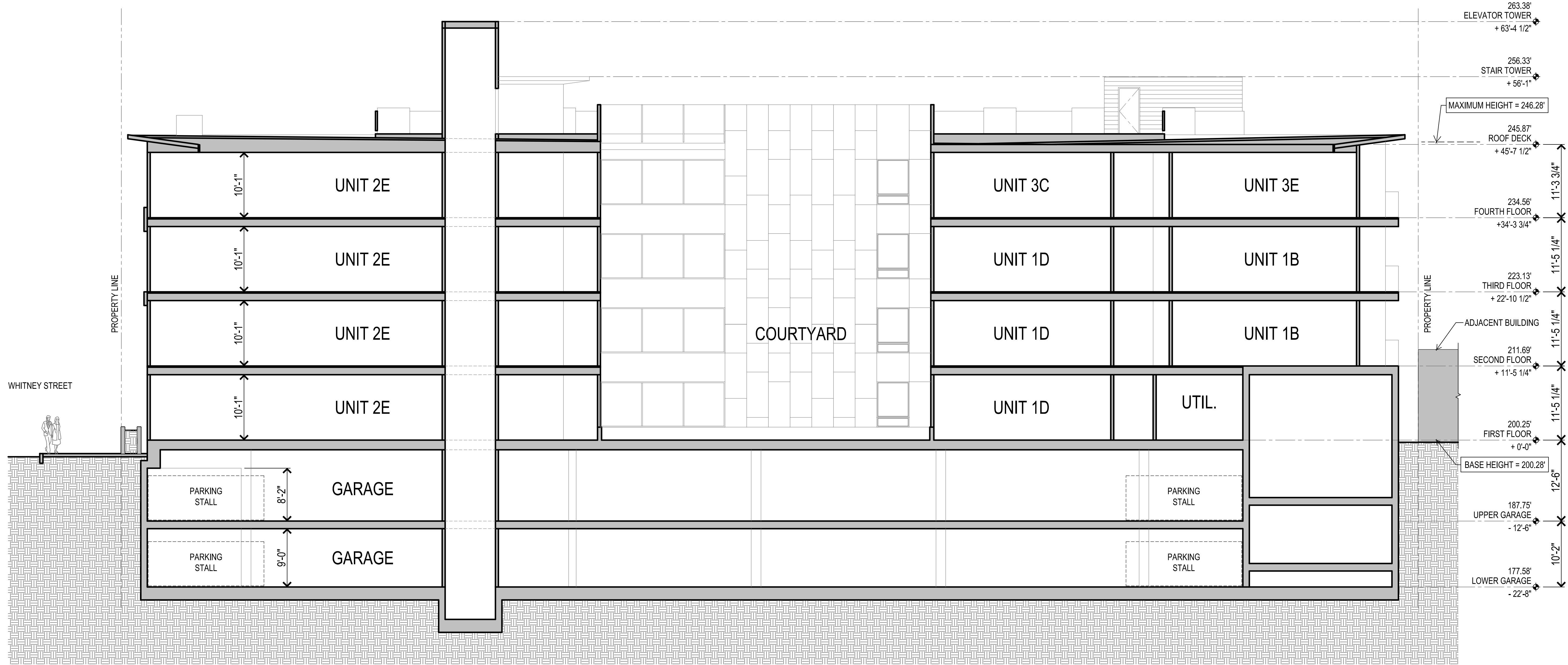


REAR ELEVATION

REAR AND RIGHT EXTERIOR ELEVATIONS

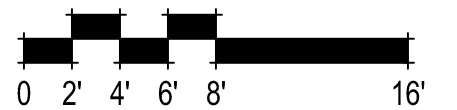


366.014 355 First Street  
Los Altos, CA  
November 12, 2021



SECTION A

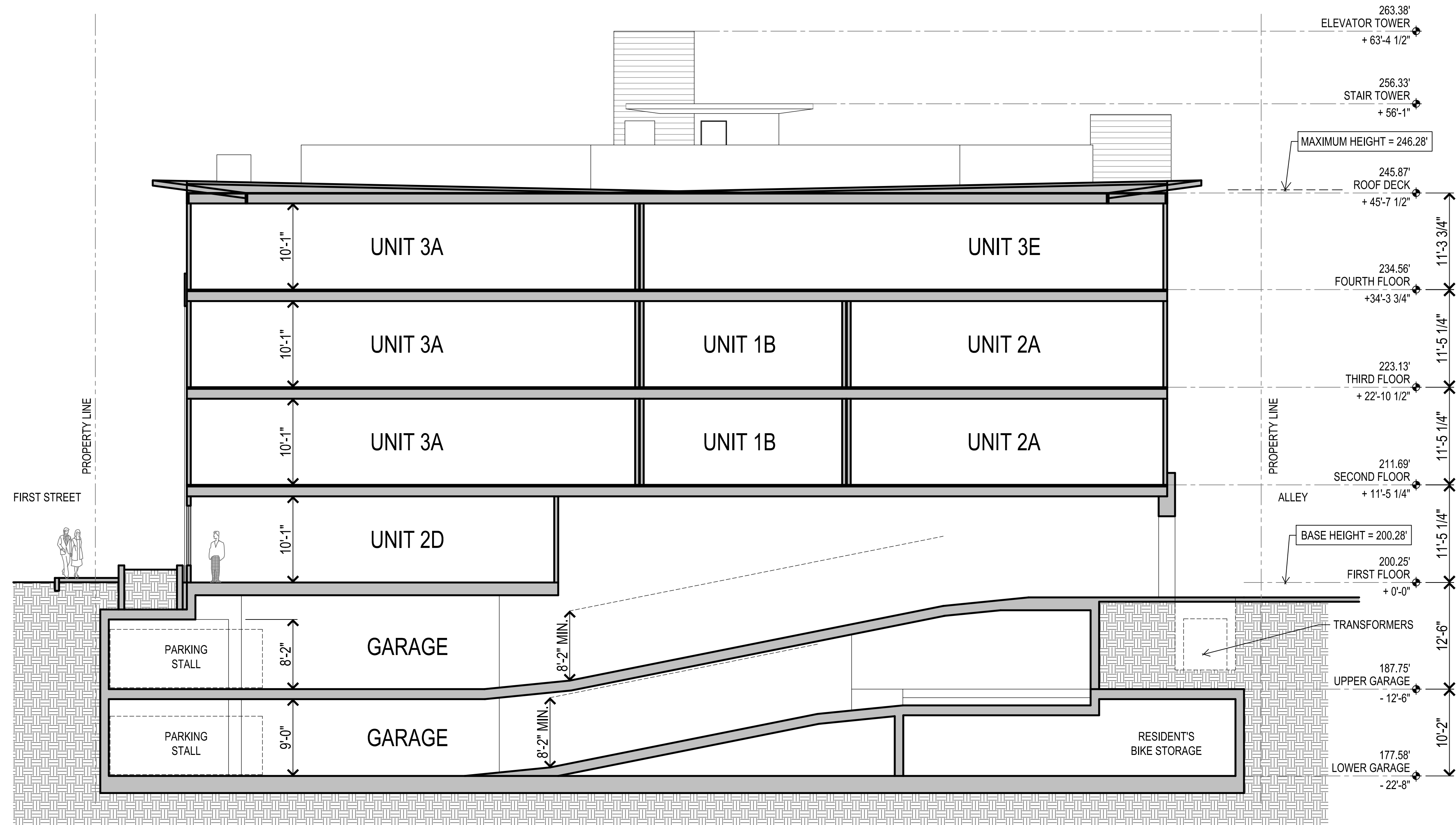
366.014 355 First Street  
Los Altos, CA  
November 12, 2021



BUILDING SECTION A  
A17

SDG Architects, Inc.  
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SECTION B

366.014 355 First Street  
Los Altos, CA  
November 12, 2021

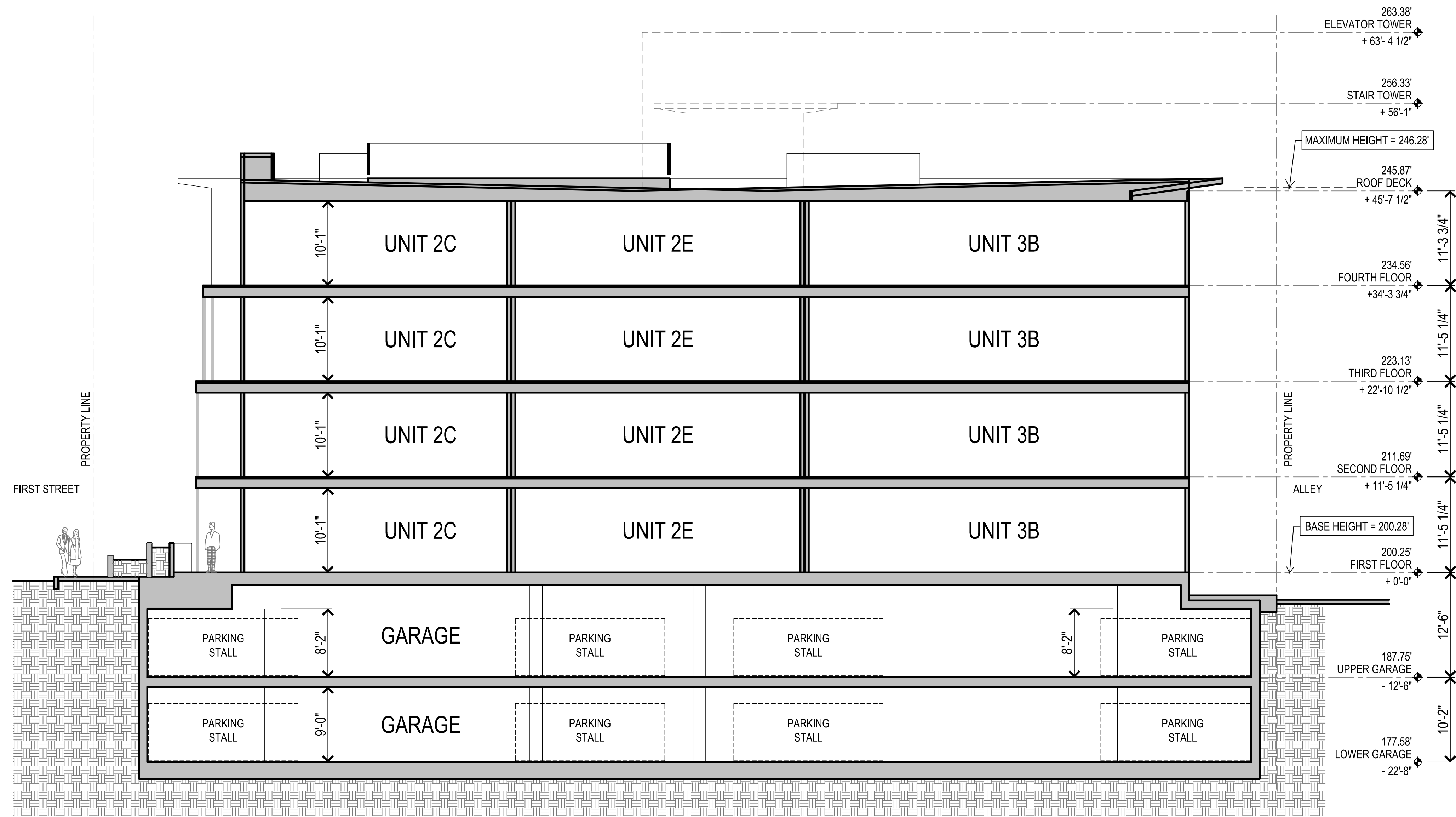


0 2' 4' 6' 8' 16'  
BUILDING SECTION B  
A18

SDG Architects, Inc.  
3361 Walnut Blvd, Suite 120  
Brentwood, CA 94513  
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SECTION C

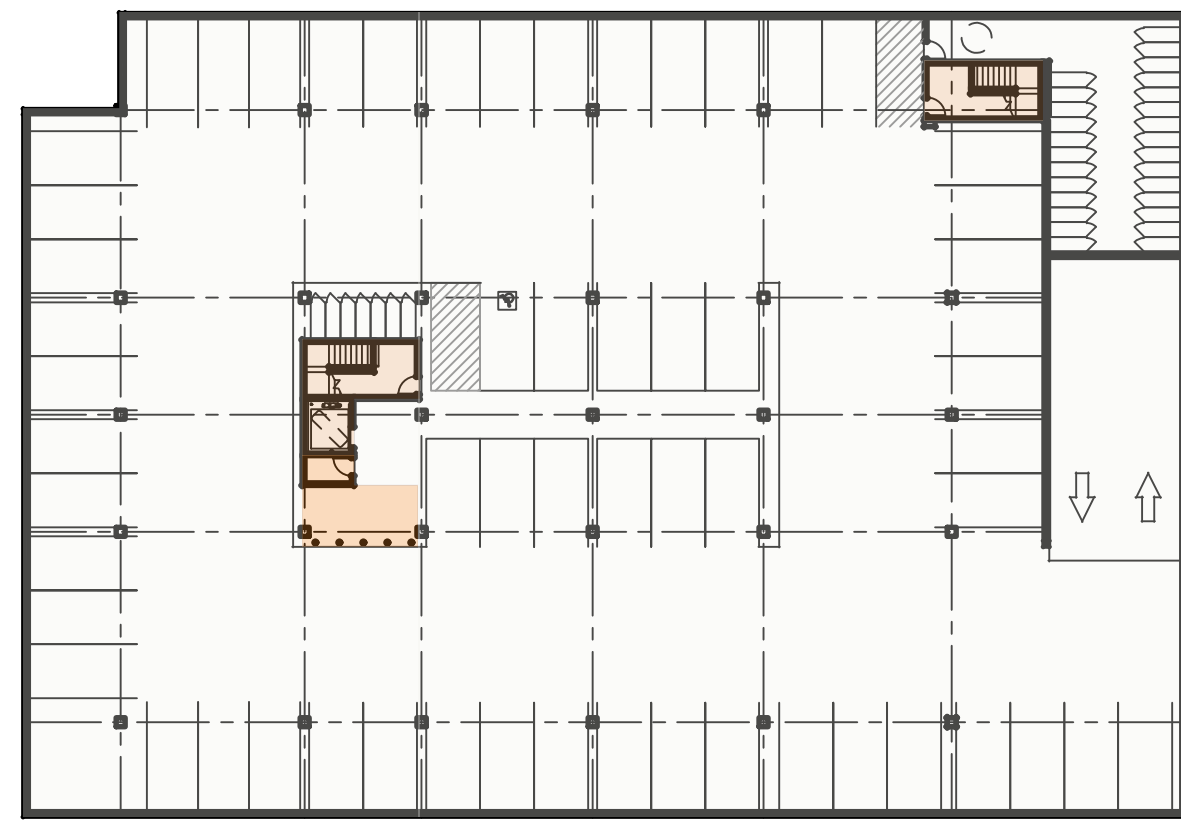
366.014 355 First Street  
 Los Altos, CA  
 November 12, 2021



0 2' 4' 6' 8' 16'  
 BUILDING SECTION C  
 A19

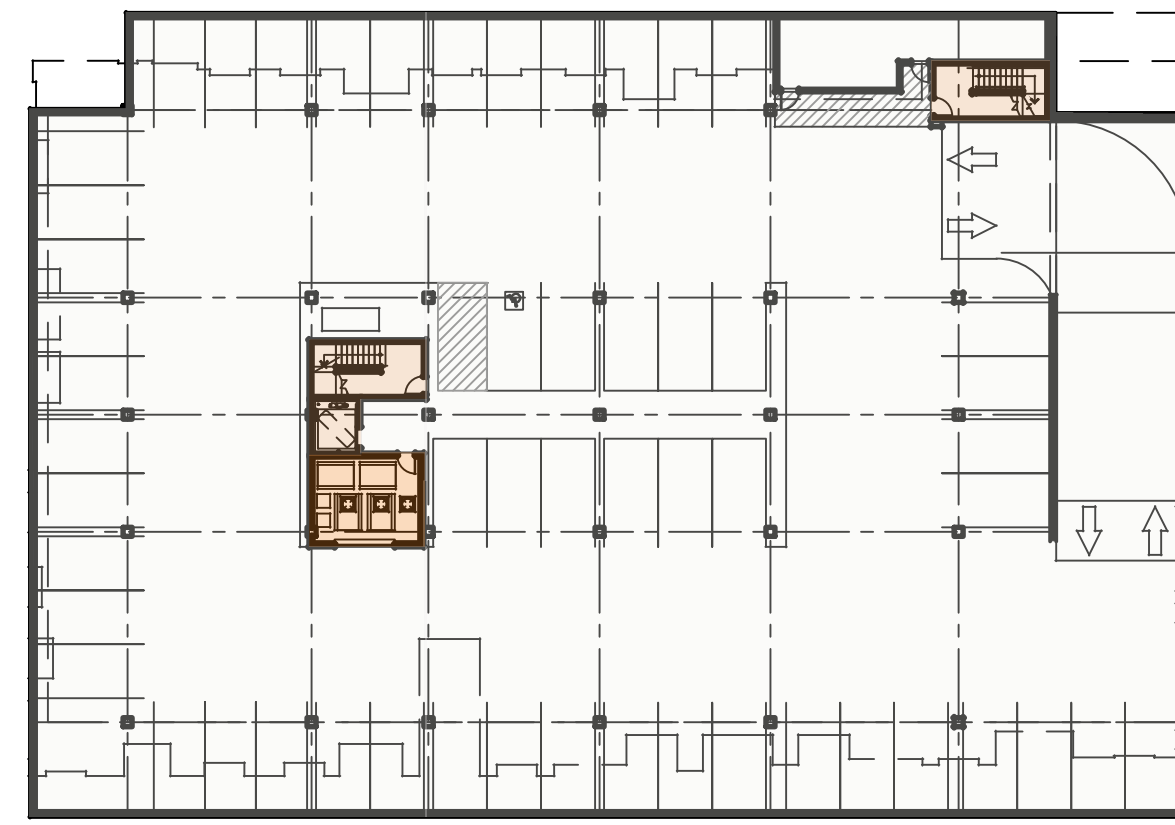
SDG Architects, Inc.  
 3361 Walnut Blvd, Suite 120  
 Brentwood, CA 94513  
 925.634.7000 | sdgarchitectsinc.com





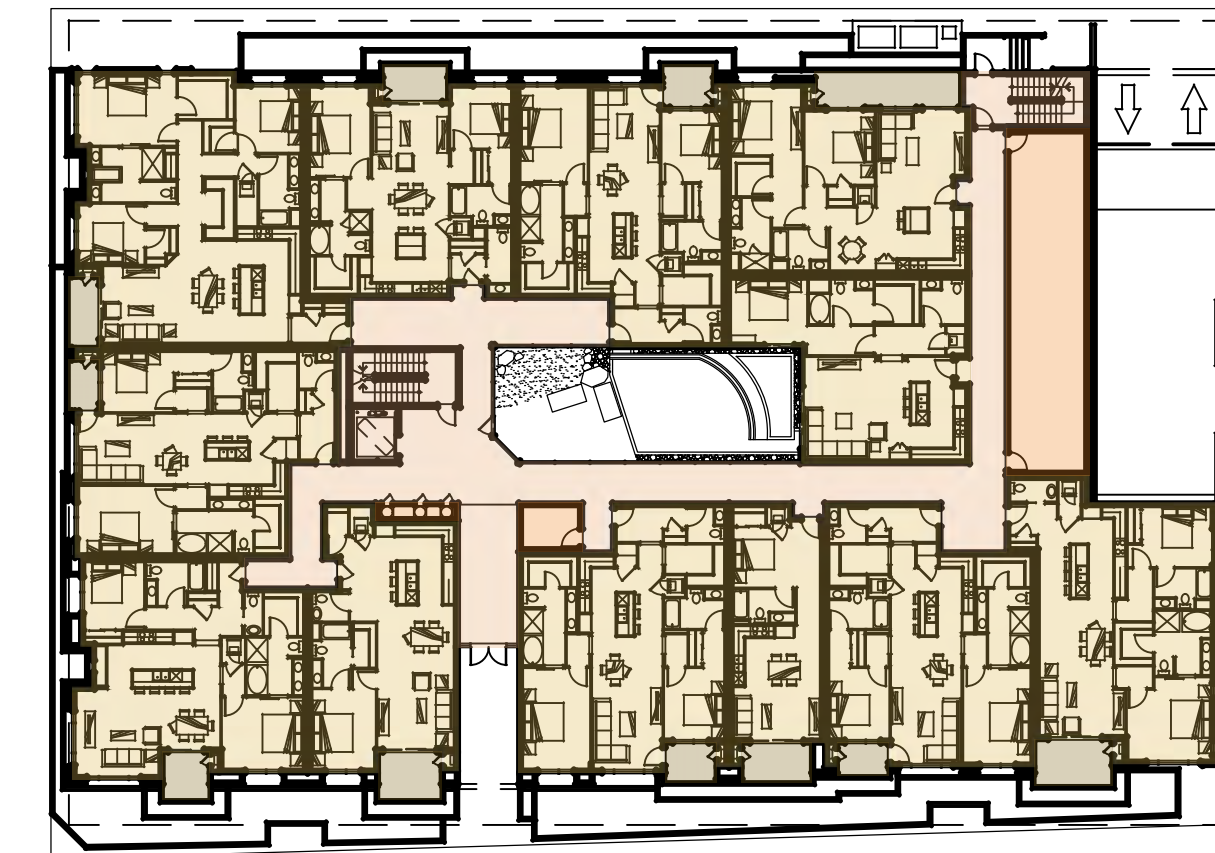
LOWER GARAGE LEVEL

CATEGORY	SUBTOTALS
PARKING	25,031 SF
CIRCULATION	471 SF
UTILITY	239 SF
DWELLING UNITS	
LEVEL TOTAL	25,741 SF



UPPER GARAGE LEVEL

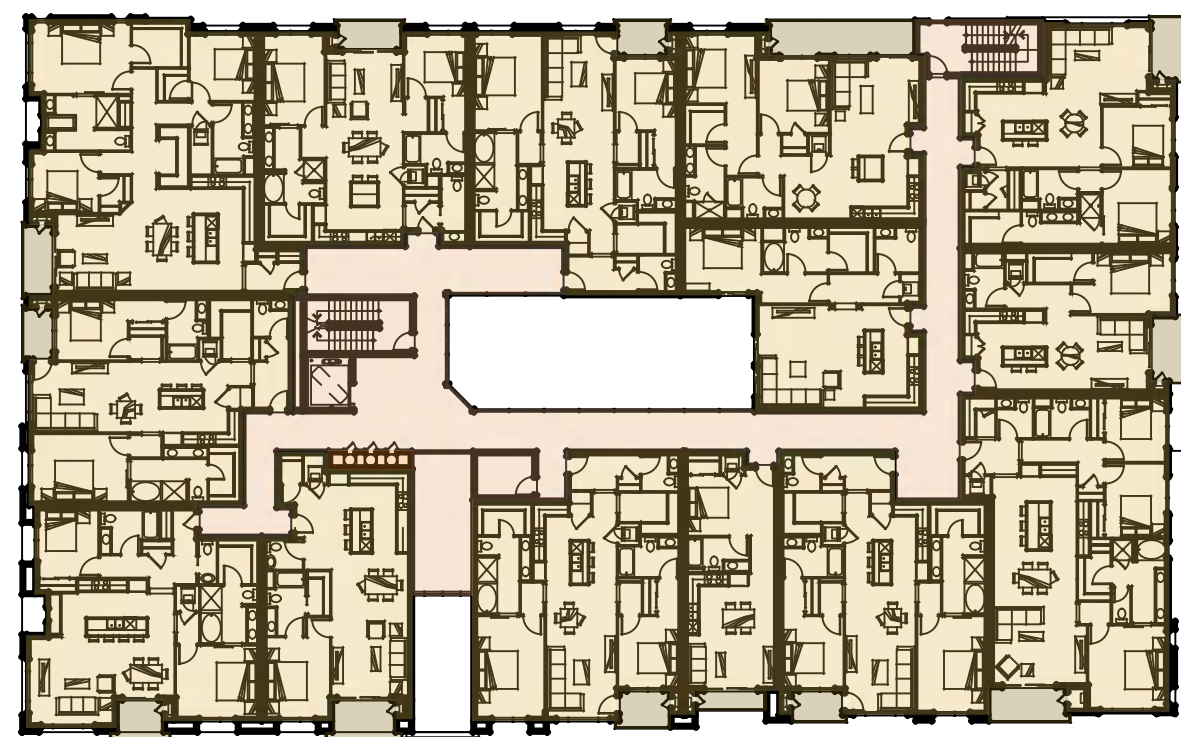
CATEGORY	SUBTOTALS
PARKING	24,493 SF
CIRCULATION	471 SF
UTILITY	296 SF
DWELLING UNITS	
LEVEL TOTAL	25,260 SF



GROUND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,740 SF
UTILITY	929 SF
DWELLING UNITS	15,006 SF
LEVEL TOTAL	18,675 SF

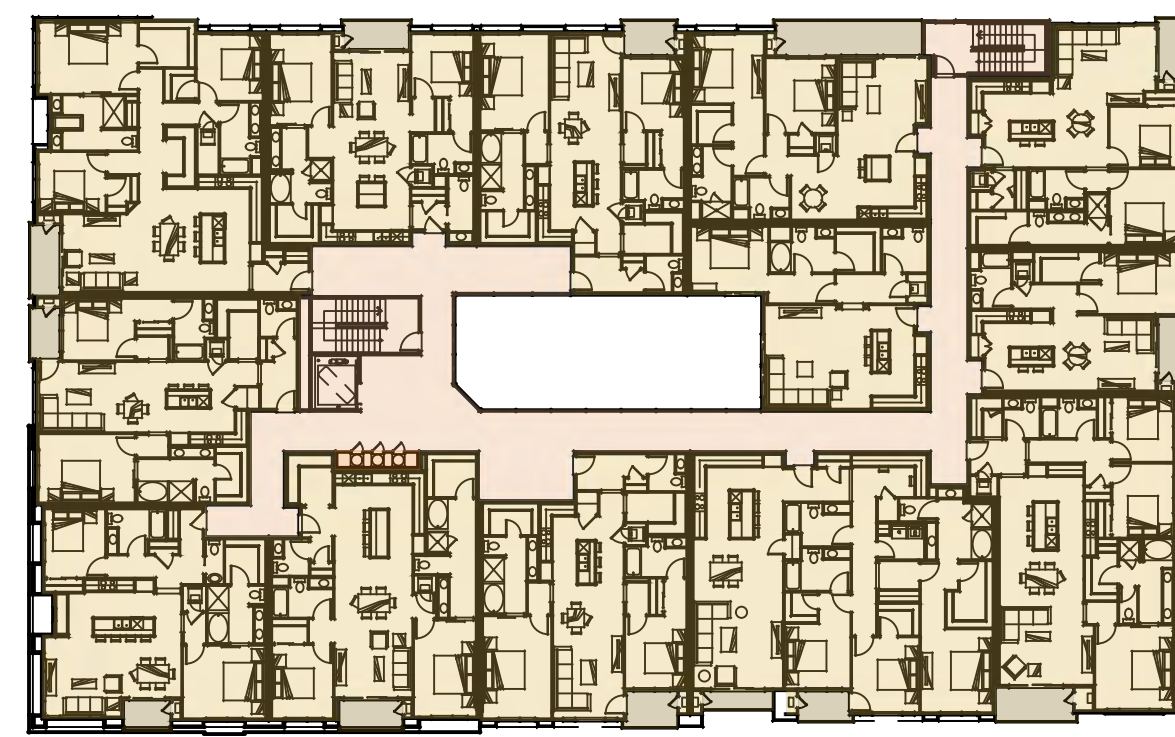
DECK AREA	795 SF
-----------	--------



SECOND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,863 SF
UTILITY	42 SF
DWELLING UNITS	17,238 SF
LEVEL TOTAL	20,143 SF

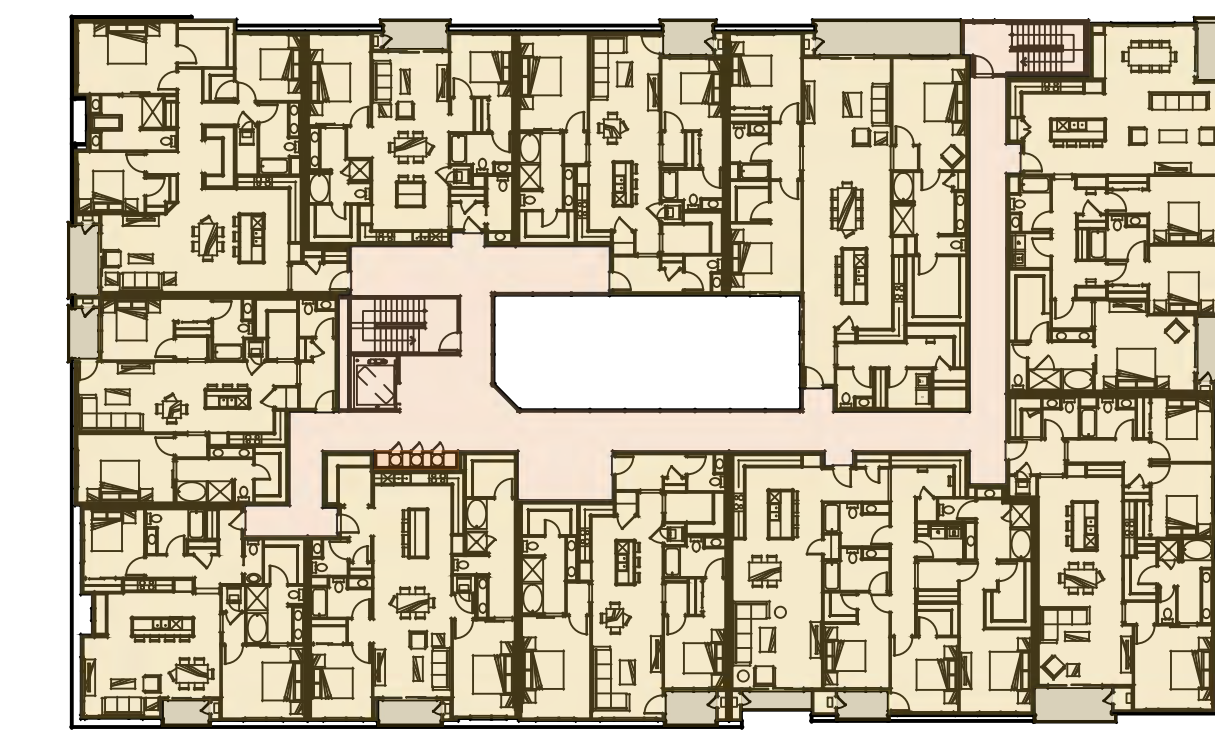
DECK AREA	844 SF
-----------	--------



THIRD FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,565 SF
UTILITY	42 SF
DWELLING UNITS	17,700 SF
LEVEL TOTAL	20,305 SF

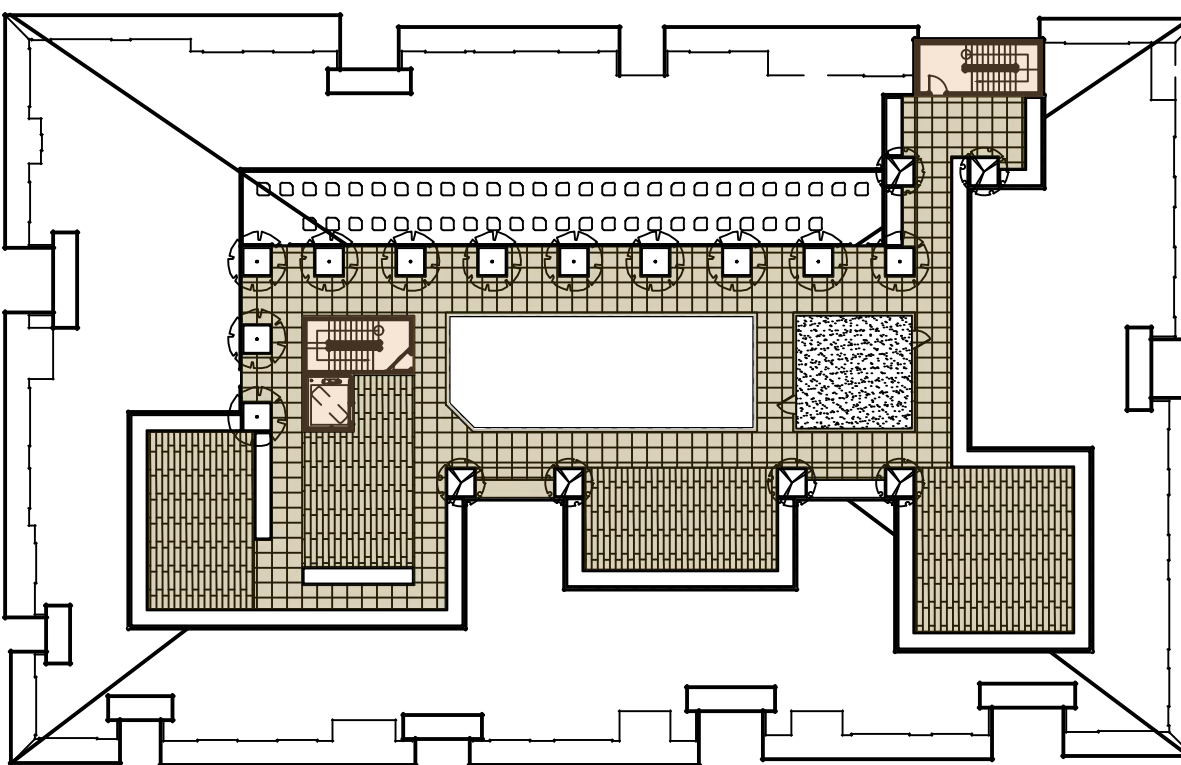
DECK AREA	801 SF
-----------	--------



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
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ROOF DECK

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	468 SF
UTILITY	
DWELLING UNITS	
ROOF DECK	
LEVEL TOTAL	468 SF

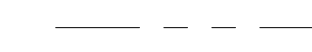
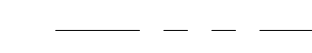


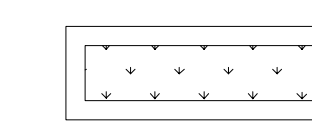

DECK AREA	5,318 SF
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BUILDING TOTALS	
CATEGORY	SUBTOTALS
PARKING	49,524 SF
CIRCULATION	12,131 SF
UTILITY	1,590 SF
DWELLING UNITS	67,668 SF
TOTAL	130,913 SF

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

- THIS VESTING TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH ARTICLE 2, SECTION 86452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT.
- AREA: THE BOUNDARIES OF THIS SUBDIVISION CONTAIN ±0.64 ACRES.
- DURING CONSTRUCTION, ALL EQUIPMENT AND PARKING SHALL REMAIN ON-SITE UNLESS THE CONTRACTOR HAS APPROVAL FROM THE CITY.
- ALL EXISTING WATER, SANITARY, AND STORM SERVICES ARE TO BE ABANDONED/REMOVED PER CITY OF LOS ALTOS STANDARDS AND SPECIFICATIONS.

## PROJECT INFORMATION

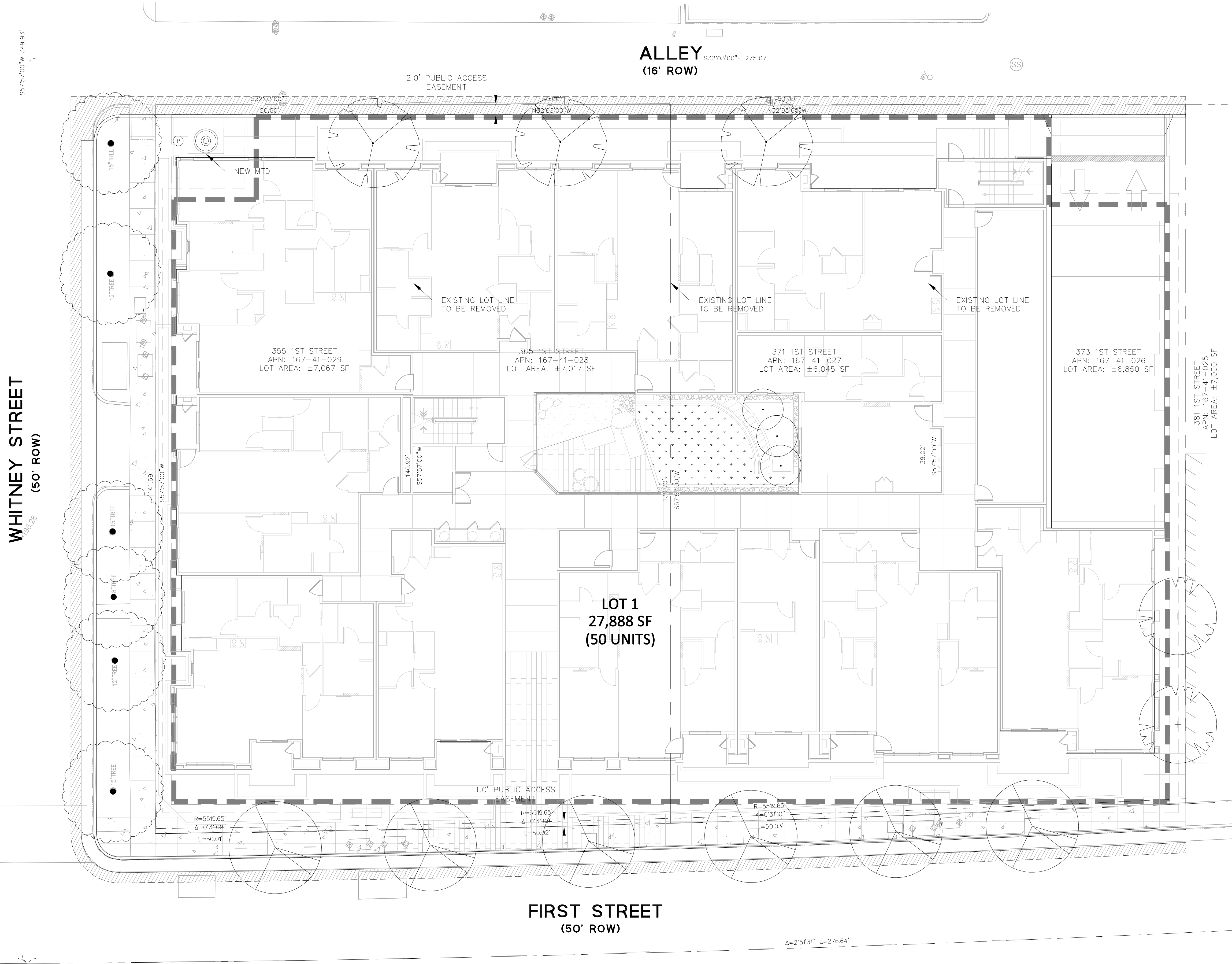
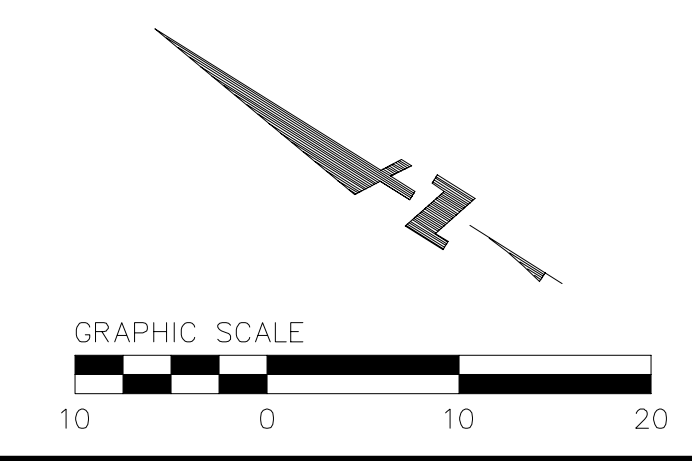
- OWNER/DEVELOPER:** 355 1ST ST. LLC  
419 SOUTH ANTONIO ROAD, SUITE 215  
LOS ALTOS, CA 94022  
CONTACT: KEVIN DENARDI  
(650) 842-2360
- ARCHITECT:** SDG ARCHITECTS  
3361 WALNUT BLVD, SUITE 120  
BRENTWOOD, CA 94513  
CONTACT: JEFF POTTS  
(925) 634-7000
- CIVIL ENGINEER:** BKF ENGINEERS  
1730 N. 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  
CITY OF LOS ALTOS  
B. SANITARY SEWER: N/A  
C. STORM DRAIN: N/A  
D. GAS/ELECTRIC: PACIFIC GAS & ELECTRIC  
AT&T  
E. TELEPHONE: COMCAST  
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



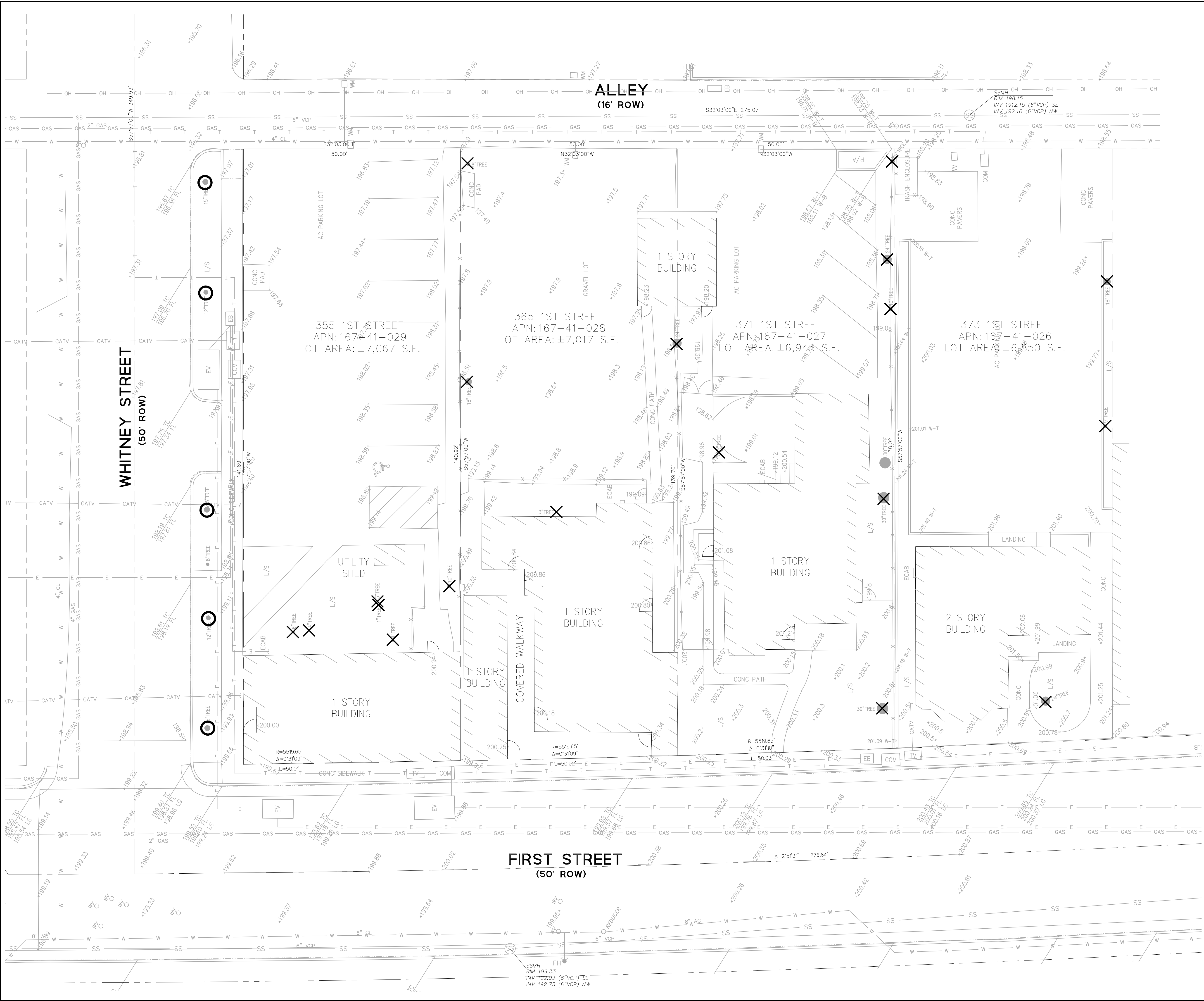
1730 N. FIRST STREET  
SUITE 600  
SAN JOSE, CA 95112  
(408) 467-9100  
www.bkf.com



355-373 1ST STREET  
 VESTING TENTATIVE MAP  
 SANTA CLARA COUNTY  
 LOS ALTOS CALIFORNIA

Date	Revisions
11/12/21	RESUBMITTAL 1
AS SHOWN	1
Design RM	2
Drawn RM	3
Approved IB	4
Job No. 2020231	

Drawing Number:  
**TM1.0**



**LEGEND**

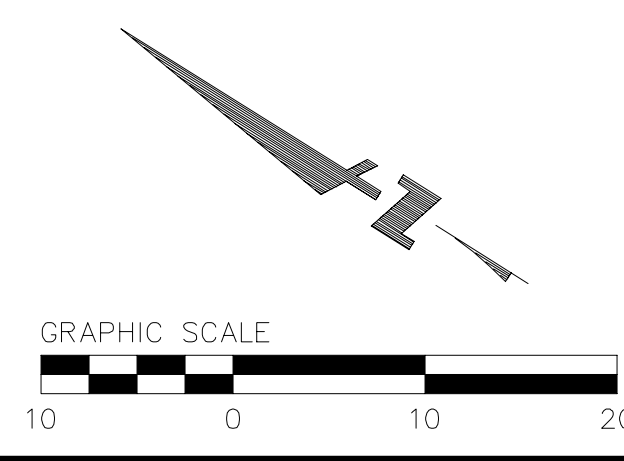
- PROJECT BOUNDARY -----
- ADJACENT LOT LINE -----
- INTERIOR LOT LINE -----
- EASEMENT -----
- ROAD CENTER LINE -----
- EXISTING FENCE ----- X
- SANITARY SEWER LINE ----- SS
- STORM DRAIN LINE ----- SD
- WATER LINE ----- W
- GAS LINE ----- GAS
- ELECTRICAL LINE ----- E
- OVERHEAD LINE ----- OH
- TELECOM 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
- EASEMENT LINE
- UNDERGROUND GARAGE
- VISIBILITY TRIANGLES
- SHORING
- FLUSH CURB
- NEW CITY STANDARD VERTICAL CURB AND GUTTER
- FLOW THROUGH PLANTER
- WV --- WATER VALVE
- \*SSCO --- SANITARY SEWER CLEANOUT
- SSMH --- SANITARY SEWER MANHOLE
- FIRE BACKFLOW PREVENTER
- DOMESTIC BACKFLOW PREVENTER
- IRRIGATION BACKFLOW PREVENTER
- FDC --- FIRE DEPARTMENT CONNECTION
- WM --- WATER METER
- SDO --- STORM DRAIN OVERFLOW DRAIN
- SDAD --- STORM DRAIN AREA DRAIN
- MECHANICAL TREATMENT DEVICE
- TRANSFORMER (FOR REFERENCE ONLY)
- --- TREE TO REMAIN

**ABBREVIATIONS**

- BFP --- BACK FLOW PREVENTOR
- C&G --- CURB AND GUTTER
- CLA --- CITY OF LOS ALTO COMMUNICATION
- COM --- DRIVEWAY
- DWY --- ELECTRICAL BOX
- EB --- ELECTRICAL VAULT
- EV --- EASEMENT
- ESMT --- PACIFIC GAS & ELECTRIC
- PGE --- RIGHT-OF-WAY
- ROW --- STORM DRAIN CLEANOUT
- SSCO --- SANITARY SEWER CLEAN OUT
- SSMH --- SANITARY SEWER MANHOLE
- STD --- STANDARD SIDEWALK
- SW --- TYPICAL
- WV --- WATER METER
- WM --- WATER VALVE

**NOTES**

1. ALL TREES, BOTH EXISTING AND PROPOSED, SHALL BE 1) VERIFIED WITH APPROVED PLANS, AND 2) SHALL NOT OBSTRUCT AERIAL ACCESS WHEN FULL GROWN WITHOUT MAINTENANCE.

1730 N. FIRST STREET  
SUITE 600  
SAN JOSE, CA 95112  
(408) 467-9100  
www.bkf.com

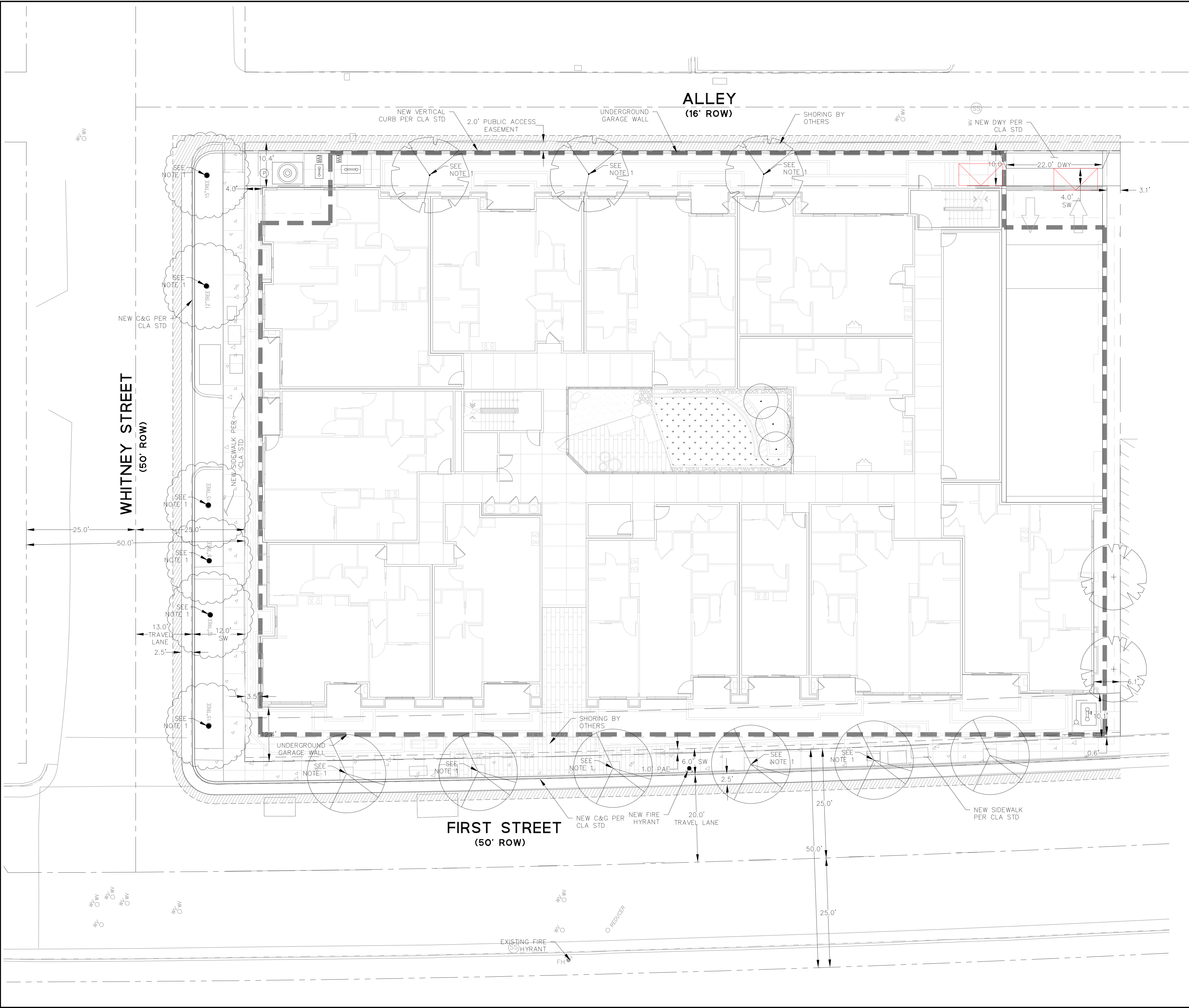


**355-373 1ST STREET  
PRELIMINARY SITE PLAN**

SANTA CLARA COUNTY  
LOS ALTOS  
CALIFORNIA

Date	Revisions	No.
11/12/21	RESUBMITTAL 1	1
AS SHOWN	RESUBMITTAL 2	2
Design RM	7/16/21 - RESUBMITTAL 2	3
Drawn RM	09/03/21 - RESUBMITTAL 3	4
Approved IB	11/12/21 - RESUBMITTAL 4	
Job No.	20202321	

**C2.0**



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 PLOT FILE NAME  
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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	

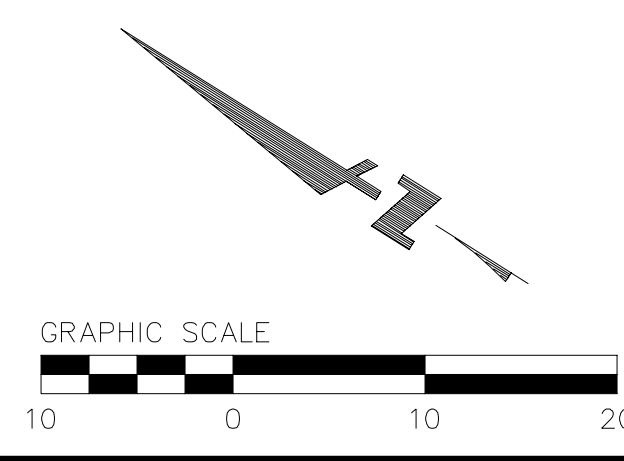
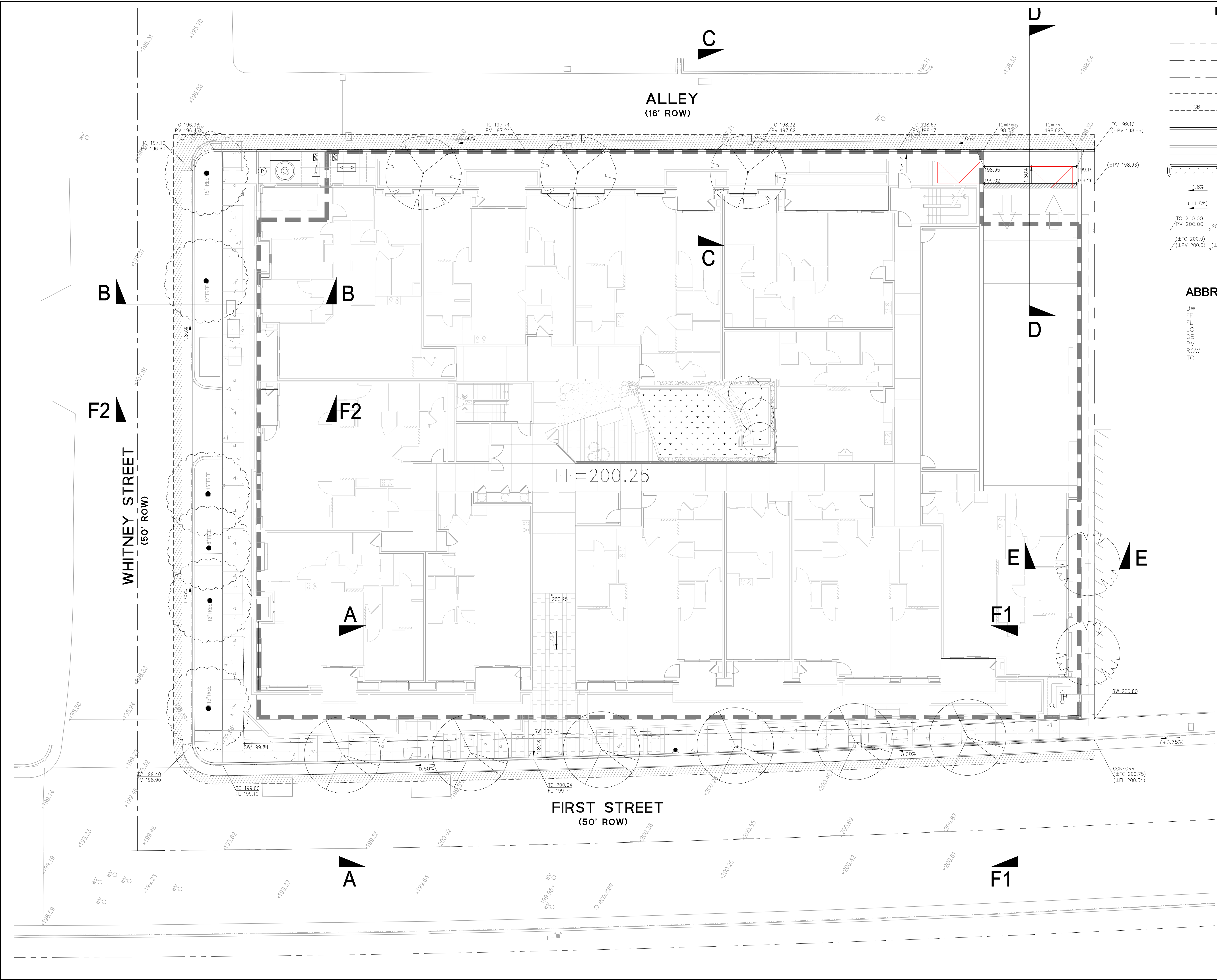
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**C3.0**

**LEGEND**

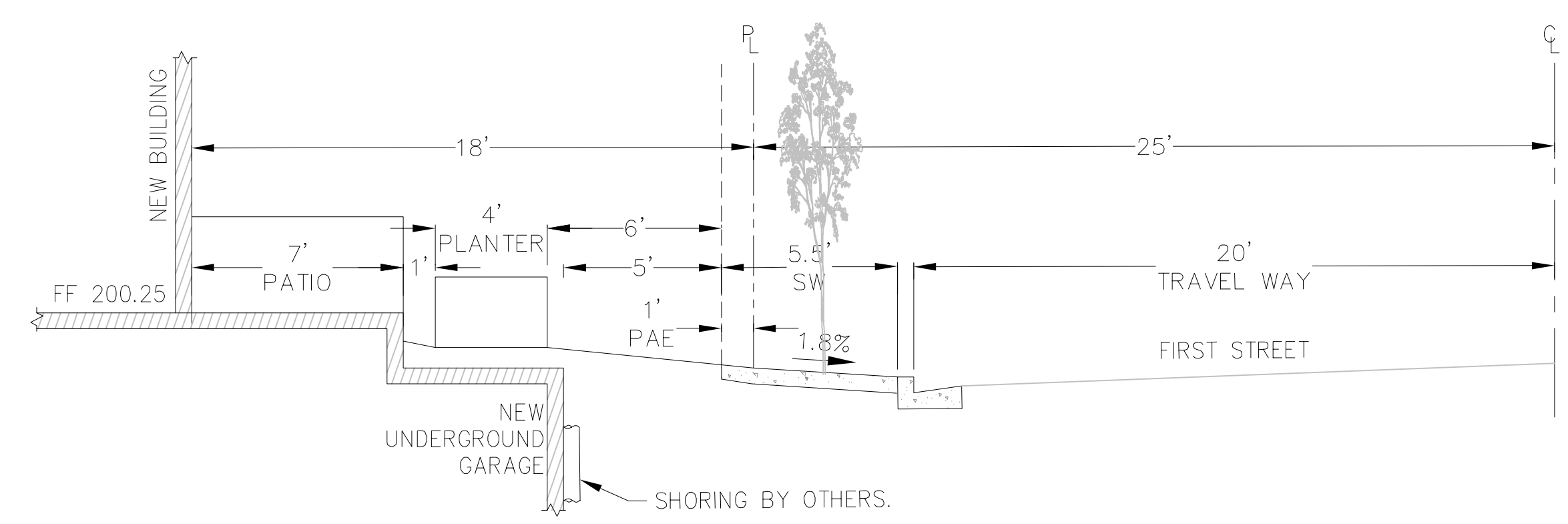
- — — — — PROPERTY LINE
- - - - - ADJACENT PROPERTY LINE
- — — — — STREET CENTER LINE
- - - - - SAWCUT LINE
- GB — GRADE BREAK
- — — — — CITY STANDARD VERTICAL CURB
- — — — — CITY STANDARD VERTICAL CURB AND GUTTER
- — — — — TREATMENT AREA
- 1.8% — — — — — HARDSCAPE SLOPE
- (±1.8%) — — — — — HARDSCAPE SLOPE (EXISTING)
- TC 200.00 / PV 200.00 x 200.00 — — — — — PROPOSED ELEVATION
- (±TC 200.0) / (±PV 200.0) x (±200.0) — — — — — EXISTING ELEVATION

**ABBREVIATIONS**

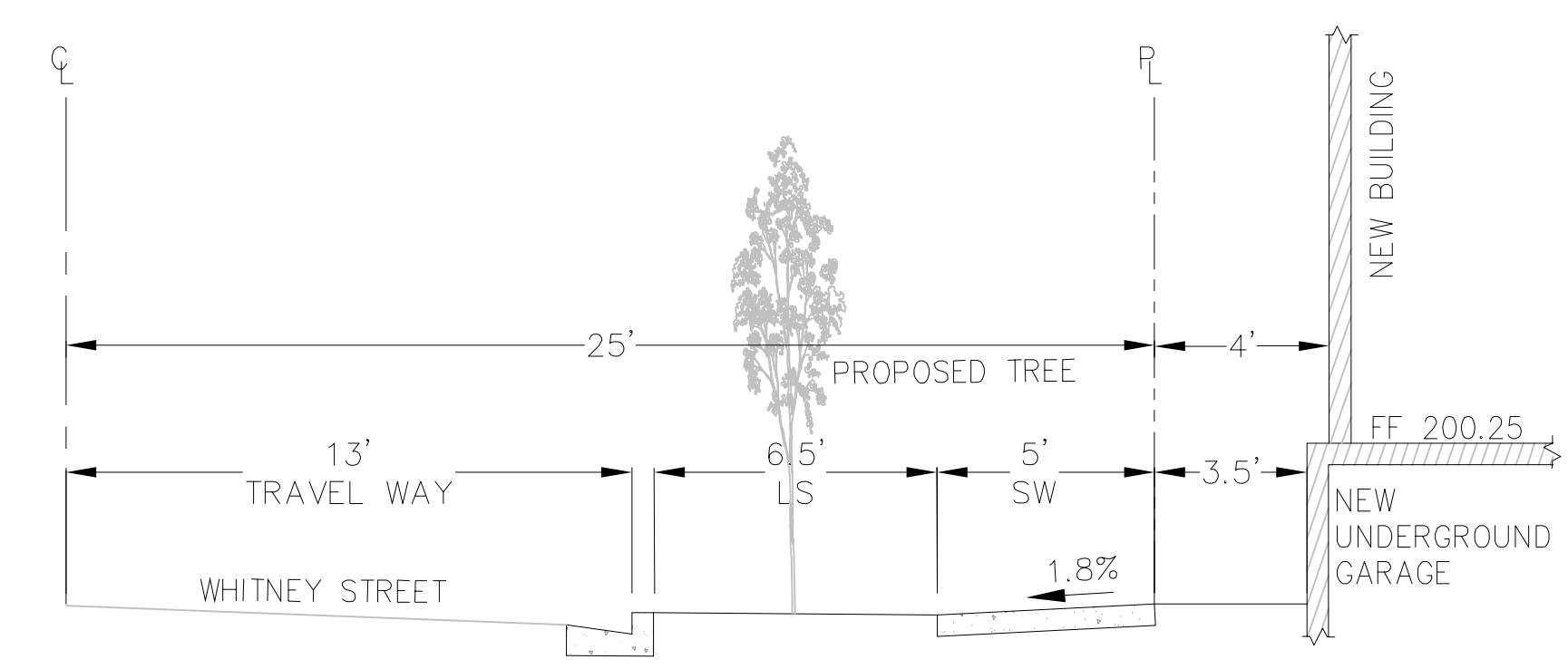
- BW BACK OF WALK
- FF FINISH FLOOR
- FL FLOW LINE
- LG LIP OF GUTTER
- GB GRADE BREAK
- PV PAVEMENT
- ROW RIGHT-OF-WAY
- TC TOP OF CURB



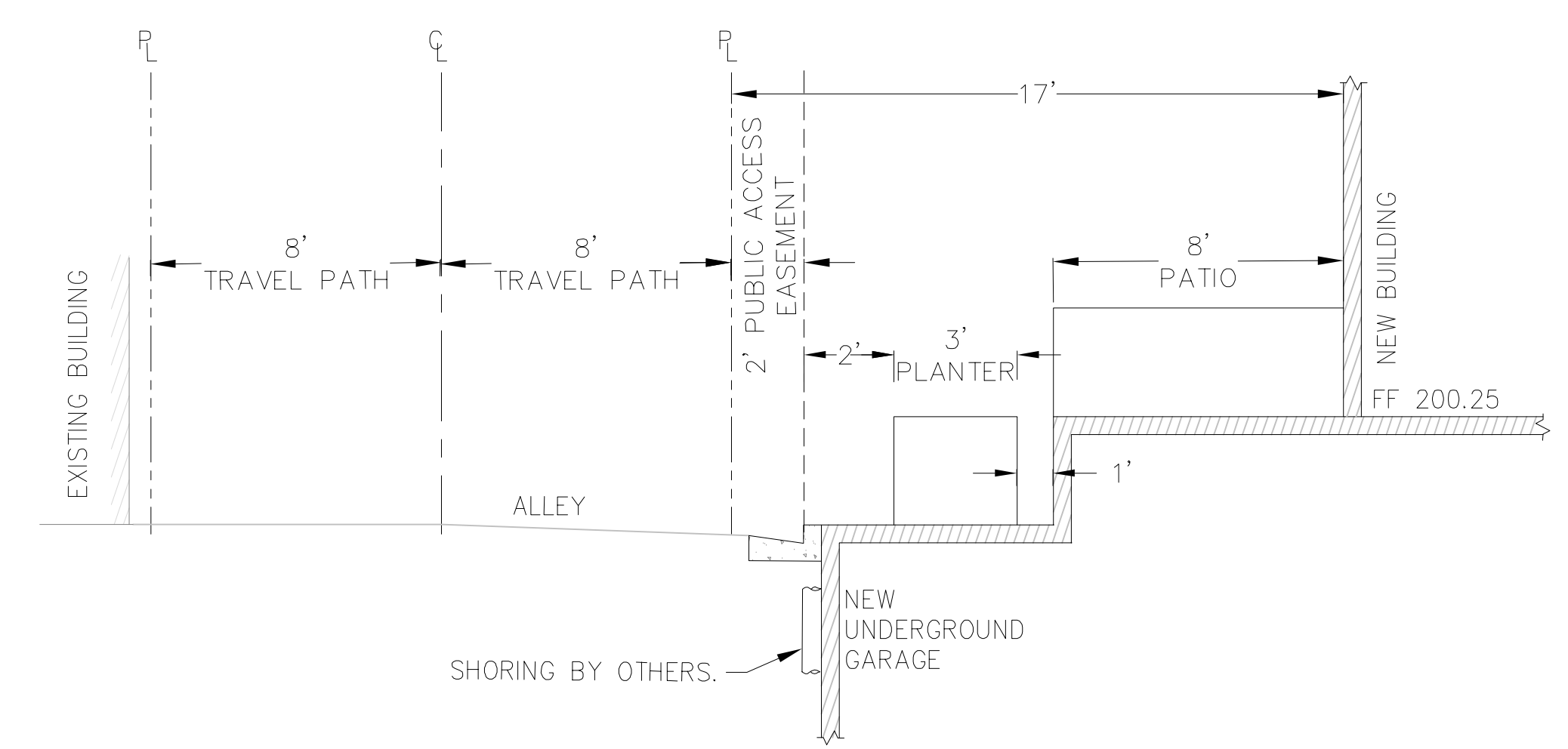
BKF ENGINEERS  
 1730 N. FIRST STREET, SUITE 600  
 SAN JOSE, CA 95112  
 (408) 467-9100  
 www.bkf.com



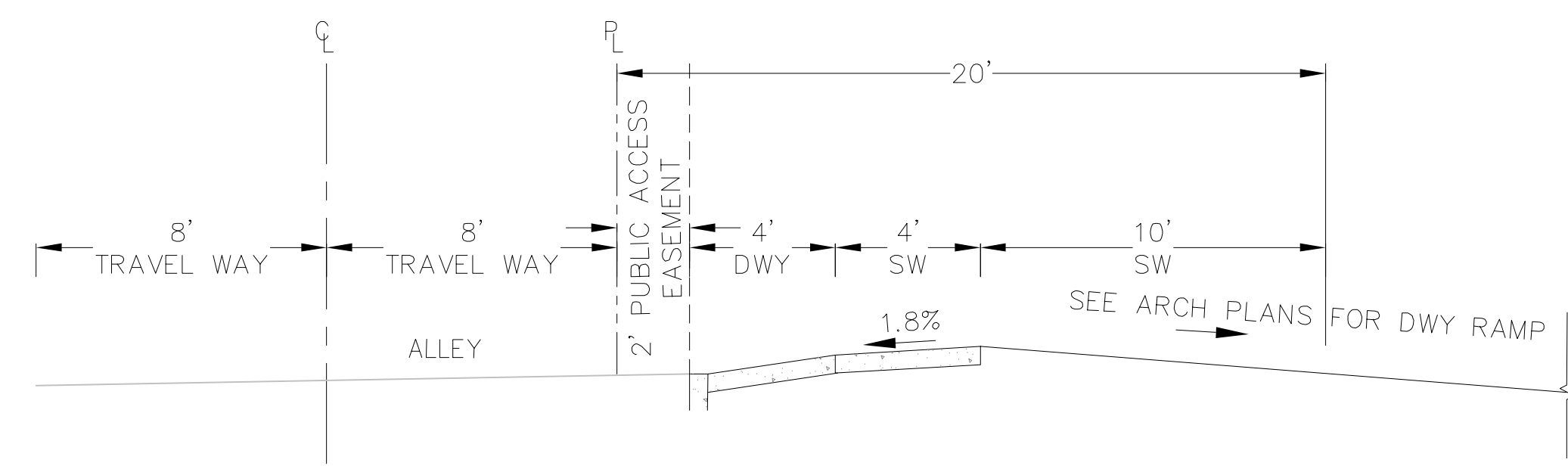
CROSS SECTION (A-A)  
NTS



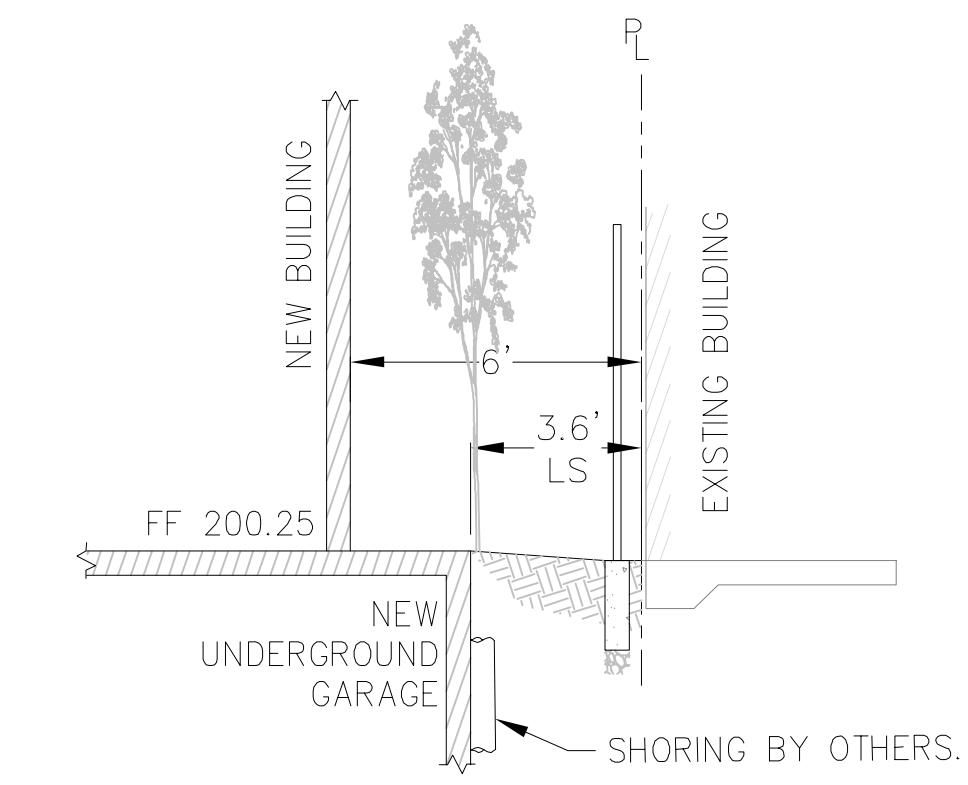
CROSS SECTION (B-B)  
NTS



CROSS SECTION (C-C)  
NTS



CROSS SECTION (D-D)  
NTS



CROSS SECTION (E-E)  
NTS

PROJECT NAME: 355-373 1ST STREET  
 DATE: 11/12/21  
 DRAWN BY: JRM  
 CHECKED BY: JRM

No.	Revisions
1	RESUBMITTAL 1
2	7/16/21 - RESUBMITTAL 2
3	09/03/21 - RESUBMITTAL 3
4	11/12/21 - RESUBMITTAL 4

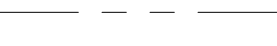
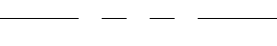



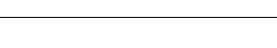



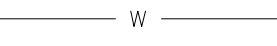

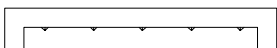
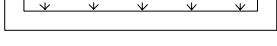



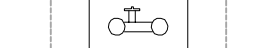




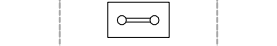


Date: 11/12/21  
 Scale: AS SHOWN  
 Design RM:  
 Drawn RM:  
 Approved IB:  
 Job No. 2020231

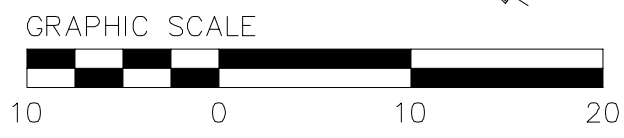
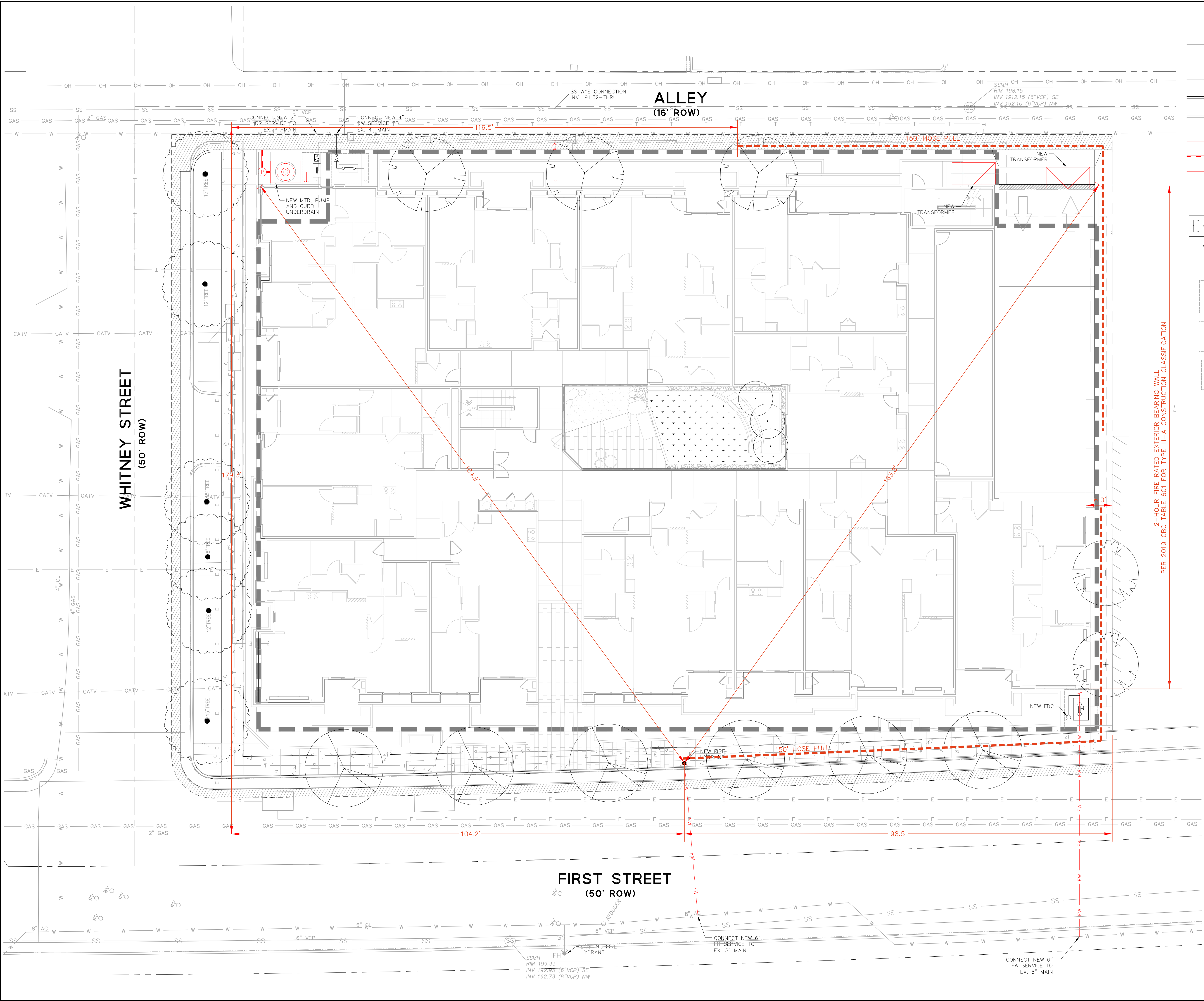
Drawing Number:  
**C3.1**





**LEGEND**

-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  STREET CENTER LINE
-  FLUSH CURB
-  NEW CITY STANDARD VERTICAL CURB AND GUTTER
-  SS SANITARY SEWER LINE
-  STORM DRAIN LINE (TREATED)
-  STORM DRAIN LINE (UNTREATED)
-  W WATER LINE
-  FW FIRE WATER LINE
-  FLOW THRU PLANTER
-  WV WATER VALVE
-  SSCO SANITARY SEWER CLEANOUT
-  FIRE BACKFLOW PREVENTER
-  DOMESTIC BACKFLOW PREVENTER
-  IRRIGATION BACKFLOW PREVENTER
-  FH FIRE HYDRANT
-  FDC FIRE DEPARTMENT CONNECTION
-  WHARF WHARF HYDRANT
-  WM WATER METER
-  SDO Storm Drain Overflow Drain
-  SDAD Storm Drain Area Drain
-  MTD MECHANICAL TREATMENT DEVICE
-  TRANSFORMER (FOR REFERENCE ONLY)



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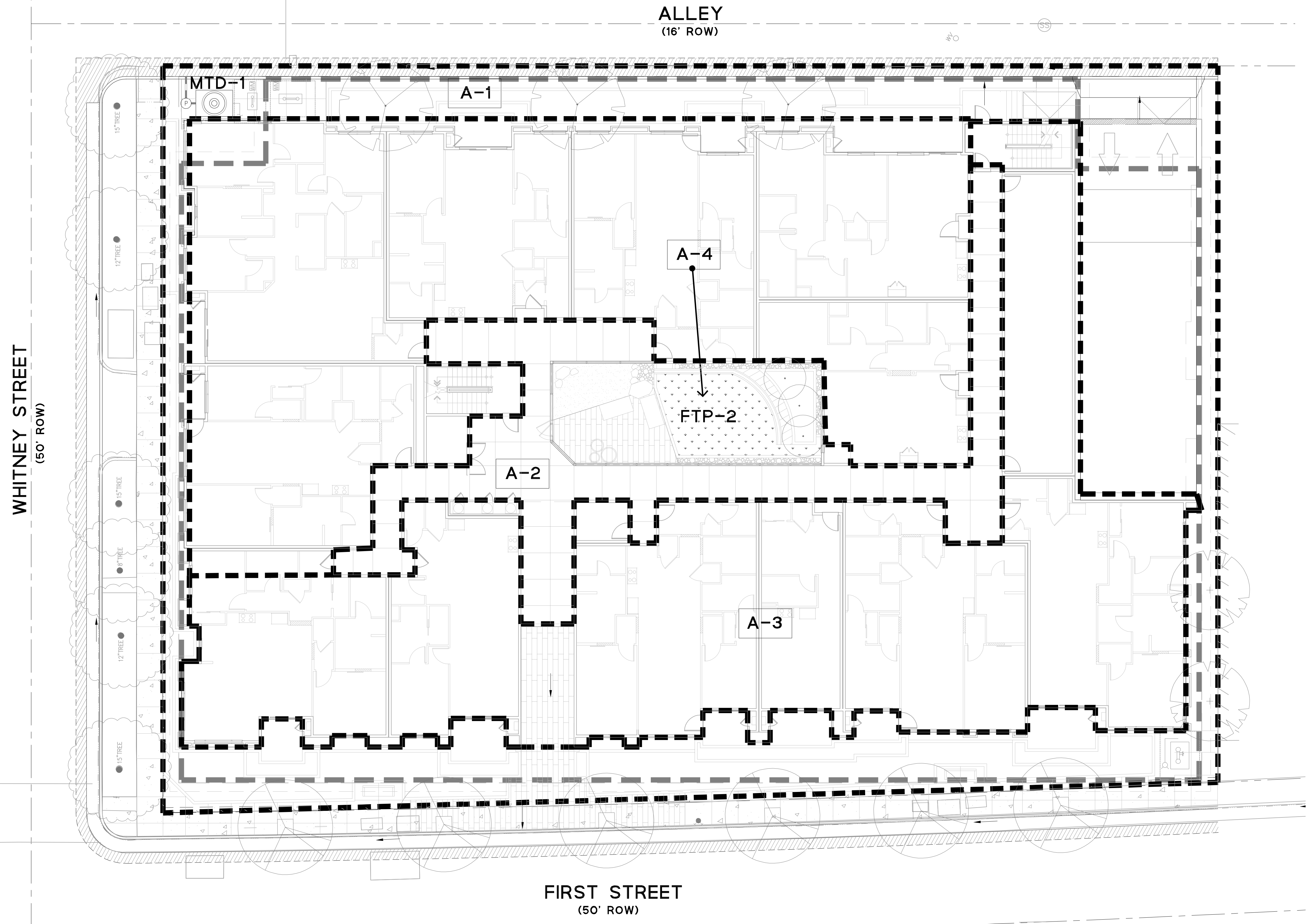
Date	Revisions
11/12/21	1 RESUBMITTAL 1
AS SHOWN	2 7/16/21 - RESUBMITTAL 2
Design RM	3 09/03/21 - RESUBMITTAL 3
Drawn RM	4 11/12/21 - RESUBMITTAL 4
Approved IB	
Job No. 2020231	



Revisions	
No.	Description
1	RESUBMITTAL 1
2	7/16/21 - RESUBMITTAL 2
3	09/03/21 - RESUBMITTAL 3
4	11/12/21 - RESUBMITTAL 4

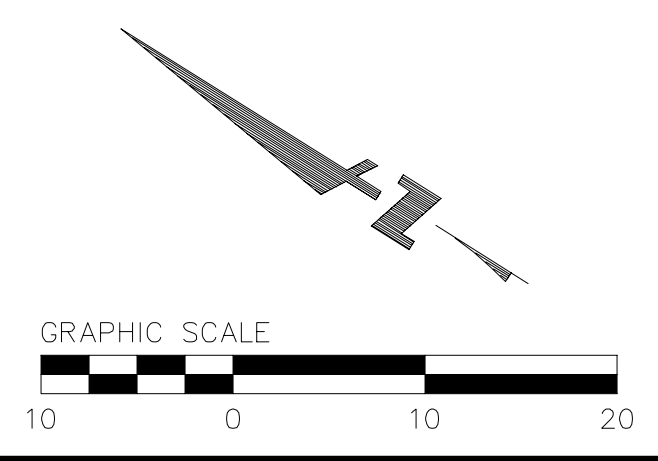
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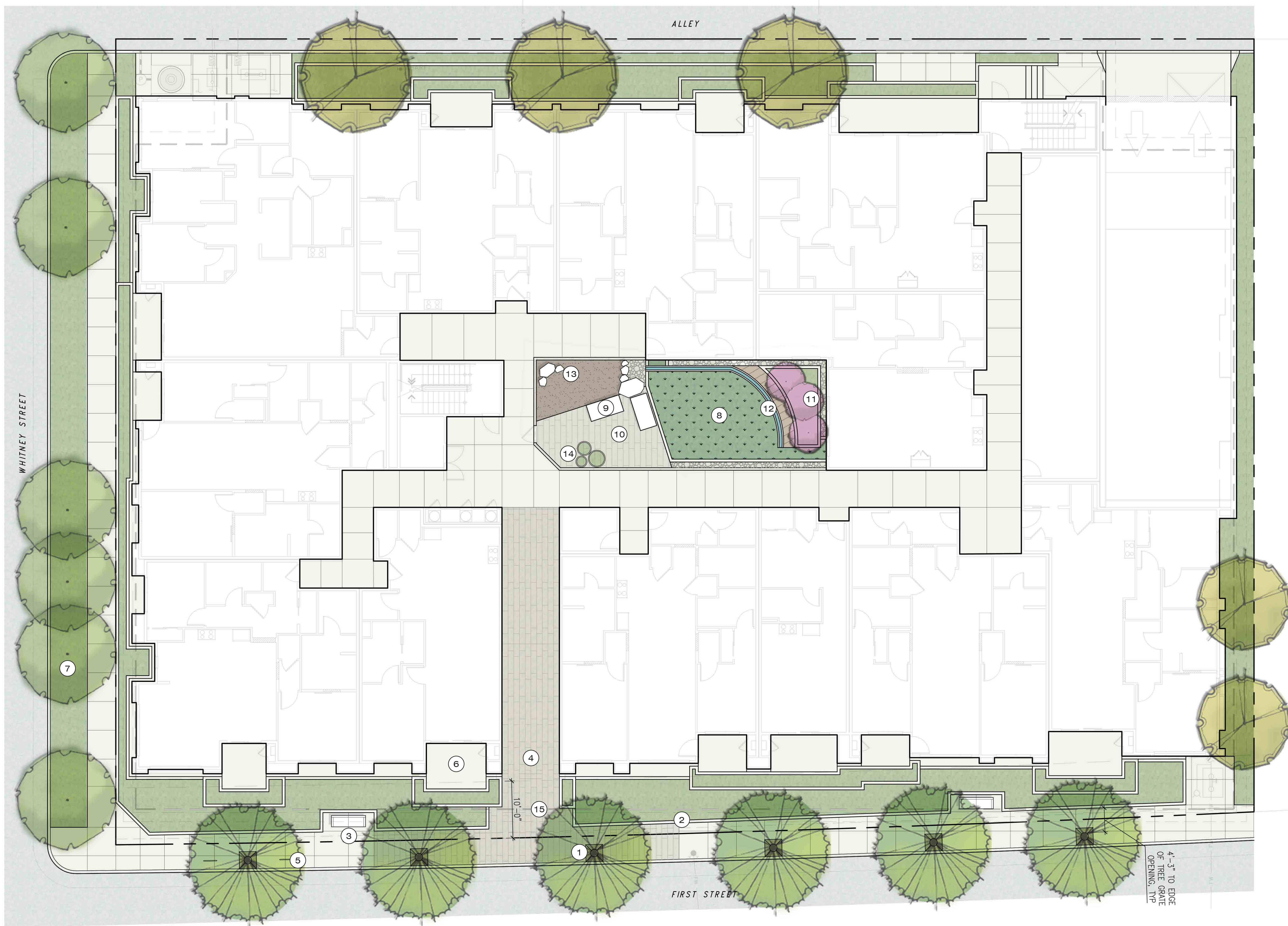
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- DRAINAGE AREA BOUNDARY
- DIRECTION OF FLOW
- TREATMENT AREA
- STORM DRAIN LINE (TREATED)
- STORM DRAIN LINE (UNTREATED)
- STORM DRAIN OVERFLOW DRAIN
- STORM DRAIN AREA DRAIN
- MECHANICAL TREATMENT DEVICE



**TABLE A**

DRAINAGE AREAS	DRAINAGE AREA SIZE (SQ. FT.)	PERVIOUS SURFACE (SQ. FT.)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SQ. FT.)	TYPE OF IMPERVIOUS SURFACE	TREATMENT CONTROL MEASURE SUMMARY		PROPOSED TREATMENT CONTROLS	CONFORMS TO SIZE STANDARD?
						WATER QUANTITY (FLOW AND/OR VOLUME GENERATED)			
						REQUIRED (SF)	PROVIDED (SF)		
A-1	7,449	479	LANDSCAPE	6,970	ROOF CONCRETE				
A-2	3,210	0	LANDSCAPE	3,210	ROOF	746	746	MTD 1 MECH. TREATMENT DEVICE	YES
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





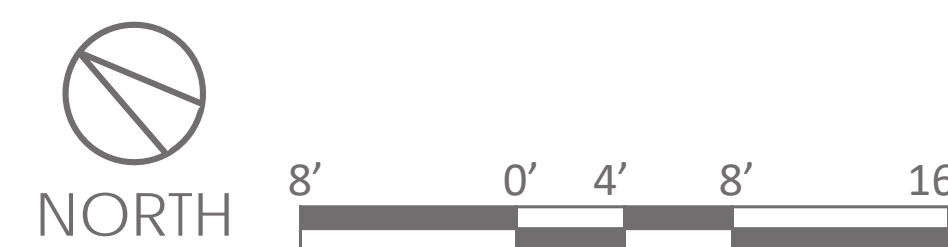
### LEGEND

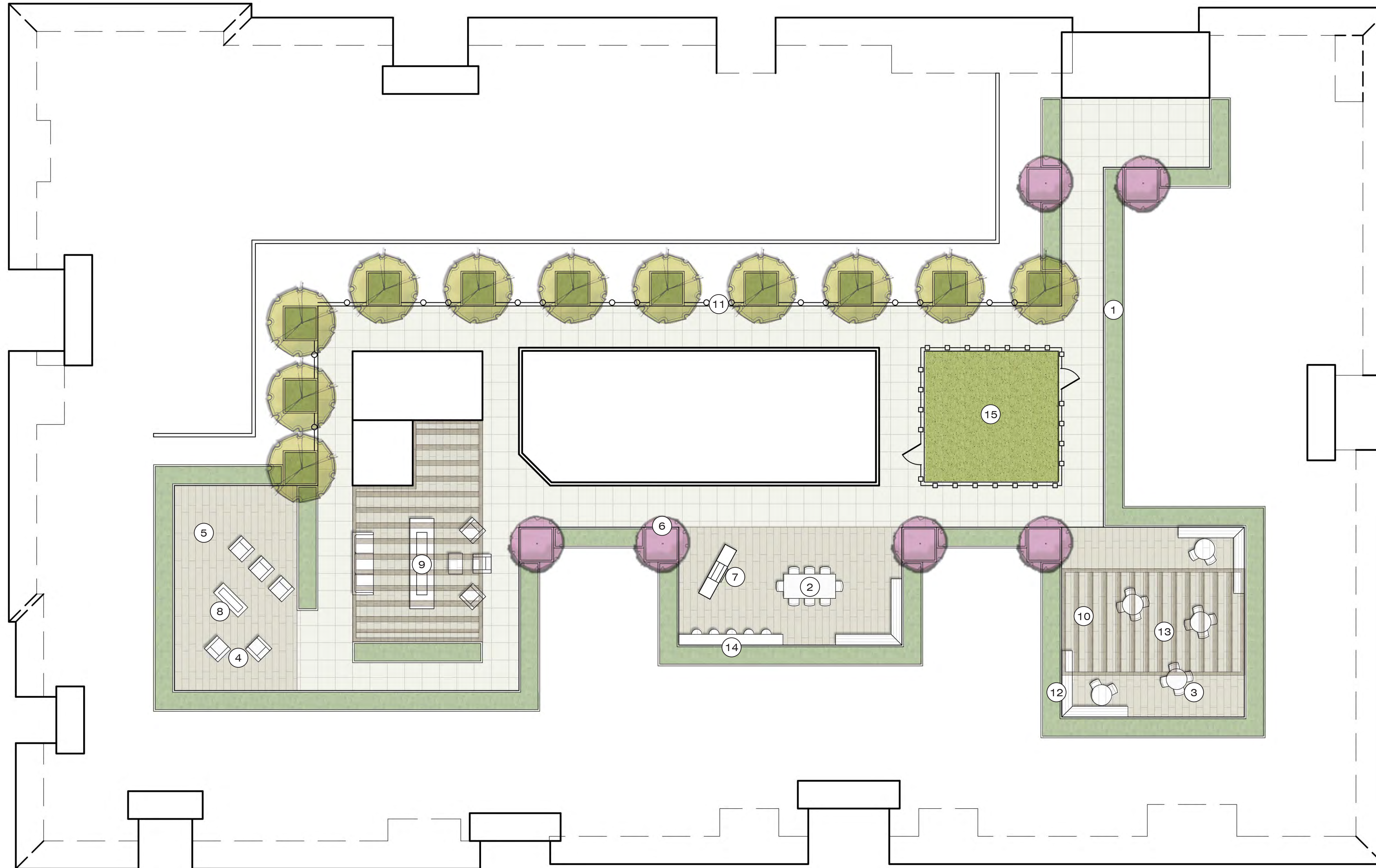
- ① STREET TREES IN TREE GRATES AT 25' ON CENTER, TYP. 4'-3" CLEAR FROM PLANTER WALL TO EDGE OF TREE GRATE OPENING, TYP.
- ② RAISED PLANTER, TYP
- ③ BENCH, TYP
- ④ LARGE FORMAT LINEAR PAVERS, TYP
- ⑤ BIKE RACK, TYP OF 2
- ⑥ UNIT PATIO, TYP
- ⑦ PLANTING STRIP WITH (E) STREET TREES
- ⑧ RAIN GARDEN, STORMWATER 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

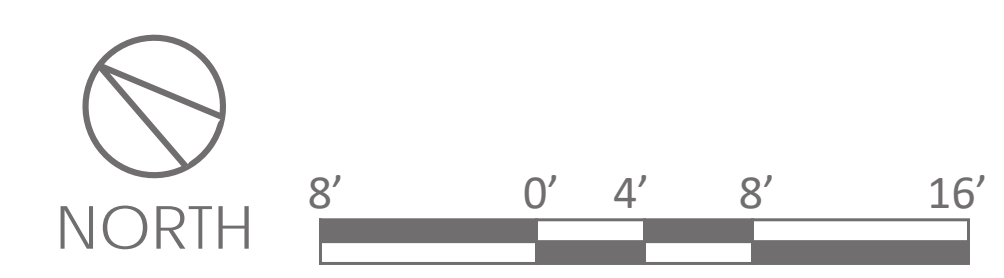
1ST STREET SETBACK	
HARDSCAPE:	798 SF
SOFTSCAPE:	1,197 SF
TOTAL:	1,995 SF
	60%

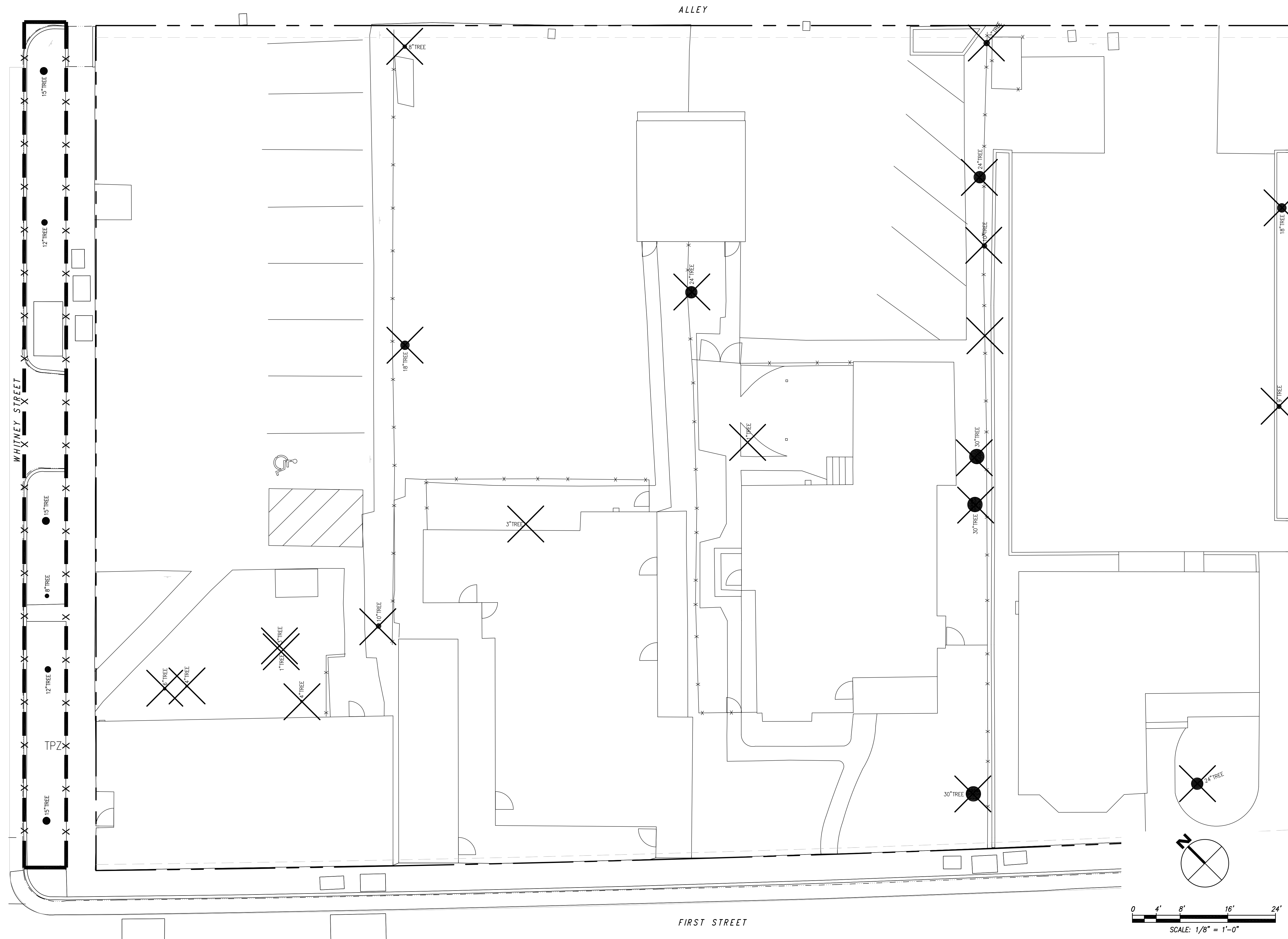




### LEGEND

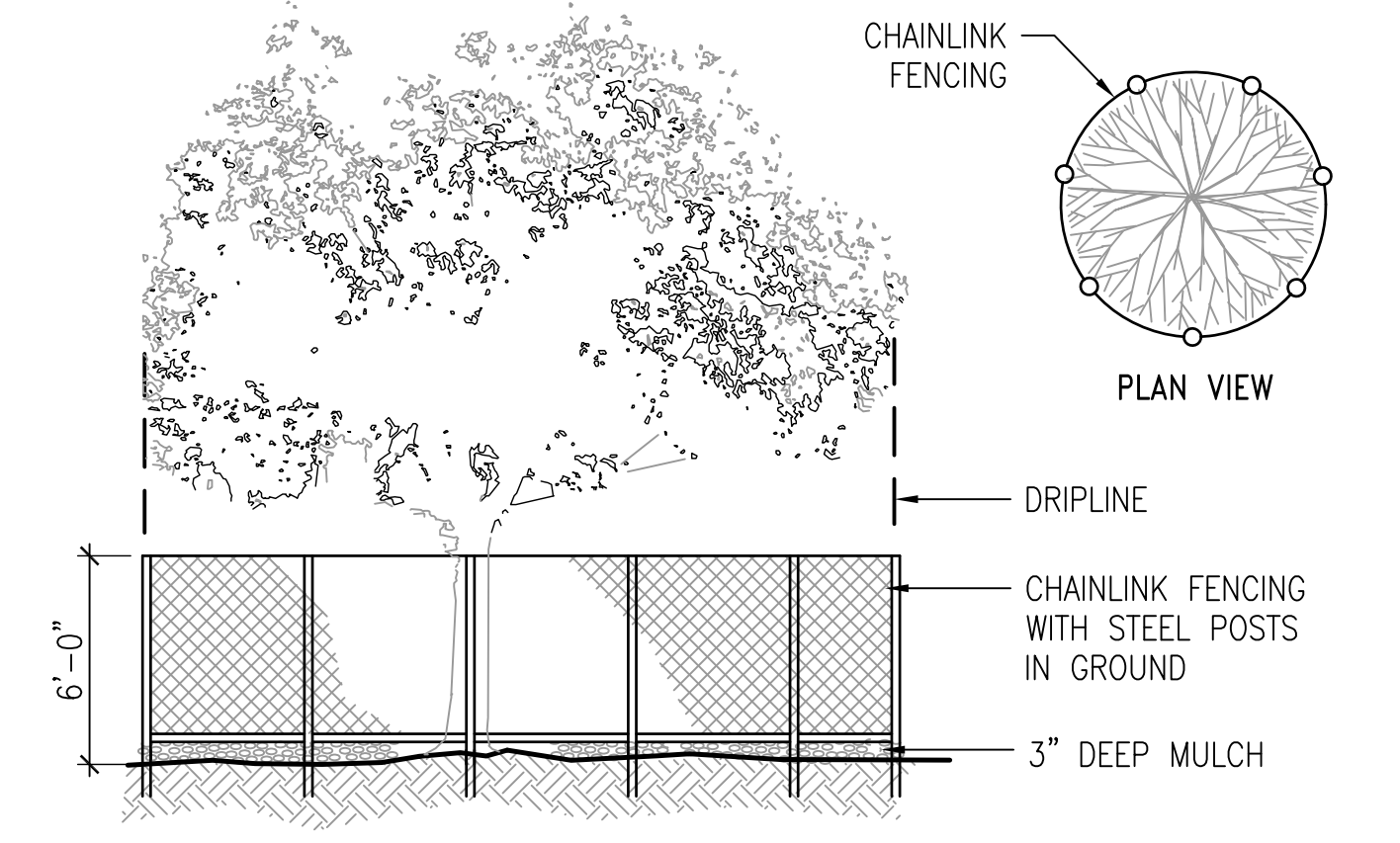
- ① PRECAST PLANTER, TYP
- ② COMMUNITY TABLE
- ③ TABLE & CHAIRS, TYP
- ④ LOUNGE FURNITURE, TYP
- ⑤ PEDESTAL PAVERS, TYP
- ⑥ PRECAST TREE PLANTER, TYP
- ⑦ ELECTRIC BBQ & COUNTER
- ⑧ FIRE PIT
- ⑨ DOUBLE-SIDED FIREPLACE
- ⑩ SHADE STRUCTURE, TYP
- ⑪ DECORATIVE SCREEN
- ⑫ CANTILEVER BENCH ON PLANTER, TYP
- ⑬ OUTDOOR WORKSPACE
- ⑭ COUNTER SEATING
- ⑮ DOG LOUNGE WITH FENCE & GATES





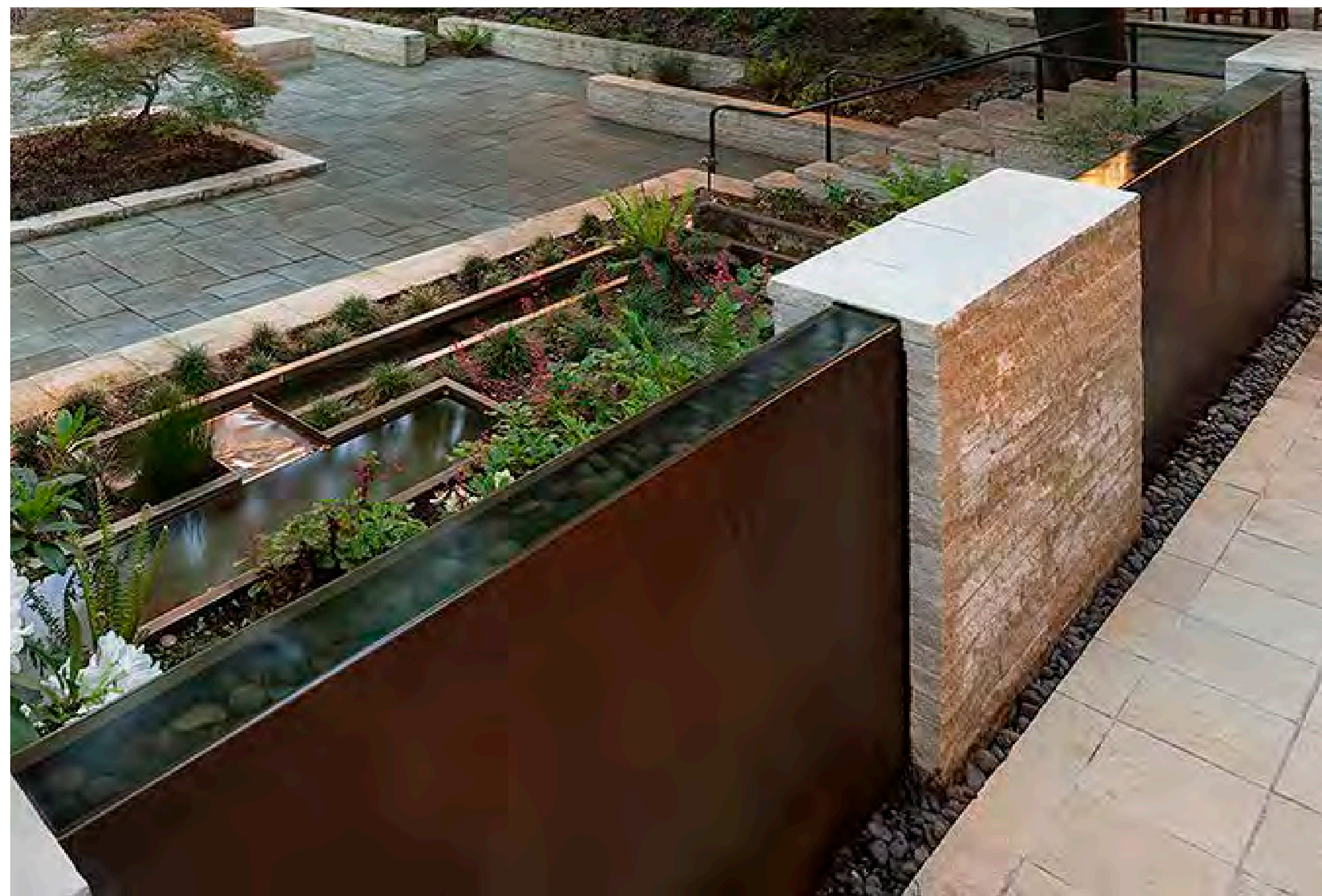
**EXISTING TREE PROTECTION NOTES**

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

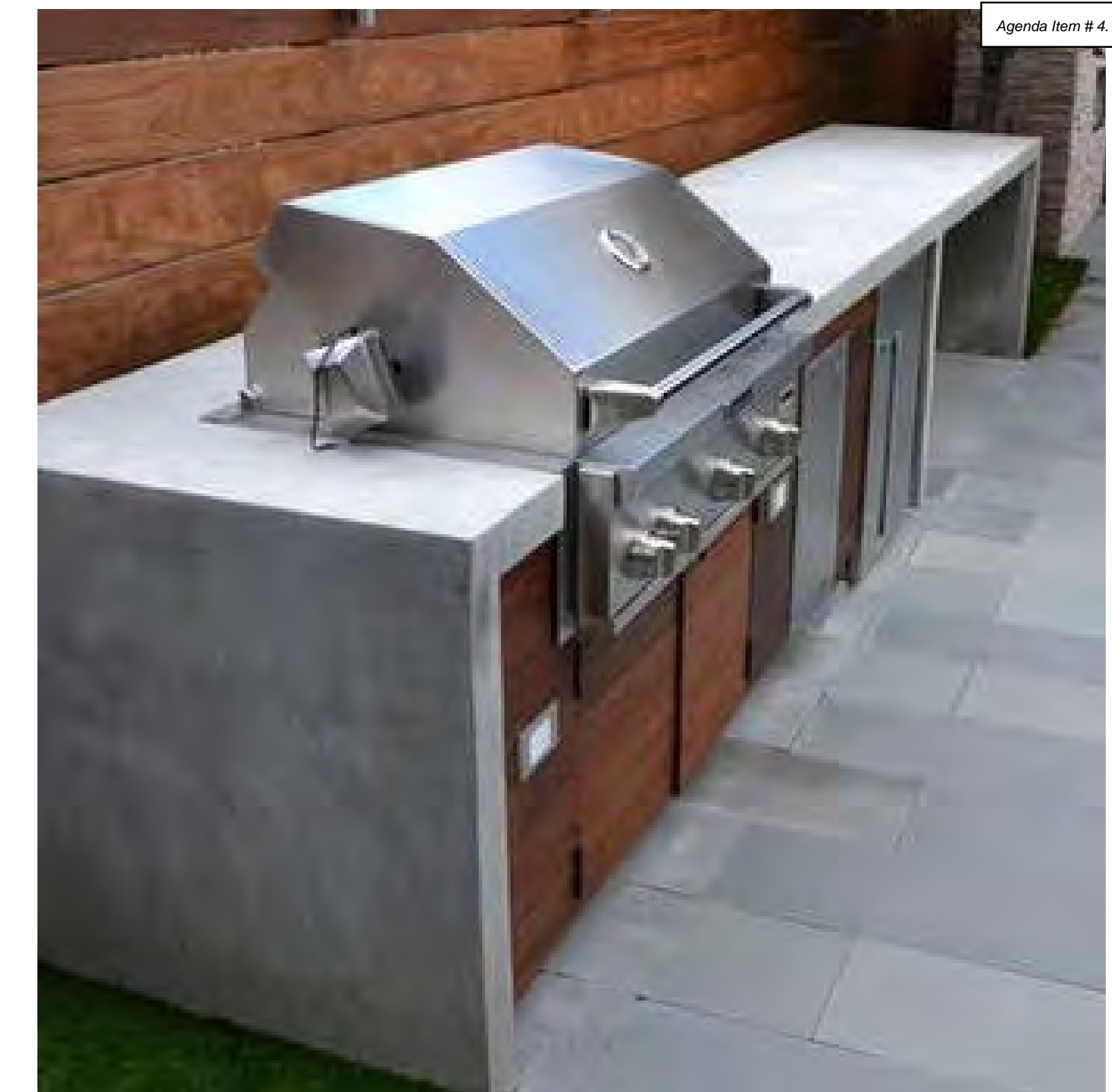
TREE REMOVAL & REPLACEMENT	
PROTECTED TREES PROPOSED TO BE REMOVED	5
NON-PROTECTED TREES PROPOSED TO BE REMOVED	16
TOTAL TREES PROPOSED TO BE REMOVED	21
OFF-SITE TREES PROPOSED TO BE REMOVED	0
TOTAL NEW PROPOSED TREES	11



SAND HILL ROAD COURTYARD



1450 CHAPIN AVENUE - ARCHIE HELD WATERWALL



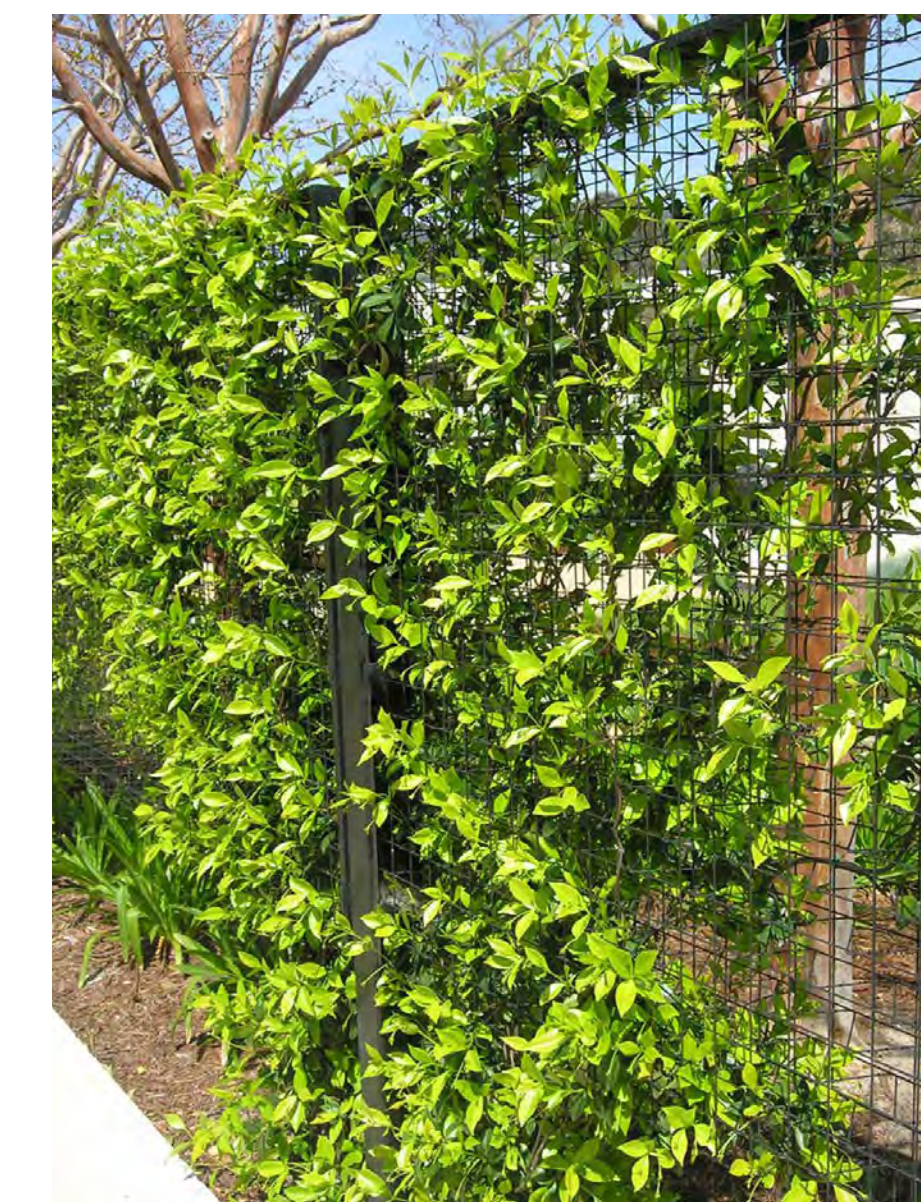
BBOQ (ELECTRIC)/KITCHEN



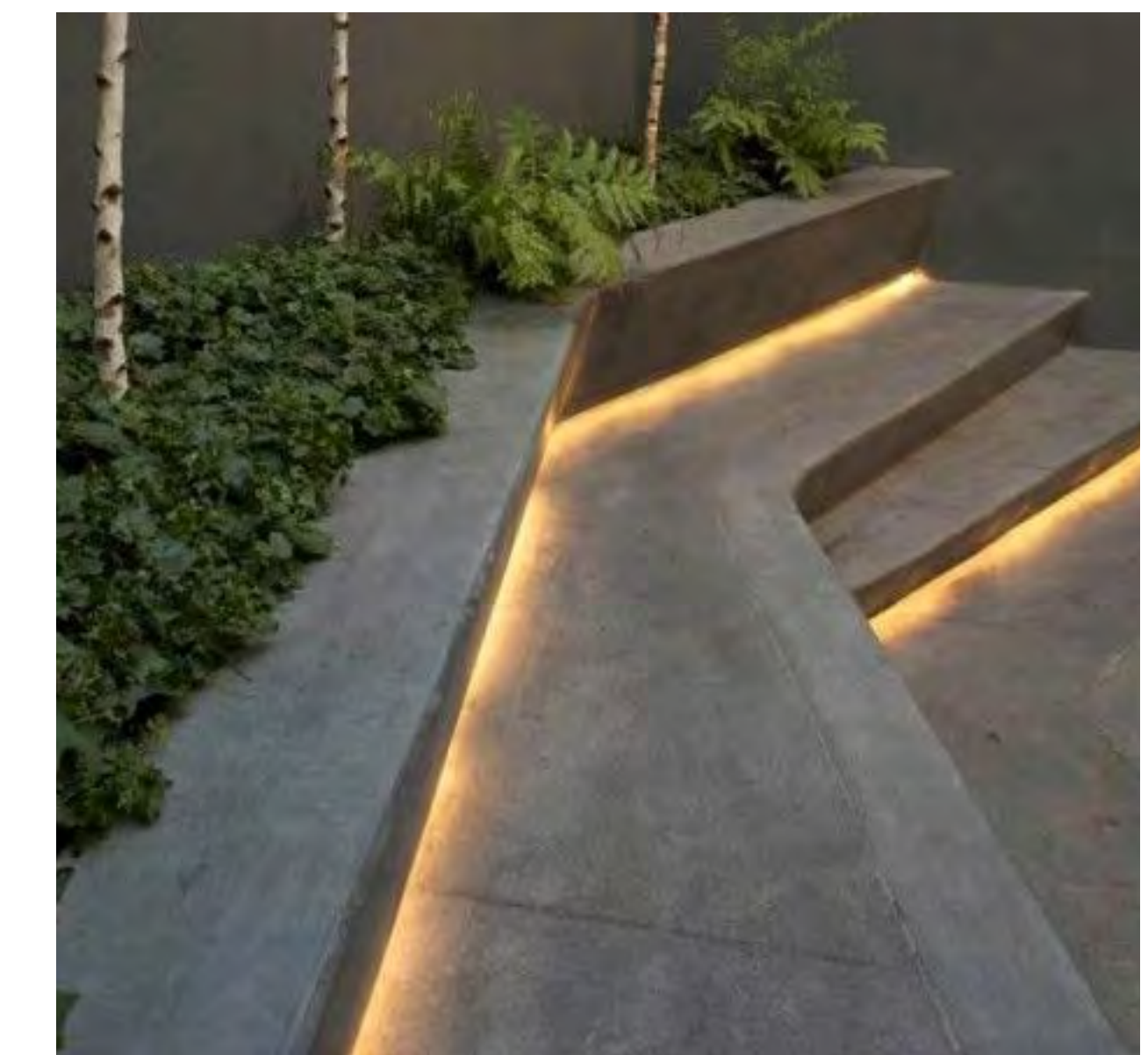
ROOF DECK



PRECAST PLANTERS - ROOF DECK



GREENSCREEN OR DECORATIVE METAL SCREEN



ACCENT LIGHTING



PRECAST CONCRETE PLANTER - GROUND FLOOR



BIKE RACK



LARGE FORMAT LINEAR PAVERS



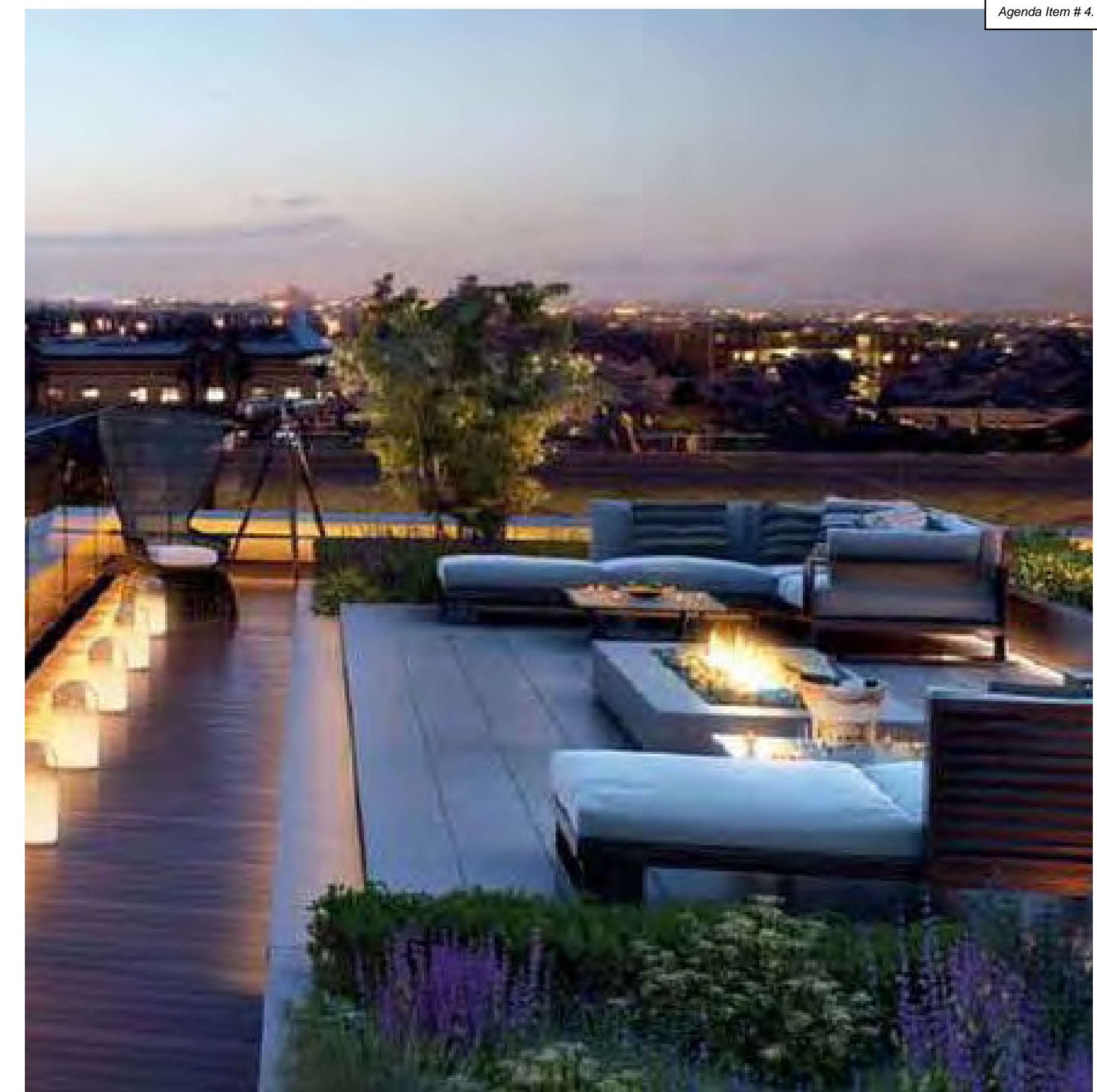
BENCH



GARDEN SURROUND



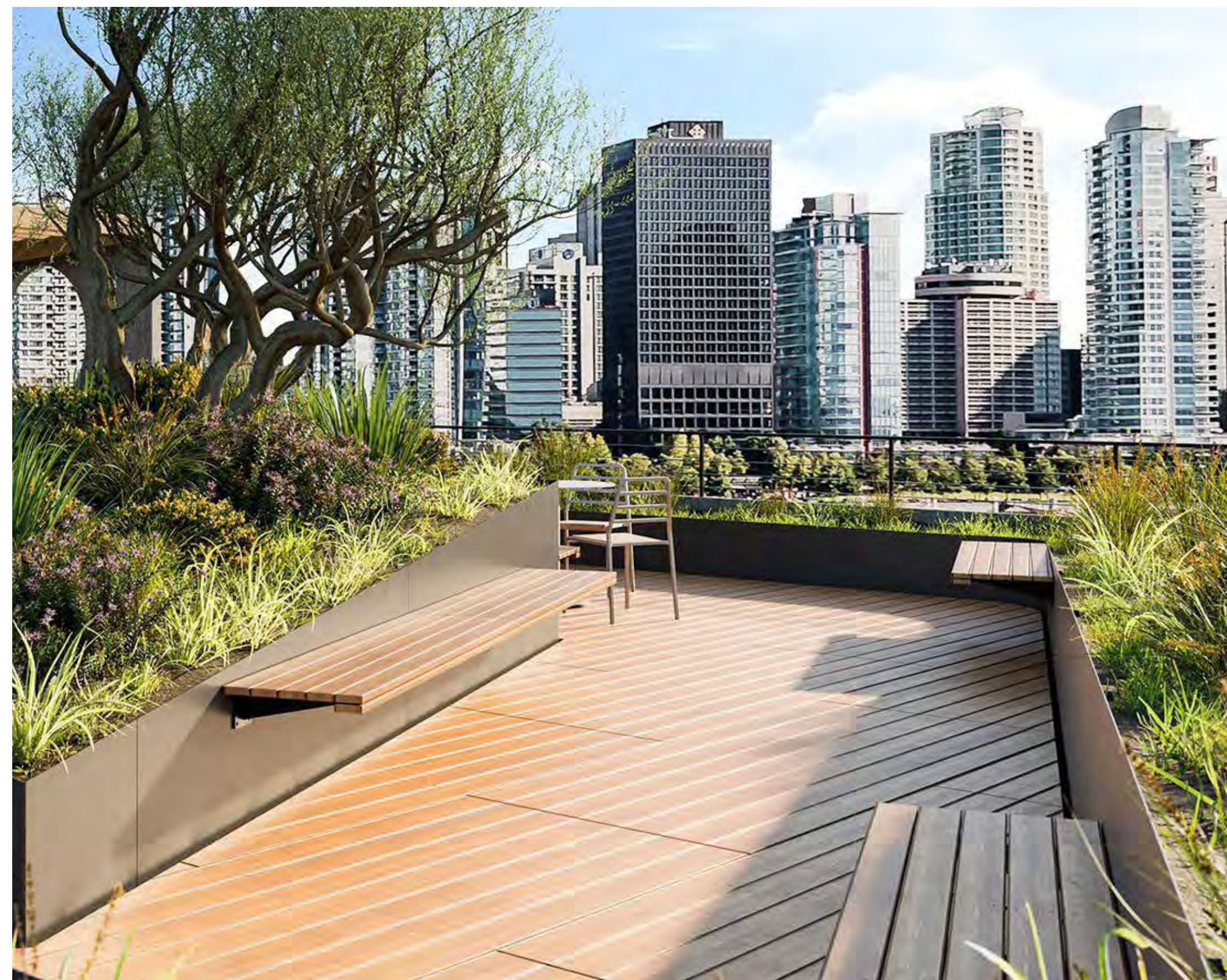
DOUBLE-SIDED FIREPLACE & LOUNGE SEATING



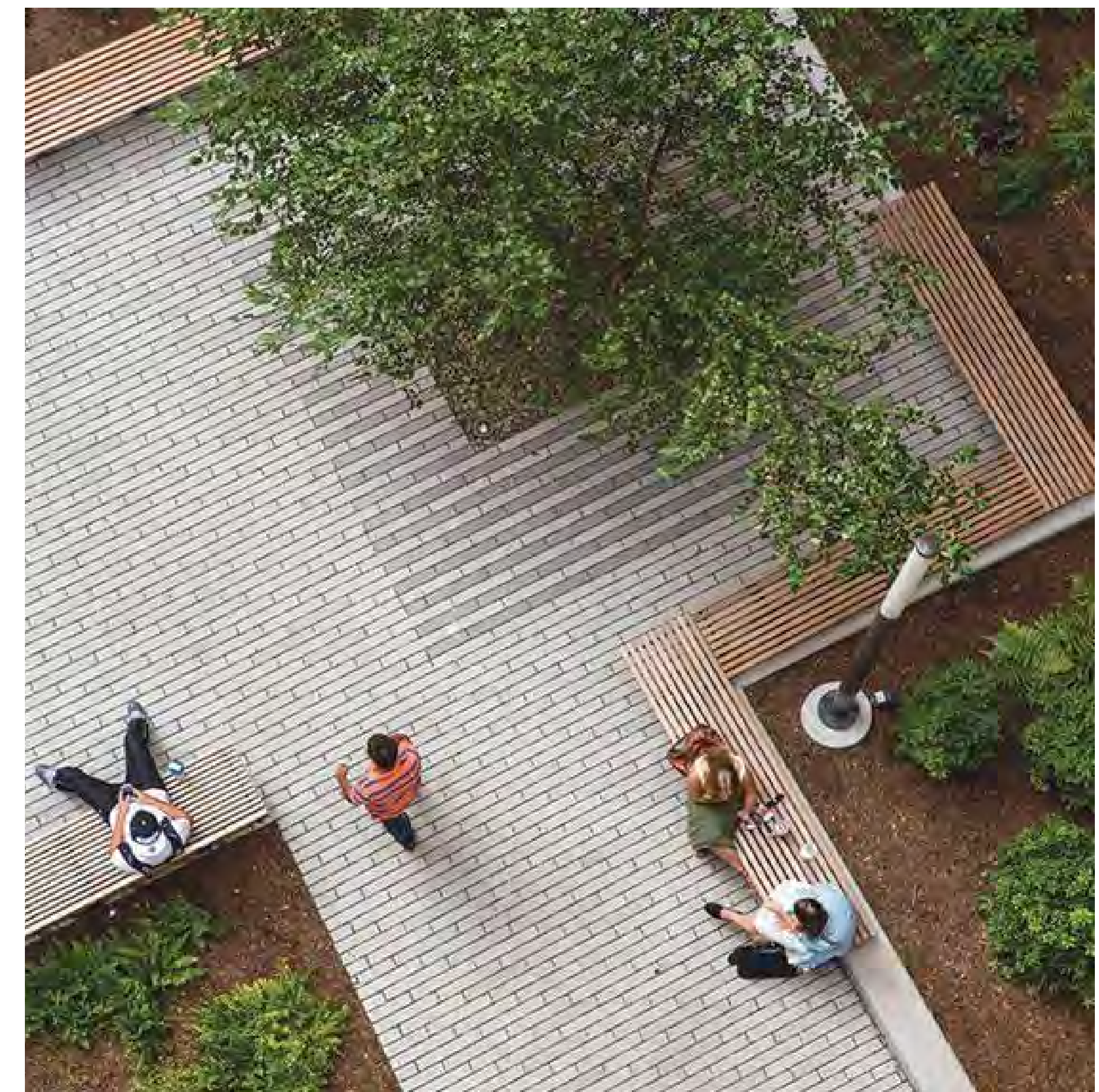
FIREPIT & LOUNGE SEATING



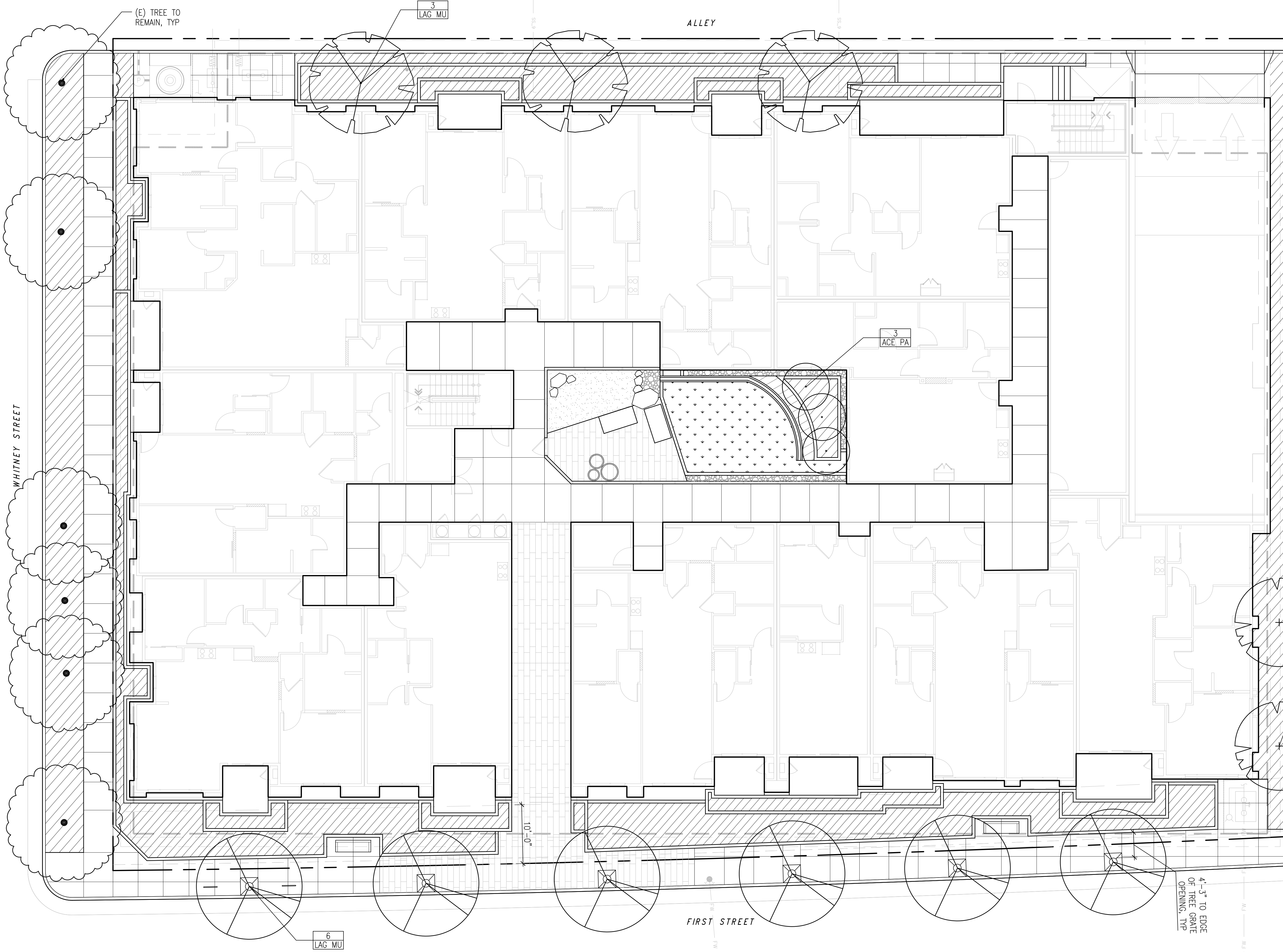
RYOAN-JI ROCK GARDEN



CANTILEVER BENCH ON PLANTER



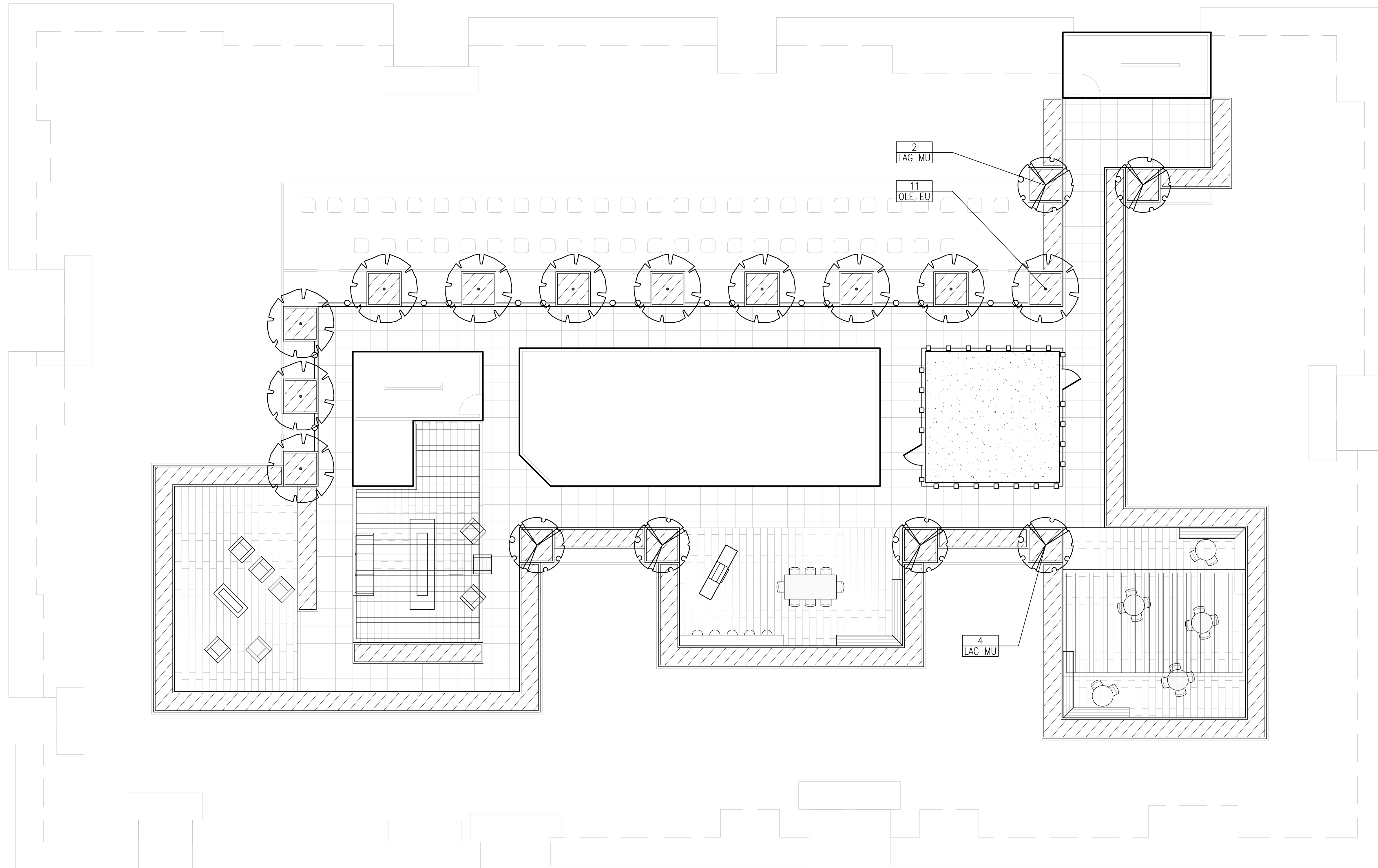
OUTDOOR WORKSPACE WITH SEATING



**PLANT LIST**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WUCOLS
<b>TREES</b>						
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
<b>SHRUBS, GRASSES, &amp; PERENNIALS</b>						
	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
<b>GROUNDCOVERS</b>						
	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
<b>VINES</b>						
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN		M
<b>STORMWATER PLANTING</b>						
	CAREX TUMULCOLA	BERKELEY SEDGE	1 GAL	2'-0" OC		L
	JUNCUS PATENS	CA GRAY RUSH	1 GAL	2'-0" OC		L









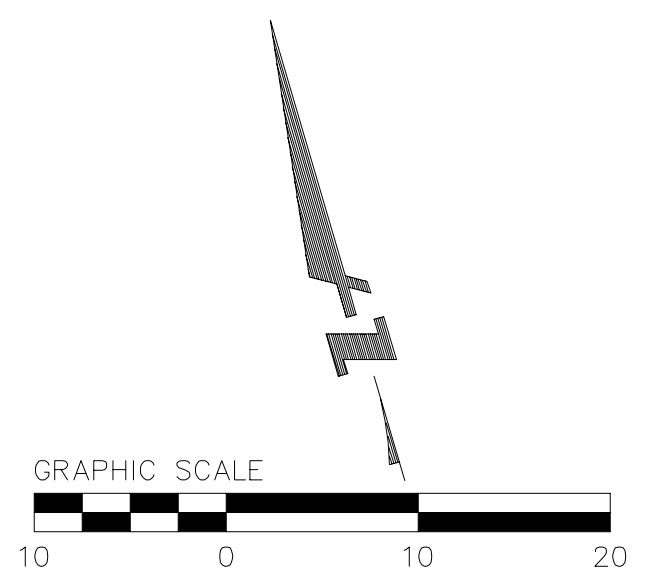
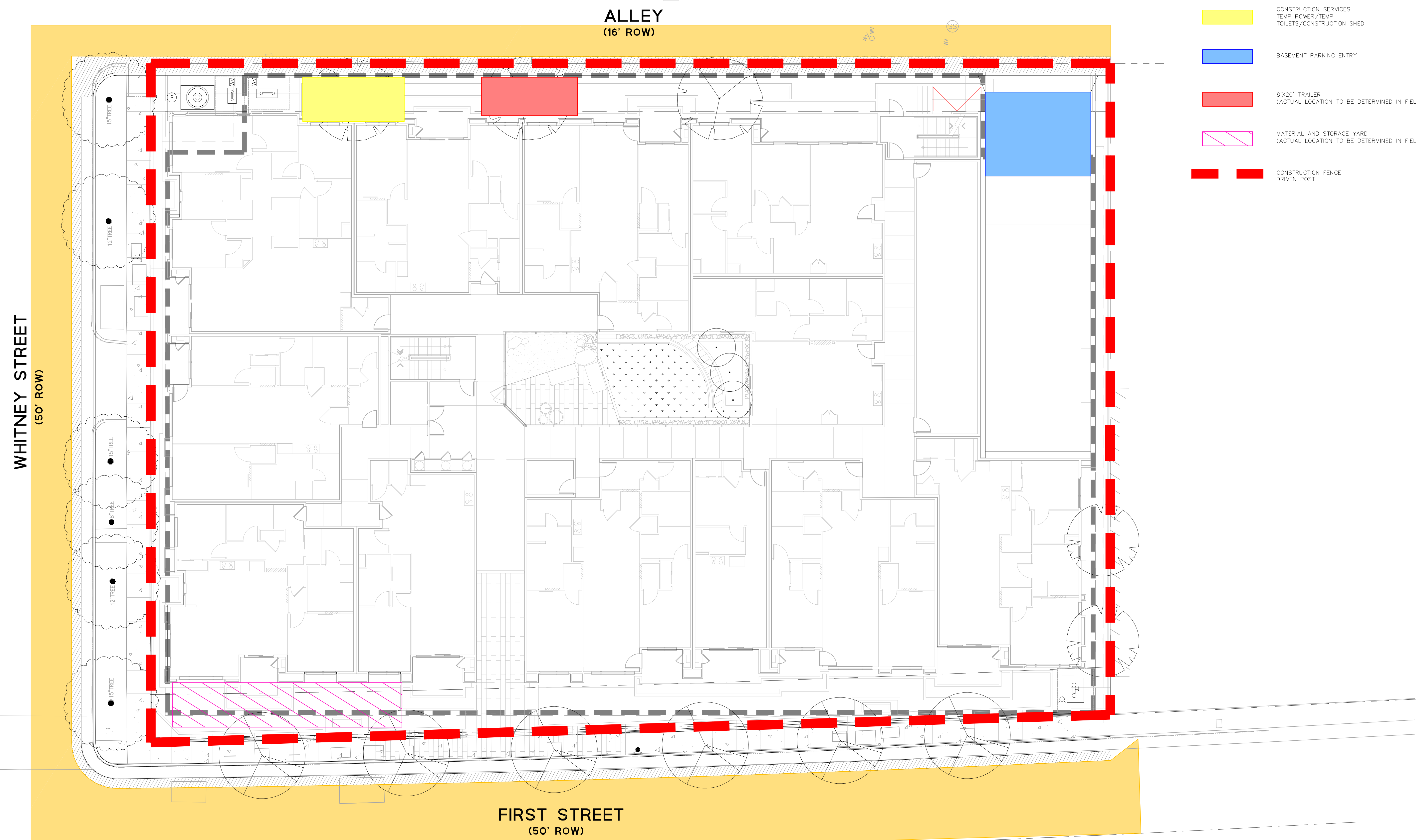


PLANT LIST					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY WOODS
<b>TREES</b>					
ACE PA	ACER PALMATUM 'SANGO KAKU'	JAPANESE MAPLE	24" BOX	PER PLAN	M
CER FO	CERCIS 'FOREST PANSY'	FOREST PANSY REDBUD	24" BOX	PER PLAN	M
LAG MU	LAGERSTROEMIA 'MUSKOGEE'	CRAPE MYRTLE	24" BOX	PER PLAN	L
OLE EU	OLEA EUROPAEA	FRUITLESS OLIVE	24" BOX	PER PLAN	L
<b>SHRUBS, GRASSES, &amp; PERENNIALS</b>					
	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
	HELICHTOTICHON 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
<b>GROUNDCOVERS</b>					
	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
<b>VINES</b>					
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN	M
<b>STORMWATER PLANTING</b>					
	CAREX TUMULCOLA	BERKELEY SEDGE	1 GAL	2'-0" OC	L
	JUNCUS PATENS	CA GRAY RUSH	1 GAL	2'-0" OC	L



**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



1730 N. FIRST STREET  
SUNTECH  
SANTA CLARA, CA 95112  
(408) 467-9100  
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**355-373 1ST STREET**  
**CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN**  
SANTA CLARA COUNTY  
LOS ALTOS CALIFORNIA

Date	11/12/21	No.	1	Revisions
Scale	AS SHOWN	2	7/16/21 - RESUBMITTAL 2	RESUBMITTAL 1
Design	RM	3	09/03/21 - RESUBMITTAL 3	
Drawn	RM	4	11/12/21 - RESUBMITTAL 4	
Approved	IB			
Job No	20201231			

Drawing Number:  
**CM2.0**

**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

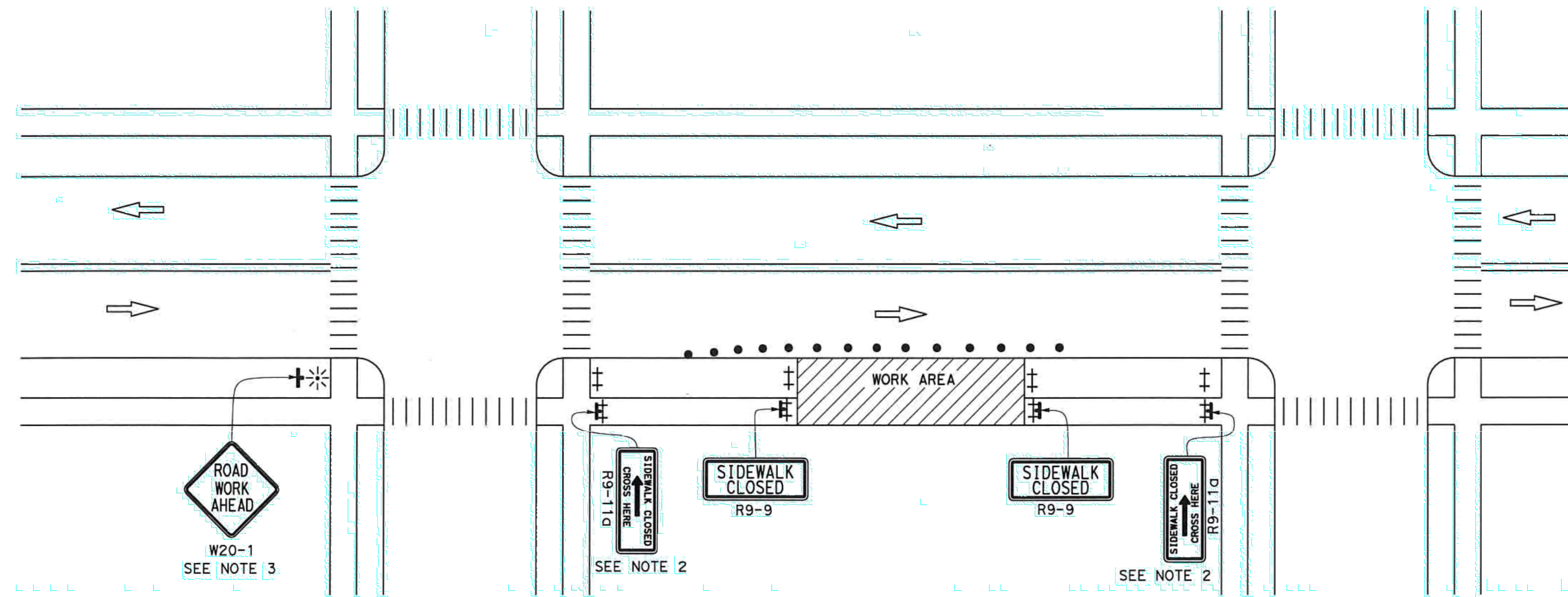
*Atifa Ferouz*  
 REGISTERED CIVIL ENGINEER

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  
 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**

1730 N. FIRST STREET  
 SUITE 100  
 SAN JOSE, CA 95112  
 (408) 467-9100  
 www.bkf.com

**BKF**

**355-373 1ST STREET**  
**CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN**  
 SANTA CLARA COUNTY  
 LOS ALTOS  
 CALIFORNIA

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

Scale AS SHOWN  
 Design RM  
 Drawn RM  
 Approved JB  
 Job No. 20201231

Drawing Number:  
**CM3.0**

**ATTACHMENT 4**

**CEQA Mitigated Negative Declaration Technical Appendices**

available at the following web page links:

[shorturl.at/rDE01](http://shorturl.at/rDE01)

or

<https://www.losaltosca.gov/communitydevelopment/page/355-first-street>

# 355 FIRST STREET

FOURTH SUBMITTAL | NOVEMBER 12, 2021



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CONSTRUCTION MANAGEMENT PLAN	CM2.0
CONSTRUCTION MANAGEMENT PLAN	CM3.0



## 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		
<b>1 BEDROOM / STUDIO UNITS</b>						<b>9</b>	<b>18%</b>
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		
<b>2 BEDROOM UNITS</b>						<b>30</b>	<b>60%</b>
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		
<b>3 BEDROOM UNITS</b>						<b>11</b>	<b>22%</b>
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	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

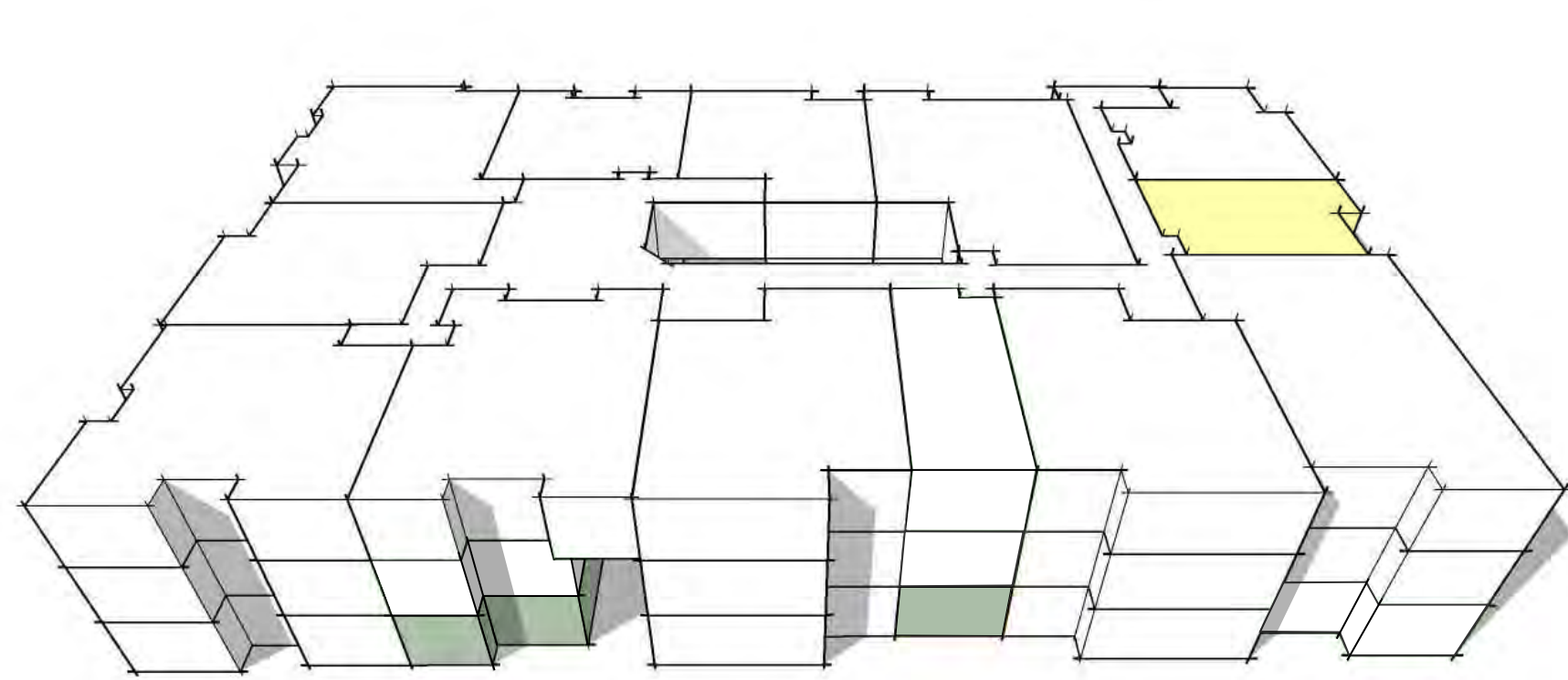
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 Los Altos, CA  
 November 12, 2021



**PROJECT DATA SHEET**  
 T2

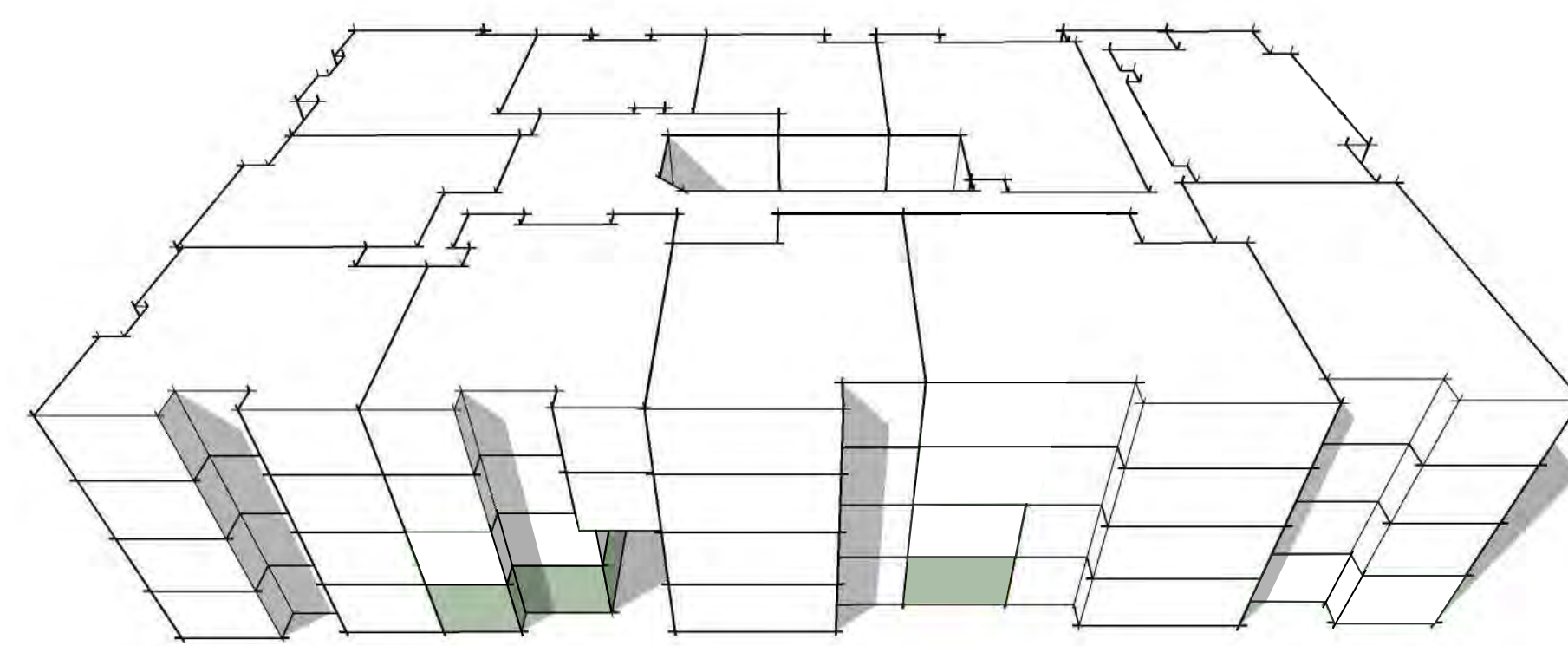
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 3361 Walnut Blvd, Suite 120  
 Brentwood, CA 94513  
 925.634.7000 | sdgarchitectsinc.com





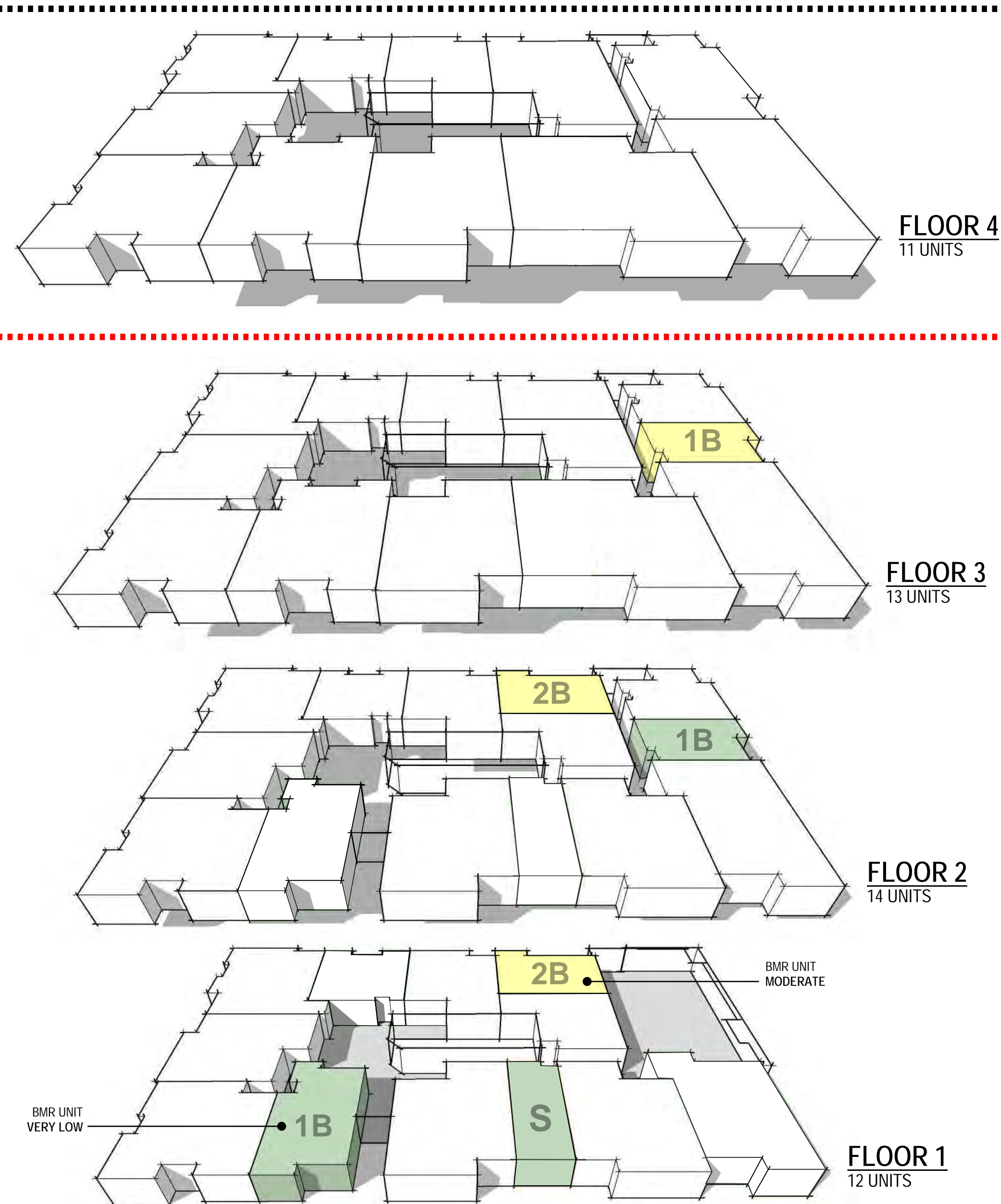
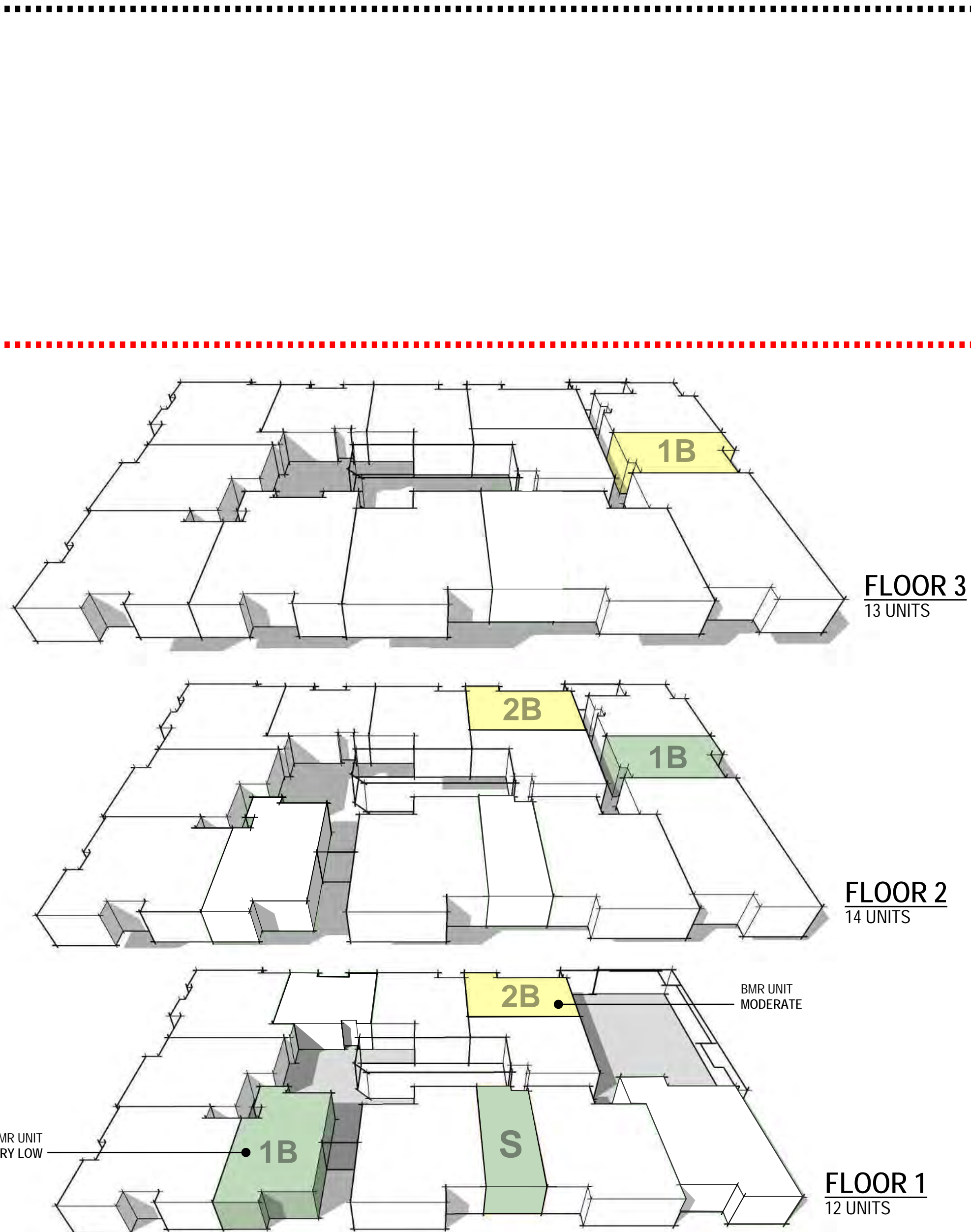
3 FLOORS

**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



46 FEET HEIGHT LIMIT

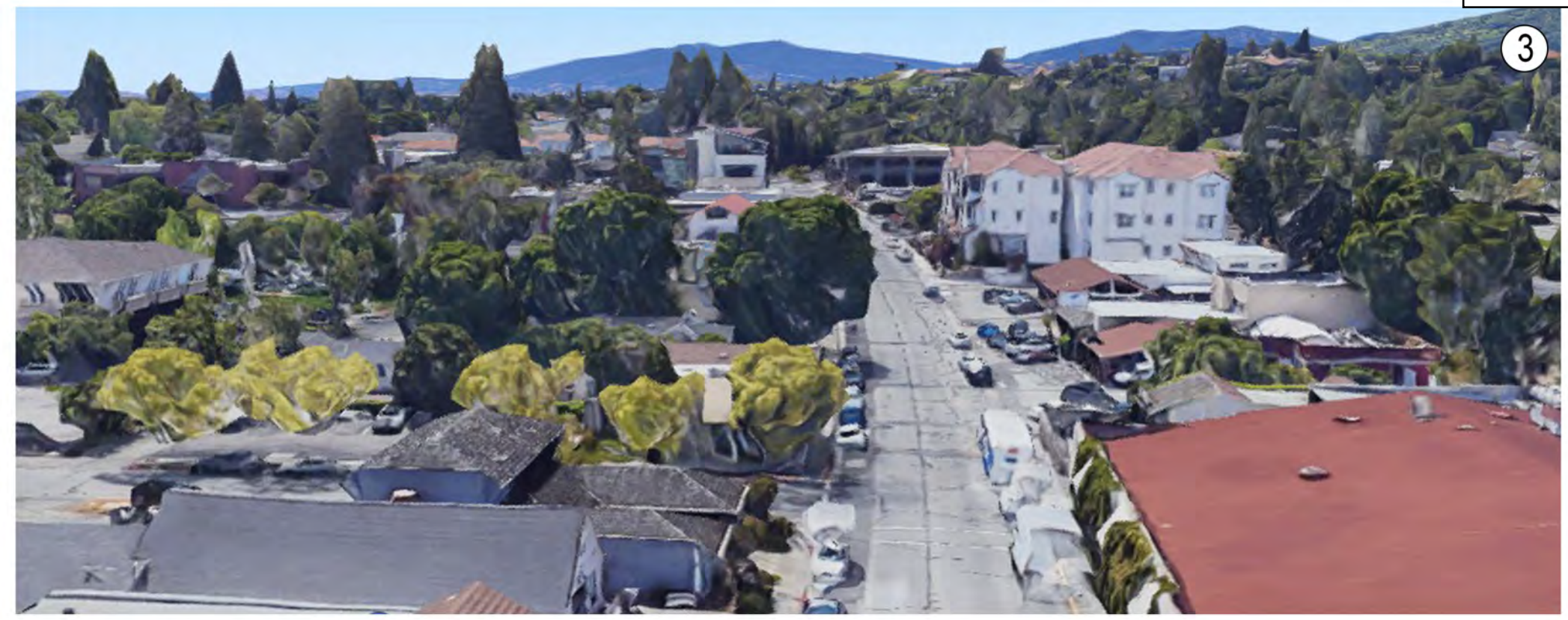
11 FEET INCREASE  
CITY OF LOS ALTOS  
MUNICIPAL CODE  
14.28.040.F.1.d  
ON-MENU INCENTIVE

35 FEET HEIGHT LIMIT

**LEGEND**

- S = STUDIO
- 1B = 1 BEDROOM UNIT
- 2B = 2 BEDROOM UNIT





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Los Altos, CA  
November 12, 2021

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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 Los Altos, CA  
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**STREET ELEVATIONS**  
**A02**



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BUILDING PERSPECTIVE  
 A03



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 November 12, 2021

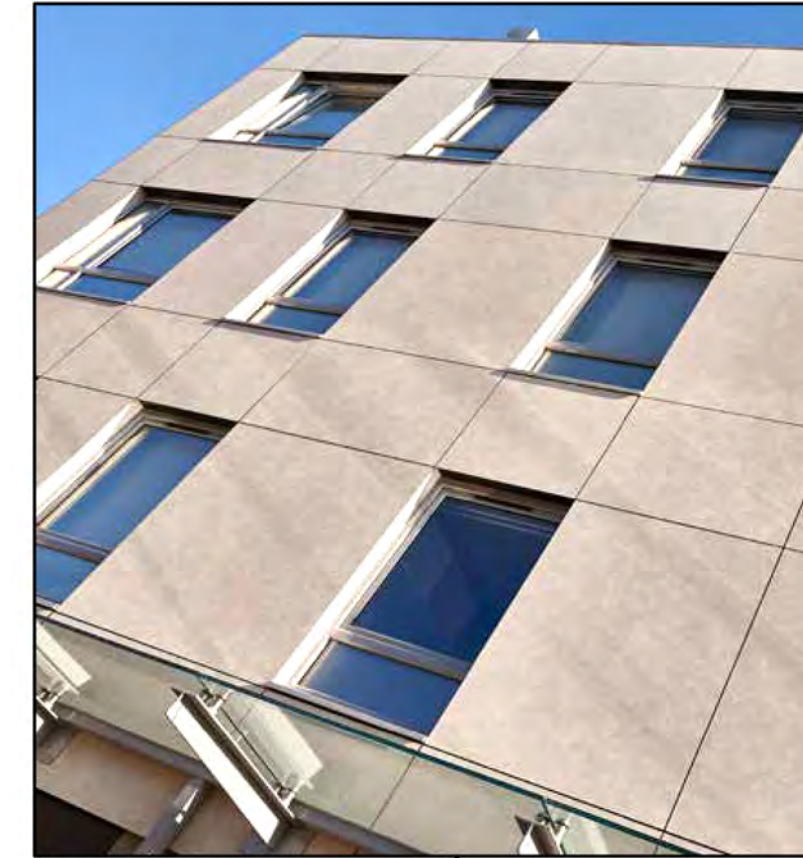
BUILDING PERSPECTIVE  
 A04



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

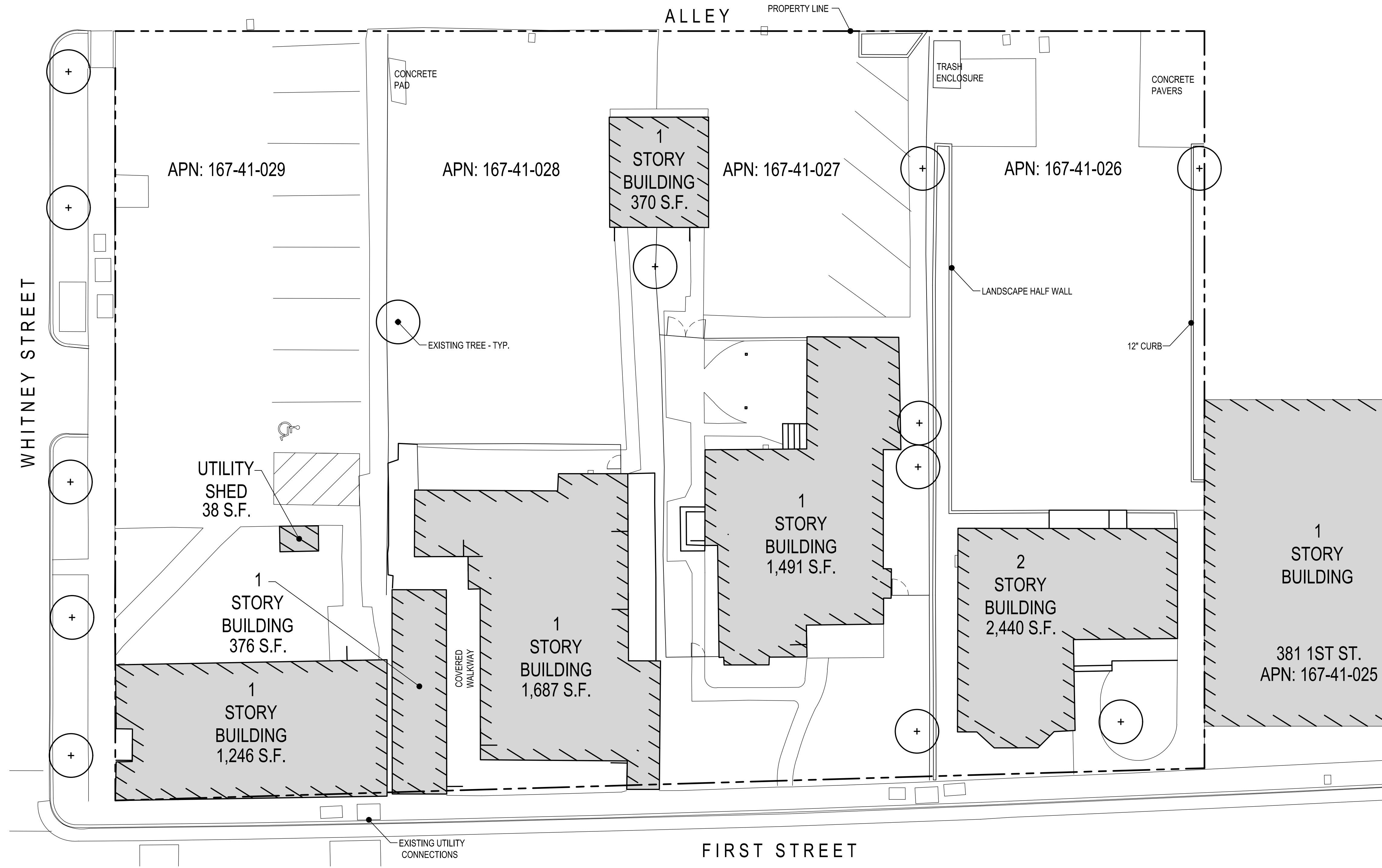
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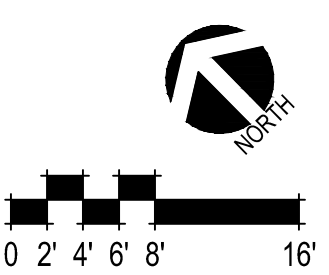
MATERIAL SELECTIONS  
A05

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





EXISTING BUILDING AREAS	
TOTAL	7,648 SF



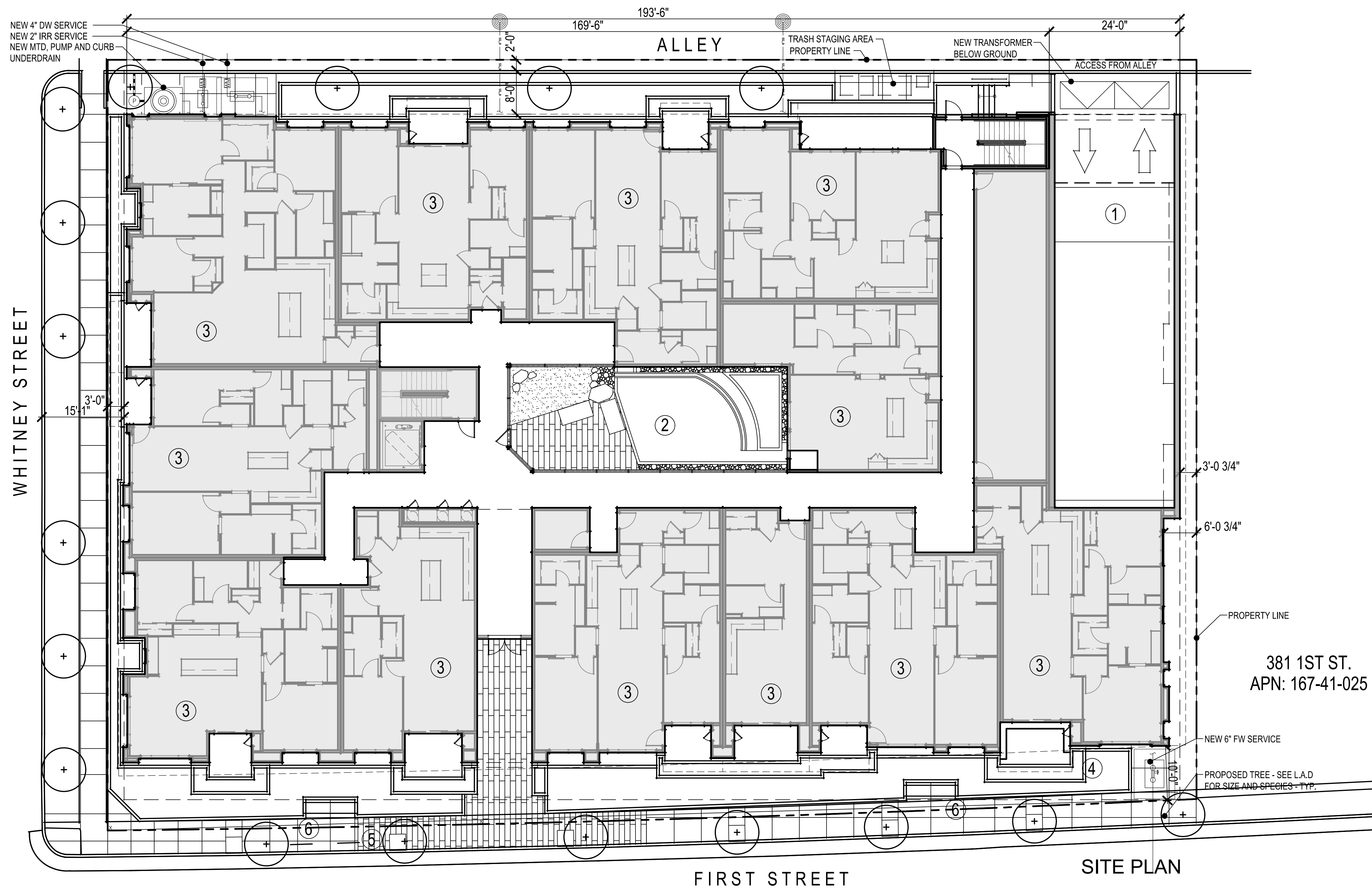
EXISTING SITE PLAN  
A06

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November 12, 2021



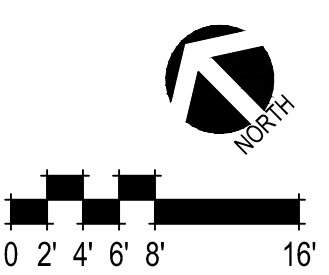
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Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





### KEY NOTES

- ① GARAGE RAMP
- ② COURT
- ③ RESIDENTIAL UNIT
- ④ RAISED PLANTERS
- ⑤ BICYCLE RACK
- ⑥ SITTING BENCH



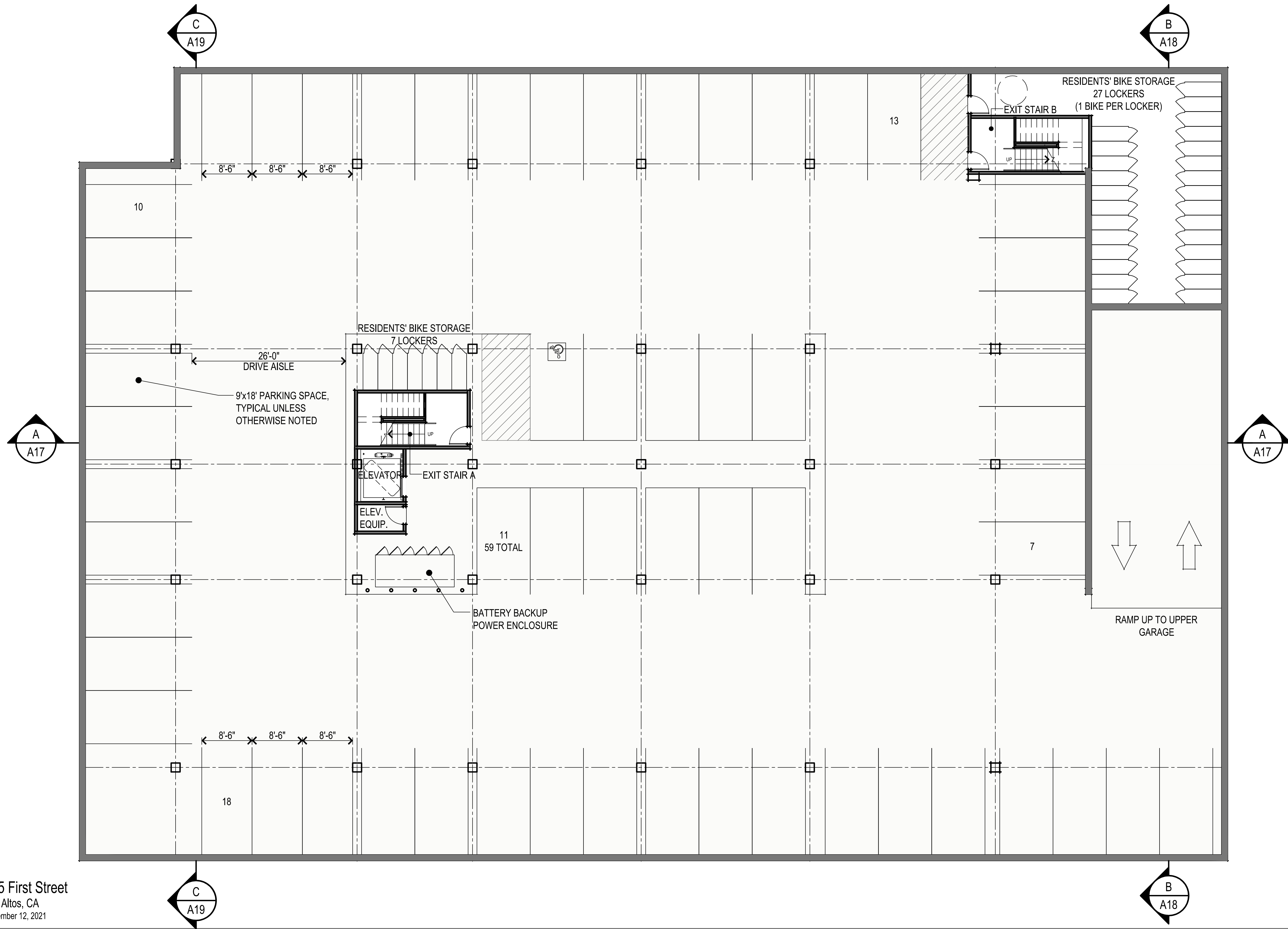
### PROPOSED SITE PLAN A07

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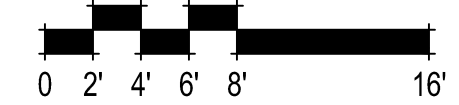
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Brentwood, CA 94513  
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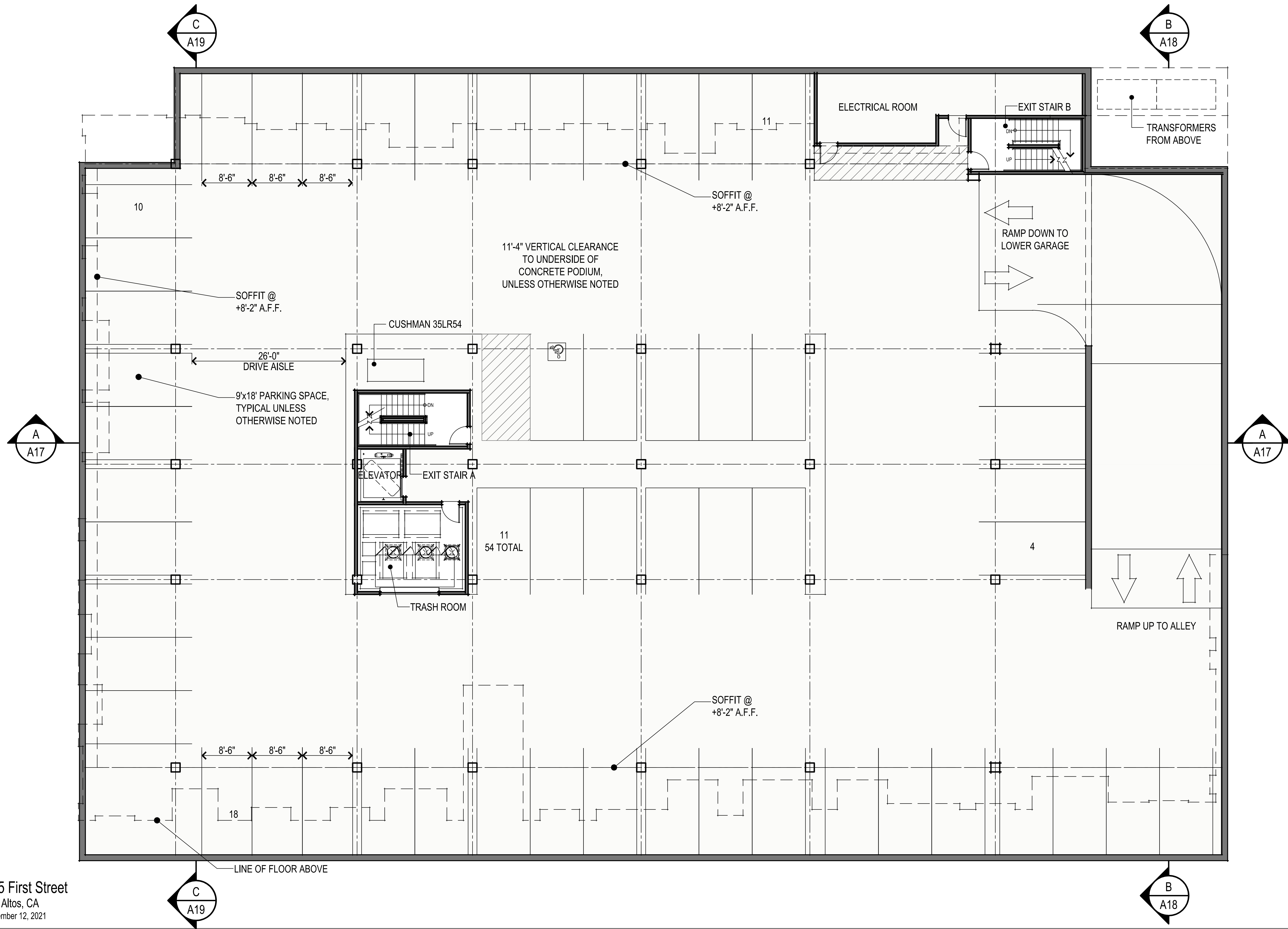


  
  
**LOWER GARAGE PLAN**  
**A08**

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 3361 Walnut Blvd, Suite 120  
 Brentwood, CA 94513  
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UPPER GARAGE PLAN  
 A09

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 3361 Walnut Blvd, Suite 120  
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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
<b>1 BEDROOM UNITS/ STUDIO UNITS</b>				
1A (STUDIO)	621 SQ. FT.	1	3	25%
1B	790 SQ. FT.	1		
1C	988 SQ. FT.	1		
1D	1,026 SQ. FT.	1		
<b>2 BEDROOM UNITS</b>				
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		
<b>3 BEDROOM UNITS</b>				
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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Los Altos, CA  
November 12, 2021

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**

UNIT TYPE	UNIT AREA	2ND FLOOR	TOTAL	PERCENTAGE
<b>1 BEDROOM UNITS/ STUDIO UNITS</b>				
1A (STUDIO)	621 SQ. FT.	1	4	29%
1B	790 SQ. FT.	1		
1C	988 SQ. FT.	1		
1D	1,026 SQ. FT.	1		
<b>2 BEDROOM UNITS</b>				
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		
<b>3 BEDROOM UNITS</b>				
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		

366.014 355 First Street  
 Los Altos, CA  
 November 12, 2021



14

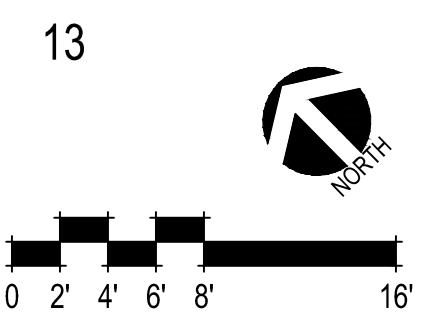
**SECOND FLOOR PLAN**  
 A11

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



**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	
<b>2 BEDROOM UNITS</b>			
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	
<b>3 BEDROOM UNITS</b>			
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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Los Altos, CA  
November 12, 2021



**THIRD FLOOR PLAN  
A12**

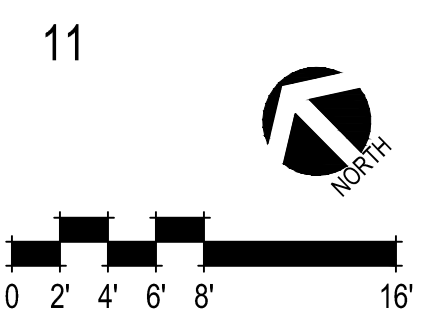
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Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





**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.		
<b>2 BEDROOM UNITS</b>			<b>6 55%</b>
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.		
<b>3 BEDROOM UNITS</b>			<b>5 45%</b>
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	



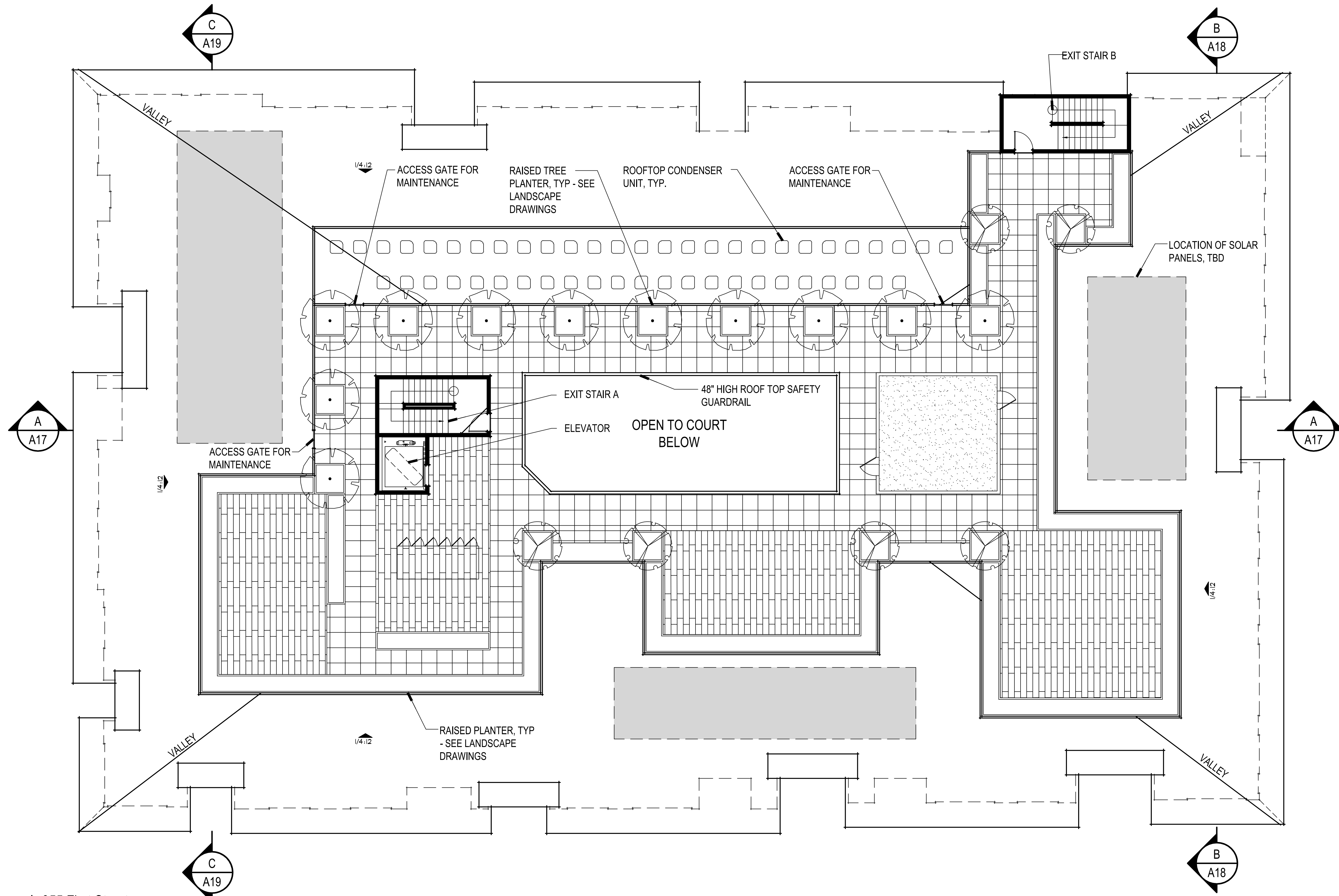
**FOURTH FLOOR PLAN  
A13**

366.014 355 First Street  
Los Altos, CA  
November 12, 2021

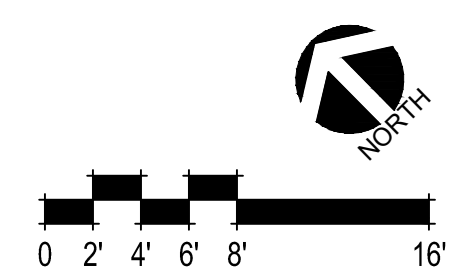


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 Los Altos, CA  
 November 12, 2021



ROOF PLAN  
 A14

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LEFT ELEVATION



FRONT ELEVATION

FRONT AND LEFT EXTERIOR ELEVATIONS



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 Los Altos, CA  
 November 12, 2021



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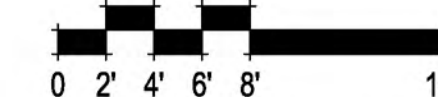


RIGHT ELEVATION



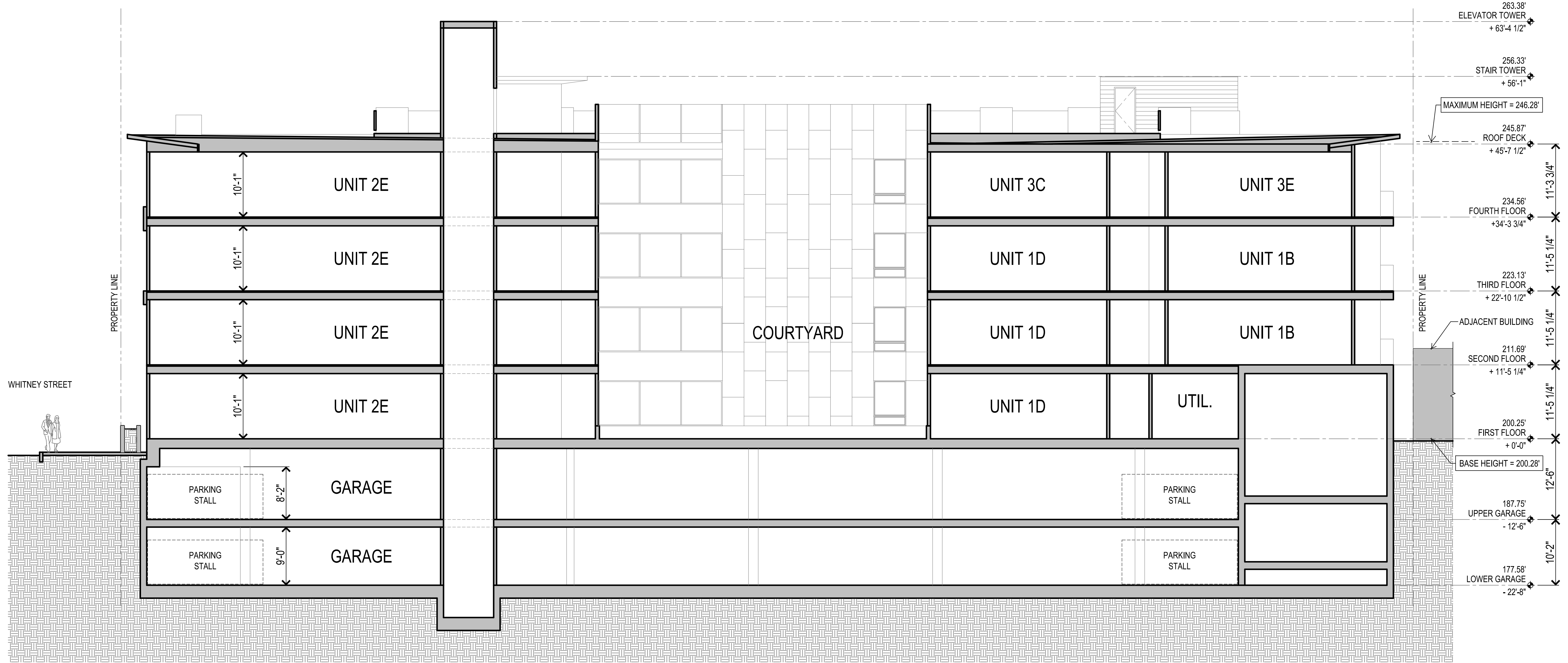
REAR ELEVATION

REAR AND RIGHT EXTERIOR ELEVATIONS



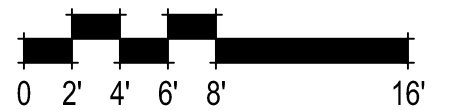
366.014 355 First Street  
Los Altos, CA  
November 12, 2021





SECTION A

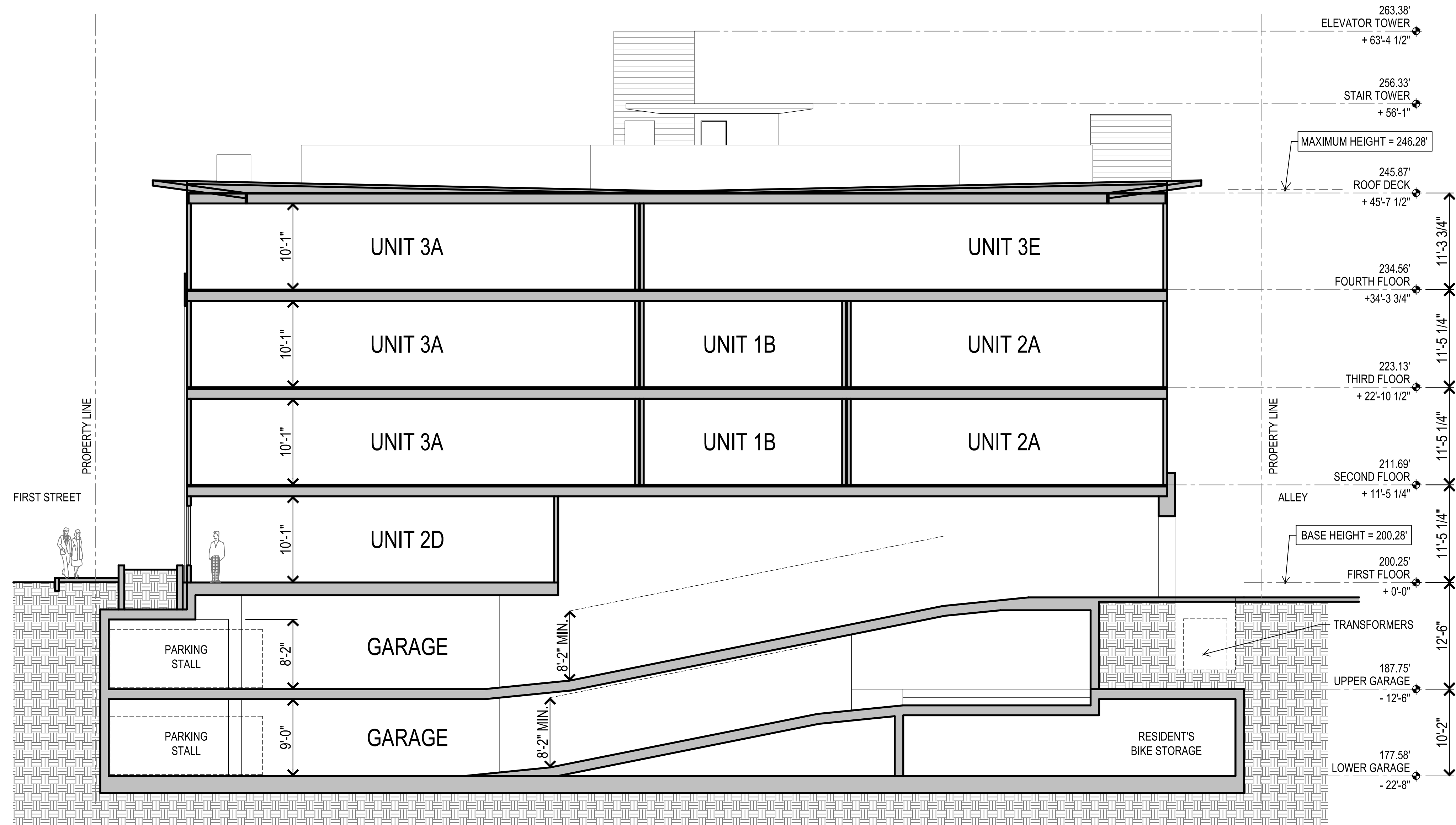
366.014 355 First Street  
Los Altos, CA  
November 12, 2021



BUILDING SECTION A  
A17

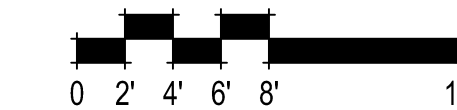
SDG Architects, Inc.  
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SECTION B

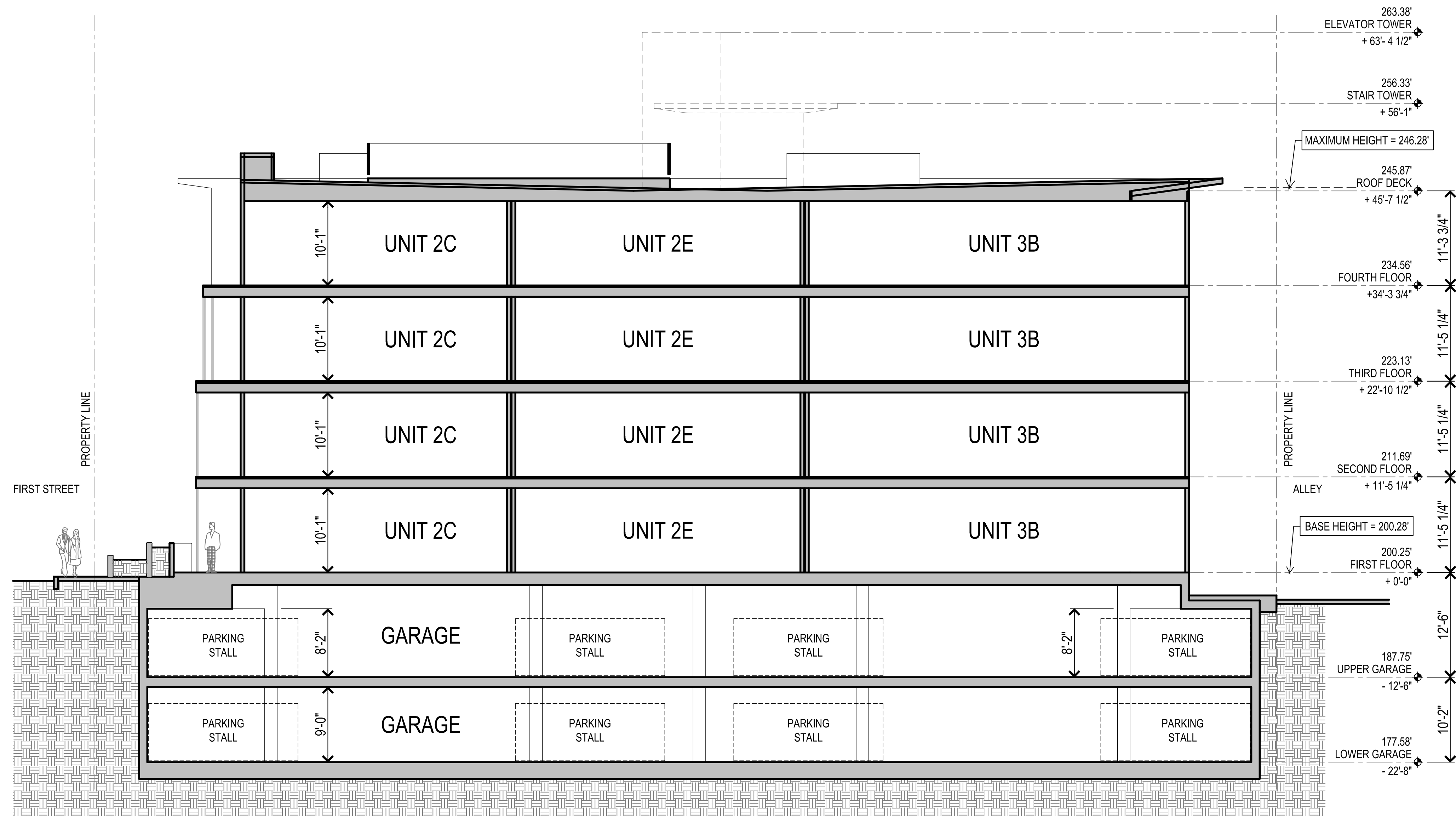
366.014 355 First Street  
Los Altos, CA  
November 12, 2021



BUILDING SECTION B  
A18

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SECTION C

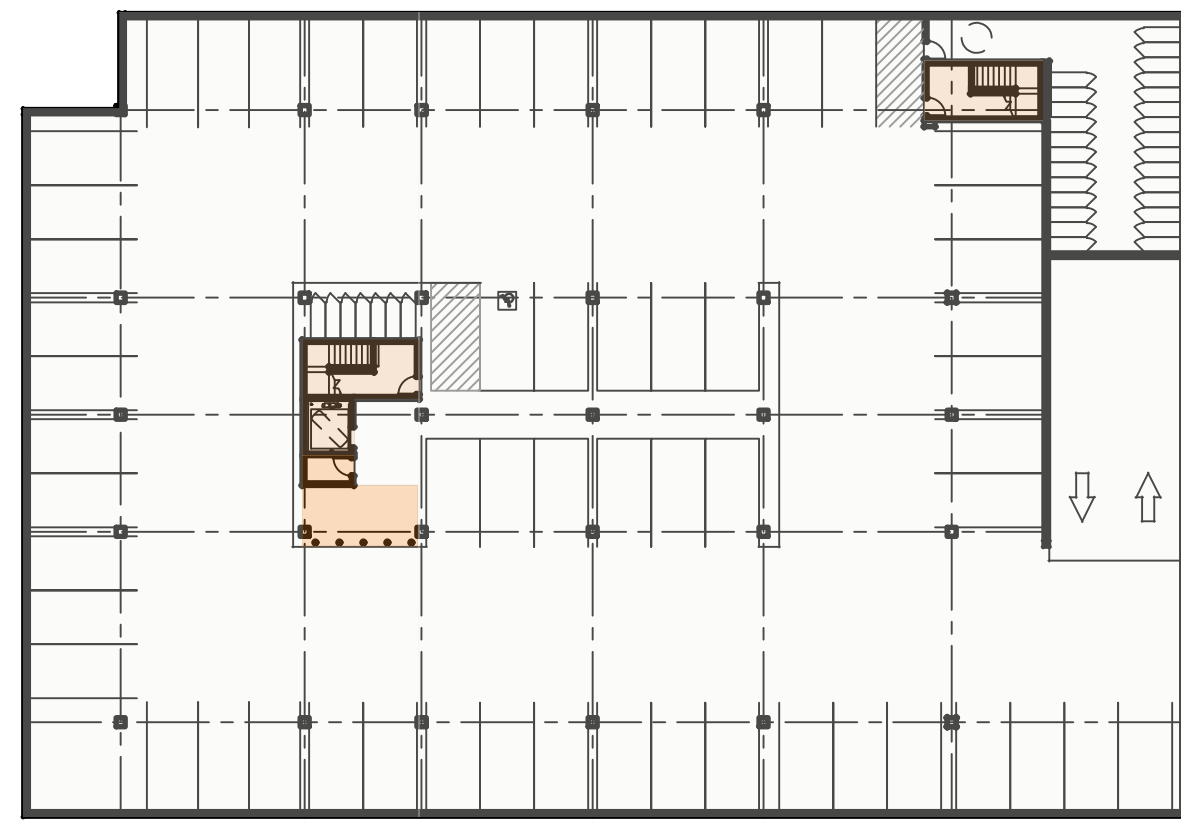
366.014 355 First Street  
Los Altos, CA  
November 12, 2021



0 2' 4' 6' 8' 16'  
BUILDING SECTION C  
A19

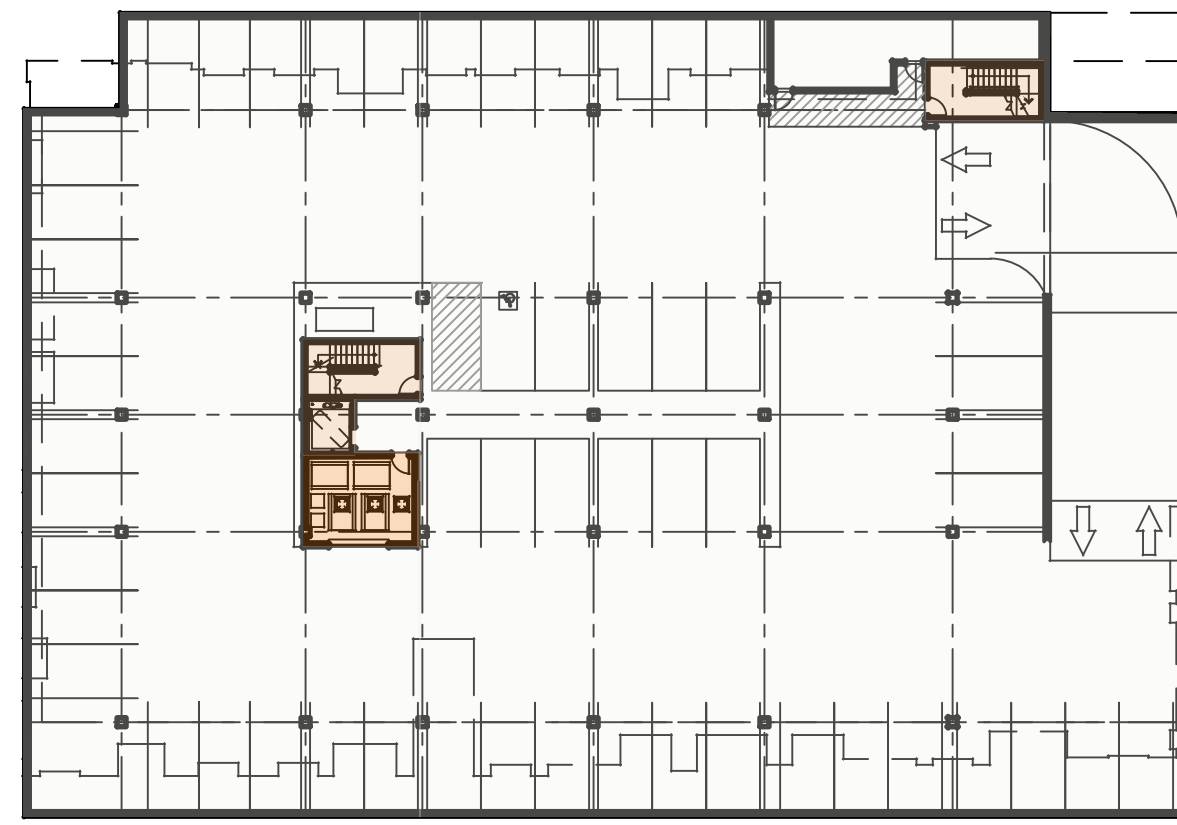
SDG Architects, Inc.  
3361 Walnut Blvd, Suite 120  
Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





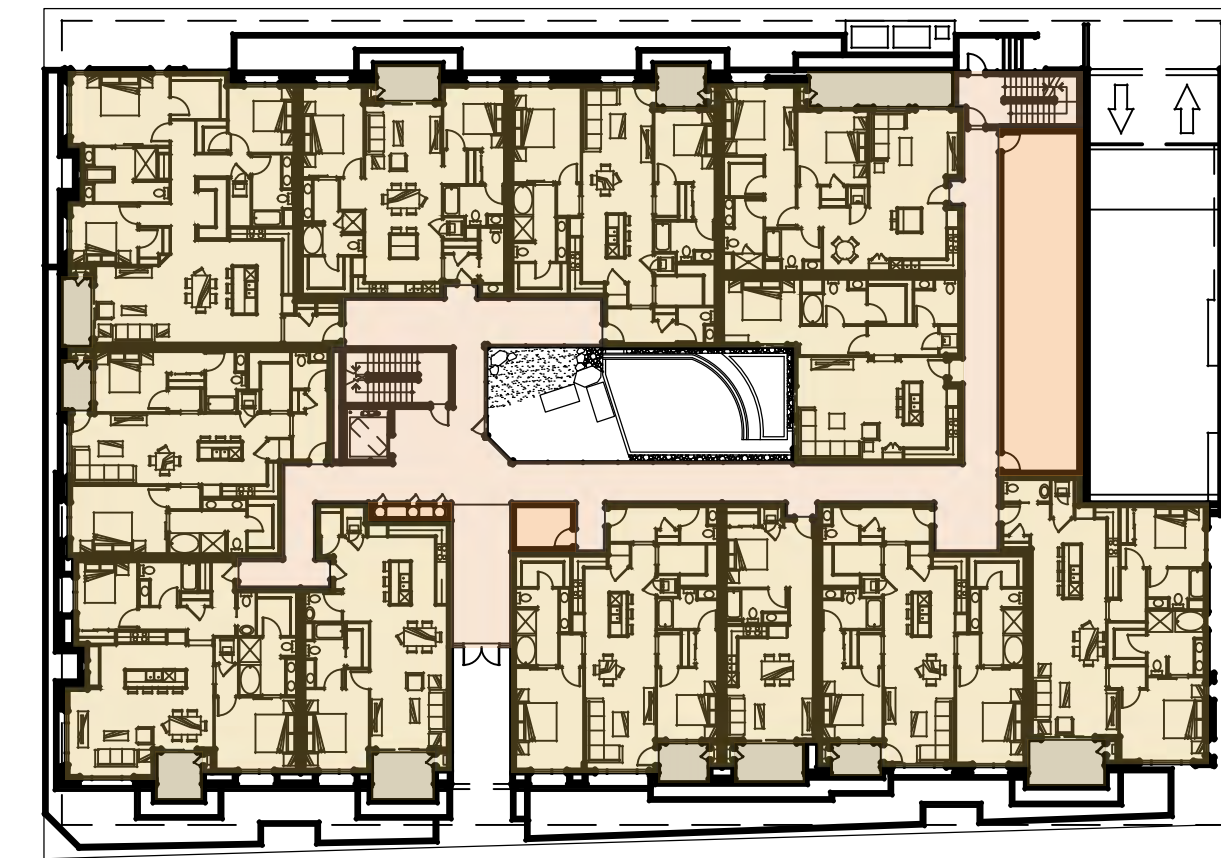
LOWER GARAGE LEVEL

CATEGORY	SUBTOTALS
PARKING	25,031 SF
CIRCULATION	471 SF
UTILITY	239 SF
DWELLING UNITS	
LEVEL TOTAL	25,741 SF



UPPER GARAGE LEVEL

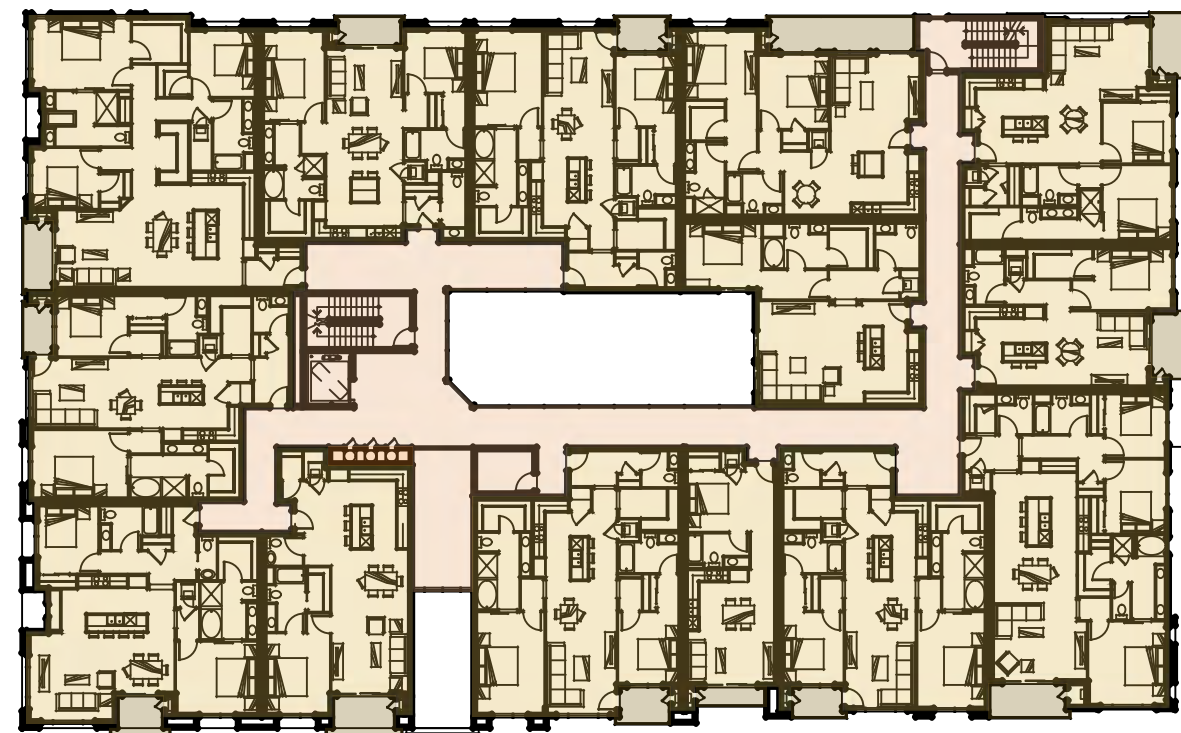
CATEGORY	SUBTOTALS
PARKING	24,493 SF
CIRCULATION	471 SF
UTILITY	296 SF
DWELLING UNITS	
LEVEL TOTAL	25,260 SF



GROUND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,740 SF
UTILITY	929 SF
DWELLING UNITS	15,006 SF
LEVEL TOTAL	18,675 SF

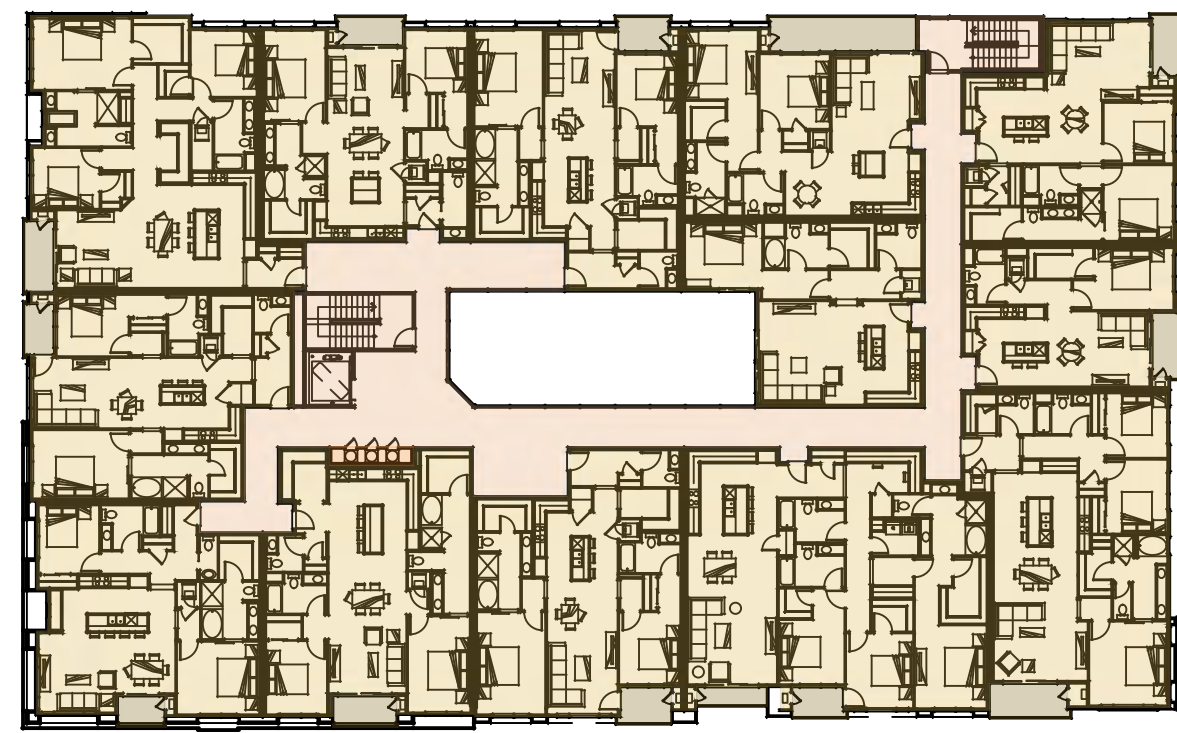
DECK AREA	
	795 SF



SECOND FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,863 SF
UTILITY	42 SF
DWELLING UNITS	17,238 SF
LEVEL TOTAL	20,143 SF

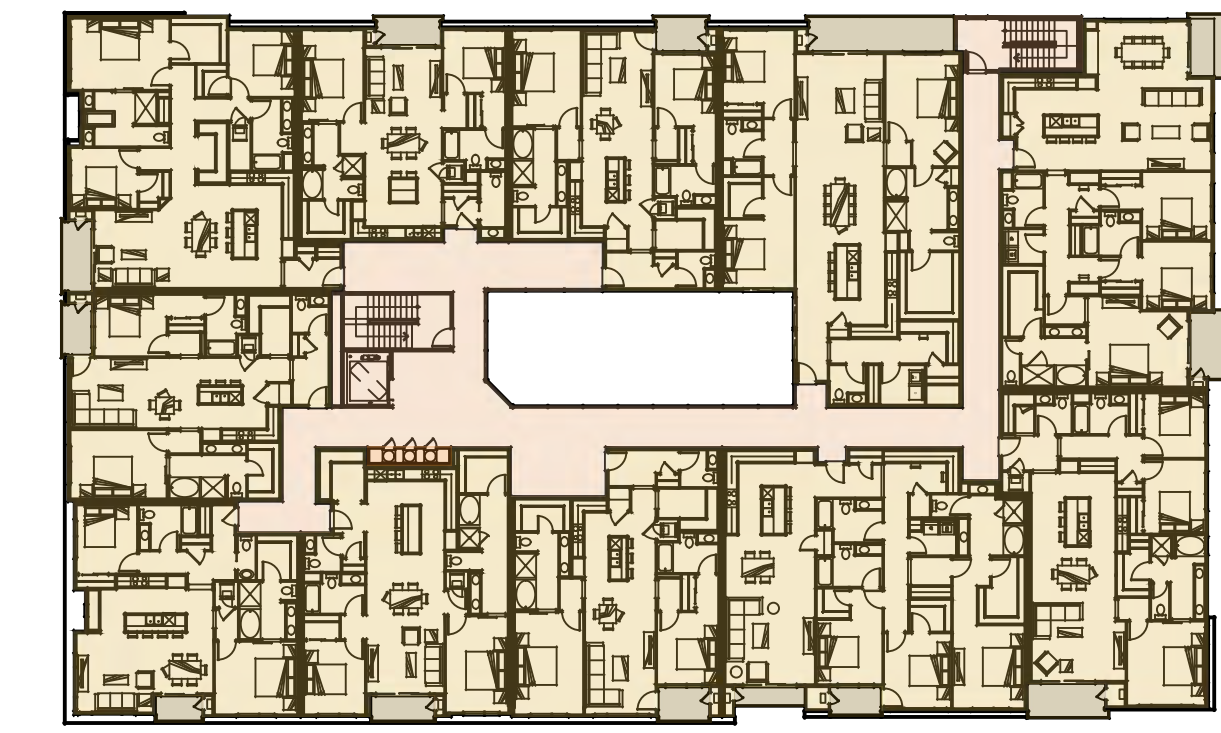
DECK AREA	
	844 SF



THIRD FLOOR

CATEGORY	SUBTOTALS
PARKING	
CIRCULATION	2,565 SF
UTILITY	42 SF
DWELLING UNITS	17,700 SF
LEVEL TOTAL	20,305 SF

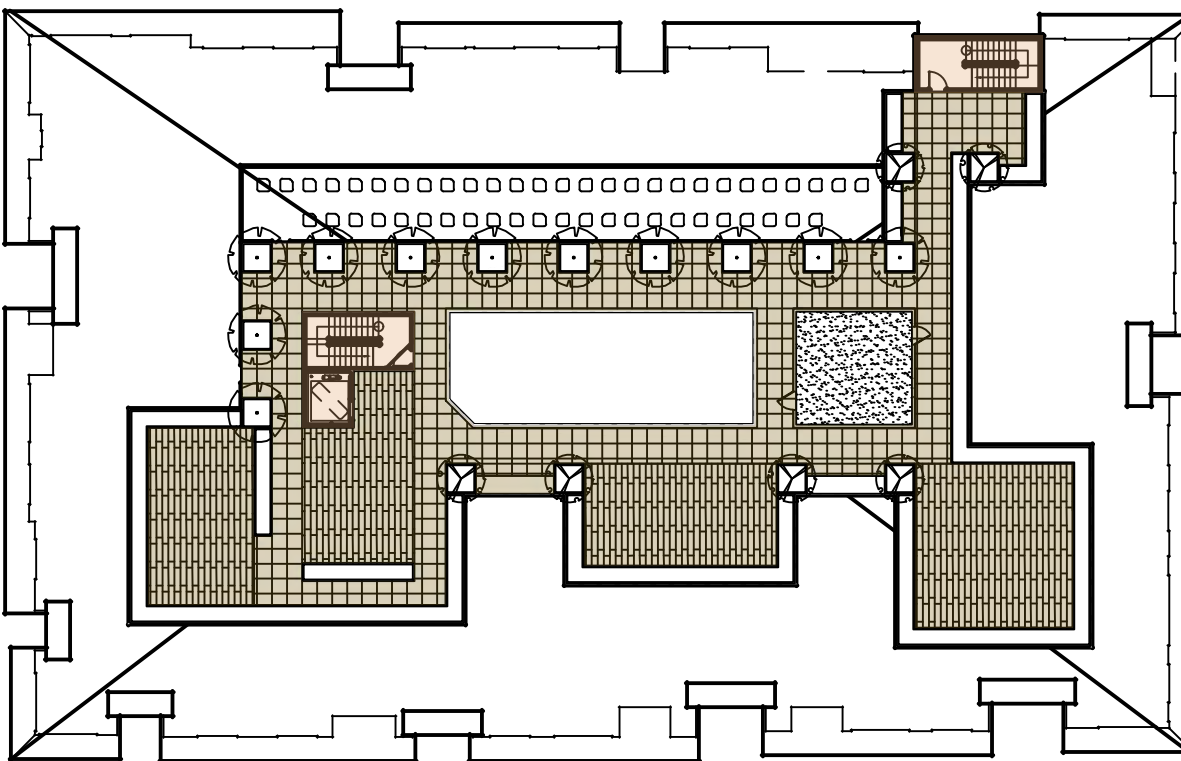
DECK AREA	
	801 SF



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

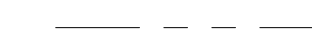
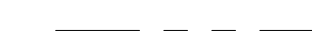


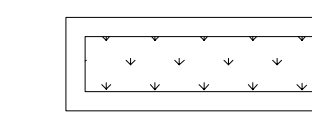

BUILDING TOTALS	
CATEGORY	SUBTOTALS
PARKING	49,524 SF
CIRCULATION	12,131 SF
UTILITY	1,590 SF
DWELLING UNITS	67,668 SF
TOTAL	130,913 SF

TOTAL DECK AREA	
	8,537 SF

366.014 355 First Street  
 Los Altos, CA  
 November 12, 2021

# 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

- THIS VESTING TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH ARTICLE 2, SECTION 86452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT.
- AREA: THE BOUNDARIES OF THIS SUBDIVISION CONTAIN ±0.64 ACRES.
- DURING CONSTRUCTION, ALL EQUIPMENT AND PARKING SHALL REMAIN ON-SITE UNLESS THE CONTRACTOR HAS APPROVAL FROM THE CITY.
- ALL EXISTING WATER, SANITARY, AND STORM SERVICES ARE TO BE ABANDONED/REMOVED PER CITY OF LOS ALTOS STANDARDS AND SPECIFICATIONS.

## PROJECT INFORMATION

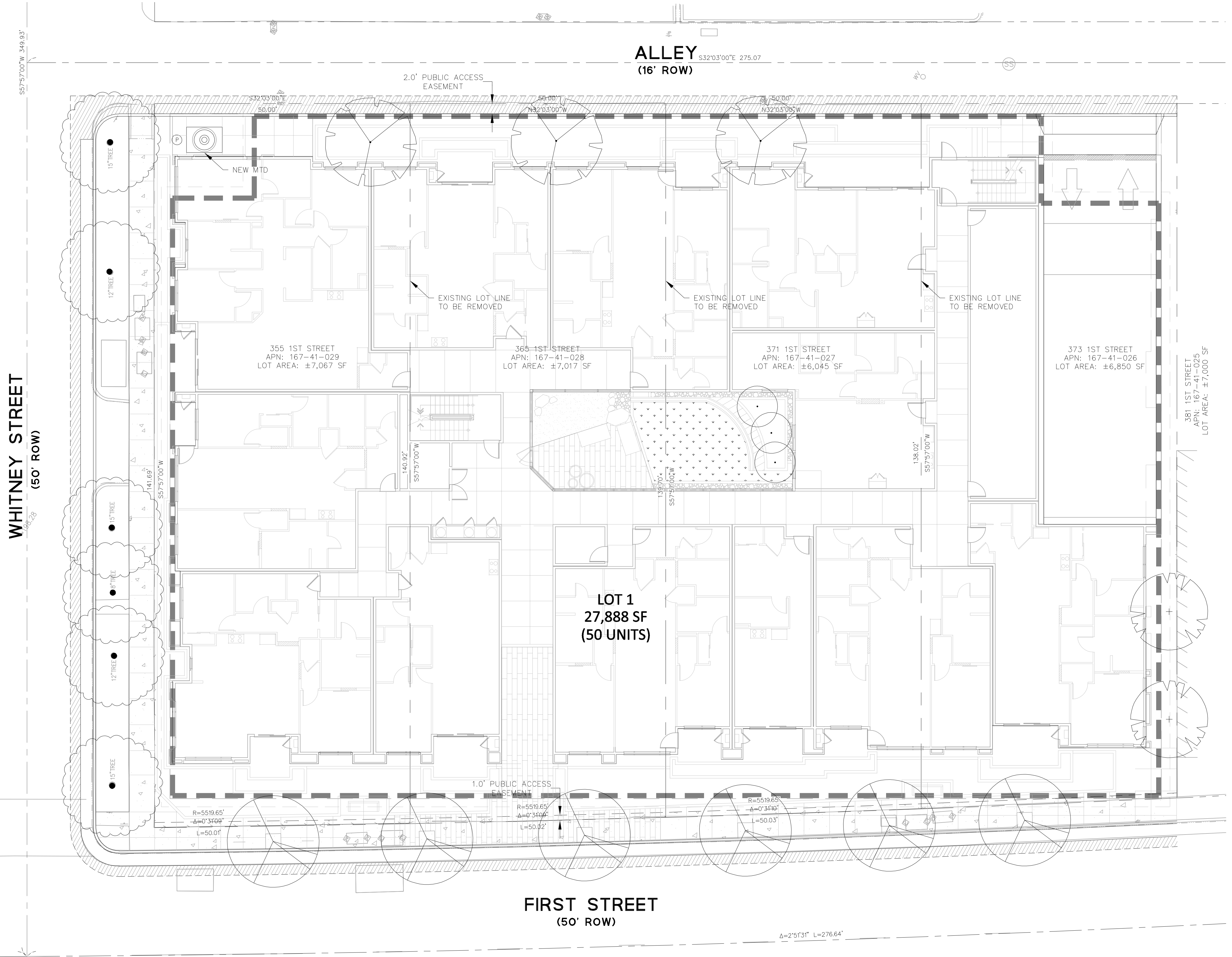
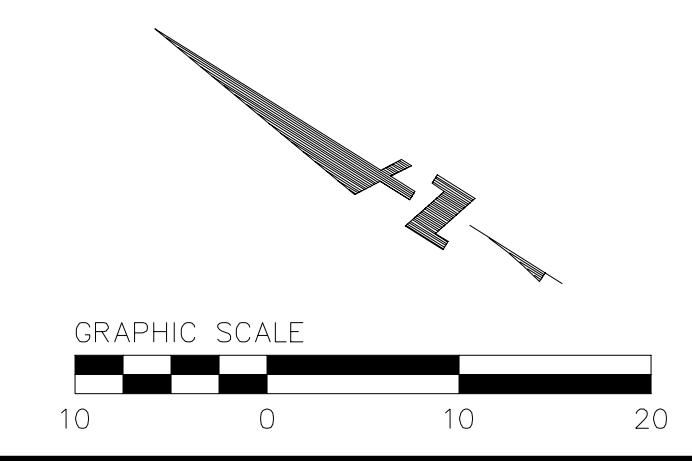
- OWNER/DEVELOPER:** 355 1ST ST. LLC  
419 SOUTH ANTONIO ROAD, SUITE 215  
LOS ALTOS, CA 94022  
CONTACT: KEVIN DENARDI  
(650) 842-2360
- ARCHITECT:** SDG ARCHITECTS  
3361 WALNUT BLVD, SUITE 120  
BRENTWOOD, CA 94513  
CONTACT: JEFF POTTS  
(925) 634-7000
- CIVIL ENGINEER:** BKF ENGINEERS  
1730 N. 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  
CITY OF LOS ALTOS  
B. SANITARY SEWER: N/A  
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  
 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. 20202321	

Drawing Number:  
**TM1.0**



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: C1.0

### 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

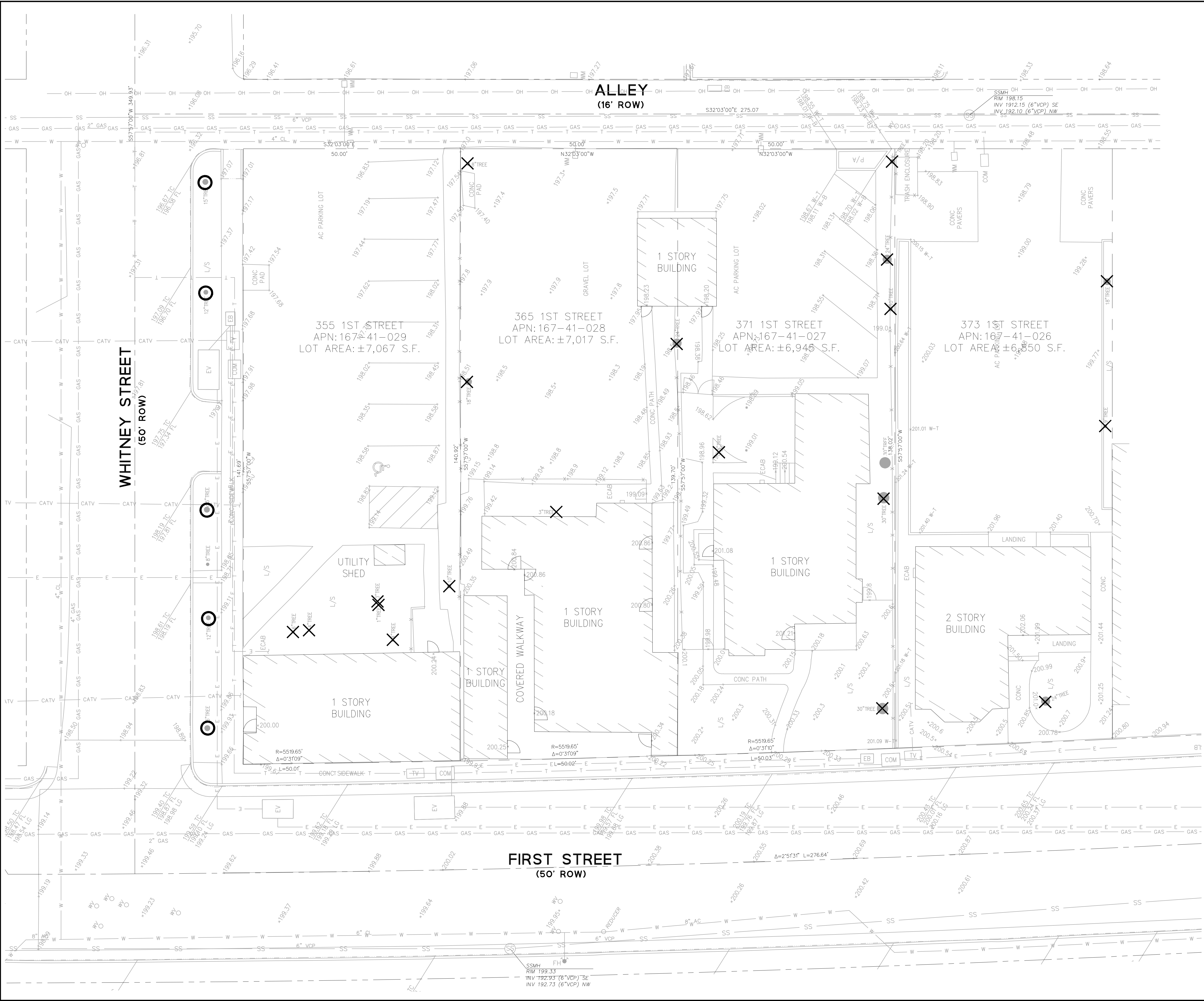
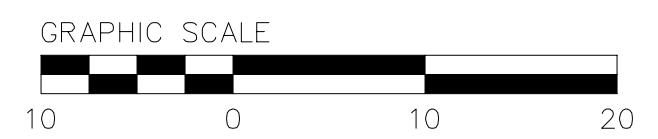
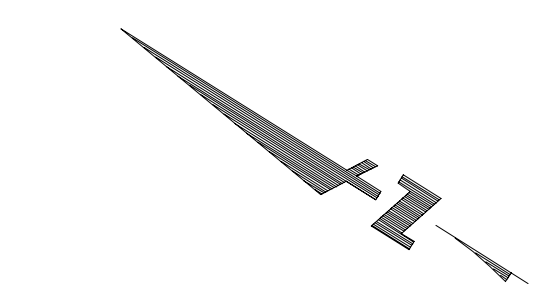
- FIRE HYDRANT FH
- EXISTING TREE TO REMAIN O
- REMOVE EXISTING TREE X

### SURVEY NOTES

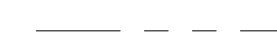








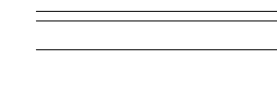

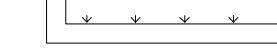










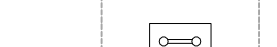
- ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
- DATES OF FIELD SURVEY WAS SEPTEMBER 28, 30 & OCTOBER 1, 2020
- BENCH MARK  
2-1/2" BRASS DISK IN CONCRETE BASE, STAMPED CS061013, INSIDE MONUMENT WELL AT THE INTERSECTION OF FIRST STREET AND MAIN STREET  
ELEVATION = 193.13 FEET BASED ON CITY OF LOS ALTOS DATUM
- 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
- 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
- TOP OF CURB
- TYP TYPICAL
- WM WATER METER
- W-B BOTTOM OF WALL
- W-T TOP OF WALL



**LEGEND**

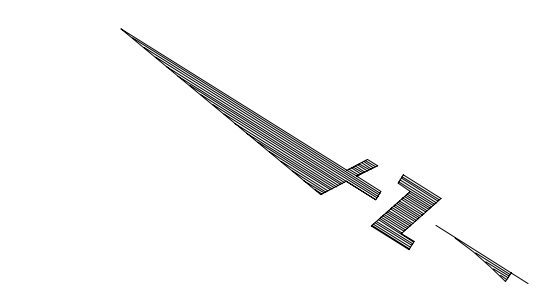
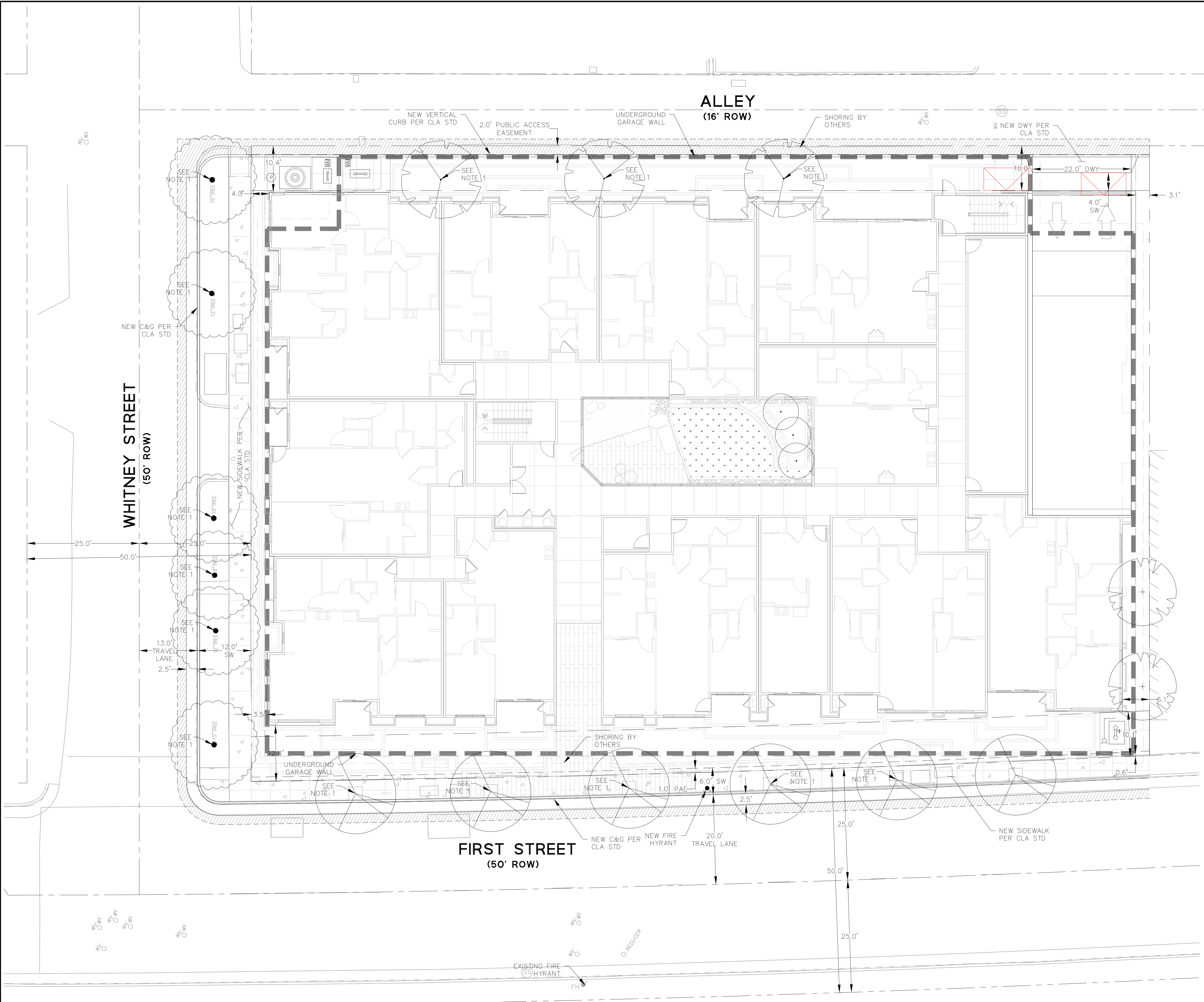
-  PROPERTY LINE
-  ADJACENT PROPERTY LINE
-  STREET CENTER LINE
-  EASEMENT LINE
-  UNDERGROUND GARAGE
-  VISIBILITY TRIANGLES
-  SHORING
-  FLUSH CURB
-  NEW CITY STANDARD VERTICAL CURB AND GUTTER
-  FLOW THROUGH PLANTER
-  WV WATER VALVE
-  SSCO SANITARY SEWER CLEANOUT
-  SSMH SANITARY SEWER MANHOLE
-  FIRE BACKFLOW PREVENTER
-  DOMESTIC BACKFLOW PREVENTER
-  IRRIGATION BACKFLOW PREVENTER
-  FDC FIRE DEPARTMENT CONNECTION
-  WM WATER METER
-  SDO STORM DRAIN OVERFLOW DRAIN
-  SDAD STORM DRAIN AREA DRAIN
-  MECHANICAL TREATMENT DEVICE
-  TRANSFORMER (FOR REFERENCE ONLY)
-  TREE TO REMAIN

**ABBREVIATIONS**

- BFP BACK FLOW PREVENTOR
- C&G CURB AND GUTTER
- CLA CITY OF LOS ALTO COMMUNICATION DRIVEWAY
- DWY DRIVEWAY
- EB ELECTRICAL BOX
- EV ELECTRICAL VAULT
- ESMT EASEMENT
- PGE PACIFIC GAS & ELECTRIC
- ROW RIGHT-OF-WAY
- SSCO STORM DRAIN CLEANOUT
- SSCO SANITARY SEWER CLEAN OUT
- SSMH SANITARY SEWER MANHOLE
- STD STANDARD SIDEWALK
- SW SIDEWALK
- TYP TYPICAL
- WM WATER METER
- WV WATER VALVE

**NOTES**

1. ALL TREES, BOTH EXISTING AND PROPOSED, SHALL BE 1) VERIFIED WITH APPROVED PLANS, AND 2) SHALL NOT OBSTRUCT AERIAL ACCESS WHEN FULL GROWN WITHOUT MAINTENANCE.



1730 N. FIRST STREET  
SUITE 600  
SAN JOSE, CA 95112  
(408) 467-9100  
www.bkf.com



355-373 1ST STREET  
PRELIMINARY SITE PLAN

SANTA CLARA COUNTY  
LOS ALTOS  
CALIFORNIA

Date	Revisions	No.
11/12/21	RESUBMITTAL 1	1
AS SHOWN	RESUBMITTAL 2	2
Design RM	7/16/21 - RESUBMITTAL 2	3
Drawn RM	09/03/21 - RESUBMITTAL 3	4
Approved IB	11/12/21 - RESUBMITTAL 4	
Job No.	20202321	

Drawing Number:  
**C2.0**



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	

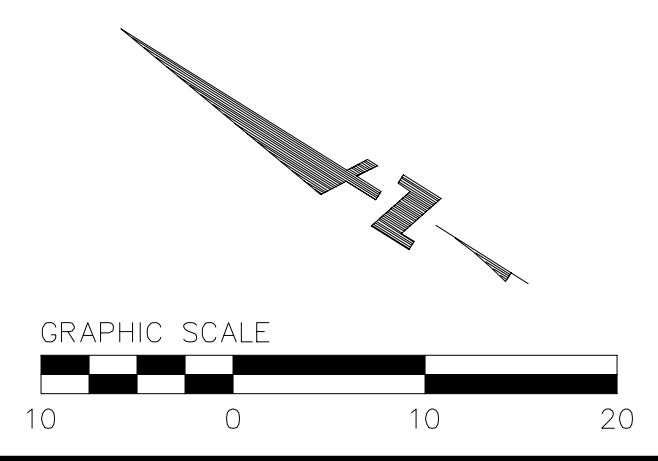
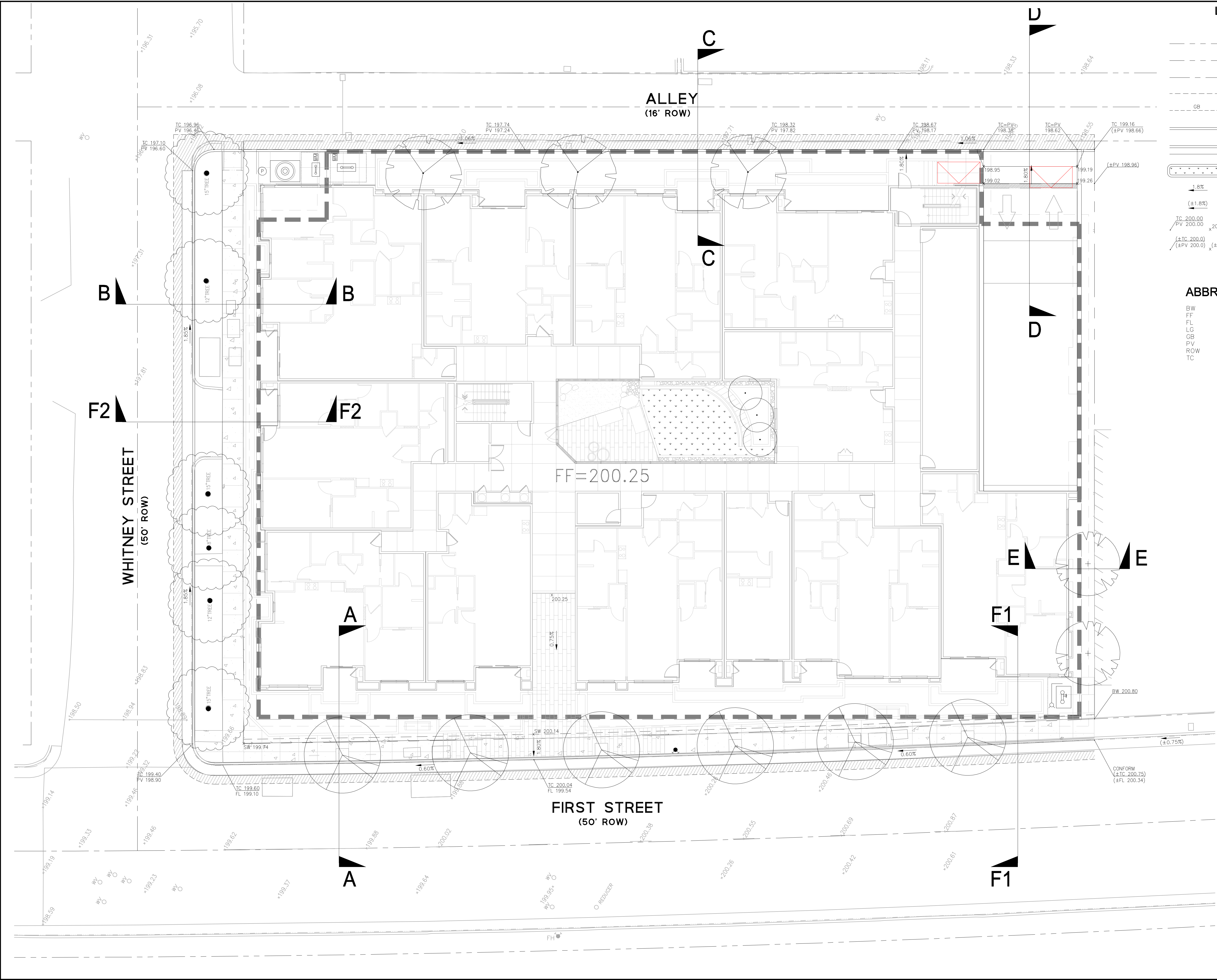
Drawing Number:  
**C3.0**

**LEGEND**

- — — — — PROPERTY LINE
- - - - - ADJACENT PROPERTY LINE
- - - - - STREET CENTER LINE
- - - - - SAWCUT LINE
- GB GRADE BREAK
- — — — — CITY STANDARD VERTICAL CURB
- — — — — CITY STANDARD VERTICAL CURB AND GUTTER
- ⊞ TREATMENT AREA
- 1.8% HARDSCAPE SLOPE
- (±1.8%) HARDSCAPE SLOPE (EXISTING)
- TC 200.00 / PV 200.00 x 200.00 PROPOSED ELEVATION
- (±TC 200.0) / (±PV 200.0) x (±200.0) EXISTING ELEVATION

**ABBREVIATIONS**

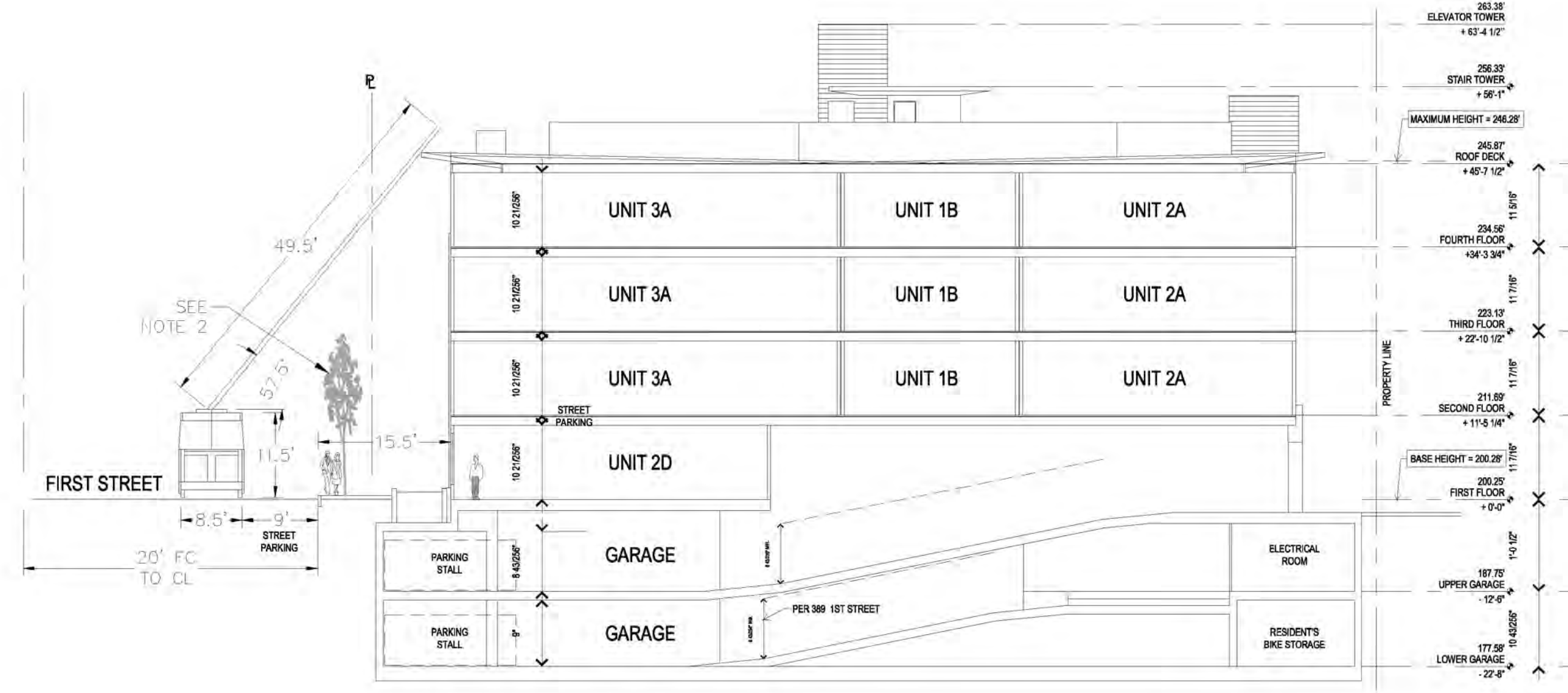
- BW BACK OF WALK
- FF FINISH FLOOR
- FL FLOW LINE
- LG LIP OF GUTTER
- GB GRADE BREAK
- PV PAVEMENT
- ROW RIGHT-OF-WAY
- TC TOP OF CURB



BKF ENGINEERS  
 1730 N. FIRST STREET, SUITE 600  
 SAN JOSE, CA 95112  
 (408) 467-9100  
 www.bkf.com



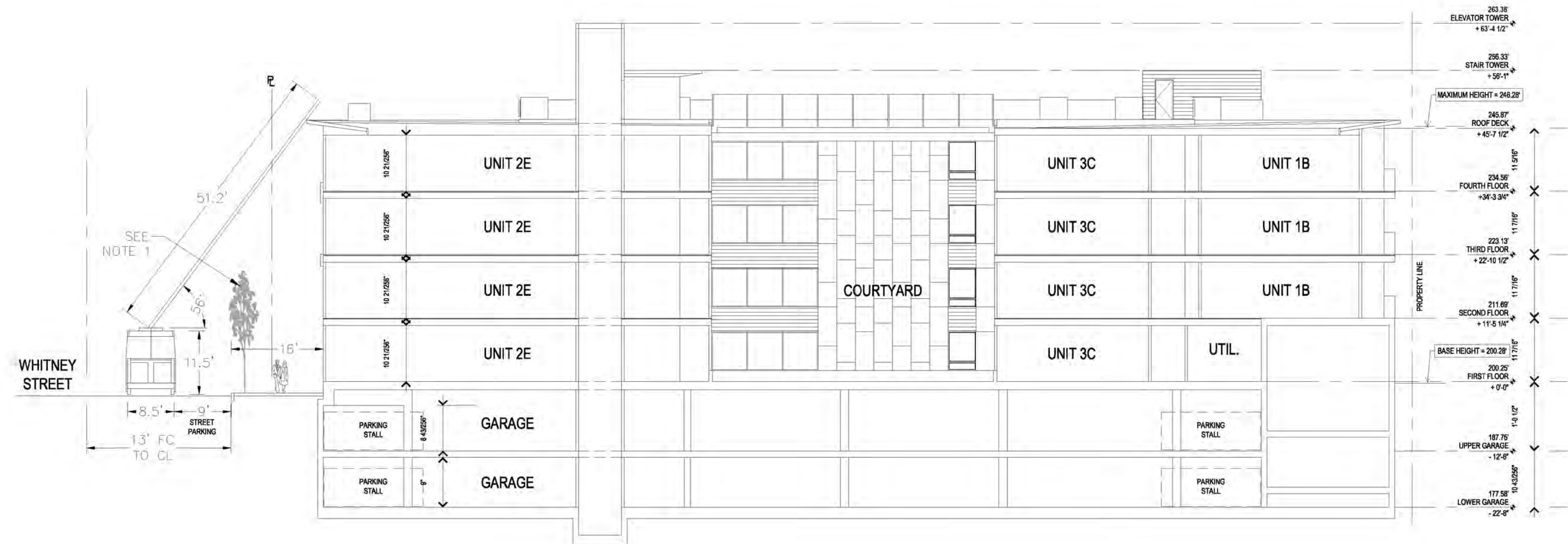




CROSS SECTION (F1-F1)

N15

- NOTES:
- 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.
  - THE STREET TREES (GREAT MYRTLE) ON FIRST STREET CAN BE MAINTAINED IN GOOD CONDITION AT A 20' MAXIMUM HEIGHT, WITH PROPER PRUNING AND MANAGEMENT.
  - VERTICAL HEIGHTS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL SITE PLAN FOR ELEVATIONS.



CROSS SECTION (F2-F2)

N15

- NOTES:
- 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 ±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.
  - VERTICAL HEIGHTS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL SITE PLAN FOR ELEVATIONS.

11/12/21 11:58 AM 1730 N. FIRST STREET - 355-373 1ST STREET - PRELIMINARY FIRE LADDER ACCESS SECTIONS - 355-373 1ST STREET - 11/12/21 11:58 AM

Date	Scale	Author	Revisions
11/12/21	AS SHOWN	AS SHOWN	1 RESUBMITTAL 1
			2 7/16/21 - RESUBMITTAL 2
			3 09/03/21 - RESUBMITTAL 3
			4 11/12/21 - RESUBMITTAL 4

Drawing Number:  
**C3.2**



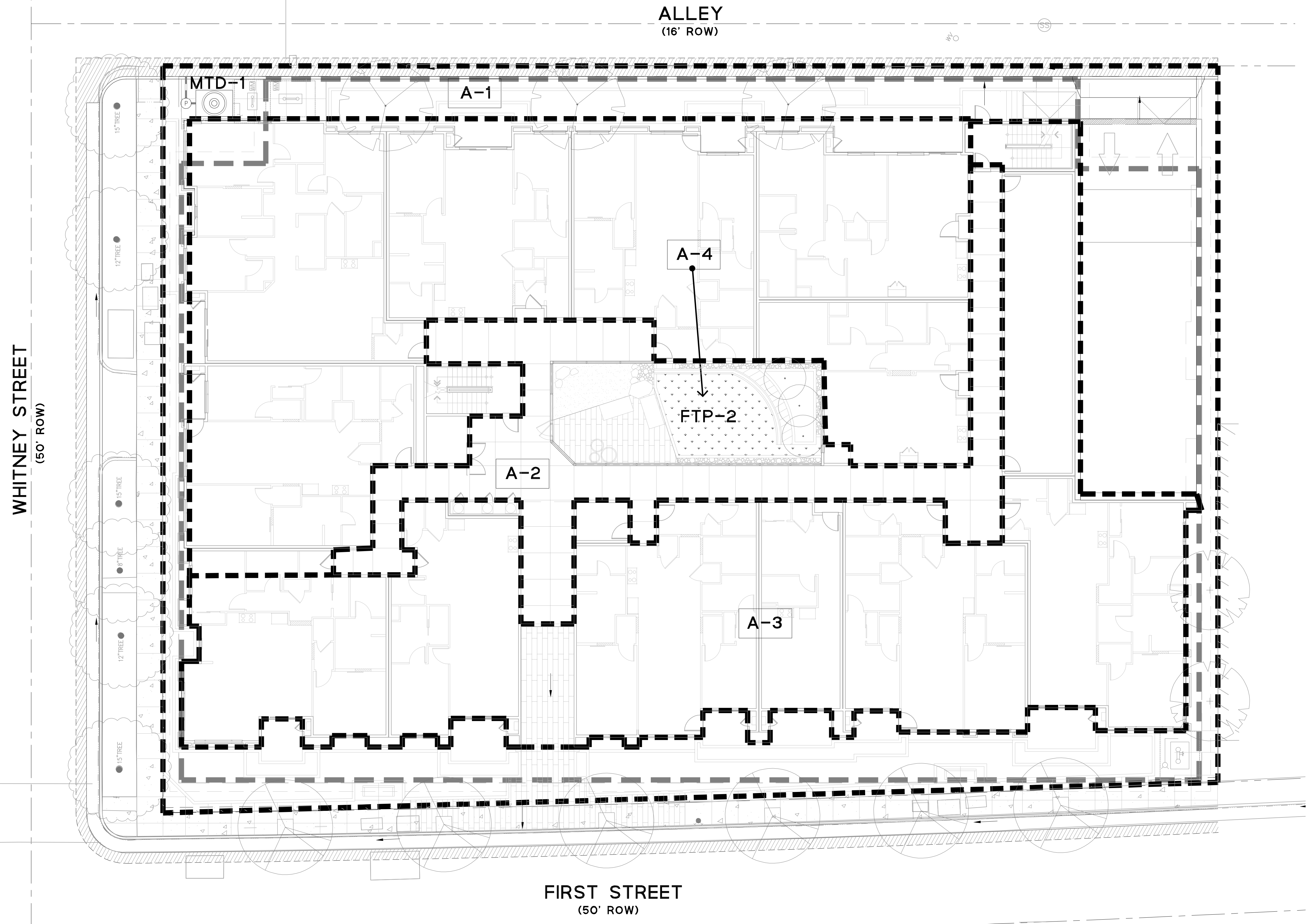


Revisions	
No.	Description
1	RESUBMITTAL 1
2	7/16/21 - RESUBMITTAL 2
3	09/03/21 - RESUBMITTAL 3
4	11/12/21 - RESUBMITTAL 4

Date	11/12/21
Scale	AS SHOWN
Design RM	
Drawn RM	
Approved IB	
Job No.	2020231

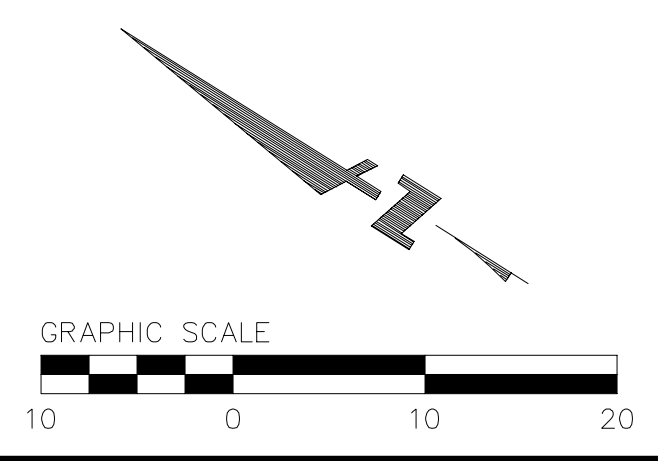
**LEGEND**

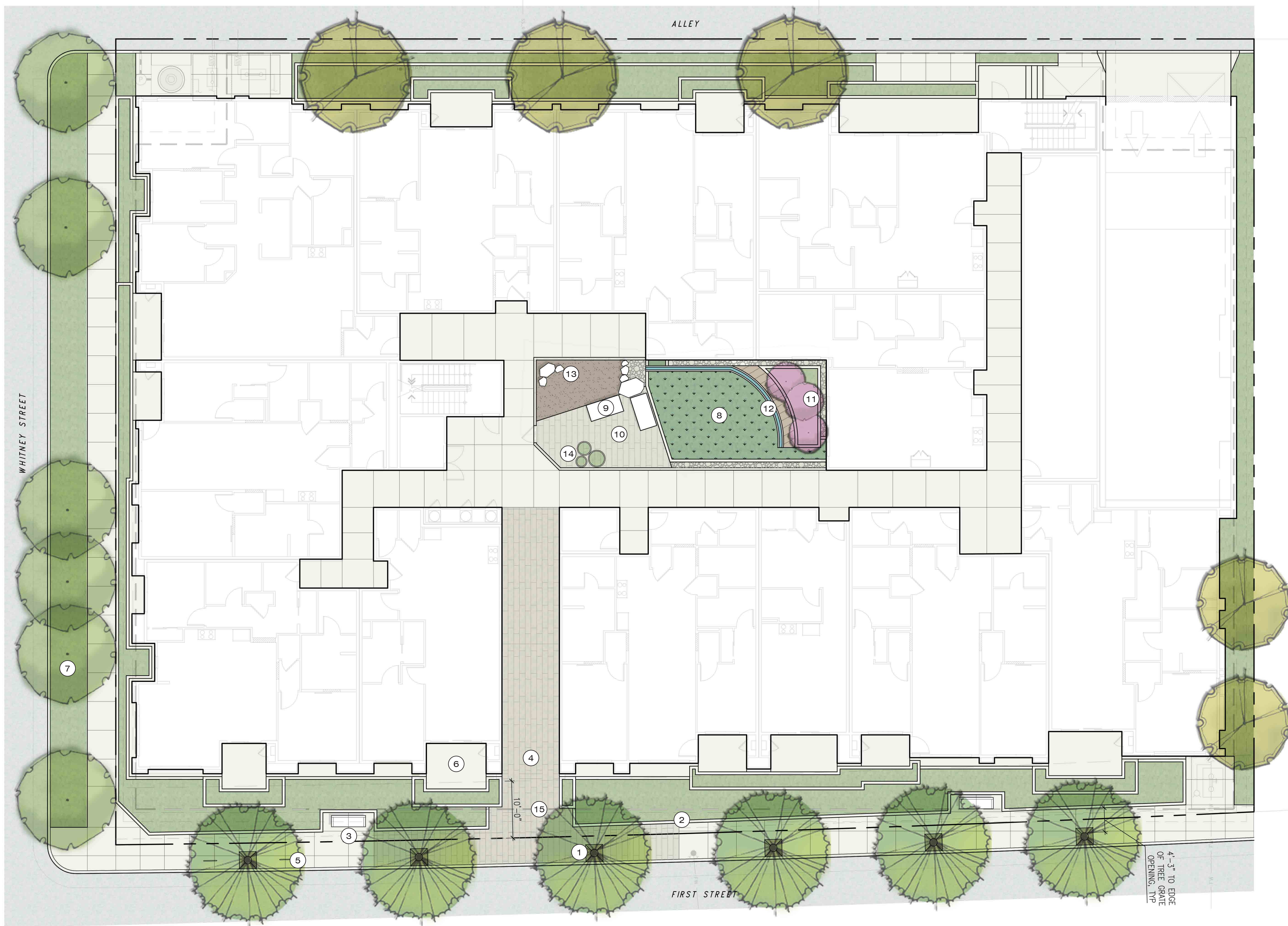
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- DRAINAGE AREA BOUNDARY
- DIRECTION OF FLOW
- TREATMENT AREA
- STORM DRAIN LINE (TREATED)
- STORM DRAIN LINE (UNTREATED)
- STORM DRAIN OVERFLOW DRAIN
- STORM DRAIN AREA DRAIN
- MECHANICAL TREATMENT DEVICE



**TABLE A**

DRAINAGE AREAS	DRAINAGE AREA SIZE (SQ. FT.)	PERVIOUS SURFACE (SQ. FT.)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SQ. FT.)	TYPE OF IMPERVIOUS SURFACE	TREATMENT CONTROL MEASURE SUMMARY		PROPOSED TREATMENT CONTROLS	CONFORMS TO SIZE STANDARD?
						WATER QUANTITY (FLOW AND/OR VOLUME GENERATED)			
						REQUIRED (SF)	PROVIDED (SF)		
A-1	7,449	479	LANDSCAPE	6,970	ROOF CONCRETE				
A-2	3,210	0	LANDSCAPE	3,210	ROOF	746	746	MTD 1 MECH. TREATMENT DEVICE	YES
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





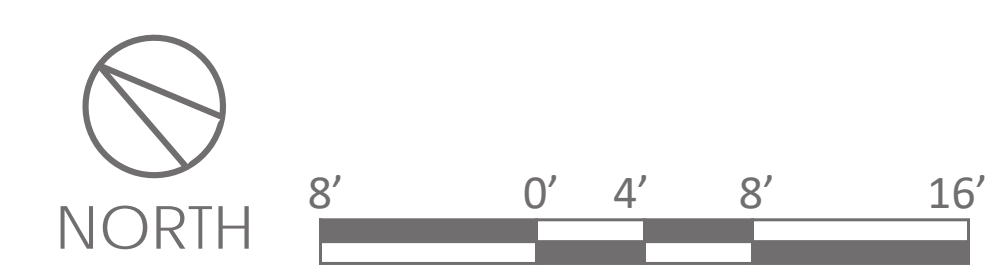
### LEGEND

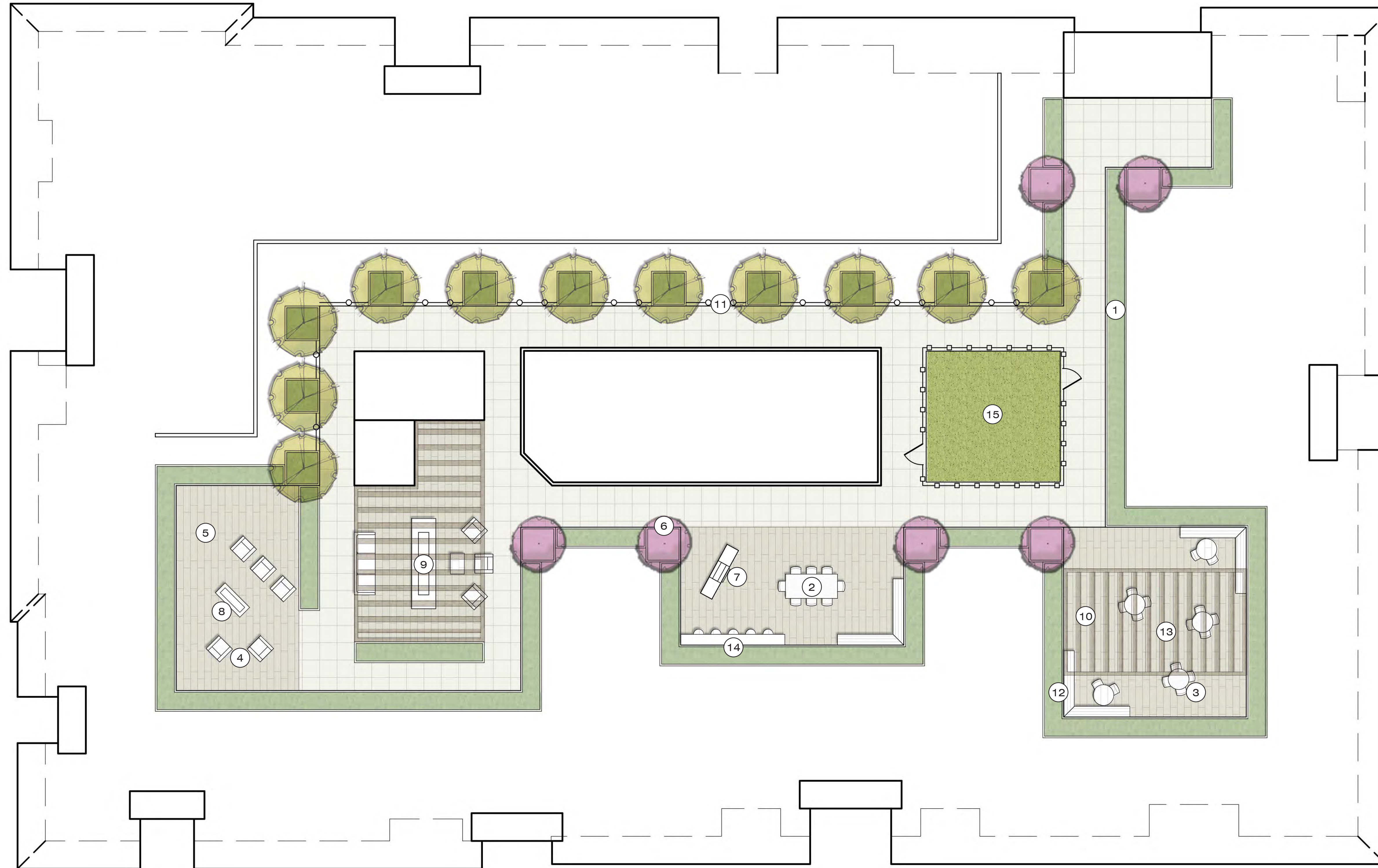
- ① STREET TREES IN TREE GRATES AT 25' ON CENTER, TYP. 4'-3" CLEAR FROM PLANTER WALL TO EDGE OF TREE GRATE OPENING, TYP.
- ② RAISED PLANTER, TYP
- ③ BENCH, TYP
- ④ LARGE FORMAT LINEAR PAVERS, TYP
- ⑤ BIKE RACK, TYP OF 2
- ⑥ UNIT PATIO, TYP
- ⑦ PLANTING STRIP WITH (E) STREET TREES
- ⑧ RAIN GARDEN, STORMWATER 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

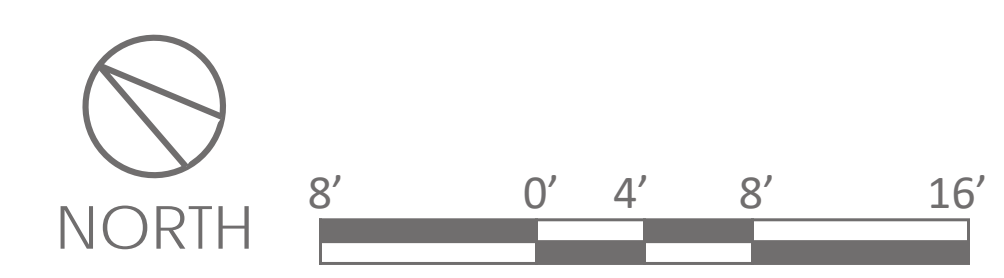
1ST STREET SETBACK	
HARDSCAPE:	798 SF
SOFTSCAPE:	1,197 SF
TOTAL:	1,995 SF
	60%

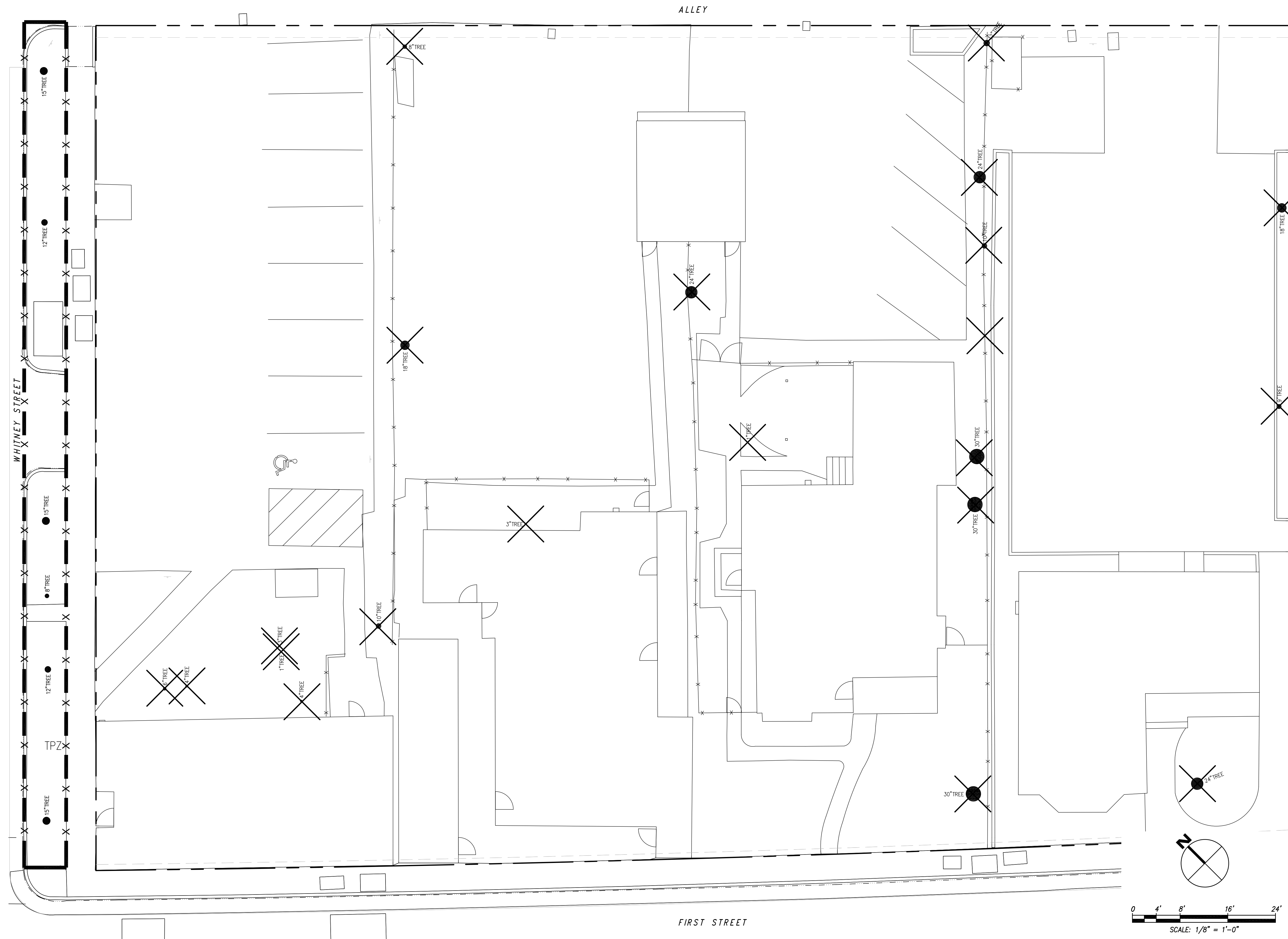




### LEGEND

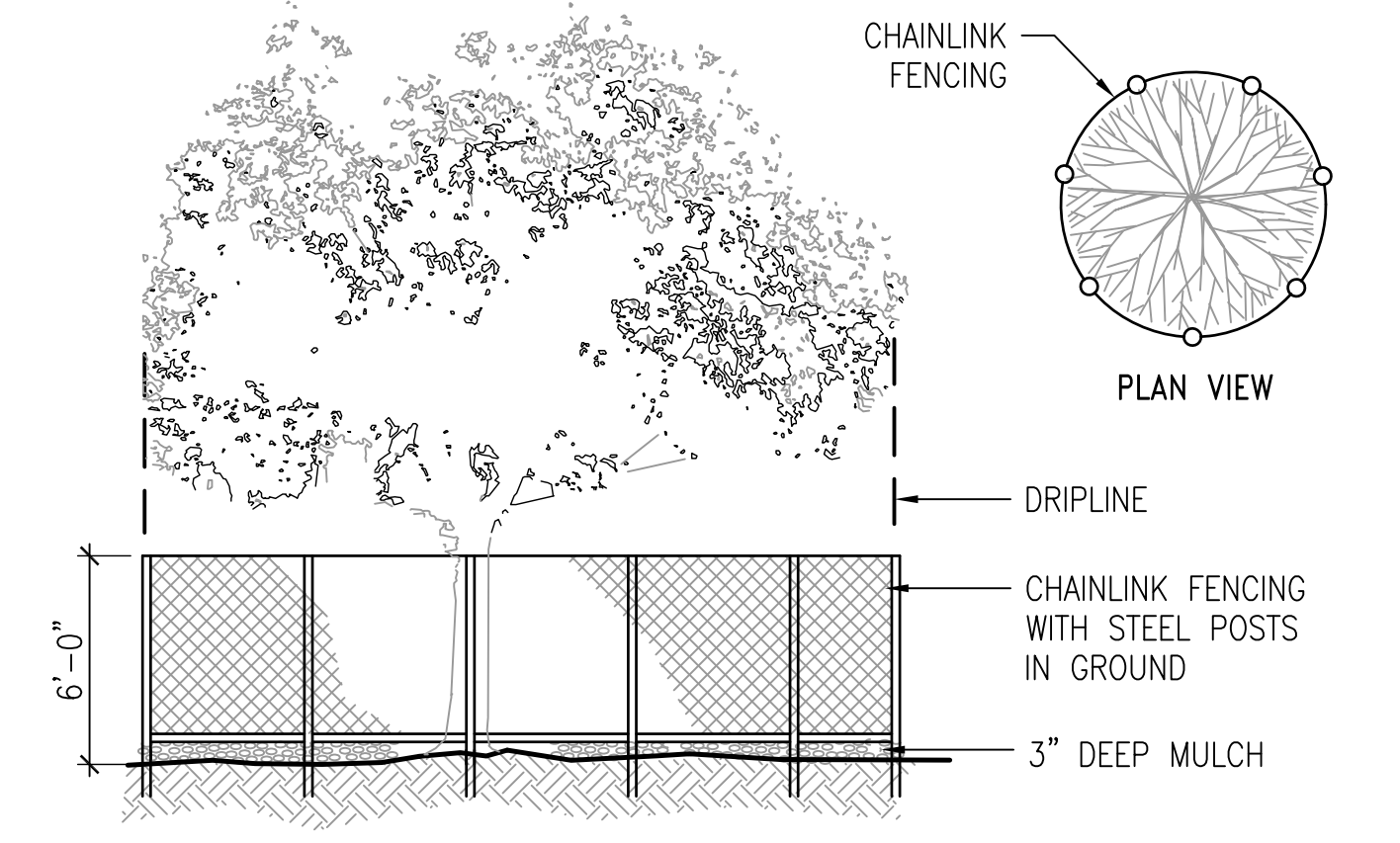
- ① PRECAST PLANTER, TYP
- ② COMMUNITY TABLE
- ③ TABLE & CHAIRS, TYP
- ④ LOUNGE FURNITURE, TYP
- ⑤ PEDESTAL PAVERS, TYP
- ⑥ PRECAST TREE PLANTER, TYP
- ⑦ ELECTRIC BBQ & COUNTER
- ⑧ FIRE PIT
- ⑨ DOUBLE-SIDED FIREPLACE
- ⑩ SHADE STRUCTURE, TYP
- ⑪ DECORATIVE SCREEN
- ⑫ CANTILEVER BENCH ON PLANTER, TYP
- ⑬ OUTDOOR WORKSPACE
- ⑭ COUNTER SEATING
- ⑮ DOG LOUNGE WITH FENCE & GATES





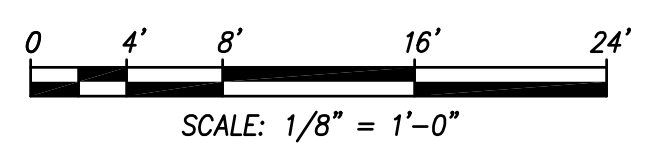
**EXISTING TREE PROTECTION NOTES**

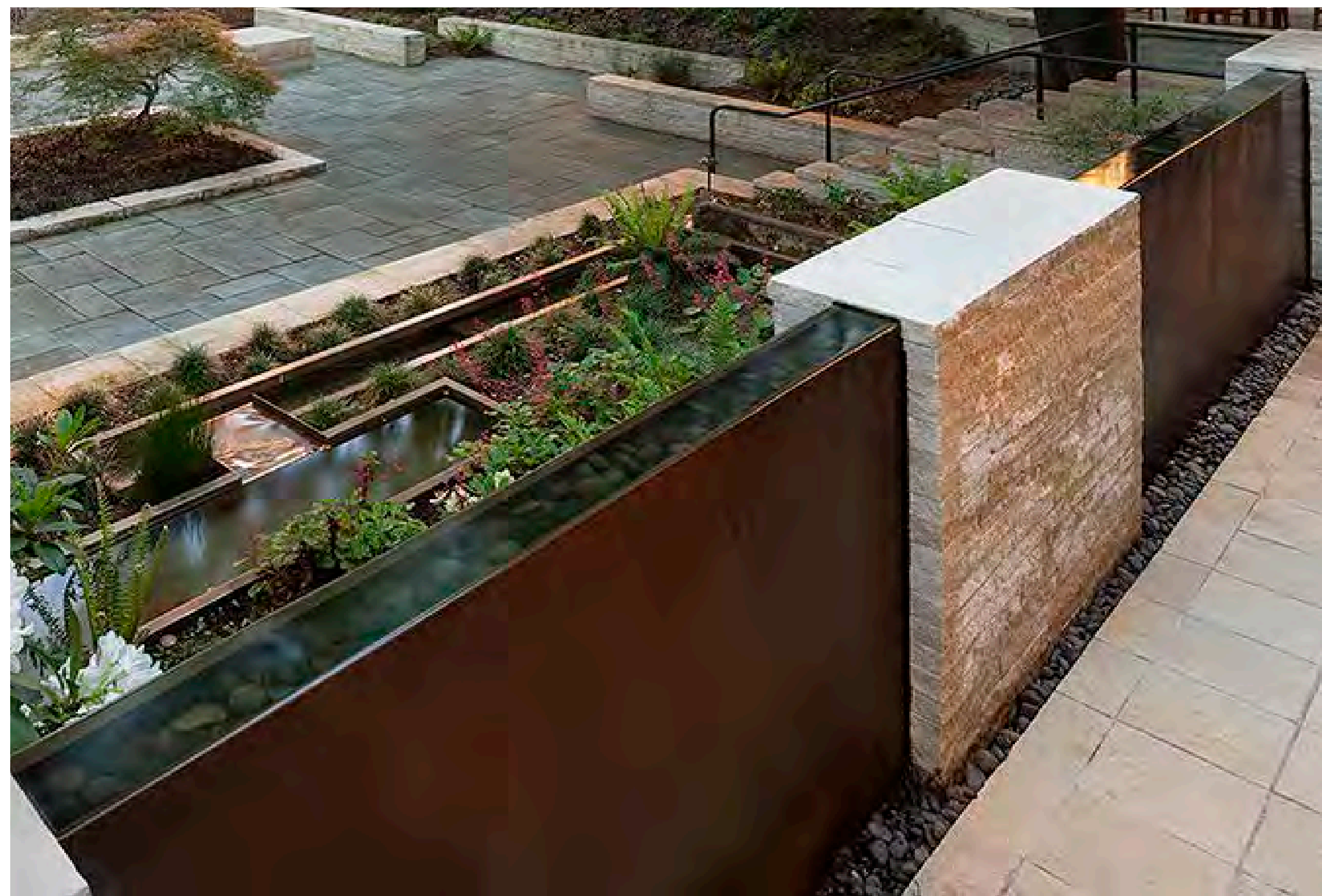
1. PRIOR TO AND DURING DEMOLITION, GRADING AND CONSTRUCTION, ALL TREES NOTED ON THE DRAWINGS SHALL BE PROTECTED BY FENCING INSTALLED OUTSIDE THE EXISTING DRIPLINE OF THE TREE, OR AS OTHERWISE SHOWN ON THE DRAWINGS. FENCING MAY OCCUR AT THE COMBINED DRIPLINES OF GROVES OF TREES.
2. EXISTING TREE DRIPLINES 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

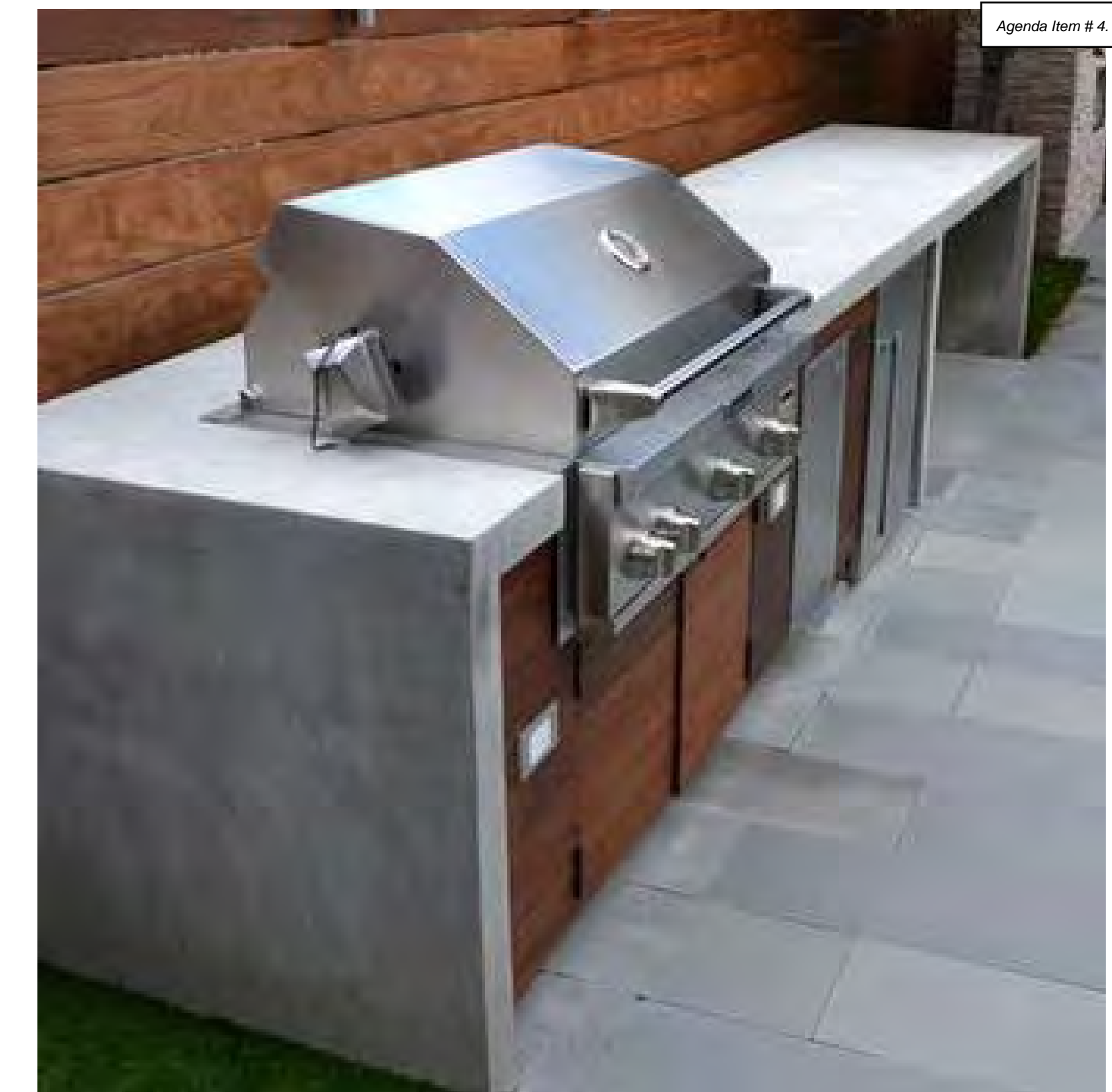




SAND HILL ROAD COURTYARD



1450 CHAPIN AVENUE - ARCHIE HELD WATERWALL



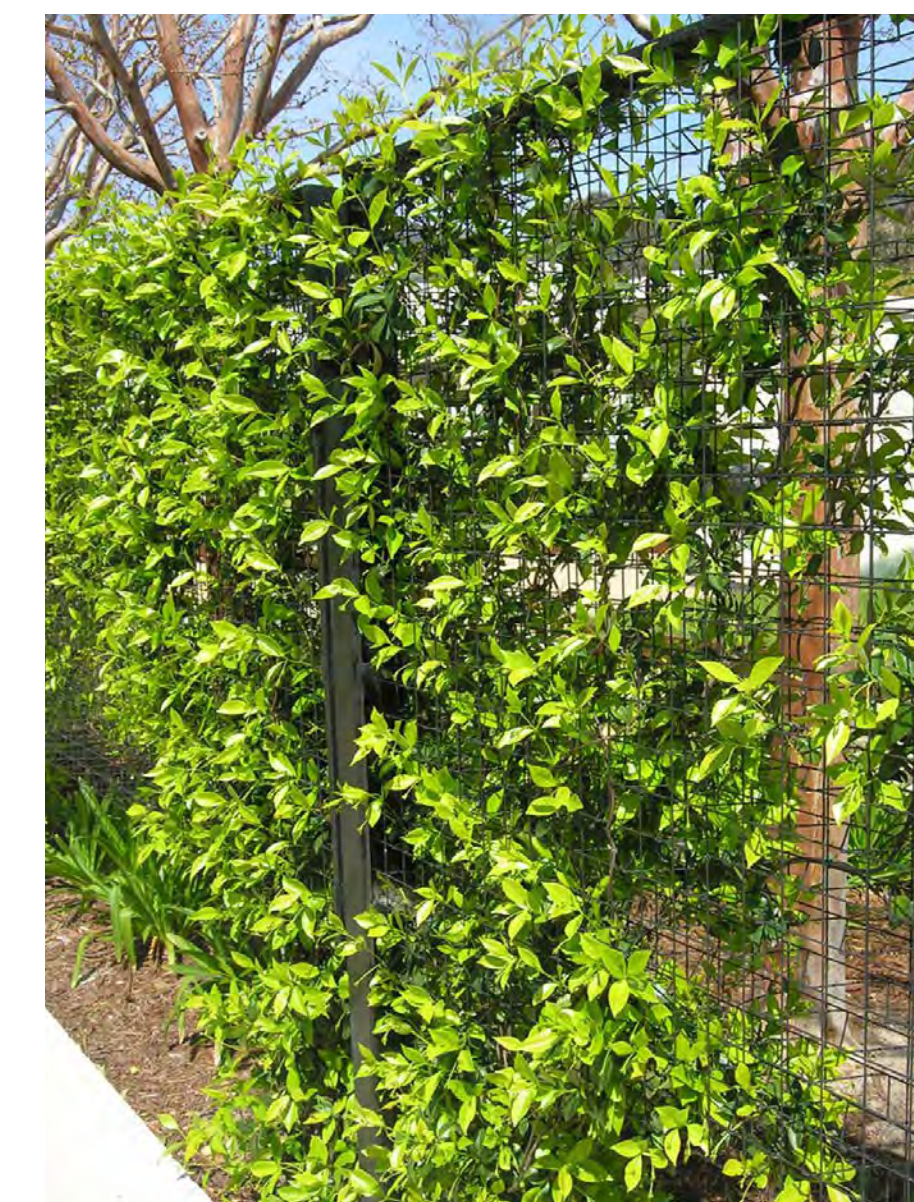
BBOQ (ELECTRIC)/KITCHEN



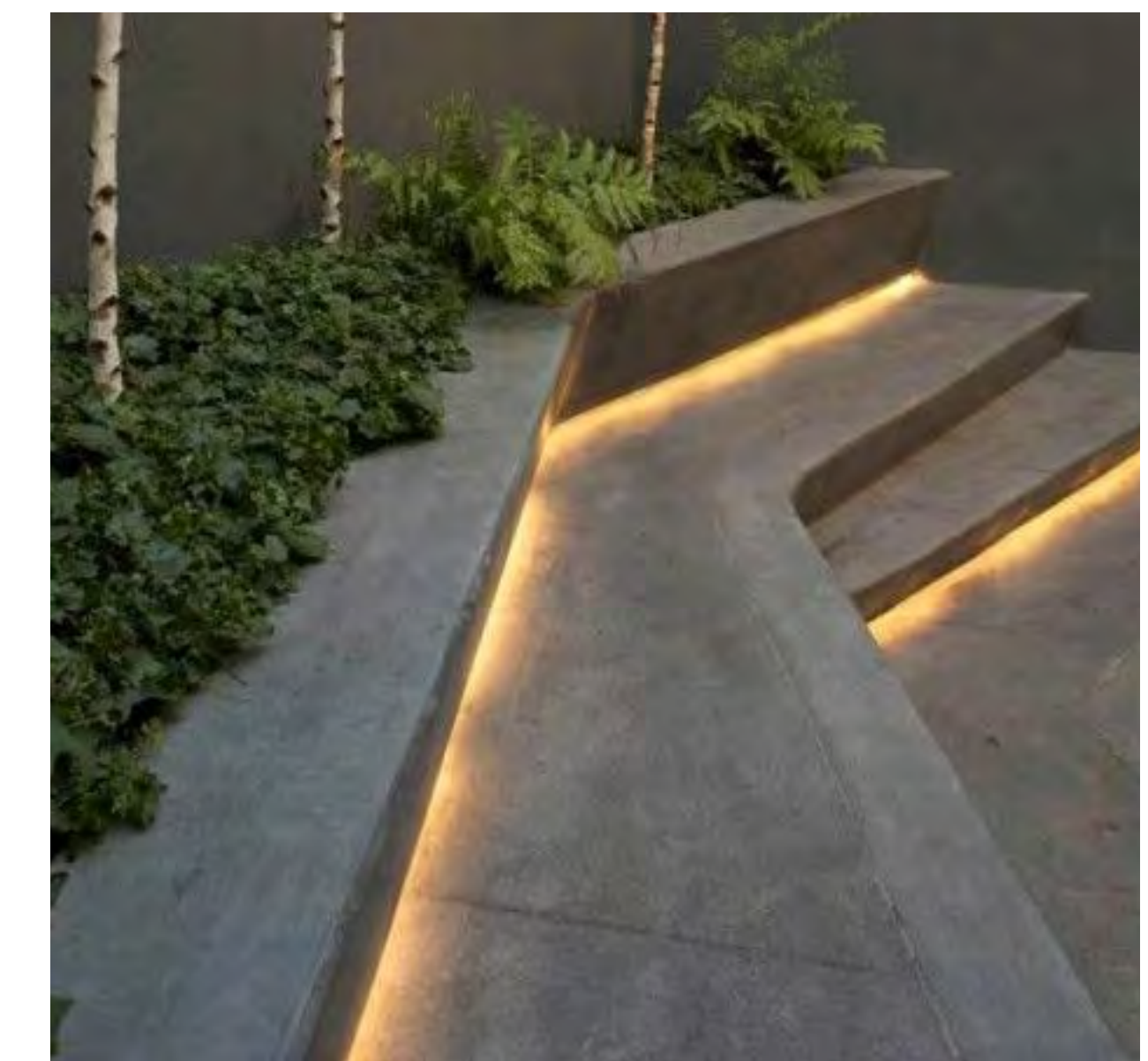
ROOF DECK



PRECAST PLANTERS - ROOF DECK



GREENSCREEN OR DECORATIVE METAL SCREEN



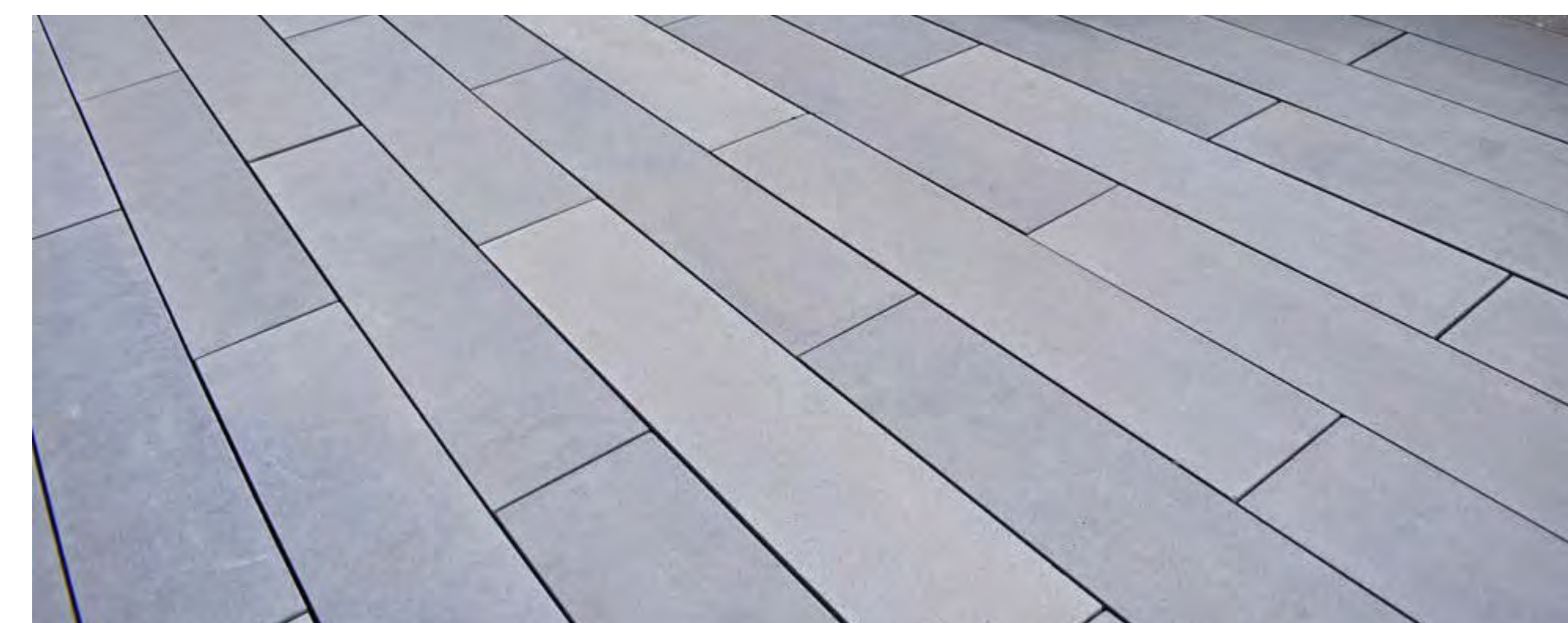
ACCENT LIGHTING



PRECAST CONCRETE PLANTER - GROUND FLOOR



BIKE RACK



LARGE FORMAT LINEAR PAVERS



BENCH

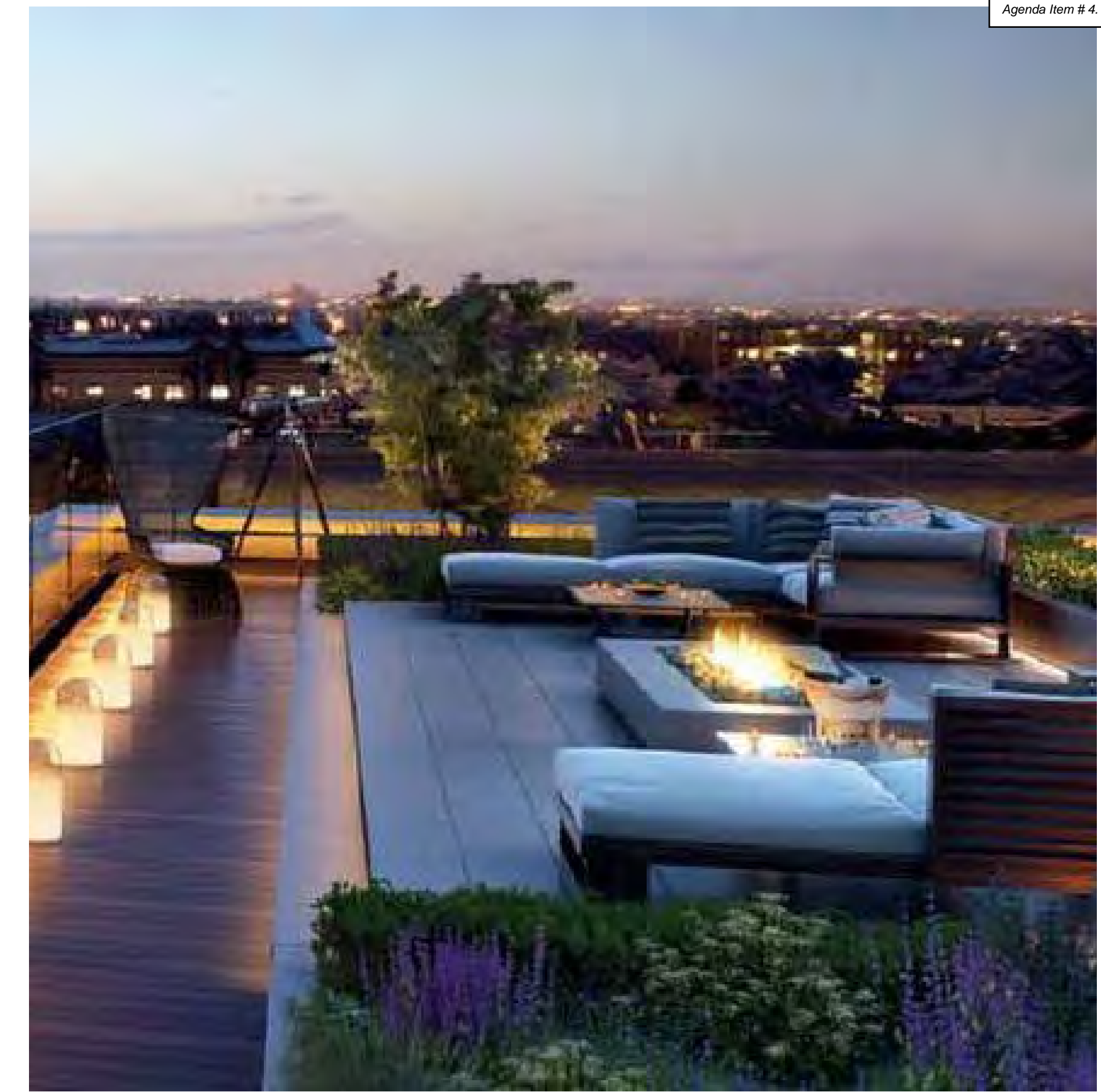




GARDEN SURROUND



DOUBLE-SIDED FIREPLACE & LOUNGE SEATING



FIREPIT & LOUNGE SEATING



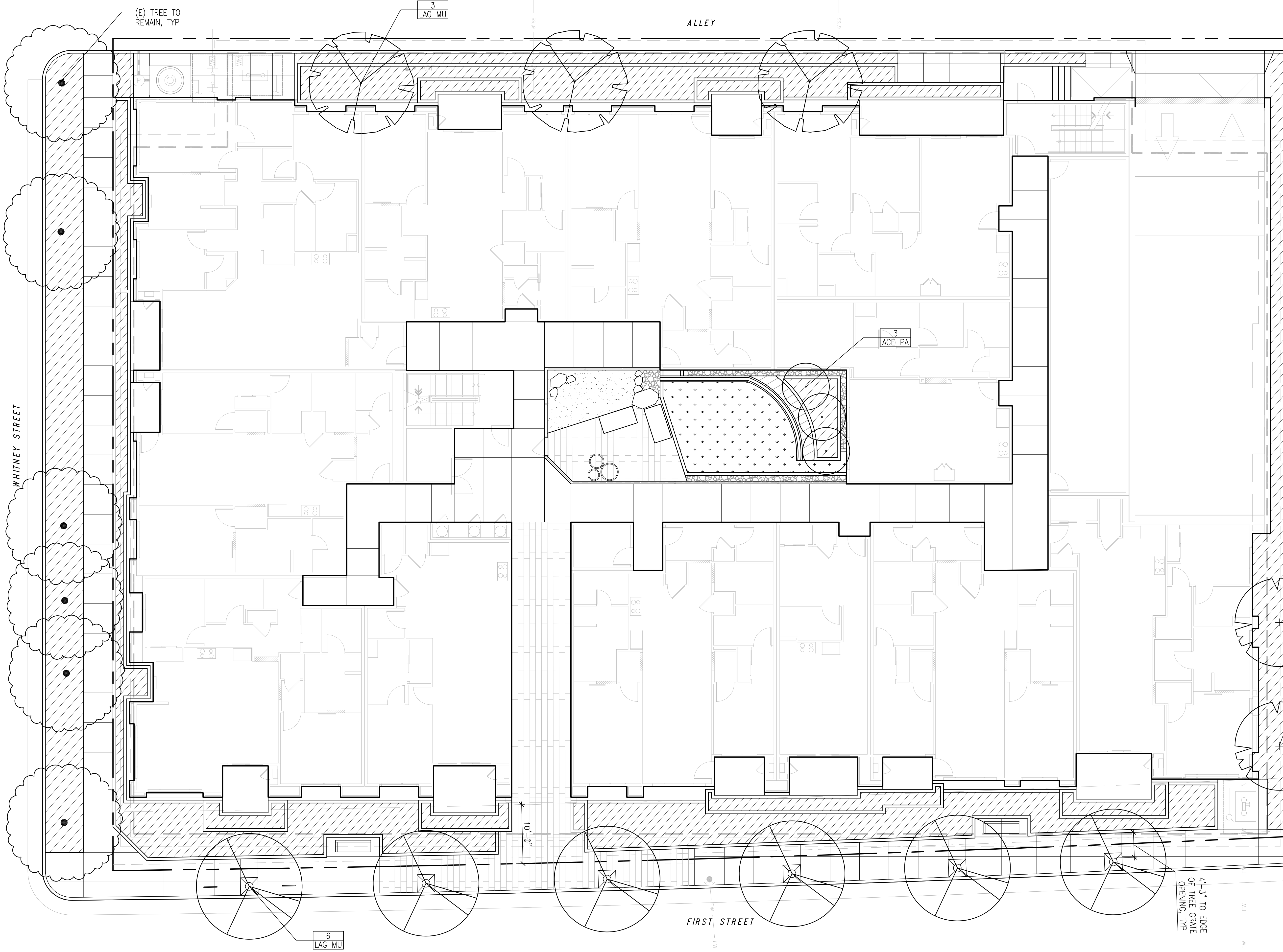
RYOAN-JI ROCK GARDEN



CANTILEVER BENCH ON PLANTER

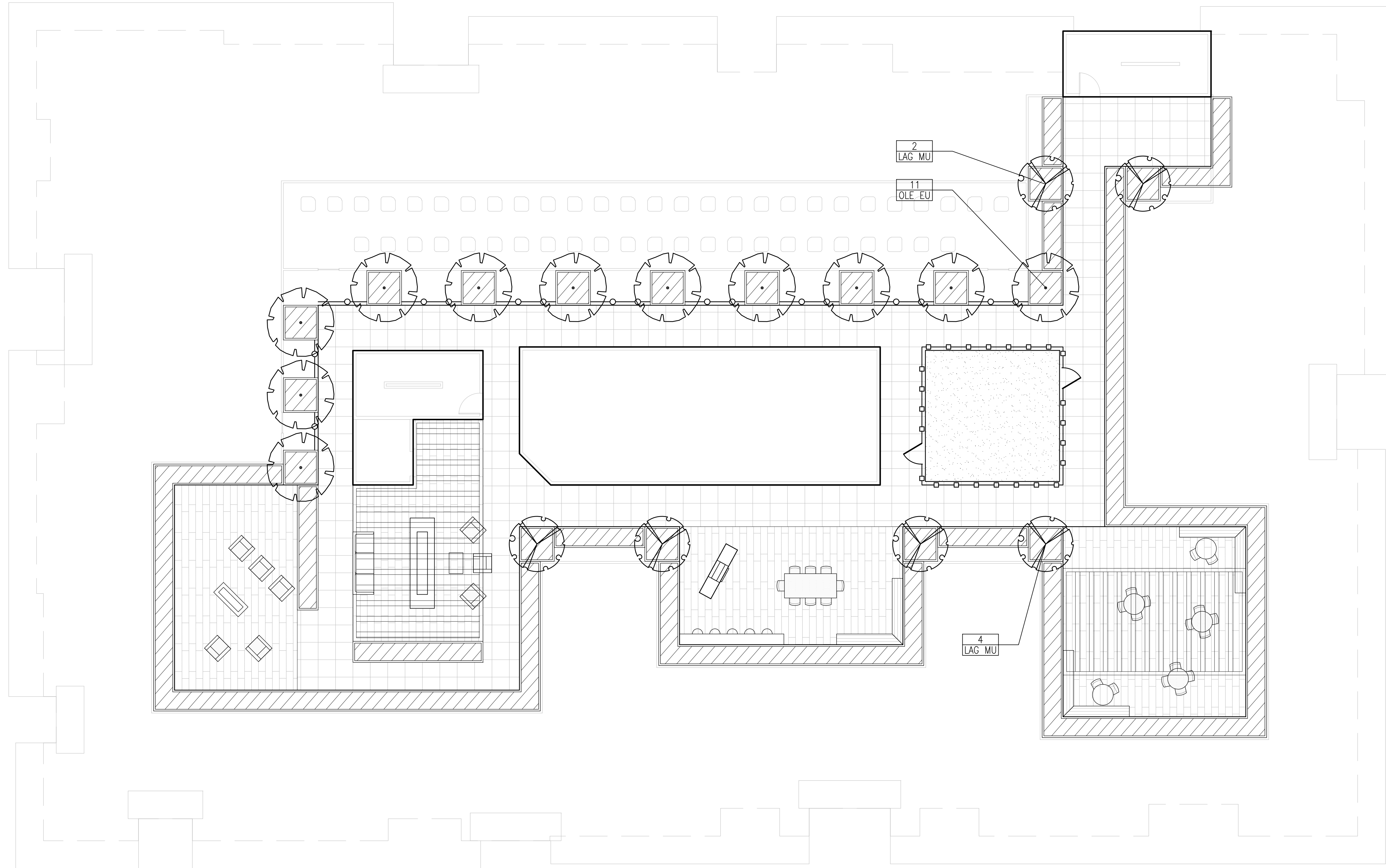


OUTDOOR WORKSPACE WITH SEATING



**PLANT LIST**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	QTY	WUCOLS
<b>TREES</b>						
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
<b>SHRUBS, GRASSES, &amp; PERENNIALS</b>						
	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
<b>GROUNDCOVERS</b>						
	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
<b>VINES</b>						
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN		M
<b>STORMWATER PLANTING</b>						
	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	WOODS
<b>TREES</b>						
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
<b>SHRUBS, GRASSES, &amp; PERENNIALS</b>						
	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
	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
	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
<b>GROUNDCOVERS</b>						
	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
<b>VINES</b>						
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GAL	PER PLAN		M
<b>STORMWATER PLANTING</b>						
	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

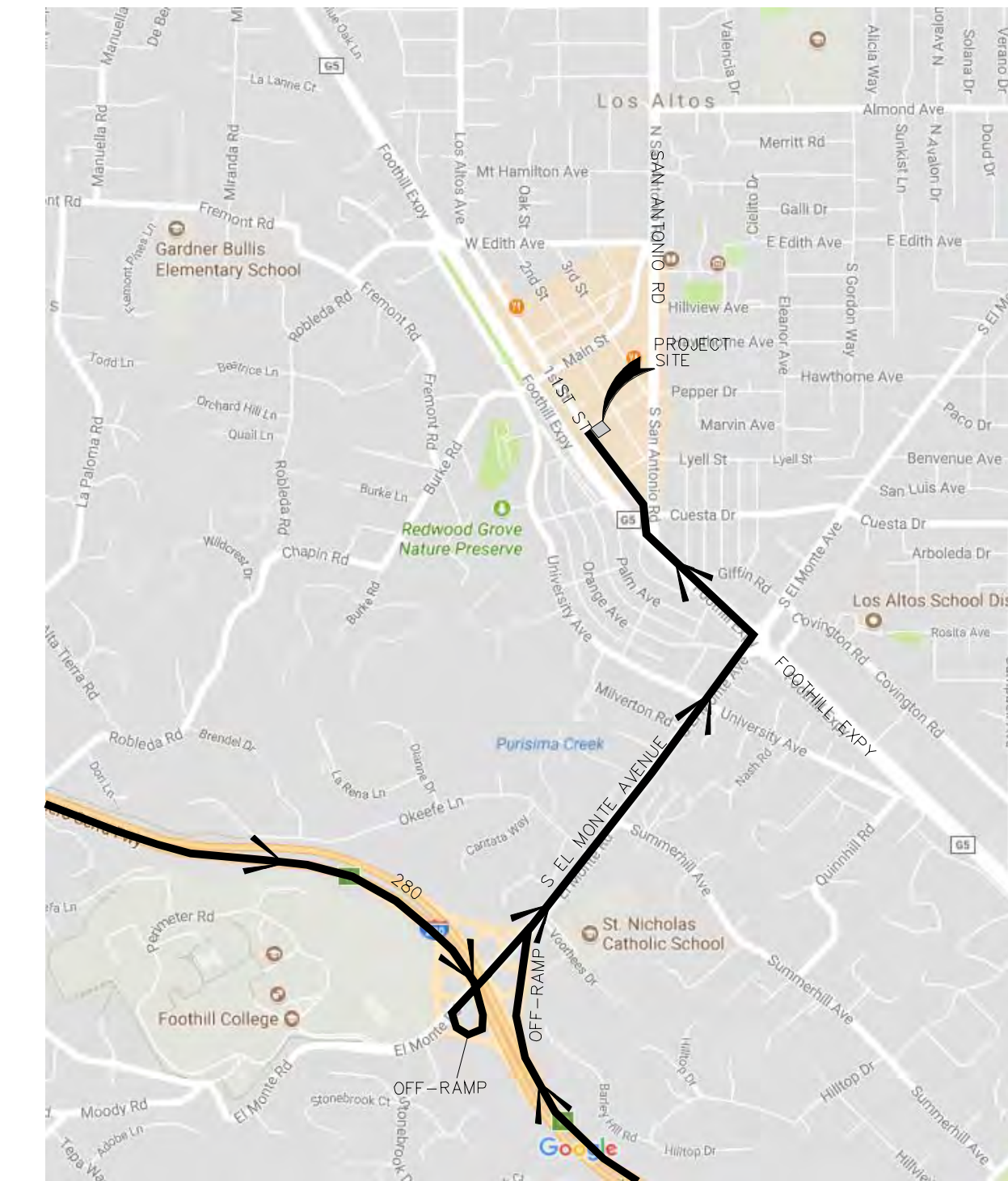
Loading, unloading, opening, closing, or handling of boxes, crates, containers, building materials, or similar objects, between the hours of 10:00 p.m. and 7:00 a.m. of the following day, in such a manner as to cause a noise disturbance across a residential real property line is prohibited.

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

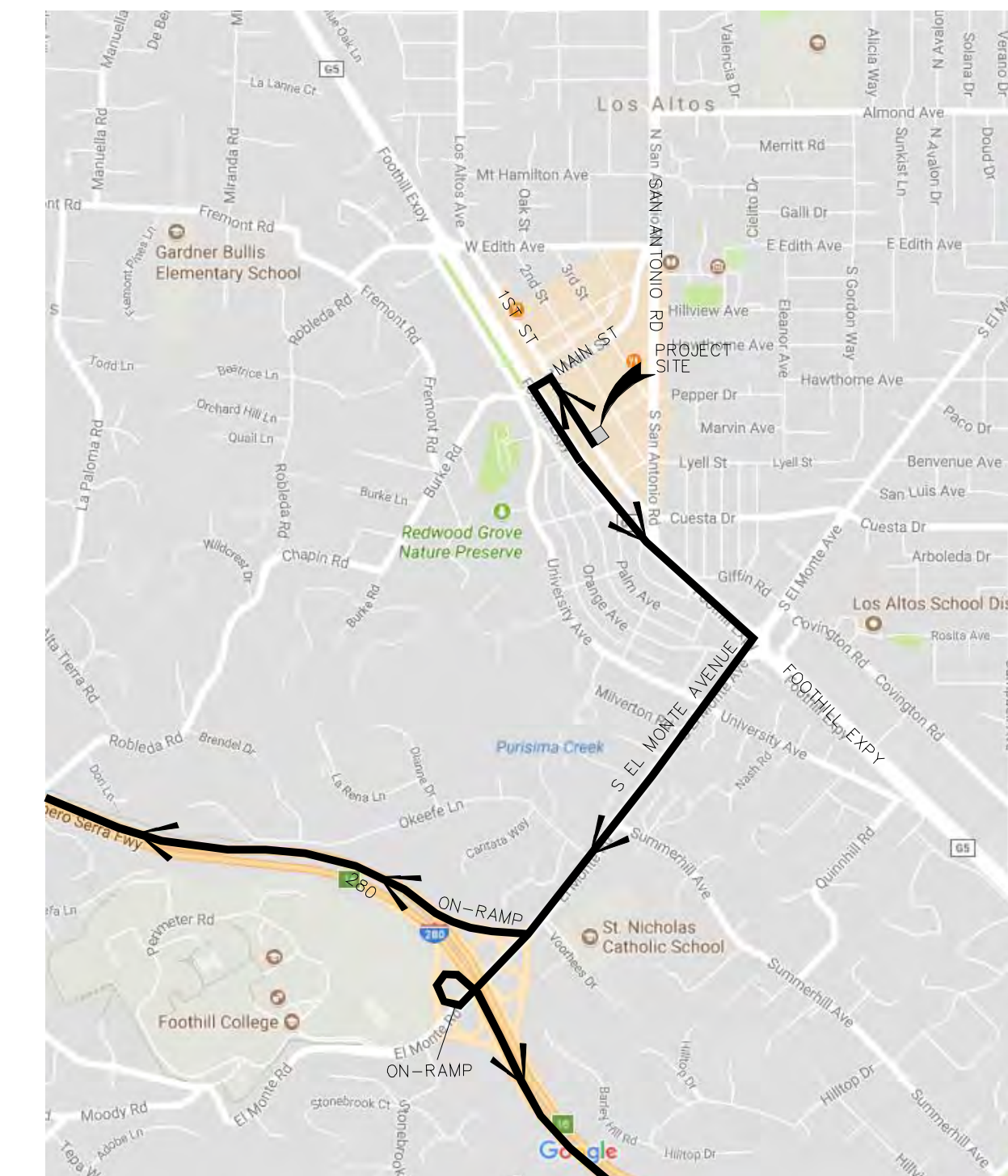
OFF-SITE TRUCK STAGING FOR MATERIAL DELIVERIES THAT REQUIRE MULTIPLE TRUCKS AT ANY ONE TIME (CONCRETE, BUILDING MATERIALS, ETC.) WILL BE DETERMINED WITH CITY STAFF PRIOR TO CONSTRUCTION COMMENCING



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.

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.

1730 N. FIRST STREET  
SUNTECH, CA 95112  
SANTA CLARA COUNTY  
(408) 467-9100  
www.bkf.com









**355-373 1ST STREET**  
**CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN**  
 SANTA CLARA COUNTY  
 LOS ALTOS  
 CALIFORNIA

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.	2020231			

Drawing Number:  
**CM1.0**

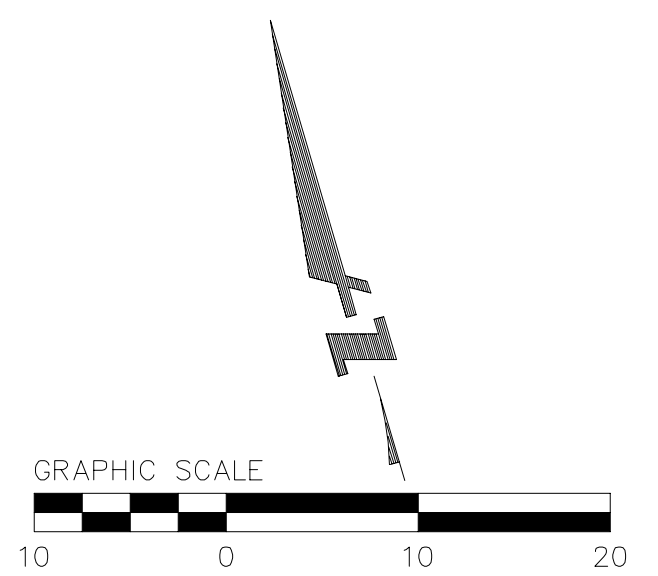
**LEGEND**

-  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  
SUNTECH  
SANTA CLARA, CA 95112  
(408) 467-9100  
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**355-373 1ST STREET**  
**CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN**  
SANTA CLARA COUNTY  
LOS ALTOS CALIFORNIA

Date	11/12/21	No.	1	Revisions
Scale	AS SHOWN	2	7/16/21 - RESUBMITTAL 2	RESUBMITTAL 1
Design	RM	3	09/03/21 - RESUBMITTAL 3	
Drawn	RM	4	11/12/21 - RESUBMITTAL 4	
Approved	IB			
Job No	20201231			

Drawing Number:  
**CM2.0**

**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

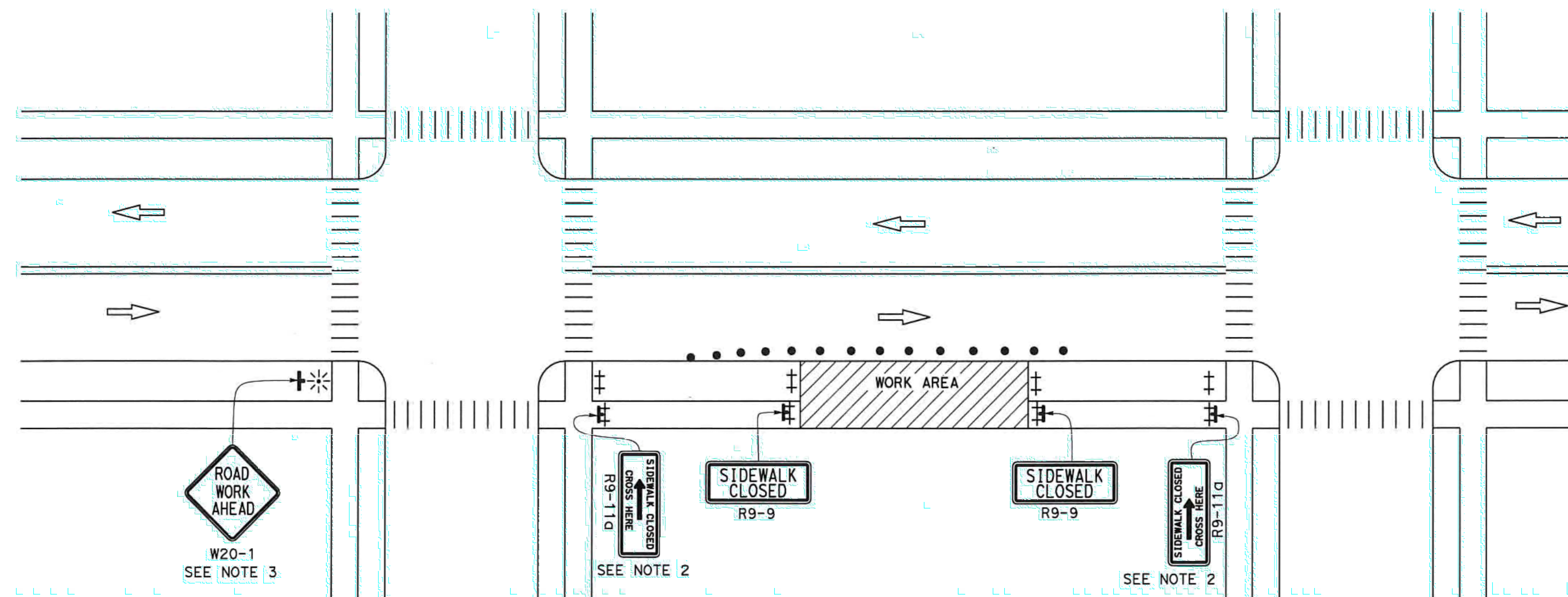
*Atifa Ferouz*  
 REGISTERED CIVIL ENGINEER

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.

**Atifa Ferouz**  
 No. C80402  
 Exp. 3-31-19  
 CIVIL  
 STATE OF CALIFORNIA

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**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**

1730 N. FIRST STREET  
 SUITE 1000  
 SANTA CLARA, CA 95112  
 (408) 467-9100  
 www.bkf.com

**BKF**

**355-373 1ST STREET**  
**CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN**  
 LOS ALTOS SANTA CLARA COUNTY CALIFORNIA

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**



## PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

**From:** [Roberta Phillips](#)  
**To:** [City Council](#); [Public Comment](#)  
**Subject:** 355 First Street . Item #4 Council Meeting Feb8 2022  
**Date:** Sunday, February 6, 2022 11:29:40 AM

---

Dear Council Members

The proposed project at 355 First Street does not meet the City Of Los Altos design review guidelines for minimizing mass and bulk. The planning Commission recommended many changes to the building, which was not incorporated into the design before you., so the problems still exist as the developer ignored the recommended conditions of approval.

The project does not have adequate articulation for the vertical walls.

The roofline is not broken up, giving the building the appearance of a giant mass.

In addition the roof overhang adds to the mass and bulk of the building.

There is no courtyard or open space on the ground level, but only a lightwell.

The applicant needs to make fundamental changes.

I ask that you deny this project as the applicant has failed to meet the conditions of approval recommended by the Planning Commission.

The City has many new buildings planned and in the process of being built along First Street.

The cumulative traffic and parking problems have not been addressed. I fear that we will not be able to drive down First Street, with delivery trucks, garbage collection, visitor parking, tenant traffic and more, causing severe congestion.

Although this is a SB330 project, I urge the City Council and staff to take the time to get it right or deny the project.

Sincerely

Roberta Phillips





February 7, 2022

Los Altos City Council  
Los Altos City Hall  
1 North San Antonio Road  
Los Altos, CA 94022

Re: Public Comment - February 8, 2022, Meeting, Agenda Item #4

Dear Mayor Enander, Vice Mayor Meadows, and Councilmembers Lee Eng, Weinberg, and Fligor:

I am writing to express my dismay that this project, 355 First Street, has proceeded so far as to end up before you to vote for its approval or rejection. The Planning Commission should have put a stop to this project in its current form for the following reasons.

1. It does not meet our design review guidelines for minimizing mass and bulk.
2. It fails to provide sufficient articulation of the vertical walls and fails to break up the roofline so that the building doesn't appear to be one large cube-like mass.
3. There is too much unrelieved mass along First Street which is out of scale with other buildings.
4. The roof overhangs add to the mass and bulk of the 4th floor. The floor needs to be pulled back further on Whitney and First. The banding just below the 4th floor also needs to be pulled back.
5. There is no communal open space on the ground level. The courtyard is no more than a lightwell. Our guidelines require visibility of the courtyard from the street.

This project is so far out of compliance with the city's guidelines that it certainly should not be approved in its current state. Please send the plans back to the developer and require that they comply with our guidelines.

I am a 27-year resident homeowner in Los Altos. I vote in every election. Please represent the residents of Los Altos by requiring compliance with our guidelines which were enacted by duly elected councilmembers such as yourselves.

Sincerely,



Freddie Wheeler  
931 Oxford Drive  
Los Altos, CA 94024

February 7, 2022

Los Altos City Council  
Los Altos City Hall  
1 North San Antonio Road  
Los Altos, CA 94022

Re: Public Comment - February 8, 2022 Meeting, Agenda Item #4

Dear Mayor Enander, Vice Mayor Meadows, Councilmember Lee Eng, Councilmember Weinberg, and Councilmember Fligor,

I am a Los Altos homeowner and visit downtown nearly every day. I write to express my opposition to the 355 First Street development for the following reasons:

- 1. The project does not meet the City of Los Altos Design Review Guidelines.**
  - The proposal does not minimize mass and bulk. In fact, it does the opposite.
  - The plan fails to provide sufficient articulation of the vertical walls and fails to break up the roofline so that the building doesn't appear to be an unattractive hulking mass.
  - The proposal is out of scale with other buildings.
- 2. The developer-applicant has ignored the conditions for approval.**
- 3. There are too many commercial development projects that are turning First Street into a canyon of unattractive buildings that are not only out-of-scale with our downtown, but will also exacerbate traffic, parking, and infrastructure limitations.**

Please prioritize our city's and resident's desire to preserve the charm and character of our downtown, and not the interests of real estate investors, by rejecting the proposal submitted to you. Thank you for your consideration.

Respectfully submitted,  
Janet Corrigan



**AGENDA REPORT SUMMARY**

**Meeting Date:** February 8, 2022

**Subject:** Climate Action and Adaptation Plan

**Prepared by:** Emiko Ancheta, Sustainability Coordinator

**Reviewed by:** Laura Simpson, Interim Planning Director

**Approved by:** Gabriel Engeland, City Manager

**Attachment:**

- 1. Draft Climate Action and Adaptation Plan
- 2. Appendices

**Initiated by:**

Environmental Commission Subcommittee and Staff

**Previous Council Consideration:**

December 2013- CAP Adoption

**Fiscal Impact:**

See Appendix D

**Environmental Review:**

The Draft Climate Action and Adaptation Plan (CAAP) is exempt for the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines 15306 because the Draft CAAP consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. The Draft CAPP is strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

**Policy Question(s) for Council Consideration:**

- Does the City Council wish to approve the draft Climate Action and Adaptation Plan?

**Summary:**

- The City of Los Altos’ first Climate Action Plan was adopted in 2013 and set targets for GHG emission reductions by 2020
- Update to the 2013 CAP is a priority for City Council and the Environmental Commission
- In January 2021, Staff and the Environmental Commission Subcommittee began work to update the 2013 CAP, now the 2022 Climate Action and Adaptation Plan (CAAP) with the consultant

**Reviewed By:**

City Manager

GE

City Attorney

JH

Finance Director

JE



**Subject:** Climate Action and Adaptation Plan

- 
- City Council provided feedback on the targets and actions proposed in the CAAP during the Study Session on November 4, 2021
  - The CAAP 2022 proposes an overall target of Carbon Neutrality by 2035



**Subject:** Climate Action and Adaptation Plan

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**Purpose**

To have City Council approve the draft Climate Action and Adaptation Plan.

**Background**

It is unquestionable that CO2 levels are rising, and our earth is heating up. This is causing major changes in our weather patterns, leading to more extreme conditions and causing destruction that is becoming more frequent and intense. Los Altos is facing extreme drought, more frequent heatwaves, poor air quality and effects of wildfires. Los Altos is not insulated but part of a larger region and, if it is to maintain a healthy quality of life, urgent action is needed.

According to the most recent report from the IPCC, Earth has warmed 1.09°C since 1850 and we’re on track to exceed 1.5°C as early as 2025. Global surface temperature has increased faster since 1970 than any other 50-year period in the last 2,000 years. Today, CO2 concentrations are higher than at any time in the last 2 million years. Many changes such as glacier and arctic sea ice melt leading to sea-level rise are now virtually irreversible. On a global level, solutions and action are crucial but local action is even more important in the face of global uncertainties. Los Altos must pursue the most effective solutions in order to reduce the negative impact. Los Altos has done a good job taking action to mitigate emissions produced locally but can and should do more. Because we are already facing the impact of climate change, this new plan includes a section on climate adaptation in order to prepare the City for the future impacts of climate change.

Rapid, aggressive action can make a difference. According to the IPCC “Strong and sustained reductions in emissions of carbon dioxide (CO2) and other greenhouse gases could quickly make air quality better, and in 20 to 30 years global temperatures could stabilize.”

Los Altos can meet this challenge and achieve carbon neutrality within the next 15 years. The actions developed for the CAAP will allow the City to significantly reduce GHG emissions by 2030 and will propel Los Altos toward carbon neutrality in the years that follow.

**CAP 2013**

In 2013 the City of Los Altos adopted the Climate Action Plan in accordance with State Assembly Bill 32 that required public agencies in California to implement measures to reduce greenhouse gas (GHG) emissions to year 1990 levels by 2020. Cities were required to adopt a plan to address carbon emissions and establish an implementation plan for programs and facilities. A Climate Action Plan (CAP) is the policy document that provides the framework to achieve those goals. After the adoption of the 2013 CAP, two annual report updates were completed in 2015 and 2016.

The 2013 CAP set a target of reducing the community’s GHG by at least 15% by 2020. The GHG emission reduction measures were grouped into five focus areas:



**Subject:** Climate Action and Adaptation Plan

Focus Area	Potential Emissions Reductions by 2020 (MTCO <sub>2</sub> e)	Focus Area Percentage of Total Reductions
1. Transportation	-7,760	50%
2. Energy	-5,740	37%
3. Resource Conservation	-1,310	8%
4. Green Community	-20	<1%
5. Municipal Operations	-810	5%
<b>Total</b>	<b>- 15,640</b>	<b>100 %</b>

The City was successful in achieving and exceeding the target set by the 2013 CAP and reduced emissions by 35% between 2005 and 2018. A large percentage of emission reductions came from joining Silicon Valley Clean Energy, but many other actions were also taken that combined to create a 35% reduction in emissions. Approximately 2,500 metric tons of CO<sub>2</sub> were reduced through construction of new bike and pedestrian lanes, and approximately 2,400 metric tons were reduced through energy efficiencies. This shows the City is capable of reducing its emissions in a meaningful way.

**CAAP 2022**

The City Council and Environmental Commission prioritized the Climate Crisis and agreed that this is a priority for both the Council and the Commission. The City set aside a budget of \$75,000 to contract with a consultant to update the 2013 CAP. After release of the RFP in Fall of 2020, the City contracted with EcoShift Consulting in December 2020 and in January 2021 key stakeholders were identified to develop the Climate Action and Adaptation Plan (CAAP) and lead staff began working on the project.

**Lead Team**

The Environmental Commission CAAP sub-committee members include Bruno Delagneau, Raashina Humayun and Don Weiden. The City Staff Leads and stakeholder groups are key to the development of the CAAP and will be instrumental to implement the future adopted plan.

CAAP City Staff Leads

- Chief Building Official
- Community Development Director and Planning Commission Liaison
- Economic Development Coordinator
- City Manager
- Human Resources Analyst
- Emergency Preparation Coordinator



**Subject:** Climate Action and Adaptation Plan

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- Municipal Services Director
  - Transportation Services Manager
  - Public Information Officer
  - Recreation & Community Svc. Director and Parks & Rec. Commission Liaison
  - Deputy City Manager
  - Management Analyst Fellow
  - Senior Commission Liaison
  - Police Operations Captain
  - Planning Services Manager and Planning Commission Liaison
  - Traffic Patterns and Complete Streets Commission Liaison
  - Engineering Services Director
  - Human Resources Manager
  - Youth Commission Liaison

CAAP Stakeholder Groups

- Los Altos Property Owners Downtown
- Los Altos Village Association (LAVA)
- Los Altos Chamber of Commerce
- GreenTown Los Altos
- Los Altos Youth Climate Action Team (LAYCAT)
- Los Altos High School Green Team
- Los Altos History Museum
- LAUSD Outdoor Educator
- Orchard Commons Committee
- BATS Block Action Team
- Grass Roots Ecology
- Los Altos Rotary Club
- Parks & Recreation Commission
- Youth Commission
- Complete Streets Commission
- Senior Commission

**Outreach & Engagement**

Given the modest budget, we worked with the Consultant to identify areas to conduct outreach and engagement within the budget and without increasing costs to the City. We were able to develop an outreach and engagement plan that included:

- Public Community Workshop (Business & General)
  - June 28, 2021
  - 63 registered
  - Part A- Business, Part B- General Community
  - Attendees provided feedback through live discussion, chat, and by email
  - Session recorded for those unable to attend (CAAP webpage)
- Two Public Surveys (results of surveys: [www.losaltosca.gov/caap](http://www.losaltosca.gov/caap))



**Subject:** Climate Action and Adaptation Plan

- Developed by Environmental Commission Subcommittee and staff
- Farmer’s Market tabling: Staff, Commission, Green Team/LAYCAT Volunteers
- Business Flyers
- Various social media, City Manager’s Weekly Updates, Town Crier
- Three Stakeholder Focus Groups
- CAAP Webpage and dedicated email for updates and feedback
- Environmental Commission Monthly Updates

**Study Session**

On November 4, 2021, the City Council received a report on the targets and actions proposed in the CAAP. City Council provided feedback and inquired about the details of the CAAP. The consultant, Environmental Commission Subcommittee and staff reviewed the feedback and prepared the following responses.

	<u>Question/Comment:</u>	<u>Proposed Resolution:</u>
1	Need to clarify why we use 2005 instead of 1990.	Action: Explanation added in the CAAP
2	How are GHG emissions calculated? Need to reference and explain the methodology in the plan.	Action: Created tables describing data sources and calculation methods
3	More details on the Carbon Emission Permit. Need to clarify the objectives, how the funds are going to be used and also give a couple options or ideas how this could be implemented. Accounting for low-income or seniors on fixed income is key to the acceptance of the plan.	There are a few options to this action: Yearly fee can be based on Gas consumption (if we can have easy access to data) with no payment for tier 1, a \$50 fee for tier 2, \$100 for 3 and \$200 for 4 for example. Or it could be done based on house square footage: \$50 for <2,000, \$100 for 2,000 to 4000, \$200 for >4,000. For people renting, fee would be paid by owner (renters can’t make structural changes). Exemption for people making less than the low-income average for Santa Clara County: <a href="https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2020.pdf">https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2020.pdf</a>





**Subject:** Climate Action and Adaptation Plan

		<p>The idea could include an opt out if homeowner is &gt;65 or low income but then the home must be converted to all electric 1) upon remodeling 2) upon sale, transfer or death of owners 3) upon securing financial assistance for conversion (city or consultant to assist in process).</p> <p>Action: Updated Actions List description</p>
4	<p>Need to clarify the goal of 10% of population in multi-housing. What does it mean? What is the % today? How does it compare to the required increase in low income and multi-family housing for Los Altos? The state mandate will have 18% of Los Altos residents in low income and multi-family housing according to council.</p> <p>High-density housing doesn't necessarily lead to GHG reductions? TOD better?</p>	<p>4,500 people/square mile High density is classified as 10k+/square mile (<u>CAPA</u>)</p> <p>Based on 2023-2031 RHNA, Los Altos needs to add 1,958 housing units (789 low income or very low income units) which would represent about 12% (18% at 3/unit) of the population based on a low assumption of 2 people per unit. 429 units are currently planned or in construction: <a href="https://abag.ca.gov/sites/default/files/documents/2021-07/2023-2031_RHNA_Appeal_City_of_Los_Altos.pdf">https://abag.ca.gov/sites/default/files/documents/2021-07/2023-2031_RHNA_Appeal_City_of_Los_Altos.pdf</a></p> <p>There are currently about 11,057 (11,418 according to Civicdashboard) housing units in Los Altos.</p>
5	<p>10 minute walk from transit is a good goal, but a state objective of 15 minute walk was mentioned. Need to clarify and address this in the plan.</p>	<p>15-minute city legislation was vetoed by the governor. But the concept of a 15-minute city is different from our core action. They are not mutually exclusive. Core of action is 10-minute walk from transit (EV shuttle, scooter/ebike, VTA)</p> <p>Action: Updated to include in walkable/bikeable city action; actions not mutually exclusive</p>
6	<p>Is the goal of 100% electrical housing reasonable considering that there are challenges meeting demand today. Are we going to limit the sizes of houses?</p>	<p>The electrical grid of tomorrow will be different from the grid of today and will be designed to accommodate electrification. The goal of increasing energy efficiency by 20% along with strengthening solar panels requirements in new homes and remodels (150 per year expected) should go a long way to alleviate increased demand. Current % of units with electric heating is</p>



**Subject:** Climate Action and Adaptation Plan

		<p>12% according to Census data.                  Action: SVCE and Peninsula Clean Energy FAQ link contains information and responses to many of the questions about grid adequacy  <a href="https://www.peninsulacleanenergy.com/power-faq/">https://www.peninsulacleanenergy.com/power-faq/</a></p>
7	Need to explain what carbon neutral means.	Action: Added definition in the CAAP
8	Can we accomplish these goals with the limited budget and staff?	<p>Current FTE needs = ~4-5 FTE for mitigation actions                  Action: Schedule/prioritization will be key</p>
9	Incentives were deemed to be key. Identify areas where we can incentivize the proposed electrification switch and where the money will come from.	Action: Funding Sources and links are provided for each action in the All Actions List in the CAAP
10	There were some questions about recycling efficiency and the additional footprint of electrification such as solar panels. Clarification is needed specifically with regards to the 95% diversion rate goal (as we know some diverted materials will make their way back to the landfill).	<p>Including EPA info on solar panel recycling:  <a href="https://www.epa.gov/hw/solar-panel-recycling">https://www.epa.gov/hw/solar-panel-recycling</a></p> <p>Per MTWS: This type of waste is Special and/or Hazardous and not currently allowed in the landfill, therefore waste diversion rates should not be affected</p> <p>Action: Ensure the City is informed on PV/battery end-of-life; industries are controlled by state</p>
11	We need to consider the Covid impact when we lay out a schedule and implementation timeline. (Specific to businesses)	Action: Delay business-related actions by 1 year. To be done on a case per case basis but most key actions may not be active before 2023
12	What can the plan do to help residents become greener? Can we lay out specific things that can be done? Can we offer a couple “package” options?	<p>Build a webpage about electrification incentives. Education around consumer choices, waste and recycling, using alternative mode of transportation etc.</p> <p>Action: Added a “What Can I Do” section in the CAAP</p>



**Subject:** Climate Action and Adaptation Plan

13	Need to have a priority order and specific actions that the city can/should take to keep things moving. Where do we need ordinances, incentives, rethink the permit system etc.	Action: Prioritization ranking added to the CAAP
14	Monitoring will be key, and we should lay it out in details in the plan. How often do we do it?	Action: Addressed in the CAAP
15	Valley Water is responsible for flood control, so what is the City’s role? How will the City support Valley Waters actions?	Action: The City will coordinate with Valley Water
16	Concerns about the targets and wanting to be successful in achieving them.	Action: Added a chart in CAAP
17	Recommends having a Priority Order explained or detailed in the CAAP.	Action: Added prioritization ranking to the actions
18	Annual updates and accessing the progress is necessary. Plan should include a timeline with different check-in points.	Action: Implementation is addressed in the plan with the timeline
19	What were the lessons learned from the 2013 CAP? What actions had the greatest impact?	Action: Added table with most impactful 2013 actions added to CAAP
20	Nothing for fire risk?	Action: Action List updated

**Discussion/Analysis**

The proposed targets in this CAAP aim to achieve an 85% reduction in GHG emissions from 2005 levels by 2030 and achieve Carbon Neutrality by 2035. These are bold but achievable objectives. The implementation of all proposed CAAP strategies and actions by each sector will allow us to meet these



**Subject:** Climate Action and Adaptation Plan

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objectives. Note that Transportation and Energy are the two largest sectors in which the greatest reductions are needed and must be obtained.

**Sectors for Action**

The CAAP divides reduction strategies into the follow sectors:

- Transportation
- Energy
- Resource Conservation
- Green Community
- Municipal Operations

**Transportation**

Reducing GHG emissions from vehicle trips can be accomplished by providing safe and convenient alternatives to driving gas powered single-occupant vehicles and by ensuring that infrastructure is in place to support more efficient travel patterns. The strategies and actions identified in this focus area will reduce vehicle trips by increasing the number of bicycle, walking, ebike, scooter, or shared transit trips that residents and visitors make. Implementing the 2021 Complete Streets Master Plan, improving access and convenience of transit, and increasing the diversity of shared transportation options are key elements. While some vehicle trips will remain necessary because of distance, timing, sequence, or other factors, Los Altos should support efforts by residents and visitors to use efficient means of transportation by developing an infrastructure network that supports electric vehicles (EVs).

**Energy**

Los Altos is comprised of mostly residential buildings, therefore community and energy use reduction and use of renewable energy is especially important to reduce GHG emissions in this sector. Joining Silicon Valley Clean Energy in 2017 greatly reduced emissions from the energy sector, GHG emissions from non-SVCE customers and from the burning of methane gas in buildings remains a major problem. The strategies in this area address opportunities for residents and businesses to switch from non-renewable energy sources to renewable ones, accelerate electrification of buildings, conserve energy, and maximize energy efficiency.

**Resource Conservation**

While waste disposal and water use, are all essential activities in the community, consuming and/or disposing of such resources generates community wide GHG emissions. The effects of these activities can be reduced by diverting more waste from the landfill, using and conserving water efficiently, and promoting sustainable consumption patterns. Implementing SB 1383 requirements to divert organic waste from landfills will assist the City with increasing diversion rates.



**Subject:** Climate Action and Adaptation Plan

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**Green Community**

Many projects in Los Altos contribute to an improved quality of life by providing economic, social, and environmental benefits for the community. These projects also indirectly reduce GHG emissions. While the measures and actions in this focus area identify only minor direct emissions reductions, they support the reduced energy or fuel consumption goals underlying numerous other CAAP strategies.

**Municipal Operations**

While City activities represent a small part of overall emissions in the community, the Municipal Operations focus area is the City’s opportunity to lead by example. Emissions reduction measures will also reduce the cost of City operations by decreasing energy, fuel, and other material consumption at City facilities.

**Climate Vulnerability Assessment and Adaptation**

Senate Bill 379 requires local jurisdictions to address climate adaptation and resiliency strategies. The Vulnerability Assessment is the first step in Los Altos’ effort in planning for and adapting to climate change, outlined in Los Altos’ Climate Action & Adaptation Plan (CAAP). The climate vulnerability assessment identifies the risks that climate change poses and describes the changing frequency and intensity of climate hazards, and relies on resources provided by the California Governor’s Office of Emergency Services (OES) including Cal-Adapt and the California Adaptation Planning Guide. The Vulnerability Assessment is an appendix to the CAAP.

Santa Clara County Operational Area Hazard Mitigation Plan

The Santa Clara County Operational Area Hazard Mitigation Plan is the county-wide hazard mitigation plan. The plan describes that the number and length of heat waves is expected to increase, how the timing and form of precipitation is expected to change stream flow, river flooding, and wildfire risk.

Los Altos Hazard Mitigation Plan Annex

The Los Altos Hazard Mitigation Plan Annex is an addition to the Santa Clara County Hazard Mitigation Plan, specific to Los Altos. The Los Altos Hazard Mitigation Plan Annex ranks natural hazards based on their probability and their impact. According to the Plan Annex, the hazards with the highest risk score (in order) is earthquake (48), severe weather (33), flood (18), drought (9), dam and levee failure (6), wildfire (3) and landslide (3).

Los Altos

The CAAP Task Force including Lead City staff and members of the Environmental Commission Subcommittee for the CAAP, guided the development. They understand the many aspects of Los Altos operations, planning, and environmental management.

The following climate-related events are identified as the primary hazards and frame the vulnerability assessment:



**Subject:** Climate Action and Adaptation Plan

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1. Temperature, Extreme Heat & Drought
2. Precipitation & Flooding
3. Wildfires & Air pollution

The Task group identified climate hazards of most concern in the future. Concerns were ranked (high, medium, low) for primary and secondary climate hazards. Primary climate hazards are phenomena that are climate variables. Temperature and precipitation define climate. Secondary climate hazards are hazards resulting from changes in primary climate hazards and how it relates to community sectors such as the natural environment, economy, and public.

The **primary** climate hazards identified in order of most concern was temperature increase, precipitation changes, and sea level rise. The **secondary** climate hazards identified in order of most concern was drought, extreme heat, wildfires, air pollution, flooding, and landslides.

Impacts on Los Altos’ Assets/Community Sectors

The CAAP Task Force assisted with identifying the natural and built assets, facilities, and what sectors of the economy were most important to Los Altos’ quality of life.

**Natural Environment**

The most important Los Altos’ quality of life benefits (results receiving 40% or more) in order of importance are:

1. Managed landscapes (yards, parks, street trees)
2. Air and air quality
3. Natural habitat (soil, plants, wildlife)
4. Creeks, rivers, and other water bodies

**Built Environment**

The most important to Los Altos’ quality of life benefit for the built environment (results receiving 40% or more) in order of importance:

1. Housing
2. Schools
3. Transportation (roads, sidewalks, buses, trains, parking spots & bike racks)
4. Utilities (power, drinking water, stormwater & sewer, natural gas, phone, internet)

Vulnerable Populations

As part of the Vulnerability Assessment, it is important to identify the vulnerable populations that are most at risks to climate hazards.



**Subject:** Climate Action and Adaptation Plan

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The vulnerable populations identified (in order of importance) include:

1. Elderly
2. People with chronic or pre-existing medical conditions
3. People with disabilities
4. Children
5. Indigenous and or people of color
6. People experiencing homelessness

Vulnerable populations often do not have access to the resources needed to mitigate health and safety impacts and may lack or have limited mobility. People with limited mobility and functionality during evacuation, flooding, and other events are at risk. People with chronic or pre-existing medical conditions, elderly and children are more at risk to develop health issues which could be exacerbated by poor air quality and extreme heat days. As experienced more recently with the COVID-19 pandemic, it is increasingly important to identify the vulnerable populations in the City and ensure that adaptation measures include resources to assist them during these events.

Staff is requesting that the City Council approve the draft Climate Action and Adaptation Plan and direct staff and the consultant to prepare an initial study and “Mitigated Negative Declaration” to be prepared for the California Environmental Quality Act (CEQA) for environmental review compliance.

Options

- 1) City Council to approve the draft Climate Action and Adaptation Plan.

**Advantages:** Reduce GHG emissions and mitigate climate change.

- 2) Do not approve the draft Climate Action and Adaptation Plan and provide direction to staff and consultant.

**Advantages:** Modifications can be made to the CAAP prior to adoption.

**Disadvantages:** The CAAP adoption will be delayed and a budget increase will be necessary to complete the plan.

Recommendation

The staff recommends Option 1



# LOS ALTOS, CA

# CLIMATE ACTION & ADAPTATION PLAN

2022



# Vision

“To place Los Altos on an accelerated, sustainable path to carbon neutrality by advancing bold and effective climate policies.”

# Mission

The mission of our Climate Action and Adaptation Plan is to preserve the unique character of Los Altos and enhance its natural environment, while improving the quality of life and health of its people by supporting transformative change in the areas of climate action, resilience and equity.

# Executive Summary

# Executive Summary

**This Climate Action and Adaptation Plan (CAAP) assesses the impacts of Los Altos on the climate, how Los Altos can reduce its impact on the climate and how Los Altos can adapt to the changing climate.**

## Call to Action

There is international consensus on the science of climate change and actions that must be taken over the next few years to avoid some of the potentially catastrophic impacts on Earth and its ability to sustain our current population and civilization. The CAAP’s Introduction section presents information on the urgency of action and policies being developed to address and adapt to climate change locally, nationally and internationally in just and equitable ways. Executive Summary Figure 1 shows that warming of the planet is unprecedented since the middle of the 19th Century.

## Our Impacts

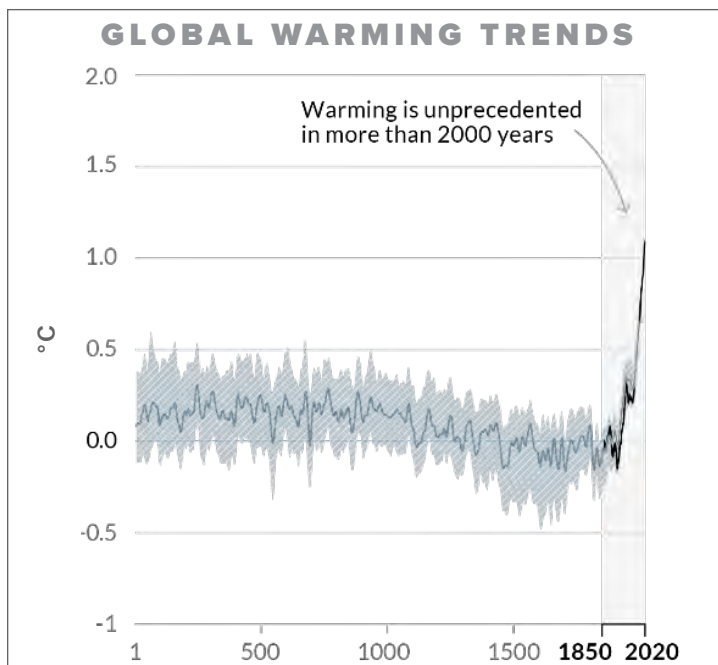
An updated greenhouse gas (GHG) inventory was conducted to understand the current GHG emissions of Los Altos and to establish a baseline for the forecasting and measuring of future emissions. Executive Summary Figure 2 shows that approximately 96% of Los Altos’ community GHG emissions are from the use of fossil fuels in the transportation and energy sectors. To mitigate Los Altos’ impact on climate change we must:

- **Switch from fossil fuels to clean renewable electrical energy in our buildings and residences**
- **Reduce vehicle miles traveled**

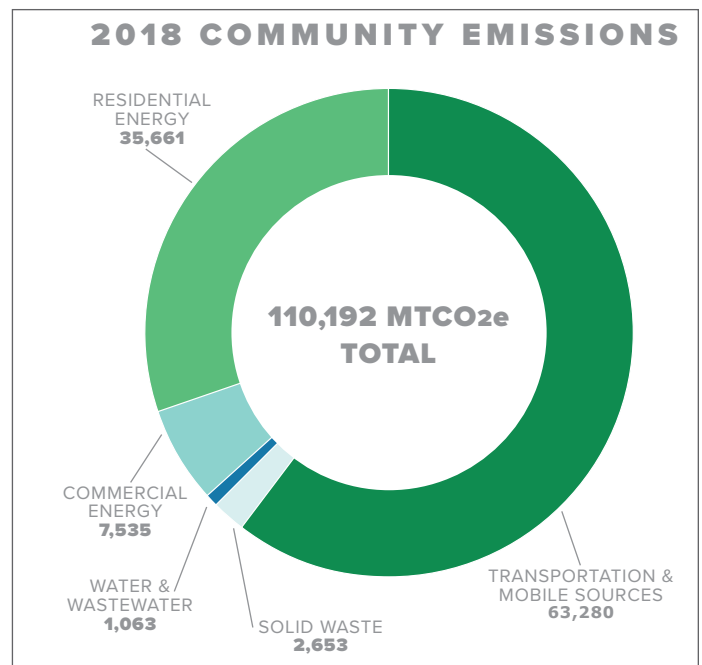
- **Electrify transportation**
- **Increase walking, bicycling and shared transportation in our lives and work**

## Climate Impacts

A Vulnerability Assessment was conducted to determine threats Los Altos is likely to face from the changing climate, as well as assess the City’s preparedness and capacity to address those threats. Los Altos will experience increased heat waves, floods, drought, and poor air quality from regional events and reverberations from the regional impacts of climate change on the natural environment, water supply



Executive Summary Figure 1 Global Warming trends. Source: IPCC Sixth Assessment Report, pg. SPM-7. (IPCC slide deck pg.6)



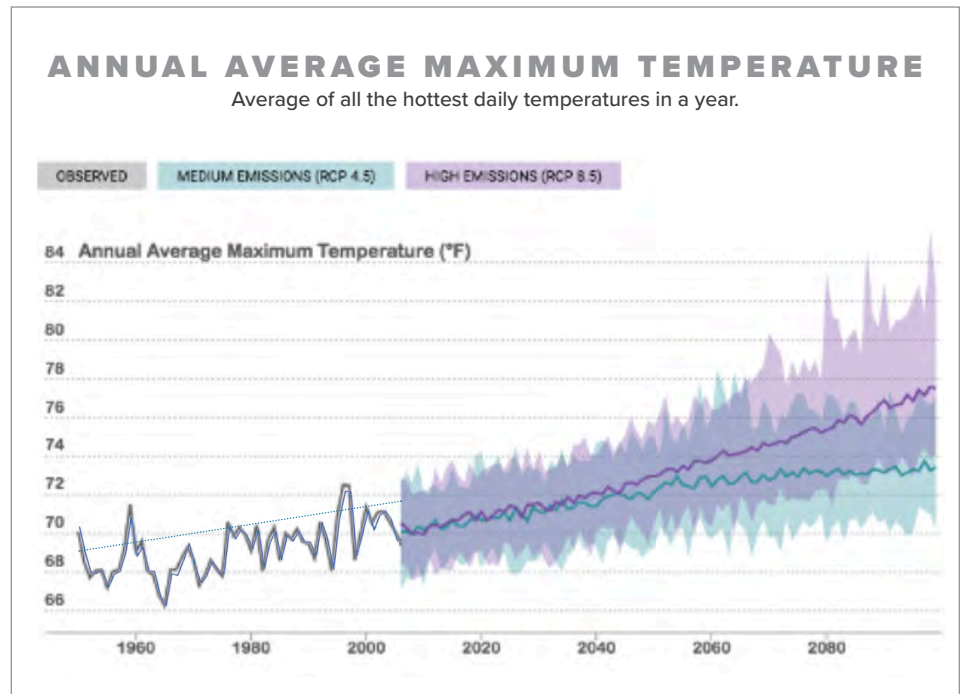
Executive Summary Figure 2 2018 Community emissions sources

# Executive Summary CONTINUED

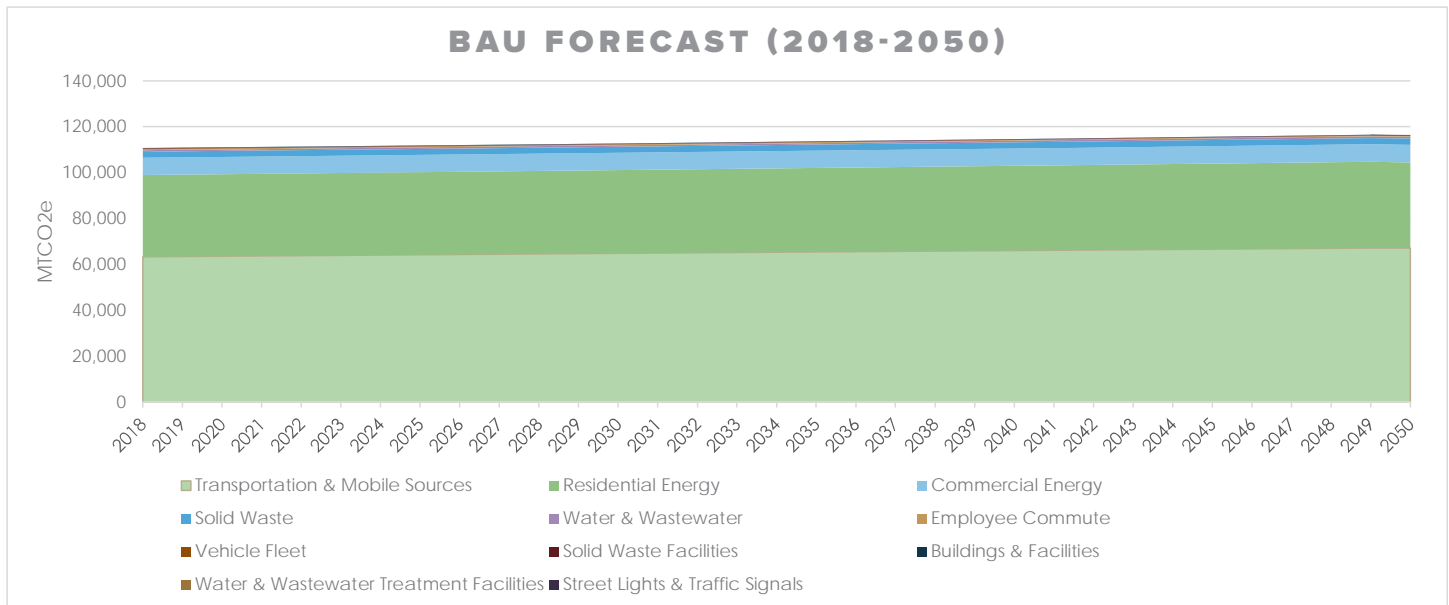
system, air quality, and the energy grid on which we depend. Executive Summary Figure 3 shows the forecasted change in expected temperatures in Los Altos. The complete Vulnerability Assessment is included as Appendix H.

## Looking to 2050

To determine what the City's emissions might look like in 2050, a series of emissions forecasts were developed. First a Business-As-Usual (BAU) forecast was developed to estimate the City's emissions without any additional action from Federal, State, or local governments. The City's Business As-Usual emissions are expected to increase from 111,320 metric tons in 2018 to 116,346 metric tons in 2050. Executive Summary Figure 4 shows the results of the City's BAU forecast.



**Executive Summary Figure 3**  
Annual average maximum temperatures in Los Altos (image from Cal-Adapt)



**Executive Summary Figure 4** Business-as-usual forecast

# Executive Summary CONTINUED

To project the City's emissions in 2050 including the expected impacts of State and local actions, an Adjusted Business-As-Usual (ABAU) forecast was developed which includes expected increases in fuel economy and building energy efficiency in California, increased EV adoption in Los Altos specifically, and the expected increase in air conditioning use due to increased temperatures related to climate change. This forecast shows that, with the inclusion of these additional factors, the City's emissions are expected to decline from 111,320 metric tons in 2018 to 70,800 metric tons in 2050. Executive Summary Figure 5 shows the results of the City's ABAU forecast.

Based on the current and forecasted greenhouse gas emissions, implementation of Los Altos' 2013 Climate Action Plan, and guidance from City government and the community, the CAAP is based on pursuing a goal of **Carbon Neutrality by 2035**. Reducing

EMISSIONS TIMELINE BY SCENARIO				
Scenario	2005 <sup>1</sup>	2018 <sup>1</sup>	2030 <sup>2</sup>	2035 <sup>2</sup>
BAU	184,725	-	112,670	113,650
ABAU	-	-	83,025	75,700
ABAU+Existing	-	111,320	75,885	67,160
CAAP 2022	-	-	16,900	5,090

<sup>1</sup>Historic Data (as data for 2006-2017 was not available, 111,320 MTCO<sub>2e</sub> was used as the baseline for all scenarios)  
<sup>2</sup>Projected data based on models

Executive Summary Table 1 Emissions Timeline by Scenario

as many GHG emissions produced by the City and its residents as possible and sequestering the remaining emissions through nature-based solutions, innovative carbon sequestration solutions, community-based sequestration projects, and local carbon offsets is required to reach Carbon Neutrality by 2035.

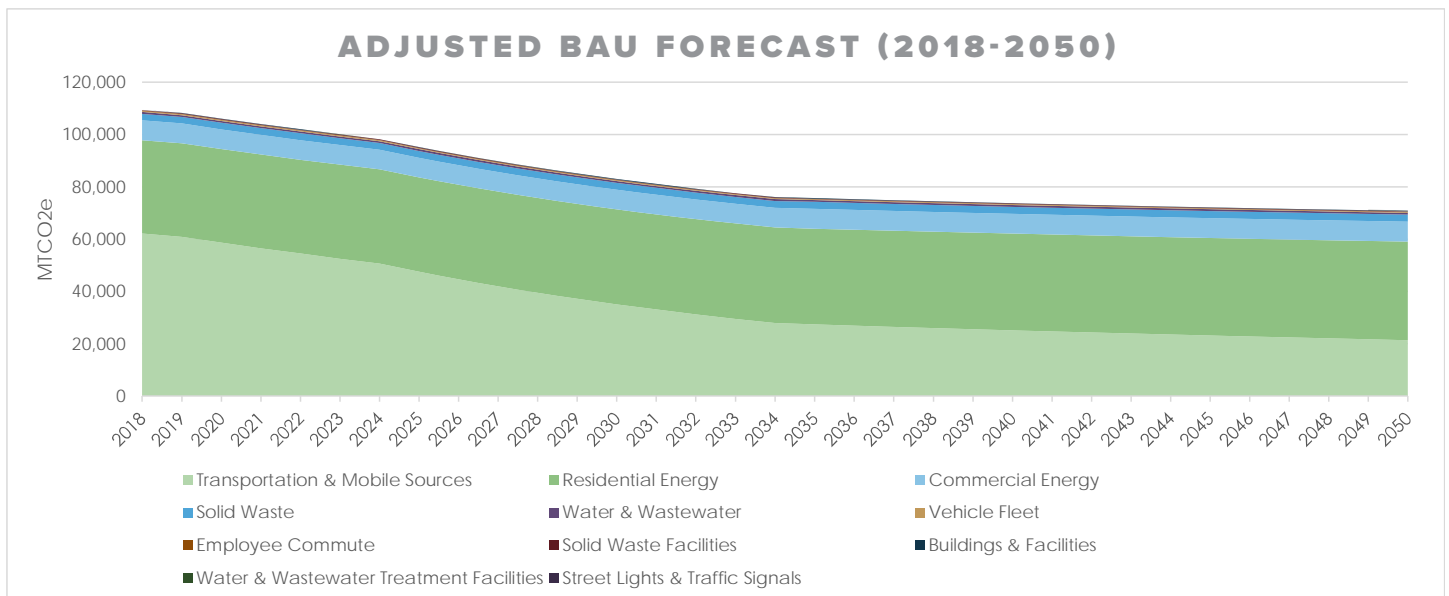
After factoring in the impacts of the 2021 Reach Codes and 2013 CAP actions not included or modified in this update, we will need to reduce our net emissions by an additional 60,000 metric tons by 2030 and a further 15,000 metric tons by 2035 to reach our carbon neutrality goal. Executive Summary Table

1 summarizes the historical and projected emissions for Los Altos.

### Strategic roadmap

To help Los Altos be more resilient and carbon neutral, a roadmap of Strategies, Goals and Actions was developed. This roadmap defines the actions, their schedule, estimated cost and expected benefits. The roadmap is broken into three sections:

- **Greenhouse gas mitigation strategies**
- **Climate adaptation strategies**
- **Cross-cutting strategies (ones that deliver both mitigation and adaptation outcomes)**



Executive Summary Figure 5 Adjusted business-as-usual forecast

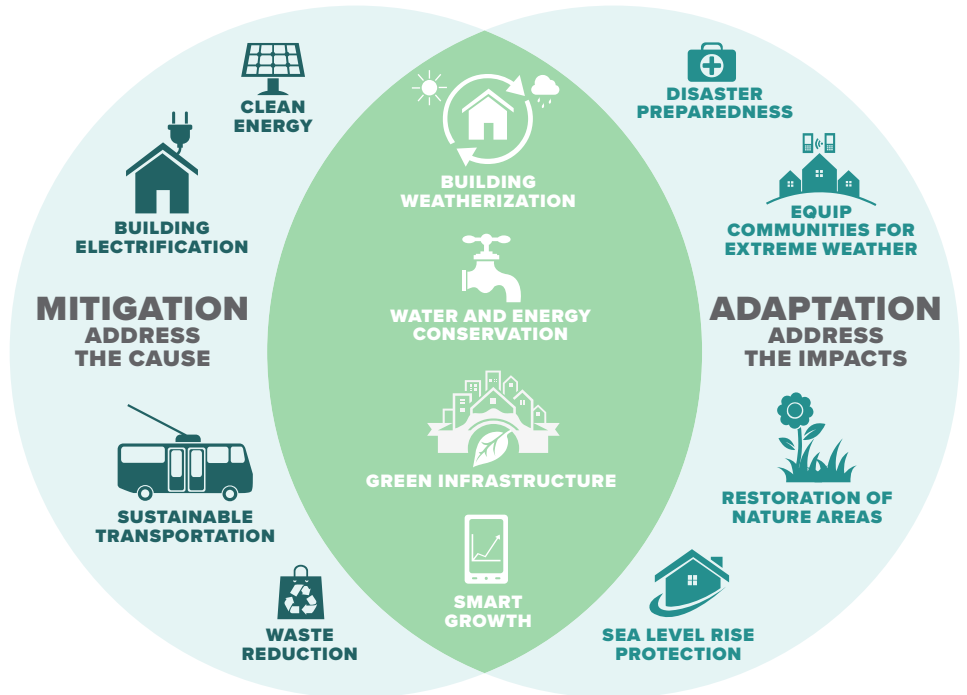
# Executive Summary CONTINUED

Executive Summary Figure 6 shows the relationship of these three types of strategies to each other. Some of the strategies build on existing efforts within Los Altos like the 2013 CAP, the 2018 Green Infrastructure Stormwater Management Plan, or the Complete Streets Master Plan. Most are new strategies adopted or altered from other California CAAPs and programs beyond California. Others were developed in discussion with different stakeholders.

Through quantitative and qualitative analysis, stakeholder engagement, and analysis of best practices, 68 actions were identified and prioritized. The Strategic Roadmap section of this plan contains a summary of the proposed Strategies, Goals and Actions grouped by Focus Area, as well as the strategy development process and a detailed description of each action. Executive Summary Table 2 lists CAAP strategies by Focus Area.

Executive Summary Figure 7 shows Los Altos' forecasted pathway to carbon neutrality by Focus Area. Note that approximately 5,090 MTCO<sub>2</sub>e remain in 2035 that will need to be eliminated through the sequestration solutions mentioned above.

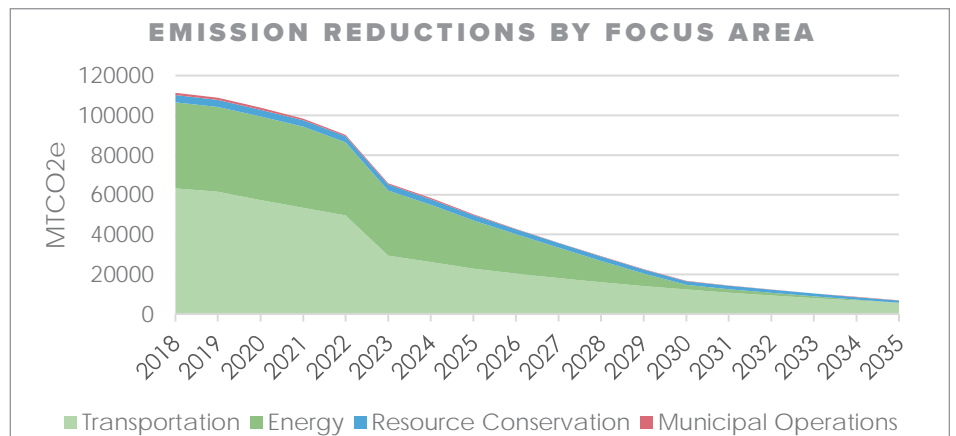
The CAAP strategies entail transforming the urban landscape to make it more walkable, bikeable, and livable; supporting green transportation options, switching to clean, renewable energy in our buildings; reducing consumption and waste; promoting green infrastructure and nature-based solutions; understanding and reducing climate risks; and leading through example by addressing municipal operations.



Executive Summary Figure 6 Relationship between mitigation and adaptation actions

STRATEGIES BY FOCUS AREA	
Focus Area	Strategies
Transportation	Reduce City-Wide Vehicle Miles Traveled by 25% by 2035 Electrify Transportation Electrify Off-Road Mobile Sources
Energy	Reduce Emissions from Energy Consumption Facilitate Building Decarbonization Increase Solar Energy Production
Resource Conservation	Reduce Consumption and Waste Operate Sustainable Municipal Buildings
Municipal Operations	Promote Green Municipal Practices Reduce Municipal VMT Integrate Climate Action and Adaptation into City Functions
Green Community	Develop Nature-Based Solutions
Climate Risk	Understand and Reduce Physical Risk
Emergency Management	Integrate Adaptation into Emergency Preparedness and Response
Resilient Community	Educate and Protect Residents

Executive Summary Table 2 Strategies by Focus Area



Executive Summary Figure 7 Emissions reductions by Focus Area

# Executive Summary CONTINUED

## Priority Actions

Because most of the CAAP actions support or reinforce the objectives of other actions, essentially all the CAAP actions need to be implemented, monitored, and achieved to reach our goal of Carbon Neutrality by 2035. However, all actions cannot be implemented at once. To assist policy makers and staff in the allocation of City resources:

- **Each action includes a priority rating (Priority 1 being the highest)**
- **Each action includes an assessment of the action's Co-Benefits (Cost Effectiveness, Community Benefits, Economic Benefits, Aligns with State and Local Policies, Promotes Equity & Climate Justice)**
- **The final page of each action Focus Area contains a timeline for implementing the highest priority actions within the Focus Area.**

A summary of key action items is presented in the Priority Actions by Focus Area section of the CAAP.

## Implementing the CAAP

City policies and resources must first be directed to Priority 1 Actions in the Transportation and Energy Focus Areas. The faster and larger the GHG reductions made in these Focus Areas, the better chance Los Altos will have in meeting its Carbon Neutrality goal. Progress on selected Priority 1 Actions in the other Focus Areas is important while maintaining attention on Transportation and Energy. Timelines for each action are not specified in the CAAP for several reasons. Available capital

investments budget, available staff, secured outside funding, committed community partnerships and resident support for CAAP actions will determine which and how many Priority 1 Actions will be initiated and maintained each year.

The CAAP contains detailed information to assist Los Altos policy makers and staff in prioritizing and selecting actions including:

- **Anticipated GHG reductions for each action (Appendix D)**
- **Methods and assumptions made in determining GHG reductions, cost and staff requirements (Appendix E)**
- **Recommended leaders, partners, estimated cost and potential funding sources and programs (Appendix F)**
- **A general timeline, key performance indicators and performance monitoring (Appendix G)**

Maintaining flexibility in implementing the CAAP will be important. As technologies, business models, funding and political will evolve, Los Altos will need to remain flexible in when and how it implements the actions in the CAAP. Los Altos must evaluate and adjust course as necessary.

## Monitoring & Reporting

Although actions may have different milestones to completion and benchmarks of success, monitoring and reporting allow implementation to be evaluated and tracked by City departments, elected officials, and the public. Monitoring the

progress towards goals and reporting on results is a critical step in implementing the CAAP.

As progress towards key targets is tracked, Los Altos may need to scale up or down its efforts depending on the results observed. The City should update the CAAP in 2025 and 2030, and report every two years on greenhouse gas emissions and progress towards goals. For monitoring and evaluation of adaptation actions, the City should conduct a debrief within one year of all hazardous events such as floods, wildfires, and severe air pollution, then adjust actions as necessary based on those findings. The City's Environmental Commission should be able to update the CAAP during its life cycle.

## Conclusion

The goals of this plan are to set the City on a path towards carbon neutrality and climate resilience. The goals are ambitious, but ones that we believe we can achieve. If we achieve these goals - carbon neutrality, equity, sustainability, resilience - we will create a community that is healthy, connected, and vibrant. Please fully participate in implementing this CAAP, and see Appendix A presenting personal actions, entitled "What Can I Do Now?" to find suggestions for simple actions each individual can take to help, and refer to the Fact Sheet in Appendix B for a summary of key information.



**03**  
**EXECUTIVE SUMMARY**

Los Altans have been planning for the sustainable use of energy, waste, water and land resources.



**15**  
**LETTER FROM THE MAYOR**

The Los Altos community has worked together to shape this vision through 2035.



**21**  
**EQUITY AND CLIMATE JUSTICE**

It's important for the City to reduce its emissions so as to not adversely affect vulnerable communities

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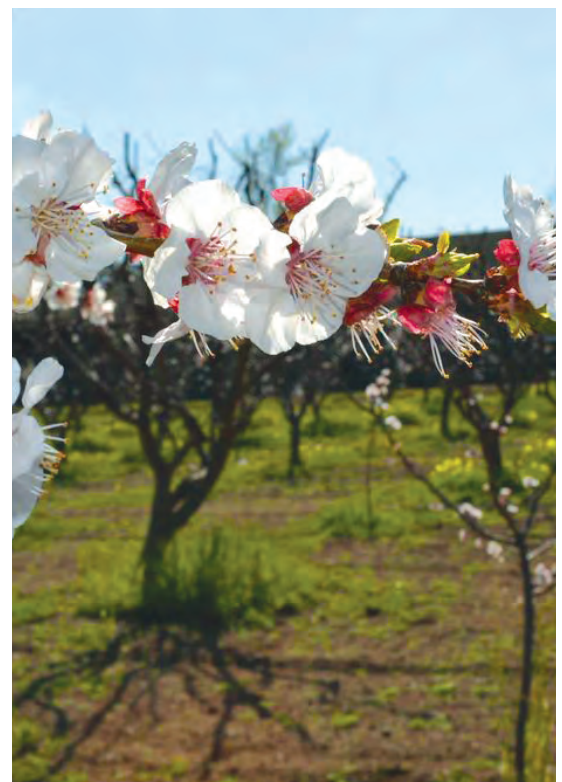


## 93 CONCLUSION

The ambitious goals of this plan are to set the City on a path towards carbon neutrality and climate resilience.

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# Acronyms

**ABAG**

Association of Bay Area Governments

**ABAU**

Adjusted Business-As-Usual

**ADU**

Accessory Dwelling Unit

**BAAQMD**

Bay Area Air Quality Management District

**BAU**

Business-As-Usual

**CAAP**

Climate Action and Adaptation Plan

**CAP**

(2013) Climate Action Plan

**CARB**

California Air Resources Board

**CBI**

Consumption-Based Inventory

**CCA**

Community Choice Aggregation

**CSMP**

Complete Streets Master Plan

**DCFC**

Direct Current Fast Charger

**EC**

Environmental Commission

**EV**

Electric Vehicle

**EVSE**

Electric Vehicle Supply Equipment

**FEMA**

Federal Emergency Management Agency

**FIRM**

Flood Insurance Rate Map

**GHG**

Greenhouse Gas

**GWP**

Global Warming Potential

**HVAC**

Heating, Ventilation and Air Conditioning

**ICLEI**

International Council for Local Environmental Initiatives

**IPCC**

Intergovernmental Panel on Climate Change

**MTC**

Metropolitan Transportation Commission

**MTCO2e**

Metric Tons of Carbon Dioxide Equivalent

**NGO**

Non-Governmental Organization

**OES**

California Office of Emergency Services

**OPR**

California Office of Planning and Research

**PSPS**

Public Safety Power Shutoff

**RCP**

Representative Concentration Pathway

**SB 379**

California Senate Bill No. 379

**SVCE**

Silicon Valley Clean Energy

**VA**

Vulnerability Assessment

**VMT**

Vehicle Miles Traveled

**UWMP**

Utility Water Master Plan

**ZNE**

Zero Net Energy

# Acknowledgments

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Los Altos Property Owners Downtown

Los Altos Village Association

Los Altos Chamber of Commerce

LAYCAT  
(Los Altos Youth Climate Action Team)

Los Altos High School  
(Green Team Student Club)

Los Altos History Museum

LAUSD Outdoor Educator

Orchard Commons Committee

BATS Block Action Team

Grass Roots Ecology

Los Altos Rotary Club

Parks & Recreation  
Commission Liaison

Youth Commission Liaison

Complete Streets Commission Liaison

Senior Commission Liaison

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Baseline Environmental Consulting

# Letter from Mayor Enander

California has a long history of variable climate, drought, and wildfires. The impact of human activity is profound, and, together with the continued population growth expected in the Bay Area, compels us to act to mitigate those impacts.

The health and safety of our residents must be foremost in the actions of local government. We face several immediate needs. We must improve water conservation and find better ways to manage that precious resource. Rising sea level will impact our storm- and wastewater treatment system and compel us to work cooperatively with the City of Palo Alto on changes needed to keep our shared wastewater treatment plant functioning. Because a single wildland fire can negate the substantial positive actions on carbon reduction, we must encourage proper management of adjacent wildlands and prevent the spread of fire into our city. In planning for significant population growth as mandated by the State of California, new ways to work and to commute are key to making continued progress on reducing GHG emissions. Increasing our tree canopy and enhancing our green spaces are essential strategies for mitigating temperature increases and sequestering carbon.



This Climate Action and Adaptation Plan documents the tremendous progress Los Altos has made since 2005, having achieved a 40 percent reduction in GHG against a target of 15 percent reduction. Our success is attributable in the government sector largely to changes in work schedule/commute and to adoption of efficient lighting and energy consumption in city buildings. Notable in this effort was the opening of our new Community Center, built to LEED Gold standard. The Center provides an incredible community resource that demonstrates the possibilities with sustainable construction and operation. Our community also contributed with huge reductions

from changes in transportation and energy, the latter resulting substantially from the move to sustainable energy production through Silicon Valley Clean Energy.

The combination of mitigation and adaptation strategies recommended in the CAAP show the breadth of actions needed for the future. The plan wisely shows that both strategies are needed as we strive to reduce our adverse impacts and adapt to changes we cannot directly control.

The Los Altos community has worked together to shape this vision through 2035. City government can lead some efforts, but many depend on the actions of individual residents. Only through the combined actions of both can we achieve the goals set out here. Los Altos has demonstrated it can achieve what we, as a community, want to achieve. There is something here for each of us to contribute to creating a healthy, environmentally sustainable community.

# Introduction

# Introduction

## CALL TO ACTION

The citizens and government of Los Altos have a long history of bold and forward-looking climate action. Since the adoption of the City’s first Green Building Ordinance in 2007, Los Altos have been planning for the sustainable use of energy, waste, water and land resources. In 2013, Los Altos’ first Climate Action Plan was released, calling for a 15% reduction in GHG emissions by 2020 as compared to 2005 levels. This update to the City’s Climate Action Plan includes an adaptation section to prepare for the local impacts of climate change and represents the next step in the journey towards a sustainable, healthy, equitable future.

The next few years are incredibly important in limiting global temperature increase to 1.5°C and avoiding the most catastrophic impacts of climate change. As Figure 2 shows, warming of the planet is unprecedented since the middle of the 19th Century, and has been accelerating since the 1950’s. As of 2020, the planet has already warmed by 1.1°C<sup>1</sup>. Figure 3 shows the impacts this warming has already had on our planet. By 2030 global emissions need to be halved, and carbon neutrality achieved before 2050. The longer we wait to take action, change will become increasingly expensive and will eventually be impossible.

## THE FIVE-STEP CLIMATE ACTION PLANNING PROCESS

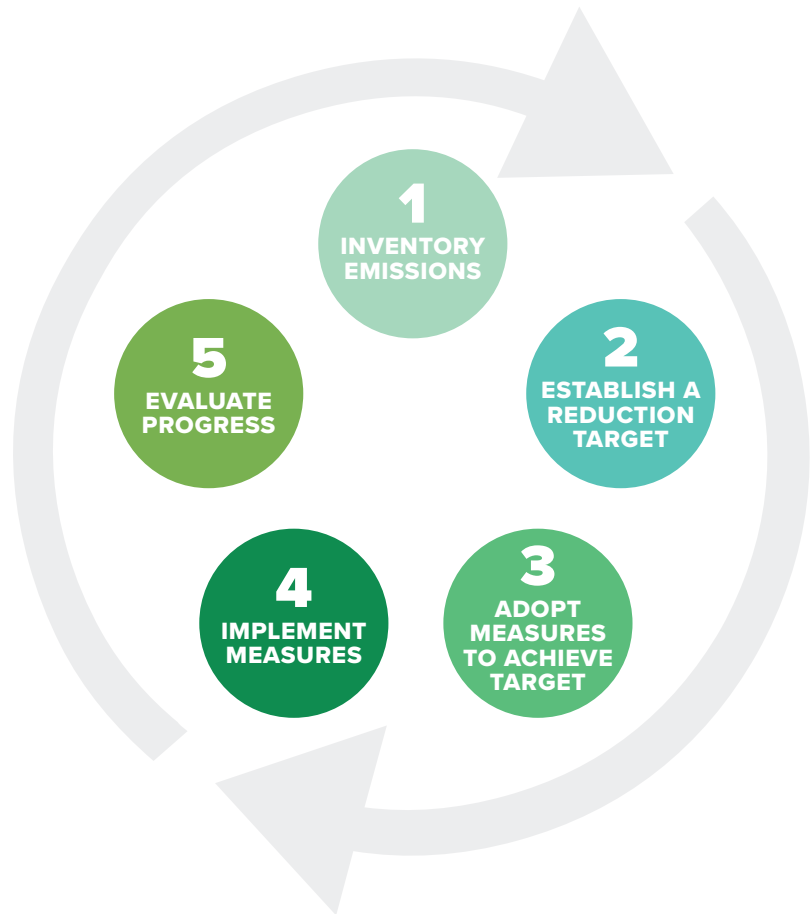


Figure 1 The Five-Step Climate Action Planning Process

A five-step Climate Action Planning process was described in the 2013 CAP, which has been followed here and is shown in Figure 1. By including a Vulnerability Assessment and climate adaptation strategies in this plan, the City now has a comprehensive set of actions designed to both reduce our greenhouse gas emissions and prepare

our community for the future impacts of climate change. This updated Climate Action and Adaptation Plan (CAAP), will help guide the City’s actions into the coming decade and beyond.

According to the most recent report from the Intergovernmental Panel on Climate Change (IPCC), the Earth

<sup>1</sup> IPCC, 2021: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S.L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M.I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T.K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. Cambridge University Press. In Press.

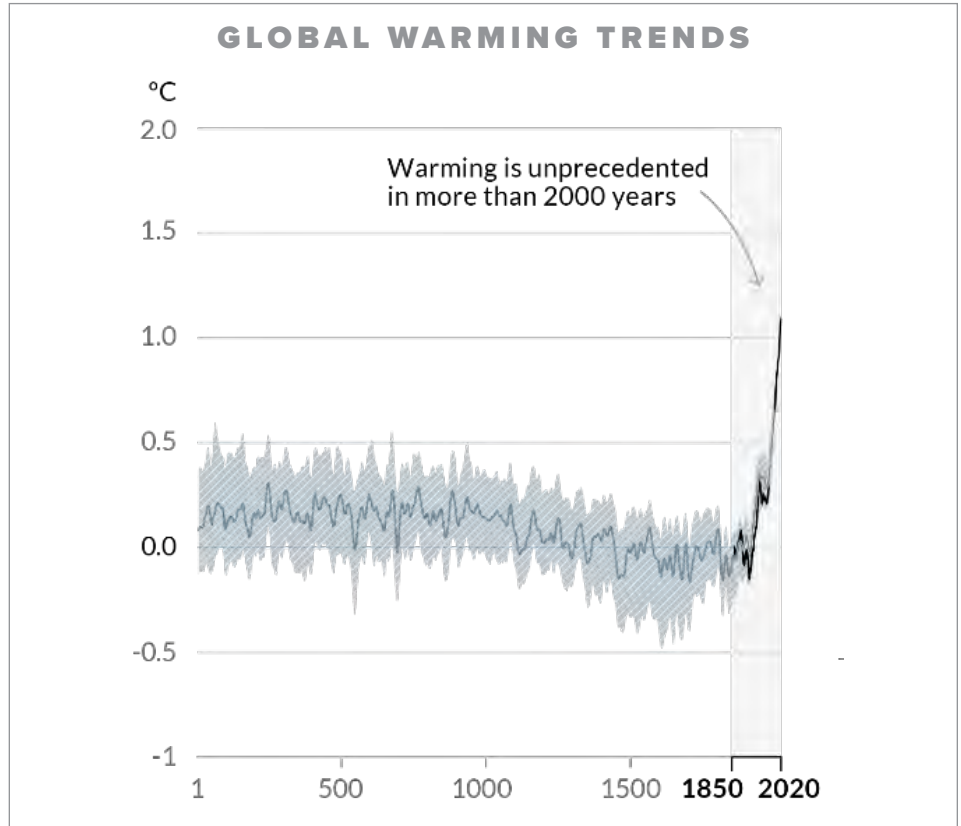


# Introduction CONTINUED

has warmed 1.09°C since 1850 and many changes such as sea-level rise and glacier and arctic ice melt are now virtually irreversible<sup>2</sup>. Global temperatures are likely to increase to a total of 1.5°C in about a decade, which will further stress our environmental systems and result in Los Altos experiencing more frequent and more intense heat waves, winter floods, drought and wildfire air pollution events. On a global level, we are rushing to find solutions, but the most effective solutions that will be developed are at the local level. Although Los Altos has taken action to mitigate emissions produced locally, we can do more and need to do more.

Here in Los Altos, we are already facing periods of severe drought, heat waves, and poor air quality more frequently. We’ve seen wildfires in the hills and the air darkened with smoke. We are not insulated. While some responses will need to be coordinated regionally, it is important for Los Altos to take quick and effective action locally if we want to maintain our quality of life. The good news is that strong and sustained transition from combustion engines and moving away from methane gas for heating our buildings could quickly make air quality better and in 20 to 30 years global temperatures could stabilize.

In the end, we believe Los Altos can achieve its climate goals within the next 15 years if we take an aggressive



**Figure 2** Global Warming trends  
Source: IPCC Sixth Assessment Report, pg. SPM-7.

approach. Following the guidance in this plan, we need to commit wholeheartedly to these actions and get them underway as soon as possible. To guide this effort, the City has developed these Vision and Mission statements.

## VISION

“To place Los Altos on an accelerated, sustainable path to carbon neutrality by advancing bold and effective climate policies.”

## MISSION

“The mission of our Climate Action and Adaptation Plan is to preserve the unique character of Los Altos and enhance its natural environment, while improving the quality of life and health of its people by supporting transformative change in the areas of climate action, resilience and equity.”

<sup>2</sup> IPCC, 2021: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S.L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M.I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T.K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. Cambridge University Press. In Press.

# Introduction CONTINUED

## BACKGROUND

The City’s 2013 Climate Action Plan was designed to serve as a guiding document towards GHG reductions, both in municipal operations and community-wide. It was designed as a comprehensive strategy to reduce emissions in a manner consistent with state guidelines and regulations, and to identify cost-effective opportunities for existing and future residents, businesses, and development projects for a more sustainable community. At the same time, the CAP provided a framework for environmental leadership and an educational resource to the community.

This update provides a pathway to the City’s bolder GHG reduction

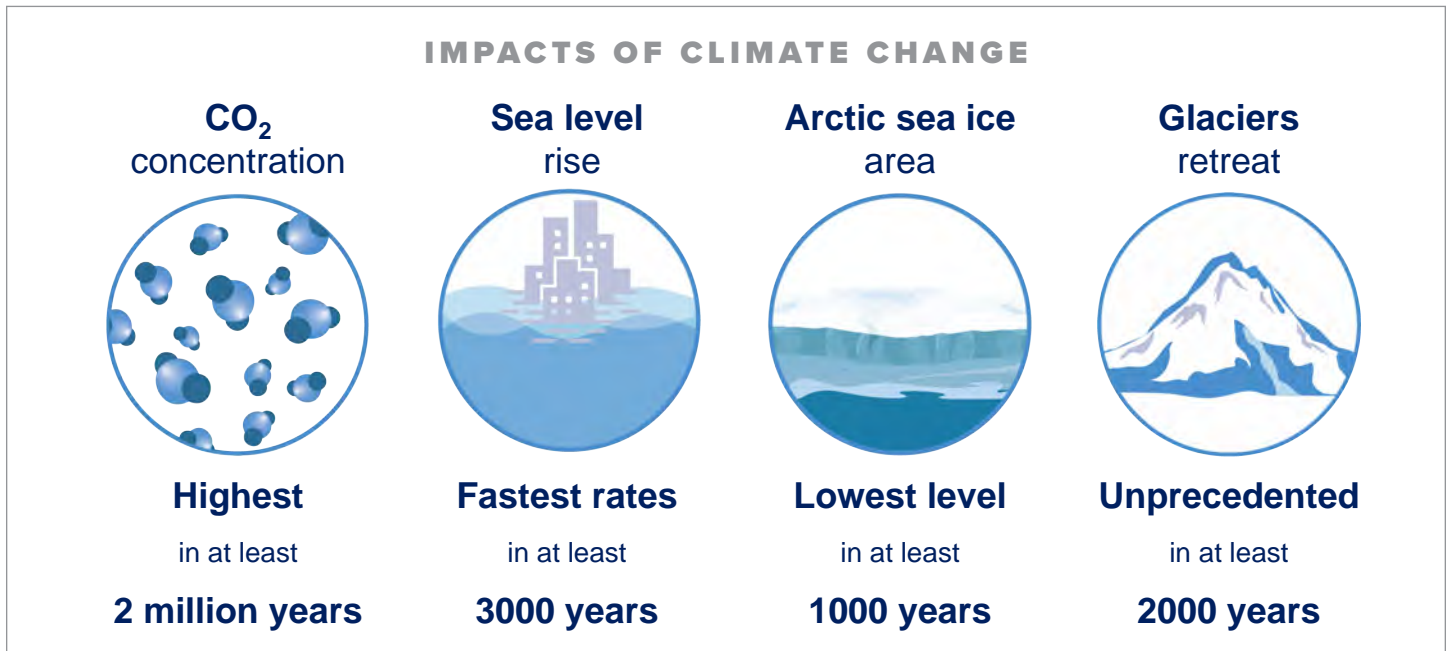
target, as well as a framework for a climate resilient community. The goals of this CAAP are:

- **Reduce greenhouse gas (GHG) emissions**
- **Increase climate resilience (SB 379 compliance)**
- **Demonstrate leadership**

The Los Altos Sustainability Coordinator and Environmental Commission (EC) oversaw the development of the CAAP. In addition, a City-led climate Task Force made up of department heads and City employees was assembled to provide expert input and guidance. Together, these groups helped ensure the CAAP is realistic, feasible, and relevant to the residents of Los Altos.

## POLICY BACKDROP

There are many international, national, State, and local policies and regulations designed to affect climate change and sustainability, and this CAAP was developed with those policies and regulations as a guide. This way, the City ensures it’s doing its part to help meet larger-scale goals and support science-based targets. By developing the Vulnerability Assessment and Adaptation Framework included in this plan, the City also helps meet its SB 379 compliance requirements. Table 1 describes the most relevant State policies affecting climate action planning for cities.



**Figure 3** The impacts of climate change. Source: IPCC Sixth Assessment Report Working Group 1– The Physical Science Basis presentation, slides 9.

# Introduction CONTINUED

STATE POLICIES			
Legislation	Year	Name	Description
AB 32	2006	CA Global Warming Solutions Act of 2006	Requires CARB to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.
SB 32	2016	CA Global Warming Solutions Act: emissions limit	Requires CARB to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.
EO B-55-18	2018	Executive Order to Achieve Carbon Neutrality	Calls for carbon neutrality by 2045.
EO B-16-12	2012	ZEV Mandate	Requires State agencies to facilitate the rapid commercialization of zero-emission vehicles (ZEVs).
EO B-30-15	2015	Executive Order to Achieve Carbon Neutrality	Sets interim target of greenhouse gas emissions 40% less than 1990 levels by 2030.
AB 1493 (Pavley I)	2002	Automobile Emission Standards	State law requiring the first set of greenhouse gas emission standards for passenger vehicles.
SB 379	2015	Climate Adaptation and Resiliency Strategy	Requires all cities and counties to include climate adaptation and resiliency strategies in the safety elements of their general plans.
SB 350	2015	Clean Energy and Pollution Reduction Act of 2015	Requires electricity providers, investor-owned utilities, and CCAs to increase their procurement of renewable generated electricity to 50% by 2030.
SB 100	2018	CA Renewables Portfolio Standard	Sets a target of 100 percent carbon-free electricity by 2045.
SB 1383	2016	Short-Lived Climate Pollutant Reduction Strategy	Legislation requiring reductions in emissions of short-lived climate pollutants (like methane) by 40-50% below 2013 levels by 2030.
AB 398	2017		Law extending California's cap-and-trade program through 2030
SB 535	2012		Legislation requiring the state to direct at least 25% of state cap-and-trade revenues to go to projects that
SB 375	2008	Sustainable Communities and Climate Protection Act	Directs CARB to set regional targets for GHG reductions from passenger vehicles
SB 743	2013		Updates the way transportation impacts are measured in California for new development projects

**Table 1** Relevant State policies affecting the climate planning in California.

# Introduction CONTINUED

## ALIGNMENT WITH CITY PLANS AND POLICIES

The CAAP was designed to be consistent with the City's General Plan and other relevant planning documents, including the Complete Streets Master Plan, Downtown Vision, Emergency Operations Plan, Green Stormwater Infrastructure Masterplan and Local Hazard Mitigation Plan. This document builds off of the policies and programs of those plans.

In addition, the CAAP must be updated periodically to remain consistent with updates to the City's General Plan Elements and other plan and policy updates.

## DEVELOPING THE CAAP

The CAAP was developed through a multi-stakeholder process involving the Los Altos Environmental Commission, heads of City Divisions and Departments, and the public. Community input and feedback was crucial to the climate action and adaptation planning process, and the City conducted a robust outreach and engagement process to solicit input and feedback. The City hosted a series of focus groups and workshops, administered surveys, and embarked on a public education campaign through existing communication channels. Feedback from the focus groups, surveys, and community workshop showed that most Los Altos residents are concerned about the effects of climate change and support climate action, with 74% of respondents saying they were very concerned about climate change.

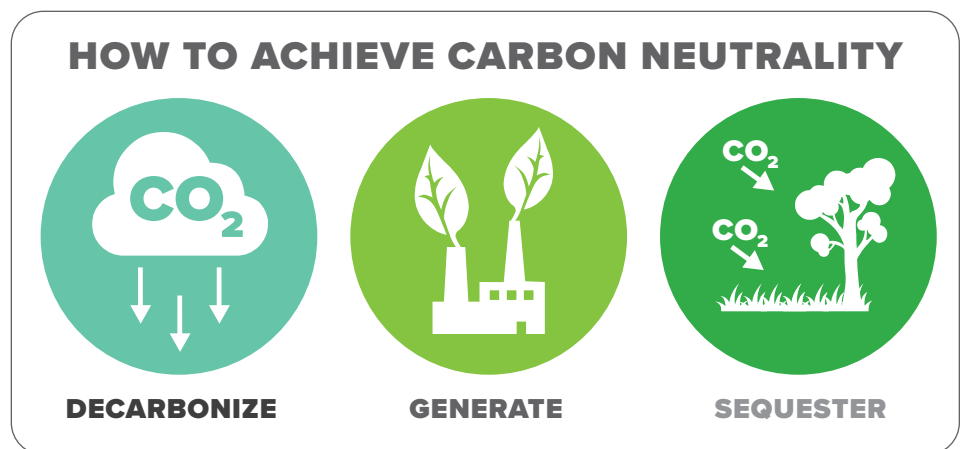


Figure 4 Achieving carbon neutrality

Based on the City's current and forecasted greenhouse gas emissions, guidance from City government, and community input, the City has elected to pursue a goal of **Carbon Neutrality by 2035**.

This will entail reducing as many emissions as possible produced by the City and its residents, sequestering as many remaining emissions as possible through nature-based solutions, and utilizing innovative carbon sequestration solutions, community-based sequestration projects, and local carbon offsets to reach zero net emissions. A bold goal aligns us with the latest science and puts us on a path for a sustainable, equitable, healthy future. Figure 4 displays the steps needed to achieve carbon neutrality.

## EQUITY AND CLIMATE JUSTICE

Equity and climate justice are important considerations as the City sets about pursuing its goals. There

are several populations within Los Altos that are more vulnerable to the effects of climate, including:

- **Senior citizens**
- **Children**
- **Individuals with mobility issues**
- **Individuals with language barriers**
- **Day workers**
- **Homeless populations**
- **Individuals with chronic respiratory or heart conditions**

It's also important to note that the impacts of climate change are not evenly distributed. Globally, the effects of air and water pollution, extreme heat, and sea level rise fall disproportionately on disadvantaged communities who are largely not responsible for creating the majority of the GHG emission. Therefore, it's important for the City to reduce its emissions so as to not adversely affect these communities.

# Our Impacts

# Our Impacts

The City's 2013 Climate Action Plan detailed 41 actions which, taken together, were designed to reduce emissions 15% by 2020 compared to 2005 levels. 1990 is the baseline year used by the State of California, but as municipalities often lack high-quality data going this far back, 2005 is often chosen as the baseline year. The progress of these actions was tracked and, to date, we have begun or fully implemented 29 actions and designated two other actions for

future implementation. Some actions were deemed infeasible, and have either been revisited for this update or removed from the list.

An updated greenhouse gas inventory was conducted as part of this update, the purpose of which was to understand the present state of environmental impacts and to establish a baseline for the forecasting of future emissions. Los Altos' 2018 inventory is actually

composed of two inventories, one for the community and one for municipal operations. ICLEI - Local Governments For Sustainability provides protocols for both, which were used for these inventories. Table 2 describes the activity data and sources of data used. Details of the data, methodology and calculations used in the 2018 inventory can be found in Appendix E.

## 2018 DATA SOURCES

COMMUNITY SECTOR	ACTIVITY DATA	UNITS	SOURCES
Residential electricity	80,391,486	kWh	SVCE, PG&E
Residential natural gas	6,640,225	therms	PG&E
Commercial electricity	58,760,342	kWh	SVCE, PG&E
Commercial natural gas	1,329,206	therms	PG&E
On-Road transportation	166,865,877	VMT	SVCE
Off-Road transportation	6,725	MTCO <sub>2e</sub>	SVCE
Municipal solid waste	9,273	tons	MTWS, R3
Water energy	5,596,927	kWh	Cal Water
Wastewater electricity	2,257	kWh	City of Palo Alto
Wastewater natural gas	9,794,797	scf	City of Palo Alto
GOVERNMENT SECTOR	ACTIVITY DATA	UNITS	SOURCES
Electricity use	4,634,143	kWh	SVCE
Natural gas use	25,355	therms	PG&E
Street lighting	220,386	kWh	SVCE
Traffic control	56,891	kWh	SVCE
Fleet fuel use	39,679	gallons	City of Los Altos
Employee commutes	1,599,147	VMT	City of Los Altos
Municipal solid waste	278	tons	MTWS, R3
Water energy	12,970	kWh	Cal Water
Wastewater energy	724	therms	City of Palo Alto
Process & fugitive emissions	0.013	metric tons	Scaled based on population growth

Table 2 Greenhouse gas inventory data sources

# Our Impacts CONTINUED

As Table 3 shows, emissions were reduced from 184,725 metric tonnes in 2005 to 111,320 metric tonnes in 2018, a reduction of 40 percent. This far exceeds the 15 percent target

reduction outlined in the 2013 plan. These reductions can be attributed to the actions taken by the City such as supporting energy efficiency and the adoption of electric

vehicles, as well as the City becoming a member of Silicon Valley Clean Energy in 2017.

## EMISSIONS COMPARISON TABLE

GOVERNMENT SECTOR	2005 EMISSIONS	2018 EMISSIONS	% CHANGE	EMISSIONS REDUCTION (MTCO <sub>2e</sub> )
Buildings & Facilities	428	134	-69%	294
Street Lights & Traffic Signals	130	<1	100%	130
Vehicle Fleet	420	351	-16%	69
Employee Commute	697	445	-36%	252
Solid Waste Facilities	197	172	-13%	25
Water & Wastewater Treatment Facilities	3	5	67%	(2)
Process & Fugitive Emissions	20	21	5%	(1)
<b>Government total</b>	<b>1,895</b>	<b>1,128</b>	<b>-40%</b>	<b>767</b>
COMMUNITY SECTOR	2005 EMISSIONS	2018 EMISSIONS	% CHANGE	EMISSIONS REDUCTION (MTCO <sub>2e</sub> )
Transportation & Mobile Sources	96,610	63,280	-34%	33,330
Solid Waste	3,950	2,653	-33%	1,297
Water & Wastewater	2,250	1,063	-53%	1,187
Commercial Energy	20,070	7,535	-62%	12,535
Residential Energy	59,950	35,661	-41%	24,289
<b>Community total</b>	<b>182,830</b>	<b>110,192</b>	<b>-40%</b>	<b>72,638</b>
<b>TOTAL</b>	<b>184,725</b>	<b>111,320</b>	<b>-40%</b>	<b>73,405</b>
<b>2020 TARGET</b>		<b>155,410</b>	<b>-15%</b>	<b>43,660</b>

Table 3 Emissions comparison table

# Our Impacts CONTINUED

Table 4 provides an overview of the most impactful actions from the 2013 CAP, measured in terms of projected 2020 GHG reductions.

## GHG REDUCING ACTIONS

CAP 2013 ACTION	TARGET GHG REDUCTION
Construct all bikeways and implement all programs identified in the 2012 Bicycle Transportation Plan by 2020	-2580
Develop and fully implement a pedestrian master plan with specific focus on local vehicle trip reduction by 2020	-860
Continue to pursue and implement Safe Routes to School Projects	-230
Continue to implement the City's Complete Streets policy and traffic calming plans and projects	-860
Work with the Santa Clara Valley Transit Authority (VTA) to seek opportunities to expand local service to improve connectivity to regional transit options.	-1050
Encourage alternative-fuel vehicle charging stations in existing private development.	-1100
Amend the Green Building Ordinance to include EV prewiring requirements and encourage EV charging installations in residential development.	-330
Amend the Green Building Ordinance to require EV charging stations in nonresidential projects greater than 10,000 square feet.	-140
Provide outreach and educational materials for energy conservation and renewable energy programs targeted at outdoor amenities (e.g., lighting, swimming pools, hot tubs).	-530
Ensure city residents are eligible to participate in and actively promote and support energy efficiency financing for residential and commercial properties.	-2410
Continue to encourage the installation of energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps).	-750
Maintain and expand food waste diversion programs.	-950
Continue to encourage recycling and reuse of building materials.	-160
Continue to support implementation of the 2010 UWMP through enforcement of the Water Efficient Landscape Ordinance (LAMC 12.36) and distribution of greywater/rainwater harvesting guides.	-180
Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades, including installing energy-efficient lighting, appliances, and heating, ventilation, and air conditioning systems.	-120
Adopt a zero-waste policy for City facilities and City Sponsored events.	-160

**Table 4** Most impactful GHG reducing actions from 2013 CAP



# Our Impacts CONTINUED

Figures 5-8 below show the breakdown for emission sources in 2005 and 2018 for municipal operations and the community. Overall, emissions associated with transportation make up a slightly larger share in 2018 as emissions from energy use and other sectors have declined.

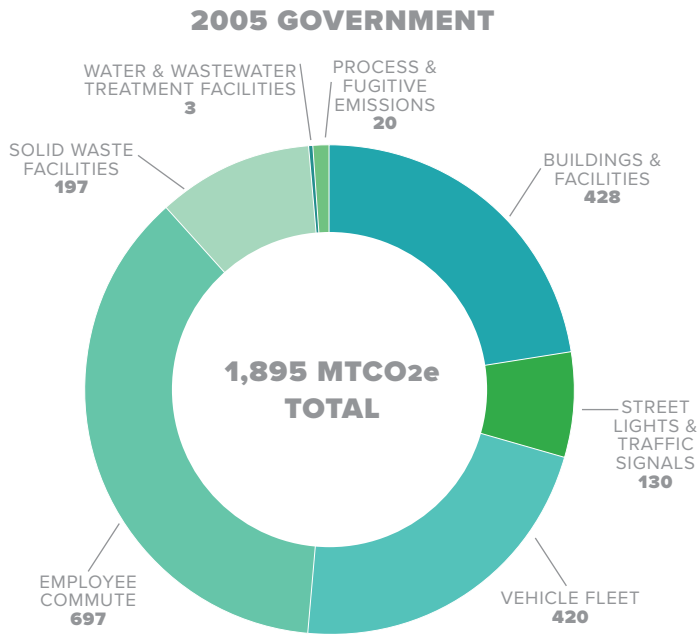


Figure 5 2005 Government emissions sources

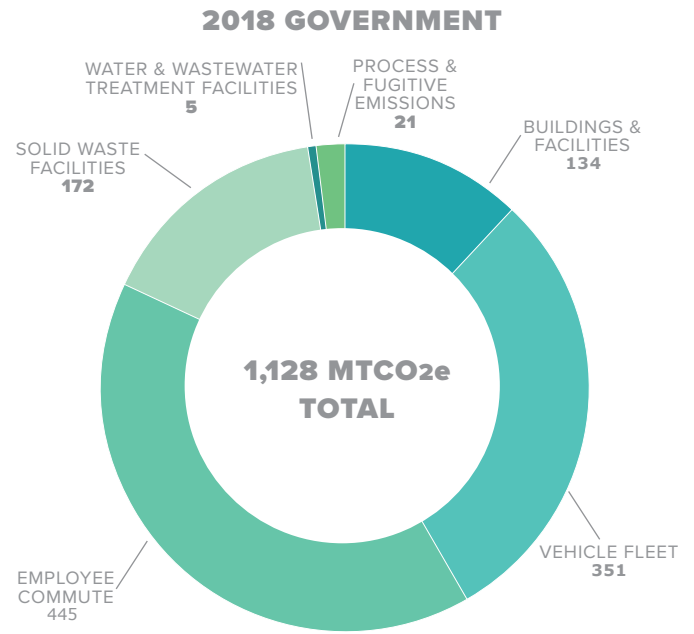


Figure 7 2018 Government emissions sources

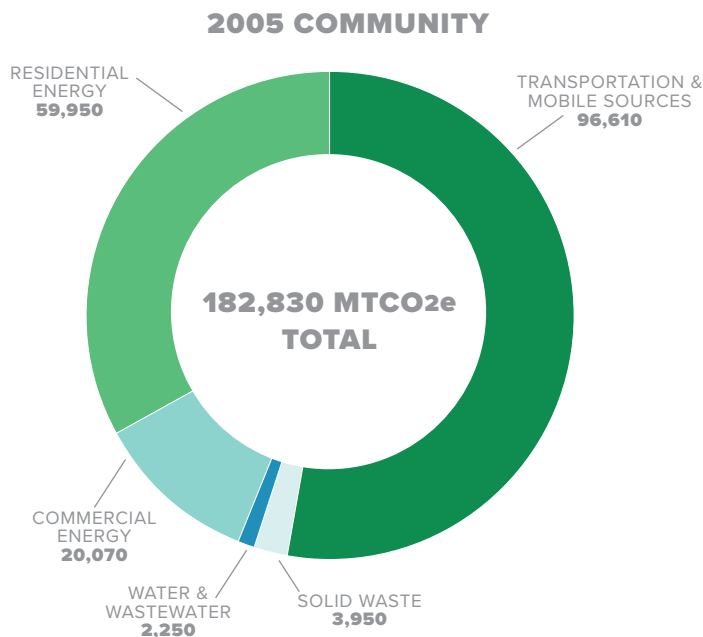


Figure 6 2005 Community emissions sources

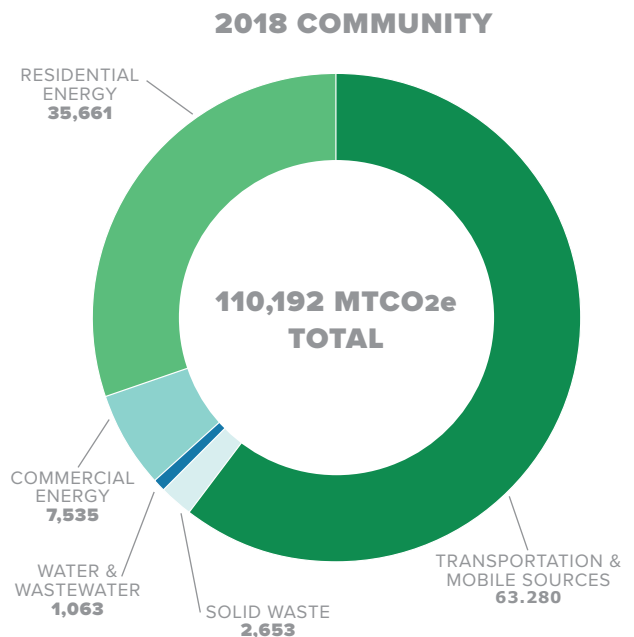


Figure 8 2018 Community emissions sources

# Climate Impacts

# Climate Impacts

A climate Vulnerability Assessment was conducted to determine the increasing climate threats the City is likely to face, as well as assess the City's preparedness and capacity to address those threats. Following International, U.S., and California Climate Assessments, this report is the first to consider Los Altos on its own. The Vulnerability Assessment is included in this report as Appendix H.

To assess Los Altos' expected climate changes, global climate models developed by the scientific community and recommended by the California Governor's Office of Emergency Services (OES) were used. The online Cal-Adapt tool was used to create local outputs and predict how the frequency and intensity of climate hazards are changing. This was cross-referenced against California's Fourth Climate Assessment Bay Area Report, other scientific and government papers, and the local knowledge of the Environmental Commission CAAP Subcommittee members and focus group participants.

Even with the bold emissions reductions at a local level detailed in the CAAP, Los Altos is subject to how significantly or poorly emissions are reduced globally. The increase in global emissions will cause Los Altos to experience increased heat waves, floods, drought, and poor air quality from wildfires in the region. Because Los Altos is not coastal it will not experience sea level rise, and because of our proximity to the Pacific Ocean and San Francisco Bay, we will

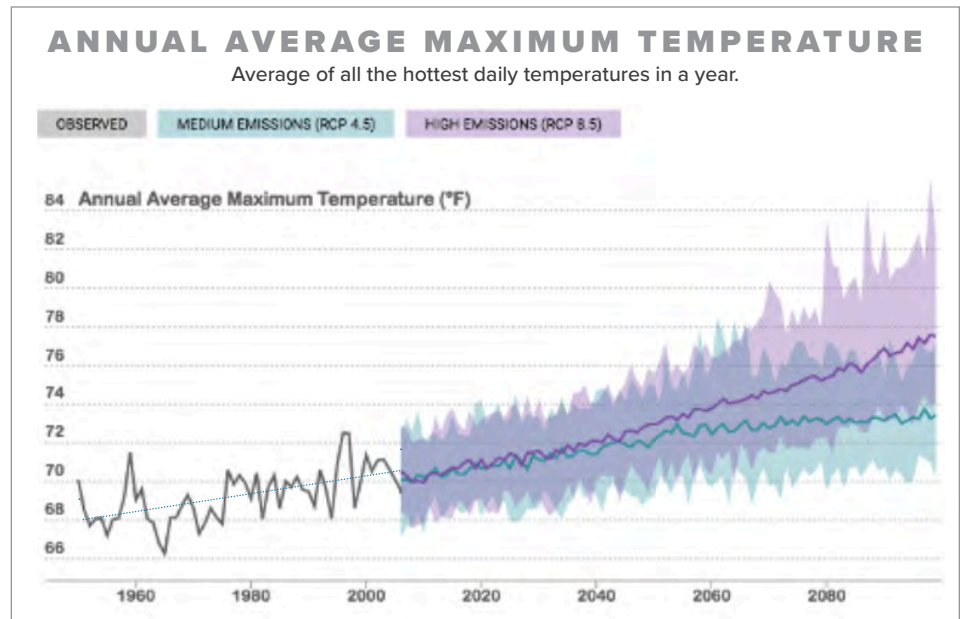


Figure 9 Annual average maximum temperatures in Los Altos (image from Cal-Adapt)

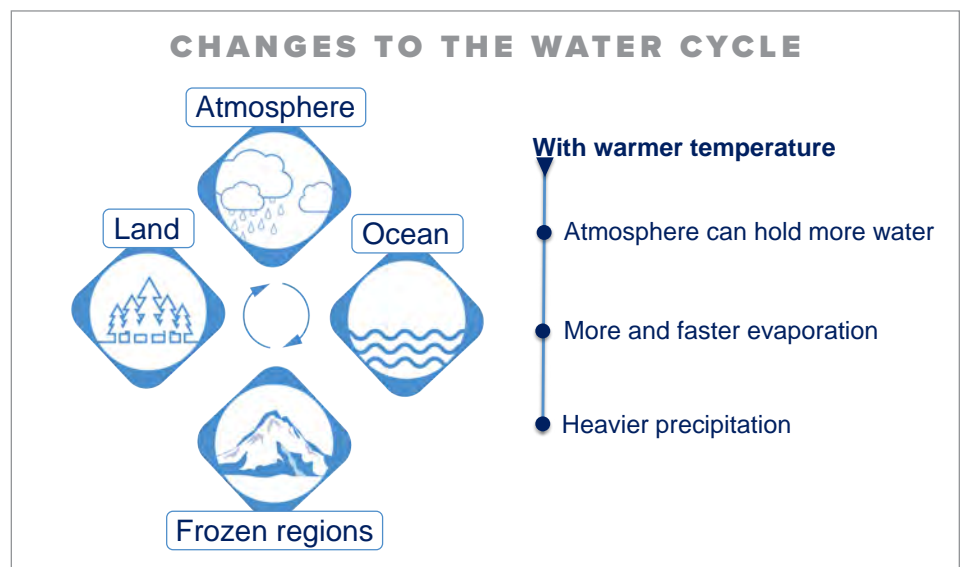


Figure 10 Changes to the water cycle due to climate change.

Source: IPCC Sixth Assessment Report Working Group 1– The Physical Science Basis presentation, slides 35.

continue to benefit from the climate moderating influences of those water bodies. As a result, Los Altos will not suffer some of the extremes of climate change as directly as some

other areas in California. Figure 9 displays the temperature change projections for Los Altos, and Figures 10 and 11 describe expected global changes to the water cycle.

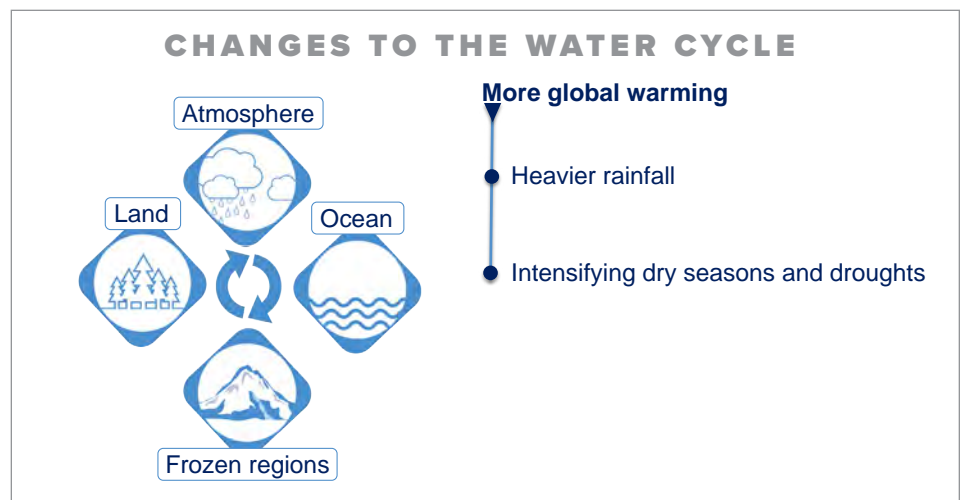
# Climate Impacts

CONTINUED

Instead, Los Altos will experience the reverberations from the impacts of climate change on the natural environment, the water supply system, air quality, and the energy grid which are beyond the municipal boundary but on which we depend. So the availability and affordability of water and energy within Los Altos are likely to be jeopardized by climate change across the Bay Area and California as a whole.

Within Los Altos itself, by mid-century particularly under a high emissions scenario, the number of extreme heat days are projected to increase substantially, from an average of 4 days/year from 1961-1990 to as many as 20 days/year. Heat and poor air quality from wildfires outside of Los Altos are likely to impact the quality of life, particularly for vulnerable populations, and increase energy demands for additional building air cooling and filtering. Extreme heat, poor air quality, and blackouts or Public Safety Power Shutoffs (PSPS) that occur simultaneously will present novel emergency situations that have the potential to strain or overwhelm City resources.

Similarly but more uncertain will be the resilience of Los Altos' natural and maintained landscapes. The annual precipitation amounts in Los Altos are not likely to change, but will become less consistent. As a recent example, Sacramento recorded 7.87 inches during the 2020-2021 water year which ended on October 1, 2021, only to receive a daily record 5.44 inches on October



**Figure 11** Changes to the water cycle due to climate change continued.  
Source: IPCC Sixth Assessment Report Working Group 1—  
The Physical Science Basis presentation, slides 36.

25, 2021. Such seasonal whiplash shows the limits of reading only annual averages. In combination with expected temperature increases, the amount of water that plants will need during extended, dry summers will also increase, possibly changing the vegetation composition of the area. Considering pressures on the shared water supply system which Los Altos relies on, it is likely that water customers will face financial incentives and regulatory pressure to reduce daily water use.

In the winter and spring, seasonal storms which Los Altos has experienced in the past are likely to continue. Extreme precipitation events (1-day maximums) that used to occur once every several years are projected to occur multiple times a year by the end of the century, increasing the need for maintenance and repair of stormwater infrastructure on building sites and across the City, as well as increasing

the risk of flooding requiring more acute management of potential flood zones.

After living through years of drought and the COVID pandemic, Los Altos' government, residents, and businesses have unfortunately become familiar with environmental hazards. Emergency preparedness and hazards requiring large-scale adjustment and intervention in some ways will help Los Altos adapt to climate change. The scale of climate change and the need to reach new vulnerable populations during heat waves, unsafe air quality days or power outages present new challenges, though. These challenges are addressed through a suite of adaptation strategies and the Implementing the CAAP section of this plan.

# Looking to 2050

# Looking to 2050

To determine what the City's emissions might look like in 2050, a series of emissions forecasts were developed. First a Business-As-Usual (BAU) forecast was developed to forecast the City's emissions without any additional action from federal, State, or local governments. A series of growth factors such as population

and household growth were applied to the City's baseline emissions, with the results shown below.

Without any additional action, the City's emissions are expected to increase from 118,877 metric tons in 2018 to 116,346 metric tons in 2050.

To project the City's emissions in 2050 including the expected impacts of State and local actions, and an Adjusted Business-As-Usual (ABAU) forecast was developed. This forecast, shown in Figure 13, includes expected increases in fuel economy and building energy efficiency in California, increased EV adoption

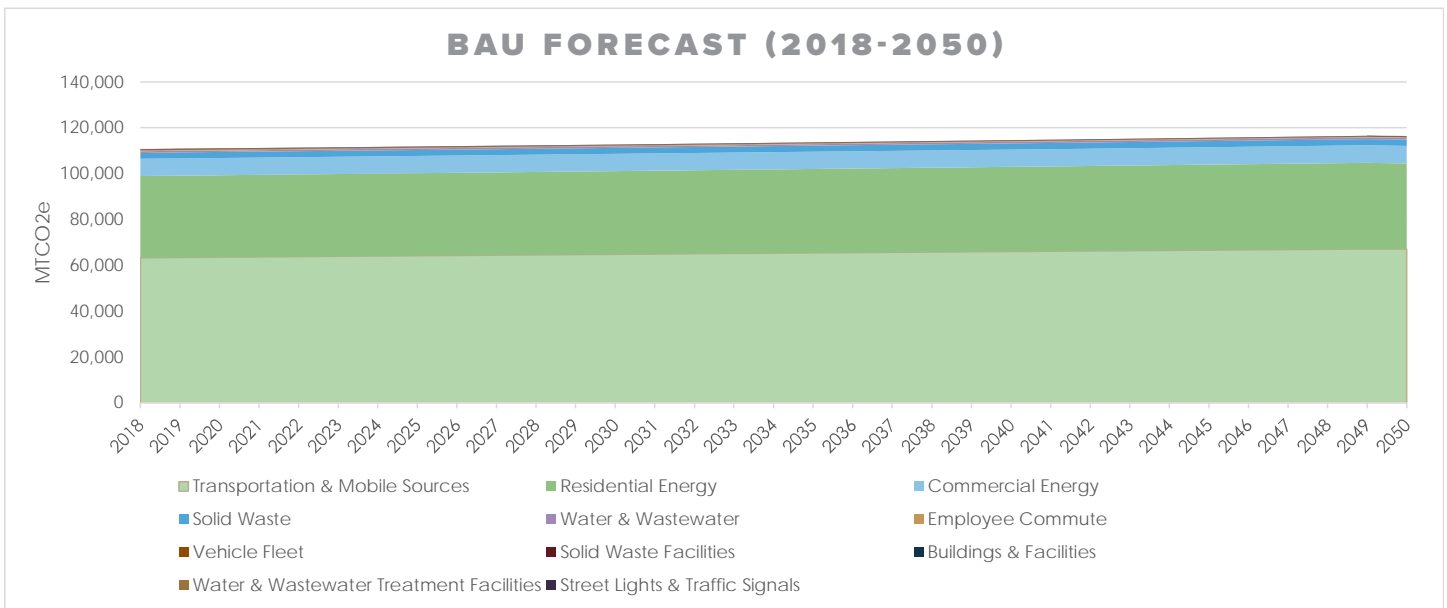


Figure 12 Business-as-usual forecast

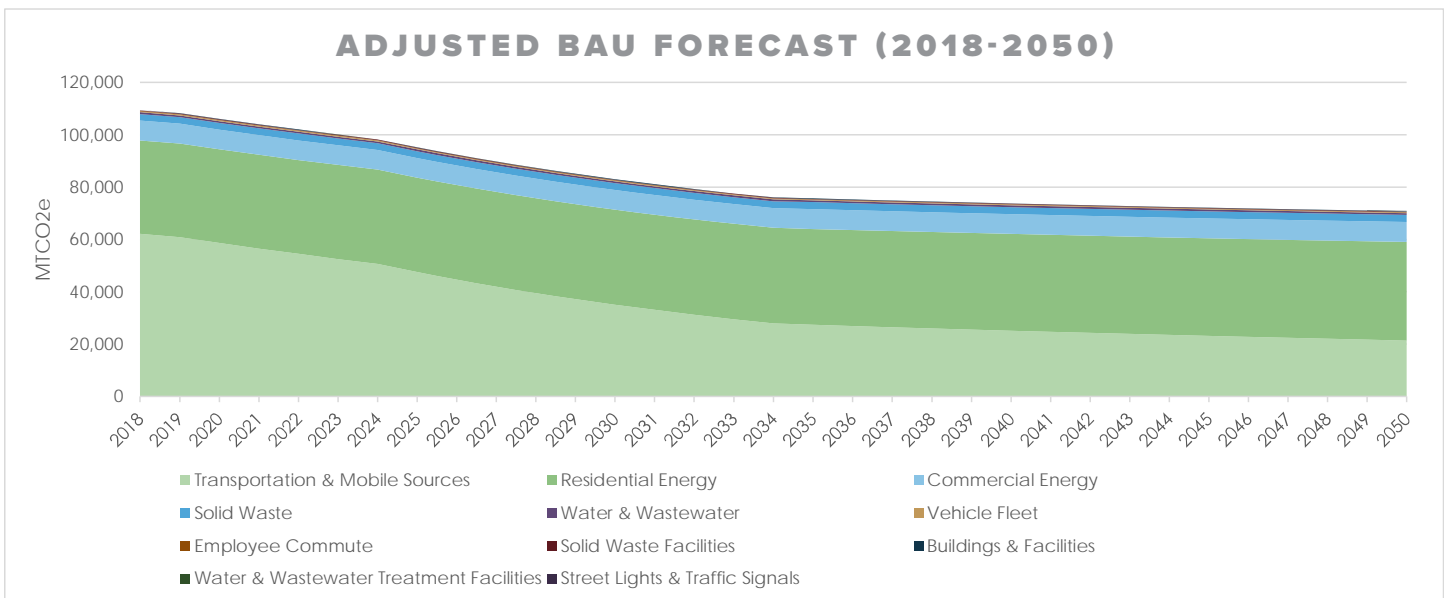


Figure 13 Adjusted business-as-usual forecast

# Looking to 2050 CONTINUED

in Los Altos, and the expected increase in air conditioning use due to increased temperatures related to climate change.

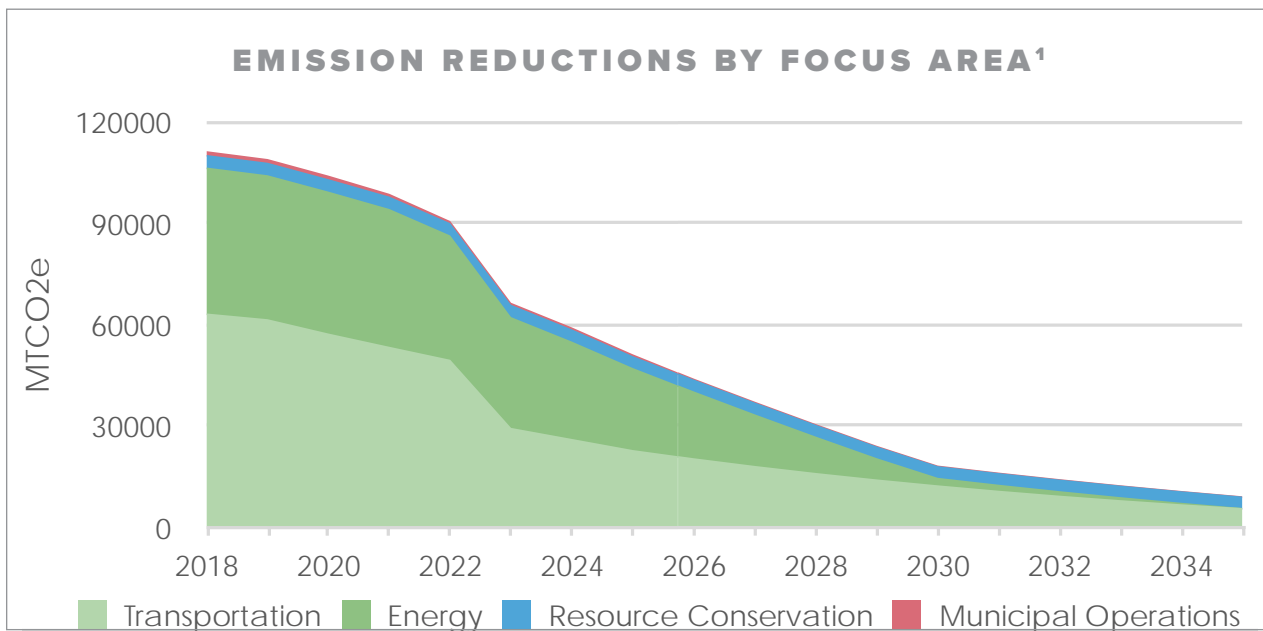
This figure shows that, with the inclusion of State and local actions, electric vehicle adoption increases, and increase in AC use, the City's emissions are expected to decline from 118,877 metric tons in 2018 to approximately 70,800 metric tons in 2050.

Including the impacts of 2013 CAP actions, we will need to reduce our emissions by approximately 67,000 metric tons by 2035 to reach our carbon neutrality goal. Table 5 below shows historic and projected emissions under different scenarios, and Figure 14 displays the emissions reductions expected to be achieved in each Focus Areas if the CAAP is fully implemented.

EMISSIONS TIMELINE BY SCENARIO				
Scenario	2005 <sup>1</sup>	2018 <sup>1</sup>	2030 <sup>2</sup>	2035 <sup>2</sup>
BAU	184,725	-	112,670	113,650
ABAU	-	-	83,025	75,700
ABAU+Existing	-	111,320	75,885	67,160
CAAP 2022	-	-	16,900	5,090

<sup>1</sup>Historic Data (as data for 2006-2017 was not available, 111,320 MTCO<sub>2</sub>e was used as the baseline for all scenarios), <sup>2</sup>Projected data based on models

Table 5 Emissions by Scenario (2030 & 2035)



<sup>1</sup>Focus Areas not listed have zero or nominal GHG reductions

Figure 14 Emissions reductions by Focus Area

# Strategic Roadmap



# Strategic Roadmap

To propel the City towards its goals of becoming more resilient and carbon neutral, a strategic roadmap of Strategies, Goals and Actions was developed. This roadmap is intended to guide us through the priorities, action steps, when to take them, and the level of effort and benefits that can be achieved by implementing them.

**The roadmap is broken into three sections:**

- **Mitigation strategies**
- **Cross-cutting strategies (that deliver both mitigation and adaptation outcomes)**
- **Adaptation strategies**

Mitigation strategies are aimed at reducing the sources of emission that arise from within the City’s borders. This includes emissions from energy consumed, transportation, waste

created, and resources used. To achieve global climate goals, richer countries will need to do more on average than poorer countries. This is not only equitable, but richer countries have the means to do so.. Within richer countries, more affluent communities are expected to do even more. Within Los Altos, the lack of heavy industry and large office buildings will make reducing GHG emissions easier to achieve.

By reducing the sources and intensity of the emissions, we hope to align with and go beyond global climate goals in order to reverse the harmful effects of climate change.

While mitigation aims to lessen GHG emissions, thereby reducing climate change, adaptation aims to lessen the impact of climate change. In other words, mitigation addresses the cause

of climate change and adaptation addresses the impacts of climate change - the effect of heat, drought, air pollution and extreme storms on Los Altos. Mitigation and adaptation are inclusive, as everything interacts with climate.

Cross-cutting efforts address both mitigation and adaptation. Many actions the City can take, like increasing the urban tree canopy, reducing water use, and developing community microgrids reduce the source of emissions and help prepare the City for climate change impact or emergencies. Similarly, the effects of climate change can have the opposite effect if increases in heat or drought lead to increased energy use or resource intensity. Figure 15 describes the relationship between mitigation, adaptation, and cross-cutting strategies.

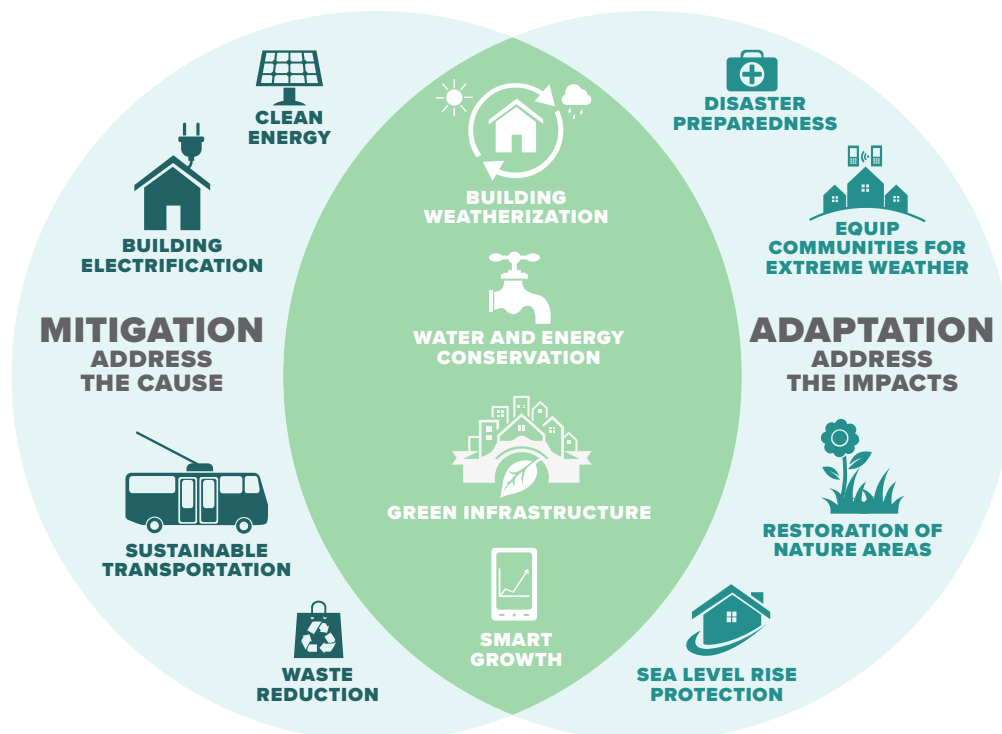


Figure 15 Relationship between mitigation and adaptation actions

# Strategic Roadmap

CONTINUED

In general, mitigation and adaptation strategies should be viewed as two sides of the same coin. Together, they represent a comprehensive set of actions to address climate change.

## DEVELOPMENT & METHODOLOGY

Through quantitative and qualitative analysis, stakeholder engagement, and analysis of best practices, 68 actions were identified. Some of the actions build off of existing efforts within Los Altos like the 2013 CAP and the 2018 Green Infrastructure Stormwater Management Plan. Most are new strategies adopted and altered from other California CAAPs and programs beyond California. Others were developed based on discussions with different stakeholder groups.

### CAAP Strategy

#### Development Process:

- **Preliminary mitigation and adaptation strategies identified and agreed upon**
- **Development of “Long List” of CAAP actions to implement each strategy**
- **Community and stakeholder feedback**
- **Development of “Short List” of CAAP actions**
- **Quantify emission reductions from actions**

Figure 16 displays the Focus Areas encompassing mitigation, adaptation, and cross-cutting strategies. The mitigation strategies were selected using a multi-factor scoring system, as well as through qualitative evaluation. The strategies were modeled using ICLEI’s ClearPath tool, which allows



Figure 16 CAAP Focus Areas

rapid scenario analysis of different actions and implementation times.

All of the adaptation strategies respond to the vulnerabilities determined in the Vulnerability Assessment - that is the climate events that Los Altos is expected to experience and the ability of the people, businesses, environment, and government of Los Altos to manage those events. As an example, it was determined that some of Los Altos’ population are seniors who are vulnerable to wildfire-induced Public Safety Power Shutoffs (PSPS) because of a combination of health conditions and mobility limitations. Actions

to address this population include developing an early warning system for air pollution, conducting outreach specifically to vulnerable populations, and developing resilience hubs, as described in the Climate Adaptation Strategies section.

The adaptation strategies were catalogued according to the climate hazard they addressed (drought, heat, flood, wildfire & air pollution), as well as their feasibility, their cost effectiveness, whether they would promote equity, the potential for greenhouse gas reductions, their alignment with City priorities, and other factors.

# Mitigation Strategies

These greenhouse gas mitigation strategies are designed to cover all sources of emissions from within the City, including transportation, energy, resource conservation, green community, and municipal operations. Although the sectors vary in the amount of emissions created, a comprehensive, broad-based set of strategies addressing all sectors will improve the effectiveness of the plan and increase co-benefits.

A series of **Prioritization Scores** were developed based on a number of factors including community impact, feasibility, GHG reductions, and projected cost and FTE requirements.

These scores indicate the relative importance of the action, 1 being the highest and 3 being the lowest, and can be found underneath each action description.

Important information and details on each action for each goal within each strategy and Focus Area are contained in the Appendices, found under separate cover.

- Appendix A: "What Can I Do Now?" guide
- Appendix B: CAAP Fact Sheet
- Appendix C: Glossary
- Appendix D: Actions List
- Appendix E: Technical Appendix
- Appendix F: Implementation Leads, Partners, Costs, and Funding Sources
- Appendix G: Implementation Timeline and KPIs
- Appendix H: Vulnerability Assessment



Transportation is the largest source of emissions within Los Altos (58% of all emission), therefore reducing fossil fuel vehicle travel is imperative. By increasing active transit and helping create a walkable and bikeable city, public health and social connectivity will be increased. The strategies and actions in this section are designed to make alternatives to single-occupant, fossil fuel trips easy, convenient, and

attractive to residents and visitors. The remaining vehicle travel, over time, will shift to a majority electric. Figure 17 describes the life cycle benefits of EVs.

As the City has set an aggressive VMT reduction target, participation by all community members will be required to achieve it.

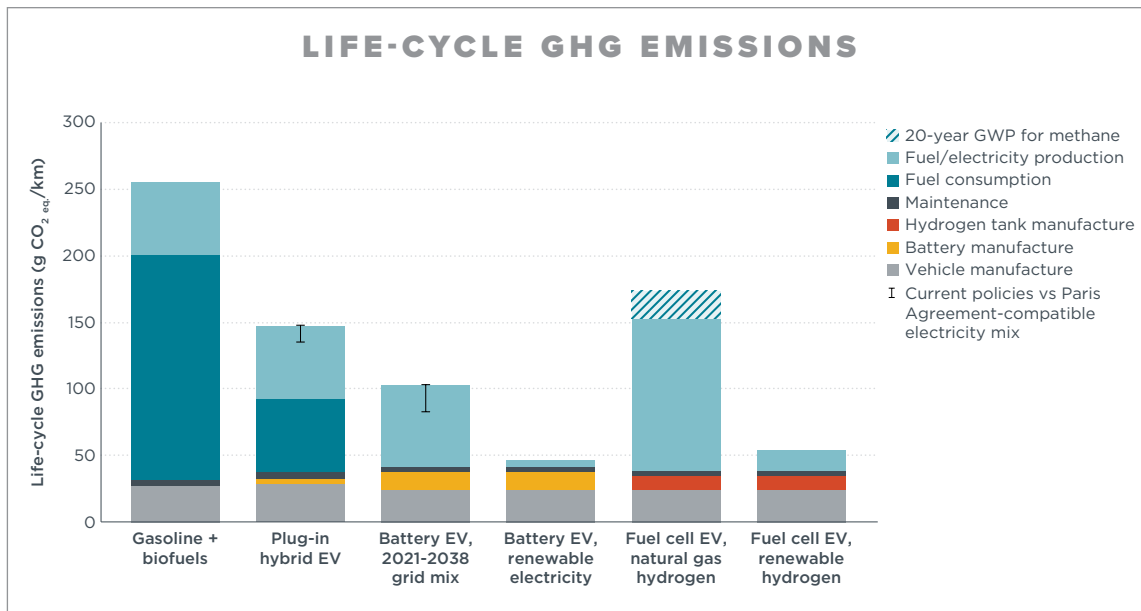
**STRATEGY 1**  
**Reduce Single-Occupancy Vehicle Travel**  
 Reduce community-wide fossil fuel SOV travel 20% from 2018 levels

**STRATEGY 2**  
**Electrify Transportation**  
 Increase EV component of all light duty vehicles in Los Altos to 80% by 2035

**STRATEGY 3**  
**Electrify Off-Road Mobile Sources**  
 Eliminate Off-Road fossil fuel engines



**CO-BENEFITS KEY**



**Figure 17** Life-cycle GHG emissions of passenger car segment gasoline ICEVs, PHEVs, BEVs, and FCEVs registered in the United States in 2021. Source: International Council on Clean Transportation, A Global Comparison of the Life-Cycle Greenhouse Gas Emissions of Combustion Engine and Electric Passenger Cars, pg. 33.

TRANSPORTATION



**GOAL 1.1** CREATE A WALKABLE AND BIKEABLE CITY

**ACTION**

**1.1 A** Fully implement the 2022 Complete Streets Master Plan by 2035 and make adjustments as needed to comply with VMT reduction objectives

Work closely with Complete Streets commission to fully implement the 2022 Complete Streets Master Plan by 2035, with a focus on specific measures to reduce VMT. Reassess the development of specific citywide protected bike corridors. Maintain and expand access to businesses while promoting slow streets with biking and walking access. Improve the safety and attractiveness of walking downtown through traffic calming, dedicated pedestrian trails and streets, accelerating the development of green downtown plazas, and other strategies. Fully implement all Safe Routes to School programs in the CSMP. Consider an ordinance to reduce speed limits.

**PRIORITY: 2**

**CO-BENEFITS:**  

**1.1 B** Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city

Establish Car-Free zones and one-way traffic Downtown and in other commercial and community areas to encourage non-vehicular travel. Expand sidewalk space and dedicate specific streets for pedestrian and cycling use only. Create safe, sheltered, outdoor areas for pedestrians and increase the number of bicycle racks for cyclists. Base development on 15-minute city principles.

**PRIORITY: 1**

**CO-BENEFITS:**   

**1.1 C** Develop and implement a new Parking Management Plan that supports strategic VMT reduction

Develop and implement a community-wide Parking Management Plan that reduces minimum requirements and sets upper limits on parking spaces for new development. Ensure the strategy is based on three principles: increasing dedicated EV and handicapped parking spaces in key commercial areas, reducing the parking footprint (turn into green space), and add specific drop-off and pick up zones at strategic locations. Plan for street and parking lot changes to accommodate conversion to passenger pick-up and drop-off stops at commercial and other public land use locations.

**PRIORITY: 1**

**CO-BENEFITS:**   

**1.1 D** Pilot shared bike, ebike, and scooter programs, and partner with adjacent cities to improve first/last mile options

Develop pilot bike, ebike and scooter sharing programs by 2025. Expand programs by 2030 based on lessons learned. Explore regulations to promote the safe and responsible operation of ebikes and scooters including issuing permits to private companies and designating dedicated parking spaces at key locations. Partner with adjacent cities to enable first/last mile travel shuttles to train stations/commuter hubs, including regional networks of ebike, scooter, shuttle, and Transit Network Company routes.

**PRIORITY: 2**

**CO-BENEFITS:**    

TRANSPORTATION



**GOAL 1.2** PROMOTE SMART GROWTH STRATEGIES

<b>ACTION</b>	
<p><b>1.2 A</b></p>	<p><b>Support Transit-Oriented Development</b></p> <p>Require increased residential and commercial density and diversity along main corridors and commercial areas, including affordable multi-family housing and mixed-use developments. Encourage Transit-Oriented Development along major bus routes within and outside of the City to attract new employers and better serve the daily needs of residents and employees. Set a target of at least a 20% increase in the percent of the city's population living in high-density Transit-Oriented Development by 2035. Integration with the City's Housing Element (ensure meeting RHNA commitments encourages high-density &amp; affordable housing in transit-accessible/walkable areas).</p> <p><b>PRIORITY: 1</b></p> <p><b>CO-BENEFITS:</b> </p>
<p><b>1.2 B</b></p>	<p><b>Encourage Live Near Work incentives</b></p> <p>Work with Los Altos employers and schools to develop a plan to provide affordable housing or rent assistance for employees to live close to work. Ensure new low-income and multi-use development is high density housing located no more than a 10-minute walk or bike ride from transit stops.</p> <p><b>PRIORITY: 1</b></p> <p><b>CO-BENEFITS:</b> </p>
<p><b>1.2 C</b></p>	<p><b>Promote Work From Home policies and infrastructure</b></p> <p>Require new multifamily residential developments with 10 or more units to provide Work From Home spaces. Support future conversion of commercial developments to residential uses as appropriate. Work with local Wi-Fi providers to expand coverage and speed.</p> <p><b>PRIORITY: 1</b></p> <p><b>CO-BENEFITS:</b> </p>

TRANSPORTATION



**GOAL 1.3** SUPPORT SHARED MOBILITY

**ACTION**

- 1.3 A** **Develop an electric shuttle program as an alternative to SOV travel**

**PRIORITY: 1**

**CO-BENEFITS:**

Work with local public and private organizations to develop an electric shuttle program for cross-town traffic, including "short hops" along main streets and key commercial areas. Explore autonomous options when the program is mature and expand as needed.
- 1.3 B** **Expand transit service, connectivity, and transit stop amenities**

**PRIORITY: 2**

**CO-BENEFITS:**

Engage with transportation partners like VTA to expand zero emission transit service in City limits. Explore the creation of shaded and green commuter amenities and increased bicycle parking in order to help promote a public transit culture. Develop a green mobility app that would allow users to check on EV shuttle routes and arrival times, see where available bikes and scooters are and potentially reserve directly on the app. Include VTA transit routes and schedule, location of EV chargers and whether they're free. Provide City funding or seek other funding sources to support these efforts.
- 1.3 C** **Require commercial Transportation Demand Management programs**

**PRIORITY: 2**

**CO-BENEFITS:**

Implement, mandate, enforce, actively promote, and use Transportation Demand Management strategies (TDM is defined as a set of strategies aimed at maximizing traveler choices). Require new nonresidential developments greater than 10,000 square feet or anticipated to include businesses with more than 50 employees to reduce VMT through TDM programs.
- 1.3 D** **Work with Los Altos School Districts to reduce VMT**

**PRIORITY: 3**

**CO-BENEFITS:**

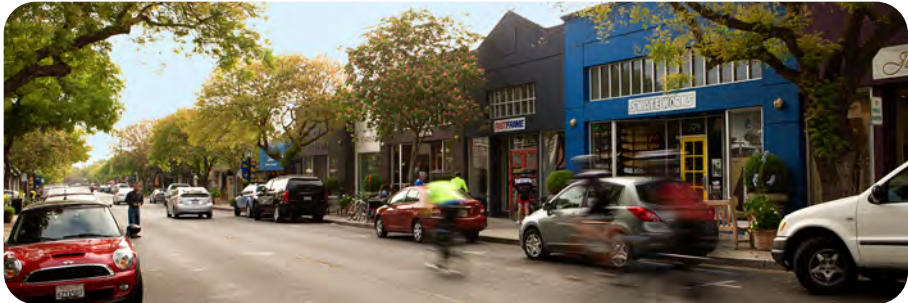
Support a rotating car-free day program at local schools and as part of other local events to raise awareness about school commute alternatives. Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related SOV commutes. Work with School Districts in Los Altos and surrounding cities (Mountain View, Palo Alto, Cupertino, Los Altos Hills) to encourage EV shuttle service for students living >1mile from their neighborhood schools.
- 1.3 E** **Develop and promote community carshare and carpool programs**

**PRIORITY: 2**

**CO-BENEFITS:**

Explore opportunities with carsharing companies to add or expand service in Los Altos. Develop a target number of shared cars available to individuals. Mandate that all shared vehicles be EV. Follow progress of shared autonomous vehicle testing regionally and consider developing ordinances and policies to guide shared AV use in City limits.




TRANSPORTATION






**GOAL 1.4** REACH 80% COMMUNITY-WIDE ELECTRIC VEHICLE ADOPTION BY 2035

- ACTION**
- 1.4 A** **Increase education and awareness of available EV resources and incentive programs**  
**PRIORITY: 2**

Increase the number of available Level 2 EV charging stations at businesses with >50 employees, multifamily homes of >10 units, and in commercial areas. Adopt an Electric Vehicle Supply Equipment Master Plan to identify the number and location of charging infrastructure needed.

**CO-BENEFITS:**   
  - 1.4 B** **Actively promote EV adoption and require EV-only parking**  
**PRIORITY: 1**



Negotiate a discount program with local car dealerships to offer rebates or other incentives to car buyers purchasing new or used EVs. Require businesses to set aside a percentage of parking spaces for EVs.

**CO-BENEFITS:**   



**GOAL 1.5** ACCELERATE COMMUNITY-WIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT SUFFICIENT TO SUPPORT 80% EVs

- ACTION**
- 1.5 A** **Increase the number of available Level 2 EV charging stations in workplace, commercial and multifamily areas**  
**PRIORITY: 2**




Increase the number of available Level 2 EV charging stations at businesses with >50 employees, multifamily homes of >10 units, and in commercial areas.

**CO-BENEFITS:**  
  - 1.5 B** **Create a citywide network of DC Fast Charging (DCFC) stations**  
**PRIORITY: 2**




Create a network of DC Fast Charging (DCFC) stations Downtown and in other commercial areas, as well as along major vehicle corridors. Set a 1-mile target for DCFC stations. Engage local gas stations to explore conversion to DCFC centers.

**CO-BENEFITS:**  
  - 1.5 C** **Expand the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates**  
**PRIORITY: 1**

Continue the current requirements for EV pre-wiring and Level 2 charging in new single-family development and extend to include large remodels and additions, and double the requirements for new multi-family and commercial development as part of future Reach Code updates.

**CO-BENEFITS:**   
  - 1.5 D** **Identify grants and incentives to install residential EV charging including DCFC, solar EV charging, and paired EV charging + battery storage systems**  
**PRIORITY: 2**

Identify grants and incentives available through State, federal, or local agencies that may be used to support solar EV charging and battery storage. Work with SVCE to expand existing EV resources and programs.

**CO-BENEFITS:**   



TRANSPORTATION



**GOAL 1.6** ELIMINATE OFF-ROAD FOSSIL FUEL ENGINES

**1.6 A**

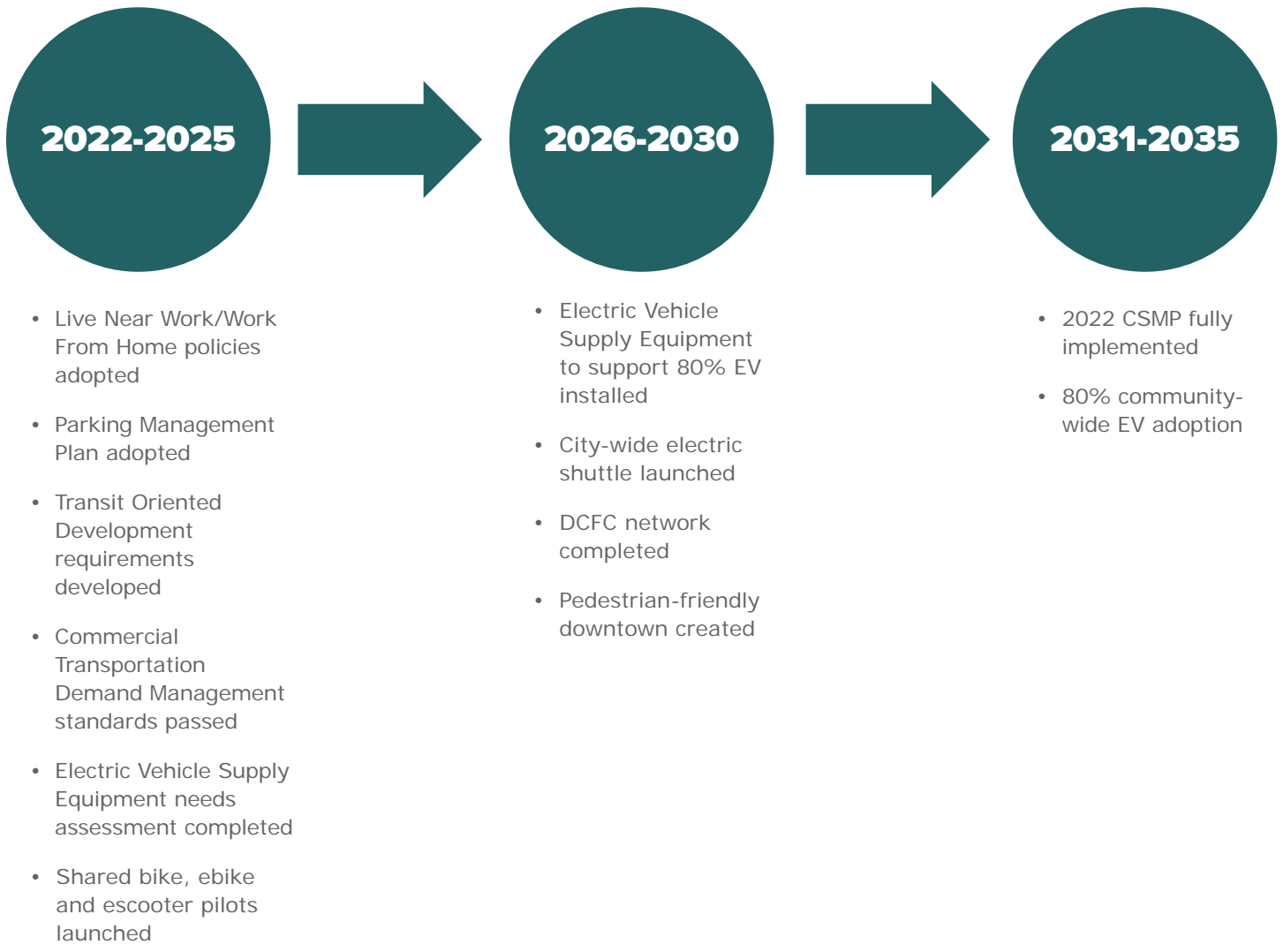
**ACTION**

**Phase out off-road fossil fuel engines**

Accelerate phase out small off-road fossil fuel engines such as landscaping equipment through bans, replacement ordinances, and/or incentives for electric alternatives. Work to reduce construction-related emissions. Form an Environmental Commission subcommittee to develop rules and/or ordinances.

**PRIORITY: 1**

**CO-BENEFITS:**

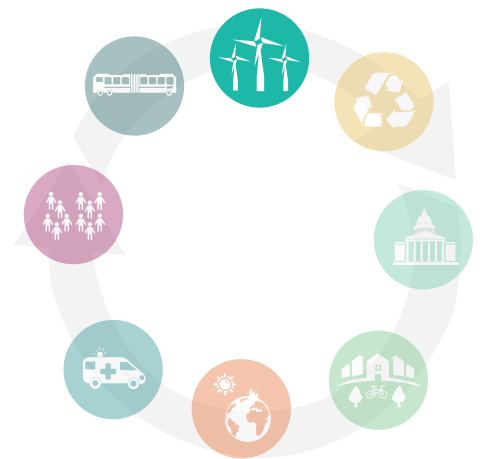


Energy is the second-largest source of emissions within Los Altos (39% of all emissions). As the City has a larger-than-average per-capita residential energy footprint, this represents an area of opportunity for the City. Since most residents use low- or zero-carbon electricity from Silicon Valley Clean Energy, the majority of emissions in this category are from methane gas use. Similar to the transportation sector, a shift from methane gas to clean electricity or alternative fuels will be necessary to meet the City's climate goals.

The strategies and actions in this section focus on improving community-wide energy efficiency,

increasing community solar and battery storage capacity, preventing new methane gas appliance and equipment installation, discouraging the use of methane gas in existing buildings, and ultimately replacing most or all methane gas appliances and equipment in existing buildings.

Electrifying transportation and buildings will increase electrical energy consumption in the near term but reduces GHG emissions as methane gas use is reduced. Over time, due to the increasing energy efficiency of electric vehicles and building equipment, electricity consumption will also be reduced.



**STRATEGY 1**  
**Reduce Emissions from Energy Consumption**

Reduce the amount of electricity and methane gas used in homes and businesses 20% by 2035

**STRATEGY 2**  
**Facilitate Building Decarbonization**

Reduce or eliminate methane gas use in homes and businesses by 2035

**STRATEGY 3**  
**Increase Solar Energy Production**

Facilitate the installation of new solar capacity and expand battery storage on new and existing buildings community-wide

**CO-BENEFITS KEY**



**COST EFFECTIVENESS**



**COMMUNITY BENEFITS**



**ECONOMIC BENEFITS**



**ALIGNS WITH STATE AND LOCAL POLICIES**



**PROMOTES EQUITY & CLIMATE JUSTICE**

ENERGY



**GOAL 2.1** ENCOURAGE ENERGY CONSERVATION MEASURES IN HOMES AND BUSINESSES

**ACTION**

**2.1 A** Support third party residential and commercial energy audits

Provide resources to support energy audits including listing of approved providers, listing of incentives programs, and other resources. Work with approved providers to perform energy audits.

**PRIORITY: 1**

**CO-BENEFITS:** 

**2.1 B** Increase residential and commercial energy efficiency

Develop a program to increase energy efficiency in existing residential buildings including wall and ceiling insulation, roof replacements, new ducting and windows, lighting upgrades, and outdoor amenities upgrades. Identify outside funding to perform upgrades identified in energy audits performed under action 2.1 A, and ensure eligible residents and businesses take advantage of all available energy efficiency incentive programs.

**PRIORITY: 1**

**CO-BENEFITS:** 

ENERGY



**GOAL 2.2** REQUIRE ALL-ELECTRIC NEW BUILDINGS AND MAJOR RETROFITS

**2.2 A**

**ACTION**

**Adopt evolving Reach Codes and expand to include large additions, and major remodels**

**PRIORITY: 1**

Adopt Reach Codes that go beyond Title 24 standards during every code cycle, including Zero Net Energy (ZNE) requirements. Expand new building codes to include large remodels.

**CO-BENEFITS:**


ENERGY





**GOAL 2.3** REDUCE OR ELIMINATE METHANE GAS USE IN EXISTING BUILDINGS BY INCREASING FUEL SWITCHING

**ACTION**



**2.3 A** **Accelerate residential HVAC replacements** Develop a program to replace methane gas HVAC (heating, ventilation, and air conditioning) units in existing residential buildings with electric alternatives. Require permits and enforce compliance for HVAC replacements. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for HVAC units. Adopt an ordinance making it mandatory to replace all methane gas HVAC units with electric alternatives by 2035, with exemptions for low-income residents and Seniors. Provide education and outreach to residents and property owners.

**PRIORITY: 1** **CO-BENEFITS:**  



**2.3 B** **Accelerate residential water heater replacements** Develop a program to replace methane gas hot water heaters in existing residential buildings with electric alternatives. Require permits and enforce compliance for water heater replacements. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for water heaters. Adopt an ordinance making it mandatory to replace all methane gas water heaters with electric alternatives by 2035, with exemptions for low-income residents and Seniors. Provide education and outreach to residents and property owners.

**PRIORITY: 1** **CO-BENEFITS:**  

**2.3 C** **Accelerate commercial HVAC replacements** Develop a program to replace methane gas HVAC units in existing commercial buildings with electric alternatives. Require permits and enforce compliance for HVAC replacements. Waive permit fees for electric HVAC units. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for HVAC units. Adopt an ordinance making it mandatory to replace methane gas HVAC units with electric alternatives by 2035.

**PRIORITY: 1** **CO-BENEFITS:**  

**2.3 D** **Accelerate commercial water heater replacements** Develop a program to replace methane gas hot water heaters in existing commercial buildings with electric alternatives. Require permits and enforce compliance for water heater replacements. Waive permit fees for electric water heaters. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for water heaters. Adopt an ordinance making it mandatory to replace methane gas water heaters with electric alternatives by 2035.

**PRIORITY: 1** **CO-BENEFITS:**  

ENERGY



GOAL 2.4 DISINCENTIVIZE METHANE GAS

2.4 A

ACTION

Establish a fee or penalty on the use of methane gas

Work with PG&E and community partners to develop or expand a fee on the use of methane gas within City limits. Set up a City-led Task Force in 2022 to lead this effort. Funds collected will be used to fund incentives for electric appliances adoption. Potential estimated funds available each year of at least \$500k.

PRIORITY: 2

CO-BENEFITS:

ENERGY



**GOAL 2.5** EXPAND COMMUNITY SOLAR AND BATTERY STORAGE

**ACTION**

**2.5 A**

**Increase community solar capacity**

Increase solar panel requirements in new construction from 4KWh to 6KWh minimum, and add solar panel requirement for large additions and remodels (>4KWh). Ensure residents and businesses are aware of and take advantage of incentive programs for solar panels.

**PRIORITY: 2**

**CO-BENEFITS:**  

**2.5 B**

**Adopt Net Zero Building requirements for new construction by 2030**

Adopt Net Zero Building requirements following New Building Institute guidelines by 2030. Add solar requirements sufficient to power Net Zero homes to future Reach Code updates. Encourage battery storage systems of 10 kW or more through promotion of incentive or rebate programs, educational campaigns, and/or pilot programs. Encourage participation in demand response programs to improve grid resiliency.

**PRIORITY: 1**

**CO-BENEFITS:**  





**2022-2025**

- Residential fuel switching program launched
- Solar requirements updated
- Residential and commercial energy efficiency resources developed
- City-led Task Force on methane gas fee or penalty formed and program implemented
- Ordinances in place to replace residential methane gas appliances upon burnout with equivalent electric ones

**2026-2030**

- Commercial fuel switching program launched
- Net Zero requirements for new construction adopted
- Fee on methane gas use passed
- Ordinances in place to replace commercial methane gas appliances upon sale or remodel with equivalent electric ones

**2031-2035**

- Energy use reduced community-wide by 20%
- Methane gas use eliminated or greatly reduced
- Ordinances in place to replace methane gas appliances upon sale or remodel with equivalent electric ones

**← REACH CODES UPDATED EVERY 3 YEARS →**

While waste disposal, water use, and operation of labor-saving equipment are all essential activities in the community, consuming and/or disposing of natural resources generates community GHG emissions. The effects of these activities can be reduced by diverting waste from

the landfill, conserving water, and promoting sustainable consumption patterns. The following strategies and actions identify the City’s goals in reducing the amount of resources consumed and disposed of.

**STRATEGY 1**  
**Reduce Consumption and Waste**

Increase landfill diversion, reduce water use, and promote sustainable lifestyles



**CO-BENEFITS KEY**



**COST EFFECTIVENESS**



**COMMUNITY BENEFITS**



**ECONOMIC BENEFITS**



**ALIGNS WITH STATE AND LOCAL POLICIES**











**PROMOTES EQUITY & CLIMATE JUSTICE**




RESOURCE CONSERVATION



**GOAL 3.1** DECREASE LANDFILL WASTE 15% AND ELIMINATE SINGLE-USE PLASTICS AND CONSTRUCTION WASTE BY 2035

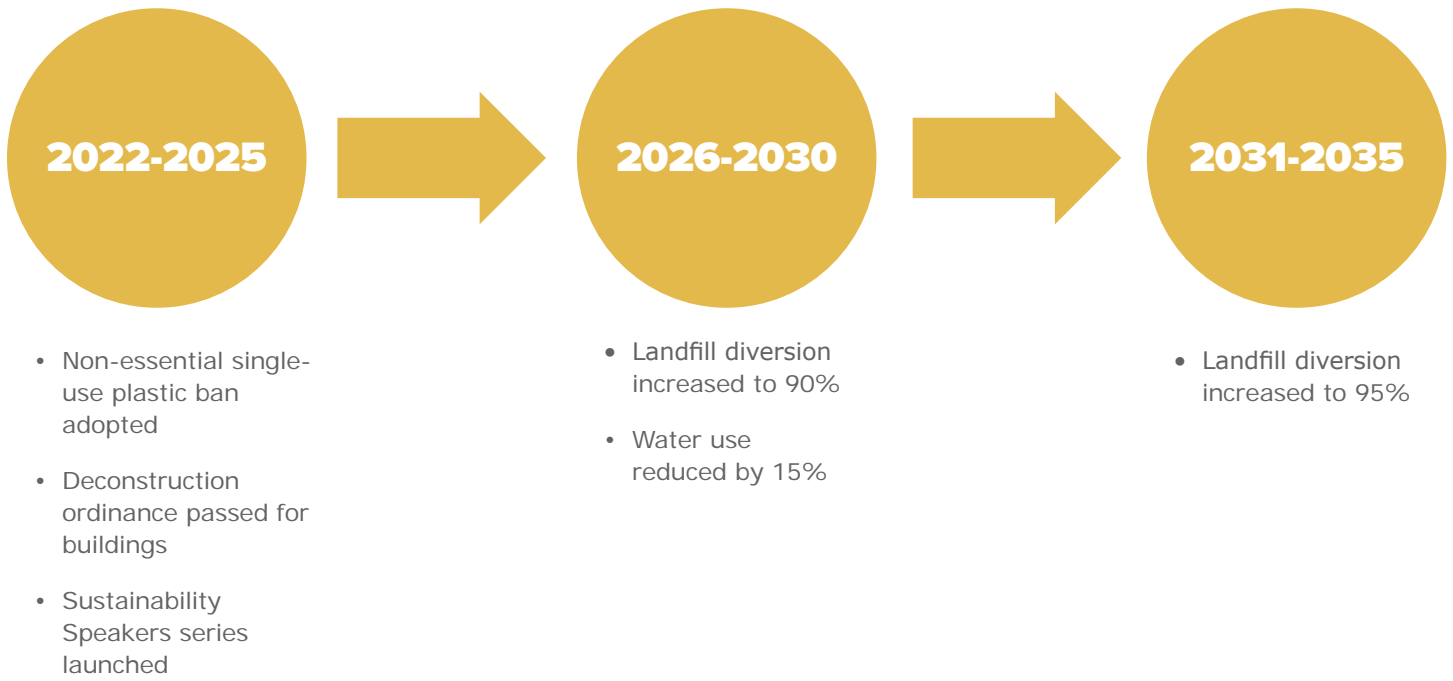
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|--------------|--|---|
| <b>3.1 A</b> | <b>ACTION</b><br><b>Increase the landfill diversion rate</b>             | Increase landfill diversion rate to 90% by 2030 and 95% by 2035, negotiated in the next Franchise Agreement. Launch an education and awareness campaign for residents and businesses to help promote best practices.  |
|              | <b>PRIORITY: 1</b>   | <b>CO-BENEFITS:</b>     |
| <b>3.1 B</b> | <b>Eliminate non-essential single-use plastics</b>                       | Adopt a new ordinance to eliminate non-essential single-use plastics and prioritize reusable foodware and utensils. Ensure all new single-use foodware and utensils are compostable per guidelines from the Franchise Waste Hauler.   |
|              | <b>PRIORITY: 1</b>   | <b>CO-BENEFITS:</b>     |
| <b>3.1 C</b> | <b>Reduce waste from demolition, construction and building materials</b> | Develop an ordinance requiring the deconstruction of old buildings instead of demolition and the recycling/re-use of materials. Provide incentives to builders for the use of environmentally friendly construction materials.  |
|              | <b>PRIORITY: 1</b>   | <b>CO-BENEFITS:</b>     |

**GOAL 3.2** REDUCE WATER USE 15% BY 2030

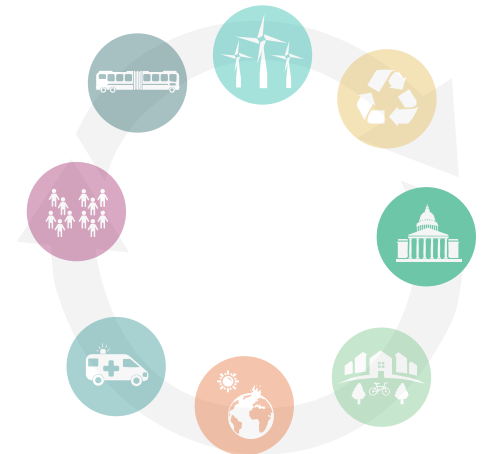
- |              |  |  |
|--------------|--|--|
| <b>3.2 A</b> | <b>ACTION</b><br><b>Increase community-wide water efficiency</b> | Increase education and awareness of water efficiency programs through Calwater and other organizations. Continue to support implementation of the 2015 UWMP through enforcement of the 2015 Model Water Efficient Landscape Ordinance. Develop an ordinance requiring conversion of grass lawns to low-water landscaping. Consider an update to the building code prohibiting new grass lawns. |
|              | <b>PRIORITY: 1</b>   | <b>CO-BENEFITS:</b>     |

**GOAL 3.3** PROMOTE A CIRCULAR ECONOMY

- |              |   |   |
|--------------|---|---|
| <b>3.3 A</b> | <b>ACTION</b><br><b>Promote sustainable food choices</b>    | Expand consumer education and awareness of sustainable and plant-based food choices through City media channels, speaker series, and other methods. Work with the current vendor to expand the farmers market into a year-round event. Work with local restaurants to increase organic, vegetarian, and farm-to-table menu options and reduce food waste.                   |
|              | <b>PRIORITY: 2</b>  | <b>CO-BENEFITS:</b>     |
| <b>3.3 B</b> | <b>Encourage responsible goods and services consumption</b> | Increase education & awareness of circular economy concepts, including responsible purchasing habits and the promotion of a Repair, Reuse, Recovery, and Refurbishment economy. Provide support and resources to help local businesses participate in green business programs.  |
|              | <b>PRIORITY: 2</b>  | <b>CO-BENEFITS:</b>    |



While City activities represent a small part of overall GHG emissions in the community, the Municipal Operations focus area is the City's opportunity to lead by example. Emissions reduction measures may also reduce the cost of City operations by decreasing energy, fuel, and other material consumption at City facilities.



**STRATEGY 1**  
Operate Sustainable Municipal Buildings

Increase efficiency, resiliency, and renewable energy at City-owned buildings and facilities

**STRATEGY 2**  
Reduce Municipal VMT

Reduce commute fossil fuel VMT and eliminate City fleet fossil fuel VMT

**STRATEGY 3**  
Promote Green Municipal Practices

Create and promote efficient practices

**STRATEGY 4**  
Integrate Climate Action and Adaptation into City Functions

Incorporate Climate Action and Adaptation into City Policy, Budget, Planning, & Internal Standards

**CO-BENEFITS KEY**



**COST EFFECTIVENESS**



**COMMUNITY BENEFITS**



**ECONOMIC BENEFITS**



**ALIGNS WITH STATE AND LOCAL POLICIES**



**PROMOTES EQUITY & CLIMATE JUSTICE**

MUNICIPAL OPERATIONS



**GOAL 4.1** REDUCE MUNICIPAL BUILDING ENERGY USE BY 30% BY 2035

4.1 A

**ACTION**

**Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades**

**PRIORITY: 2**

Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades focusing on energy-efficient lighting, motion sensors, appliances, and HVAC systems. Develop a 10-year phase-out program in which all existing methane gas appliances are replaced with comparable electric alternatives.

**CO-BENEFITS:**

**GOAL 4.2** INSTALL SOLAR AND BATTERY STORAGE AT CITY FACILITIES

4.2 A

**ACTION**

**Build new City buildings to Net Zero standards**

**PRIORITY: 1**

Ensure all new buildings are Net Zero and all-electric with solar panels, battery storage and electric efficient appliances. Align with CA Public Utilities Commission Zero Net Energy goals and definitions.

**CO-BENEFITS:**

4.2 B

**Develop battery storage options and evaluate microgrids for cost savings and resilience**

**PRIORITY: 2**

Install ground- or roof-mounted solar panels at select City buildings and facilities. Explore options, including local examples at fire stations, for microgrids capable of going into "island mode" and serving as resilience hubs during power outages.

**CO-BENEFITS:**

MUNICIPAL OPERATIONS



**GOAL 4.3** CONVERT 100% OF THE CITY'S FLEET TO ELECTRIC VEHICLES BY 2030

4.3 A

**ACTION**

**Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles**

Develop a phase-out schedule to replace all City-owned fleet vehicles with comparable electric versions by 2030. Conduct a feasibility study to determine the optimal number and location of municipal and public chargers at City facilities and properties, and install sufficient Level 2 charging to charge EV fleet and staff-owned EVs.

**PRIORITY: 1**

**CO-BENEFITS:**  

**GOAL 4.4** DEVELOP GUIDELINES FOR SUSTAINABLE EMPLOYEE COMMUTE AND BUSINESS TRAVEL

4.4 A

**ACTION**

**Improve City staff use of commute alternatives to single-occupant vehicles**

Increase options for commute alternatives, including information and materials that identify available transit and alternative transportation routes. Encourage staff to buy and use EVs through incentives, free charging at City facilities, and incentives for EV purchases.

**PRIORITY: 2**

**CO-BENEFITS:**  

4.4 B

**Expand Work From Home and flexible schedule policies**

Expand the current policy to facilitate alternative work schedule or telecommuting options for City staff to reduce daily commute trips. Evaluate flexible employee schedules that allow for at least 50% remote work while maintaining City hours of operation.

**PRIORITY: 1**

**CO-BENEFITS:**  

MUNICIPAL OPERATIONS



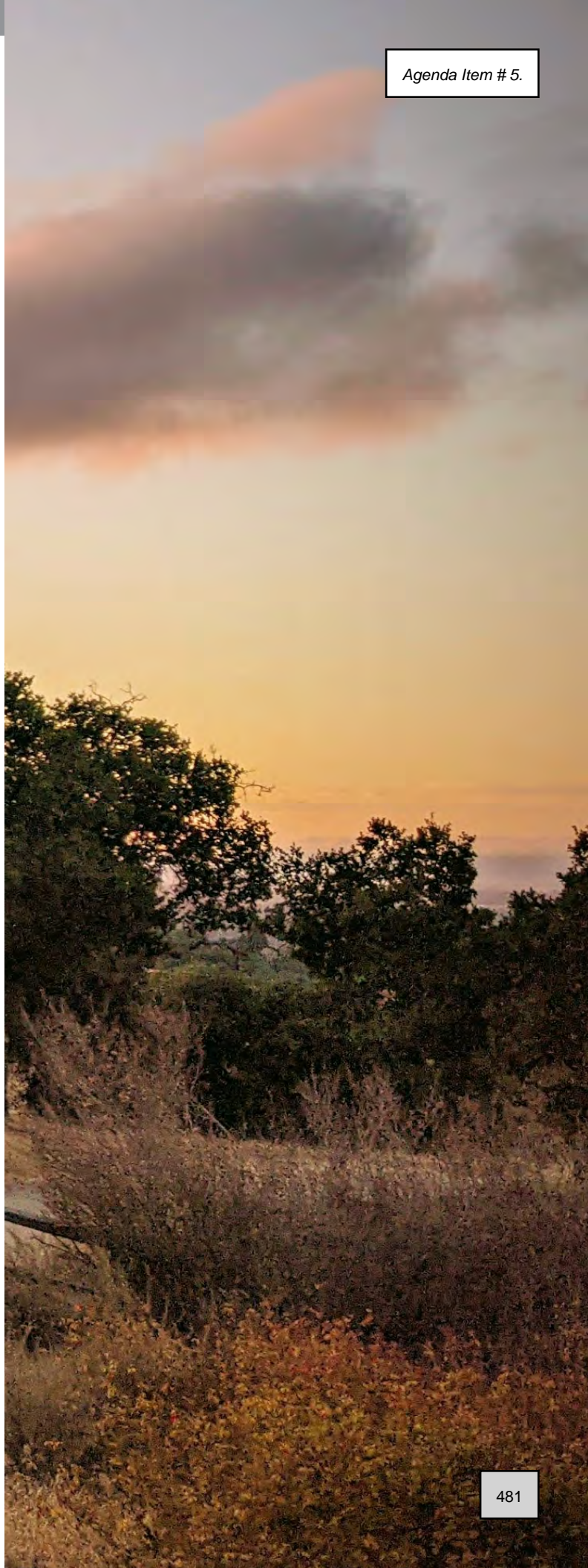
**GOAL 4.5** PROMOTE GREEN MUNICIPAL PRIORITIES

ACTION	
<p><b>4.5 A</b></p> <p><b>Adopt a zero-waste policy for City facilities and City-sponsored events</b></p> <p><b>PRIORITY: 1</b></p>	<p>Adopt a policy that requires City-owned buildings and facilities to be zero waste. Develop an action plan to eliminate waste through diversion and recycling. Work with event vendors and participants to eliminate waste at City-sponsored events.</p> <p><b>CO-BENEFITS:</b> </p>
<p><b>4.5 B</b></p> <p><b>Continue to allow virtual participation in public meetings</b></p> <p><b>PRIORITY: 2</b></p>	<p>Decrease community Vehicle Miles Traveled by continuing to allow virtual participation at all public meetings. Allow for public comment by virtual participants.</p> <p><b>CO-BENEFITS:</b>    </p>



# Cross-Cutting Strategies

These strategies address both the sources and impacts of climate change within Los Altos.



MUNICIPAL  
 OPERATIONS







**GOAL 4.6** INCORPORATE CLIMATE ACTION AND ADAPTATION INTO CITY POLICY, BUDGET, PLANNING, & INTERNAL STANDARDS



**ACTION**

- 4.6 A** Account for climate change in all new City projects


Establish an interdepartmental working group to integrate climate preparedness in planning, maintenance, and capital improvements through the development of work plans, screening of capital improvements, and cross-sector collaboration. Establish protocols for mitigating public health impacts from heat and air quality with regional agencies and partners.

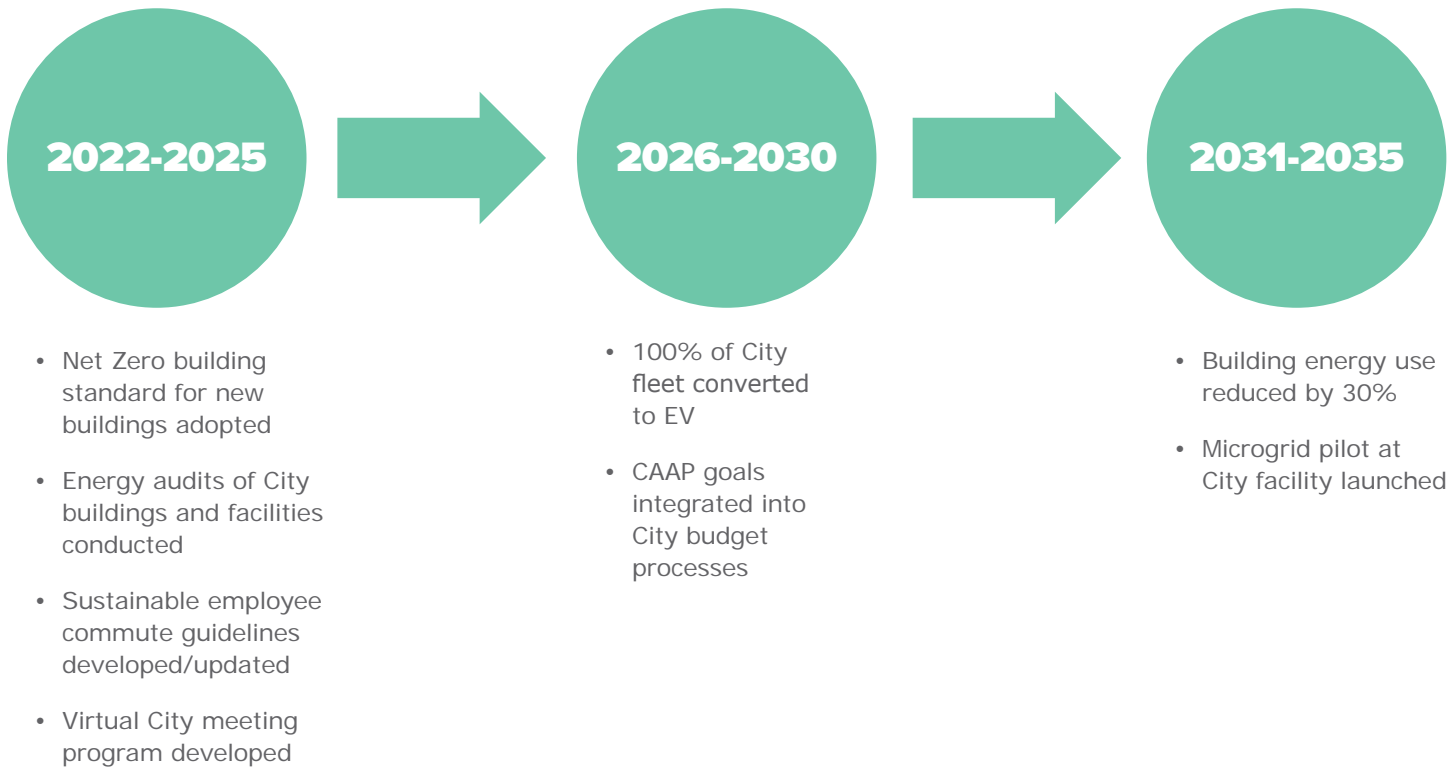
**PRIORITY: 1**      **CO-BENEFITS:**    
- 4.6 B** Incorporate climate preparedness into City programs, operations, and maintenance protocols

Ensure that maintenance reflects expected future climate conditions and variability and not historical climate data for all City buildings, facilities, structures, and infrastructure.

**PRIORITY: 1**      **CO-BENEFITS:**  
- 4.6 C** Integrate CAAP goals into City projects as an order of business

Integrate annual CAAP report goals during the budget review process at the direction of the City Manager. Plan to inventory City GHG emissions every two years using ClearPath and track against targets.

**PRIORITY: 1**      **CO-BENEFITS:** 



Many projects in Los Altos contribute to an improved quality of life by providing economic, social, and environmental benefits for the community. These projects also indirectly reduce GHG emissions.

While the measures and actions in this focus area identify only minor direct emissions reductions, they support the reduced energy or fuel consumption goals underlying numerous other CAAP strategies.

## STRATEGY 1 Develop Nature-Based Solutions

Favor and implement nature based solutions in the community



### CO-BENEFITS KEY



**COST  
EFFECTIVENESS**



**COMMUNITY  
BENEFITS**



**ECONOMIC  
BENEFITS**



**ALIGNS WITH  
STATE AND  
LOCAL POLICIES**



**PROMOTES  
EQUITY &  
CLIMATE  
JUSTICE**

GREEN COMMUNITY



**GOAL 5.1** EXPAND GREEN INFRASTRUCTURE AND IMPROVE WATER RESILIENCE

**ACTION**

5.1 A

**Create water-efficient buildings and landscapes**

Update building code to incentivize rainwater harvesting and greywater recycling. Install systems at municipal facilities. Develop resources to help residents purchase water-saving equipment, and encourage rainwater harvesting strategies. Adopt mandatory guidelines requiring a set of stormwater and greywater management features in new construction. Implement porous paving in parking lots and driveways, and other water percolation methods like bioswales to reduce stormwater runoff to streets. Utilize reissuance of City's National Pollution Discharge Elimination System (NPDES) permit starting July 2022 to lower threshold for regulation. Partner with local and global organizations to identify space and resources to enhance the natural environment and rural feel of the city.

**PRIORITY: 1**

**CO-BENEFITS:**

5.1 B

**Develop a partnership with the Regional Water Quality Control Plant to use recycled water from the plant**

Work with the Wastewater Treatment Plant to implement upgrades to increase the amount of recycled water production, add desalination and treatment to provide a drought resilient, potable water supply.

**PRIORITY: 3**

**CO-BENEFITS:**

**GOAL 5.2** SEQUESTER ALL REMAINING CARBON BY 2035

**ACTION**

5.2 A

**Increase urban tree canopy**

Set a goal of at least 10,000 new City trees by 2035. Develop a city-wide Urban Tree Master Plan.

**PRIORITY: 1**

**CO-BENEFITS:**

5.2 B

**Expand parks and natural wooded spaces**

Work with community partners to expand the number and size of parks and wooded spaces within City limits.

**PRIORITY: 2**

**CO-BENEFITS:**

5.2 C

**Pilot carbon farming opportunities**

Identify land to plant intensive urban forests following the Miyawaki Method. Explore opportunities to develop carbon farming pilots for carbon sequestration. Partner with local organizations with available greenspace.

**PRIORITY: 2**

**CO-BENEFITS:**

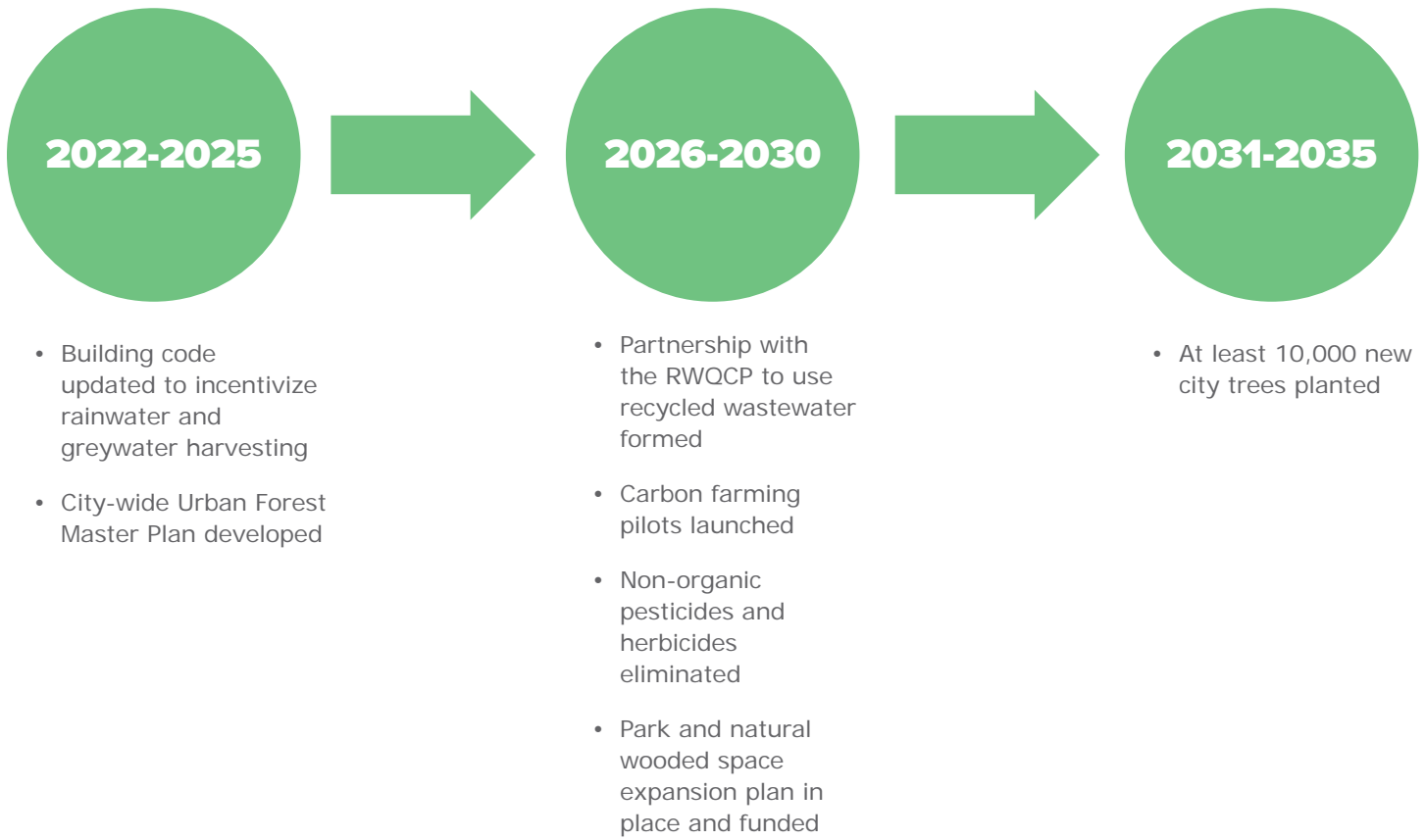
5.2 D

**Eliminate the use of non-organic pesticides and herbicides**

Ban the use of non-organic pesticides and herbicides throughout City green spaces. Develop education and incentivization programs for residents about use of alternatives to synthetic pesticides and herbicides. Develop organic community gardens, pollinator friendly planting programs and encourage bee farms in residents' gardens through partnerships with local organizations.

**PRIORITY: 1**

**CO-BENEFITS:**



The risk of flooding and extreme heat can be reduced by first understanding which areas of Los Altos are most likely to experience flooding and/or heat. Vegetation, pavements and other conditions at ground level influence both flood and heat risk. The city can't stop the rain or the heat, but it can magnify - or damper - their impacts.

**STRATEGY 1**  
**Understand and Reduce Physical Risk**  
 Reduce flood and heat risk



**CO-BENEFITS KEY**

**COST EFFECTIVENESS**

**COMMUNITY BENEFITS**

**ECONOMIC BENEFITS**

**ALIGNS WITH STATE AND LOCAL POLICIES**

**PROMOTES EQUITY & CLIMATE JUSTICE**

CLIMATE RISK



GOAL 6.1 REDUCE FLOOD RISK

ACTION

**6.1 A** Update city wide flood risk assessment and capital and policy recommendations

The hydraulic analyses that form FEMA's FIRM (Flood Insurance Rate Map) are decades old. Hire a company to perform hydraulic analyses of existing creek crossings and culverts to determine how many, if any, are undersized based on changing precipitation patterns (climate is typically based on 30-year data cycles). Replace/rebuild undersized culverts and creek crossings as needed. Work with FEMA to update the FIRMs.

PRIORITY: 3

CO-BENEFITS:

**6.1 B** Develop and implement comprehensive riparian ecosystem restoration plan and relevant floodplain management policies

Work with Valley Water to revitalize and restore creeks, learning from case studies like Adobe Creek Reach 5 Restoration. Restore the riparian ecosystem of creeks flowing through Los Altos, add managed ponds and dams to slow the flow of water, and increase percolation to the ground. Increase natural floodplain management through policies and education to establish "Buffer Zones" and limit new construction.

PRIORITY: 3

CO-BENEFITS:

**6.1 C** Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas

Implement porous paving in sidewalks, parking lots and driveways, and other water percolation methods like bioswales to reduce stormwater runoff to streets.

PRIORITY: 1

CO-BENEFITS:



CLIMATE RISK




GOAL 6.2 REDUCE HEAT RISK

ACTION

- 6.2 A** **Conduct heat study/ mapping to identify areas of Urban Heat Island**

**PRIORITY: 3**




**CO-BENEFITS:** 

Conduct heat study/mapping to identify areas of Urban Heat Island with capital and policy recommendations.

---

- 6.2 B** **Enact reflectivity standards for asphalt and ground level surfaces; enact reflectivity/green roof standards for roofs**

**PRIORITY: 2**




**CO-BENEFITS:**   

Require light-colored roofs and/or a minimum specified reflectance for commercial roofs when new or at replacement. Explore and implement guidelines to resurface streets and sidewalks with heat reflective surfaces.

---

- 6.2 C** **Promote alternative building cooling strategies; enact standards**

**PRIORITY: 2**

**CO-BENEFITS:**   

Promote alternative cooling strategies like shade trees, green roofs, and building awnings. Determine and enact standards for new buildings



# Adaptation Strategies

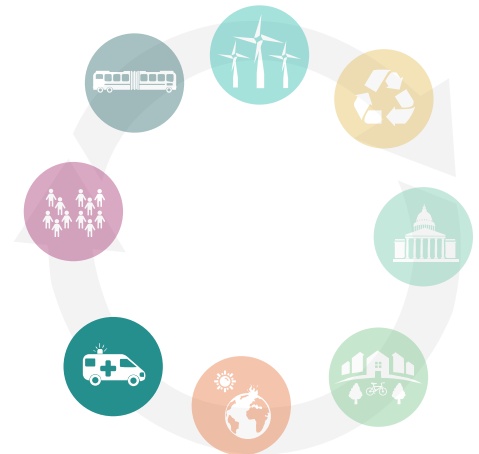
The adaptation strategies presented below are a range of programs, investments, studies, and policies to help Los Altos prepare for and adapt to changes in climate. Since the impacts of climate change are a combination of climate events (like heat and extreme storms) and their effect on the environment and people, some of the strategies reduce how climate events cause damaging impacts. For instance, strategies that provide more shade and means of cooling can help Los Altos adapt to increasing temperatures. Other strategies are meant to prepare Los Altos and its residents and businesses for a less certain future with climate emergencies and discomforts by creating safe resilience hubs that are protected when other pieces of infrastructure are rendered unusable.



Los Altos already prepares for earthquakes and other emergency situations. By integrating growing climate hazards into its planning, the City can be prepared for these new emergencies.

**STRATEGY 1**  
 Integrate Adaptation Into  
 Emergency Preparedness  
 and Response

Ensure public safety during extreme heat, wildfire, and unhealthy air events



**CO-BENEFITS  
 KEY**

**COST  
 EFFECTIVENESS**

**COMMUNITY  
 BENEFITS**

**ECONOMIC  
 BENEFITS**

**ALIGNS WITH  
 STATE AND  
 LOCAL POLICIES**

**PROMOTES  
 EQUITY &  
 CLIMATE  
 JUSTICE**

EMERGENCY  
 MANAGEMENT



**GOAL 7.1** ENSURE SAFETY  
 DURING EXTREME  
 HEAT

**ACTION**

**7.1 A**

**Develop temperature/heat safety protocols for outdoor work. Determine education and enforcement mechanisms**

Adjust construction policies to allow extended work hours (earlier or later than usual) to avoid peak daytime heat. Adjust/extend construction hours in Ordinance 6.16 Noise Control, Section 70 Prohibited Acts during heat waves to avoid peak daytime heat. Work with community groups and residents to determine best methods of outreach and communication with outdoor workers. Educate employers and workers about existing worker rights and protections and ways to protect outdoor workers from the effects of extreme heat

**PRIORITY: 2**

**CO-BENEFITS:**   

**7.1 B**

**Adjust/extend park and public facility hours during heat waves**

Adjust park facility hours to discourage active recreation during peak periods and extend open hours to early morning/late evening. Develop community cooling centers at City and non- City sites. Ensure temporary shade structures are provided for community events.

**PRIORITY: 1**

**CO-BENEFITS:**  

**7.1 C**

**Expand public drinking fountains/refillable water stations**

Locate at bus stops, Downtown shopping areas, trailheads, community centers, and sport courts/fields.

**PRIORITY: 2**

**CO-BENEFITS:** 

EMERGENCY MANAGEMENT



**GOAL 7.2** ENSURE SAFETY DURING WILDFIRES AND UNHEALTHY AIR EVENTS

**ACTION**

**7.2 A**

**Update wildfire warning and evacuation protocols**

**PRIORITY: 1**

Ensure existing alert systems and safety measures are updated to address increasing climate risk and vulnerable, not easily mobile populations.

**CO-BENEFITS:**  

**7.2B**

**Develop an early warning system for air quality alerts**

**PRIORITY: 2**

Partner with regional agencies to make wildfire and air quality prediction data widely used and accessible to all, including through an early warning system. If not feasible, develop Los Altos-specific warning system based on available and accessible data.

**CO-BENEFITS:**  

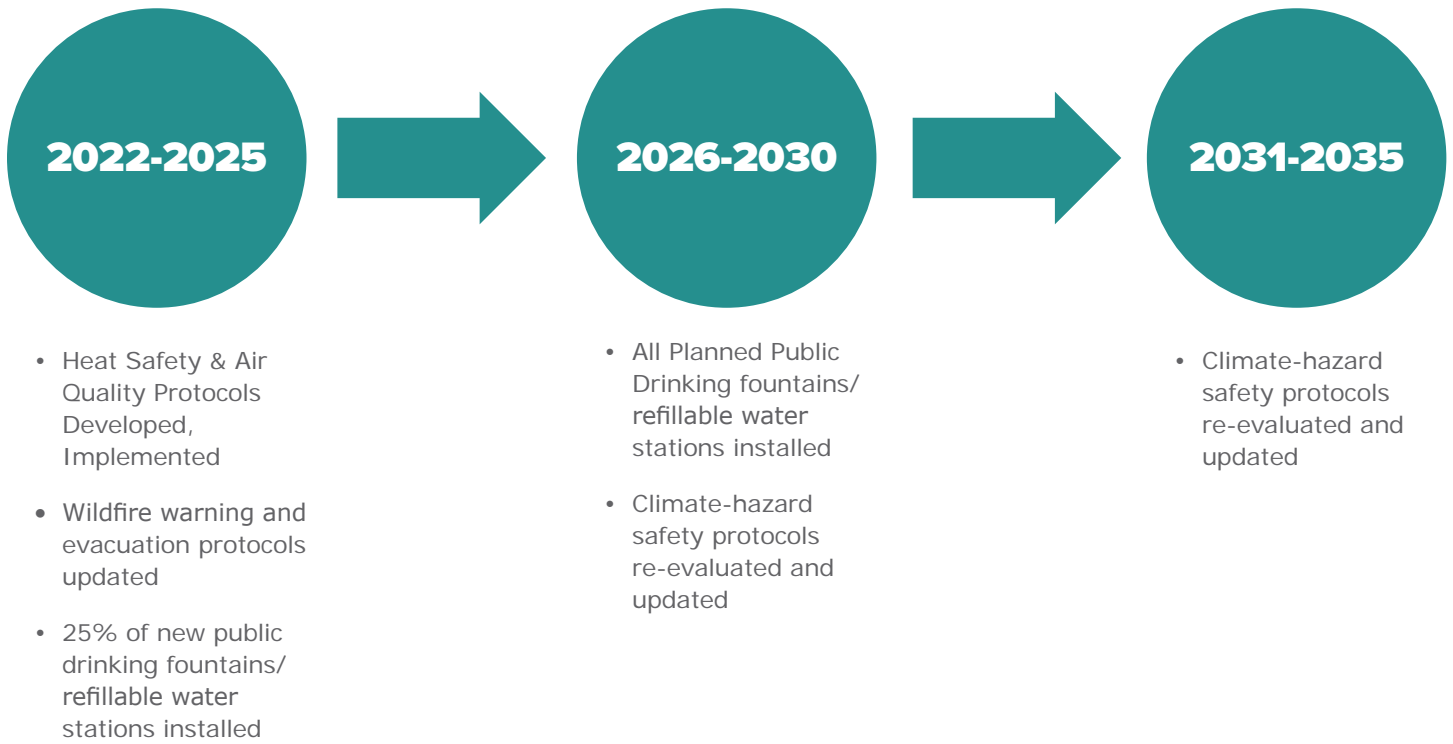
**7.2C**

**Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations**

**PRIORITY: 1**

Two-pronged strategy to retrofit and/or install air filtration systems on resilience hubs, schools, and other facilities. Separately, provide face masks to filter air for outdoor workers and other vulnerable populations who need to be outdoors before and during bad-air-quality days.

**CO-BENEFITS:**  



Like changes with emergency preparedness, Los Altos needs to find new ways to communicate with and ensure the comfort and safety of its residents. Since not every home, business, and government building

can be made completely safe and operational during extreme weather, Los Altos needs to create or enhance the capacity of existing buildings to shelter groups of residents.

**STRATEGY 1**  
**Educate and Protect Residents**

Increase public health and resilience



**CO-BENEFITS KEY**

**COST EFFECTIVENESS**

**COMMUNITY BENEFITS**

**ECONOMIC BENEFITS**

**ALIGNS WITH STATE AND LOCAL POLICIES**

**PROMOTES EQUITY & CLIMATE JUSTICE**



RESILIENT COMMUNITY



GOAL 8.1 ESTABLISH RESILIENCE HUBS

8.1 A

ACTION

Identify, fund, and prepare existing and new public facilities to serve as resilience hubs

Conduct interviews with facility staff to determine their resilience to extreme heat, power outages, floods, and poor air quality. Compile and analyze to help prioritize investments and coordination. Identify suitable locations for/upgrade evacuation centers to serve as resilience hubs, safe zones, cooling centers, etc., depending on the event, with the capabilities to provide disaster assistance.

PRIORITY: 2

CO-BENEFITS:

GOAL 8.2 IDENTIFY AND PROTECT VULNERABLE COMMUNITY MEMBERS

8.2 A

ACTION

Develop outreach to and comprehensive care strategy for vulnerable populations

Conduct survey of and outreach to vulnerable populations (e.g. isolated seniors, outdoor workers, long-term care residents) and the people and institutions that care for them. Collaborate with community-based organizations to develop an inventory of locations with isolated seniors and develop a plan for a social support network during heat waves, bad air quality days, and other emergencies. Plan should include orders of assistance, including temporarily moving vulnerable populations to and from resilience hubs.

PRIORITY: 2

CO-BENEFITS:

GOAL 8.3 IMPROVE CLIMATE LITERACY AND RISK UNDERSTANDING

8.3 A

ACTION

Update Community Emergency Response Training (CERT) to include growing climate hazards

Form partnerships with neighborhood-based organizations and businesses to develop Neighborhood Resilience Hub programs and prepare residents and respond to climate change. Develop community outreach and engagement materials.

PRIORITY: 1

CO-BENEFITS:

8.3 B

Launch a Community Climate Action Grant

Establish an annual micro-grant program to support local citizen-led projects and programs that will reduce emissions, adapt to climate change and enhance equity.

PRIORITY: 2

CO-BENEFITS:



# Priority Actions by Focus Area

## TRANSPORTATION

- **1.1 B** Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city
- **1.1 C** Develop and implement a new Parking Management Plan that supports strategic VMT reduction
- **1.2 A** Support Transit-Oriented Development
- **1.2 B** Encourage Live Near Work incentives
- **1.2 C** Promote Work From Home policies and infrastructure
- **1.3 A** Develop an electric shuttle program as an alternative to SOV travel
- **1.4 B** Actively promote EV adoption and require EV-only parking
- **1.5 C** Expand the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates
- **1.6 A** Phase out off-road fossil fuel engines such as landscaping equipment

## ENERGY

- **2.1 A** Support third party residential and commercial energy audits
- **2.1 B** Increase residential and commercial energy efficiency
- **2.2 A** Adopt evolving Reach Codes and expand to include large additions and major remodels
- **2.3 A** Accelerate residential HVAC replacements
- **2.3 B** Accelerate residential water heater replacements
- **2.3 C** Accelerate commercial HVAC replacements
- **2.3 D** Accelerate commercial water heater replacements
- **2.5 B** Adopt Net Zero Building requirements for new construction by 2030

## RESOURCE CONSERVATION

- **3.1 A** Increase the landfill diversion rate
- **3.1 B** Eliminate non-essential single-use plastics
- **3.1 C** Reduce waste from demolition, construction and building materials
- **3.2 A** Increase community-wide water efficiency

## MUNICIPAL OPERATIONS

- **4.2 A** Build new City buildings to Net Zero standards
- **4.3 A** Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles
- **4.4 B** Develop Work From Home and flexible schedule policies
- **4.5 A** Adopt a zero-waste policy for City facilities and City-sponsored events
- **4.6 A** Account for climate change in all new City projects
- **4.6 B** Incorporate climate preparedness into City programs, operations, and maintenance protocols
- **4.6 C** Integrate CAAP goals into City projects as an order of business

## GREEN COMMUNITY

- **5.1 A** Create water-efficient buildings and landscapes
- **5.2 A** Increase urban tree canopy
- **5.2 D** Eliminate the use of non-organic pesticides and herbicides

## CLIMATE RISK

- **6.1 C** Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas

## EMERGENCY MANAGEMENT

- **7.1 B** Adjust/extend park and public facility hours during heat waves
- **7.2 A** Update wildfire warning and evacuation protocols
- **7.2 C** Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations

## RESILIENT COMMUNITY

- **8.3 A** Update Community Emergency Response Training (CERT) to include growing climate hazards

# Implementing the CAAP

# Implementing the CAAP

## TIMELINE AND IMPLEMENTATION TOOLS

Implementation will be overseen by the Department of Community Development, but rely on other departments, as well as NGOs, businesses, and members of the public. Implementing the plan’s strategies and actions will depend in part on the leadership of City government and the specifics of each action. Sustainability and adaptation are inherently wide

ranging and not every action can be implemented at once.

Actions geared toward municipal operations can be started immediately. Other actions like policies and regulations involve City staff time “up front,” but in the long run instead rely on the activity of the private sector. Still other actions including capital investments involve a common series of steps from project scoping, fundraising and procurement,

to planning, design, and construction. Figure 18 displays the steps and circular nature of the mainstreaming of climate investments.

Although actions may have different milestones to completion and benchmarks of success, they can all benefit from monitoring and reporting, which allow implementation to be evaluated and tracked by City departments, elected officials, and the public.

## MAINSTREAMING CLIMATE INVESTMENTS

### MAINTENANCE

- Consider climate impacts when restoring and retrofitting infrastructure assets.
- Assess opportunities for resilience and risk mitigation.

### OPERATIONS

- Evaluate vulnerabilities to climate impacts including disaster events.
- Develop plan to adapt operations.

### PROCUREMENT & CONSTRUCTION

- Select climate-resilient building methods and materials.



### PLANNING & FINANCE

- Integrate climate projections into needs assessments.
- Use systems thinking to address multiple needs and maximize funding options.
- Engage vulnerable populations.
- Minimize GHG emissions from operations.

### DESIGN

- Ensure design parameters reflect adaptation to changing climate impacts.
- Evaluate and maximize multiple benefits.

Source: Adapted from Jamesine Rogers Gibson, *Built to Last Challenges and Opportunities for Climate- Smart Information in California*, Union of Concerned Scientists, November 2017.

Figure 18 Mainstreaming climate investments

# Implementing the CAAP

## CONTINUED

Actions that are new capital investments and program updates and expansions will require new funding, in some cases to support new staff or hire private entities. Meanwhile, integration and interagency coordination will be needed to address climate change requiring low-cost changes to City planning, budgeting, operations, and programs. At minimum, the CAAP goals should be integrated into future iterations of the following plans:

- **Los Altos General Plan, Natural Environment and Hazards Element, and Housing Element**
- **Capital Improvements Plan**
- **Emergency Operations Center Plan/Manual**
- **Santa Clara County Hazard Mitigation Plan - Los Altos Annex**
- **Downtown Vision Plan**
- **Complete Streets Master Plan**

The CAAP will also need community support and broad-based partnerships to be effectively implemented. Stakeholder groups should be addressed across the board, from youth to our Seniors. A non-exhaustive list of stakeholders that should be considered for the process include:

- **GreenTown Los Altos**
- **Los Altos Chamber of Commerce**
- **Los Altos High School Green Team**
- **Los Altos Village Association**
- **Los Altos Mountain View Community Foundation**

In addition, public-private partnerships should be evaluated.

Businesses and those who invest in the City should understand the benefits that the actions in the CAAP could bring them. Support in terms of time and resources will be needed, and changes in lifestyle and behavior may be necessary. Not everything will necessarily be easy or work perfectly the first time, and sustained energy and perseverance will be important.

It will also be important to maintain flexibility in implementing the CAAP. As technologies, business models, and political will at various levels of government evolve, Los Altos will need to remain flexible in when and how it implements the actions in this plan. As costs and feasibility change, the City will periodically evaluate and adjust course as necessary.

Similarly, as progress towards key targets is tracked the City may need to scale up or down its efforts depending on the results observed. The City should update the CAAP in 2025 and 2030, and report every two years on greenhouse gas emissions and progress towards goals. For monitoring and evaluation of adaptation actions, the City should conduct a debrief within one year of all hazardous events such as floods, wildfires, and air pollution and adjust actions as necessary based on those findings.

Unlike mitigation, there are no universal metrics, targets, or measurement systems for adaptation. This is in part because climate mitigation has global benefits, while adaptation actions produce local benefits. It is also because there is no system to measure baseline adaptation.

Instead, Appendix G lays out when actions can be expected to be completed and describes metrics for measuring progress.

### BUDGET

Costs or cost ranges were estimated for the implementation of each action and can be found in Tables 6-8. Based on these estimates, a total of approximately \$14,981,000 will be needed to implement all mitigation actions, including approximately \$4.1M between 2022-2025, \$5.4M between 2026-2030, and \$5.0M between 2031-2035. As quality data on adaptation actions was unavailable, cost ranges were used for adaptation and some cross-cutting actions. In addition, it's estimated that 2 new FTE will need to be added between 2022-2025, 2026-2030, and 2031-2035. Some costs will fall under other plan implementations budgets, such as those for the 2022 Complete Streets Master Plan implementation.

The cost of inaction is much higher. In addition, investments in sustainability and clean infrastructure reduce costs for homeowners and businesses, promote growth in local jobs and the economy, and reduce recovery costs from climate-related disasters.

A number of tools and resources are provided in the next sections below to help the City take advantage of existing funding streams. By leveraging existing and future funding streams, costs to the City, residents, and businesses can be substantially reduced.

**MITIGATION BUDGET**

Focus Area	Action #	Action	Estimated cost	Funding source(s)
Transportation	1.1 A	Fully implement the 2022 Complete Streets Master Plan by 2035 and make adjustments as needed to comply with VMT reduction objectives	n/a (costs included in CSMP implementation budget)	Caltrans U.S. DOT Calbike
	1.1 B	Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city	\$215,000	BAAQMD Caltrans
	1.1 C	Develop and implement a new Parking Management Plan that supports strategic VMT reduction	\$400,000	BAAQMD
	1.1 D	Pilot shared bike, ebike, and scooter programs, and partner with adjacent cities to improve first/last mile options	\$135,000	
	1.2 A	Support Transit-Oriented Development	\$300,000	Metropolitan Transportation Commission
	1.2 B	Encourage Live Near Work incentives	\$380,000	
	1.2 C	Promote Work From Home policies and infrastructure	\$110,000	
	1.3 A	Develop an electric shuttle program as an alternative to SOV travel	\$250,000	BAAQMD Caltrans Caltrans
	1.3 B	Expand transit service, connectivity, and transit stop amenities	\$140,000	Metropolitan Transportation Commission
	1.3 C	Require commercial Transportation Demand Management programs	\$650,000	
	1.3 D	Work with Los Altos School Districts to reduce VMT	\$200,000	
	1.3 E	Develop and promote community carshare and carpool programs	\$5,000	
	1.4 A	Increase education & awareness of available EV resources and incentive programs	\$15,000	
	1.4 B	Actively promote EV adoption and require EV-only parking	\$160,000	Silicon Valley Clean Energy (technical assistance) CARB U.S. DOT
	1.5 A	Increase the number of available Level 2 EV charging stations in workplace, commercial and multifamily areas	\$140,000	CA Energy Commission U.S. DOE
	1.5 B	Create a citywide network of DC Fast Charging (DCFC) stations	\$1,350,000	CA Energy Commission U.S. DOE
	1.5 C	Double the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates	\$10,000	
	1.5 D	Identify grants and incentives to install residential EV charging including DCFC, solar EV charging, and paired EV charging + battery storage systems	\$50,000	Silicon Valley Clean Energy (informational resource)
	1.6 A	Phase out off-road fossil fuel engines such as landscaping and construction equipment	\$150,000	

Table 6 Mitigation Budget

**MITIGATION BUDGET TABLE CONTINUED**

Focus Area	Action #	Action	Estimated cost	Funding source(s)
Energy	2.1 A	Support 3rd party residential and commercial energy audits	\$900,000	PG&E PG&E BayREN Santa Clara County
	2.1 B	Increase residential and commercial energy efficiency	\$63,000	BRACE Grants U.S. Dept. of Energy CA Public Utilities Commission
	2.2 A	Adopt evolving Reach Codes and expand to include large additions and major remodels	\$10,000	
	2.3 A	Accelerate residential HVAC replacements	\$305,000	Silicon Valley Clean Energy BayREN EPA CA Energy Commission
	2.3 B	Accelerate residential water heater replacements	\$305,000	BayREN
	2.3 C	Accelerate commercial HVAC replacements	\$305,000	BayREN
	2.3 D	Accelerate commercial water heater replacements	\$305,000	BayREN
	2.4 A	Establish a fee or penalty on the use of methane gas	\$130,000	
	2.5 A	Increase community solar capacity	\$65,000	Silicon Valley Clean Energy CA Energy Commission
	2.5 B	Adopt Net Zero Building requirements for new construction by 2030	\$65,000	
Resource	3.1 A	Increase the landfill diversion rate	\$20,000	
	3.1 B	Eliminate non-essential single-use plastics	\$10,000	
	3.1 C	Reduce waste from demolition, construction and building materials	\$63,000	
	3.2 A	Increase communitywide water efficiency	\$100,000	CalWater
	3.3 A	Promote sustainable food choices	\$130,000	
	3.3 B	Encourage responsible goods & services consumption	\$130,000	
Municipal Operations	4.1 A	Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades	\$600,000	
	4.2 A	Build new City buildings to Net Zero standards	\$10,000	California Energy Commission
	4.2 B	Develop battery storage options and evaluate microgrids for cost savings and resilience	\$2,200,000	
	4.3 A	Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles	\$700,000	BAAQMD
	4.4 A	Improve City staff use of commute alternatives to single-occupant vehicles	\$75,000	
	4.4 B	Expand Work From Home and flexible schedule policies	\$5,000	
	4.5 A	Adopt a zero-waste policy for City facilities and City-sponsored events	\$5,000	
	4.5 B	Continue to allow virtual participation in public meetings	<\$50k	

Table 6 Mitigation Budget (continued from page 80)



**CROSS-CUTTING BUDGET**

Focus Area	Action #	Action	Estimated cost	Funding source(s)	
Municipal Operations	4.6 A	Account for climate change in all new City projects	<\$50k		
	4.6 B	Incorporate climate preparedness into City programs, operations, and maintenance protocols	<\$50k		
	4.6 C	Integrate CAAP goals into City projects as an order of business	<\$50k		
Green Community	5.1 A	Create water-efficient buildings and landscapes	\$65,000	Water Resources Control Board Valley Water	
	5.1 B	Develop a partnership with the Regional Water Quality Control Plant to use recycled water from the plant	\$50-\$500k	Natural Resources Agency	
	5.2 A	Increase urban tree canopy	\$3,650,000	CA Natural Resources Agency CAL FIRE CA ReLeaf	
	5.2 B	Expand parks and natural wooded spaces	>\$500k	CA Natural Resources Agency CAL FIRE CA ReLeaf	
	5.2 C	Pilot carbon farming opportunities	\$100,000		
	5.2 D	Eliminate the use of non-organic pesticides and herbicides	\$5,000		
	Climate Risk	6.1 A	Update city wide flood risk assessment and capital and policy recommendations	Cost for analysis likely to be \$50,000 - \$500,000. Design/construction order of magnitude more.	FEMA/Cal Offices of Emergency Services
		6.1 B	Develop and implement comprehensive riparian ecosystem restoration plan and relevant floodplain management policies	\$50-\$500k	Department of Water Resources Wildlife Conservation Board
6.1 C		Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas	\$1.5 M to construct systems to manage 5 acres of runoff/5 year period, beyond what is already funded	Natural Resources Agency Wildlife Conservation Board Water Resources Control Board	
6.2 A		Conduct heat study/mapping to identify areas of Urban Heat Island	<\$50k	Office of Planning and Research	
6.2 B		Enact reflectivity standards for asphalt and ground level surfaces; enact reflectivity/green roof standards for roofs	<\$50k	California Transportation Commission	
6.2 C		Promote alternative building cooling strategies; enact standards	<\$50k	California Energy Commission	

Table 7 Cross-Cutting Budget

**ADAPTATION BUDGET**

Focus Area	Action #	Action	Estimated cost	Funding source(s)
Emergency Management	7.1 A	Develop temperature/heat safety protocols for outdoor work. Determine education and enforcement mechanisms.	\$50-\$500k	Office of Planning and Research
	7.1 B	Adjust/extend park and public facility hours during heat waves	<\$50k	
	7.1 C	Expand public drinking fountains/refillable water stations	\$50-\$500k	
	7.2 A	Update wildfire warning and evacuation protocols	\$50-\$500k	Public Information Officer
	7.2 B	Develop an early warning system for air quality alerts	\$50-\$500k	Office of Planning and Research
	7.2 C	Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations	\$50-\$500k	
Resilient Community	8.1 A	Identify, fund, and prepare existing and new public facilities to serve as resilience hubs	\$50-\$500k	Office of Planning and Research
	8.2 A	Develop outreach to and comprehensive care strategy for vulnerable populations.	\$50-\$500k	Office of Planning and Research
	8.3 A	Update Community Emergency Response Training (CERT) to include growing climate hazards	<\$50k	Office of Planning and Research
	8.3 B	Launch a Community Climate Action Grant	<\$50k	

Table 8 Adaptation Budget

# Implementing the CAAP

## CONTINUED

### IMPLEMENTATION TOOLS

The City has several tools at its disposal to help implement the CAAP. Some are less costly and take longer to develop, yet provide long-term benefits in the form of partnerships and engagement. Others, like innovative funding or financing options, are more costly and can provide immediate impact. The City will consider the following tools in CAAP implementation:

#### Form Relationships, then

**Alliances:** By developing relationships with a broad base of community partners, the City can reduce its risk and help gain public support and trust. The relationships can be built into alliances that can be used as testing grounds for pilot projects. The City will consider developing relationships with organizations such as:

- ▶▶▶ The David & Lucile Packard Foundation
- ▶▶▶ Stanford Healthcare
- ▶▶▶ Silicon Valley Clean Energy
- ▶▶▶ PG&E
- ▶▶▶ Santa Clara Valley Transportation Authority
- ▶▶▶ Santa Clara County
- ▶▶▶ Valley Water
- ▶▶▶ Acterra
- ▶▶▶ Metropolitan Transportation Commission
- ▶▶▶ Association of Bay Area Governments
- ▶▶▶ Bay Area Air Quality Management District
- ▶▶▶ Caltrans

- ▶▶▶ Resilient by Design: Bay Area Challenge
- ▶▶▶ Silicon Valley Bicycle Coalition
- ▶▶▶ Silicon Valley 2.0
- ▶▶▶ Manzanita Works
- ▶▶▶ Joint Venture Silicon Valley
- ▶▶▶ Neighboring Jurisdictions
- ▶▶▶ Existing relationships including among all the stakeholders who participated in the plan development

**Develop Innovative Pilots:** The City can work independently or with community partners to launch pilots for new or unproven technologies and practices. These opportunities can be used for trial-and-error and information-gathering before scaling up programs, as well as increasing public awareness and engagement. A typical pilot schedule includes:

- ▶▶▶ YEAR 1: Launch pilot and collect stakeholder feedback
- ▶▶▶ YEAR 2: Roll out incentives that resonated with stakeholders
- ▶▶▶ YEAR 3: Report out on results of pilot (case study) and identify the 2nd level of implementation

**Increase Public Engagement and Marketing:** Working with City staff or a consultant, increase public awareness and participation in CAAP efforts and pilot programs. The following steps can be used to report progress and promote successes:

- ▶▶▶ Capture data- collect data on energy savings, water savings, and other metrics from pilot projects
- ▶▶▶ Evaluate data in-house- calculate energy, water, cost savings, etc. and conduct financial analysis to determine cost-effectiveness
- ▶▶▶ Internalize data- understand data in terms of broader CAAP goals
- ▶▶▶ Display data- share data with the public on City website and other channels

#### Explore Gamification

**Opportunities:** Simple and inexpensive apps can be used to create fun and engaging activities that reduce greenhouse gas emissions. The following types of contests can be used to drive engagement:

- ▶▶▶ Neighborhood vs Neighborhood
- ▶▶▶ City vs City
- ▶▶▶ Apps to record commitments and spark action

**City-Funded Incentives:** Funding targeted programs is a good way for the City to demonstrate commitment and help spur action. The City will look for opportunities to fund programs or supplement funding available through other sources.

**City-Led Innovative Financing:** The City can explore innovative financing opportunities for the community such as a Green Revolving Fund or Climate Impact Fund to create a dedicated funding stream for CAAP actions.

# Implementing the CAAP

## CONTINUED

### MONITORING AND REPORTING

Monitoring the progress towards goals and reporting on results is a critical step in implementing the CAAP. The approach to monitoring climate mitigation and adaptation actions are different but both involve collecting information and data, analyzing results, and sharing those results with internal and public stakeholders.

### MITIGATION MONITORING AND REPORTING

There are two approaches to monitoring and reporting of mitigation actions that the City will take. The first is a bottom-up approach, in which individual actions will be tracked for performance. This approach can help answer questions related to whether an action had its intended impact, whether it did so in a cost effective manner, and other lessons learned from its implementation. This view is highly useful to further inform decision making on where to invest in future emissions reduction strategies.

However, within the limited view of an individual action or group of actions, changes occurring at the citywide scale or some other higher level may obscure the impact of those actions when looking at the aggregate change in emissions. A top-down approach tracks the City's progress towards its high-level targets like energy use and vehicle miles traveled reductions. This is important for understanding if we are on track to meet our goals, or if

we need to consider adjusting any of the programs. Regular performance of emissions re-inventories are a necessary part of performance monitoring to provide the top down perspective.

Taken together these two approaches will inform the scale of the effort required to continue upon the reduction pathways required to meet our targets, as well as the type of actions that are proving to be the most effective.

To support monitoring activities, the City will utilize the ClearPath platform developed by ICLEI. Monitoring records will be created to record information about the implementation and impact of actions, and reports designed to utilize the data contained in those records will reveal the individual achievements of actions and overall progress.

ClearPath, which contains the City's 2005 and 2018 inventory records and was used to forecast emissions and develop the CAAP actions, will be used to produce a series of reports for the purposes of implementation and monitoring. Reports available in ClearPath include implementation details, status, progress, and efficacy, as well as reports on projected-to-actual comparisons and indicator monitoring. The City will utilize these reports to track and communicate progress, both internally and to the broader community.

### ADAPTATION MONITORING AND REPORTING

Since there are no overarching adaptation targets like greenhouse gas emissions, monitoring adaptation as a whole requires more qualitative assessments. The number of actions taken can be measured and metrics for each action serve as a useful baseline, but the degree to which Los Altos has or has not adapted cannot be measured quantitatively. As an example, the city will identify sites for installation of water fountains/refilling stations, track progress in installing the water fountains, and track their use. To track their use requires purchasing or upgrading water fountains with, at minimum, metering that is logged daily. Such data could be compared against extreme heat days, at minimum. A more sophisticated study would require surveys or interviews to determine how the water fountains help populations at risk from heat exhaustion. For instance, if vulnerable populations do not use the water fountains ever, and other populations use the fountains at times, but never during high heat events, then water fountains are not a successful strategy for ensuring safety during extreme heat.

For this reason, the Environmental Commission will receive updates from responsible parties implementing adaptation strategies and discuss how progress is made. If actions have not been taken, the Commission will discuss the reasons for shortcomings. Similarly, the Environmental Commission needs to

# Implementing the CAAP

CONTINUED

determine whether actions that are successful by their internal metrics actually achieve the true goal of adaptation.

Additionally, annual meetings will incorporate information about the occurrence, impacts, and responses to hazardous climate risks like droughts, wildfires, and heat waves. The City and Environmental Commission should be able to amend the CAAP during its life cycle.

One of the most difficult aspects of climate change is that adaptation will likely not be completed in our lifetimes, but instead be an ongoing process. As such, the plan as a document and a guide for action needs to be re-evaluated and adjusted

in light of climate events and lessons learned from implementation.

### ALIGNMENT WITH FUNDING RESOURCES

New costs associated with the implementation of this plan are expected to come in the form of capital investments, equipment, staff time, and professional services contracts. The funding sources listed in this section are intended to act as starting points to help consider financing options for actions.

The California legislature has passed significant new funding for climate action signed by the Governor. The requirements for disbursement of these funds have not yet been created, however the City will work with State

agencies and local legislators to prepare for many grant programs. At the time of this writing, infrastructure and climate spending at the Federal level has not been decided. The City must also consider funding projects itself if outside funding can't be secured. It's important to note that, although not quantified in this plan, the costs of inaction on climate change can be substantial and often far outweigh the costs of mitigation and adaptation. An analysis by the National Institute of Building Sciences found that for every \$1 spend on mitigating natural hazards, \$6 is saved.

Figure 19 shows the relationship between different funding sources and stakeholder groups.

## FUNDING OPTIONS ANALYSIS: BENEFICIARIES AND LEVERAGE

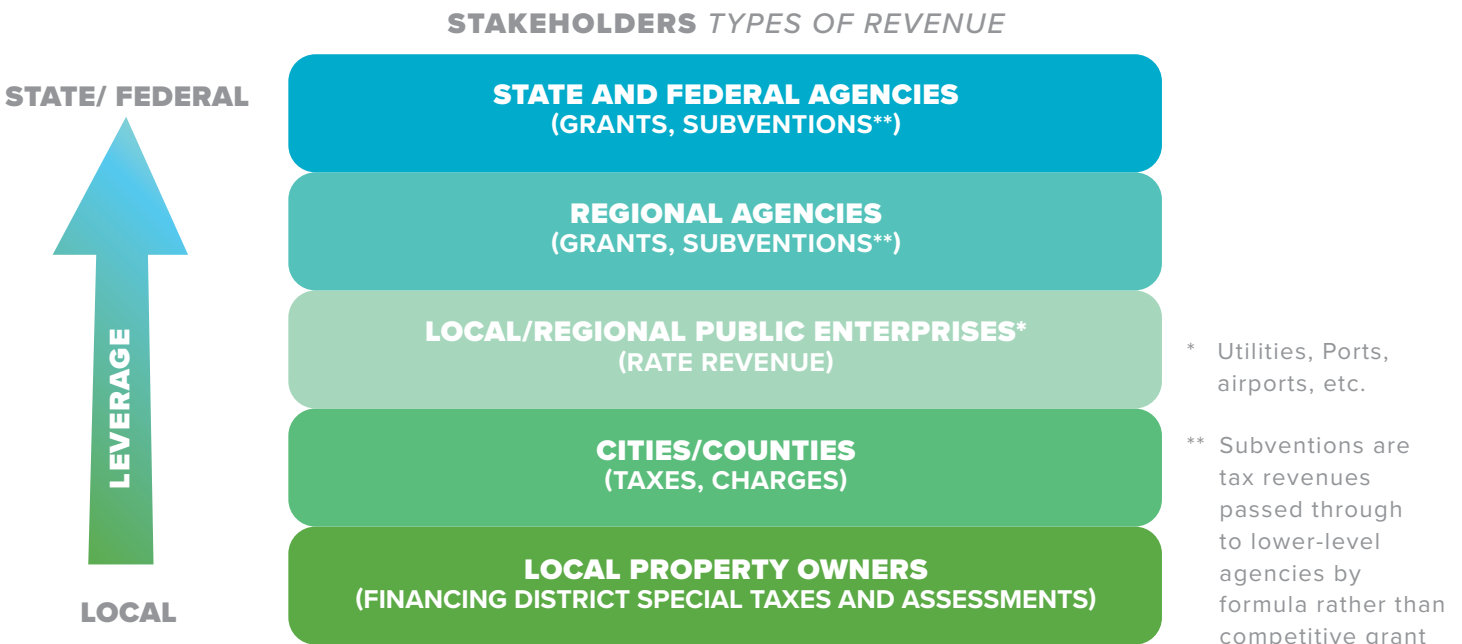


Figure 19 Funding options hierarchy

# Implementing the CAAP

CONTINUED

## FUNDING IMPLEMENTATION

Funding is available and can be obtained from local taxes and fees, utility fees, and regional, State, and Federal grants. Table 9 describes several sources of funding that Los Altos has the prerogative to create or adjust.

### LOCAL FUNDING MECHANISMS

Type	Examples	Description
Financing District	Special Benefit-Based Assessments	Levied on property owners in a neighborhood, business area, or defined geographic area in order to provide a benefit which that area receives.
	Community Services/Facilities District Special Taxes	
	Property Tax Increment	
Tax	Property Tax	Existing City tax on real estate, based on value of land and improvements
	Utility User Tax	Cities and counties may impose UUTs on users' consumption of certain utility services such as utility delivered methane gas
Fees	Parking Fee	User fees that can generate ongoing revenue, but may disincentive activities. For instance, a congestion pricing program set up to reduce driving may have a different structure than a program meant to raise funds. Enterprise funds require voter approval.
	Enterprise Fund	
	Development Fee	
	Carbon Development Impact Fee	
	Congestion Pricing	
Bond		Bond measures are exclusively for capital improvements and require financing.

Table 9 Local funding mechanisms

## MITIGATION FUNDING SOURCES

Table 10 lists the primary sources for greenhouse gas mitigation actions. They range from utilities to regional organizations, to State and national opportunities. Each funding source will have specific

types of actions it can be used for, and consideration will be given to each when implementing actions. In addition, the City will continuously monitor these and new funding streams to assist in CAAP implementation.

### FUNDING SOURCES

Geography/ Agency	Entity	Program(s)	Funding Amount/Description
Utility	Silicon Valley Clean Energy	<a href="#">eHub</a>	Informational resource for home and vehicle electrification
Utility	Silicon Valley Clean Energy	<a href="#">FutureFit Program</a>	\$1,000-2,000 for heat pump water heaters
Utility	Silicon Valley Clean Energy	<a href="#">FutureFit Assist</a>	Technical assistance for EVSE for commercial and multifamily property owners
Utility	Silicon Valley Clean Energy	<a href="#">Lights On Silicon Valley</a>	\$500 rebates for solar+storage
Utility	PG&E	<a href="#">Residential Rebates (thermostats, water heaters, etc.)</a>	\$50-\$1,000 rebates for home energy efficiency and resilience
Utility	PG&E	<a href="#">Business Rebates (lighting, refrigeration, energy efficiency, etc.)</a>	Rebate programs for various types of businesses
Utility	CalWater	<a href="#">Residential and Commercial water efficiency rebate programs</a>	\$5-\$300 rebates for water efficient fixtures and appliances
County	Santa Clara County	<a href="#">BRACE Grants</a>	Funding of up to \$1.5 million for resilience building project activities from September 2021 through August 2026.
Bay Area	BayREN	<a href="#">Home Energy Advisor program</a>	Free energy efficiency resources for homes, commercial, and multifamily properties
Bay Area	BayREN	<a href="#">Single-family and multi-family electrification programs</a>	Funding varies depending on programs
Bay Area	BayREN	<a href="#">Water + Energy Efficiency program</a>	Varies depending on fixture/appliance
Bay Area	Santa Clara Valley Water District	<a href="#">Landscape Rebate Program</a>	\$3,000 for residential sites, \$5,000 for commercial sites

Table 10 Mitigation funding sources

# ATTACHMENT 1 Implementing the CAAP CONTINUED

## FUNDING SOURCES CONTINUED FROM PAGE 88

Geography/Agency	Entity	Program(s)	Funding Amount/Description
Bay Area	Santa Clara Valley Water District	<a href="#">Greywater Rebate Program</a>	\$200-\$400 for Laundry to Landscape program
Bay Area	Santa Clara Valley Transportation Authority (VTA)	<a href="#">Transit Oriented Development Program</a>	Partnership program
Bay Area	Metropolitan Transportation Commission	<a href="#">Transportation project grants</a>	Multiple programs
Bay Area	BAAQMD	<a href="#">Vehicle Trip Reduction Grant Program</a>	\$2M for FYE 2022 cycle
Bay Area	BAAQMD	<a href="#">Carl Moyer Program</a>	\$40 million-plus for on-road fleet vehicles, school buses, and off-road vehicles
State of California	<a href="#">California Climate Investments</a>	Clean mobility, urban greening, and community preparedness grants	Funding varies by program
State of California	CA Public Utilities Commission	<a href="#">Energy Upgrade California</a>	Energy efficiency funding and resources
State of California	California Energy Commission	<a href="#">California Electric Vehicle Infrastructure Project (CALeVIP)</a>	Funding varies by product
State of California	California Energy Commission	Energy Conservation Assistance Act <a href="#">Low Interest Loans</a>	Funding for Energy Efficiency and Energy Generation projects
State of California	California Energy Commission	<a href="#">CEC grants</a>	List of current grant funding opportunities
State of California	Caltrans	<a href="#">Active Transportation Program</a>	Alternative transportation, bicycle, and Safe Routes to School grants
State of California	Caltrans	<a href="#">Sustainable Transportation Planning Grants</a>	\$34M statewide for FY 22/23
State of California	Calbike (nonprofit)	<a href="#">Funding Sources list</a>	Various funding sources

Table 10 Mitigation funding sources (continued from page 88)



**FUNDING SOURCES** CONTINUED FROM PAGE 89

Geography/Agency	Entity	Program(s)	Funding Amount/Description
State of California	CA Air Resources Board	<a href="#"><u>Clean Vehicle Rebate Project</u></a>	Up to \$7,000 rebate for purchase or lease of new EV
State of California	CAL FIRE	<a href="#"><u>Urban and Community Forestry Grant Program</u></a>	Grant opportunities
State of California	California ReLeaf	<a href="#"><u>urban forestry grant programs</u></a>	Grant opportunities
Federal	U.S. DOE	<a href="#"><u>Property Assessed Clean Energy (PACE) Financing</u></a>	Funding varies by program
Federal	U.S. DOE	<a href="#"><u>Electric Vehicle Supply Equipment Loan and Rebate Program (small businesses)</u></a>	Rebate of 50% of the loan loss reserve amount
Federal	EPA	<a href="#"><u>Solar Energy System tax credits</u></a>	Tax credits for solar water heaters and PV systems
Federal	U.S. Dept. of Transportation	<a href="#"><u>Surface Transportation Block Grant Program</u></a>	Funding for projects on public road, pedestrian and bicycle infrastructure, and transit capital projects
Federal	U.S. Dept. of Transportation	<a href="#"><u>RAISE grants</u></a>	Grants for transportation projects (\$1BN for FY 21)

Table 10 Mitigation funding sources (continued from page 89)

# Implementing the CAAP

CONTINUED

## ADAPTATION FUNDING SOURCES

Table 11 contains sources of grants from government sources that fund activities that align with adaptation programs. Grants have the advantages of being “free cash,” but the disadvantages are that they are typically competitive, have funding criteria that may not align exactly with the desired adaptation action, and reporting requirements. Grants are typically one-time or multi-year and not available for long-term

actions. In California, many State grants are tied to specific ballot propositions (like Proposition 1, Proposition 68) and annual Budget Allocations. In September, 2021, Governor Newsom signed a budget for California Comeback Plan’s with over \$15 billion in climate change-related funding, including \$3.69 billion in climate resilience. Much of the funding will be for grants as part of programs run by state agencies and intended for disbursements to local governments for planning

studies and one-time capital investments. These sources can be substantial.

Additional funding resources in the form of searchable databases are also available to the City, including the Cool California (CARB) Funding Wizard and the California Grants Portal offered by the State of California. These databases will be monitored regularly to take advantage of all available funding opportunities.

### FUNDING SOURCES

Geography/ Agency	Entity	Program	2021-22 Funding (in millions)
Bay Area	San Francisco Bay Restoration Authority	<a href="#">Competitive Grant Round and Community Grants Program</a>	\$10-25
State of California	California Coastal Conservancy	<a href="#">State Coastal Conservancy Grant Program</a>	250*
State of California	Cal Fire	<a href="#">Urban and Community Forestry</a>	\$10
State of California	California Ocean Protection Council	<a href="#">Rotating Grant Program</a>	
State of California	California Transportation Commission	Transportation Improvement Fees (Highway Users Tax Account (0062))	\$238
State of California	Department of Parks & Recreation	<a href="#">Land and Water Conservation Fund Grants</a>	

Table 11 Adaptation funding sources

**FUNDING SOURCES** CONTINUED FROM PAGE 91

Geography/ Agency	Entity	Program	2021-22 Funding (in millions)
State of California	Department of Water Resources	Habitat Restoration	\$125*
		Urban Water Management Grants	\$500
State of California	Strategic Growth Council	Transformative Climate Communities	\$115
		Regional Climate Collaboratives	\$10
State of California	Natural Resources Agency	Water Resilience Projects	\$165
		Urban Greening Program	\$50
State of California	Office of Planning and Research	Climate Adaptation & Resilience Planning Grants	\$10
		Regional Climate Resilience	\$25
State of California	Water Resources Control Board	<a href="#"><u>Division of Financial Assistance</u></a>	
		<a href="#"><u>Stream Flow Enhancement Program</u></a>	\$100
State of California	Wildlife Conservation Board	Protect Fish and Wildlife from Changing Conditions	
		<a href="#"><u>Wildlife Corridors/Fish Passage</u></a>	\$31
U.S. Government	Army Corps of Engineers	<a href="#"><u>Continuing Authorities Program</u></a>	
U.S. Government	Army Corps of Engineers	<a href="#"><u>Planning Studies</u></a>	
U.S. Government	EPA	<a href="#"><u>San Francisco Bay Water Quality Improvement Fund</u></a>	
U.S. Government	EPA/	<a href="#"><u>Section 319 Nonpoint Source Pollution Grants</u></a>	\$4.50
State of California	Water Resources Control Board		
U.S. Government	FEMA/California Office of Emergency Services	<a href="#"><u>Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA) 2021</u></a>	\$1,160

**Table 11** Adaptation funding sources (continued from page 91)

# Implementing the CAAP CONTINUED

## A NOTE ON CONSUMPTION-BASED INVENTORIES

A Consumption-Based Inventory is a methodology used to calculate emissions from the goods and services we consume. These sources can include land management, the production of buildings, vehicles,

food, and consumer goods and services. Figure 20 describes the relationship between emissions included in Consumption-Based and Sector-Based inventories. According to ICLEI, 45 percent of global emissions are directly linked to our lifestyles. As an affluent community,

we in Los Altos have a responsibility to be aware of the impact our actions have, and consider changing our habits based on that impact.

Conducting a Consumption-Based Inventory helps provide a complete picture of emission caused not only

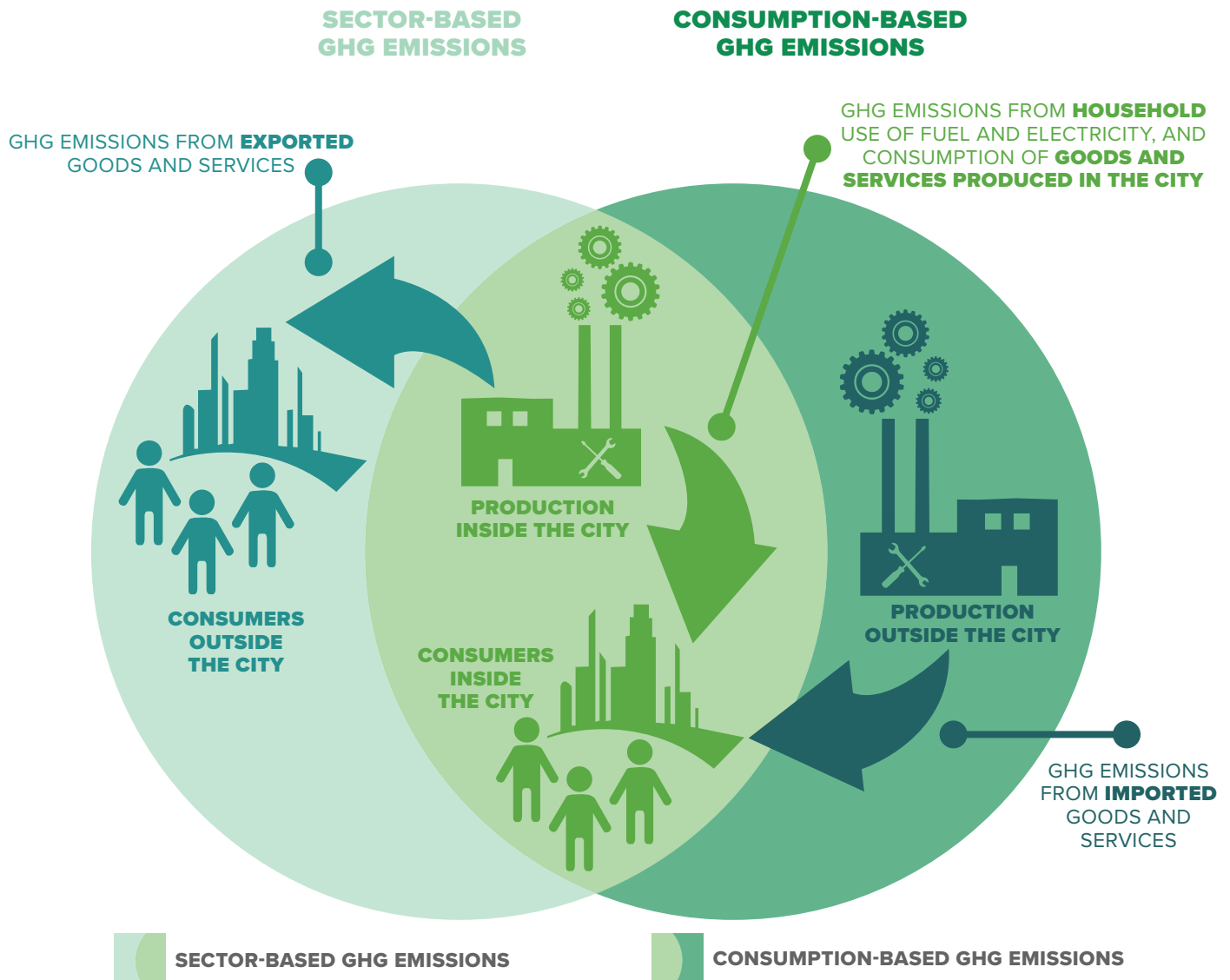


Figure 20 Consumption-based inventories explained

# Implementing the CAAP

## CONTINUED

by activities within the City, but also emissions caused by consumption habits, and provides useful insights to inform a holistic sustainable strategy. Consumption-Based Inventories are gaining traction among local, regional and state governments across the country. This approach encompasses the full lifecycle emissions of goods and services, including those from production, pre-purchase transportation, wholesale and retail, use, and post-consumer disposal.

Estimating consumption-based emissions helps cities illustrate the strong link between consumption and climate change and provides them with a platform for addressing consumption in climate action planning efforts. Specifically, this type of analysis provides a method for designing local programs that reduce emissions through:

- **Targeting carbon-intensive consumption categories**
- **Targeting lifecycle phases (e.g. production, use) with the highest emissions**
- **Supporting shifts in consumption to those activities with lower emissions**

Although a Consumption-Based Inventory (CBI) was beyond the scope of this update, Los Altos will consider conducting a CBI in the future to capture all emissions, both direct and caused by consumption patterns that arise as a result of our daily activities. Such an inventory will give a clearer picture of our impact, and further improve our community's sustainability.

### CONCLUSION

The goals of this plan are to set the City on a path towards carbon neutrality and climate resilience. The goals are ambitious, but ones that we believe we can achieve. There will undoubtedly be twists and turns on this path, and we will need to stay flexible and adaptive along the way. But if we can achieve these goals - carbon neutrality, equity, sustainability, resilience - we believe that we can create a community that is healthy, connected, and vibrant. Please fully participate in implementing this CAAP and see Appendix A presenting personal actions, entitled "What Can I Do Now?" to find suggestions for simple actions each individual can take to help, and refer to the Fact Sheet in Appendix B for a summary of key information.

Los Altos  
Climate Action & Adaptation Plan  
Appendices

# "WHAT CAN I DO NOW?"



## TRANSPORTATION

- Before leaving home in your vehicle consider walking, biking, taking public transportation, or if not possible combine the activity with another that requires using your vehicle or complete the errand by internet or voice contact.
- Encourage your child to walk or bike to school.
- Arrange a carpool for work, school and activities.
- When you need to replace a vehicle, purchase a new or used electric vehicle.
- Replace your gasoline powered home landscape and maintenance equipment with electric powered equipment.
- Require that your home landscape and maintenance service providers use electric powered equipment.



## ENERGY

- Have an energy audit prepared for your residence.
- Complete recommended energy audit efficiency measures for your residence.
- Turn off appliances and lights when not in use. Consider installing motion sensors for light switches.
- Adjust your residence's thermostat a degree or two to reduce energy used for heating and cooling. Install a smart thermostat to reduce energy use when not at home or sleeping.
- Prepare to convert your home appliances from methane gas to electric powered.
- Change your home appliances from methane gas to electric powered when planned or upon burnout. Incentives are available through BayRen and SVCE for heat pump water heaters for example.
- Install solar panels + battery storage in your residence.
- Attend green building seminars hosted by the City.
- If you're not already, become a Silicon Valley Clean Energy customer and opt up to the GreenPrime 100% renewable service option.



## RESOURCE CONSERVATION

- Recycle all plastics, paper/ cardboard, glass, cans and food waste. Carefully sort your waste into blue bin recycling (glass, plastic, cans, paper), green bin (yard and food waste), and gray bin (landfill garbage; try to limit to less than 10% of total waste). Rinse plastic and glass containers and cans before sending to recycling.
- Do not purchase food and consumables in single-use plastic containers and packaging.
- Bring your own shopping and produce bags when shopping.
- Donate unwanted reusable items.
- Repair and reuse items.
- Convert residential landscaping to drought tolerant native plants.
- Remove or reduce lawn area if possible. Do not replace with artificial turf.
- Convert landscape irrigation to drip systems.
- Eat more fruits and vegetables and less meat.
- Reduce your water use: take shorter showers (avoid baths), install low flow fixtures (shower heads, toilets and faucets) and consider installing a greywater recycling system.
- When possible, avoid taking planes.

# "WHAT CAN I DO NOW?"



## MUNICIPAL OPERATIONS

- Support our City's conservation and GHG reduction efforts.



## GREEN COMMUNITY

- Eliminate rain and irrigation water runoff from your residence.
- Plant one or more new trees on your property.
- Begin backyard composting and enrich your soil with compost and mulch.
- Do not use non-organic pesticides or herbicides.



## CLIMATE RISK

- Evaluate your risk for flooding, excessive heat and poor air quality.
- Consider installing A/C and air purifiers in some rooms.
- Talk to your neighborhood CERT team about local climate risk emergency measures.
- Talk with your homeowner, business, or rental insurance provider about your coverage for flood and wildfire damage.



## EMERGENCY MANAGEMENT

- Make sure you have a household emergency plan - know when to evacuate and when to shelter in place.
- Stock an emergency response kit with food, water, flashlights, batteries, N-95 masks, and personal needs.
- Know your vulnerabilities and plan for how to receive necessary assistance.



## RESILIENT COMMUNITY

- Get to know your neighbors if you don't already. Talk with them about their emergency plans. If you are part of a building, neighborhood, or homeowner association, make sure you understand how you and your neighbors can communicate before and during a climate disruption or disaster. Assist those with vulnerabilities.
- Participate in Neighborhood Watch and CERT groups.
- Educate yourself and others on how to reduce your carbon footprint.
- Speak out in support of City efforts to implement the CAAP.





ENERGY



RESOURCE CONSERVATION



MUNICIPAL OPERATIONS



GREEN COMMUNITY



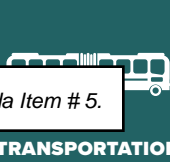
CLIMATE RISK



EMERGENCY MANAGEMENT



RESILIENT COMMUNITY



TRANSPORTATION

APPENDIX B

# CAAP GOAL

Carbon Neutrality by 2035

## FOCUS AREA GOALS

### TRANSPORTATION

**Strategy 1: Reduce City-Wide Vehicle Miles Traveled by 25% by 2035**

**GOALS:**

- Creating a Walkable and Bikeable City
- Promoting Smart Growth Strategies
- Supporting Shared Mobility

**Strategy 2: Electrify Transportation**

**GOALS:**

- Reach 80% Community-Wide Electric Vehicle Adoption by 2035
- Accelerate Community-Wide Electric Vehicle Supply Equipment Sufficient to Support 80% EVs

**Strategy 3: Electrify Off-Road Mobile Sources**

**GOAL:**

- Eliminate Off-Road Fossil Fuel Engines

### ENERGY

**Strategy 1: Reduce Emissions from Energy Consumption**

**GOAL:**

- Encourage Energy Conservation Measures in Homes and Businesses

**Strategy 2: Facilitate Building Decarbonization**

**GOALS:**

- Require All-Electric New Buildings and Major Retrofits
- Reduce or Eliminate Methane Gas Use in Existing Buildings by Increasing Fuel Switching
- Disincentivize Methane Gas

**Strategy 3: Increase Solar Energy Production**

**GOAL:**

- Expand Community Solar and Battery Storage

### RESOURCE CONSERVATION

**Strategy 1: Reduce Consumption and Waste**

**GOALS:**

- Decrease Landfill Waste by 15% and Eliminate Single-Use Plastics and Construction Waste by 2035
- Reduce Water Use by 15% by 2030
- Promote a Circular Economy



ENERGY



RESOURCE CONSERVATION



MUNICIPAL OPERATIONS



GREEN COMMUNITY



CLIMATE RISK



EMERGENCY MANAGEMENT



RESILIENT COMMUNITY



TRANSPORTATION

APPENDIX B

**MUNICIPAL OPERATIONS**

**Strategy 1: Operate Sustainable Municipal Buildings**

**GOALS:**

- Reduce Municipal Building Energy Use by 30% by 2035
- Install Solar + Battery Storage at City facilities

**Strategy 2: Reduce Municipal VMT**

**GOALS:**

- Convert 100% of the City's Fleet to Electric Vehicles by 2030
- Develop Guidelines for Sustainable Employee Commute and Business Travel

**Strategy 3: Promote Green Municipal Practices**

**GOALS:**

- Prioritize Responsible Procurement
- Utilize Digital and Remote Systems to reduce VMT

**Strategy 4: Integrate Climate Action and Adaptation into City Functions**

**GOAL:**

- Incorporate Climate Action and Adaptation into City Policy, Budget, Planning, & Internal Standards

**GREEN COMMUNITY**

**Strategy 1: Develop Nature-Based Solutions**

**Goals:**

- Expand Green Infrastructure & Improve Water Resilience
- Sequester All Remaining Carbon by 2035

**CLIMATE RISK**

**Strategy 1: Understand and Reduce Physical Risk**

**Goals:**

- Reduce Flood Risk
- Reduce Heat Risk

**EMERGENCY MANAGEMENT**

**Strategy 1: Integrate Adaptation Into Emergency Preparedness and Response**

**Goals:**

- Ensure Safety During Extreme Heat
- Ensure Safety During Wildfire and Unhealthy Air Events

**RESILIENT COMMUNITY**

**Strategy 1: Educate and Protect Residents**

**Goals:**

- Establish Resilience Hubs
- Identify and Protect Vulnerable Community Members
- Improve Climate Literacy and Risk Understanding



ENERGY



RESOURCE CONSERVATION



MUNICIPAL OPERATIONS



GREEN COMMUNITY



CLIMATE RISK



EMERGENCY MANAGEMENT



RESILIENT COMMUNITY



TRANSPORTATION

Agenda Item # 5.

# ATTACHMENT 2

## APPENDIX B

# KEY ACTIONS

## TRANSPORTATION

1. Fully implement the 2021 Complete Streets Master Plan by 2035 and make adjustments as needed to comply with VMT reduction objectives
2. Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city
3. Develop and implement a new Parking Management Plan that supports strategic VMT reduction
4. Pilot shared bike, ebike, and scooter programs, and partner with adjacent cities to improve first/last mile options
5. Support Transit-Oriented Development
6. Encourage Live Near Work incentives
7. Promote Work From Home policies and infrastructure
8. Develop an electric shuttle program as an alternative to SOV travel
9. Expand transit service, connectivity, and transit stop amenities
10. Require commercial Transportation Demand Management programs
11. Work with Los Altos School Districts to reduce VMT
12. Develop and promote community carshare and carpool programs
13. Increase education and awareness of available EV resources and incentive programs
14. Actively promote EV adoption and require EV-only parking
15. Increase the number of available Level 2 EV charging stations in workplace, commercial and multifamily areas
16. Create a citywide network of DC Fast Charging (DCFC) stations
17. Expand the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates
18. Identify grants and incentives to install residential EV charging including DCFD, solar EV charging, and paired EV charging + battery storage systems
19. Phase out off-road fossil fuel engines



ENERGY



RESOURCE  
CONSERVATION



MUNICIPAL  
OPERATIONS



GREEN  
COMMUNITY



CLIMATE  
RISK



EMERGENCY  
MANAGEMENT



RESILIENT  
COMMUNITY



TRANSPORTATION

Agenda Item # 5.

APPENDIX B

# KEY ACTIONS

## ENERGY

1. Support third-party residential and commercial energy efficiency audits
2. Increase residential and commercial energy efficiency
3. Adopt evolving Reach Codes and expand to include large additions and major remodels
4. Accelerate residential HVAC replacements
5. Accelerate residential water heater replacements
6. Accelerate commercial HVAC replacements
7. Accelerate commercial water heater replacements
8. Establish a fee or penalty on the use of methane gas
9. Increase community solar capacity
10. Adopt Net Zero Building requirements for new construction by 2030

## RESOURCE CONSERVATION

1. Increase the landfill diversion rate
2. Eliminate non-essential single-use plastics
3. Reduce waste from demolition, construction and building materials
4. Increase community-wide water efficiency
5. Promote sustainable food choices
6. Encourage responsible goods & services consumption

## MUNICIPAL OPERATIONS

1. Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades
2. Build new City buildings to Net Zero standards
3. Develop battery storage options and evaluate microgrids for cost savings and resilience
4. Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles
5. Improve City staff use of commute alternatives to single-occupant vehicles
6. Expand Work From Home and flexible schedule policies
7. Develop Work From Home and flexible schedule policies
8. Adopt a zero-waste policy for City facilities and City-sponsored events
9. Continue to allow virtual participation in public meetings
10. Account for climate change in all new City projects
11. Incorporate climate preparedness into City programs, operations, and maintenance protocols
12. Integrate CAAP goals into the budget process



ENERGY



RESOURCE  
CONSERVATION



MUNICIPAL  
OPERATIONS



GREEN  
COMMUNITY



CLIMATE  
RISK



EMERGENCY  
MANAGEMENT



RESILIENT  
COMMUNITY



TRANSPORTATION

Agenda Item # 5.

APPENDIX B

# KEY ACTIONS

## GREEN COMMUNITY

1. Create water-efficient buildings and landscapes
2. Develop a partnership with the Regional Water Quality Control Plant to use recycled water from the plant
3. Increase urban tree canopy
4. Expand parks and natural wooded spaces
5. Pilot carbon farming opportunities
6. Eliminate the use of non-organic pesticides and herbicides

## CLIMATE RISK

1. Update city wide flood risk assessment and capital and policy recommendations
2. Develop and implement comprehensive riparian ecosystem restoration plan and relevant floodplain management policies
3. Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas
4. Conduct heat study/mapping to identify areas of Urban Heat Island
5. Enact reflectivity standards for asphalt and ground level surfaces; enact reflectivity/green roof standards for roofs
6. Promote alternative building cooling strategies; enact standards

## EMERGENCY MANAGEMENT

1. Develop temperature/heat safety protocols for outdoor work. Determine education and enforcement mechanisms
2. Adjust/extend park and public facility hours during heat waves
3. Expand public drinking fountains/refillable water stations
4. Update wildfire warning and evacuation protocols
5. Develop an early warning system for air quality alerts
6. Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations

## RESILIENT COMMUNITY

1. Identify, fund, and prepare existing and new public facilities to serve as resilience hubs
2. Develop outreach to and comprehensive care strategy for vulnerable populations
3. Update Community Emergency Response Training (CERT) to include growing climate hazards
4. Launch a Community Climate Action Grant

# Glossary

## **Carbon Dioxide Equivalent**

The amount of carbon dioxide (CO<sub>2</sub>) emission that would cause the same integrated radiative forcing or temperature change, over a given time horizon, as an emitted amount of a greenhouse gas (GHG) or a mixture of GHGs<sup>1</sup>.

## **Carbon Neutrality**

Reducing as many emissions as possible, sequestering the remaining emissions through nature-based solutions, and utilizing innovative carbon sequestration solutions, community-based sequestration projects, and local carbon offsets to reach zero net emissions.

## **Carbon Sequestration**

The process of storing carbon in a carbon pool<sup>1</sup>.

## **Climate Change**

Climate change refers to a change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer<sup>1</sup>.

## **Climate Mitigation**

A human intervention to reduce emissions or enhance the sinks of greenhouse gases<sup>2</sup>.

## **Climate Resilience**

The capacity of social, economic and environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganizing in ways that maintain their essential function, identity and structure while also maintaining the capacity for adaptation, learning and transformation<sup>2</sup>.

## **Climate Risk**

The potential for adverse consequences where something of value is at stake and where the occurrence and degree of an outcome is uncertain. In the context of the assessment of climate impacts, the term risk is often used to refer to the potential for adverse consequences of a climate-related hazard, or of adaptation or mitigation responses to such a hazard, on lives, livelihoods, health and well-being, ecosystems and species, economic, social and cultural assets, services (including ecosystem services), and infrastructure<sup>2</sup>.

## **Climate Vulnerability**

The propensity or predisposition to be adversely affected by climate change. Vulnerability encompasses a variety of concepts and elements including sensitivity or susceptibility to harm and lack of capacity to cope and adapt.

## **Co-benefits**

The positive effects that a policy or measure aimed at one objective might have on other objectives, thereby increasing the total benefits for society or the environment<sup>1</sup>.

## **Consumption-Based Inventory**

A consumption-based inventory (CBI), or consumption-based emissions inventory (CBEI), is a calculation of all of the greenhouse gas emissions associated with producing, transporting, using, and disposing of products and services consumed by a particular community or entity in a given time period (typically a year). A CBEI is a way to tally up a comprehensive emissions 'footprint' of a community<sup>2</sup>.

## **Decarbonization**

The process by which countries, individuals or other entities aim to achieve zero fossil carbon existence. Typically refers to a reduction of the carbon emissions associated with electricity, industry and transport<sup>1</sup>.

## **Drought**

A period of abnormally dry weather long enough to cause a serious hydrological imbalance. Drought is a relative term, therefore any discussion in terms of precipitation deficit must refer to the particular precipitation-related activity that is under discussion<sup>1</sup>.

## **Electric Vehicle**

A vehicle whose propulsion is powered fully or mostly by electricity<sup>1</sup>.

## **Equity**

Equity is the principle of fairness in burden sharing and is a basis for understanding how the impacts and responses to climate change, including costs and benefits, are distributed in and by society in more or less equal ways. It is often aligned with ideas of equality, fairness and justice and applied with respect to equity in the responsibility for, and distribution of, climate impacts and policies across society, generations, and gender, and in the sense of who participates and controls the processes of decision-making<sup>3</sup>.

## **Global Warming**

The estimated increase in global mean surface temperature (GMST) averaged over a 30-year period, or the 30-year period centered on a particular year or decade, expressed relative to pre-industrial levels unless otherwise specified<sup>2</sup>.

<sup>1</sup> IPCC, 2018: Annex I: Glossary [Matthews, J.B.R. (ed.)]. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press

<sup>2</sup> Urban Sustainability Directors Network website: What is a CBEI, retrieved 1.23.22

# Glossary

## Green Infrastructure

The interconnected set of natural and constructed ecological systems, green spaces and other landscape features. It includes planted and indigenous trees, wetlands, parks, green open spaces and original grassland and woodlands, as well as possible building and street-level design interventions that incorporate vegetation<sup>2</sup>.

## Greenhouse Gas

Greenhouse gases are those gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the Earth's surface, the atmosphere itself and by clouds. This property causes the greenhouse effect<sup>2</sup>.

## Heat Island Effect

Heat islands are urbanized areas that experience higher temperatures than outlying areas<sup>4</sup>.

## Microgrid

A microgrid is a self-sufficient energy system that serves a discrete geographic footprint, such as a college campus, hospital complex, business center, or neighborhood<sup>5</sup>.

## Reach Code

In California, Title 24 of the Code of Regulations sets the building code standards for all jurisdictions statewide. However, local governments can adopt more stringent requirements, which are known as reach codes<sup>6</sup>.

## Sustainability

A dynamic process that guarantees the persistence of natural and human systems in an equitable manner<sup>2</sup>.

## Smart Growth

"Smart growth" covers a range of development and conservation strategies that help protect our health and natural environment and make our communities more attractive, economically stronger, and more socially diverse<sup>7</sup>.

## Transit-Oriented Development

Transit-oriented development, or TOD, includes a mix of commercial, residential, office and entertainment centered around or located near a transit station. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities<sup>8</sup>.

## Transportation Demand Management

Transportation demand management (TDM), or simply demand management, is defined as a set of strategies aimed at maximizing traveler choices<sup>9</sup>.

## Zero Net Energy Building

An energy-efficient building where, on a source energy basis, the actual annual consumed energy is less than or equal to the on-site renewable generated energy<sup>10</sup>.

<sup>3</sup> IPCC, 2018: Annex I: Glossary [Matthews, J.B.R. (ed.)]. In: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press

<sup>4</sup> US EPA website: Heat Island Effect, retrieved 1.23.22

<sup>5</sup> Microgrid Knowledge website: What is a microgrid, retrieved 1.23.22

<sup>6</sup> BayREN website: Reach Codes & Polices, retrieved 1.23.22

<sup>7</sup> US EPA website: About Smart Growth, retrieved 1.23.22

<sup>8</sup> Federal Transit Administration website: Transit-Oriented Development, retrieved 1.23.22

<sup>9</sup> Federal Highway Administration website: Transportation Demand Management, retrieved 1.23.22

<sup>10</sup> CA Public Utilities Commission website: Zero Net Energy, retrieved 1.23.22

# ATTACHMENT 2

## APPENDIX D

# ACTIONS LIST

Action #	Action	Description	GHG reductions (MTCO2e)
<b>Strategy: Reduce City-Wide Vehicle Miles Traveled by 25% by 2035</b>			
Goal: Create a Walkable and Bikeable City			
1.1 A	Fully implement the 2022 Complete Streets Master Plan by 2035 and make adjustments as needed to comply with VMT reduction objectives	Work closely with Complete Streets commission to fully implement the 2022 Complete Streets Master Plan by 2035, with a focus on specific measures to reduce VMT. Reassess the development of specific citywide protected bike corridors. Maintain and expand access to businesses while promoting slow streets with biking and walking access. Improve the safety and attractiveness of walking downtown through traffic calming, dedicated pedestrian trails and streets, accelerating the development of green downtown plazas, and other strategies. Fully implement all Safe Routes to School programs in the CSMP. Consider an ordinance to reduce speed limits.	2269
1.1 B	Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city	Establish Car-Free zones and one-way traffic Downtown and in other commercial and community areas to encourage non-vehicular travel. Expand sidewalk space and dedicate specific streets for pedestrian and cycling use only. Create safe, sheltered, outdoor areas for pedestrians and increase the number of bicycle racks for cyclists. Base development on 15-minute city principles.	supportive of 1.1 A
1.1 C	Develop and implement a new Parking Management Plan that supports strategic VMT reduction	Develop and implement a community-wide Parking Management Plan that reduces minimum requirements and sets upper limits on parking spaces for new development. Ensure the strategy is based on three principles: increasing dedicated EV and handicapped parking spaces in key commercial areas, reducing the parking footprint (turn into green space), and add specific drop-off and pick up zones at strategic locations. Plan for street and parking lot changes to accommodate conversion to passenger pick-up and drop-off stops at commercial and other public land use locations.	1300
1.1 D	Pilot shared bike, ebike, and scooter programs, and partner with adjacent cities to improve first/last mile options	Develop pilot bike, ebike and scooter sharing programs by 2025. Expand programs by 2030 based on lessons learned. Explore regulations to promote the safe and responsible operation of ebikes and scooters including issuing permits to private companies and designating dedicated parking spaces at key locations. Partner with adjacent cities to enable first/last mile travel shuttles to train stations/commuter hubs, including regional networks of ebike, scooter, shuttle, and TNC routes.	255
Goal: Promote Smart Growth Strategies			
1.2 A	Support Transit-Oriented Development	Require increased residential and commercial density and diversity along main corridors and commercial areas, including affordable multi-family housing and mixed-use developments. Encourage Transit-Oriented Development along major bus routes within and outside of the City to attract new employers and better serve the daily needs of residents and employees. Set a target of at least a 15% increase in the percent of the city's population living in high-density Transit-Oriented Development by 2035. Integration with the City's Housing Element (ensure meeting RHNA commitments encourages high-density & affordable housing in transit-accessible/walkable areas).	1206
1.2 B	Encourage Live Near Work incentives	Work with Los Altos employers and schools to develop a plan to provide affordable housing or rent assistance for employees to live close to work. Develop plans to offer rent assistance. Ensure new low-income and multiuse development is high density housing located no more than a 10-minute walk or bike ride from transit stops.	17
1.2 C	Promote Work From Home policies and infrastructure	Require new multifamily residential developments with 10 or more units to provide Work From Home spaces. Support future conversion of commercial developments to residential uses as appropriate. Work with local Wi-Fi providers to expand coverage and speed.	735
Goal: Support Shared Mobility			
1.3 A	Develop an electric shuttle program as an alternative to SOV travel	Work with local public and private organizations to develop an electric shuttle program for cross-town traffic, including "short hops" along main streets and key commercial areas. Explore autonomous options when the program is mature and expand as needed.	supportive (grouped strategy)
1.3 B	Expand transit service, connectivity, and transit stop amenities	Engage with transportation partners like VTA to expand zero emission transit service in City limits. Explore the creation of shaded and green commuter amenities and increased bicycle parking in order to help promote a public transit culture. Develop a green mobility app that would allow users to check on EV shuttle routes and arrival times, see where available bikes and scooters are and potentially reserve directly on the app. Include VTA transit routes and schedule, location of EV chargers and whether they're free. Provide City funding or seek other funding sources to support these efforts.	1274
1.3 C	Require commercial Transportation Demand Management programs	Implement, mandate, enforce, actively promote, and use Transportation Demand Management strategies (TDM is defined as a set of strategies aimed at maximizing traveler choices). Require new nonresidential developments greater than 10,000 square feet or anticipated to include businesses with more than 50 employees to reduce VMT through TDM programs.	1275
1.3 D	Work with Los Altos School Districts to reduce VMT	Support a rotating car-free day program at local schools and as part of other local events to raise awareness about school commute alternatives. Encourage partnerships with private schools to develop and implement school bus programs that reduce school-related SOV commutes. Work with School Districts in Los Altos and surrounding cities (Mountain View, Palo Alto, Cupertino, Los Altos Hills) to encourage EV shuttle service for students living >1 mile from their neighborhood schools.	1661
1.3 E	Develop and promote community carshare and carpool programs	Explore opportunities with carsharing companies to add or expand service in Los Altos. Develop a target number of shared cars available to individuals. Mandate that all shared vehicles be EV. Follow progress of shared autonomous vehicle testing regionally and consider developing ordinances and policies to guide shared AV use in City limits.	119
<b>Strategy: Electrify Transportation</b>			
Goal: Reach 80% Community-Wide Electric Vehicles Adoption by 2035			
1.4 A	Increase education & awareness of available EV resources and incentive programs	Develop a yearly EV fair with participation from local dealerships and owners. Develop a map of the city charging network and available dedicated parking spaces. Create a webinar series on EV ownership.	supportive of 1.4 B
1.4 B	Actively promote EV adoption and require EV-only parking	Negotiate a discount program with local car dealerships to offer rebates or other incentives to car buyers purchasing new or used EVs. Require businesses to set aside a percentage of parking spaces for EVs.	6854
Goal: Accelerate Community-Wide Electric Vehicle Supply Equipment Sufficient to Support 80% EVs			
1.5 A	Increase the number of available Level 2 EV charging stations in workplace, commercial and multifamily areas	Increase the number of available Level 2 EV charging stations at businesses with >50 employees, multifamily homes of >10 units, and in commercial areas.	supportive of 1.4 B
1.5 B	Create a citywide network of DC Fast Charging (DCFC) stations	Create a network of DC Fast Charging (DCFC) stations Downtown and in other commercial areas, as well as along major vehicle corridors. Set a 1-mile target for DCFC stations. Engage local gas stations to explore conversion to DCFC centers.	supportive of 1.4 B

Mitigation Actions

Focus Area: Transportation

Focus Area: Transportation



Action #	Action	Description	GHG reductions (MTCO2e)	
Focus Area: Transportation	1.5 C	Double the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates	Continue the current requirements for EV pre-wiring and Level 2 charging in new single-family development and extend to include large remodels and additions, and double the requirements for new multi-family and commercial development as part of future Reach Code updates	supportive of 1.4 B
	1.5 D	Identify grants and incentives to install residential EV charging including DCFC, solar EV charging, and paired EV charging + battery storage systems	Identify grants and incentives available through State, federal, or local agencies that may be used to support solar EV charging and battery storage. Work with SVCE to expand existing EV resources and programs.	supportive of 1.4 B
	<b>Strategy: Electrify Off-Road Mobile Sources</b>			
	Goal: Eliminate Off-Road Fossil Fuel Engines			
	1.6 A	Phase out off-road fossil fuel engines such as landscaping and construction equipment	Accelerate phase out small off-road fossil fuel engines such as landscaping equipment through bans, replacement ordinances, and/or incentives for electric alternatives. Work to reduce construction-related GHG emissions.	1319
	<b>Strategy: Reduce Emissions from Energy Consumption</b>			
	Goal: Encourage energy conservation measures in homes and businesses			
	2.1 A	Support 3rd party residential and commercial energy audits	Provide resources to support energy audits including listing of approved providers, listing of incentives programs, and other resources. Work with approved providers to perform energy audits.	supportive
	2.1 B	Increase residential and commercial energy efficiency	Develop a program to increase energy efficiency in existing residential buildings including wall and ceiling insulation, roof replacements, new ducting and windows, lighting upgrades, and outdoor amenities upgrades. Identify outside funding and provide City funding to perform upgrades identified in energy audits performed under action 2.1 A, and ensure eligible residents and businesses take advantage of all available energy efficiency incentive programs.	6163
	Goal: Require All-Electric New Buildings and Major Retrofits			
2.2 A	Adopt evolving Reach Codes and expand to include large additions and major remodels	Adopt Reach Codes that go beyond Title 24 standards during every code cycle, including Zero Net Energy (ZNE) requirements. Expand new building codes to include large remodels and Accessory Dwelling Units (ADUs).	8999	
Goal: Reduce or Eliminate of Methane Gas Use in Existing Buildings by Increasing Fuel Switching				
2.3 A	Accelerate residential HVAC replacements	Develop a program to replace methane gas HVAC (heating, ventilation, and air conditioning) units in existing residential buildings with electric alternatives. Require permits and enforce compliance for HVAC replacements. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for HVAC units. Adopt an ordinance making it mandatory to replace all methane gas HVAC units with electric alternatives by 2035, with exemptions for low-income residents and Seniors. Provide education and outreach to residents and property owners.	18869	
2.3 B	Accelerate residential water heater replacements	Develop a program to replace methane gas hot water heaters in existing residential buildings with electric alternatives. Require permits and enforce compliance for water heater replacements. Develop a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for water heaters. Adopt an ordinance making it mandatory to replace all methane gas water heaters with electric alternatives by 2035, with exemptions for low-income residents and Seniors. Provide education and outreach to residents and property owners.	16780	
2.3 C	Accelerate commercial HVAC replacements	Develop a program to replace methane gas HVAC units in existing commercial buildings with electric alternatives. Require permits and enforce compliance for HVAC replacements. Waive permit fees for electric HVAC units. Consider a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for HVAC units. Adopt an ordinance making it mandatory to replace methane gas HVAC units with electric alternatives by 2035.	1310	
2.3 D	Accelerate commercial water heater replacements	Develop a program to replace methane gas hot water heaters in existing commercial buildings with electric alternatives. Require permits and enforce compliance for water heater replacements. Waive permit fees for electric water heaters. Consider a "Replace upon Burnout" and "Replace upon Sale/Remodel" ordinance for water heaters. Adopt an ordinance making it mandatory to replace methane gas water heaters with electric alternatives by 2035.	1193	
Goal: Disincentivize Methane Gas				
2.4 A	Establish a fee or penalty on the use of methane gas	Work with PG&E and community partners to develop or expand a fee on the use of methane gas within City limits. Set up a City-led Task Force in 2022 to lead this effort. Funds collected will be used to fund incentives for electric appliances adoption. Potential estimated funds available each year of at least \$500k.	supportive	
<b>Strategy: Increase Solar Energy Production</b>				
Goal: Expand Community Solar and Battery Storage				
2.5 A	Increase community solar capacity	Increase solar panel requirements in new construction from 4KWh to 6KWh minimum, and add solar panel requirement for large additions and remodels (>4KWh). Ensure residents and businesses are aware of and take advantage of incentive programs for solar panels.	1	
2.5 B	Adopt Net Zero Building requirements for new construction by 2030	Adopt Net Zero Building requirements following New Building Institute guidelines by 2030. Add requirements of 12 kW or more to future Reach Code updates by 2030 at the latest. Encourage battery storage systems of 10 kW or more through promotion of incentive or rebate programs, educational campaigns, and/or pilot programs. Encourage participation in demand response programs to improve grid resiliency.	2	
<b>Strategy: Reduce Consumption and Waste</b>				
Goal: Decrease Landfill Waste 15% and Eliminate Single-Use Plastics and Construction Waste by 2035				
3.1 A	Increase the landfill diversion rate	Increase landfill diversion rate to 90% by 2030 and 95% by 2035, negotiated in the next Franchise Agreement. Launch an education and awareness campaign for residents and businesses to help promote best practices.	421	
3.1 B	Eliminate non-essential single-use plastics	Adopt a new ordinance to eliminate non-essential single-use plastics and prioritize reusable foodware and utensils. Ensure all new single-use foodware and utensils are compostable per guidelines from the Franchise Waste Hauler.	supportive	
3.1 C	Reduce waste from demolition, construction and building materials	Develop an ordinance requiring the deconstruction of old buildings instead of demolition and the recycling/re-use of materials. Provide incentives to builders for the use of environmentally friendly construction materials.	1	

Action #	Action	Description	GHG reductions (MTCO2e)
<b>Focus Area: Resource Conservation</b>			
Goal: Reduce Water Use At Least 15% by 2030			
3.2 A	Increase communitywide water efficiency	Increase education and awareness of water efficiency programs through Calwater and other organizations. Continue to support implementation of the 2015 UWMP through enforcement of the 2015 Model Water Efficient Landscape Ordinance. Develop an ordinance requiring conversion of grass lawns to low-water landscaping. Consider an update to the building code prohibiting new grass lawns.	78
Goal: Promote a Circular Economy			
3.3 A	Promote sustainable food choices	Expand consumer education and awareness of sustainable and plant-based food choices through City media channels, speaker series, and other methods. Work with the current vendor to expand the farmers market into a year-round event. Work with local restaurants to increase organic, vegetarian, and farm-to-table menu options and reduce food waste.	supportive
3.3 B	Encourage responsible goods & services consumption	Increase education & awareness of circular economy concepts, including responsible purchasing habits and the promotion of a Repair, Reuse, Recovery, and Refurbishment economy. Provide support and resources to help local businesses participate in green business programs.	supportive
<b>Strategy: Operate Sustainable Municipal Buildings</b>			
Goal: Reduce Municipal Building Energy Use 30% by 2035			
4.1 A	Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades	Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades focusing on energy-efficient lighting, motion sensors, appliances, and HVAC systems. Develop a 10-year phase-out program in which all existing methane gas appliances are replaced with comparable electric alternatives.	118
Goal: Install Solar + Battery Storage at City facilities			
4.2 A	Build new City buildings to Net Zero standards	Ensure all new buildings are Net Zero with solar panels, battery storage and electric efficient appliances. Align with CA Public Utilities Commission Zero Net Energy goals and definitions.	supportive
4.2 B	Develop battery storage options and evaluate microgrids for cost savings and resilience	Install ground- or roof-mounted solar panels at select City buildings and facilities. Explore options, including local examples at fire stations, for microgrids capable of going into "island mode" and serving as resilience hubs during power outages.	supportive
<b>Strategy: Reduce Municipal VMT</b>			
Goal: Convert 100% of the City's Fleet to Electric Vehicles by 2030			
4.3 A	Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles	Develop a phase-out schedule to replace all City-owned fleet vehicles with comparable electric versions by 2030. Conduct a feasibility study to determine the optimal number and location of municipal and public chargers at City facilities and properties, and install sufficient Level 2 charging to charge EV fleet and staff-owned EVs.	146
Goal: Develop Guidelines for Sustainable Employee Commute and Business Travel			
4.4 A	Improve City staff use of commute alternatives to single-occupant vehicles	Increase options for commute alternatives, including information and materials that identify available transit and alternative transportation routes. Encourage staff to buy and use EVs through incentives, free charging at City facilities, and incentives for EV purchases.	5
4.4 B	Expand Work From Home and flexible schedule policies	Expand the current policy to facilitate alternative work schedule or telecommuting options for City staff to reduce daily commute trips. Evaluate flexible employee schedules that allow for at least 50% remote work while maintaining City hours of operation.	9
<b>Strategy: Promote Green Municipal Practices</b>			
Goal: Prioritize Responsible Procurement			
4.5 A	Adopt a zero-waste policy for City facilities and City-sponsored events	Adopt a policy that requires City-owned buildings and facilities to be zero waste. Develop an action plan to eliminate waste through diversion and recycling. Work with event vendors and participants to eliminate waste at City-sponsored events.	89
Goal: Utilize Digital and Remote Systems to reduce VMT			
4.5 B	Continue to allow virtual participation in public meetings	Decrease community Vehicle Miles Traveled by continuing to allow virtual participation at all public meetings. Allow for public comment by virtual participants.	supportive
<b>Strategy: Integrate Climate Action and Adaptation into City Functions</b>			
Goal: Incorporate Climate Action and Adaptation into City Policy, Budget, Planning, & Internal Standards			
4.6 A	Account for climate change in all new City projects	Establish an interdepartmental working group to integrate climate preparedness in planning, maintenance, and capital improvements through the development of work plans, screening of capital improvements, and cross-sector collaboration. Establish protocols for mitigating public health impacts from heat and air quality with regional agencies and partners.	n/a
4.6 B	Incorporate climate preparedness into City programs, operations, and maintenance protocols	Ensure that maintenance reflects expected future climate conditions and variability and not historical climate data for all City buildings, facilities, structures, and infrastructure.	n/a
4.6 C	Integrate CAAP goals into City projects as an order of business	Integrate annual CAAP goals during the budget review process at the direction of the City Manager. Plan to inventory City GHG emissions every two years using ClearPath and track against targets.	n/a
<b>Strategy: Develop Nature-Based Solutions</b>			
Goal: Expand Green Infrastructure & Improve Water Resilience			
5.1 A	Create water-efficient buildings and landscapes	Update building code to incentivize rainwater harvesting and greywater recycling. Install systems at municipal facilities. Develop resources to help residents purchase water-saving equipment, and encourage rainwater harvesting strategies. Adopt mandatory guidelines requiring a set of stormwater and greywater management features in new construction. Implement porous paving in parking lots and driveways, and other water percolation methods like bioswales to reduce stormwater runoff to streets. Utilize reissuance of City's National Pollution Discharge Elimination System (NPDES) permit starting July 2022 to lower threshold for regulation. Partner with local and global organizations to identify space and resources to enhance the natural environment and rural feel of the city.	supportive
5.1 B	Develop a partnership with the Regional Water Quality Control Plant to use recycled water from the plant	Work with the Wastewater Treatment Plant to implement upgrades to provide a drought resilient, local water supply to increase the amount of recycled water production.	n/a
Goal: Sequester As Much Remaining Carbon As Possible by 2035			
5.2 A	Increase urban tree canopy	Set a goal of at least 10,000 new City trees by 2035. Develop a city-wide Green Infrastructure Plan.	11
5.2 B	Expand parks and natural wooded spaces	Work with community partners to expand the number and size of parks and wooded spaces within City limits.	supportive
5.2 C	Pilot carbon farming opportunities	Identify land to plant intensive urban forests following the Miyawaki Method. Explore opportunities to develop carbon farming pilots for carbon sequestration. Partner with local organizations with available greenspace.	supportive
5.2 D	Eliminate the use of non-organic pesticides and herbicides	Ban the use of non-organic pesticides and herbicides throughout City green spaces. Develop education and incentivization programs for residents about use of alternatives to synthetic pesticides and herbicides.	supportive
<b>Focus Area: Green Community</b>			
<b>Mitigation Actions</b>			
<b>Focus Area: Municipal Operations</b>			
<b>Cross-Cutting Actions</b>			

Action #		Action	Description	reductions (MTCO2e)	
Cross-Cutting Actions	<b>Strategy: Understand and Reduce Physical Risk</b>				
	Goal: Reduce Flood Risk				
	6.1 A	Update city wide flood risk assessment and capital and policy recommendations	The hydraulic analyses that form FEMA's FIRM (Flood Insurance Rate Map) are decades old. Hire a company to perform hydraulic analyses of existing creek crossings and culverts to determine how many, if any, are undersized based on changing precipitation patterns (climate is typically based on 30-year data cycles). Replace/rebuild undersized culverts and creek crossings as needed. Work with FEMA to update the FIRMs.	n/a	
	6.1 B	Develop and implement comprehensive riparian ecosystem restoration plan and relevant floodplain management policies	Work with Valley Water to revitalize and restore creeks, learning from case studies like Adobe Creek Reach 5 Restoration. Restore the riparian ecosystem of creeks flowing through Los Altos, add managed ponds and dams to slow the flow of water, and increase percolation to the ground. Increase natural floodplain management through policies and education to establish "Buffer Zones" and limit new construction.	n/a	
	6.1 C	Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas	Implement porous paving in sidewalks, parking lots and driveways, and other water percolation methods like bioswales to reduce stormwater runoff to streets.	n/a	
	Goal: Reduce Heat Risk				
	6.2 A	Conduct heat study/mapping to identify areas of Urban Heat Island	Conduct heat study/mapping to identify areas of Urban Heat Island with capital and policy recommendations.	n/a	
	6.2 B	Enact reflectivity standards for asphalt and ground level surfaces; enact reflectivity/green roof standards for roofs	Require light-colored roofs and/or a minimum specified reflectance for commercial roofs when new or at replacement. Explore and implement guidelines to resurface streets and sidewalks with heat reflective surfaces.	n/a	
	6.2 C	Promote alternative building cooling strategies; enact standards	Promote alternative cooling strategies like shade trees, green roofs, and building awnings. Determine and enact standards for new buildings	n/a	
	Adaptation Actions	<b>Strategy: Integrate Adaptation into Emergency Preparedness, Response</b>			
		Goal: Ensure Safety During Extreme Heat			
		7.1 A	Develop temperature/heat safety protocols for outdoor work. Determine education and enforcement mechanisms.	Adjust construction policies to allow extended work hours (earlier or later than usual) to avoid peak daytime heat. Adjust/extend construction hours in Ordinance 6.16 Noise Control, Section 70 Prohibited Acts during heat waves to avoid peak daytime heat. Work with community groups and residents to determine best methods of outreach and communication with outdoor workers. Educate employers and workers about existing worker rights and protections and ways to protect outdoor workers from the effects of extreme heat	n/a
7.1 B		Adjust/extend park and public facility hours during heat waves	Adjust park facility hours to discourage active recreation during peak periods and extend open hours to early morning/late evening. Develop community cooling centers at City and non- City sites. Ensure temporary shade structures are provided for community events.	n/a	
7.1 C		Expand public drinking fountains/refillable water stations	Locate at bus stops, Downtown shopping areas, trailheads, community centers, and sport courts/fields.	n/a	
Goal: Ensure Safety During Wildfires & Unhealthy Air Events					
7.2 A		Update wildfire warning and evacuation protocols	Ensure existing alert systems and safety measures are updated to address increasing climate risk and vulnerable, not easily mobile populations.	n/a	
7.2 B		Develop an early warning system for air quality alerts	Partner with regional agencies to make wildfire and air quality prediction data widely used and accessible to all, including through an early warning system. If not feasible, develop Los Altos-specific warning system based on available and accessible data.	n/a	
7.2 C		Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations	Two-pronged strategy to retrofit and/or install air filtration systems on resilience hubs, schools, and other facilities. Separately, provide face masks to filter air for outdoor workers and other vulnerable populations who need to be outdoors before and during bad-air-quality days.	n/a	
<b>Strategy: Educate and Protect Residents</b>					
Goal: Establish Resilience Hubs					
8.1 A		Identify, fund, and prepare existing and new public facilities to serve as resilience hubs	Conduct interviews with facility staff to determine their resilience to extreme heat, power outages, floods, and poor air quality. Compile and analyze to help prioritize investments and coordination. Identify suitable locations for/upgrade evacuation centers to serve as resilience hubs, safe zones, cooling centers, etc., depending on the event, with the capabilities to provide disaster assistance.	n/a	
Goal: Identify and Protect Vulnerable Community Members					
8.2 A	Develop outreach to and comprehensive care strategy for vulnerable populations.	Conduct survey of and outreach to vulnerable populations (e.g. isolated seniors, outdoor workers, long-term care residents) and the people and institutions that care for them. Collaborate with community-based organizations to develop an inventory of locations with isolated seniors and develop a plan for a social support network during heat waves, bad air quality days, and other emergencies. Plan should include orders of assistance, including temporarily moving vulnerable populations to and from resilience hubs.	n/a		
Goal: Improve Climate Literacy & Risk Understanding					
8.3 A	Update Community Emergency Response Training (CERT) to include growing climate hazards	Form partnerships with neighborhood-based organizations and businesses to develop Neighborhood Resilience Hub programs and prepare residents and respond to climate change. Develop community outreach and engagement materials.	n/a		
8.3 B	Launch a Community Climate Action Grant	Establish an annual micro-grant program to support local citizen-led projects and programs that will reduce emissions, adapt to climate change and enhance equity.	n/a		

# TECHNICAL APPENDIX

This appendix contains a brief summary of changes between 2005 and 2018 emissions, as well as the data sources, assumptions, and methodologies used in the development of the CAAP.

## Greenhouse Gas Inventory and Results

Los Altos' 2018 inventory is actually comprised of two inventories, one for the community and one for municipal operations. The International Council for Local Environmental Initiatives (ICLEI) provides protocols for both, which were used for these inventories. A base year of 2018 was chosen based on data quality and availability.

Based on ICLEI guidance and in keeping with the 2013 CAP, the sectors included in the community inventory were:

- Transportation
  - On-road emissions
  - Off-road emissions
- Energy
  - Residential energy
  - Commercial energy
- Solid waste
- Water & wastewater

The sectors included in the municipal inventory were:

- Building energy
- Vehicle fleet
- Employee commute
- Solid waste
- Water & wastewater
- Streetlights & traffic signals
- Fugitive emissions

The most recent emissions factors for each source category were determined, and multiplied by the activity data to arrive at metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>). Results of these inventories show that Los Altos emitted 111,330 emissions in 2018, 110,202 arising from the community and 1,128 from municipal operations.

Of the community emissions, 63,288 came from the transportation sector, 43,198 from the energy sector, 2,653 from waste, and 1,063 from water and wastewater pumping and treatment. Of the municipal operations, 445 came from employee commute to and from work, 351 came from the City's vehicle fleet, 172 came from solid waste, 134 from energy use, and 26 from all other sources.

When comparing 2005 and 2018 emissions, an overall reduction of 73,395 emissions was achieved, a reduction of 40 percent, exceeding the City's 2020 reduction target by 25 percent. A large percentage of emissions reductions between 2013-2018 came as a result of joining the local Community Choice Aggregation (CCA) electricity provider. Silicon Valley Clean

Energy (SVCE). In addition to joining SVCE, Los Altos' government has upgraded all City accounts to GreenPrime, SVCE's 100% renewable generation service. The remaining reductions came as a result of increases in fuel economy, increased renewable energy used in wastewater treatment at the regional treatment facility, and the effects of actions adopted as part of the 2013 CAP.

The largest source of 2018 municipal emissions was from employees commuting to and from work, creating 445 tons of CO<sub>2</sub>e. However, the volume of emissions created decreased from 697 MTCO<sub>2</sub>e in 2005 to 445 MTCO<sub>2</sub>e in 2018, most likely attributable to the increase in vehicle fuel efficiency over that time. Next were emissions from the City's fleet of vehicles with 351 MTCO<sub>2</sub>e, then emissions from city-owned buildings and facilities with 134 MTCO<sub>2</sub>e, and then emissions from solid waste, water and wastewater treatment, and fugitive emissions with 198 MTCO<sub>2</sub>e combined. Emissions from streetlights and traffic signals were reduced to zero with the upgrade of all City accounts to GreenPrime.

The largest source of community emissions was from transportation and mobile sources, resulting in 63,288 MTCO<sub>2</sub>e. Overall though, emissions from transportation were reduced from 96,610 MTCO<sub>2</sub>e to 63,288 MTCO<sub>2</sub>e, a decrease of 34 percent. This decrease can likely be attributed to increases in fuel efficiency, increased electric vehicle adoption, and actions taken as part of the 2013 CAP. Next were emissions from residential and commercial energy, creating 35,661 and 7,537 MTCO<sub>2</sub>e respectively, then emissions from solid waste with 2,653 MTCO<sub>2</sub>e, and then water and wastewater treatment with 1,063 MTCO<sub>2</sub>e.

Joining SVCE helped reduce emissions from energy by 34 percent between 2005 and 2018. The remaining emissions came from a combination of natural gas, non-SVCE electricity customers, and the small percentage of non-renewable electricity supplied in 2018 by SVCE.

Overall, these results reflect a shift away from electricity production as a major source of emissions, with transportation and natural gas use by buildings remaining as large sources. Emissions from solid waste continue to decrease as diversion rates increase, and emissions from water and wastewater treatment decrease as the efficiency of processing equipment and renewable energy use both increase over time.

On the municipal side, employee commute is still the largest source of emission, but is somewhat beyond the direct control of the City and can be difficult to influence. Electrification of the vehicle fleet and the greening of City-owned building and facilities has reduced municipal emissions, but there is still room for improvement in these areas which are addressed in the 2022 CAAP.

### **Business-As-Usual Forecast**

A business-as-usual (BAU) forecast was developed in order to see what the City's emissions might be in the future. By developing a set of forecasts using the inventory results as a baseline, the City was able to better understand what the remaining sources may be and how many emissions will need to be reduced to meet their climate goals. In general, community emissions were escalated by the rate of population growth, and municipal emissions were escalated by the rate of growth in number of households. Both assumptions are consistent with ICLEI guidance. Absent any other changes, the City's emissions would increase slowly from 117,631 to over time as the population grows.

**Adjusted Business-As-Usual Forecast**

In addition to the BAU forecast, an adjusted business-as-usual (ABAU) forecast was developed to include the impacts of federal, State, and local actions already underway, as well as the expected increase in EV adoption rates and expected increase in AC use due to climate change.

An ABAU + Impacts of Existing Actions was also developed to model the effects of actions taken as part of the 2013 CAP. The following carbon intensity factors were applied to each forecast series to arrive at the ABAU and the ABAU + Impacts of Existing Actions forecasts.

Sector	Carbon Intensity Factors
Residential electricity	Impacts of Title 24 + Increase in AC use
Commercial electricity	Impacts of Title 24 + Increase in AC use
Community transportation	EV adoption increase + Impacts of Pavley II standard

The ABAU forecast shows that, including the impacts of federal, State, and local actions and the impacts of EV adoption and AC use increase, the City's emissions would be expected to decrease to 70,793 MTCO<sub>2e</sub> by 2050.

**The Table of Methodology & Assumptions is contained in the following pages**

Action #	Quantification method(s)	Assumptions	GHG calculations	Cost source/method	
Mitigation Actions	1.1 A	ClearPath, CAPCOA SDT-1, CAPCOA SDT-2	-3.3 person trips/day, avg. trip length 6 miles, 3.7% increase in bicycle mode share -Assumes 1.4% VMT reduction -Assumes 1% VMT reduction	trips x trip length x increased mode share Baseline VMT x % reduction Baseline VMT x % reduction	CSMP
	1.1 B	CAPCOA SDT-4 (grouped strategy)	n/a	n/a	0.1 FTE to develop and maintain program Assumed \$25k consultant fee to design outdoor pedestrian areas Assumed 2 miles of bike lane at \$25k/mile Assumed 5k sqft new sidewalk at \$5/sqft Assumed 20 bus stops at \$2k/stop
	1.1 C	CAPCOA PDT-1, 2 and 3	Assumes 5.0% VMT reduction	Baseline VMT x % reduction	Assumed \$400k to develop PMP
	1.1 D	CAPCOA TRT-12, SDT-4, SDT-5 and LUT-9	Assumes 1% VMT reduction	Baseline VMT x % reduction	Assumed \$25k consultant fee to design programs 0.1 FTE to administer program 0.05 FTE/year to engage with partners
	1.2 A	ClearPath	Assumes 100% of population currently medium-high population density	Based on at least 15% shift to high-density	0.25 FTE/year to develop and administer program
	1.2 B	CAPCOA LUT-6	Assumes 0.4% VMT reduction	Baseline VMT x % reduction	0.1 FTE/year Assumed 500 employees are low-income Assumed \$500 incentive per employee
	1.2 C	CAPCOA TRT-6	Assumes 5.5% commute VMT reduction	5.5 x 0.2 (% of work trips) x 1.21 (avg. work trip length/avg. trip length)	0.1 FTE to develop and implement program (assume program is maintained 10 years and then is self-sufficient) 0.1 FTE to work with local wifi providers
	1.3 A	CAPCOA TST-6	grouped strategy	n/a	Based on a survey of other CA programs
	1.3 B	CAPCOA TST-2, 3 and 4	Assumes 5% VMT reduction	Baseline VMT x % reduction	0.05 FTE/year to engage partners Assumed \$25k consultant fee for Green Commuter Amenities plan Assumed \$50k for green mobility app
	1.3 C	target recommended by Fehr & Peers	5% VMT reduction target	Baseline VMT x % reduction	0.5 FTE/year to develop, implement, and enforce TDM program
	1.3 D	CAP 2013	Assumes 50% of youth ride bus, 3 miles/trip	Youth not riding bus x trip length x number of events/year	0.2 FTE
	1.3 E	CAPCOA TRT-9	Assumes 0.4% VMT reduction	Baseline VMT x % reduction	0.05 FTE/year to engage carsharing companies and follow AV progress
	1.4 A	GHG reductions included in 1.4 B	n/a	n/a	0.1 FTE/year to develop and administer programs Assumed \$3,000 to develop EV fair Assumed \$2,000 to develop webinar series
	1.4 B	ClearPath	Assumes 30% increase in EV adoption beyond ABAU to 80% Assumes 23.6 MPG average fleetwide fuel economy Assumes 99 MPG average EV fuel economy (includes 45% hybrid)	Percent change in EV x change in fuel economy x Percent of gas vehicles displaced	Assumed \$50,000 in incentives 0.1 FTE to develop program (1-time cost) 0.1 FTE/year to administer program for 10 years
	1.5 A	supportive of 1.4 B	n/a	20 public chargers/year x per-charger VMT reduction 50 private chargers/year x per-charger VMT reduction	0.1 FTE to develop ordinance 0.1 FTE/year to administer program
	1.5 B	supportive of 1.4 B	n/a	n/a	0.2 FTE/year to develop and implement program Assumes \$50k per charger
	1.5 C	supportive of 1.4 B	n/a	10 new public chargers/year x per-charger VMT reduction	0.1 FTE
	1.5 D	supportive of 1.4 B	n/a	n/a	0.05 FTE/year to research funding opportunities and engage with partners
	1.6 A	CAP 2013	n/a	n/a	0.1 FTE to develop and administer program Assumed 1,000 leaf blowers replaced Assumed \$50 incentive per leaf blower

Action #	Quantification method(s)	Assumptions	GHG calculations	Cost source/method
2.1 A	GHG reductions included in 2.1 B	n/a	n/a	0.2 FTE/year to develop and administer program Assumed \$500/audit Assumed 100 incentives/year
2.1 B	Built Environment Calculator	Assumes 665 units retrofitted/year Assumes an average of 1,462 kWh and 1,070 therm savings/year/unit	Number of appliances replaced x per-appliance savings (cumulative)	0.5 FTE Assumes \$1,000 per incentive Assumes 100 incentives/year
2.2 A	Built Environment Calculator	Assumes 14 new MFD or retrofits/year Assumes 417 kWh savings per MFD Assumes 150 new SFD or retrofits/year Assumes 165 kWh savings per SFD	Number of new or retrofitted MFD/SFD x per-MFD/SFD increase/decrease (cumulative)	0.1 FTE to develop ordinances
2.3 A	Built Environment Calculator	Assumes 665 HVACs replaced/year Assumes an average of 2,370 kWh increase and 319 therm decrease/unit/year	Units replaced x per-unit savings (cumulative)	0.25 FTE/year to develop and administer program Assumed \$5k for seminars and educational material
2.3 B	Built Environment Calculator	Assumes 665 DHWs replaced/year Assumes an average of 1,416 kWh increase and 239 therm decrease/unit/year	Units replaced x per-unit savings (cumulative)	0.25 FTE/year to develop and administer program Assumed \$5k for seminars and educational material
2.3 C	Built Environment Calculator	Assumes 43 small business and 36 medium-sized business HVACs replaced/year Assumes all hotel HVACs replaced by 2035 Assumes an average of 4,980 kWh increase and 575 therm decrease/unit/year	Units replaced x per-unit savings (cumulative)	0.25 FTE/year to develop and administer program Assumed \$5k for seminars and educational material
2.3 D	Built Environment Calculator	Assumes 43 small business and 36 medium-sized business HVACs replaced/year Assumes all hotel DHWs replaced by 2035 Assumes an average of 4,312 kWh increase and 519 therm decrease/unit/year	Units replaced x per-unit savings (cumulative)	0.25 FTE/year to develop and administer program Assumed \$5k for seminars and educational material
2.4 A		n/a	n/a	0.1 FTE/year to develop and administer program
2.5 A	ClearPath		Installed kWh x electricity emissions factor	0.05 FTE/year to develop and administer program
2.5 B	Built Environment Calculator		Installed kWh x electricity emissions factor	0.05 FTE/year to develop and administer program
3.1 A	ClearPath	Assumes a 17% increase in waste diversion (78% to 95%)	Tons diverted x per-ton emissions factor	0.2 FTE
3.1 B	n/a	n/a	n/a	0.1 FTE to develop ordinance
3.1 C	grouped strategy (GHG reductions included in 3.1 A)	n/a		0.1 FTE to develop ordinance 0.1 FTE/year for monitoring & compliance Assumes \$1,000 per incentive Assumes 100 incentives/year
3.2 A	CAP 2013	n/a	kWh reduction x electricity emissions factor	0.1 FTE to develop ordinance 0.1 FTE/year for outreach & education
3.3 A	n/a	n/a	n/a	0.1 FTE/year to develop and expand programs, permitting, signage, etc.
3.3 B	no methodology	n/a	n/a	0.10 FTE/year for outreach & education
4.1 A	CAP 2013	Assumes 30% reduction in energy use	kWh/therm reduction x kWh/therm emissions factors	Estimated \$60k per building, for 10 buildings
4.2 A	no data	n/a	n/a	0.1 FTE to develop guidelines
4.2 B	City's electricity is carbon-free; no GHG reductions	n/a	n/a	Assumed \$40k for solar + storage installation Assumed \$2.1M for 1MW of microgrid capacity 0.05 FTE/year to monitor system
4.3 A	ClearPath	Assumes current 22 MPG for fleet Assumes fleet mileage grows at rate of household growth	Change in fuel economy x change in VMT replaced	0.1 FTE/year to administer program Assumed \$500k incremental cost of EVs Assumed \$100k in EVSE
4.4 A	CAPCOA TRT-1	Assumes 2% VMT reduction	VMT reduction x per-mile emissions factor	Assumed total cash incentives of \$10k 0.05 FTE/year to develop and administer programs



	Action #	Quantification method(s)	Assumptions	GHG calculations	Cost source/methodology
Cross-Cutting	4.4 B	CAPCOA TRT-6	Assumes 5.5% employee commute VMT reduction	VMT reduction x per-mile emissions factor	0.05 FTE to develop program
	4.5 A	CAP 2013	Assumes 100% waste diversion	Tons diverted x per-ton emissions factor	0.05 FTE to develop program
	4.5 B	n/a	n/a	n/a	
	4.6 A	n/a	n/a	n/a	
	4.6 B	n/a	n/a	n/a	
	4.6 C	n/a	n/a	n/a	
	5.1 A	n/a	n/a	n/a	0.05 FTE/year to develop and administer programs
	5.1 B	n/a	n/a	n/a	
	5.2 A	CAP 2013	Assumes 10,000 new trees by 2035	# of new trees x per-tree energy savings	Assumes \$300/tree 0.5 FTE/year to administer program
	5.2 B	n/a	n/a	n/a	
	5.2 C	n/a	n/a	n/a	0.1 FTE/year to identify partners and develop program
	5.2 D	n/a	n/a	n/a	0.05 FTE to develop ordinance
	6.1 A	n/a	n/a	n/a	
	6.1 B	n/a	n/a	n/a	
6.1 C	n/a	n/a	n/a	Assumes \$300,000 per impervious acre managed. Memo from Geosyntec consultants (2018) estimates an average range of \$100-200K/acre impervious area treated with green infrastructure. The Santa Clara Valley Urban Runoff Pollution Prevention Program's Stormwater Resource Plan (2019) lists a range of \$35K-\$600K/acre impervious area treated with green infrastructure. Lower costs are typically for much larger sites like stormwater detention ponds.	
6.2 A	n/a	n/a	n/a		
6.2 B	n/a	n/a	n/a		
6.2 C	n/a	n/a	n/a		
Adaptation	7.1 A	n/a	n/a	n/a	
	7.1 B	n/a	n/a	n/a	
	7.1 C	n/a	n/a	n/a	
	7.2 A	n/a	n/a	n/a	
	7.2 B	n/a	n/a	n/a	
	7.2 C	n/a	n/a	n/a	
	8.1 A	n/a	n/a	n/a	
	8.2 A	n/a	n/a	n/a	
	8.3 A	n/a	n/a	n/a	
	8.3 B	n/a	n/a	n/a	

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

Action #	Implementation lead	Implementation partners	Estimated cost	Funding source(s)	Funding program(s)	
Mitigation Actions	1.1 A	Engineering	Finance/Executive	\$ 44,778,000	Caltrans U.S. DOT Calbike	<a href="#">Active Transportation Program</a> <a href="#">Surface Transportation Block Grant Program</a> <a href="#">Funding Sources list</a>
	1.1 B	Engineering/Planning	Chamber of Commerce	\$ 215,000	BAAQMD Caltrans	<a href="#">Vehicle Trip Reduction Grant Program</a>  <a href="#">Sustainable Transportation Planning Grants</a>
	1.1 C	Planning/Engineering	Environmental Commission/ Complete Streets Commission/ Planning Commission	\$ 400,000	BAAQMD	<a href="#">Vehicle Trip Reduction Grant Program</a>
	1.1 D	Economic Development	Engineering	\$ 135,000		
	1.2 A	Planning Commission/Planning	VTA	\$ 300,000	Metropolitan Transportation Commission	<a href="#">Transportation project grants</a>
	1.2 B	Executive/Sustianability	Chamber of Commerce	\$ 380,000		
	1.2 C	Economic Development	Chamber of Commerce	\$ 110,000		
	1.3 A	Economic Development		\$ 250,000	BAAQMD Caltrans Caltrans	<a href="#">Vehicle Trip Reduction Grant Program</a> <a href="#">Active Transportation Program</a> <a href="#">Sustainable Transportation Planning Grants</a>
	1.3 B	Engineering/Planning	VTA	\$ 140,000	Metropolitan Transportation Commission	<a href="#">Transportation project grants</a>
	1.3 C	Sustainability/Economic Development	Neighboring jurisdictions	\$ 650,000		

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

1.3 D	Complete Streets Commission/ Planning Commission	Planning	\$ 200,000		
1.3 E	Parks & Recreation/Economic Development	Executive/ Los Altos School District	\$ 5,000		
1.4 A	Economic Development/Sustainability	Finance	\$ 15,000		
1.4 B	Economic Development/Sustainability	SVCE	\$ 160,000	Silicon Valley Clean Energy (technical assistance) CARB U.S. DOT	<a href="#">FutureFit Assist</a> <a href="#">Clean Vehicle Rebate Project</a> <a href="#">RAISE grants</a>
1.5 A	Economic Development	Executive	\$ 140,000	CA Energy Commission U.S. DOE	<a href="#">California Electric Vehicle Infrastructure Project (CALeVIP)</a> <a href="#">Electric Vehicle Supply Equipment Loan and Rebate Program (small businesses)</a>
1.5 B	Economic Development/Executive	SVCE	\$ 1,350,000	CA Energy Commission U.S. DOE	<a href="#">California Electric Vehicle Infrastructure Project (CALeVIP)</a> <a href="#">Electric Vehicle Supply Equipment Loan and Rebate Program (small businesses)</a>
1.5 C	Sustainability/Economic Development/Engineering	SVCE	\$ 10,000		
1.5 D	Planning Commission	Sustainability/Building	\$ 50,000	Silicon Valley Clean Energy (informational resource)	<a href="#">eHub</a>
1.6 A	Sustainability/Planning	SVCE	\$ 150,000		
2.1 A	Maintenance Services	BAAQMD/SVCE	\$ 900,000		

# ATTACHMENT 2

## APPENDIX F

### IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

2.1 B	Building/Planning	SVCE/ PG&E	\$ 63,000	PG&E PG&E BayREN Santa Clara County BRACE Grants U.S. Dept. of Energy CA Public Utilities Commission	<a href="#">Residential Rebates</a> (thermostats, water heaters, etc.) <a href="#">Business Rebates</a> <a href="#">Home Energy Advisor program</a> <a href="#">Property Assessed Clean Energy (PACE) Financing</a> <a href="#">Energy Upgrade California</a>
2.2 A	Building/Planning	SVCE/ PG&E	\$ 10,000		
2.3 A	Sustainability/Building/Planning	SVCE/ PG&E	\$ 305,000	Silicon Valley Clean Energy BayREN EPA CA Energy Commission	<a href="#">FutureFit Program</a> <a href="#">Single-family and multi-family electrification programs</a> <a href="#">Solar Energy System tax credits</a> <a href="#">Low Interest Loans</a>
2.3 B	Building	Planning/ SVCE/ PG&E	\$ 305,000	BayREN	<a href="#">Home Energy Advisor program</a>
2.3 C	Building	Planning/ SVCE/ PG&E	\$ 305,000	BayREN	<a href="#">Home Energy Advisor program</a>
2.3 D	Building	Planning/ SVCE/ PG&E	\$ 305,000	BayREN	<a href="#">Home Energy Advisor program</a>
2.4 A	Building	Planning/ SVCE/ PG&E	\$ 130,000		
2.5 A	Environmental Commission/Planning Commission	Building/Planning SVCE	\$ 65,000	Silicon Valley Clean Energy CA Energy Commission	<a href="#">Lights On Silicon Valley</a> <a href="#">Low Interest Loans</a>
2.5 B	Building	Planning	\$ 65,000		
3.1 A	Engineering	Building/ MTWS	\$ 20,000		
3.1 B	City Council	Sustainability/Engineering	\$ 10,000		

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

3.1 C	City Council	Building/Engineering/MTWS	\$ 63,000		
3.2 A	Planning/Building	Calwater	\$ 100,000	CalWater	<a href="#">Residential and Commercial water efficiency rebate programs</a>
3.3 A	Economic Development/Sustainability	Chamber of Commerce	\$ 130,000		
3.3 B	Economic Development/Sustainability	GreenTown Los Altos	\$ 130,000		
4.1 A	Building/Planning	SVCE/ PG&E	\$ 600,000		
4.2 A	Building	Planning	\$ 10,000	California Energy Commission	<a href="#">CEC grants</a>
4.2 B	Building	Planning	\$ 2,200,000		
4.3 A	Maintenance/Finance	Executive	\$ 700,000	BAAQMD	<a href="#">Carl Moyer Program</a>
4.4 A	Human Resources	Executive	\$ 75,000		
4.4 B	Human Resources	Executive	\$ 5,000		
4.5 A	Sustainability/Engineering	Finance/ MTWS	\$ 5,000		
4.5 B	Executive	Human Resources	Low		

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

Cross-Cutting Actions	4.6 A	Executive	All Dept.	Low		
	4.6 B	Executive	All Dept.	Low		
	4.6 C	Finance	Executive/All Dept.	Low		
	5.1 A	Environmental Commission/Planning Commission	Building/Planning	\$ 65,000	Water Resources Control Board Valley Water	<a href="#">Division of Financial Assistance</a> Landscape Rebate Program
	5.1 B	Maintenance	Calwater	Medium	Natural Resources Agency	<a href="#">Landscape Rebate Program</a>
	5.2 A	Engineering	City of Palo Alto Public Works	\$ 3,650,000	CA Natural Resources Agency CAL FIRE CA ReLeaf	Urban Greening Program Urban and Community Forestry Grant Program Urban forestry grants
	5.2 B	Maintenance	Planning/Engineering	High	CA Natural Resources Agency CAL FIRE CA ReLeaf	Urban Greening Program Urban and Community Forestry Grant Program Urban forestry grants
	5.2 C	Parks & Recreation	Engineering/Maintenance	\$ 100,000		
	5.2 D	Sustainability	Engineering	\$ 5,000		
	6.1 A	Maintenance	Parks & Recreation	Cost for analysis likely to be \$50,000 - \$500,000. Design/construction order of magnitude more.	FEMA/Cal Offices of Emergency Services	Building Resilient Infrastructure and Communities (BRIC) Flood Mitigation Assistance (FMA)

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

	6.1 B	Planning	Engineering	Medium	Department of Water Resources Wildlife Conservation Board	Habitat Restoration Program Urban Water Management Grants Stream Flow Enhancement Program Wildlife Corridors/Fish Passage
	6.1 C	Planning	Engineering Valley Water	\$1.5 M to construct systems to manage 5 acres of runoff/5 year period, beyond what is already funded	Natural Resources Agency Wildlife Conservation Board Water Resources Control Board	Urban Greening Program Protect Fish and Wildlife from Changing Conditions Section 319 Nonpoint Source Pollution Grants
	6.2 A	Engineering	City Council/Planning Commission	Low	Office of Planning and Res	Climate Adaptation & Resilience Planning Grants
	6.2 B	Engineering	Planning	Low	California Transportation Commission	Transportation Improvement Fees (Highway Users Tax Account (0062))
	6.2 C	Planning/Building	Environmental Commission/Planning Commission	Low	California Energy Commission	CEC grants
Adaptation Actions	7.1 A	Planning	Building	Medium	Office of Planning and Research	Climate Adaptation & Resilience Planning Grants
	7.1 B	Human Resources/Emergency Op	Building/Planning/ BAAQMD/ Santa Clara County Public Health	Low		
	7.1 C	Maintenance	Executive	Medium		
	7.2 A	Maintenance	Executive/ Valley Water	Medium	Public Information Officer	Santa Clara County Fire Department
	7.2 B	Emergency Op	Police/ BAAQMD	Medium	Office of Planning and Research	Regional Climate Collaboratives

IMPLEMENTATION LEADS, PARTNERS, COSTS, AND FUNDING SOURCES

7.2 C	Emergency Op	Santa Clara County Public Health	Medium		
8.1 A	Engineering	Emergency Op/ Finance/ Santa Clara County Public Health	Medium	Office of Planning and Research	Climate Adaptation & Resilience Planning Grants
8.2 A	Emergency Op	Sustainability/ Santa Clara County Public Health	Medium	Office of Planning and Research	Climate Adaptation & Resilience Planning Grants
8.3 A	Emergency Op	Sustainability	Low	Office of Planning and Research	Climate Adaptation & Resilience Planning Grants
8.3 B	Environmental Commission	City Council	Low		



# IMPLEMENTATION TIMELINE AND KPIS

Action #	2022-2025	2026-2030	2031-2035	KPI	2025	2030	2035	
Mitigation Actions	1.1 A	x	x	x	Miles of bike path built Miles of pedestrian path built Number of traffic calming projects completed	7 miles of bike trail built 2 miles of pedestrian path built 5 traffic calming projects completed	20 miles of bike trail built 5 miles of pedestrian path built 10 traffic calming projects completed	38 miles of bike trail built 10 miles of pedestrian path built 22 traffic calming projects completed
	1.1 B		x	x	Car-Free Zone initiative developed (Y/N) Pedestrian areas created Miles of downtown bike lane Sqft new sidewalks created New bus stops built	Initiative developed	All Car-Free Zones completed 50% of pedestrian areas, bike lanes, sidewalks, and bus stops completed	All pedestrian area, bike lanes, sidewalks, and bus stops completed
	1.1 C	x	x	x	Number of EV-only, handicapped, and total parking spaces Number of drop-off/pick-up zones	PMP started	PMP completed and adopted	track
	1.1 D	x	x		Number of bikes, ebikes, and scooters available to community members Number of partnerships formed/active	bike, ebike, and scooter pilots launched	programs scaled based on pilot program results	track
	1.2 A	x	x	x	Additional percent of population living in high-density areas	5%	18%	20%
	1.2 B	x	x	x	Number and amount of incentives provided	track	track	track
	1.2 C	x	x	x	Community-wide VMT reduction	track	track	25% of employees telecommuting 1.5 days/week
	1.3 A		x	x	Program developed (Y/N) Partners identified (Y/N)	Program developed Partners identified	Program implemented	track
	1.3 B	x	x	x	Number of transit riders Green Transit App progress Percent of population living within 10 min walk from transit	Green Transit App Ready		100% population within 10 min walk from transit
	1.3 C	x	x	x	Number of employees participating in TDM programs Communitywide VMT reduction	track	track	5% VMT reduction achieved
	1.3 D	x	x	x	Number of Car-free days/month Percent of students taking the bus	1 car-free day/month	2 car-free days/year	2 car-free days/month 60% reduction in school related SOV travel
	1.3 E	x	x	x	Number of shared cars (EV and fossil fuel) available to community members	track	50% of shared vehicles EV	100% of shared vehicles EV
	1.4 A	x	x	x	Number of EV fairs held EVSE/EV-only parking map complete (Y/N) Webinar series published (Y/N)	track	track	track

# IMPLEMENTATION TIMELINE AND KPIS

1.4 B	x	x	x	Percent of community-wide vehicles that are EV	10% higher annual EV adoption beyond ABAU	20% higher annual EV adoption beyond ABAU	30% higher annual EV adoption beyond ABAU
1.5 A	x	x	x	EVSE Master Plan developed and adopted Number of publicly available chargers Number of workplace chargers	EVSE Master Plan developed and adopted 70 workplace L2 chargers	240 workplace L2 chargers	400 workplace L2 chargers
1.5 B	x	x	x	Number of publicly available DCFC	4 DCFC stations	12 DCFC stations	22 DCFC stations
1.5 C	x	x	x	Number of new permits	track	track	track
1.5 D	x	x	x	Percent of residences with access to home charging	50% of residents with access to home charging	70% of residents with access to home charging	100% of residents with access to home charging
1.6 A	x	x		Type and number of equipment replaced Number/value of incentives provided	track	track	track
2.1 A	x	x	x	Number of audits performed Number/value of incentives provided	track	track	track
2.1 B	x	x	x	Number of buildings retrofitted with energy-efficient appliances and building envelope	3,325	5,985	9,310
2.2 A	x	x	x	Number of new buildings and remodels per year and total	track	track	track
2.3 A	x	x	x	Number of residential HVAC replaced with all-electric alternatives	3,325	5,985	9,310
2.3 B	x	x	x	Number of residential water heaters replaced with all-electric alternatives	3,325	5,985	9,310
2.3 C	x	x	x	Number of commercial HVAC replaced with all-electric alternatives	395	711	1,106
2.3 D	x	x	x	Number of commercial water heaters replaced with all-electric alternatives	395	711	1,106

# IMPLEMENTATION TIMELINE AND KPIS

2.4 A	x	x	x	Task Force formed Program implemented Funds raised per year and total		Task Force formed Program implemented	track
2.5 A	x	x	x	Yearly and total installed capacity (kW)	120 kW new capacity	320 kW new capacity	520 kW new capacity
2.5 B	x	x	x	Number and capacity of new battery storage systems	track	track	track
3.1 A	x	x	x	Landfill diversion rate	85% diversion	90% diversion	95% Diversion
3.1 B	x			New ordinance passed (Y/N)	Ordinance passed		
3.1 C	x	x		Ordinance developed and adopted Number of yearly and total buildings deconstructed	Ordinance adopted	track	track
3.2 A	x	x	x	Community-wide water use	track	track	track
3.3 A	x	x	x	Farmers Markets held/year Local businesses contacted	track	track	track
3.3 B	x	x	x	Individuals and businesses contacted Articles published Certified Green Businesses in the community	track	track	track
4.1 A	x	x	x	Number of audits performed % reduction in energy use	10% reduction in municipal energy use	20% reduction in municipal energy use	30% reduction in municipal energy use
4.2 A	x	x	x	Number of new municipal buildings	track	track	track
4.2 B		x	x	Solar capacity installed Battery systems installed Microgrids built	track	Microgrid pilot developed track	track
4.3 A	x	x		Percent of municipal fleet that is electric	25%	100%	100%
4.4 A	x	x	x	Percent of staff taking alternatives to SOV commute	track	track	track
4.4 B	x	x		Percent of staff working alternative schedules or telecommuting	track	track	track
4.5 A	x			Tons of waste diverted from the landfill	track	track	track

# IMPLEMENTATION TIMELINE AND KPIS

Cross-Cutting Actions	4.5 B	x	x	x	Number of remote participants at City meetings	track	track	track
	4.6 A	x	x	x	Up-to-date list of City projects with descriptions of sustainable procedures, project lifespan, climate parameters and emissions scenario considered	List completed, current, and published annually		
	4.6 B	x			Number and percent of City plans and standards incorporating climate change. Number and percent of city departments with staff with designated climate mitigation and/or adaptation roles.	track	track	track
	4.6 C	x	x	x	Annual Goals for CAAP advancement; annual reports on CAAP Advancement	track	track	track
	5.1 A	x	x	x	Percent of Buildings with Rainwater Harvesting Systems. Percent of Buildings with Greywater Systems. Acres private Greenstormwater Infrastructure as reported to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) and submitted as part of City's annual stormwater report to the Water Board Number of Systems at Municipal Facilities. Percent of Municipal Facilities with Greywater. Percent of Municipal Facilities with Rainwater Harvesting. Number and amount of incentives/rebates provided	track	track	track
	5.1 B	x	x		Determination/Memo from RWQCP of availability Receipt of proposal for reuse	10% 35 acres	25% 40 acres	40% 45 acres
	5.2 A	x	x	x	Number of Existing Public and Private Trees Number of Trees Planted Percent Survival of Planted Trees after 2 years, 5 years, 10 years	2,000 98%	6,000 96%	10,000 95%
	5.2 B	x	x	x	Acres of wilderness/natural areas Acres of Impervious Park Area	Plus 0.5 Acres Plus 2 Acres	Plus 2 Acres Plus 5 Acres	Plus 5 Acres Plus 15 Acres
	5.2 C	x	x	x	Number and square footage fo carbon farming pilots	track	track	track
	5.2 D	x			Ordinance developed and adopted	Ordinance adopted		
	6.1 A	x	x			Citywide Flood Risk Study Completed with policy and capital project recommendations at conceptual design	Updated FIRM Policies Implemented 10% of projects completed 25% of projects in construction 25% of projects in design	40% of projects completed 30% of projects in construction 30% of projects in design
	6.1 B		x			Comprehensive Riparian Ecosystem Restoration Plan Developed. Pilot projects funded.	Pilot projects constructed, monitored, evaluated.	Projects completed

# IMPLEMENTATION TIMELINE AND KPIS

Adaptation Actions	6.1 C			Number of green infrastructure installations Acres of public impervious area managed by GSI submitted as part of City's annual stormwater report to the Water Board.	25 acres	35 acres	45 acres
	6.2 A			Percent of projects completed, in construction, in design	Heat Study conducted with policy and capital project recommendations.	Implemented 10% of projects completed 25% of projects in construction 25% of projects in design	40% of projects completed 30% of projects in construction 30% of projects in design
	6.2 B				Heat Management Plan Developed and Piloted		
	6.2 C				Standards enacted		
	7.1 A			Number of engagements	Heat Safety Protocols Enacted, Education and Enforcement Mechanisms Piloted	Education and Enforcement Mechanisms finalized	
	7.1 B				Policy enacted, staff overtime paid for		
	7.1 C			Number of drinking fountains/refillable water stations	Existing public fountains identified, new sites identified, 25% of projects completed, 75% of remaining sites funded		
	7.2 A				Protocols and city documents updated		
	7.2 B				Early warning system developed and tested		
	7.2 C			Number of masks distributed Percent of community facilities with air filtering	50%	100%	
	8.1 A			Number of existing facilities surveyed Number and percent of upgrades completed Number and percent of new facilities completed	Facilities identified, immediate actions undertaken, upgrades and/or new facilities identified and costed, 75% funded, 25% constructed, 25% in construction, 50% in design	100% of upgrades and/or new facilities funded, 75% constructed, 25% in construction	100% of upgrades and/or new facilities constructed
	8.2 A			Number of people engaged Number of caregivers engaged	Vulnerable Populations identified. Education and resource program established.		
8.3 A			CERT materials updated	All new volunteers trained using updated CERT	All new volunteers trained using updated CERT	All new volunteers trained using updated CERT	
8.3 B			Grant criteria established Number of grants awarded	Micro-grant program established, 5 grants awarded	30 grants awarded	75 grants awarded	

# APPENDIX H:

## CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA

Prepared by EcoShift Consulting

### Executive Summary

The City of Los Altos (Los Altos) is located on the eastern edge of the Santa Cruz mountains, roughly 15 miles East of the Pacific Ocean and 5 miles from the San Francisco Bay. Proximity to these large water bodies has made for a stable climate and will somewhat temper future climate hazards compared to other areas in California.

This Vulnerability Assessment is intended to assist Los Altos in understanding the climate risks it faces under future emissions scenarios. In keeping with California Senate Bill 379, the assessment relies on resources provided by the California Governor's Office of Emergency Services (OES) including Cal-Adapt and the California Adaptation Planning Guide to describe how the *frequency* and *intensity* of climate hazards are changing. The Vulnerability Assessment is just the first step in Los Altos' effort in planning for and adapting to climate change, outlined in Los Altos' Climate Action & Adaptation Plan (CAAP). The Vulnerability Assessment is an appendix to the CAAP. The documents should be read together.

#### **Purpose of SB 379**

Senate Bill No. 379 of the California Legislature requires local jurisdictions to address climate adaptation and resiliency strategies in either the local hazard mitigation plan or an update to the safety element of a jurisdiction's General Plan, depending on the date of adoption of a local hazard mitigation plan. The update includes a climate vulnerability assessment "identifying the risks that climate change poses...and the geographic areas at risk," along with a set of goals and strategies to address those risks.

The Cal-Adapt tool and projections of climate change taken from other government plans describe how climate is changing, but they do not describe what the impact will be on Los Altos. The goal of the Vulnerability Assessment is to understand how and how much a changing climate will impact the community sectors - assets, people, economy - that make Los Altos what it is. Adaptation strategies developed in response to the Vulnerability Assessment are described in the CAAP.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Introduction

Natural variability in the climate and weather produce extreme events like droughts, wildfires, and floods over long time periods. While natural systems respond to and even rely on these phenomena, our dense settlement and production of greenhouse gas emissions have greatly changed the impacts of climate hazards. Increased capture of solar radiation, generally referred to as global warming or climate change, is having massive and long-term effects on climatic conditions and global systems like the water cycle, jet stream and ocean currents that transfer energy. Generally, the oceans are rising and temperatures are increasing. Disruptions in jet stream patterns have caused highly unseasonal weather. Some naturally occurring hazards are expected to occur more frequently and with greater intensity, putting our infrastructure, environment, housing, and populations at greater risk.

Indicators of Climate Change in California, a report prepared by the Office of Environmental Health Hazard Assessment, describes the rapidity with which climate change has impacted the state. Included are the following statements.<sup>1</sup>

- Average maximum temperatures have increased by 2.2°Fahrenheit over the past century
- The 2012 to 2016 drought was the most extreme since instrumental records began, producing a moisture deficit not seen in the last 1,200 years. It is consistent with a trend of California becoming increasingly dry.
- Glaciers in the Sierra Nevada have decreased in area dramatically, with several of the largest glaciers decreasing by half.
- The amount of water stored in the state's snowpack has been highly variable from year to year, dropping to a record low 5% of the historical average in 2015. Snowmelt runoff during April through July has declined.
- The area burned by wildfires across the state is increasing.
- Over the past 80 years, California's forests have been changing in response to decreasing water availability, driven by warmer temperatures. Small trees and oaks have increased, while pines have decreased.

While efforts at the State and County levels have addressed climate risks and methods to mitigate them, this document is the first to consider the climate risk to Los Altos on the local level, in accordance with SB 379. Although future climate conditions are not certain, models developed by the scientific community and recommended by the California Governor's Office of Emergency Services (OES) provide a range of possible changes to the climate and serve as the technical basis for understanding Los Altos' climate risk.

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<sup>1</sup> Office of Environmental Health Hazard Assessment, California Environmental Protection Agency (2018). Indicators of Climate Change in California. Sacramento, California.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Background

California has been divided into 16 different climate zones based on shared characteristics to understand the energy needs for heating and cooling throughout the year. Los Altos is in California Climate Zone 4, which uses San Jose as a reference city. The climate in Zone 4, of which Los Altos is at the very northern boundary, is inland enough to have hot summers but is influenced by the ocean which moderates high and low temperature extremes. Much of the year falls within the comfort zone of 68-80F. Typically, winters are cool and wet. However, Los Altos is in a “rain shadow” of the Santa Cruz mountains, limiting winter precipitation, as well as wind and fog as shown in Figure 1.

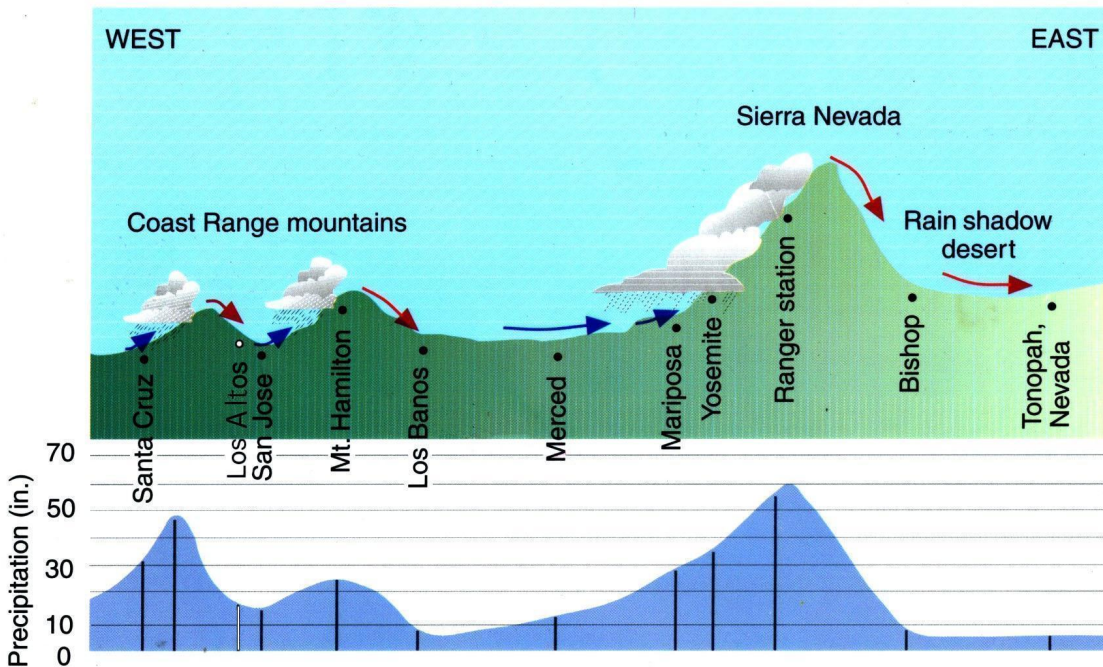


Figure 1: Relationship Between Topography and Precipitation in Simplified Cross Section of California showing how Los Altos is in a rain shadow of the Santa Cruz Mountains (Modified from: C. Ahrens, *Essentials of Meteorology*, 2nd Edition)

## Climate Hazard History in Los Altos

Los Altos has experienced many climate hazards since its incorporation almost 75 years ago and more in recorded history. The frequency of these hazards provides a baseline for considering future hazards, even if Los Altos continues to change and the rate of climate change is increasing. Greenhouse gas emissions will change the *frequency* and *intensity* of experienced climate hazards but will not introduce new hazards altogether. Many of these experienced hazards are enumerated in Table 1 of Federally declared disasters. Table 1 indicates the relative prevalence of climate



# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

hazards that reach the level of Federal disaster declaration. Severe winter storms that caused flooding were the most frequent climate event followed by wildfires. Since the Federal government declares disasters at a county-wide scale, the severity of damage to Los Altos specifically is difficult to ascertain from this data set alone.

Incident Type	Declaration Title	Date	FEMA Declaration
Biological	COVID-19	March 13, 2020	EM-3428-CA
	COVID-19 PANDEMIC	March 22, 2020	DR-4482-CA
Coastal Storm	COASTAL STORMS, FLOODS, SLIDES & TORNADOES	February 9, 1983	DR-677-CA
Drought	DROUGHT	January 20, 1977	EM-3023-CA
Earthquake	LOMA PRIETA EARTHQUAKE	October 18, 1989	DR-845-CA
Fire	GRASS, WILDLANDS, & FOREST FIRES	July 18, 1985	DR-739-CA
	CROY FIRE	September 25, 2002	FM-2465-CA
	SUMMIT FIRE	May 22, 2008	FM-2766-CA
	WILDFIRES	June 28, 2008	EM-3287-CA
	SCU LIGHTNING COMPLEX FIRE	August 21, 2020	FM-5338-CA
	WILDFIRES	August 22, 2020	DR-4558-CA
Flood	SEVERE STORMS, FLOOD, MUDSLIDES & HIGH TIDE	January 7, 1982	DR-651-CA
	SEVERE STORMS & FLOODING	February 21, 1986	DR-758-CA
	SEVERE WINTER STORMS, FLOODING, AND MUDSLIDES	April 1, 2017	DR-4308-CA
Freezing	SEVERE FREEZE	February 11, 1991	DR-894-CA
Hurricane	HURRICANE KATRINA EVACUATION	September 13, 2005	EM-3248-CA
Severe Storm(s)	SEVERE WINTER STORMS, FLOODING, LANDSLIDES, MUD FLOWS	January 10, 1995	DR-1044-CA
	SEVERE WINTER STORMS, FLOODING LANDSLIDES, MUD FLOW	March 12, 1995	DR-1046-CA
	SEVERE STORMS, FLOODING, MUD AND LANDSLIDES	January 4, 1997	DR-1155-CA
	SEVERE WINTER STORMS AND FLOODING	February 9, 1998	DR-1203-CA
	SEVERE WINTER STORMS, FLOODING, AND MUDSLIDES	February 14, 2017	DR-4301-CA

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Table 1: Relative prevalence of climate hazards that reach the level of Federal disaster declaration

FEMA declares disasters on a county level, even if the disaster only affected part of the county. Pandemics and earthquakes, though shown in Table 1, are not climate hazards so are not discussed in this report. Notably absent from the table are several multi-year droughts, based on how FEMA calculates event losses. The only FEMA-declared emergency classified as a drought - in all of California's history - occurred in 1977. However, Santa Clara County has experienced three additional extended year droughts: 1987-1992, 2007-2009, 2012-2017. As of this writing (summer 2021), California is experiencing persistent severe drought.

Based on this history and Cal-Adapts projections, this vulnerability assessment has been framed around three climate-related groups of hazards:

1. Temperature, Extreme Heat & Drought
2. Precipitation & Flooding
3. Wildfires & Air pollution

Reports produced by other jurisdictions may include different climate variables and climate hazards, or categorize the variables and hazards differently based on their climate conditions.

### Temperature, Extreme Heat & Drought

Average temperatures and the number of extreme heat days are projected to increase throughout the century, according to Cal-Adapt. The number of extreme heat days are projected to be almost 300% more in a high emissions scenario than in a medium emissions scenario.

Whether or not droughts get worse depends on the definition of drought. One definition is a prolonged period with below-average or no precipitation. The length of dry spells is expected to increase as much as 15%, while average annual precipitation is not expected to change. Higher temperatures combined with less consistent rain will impact both water supply and outdoor water demand.

Climate Hazards like droughts, heat waves, and air pollution are stressors that are usually less dynamic than floods or wildfires. Droughts occur on a slower timeline and can last longer than other climate hazards. Droughts may not cause a loss of property or impair infrastructure like other hazards, but prolonged droughts impact the environment, the economy, and residents' quality of life. The Santa Clara County Operational Area (OA) Hazard Mitigation Plan declares:

Historical drought data regarding Santa Clara County OA indicate four significant droughts over the last 40 years, with drought occurring in 12 of those 40 years. Based on risk factors and this history, droughts likely will continue to occur in the Santa Clara County OA. Moreover, as temperatures increase, probability of future droughts will

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

likely increase as well. Therefore, droughts likely will occur in Santa Clara County at varied severities in the future, even after conclusion of the current [2012-2017] drought.<sup>2</sup>

Similarly, across Santa Clara County, several extreme heat events were experienced in the past 20 years, including during 2000, 2006, and 2009. None of these were Federally-declared disasters. Yet heat waves have become stronger across the region, including mid-summer night-time heat waves and increases in day-time heat waves. Though heat waves are invisible, they can have great impacts on human health, particularly for vulnerable populations.

### Precipitation & Flooding

Los Altos has experienced numerous severe winter storms that have caused flooding, and multiple climate models predict at least one severe storm a year under high emissions scenarios by the end of the century (See the section Future Changes to Climate Hazards, below). Interestingly, while severe storms will happen more frequently, they will not be much more intense according to projections produced by Cal-Adapt. Similarly, the average annual precipitation is not expected to change.

Floods are caused by the duration, intensity, and spatial distribution of precipitation interacting with terrain and land use characteristics like ground cover. In other words, floods are not exclusively a climate hazard. They are the result of a climate phenomenon in interaction with physical conditions. These local conditions that influence flooding range from short-term characteristics such as soil moisture to long-standing features like the size of storm sewers. Similarly, the impact of floods depend on what is flooded: The storms of 1998 caused overtopping of Adobe Creek, flooding properties and damaging structures in Los Altos Redwood Grove Nature Preserve, but producing much less damage than if somehow downtown were flooded.

### Wildfires & Air Pollution

Despite increased temperatures, wildfires are not projected to be a significantly worse threat in the future for Los Altos, based on the average area burned by wildfires. That indicator of wildfires is projected to *decrease* as Los Altos urbanizes. Regionally, Los Altos and the surrounding area is not high risk, though the relative risk for natural areas in the Santa Cruz mountains is projected to increase slightly. CAL FIRE's somewhat outdated maps do not consider Los Altos or most of the areas around Los Altos to be very high fire hazard severity zones because they are urban. The closest very high fire hazard areas are in southern Cupertino and Saratoga. Some areas west of Los Altos are in a high hazard severity zone.

However, the analysis is limited to direct wildfire impact in Los Altos – acres burned. Secondary impacts like air pollution can be significant and prolonged.

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<sup>2</sup> *Santa Clara County Operational Area Mitigation Plan*, Office of Emergency Services, p. 117, [http://sanjose.granicus.com/Viewer.php?event\\_id=2690&meta\\_id=642821](http://sanjose.granicus.com/Viewer.php?event_id=2690&meta_id=642821), accessed June 8, 2021

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

In some ways, wildfires are an interesting analog to floods, influenced both by weather and local conditions. The Santa Clara County Climate Adaptation Guidebook describes this complexity. "Weather is one of the most significant factors in determining the severity of wildfires; [however,] natural fire patterns are driven [both] by conditions such as drought, temperature, precipitation, and wind, and also by changes to vegetation structure and fuel (i.e.) biomass availability." Just as floods are exacerbated by high soil moisture, wildfires are more destructive when they occur on top of strong droughts.

Of course, wildfires can start from any number of human sources and not only during dry weather. Like floods, wildfires present the greatest risk to life and property when they cross the wildland urban interface into developed areas. However, the spread and duration of wildfires is less predictable than floods. Wildfires are most likely to spread through embers directed by wind and the air currents of the fire itself.

These air currents can bring particulate matter hundreds of miles from the fire. During the SCU Fire and even the Paradise Fire, Los Altos was impacted by poor air quality which kept people in their homes.<sup>3</sup> Summer can already produce poor air quality due to photochemical (sunlight) smog and the long-term suspension of particulate matter that rain in the winter and spring dissolves. These periods of air pollution increase the health risk for people with pre-existing respiratory conditions and/or who experience occupational hazards through outdoor work.

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<sup>3</sup> As shared in the Apr. 23, 2021 focus group

APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT  
FOR THE CITY OF LOS ALTOS, CA CONTINUED

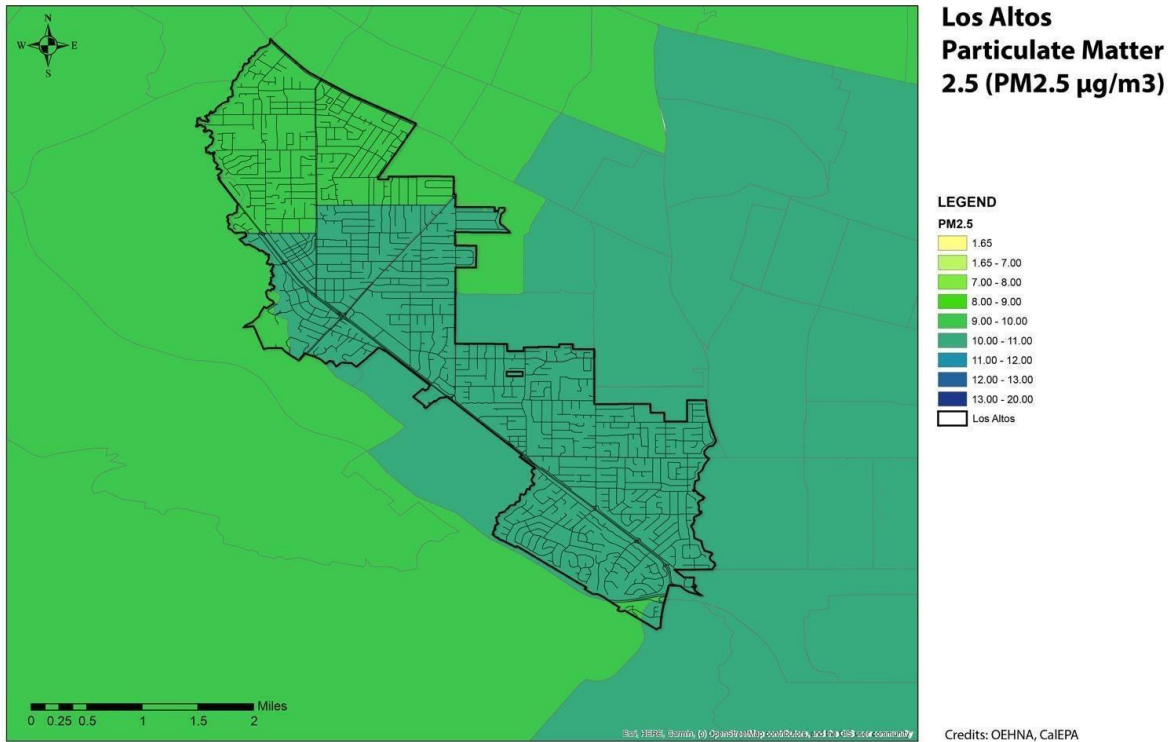


Figure 2: Average concentration of particulate matter 2.5 in Los Altos and surrounding area

Although a verdant city, Los Altos has only average air quality. The Bay Area as well as the Central Valley south of Sacramento are all non-attainment areas for ambient air quality standards. Figure 2 shows the concentration of Particulate Matter 2.5, a specifically harmful irritant. According to OEHHA, "PM2.5...can have adverse effects on the heart and lungs, including lung irritation, exacerbation of existing respiratory disease, and cardiovascular effects. The US EPA has set a new [in the last decade] standard for ambient PM2.5 concentration of 12 µg/m3, down from 15 µg/m3." Most of Los Altos is higher than 10 µg/m3. The EPA classifies the whole of Santa Clara County as "moderate" in the category of PM 2.5. It should be noted that ozone, another indicator of air quality, has improved considerably throughout the Bay Area since the 1960s. Given the moderate baseline air quality, added pollution from wildfires even far from Los Altos can create unhealthy levels of PM2.5

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Future Changes to Climate Hazards

There are several sources of information about future climate hazards and their impact on Los Altos. Described below is information from several State, County, and local documents and tools. These sources are not exhaustive, nor are they entirely in agreement, however, together they provide a helpful composite.

#### California State Hazard Mitigation Plan

The California State Hazard Mitigation Plan is the state's primary document which describes historical and current hazards and articulates goals to mitigate those hazards to reduce injury, death, and damage. The Hazard Mitigation Plan is helpful background for the Vulnerability Assessment, although hazard mitigation is not exactly the same as climate adaptation. Specifically, the goal of hazard mitigation planning is to understand the probability and impact of natural and man-made hazards and to outline actions to reduce or eliminate the loss of life and property from those hazards. Some of the hazards in the hazard mitigation plan are natural hazards and most of those natural hazards are climate related. The plan lists fire, flood, and earthquake as the primary hazards based on number of events, deaths, and cost. Climate change, it says, will result in "more frequent incidence of severe events, such as extreme rainfall, wind, wildfire, extreme heat, and extended drought."<sup>4</sup>

#### California's Fourth Climate Change Assessment – San Francisco Bay Area Region Report

California's fourth climate change assessment was produced in 2018. Given the size and physical diversity of California, the assessment was divided into region-specific reports. The San Francisco Bay Area Region report describes that temperatures in the Bay Area rose almost 2°F between 1950 and 2005 and are expected to rise significantly by mid-century. If emissions continue through the end of the century, temperature changes will be major, with an increase of 7.2°F. However, inland areas will heat up more than coastal areas, both generally and when comparing the hottest day of the year in each area.

According to the report, precipitation will continue to vary significantly year to year, based on the occurrence and path of winter jet stream flows which produce "atmospheric rivers." Winter storms from the atmospheric rivers will continue to produce significant snowfall in the Sierra Nevada and heavy rainfall capable of causing floods. Under a high emissions scenario, the wettest day of the year in 2100 may produce 30% more rain. The Bay Area may experience precipitation "whiplash" year to year:

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<sup>4</sup> California State Hazard Mitigation Plan, California Office of Emergency Services, 2018, Section 4.3 – p. 129

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Even if total precipitation increases, changes in the timing and form of precipitation (rain or snow) along with expected increases in temperature are likely to cause longer and deeper droughts. Average Sierra snowpack is expected to decline between 30% and 60% by mid-century and over 80% by the end of the century under a high emissions scenario.

Future fire activity is expected to increase as climate warms; however, the distribution of risk is uncertain because it depends on changes in urban development. Where the wildland-urban interface expands, fire risks will increase. Rural and suburban areas that urbanize will see a decline in fire risk.

### Santa Clara County Operational Area Hazard Mitigation Plan

The Santa Clara County Operational Area Hazard Mitigation Plan is the county-wide hazard mitigation plan for Santa Clara County. The plan describes briefly how climate will impact the frequency and severity of climate hazards. Specifically, it describes that the number and length of heat waves is expected to increase, as are the number of single-day extreme heat days. According to the document, "precipitation projections for California remain uncertain," however, the combination of temperature increases combined with the timing and form of precipitation is expected to change stream flow and river flooding. Wildfire risk as defined by area burned in Santa Clara County is not expected to change significantly by mid-century. The average area burned is expected to *decrease* by 10-20% by 2085.

### Los Altos Hazard Mitigation Plan Annex

The Los Altos Hazard Mitigation Plan Annex is a Los Altos-specific addition to the Santa Clara County Hazard Mitigation Plan. The Los Altos Hazard Mitigation Plan Annex not only lists the history of declared disasters, it also ranks natural hazards based on their probability and their impact. According to the Hazard Mitigation Plan Annex, the hazard with the highest risk score (probability x impact) is earthquake (48) followed by severe weather (33), flood (18), drought (9), dam and levee failure (6), wildfire (3) and landslide (3). Severe weather includes severe storms from atmospheric rivers or thunderstorms, extreme heat and frosts/freezes, high winds, and so-called space weather, which refers to disruptive variations in the sun's energy.

The risk score ranking is useful for understanding how the hazards compare to one another. While earthquakes are a natural hazard, it is not considered in this climate Vulnerability Assessment.<sup>5</sup>

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<sup>5</sup>With the exception of sea level rise increasing the liquefaction risk in coastal areas outside of Los Altos, there is no relation between atmospheric phenomena and earthquake risk. More simply, whether we reverse or continue climate change will not increase or decrease the risks of earthquakes. Earthquakes are well considered in the Hazard Mitigation Plan for Santa Clara County and its Los Altos Annex.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Rankings of the CAAP Task Force

The CAAP Task Force is a group of City staff and Environmental Commission members who guided the development of the CAAP. They are involved in many aspects of Los Altos operations, planning, and environmental management and so were asked what climate hazards they were most concerned about in the future. They ranked their concern (high, medium, low) for primary and secondary climate hazards. Primary climate hazards are phenomena that are climate variables. Temperature and precipitation *define* climate. Secondary climate hazards are hazards resulting from changes in primary climate hazards in relation to community sectors like the natural environment, the economy, and the public. All twelve respondents on that Task Force completed the survey ranking hazards of concern. Responses are shown below

Primary Climate Hazards	Score
Temperature Increase	2.4
Precipitation Changes	1.8
Sea Level Rise	1.3

**Table 3: Average Scores and Ranking for Primary Climate Hazards according to the CAAP Task Force**

Secondary Climate Hazards	Score
Drought	2.8
Extreme Heat/Heat Waves	2.4
Wildfire	2.4
Air Pollution	2.4
Flooding (Riverine, Areal)	2.3
Urban Heat Island	1.9
Flooding (Coastal)	1.4
Landslide	1.3

Table 4: Average Scores and Ranking for Secondary Climate Hazards according to the CAAP Task Force

The CAAP Task Force was most concerned about increasing temperatures and changes in precipitation patterns. Each of the hazards of high and medium concern were related to the impacts of heat, with drought receiving the highest average score and extreme heat, wildfire, and air pollution receiving the next highest scores. The hazard with the highest score, drought, is driven both by heat and by precipitation. Air pollution, wildfires, and urban heat island are hazards that are not entirely a natural phenomenon.



## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Cal-Adapt & Adaptation Planning in California

The OES issued the **California Adaptation Planning Guide (APG)** to help municipalities and all stakeholders involved in the vulnerability assessment process with recommendations and tools to develop a scientifically grounded, relevant, and actionable adaptation plan.

One of the public resources provided by OES to be used in consult with the (APG) is a web-based climate projection tool called Cal-Adapt. **Cal-Adapt provides historical and projected climate information, including “local snapshots” of several different climate phenomena under different emissions scenarios through 2100.** The global climate models selected by OES are particularly well matched to California's climate.

Cal-Adapt was used for this vulnerability assessment to predict what future temperature and precipitation Los Altos will experience based on scenarios of future global emissions or Representative Concentration Pathways, RCP 4.5 and RCP 8.5, adopted by the International Panel on Climate Change. These emissions scenarios are based on models of population growth, economic growth, food production, technological advancement, political activities to curb greenhouse gas emissions and other factors. RCP 2.6 represents a “very stringent” pathway, in which emissions start declining by 2020 and go to zero by 2100. It is not included in Cal-Adapt. RCP 4.5 represents a global growth scenario in which emissions continue to 2040 and then decline. RCP 8.5 represents a “business as usual” scenario in which emissions continue unabated. Because these scenarios and models are global, they do not consider how Los Altos reduces its emissions.

Cal-Adapt plugs these global emissions scenarios into global climate models (GCMs) to produce local information about areas in California, including Los Altos. Cal-Adapt describes the process on its [Guidance on Using Climate Projections webpage](#), from which the text below is reproduced.

Climate scientists create projections of future climate using powerful tools called global climate models. Global climate models are complex pieces of computer software that crunch through thousands of mathematical equations representing the scientific theory of how the climate system works. They can be used to simulate climate over past periods, or to run experiments in which scientists impose certain conditions on the model to see how the climate system responds. A future climate projection is the product of global climate model experiments in which scientists impose upon the model some scenario of the future atmospheric concentration of greenhouse gases [e.g. RCP 4.5 and RCP 8.5].

When climate scientists run a climate model, they divide the area of study into a grid, and the model performs calculations for each

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

individual cell within the grid. The output from those calculations can then be visualized on a map, similar to the visualizations in Cal-Adapt [shown in Figures 3-9]. In climate model projections, for any given snapshot in time, each grid cell is represented by a single value for temperature, precipitation, or other climate variable of interest.

The grid cells in most global climate models are very large—from 100 to 600 kilometers [roughly 100 to 375 miles] squared. This coarse resolution is OK when scientists are studying climate on the global scale, but it is not very useful when we are trying to understand climate change on smaller scales. We know that present-day climate varies greatly from region to region in California, and so we expect future climate to vary accordingly. But that detail is lost in the global climate models, in which all of California may be represented by just a few grid cells. To be able to plan for the future, we need to produce higher-resolution projections of future climate. Climate scientists do just that by using various techniques to "downscale" global climate model output to finer spatial scales. The data in Cal-Adapt is taken from a selection of global climate models and downscaled to about 7-kilometer [roughly 4.5 mile] resolution.

### Understanding Cal-Adapt Graphs

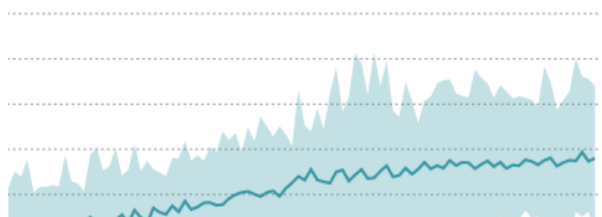
The Cal-Adapt graphs presented in this Vulnerability Assessment display several types of data illustrating how variables like temperature, extreme heat, drought, precipitation, and wildfire are expected to change as climate change continues. The next series of images describes how information on the Los Altos graphs are displayed.

The line in grey represents historical observed values for each year shown on the graph. The year-to-year differences represent the natural variation in climate. Although the planet is warming over the long term, some years are still cooler or warmer than others.



The colored areas of the graph below represent projections under different emissions scenarios, RCP 4.5 representing continued global emissions until 2040 and RCP 8.5 representing continued global emissions through the end of the century.

RCP 4.5 is shown in a light blue or teal color. The blue line represents the most likely



## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

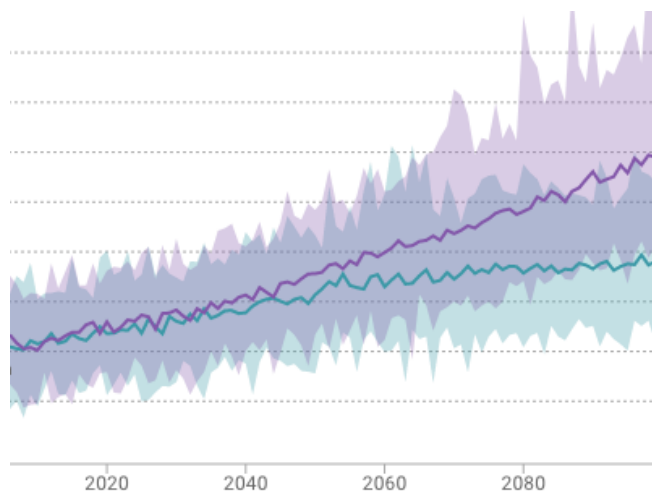
outcome for whatever variable is being graphed. Because it is produced by averaging multiple climate models, it smooths out the year-to-year variability that each model predicts. The line does not indicate that year-to-year variability will disappear. (Figure 6 in the following pages shows how much variability is predicted year-to-year in individual models)

The shaded blue or teal area around the line represents the full range of climate projections for the variable across all the models. If one model predicts a high value and one model predicts a low value, that information is shown in the shaded area.

In sum, under a medium emissions scenario, Los Altos may experience any value within the shaded blue area and is most likely to experience the value on the blue line.

The same explanation for the image holds true under a high emissions scenario, shown in light purple. The purple line represents the most likely outcome for the variable, and the shaded area around the line represents the full range of climate projections for the variable across all models.

When both emissions scenarios are graphed, the darker purple-grey area represents the possible values which are projected in both medium emissions and high emissions scenarios. For some climate variables, like temperature, differences between emissions scenarios become clear later in the century by less and less overlap in blue and purple shaded areas, indicating that reducing emissions will reduce how much temperatures rise. For other variables, like precipitation, there is not a significant visual difference between the blue and purple shaded areas, indicating that the range of values for precipitation is more or less the same in either emissions scenario.



# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Precipitation & Flooding

Figure 3 shows the observed and projected annual precipitation for Los Altos. The graph indicates that there is expected to be little change in annual average precipitation in a medium or high emissions scenario for both Los Altos and Santa Clara County (not shown), a remarkable reality considering that many areas across California and the country are projected to experience much greater drought in the future. As shown in Table 5, average annual precipitation is projected to increase marginally.

### Annual Precipitation

Total precipitation projected for a year

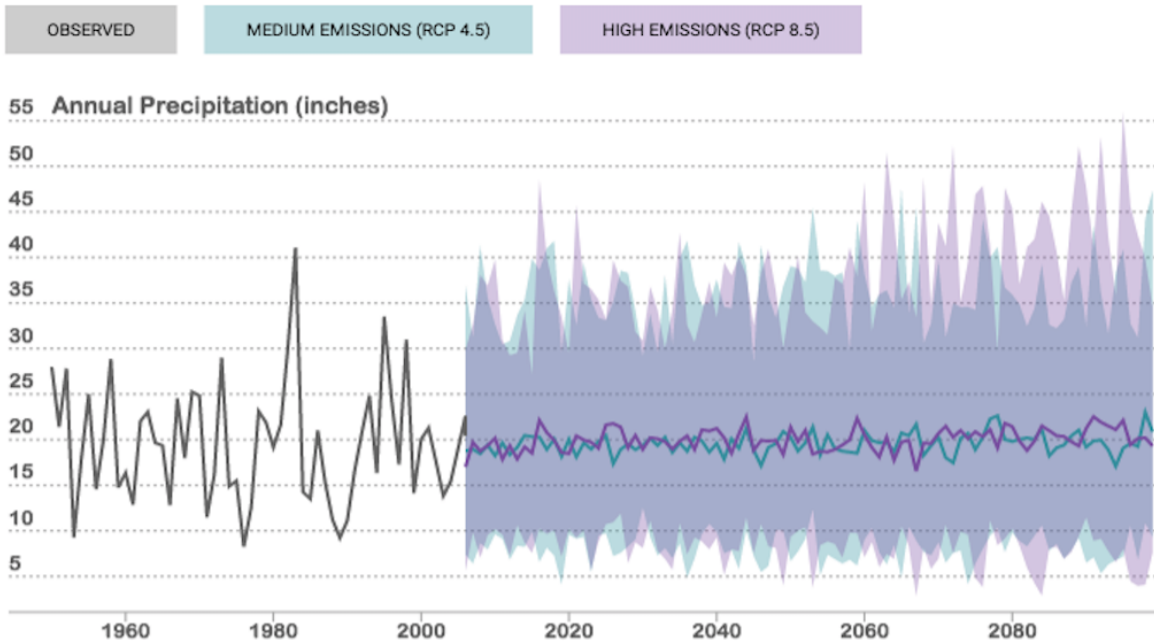


Figure 3: Annual total precipitation, observed and projected under medium and high emissions scenarios. The shaded area represents the range of likely annual precipitation totals in each scenario; the colored lines represent the most likely precipitation total in each scenario. Produced using Cal-Adapt.

Period	Years	Emissions Scenario	Average	Range of Averages	Units
Baseline	1961-1990	Observed	19		inches
Mid-Century	2035-2064	Medium (RCP 4.5)	20.1	17.5 - 26.4	inches
End-Century	2070-2099	Medium (RCP 4.5)	20.6	16.7 - 25.2	inches
Mid-Century	2035-2064	High (RCP 8.5)	20.5	16.4 - 26.1	inches

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

End-Century	2070-2099	High (RCP 8.5)	21.3	14.7 - 28.6	inches
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Table 5: Annual total precipitation, observed and projected under medium and high emissions scenarios over 30-year periods according to Cal-Adapt. The numbers in the average column represent the averages of the most likely outcome over the 30-year periods. The numbers in the range of averages column represents the averages from all climate models over the 30-year periods. The range of averages is generally greater in the high emissions scenario, indicating the greater uncertainty under high emissions.

Even if annual precipitation is expected to remain consistent as an annual average, the timing of rainfall is expected to vary from the existing seasons. Winters may be wetter and spring and autumn may be drier. The variability may include more intense, infrequent rainfall causing riverine flooding, preceded and followed by longer dry spells without any precipitation. The maximum 1-day precipitation event is expected to increase marginally.

Flooding is likely to increase as a result of an increased number of days with extreme rainfall events. That increased risk may be compounded with a slight increase in the number of wildfires in areas uphill and upstream from Los Altos that reduce the ability of plants and soils to absorb rainfall. Conversely, back-to-back extreme rainfall events in late winter may fall on areas already saturated and unable to absorb rainfall. The result in either case is a change in the intensity and pattern of flooding. Determining flood risk requires hydrologic and hydraulic analyses that are outside the scope of this assessment- the last study performed for FEMA was in 1977, indicating that a new analysis should be performed.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Maximum 1-day Precipitation

The maximum daily precipitation amount for each year. In other words, the greatest amount of daily rain or snow (over a 24 hour period) for each year.

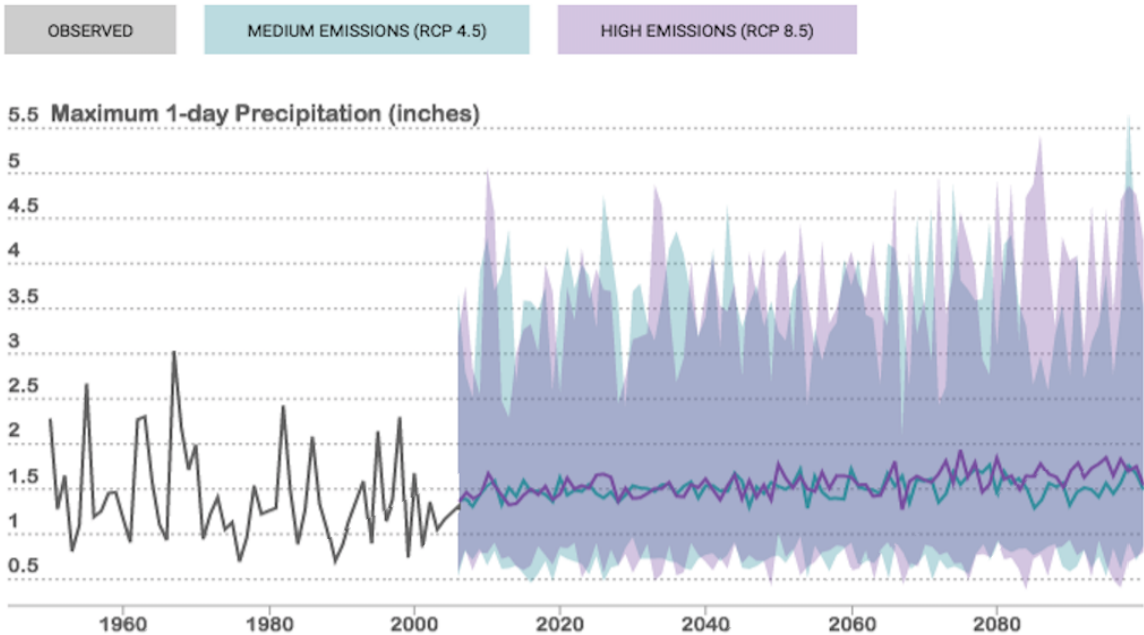


Figure 4: Maximum 1-day precipitation, observed and projected under medium and high emissions scenarios. The shaded area represents the range of likely precipitation totals in each scenario; the colored lines represent the most likely total in each scenario. Produced using Cal-Adapt.

Period	Years	Emissions Scenario	Average	Range of Averages	Units
Baseline	1961-1990	Observed	1.5		inches
Mid-Century	2035-2064	Medium (RCP 4.5)	1.6	1.35 - 2.06	inches
End-Century	2070-2099	Medium (RCP 4.5)	1.6	1.36 - 2.01	inches
Mid-Century	2035-2064	High (RCP 8.5)	1.6	1.35 - 1.86	inches
End-Century	2070-2099	High (RCP 8.5)	1.7	1.36 - 2.29	inches

Table 6: Maximum 1-day precipitation, observed and projected under medium and high emissions scenarios over 30-year periods according to Cal-Adapt. The numbers in the average column represent the averages of the most likely outcome over the 30-year periods. The numbers in the range of averages column represents the averages from all climate models over the 30-year periods.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Figure 5 shows a slightly different representation of future precipitation under a high emissions scenario and, using four models recommended by Cal-Adapt, shows an increase in the number of extreme precipitation events annually. Through mid-century, all of the models predict some years with no extreme precipitation events annually. By the end of the century, three of the four models predict several extreme events annually – it will be more likely than not to experience at least one extreme event annually. Since the annual precipitation is not expected to increase, it can be assumed that there will be a decrease in the amount of precipitation occurring during non-extreme precipitation events.

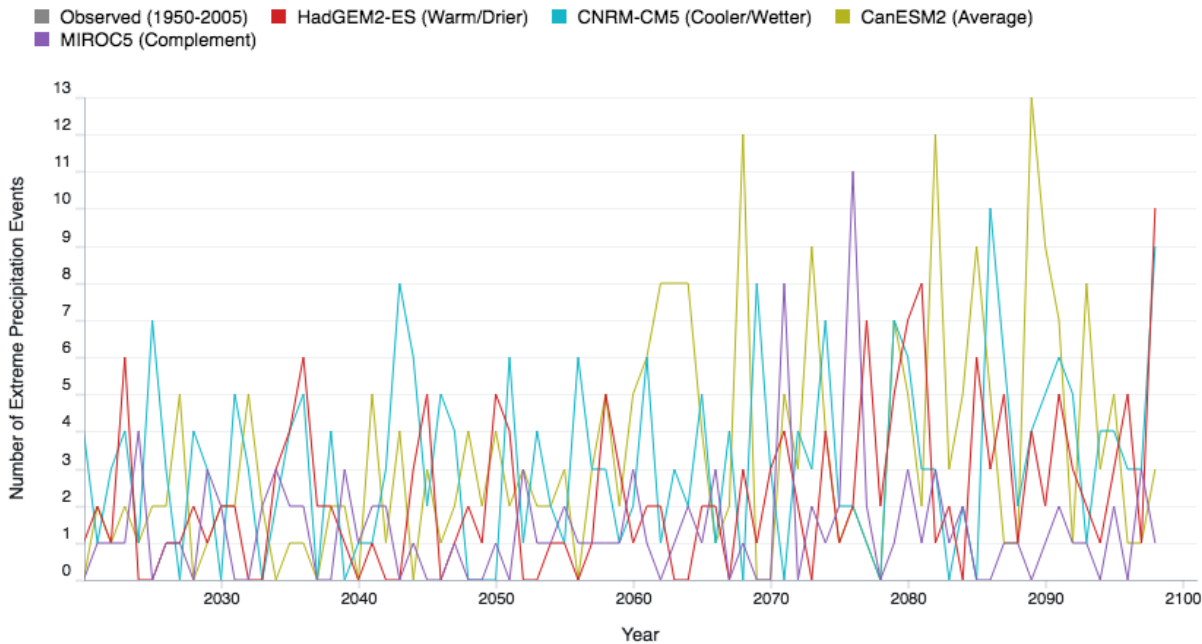


Figure 5: Number of extreme precipitation events projected under high emissions scenarios according to 5 different global climate models (GCMs) recommended by Cal-Adapt.

### Temperature, Extreme Heat & Drought

As shown in Figure 6, the annual average maximum temperature is expected to increase over the rest of the 21<sup>st</sup> century. Under the high emissions scenario (RCP 8.5), temperature is projected to increase nearly 8 degrees F, nearly twice as much as under a medium emissions scenario (RCP 4.5). Table 7 indicates the certainty of temperature increases. Even the low end of the range of averages is higher than the observed average, 1961-1990.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Annual Average Maximum Temperature

Average of all the hottest daily temperatures in a year.

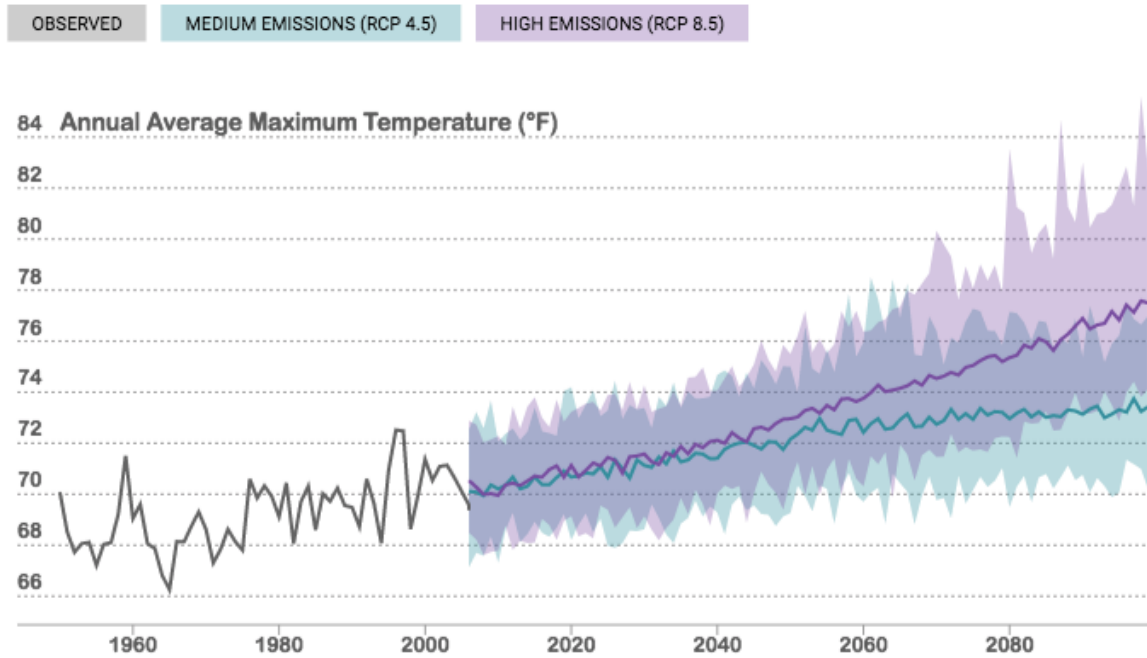


Figure 6: Annual average maximum temperatures, observed and projected under medium and high emissions scenarios. The shaded area represents the range of likely temperatures in each scenario; the colored lines represent the most likely temperature in each scenario. Produced using Cal-Adapt.

Period	Years	Emissions Scenario	Average	Range of Averages	Units
Baseline	1961-1990	Observed	67.7		°F
Mid-Century	2035-2064	Medium (RCP 4.5)	70.3	68.8 - 71.8	°F
End-Century	2070-2099	Medium (RCP 4.5)	71.4	69.5 - 73.7	°F
Mid-Century	2035-2064	High (RCP 8.5)	71.1	69.2 - 72.9	°F
End-Century	2070-2099	High (RCP 8.5)	74.3	71.5 - 78.1	°F

Table 7: Annual Average Maximum Temperature, observed and projected under medium and high emissions scenarios over 30-year periods according to Cal-Adapt. The numbers in the average column represent the averages of the most likely outcome over the 30-year periods. The numbers in the range of averages column represents the averages from all climate models over the 30-year periods.



# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

## Drought

As a product of increasing temperatures and increasing precipitation variability, including less spring and autumn precipitation, drought may increase. The maximum length of dry spell is expected to increase by 10-15% as shown in the table below.

### Maximum Length of Dry Spell

The maximum length of dry spell for each year. In other words, the maximum number of consecutive days with precipitation < 1mm for each year.

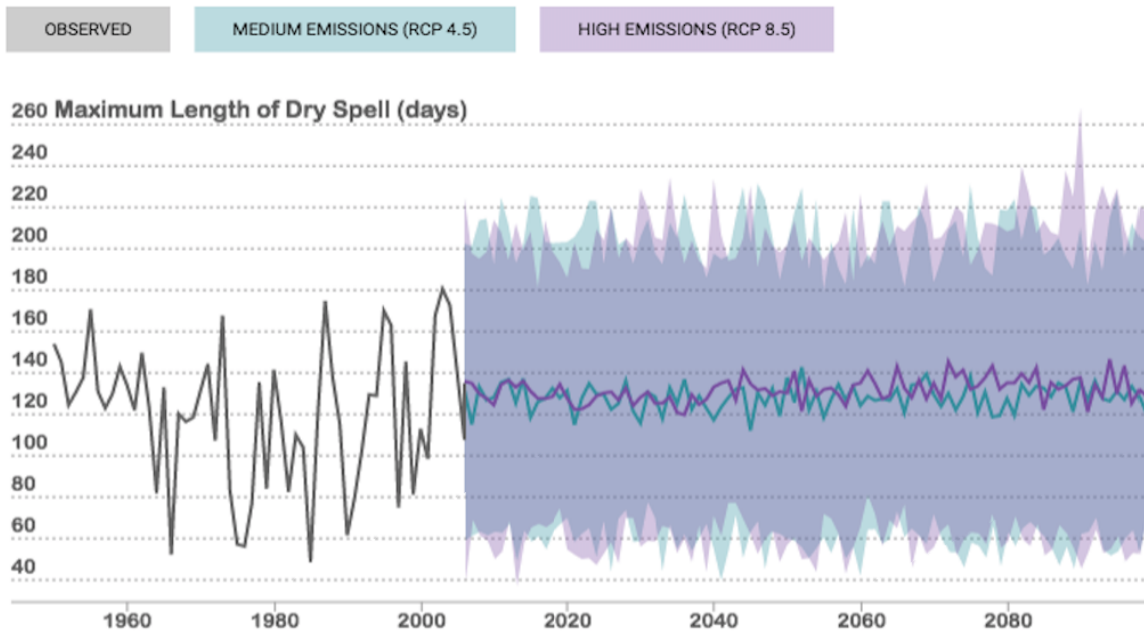


Figure 7: Maximum length of dry spell, observed and projected under medium and high emissions scenarios. The shaded area represents the range of likely number of days of dry spell totals in each scenario; the colored lines represent the most likely maximum length in each scenario. Produced using Cal-Adapt.

Period	Years	Emissions Scenario	Average	Range of Averages	Units
Baseline	1961-1990	Observed	120		days
Mid-Century	2035-2064	Medium (RCP 4.5)	133	119 - 151	days
End-Century	2070-2099	Medium (RCP 4.5)	135	115 - 150	days
Mid-Century	2035-2064	High (RCP 8.5)	137	125 - 151	days
End-Century	2070-2099	High (RCP 8.5)	140	112 - 172	days

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Table 8: Maximum length of dry spell, observed and projected under medium and high emissions scenarios over 30-year periods according to Cal-Adapt. The numbers in the average column represent the averages of the most likely outcome over the 30-year periods. The numbers in the range of averages column represents the averages from all climate models over the 30-year periods. Under a high emissions scenario, the range of averages at the end of century (112-172 days) is significantly wider than the range of averages mid-century (125-151 days), indicating the uncertainty of the impact of high emissions longer term.

Average temperatures and days with extreme heat are expected to increase, increasing evaporation and evapotranspiration (release of water vapor by plants) in turn. Residential water use for landscaping may increase in response. Defining drought as simply the length of a dry spell obscures the complexity of Los Altos' water supply and use. Future droughts will be defined not just by precipitation and temperature, but by water supply storage levels across the water system and water use by end users. In other words, drought is not an entirely natural phenomenon.

### Extreme Heat/Heat Waves

Heat waves are expected to increase in severity, frequency, and duration.

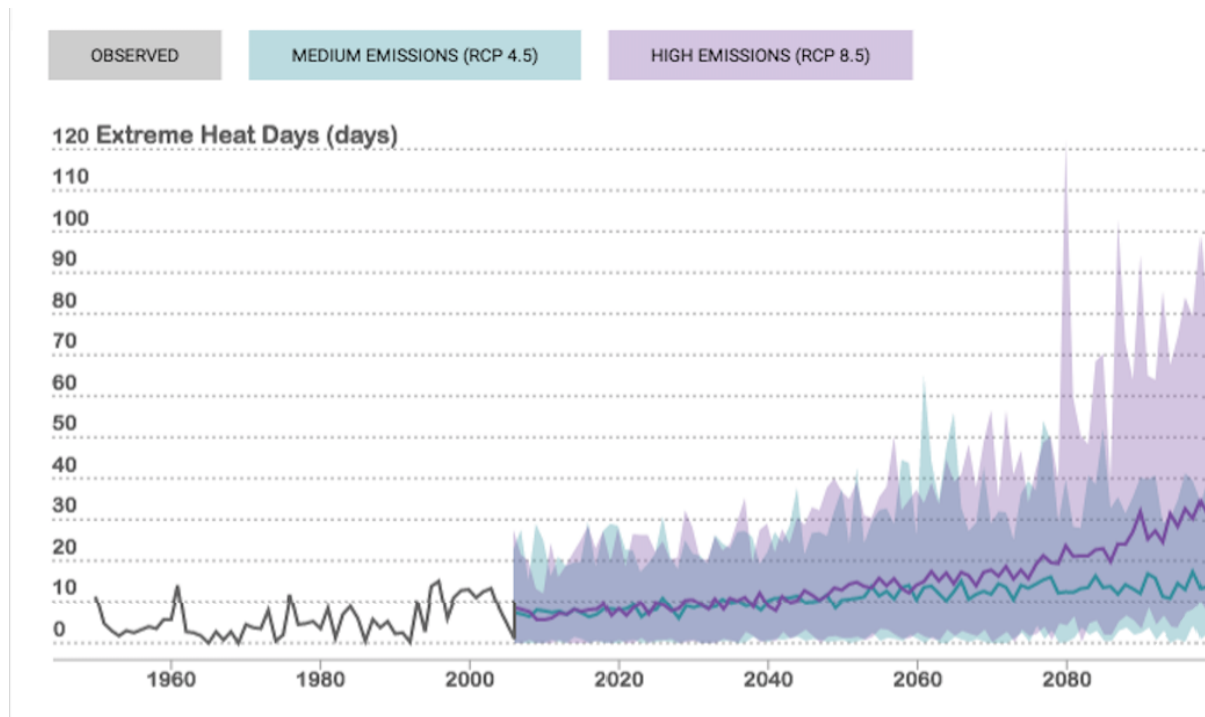


Figure 8: Number of extreme heat days, observed and projected under medium and high emissions scenarios. The shaded area represents the range of likely number of extreme heat days in each scenario; the colored lines represent the most likely number of extreme heat days in each scenario. Produced using Cal-Adapt.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Period	Years	Emissions Scenario	Average	Range of Averages	Units
Baseline	1961-1990	Observed	4		days
Mid-Century	2035-2064	Medium (RCP 4.5)	11	7-17	days
End-Century	2070-2099	Medium (RCP 4.5)	13	9-23	days
Mid-Century	2035-2064	High (RCP 8.5)	14	8-20	days
End-Century	2070-2099	High (RCP 8.5)	24	13-49	days

Table 9: Number of extreme heat days, observed and projected under medium and high emissions scenarios over 30-year periods according to Cal-Adapt. The numbers in the average column represent the averages of the most likely outcome over the 30-year periods. The numbers in the range of averages column represents the averages from all climate models over the 30-year periods.

As shown in Figure 8, the number of extreme heat days (defined as days with high temperatures above 90.2F for Los Altos) is expected to increase above 10 by mid-century. By the end of the century, Cal Adapt projects more than three times as many days of extreme heat under the medium emissions scenario and as many as 40 days of extreme heat under the high emissions scenario.

### *Wildfires & Air Pollution*

Remarkably, given the expected increases in average and extreme temperatures, the area of Los Altos burned by wildfires is projected to *decrease*, according to Cal Adapt, under both medium and high emissions scenarios.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

End-Century	2070-2099	High (RCP 8.5)	19	14.9 - 22.7	acres
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Table 10: Number of average acres burned, modeled and projected under medium and high emissions scenarios over 30-year periods. The average number of acres burned is expected to decrease under both medium emissions and high emissions scenarios.

### *Additional Sources for Wildfire*

Since the Cal-Adapt projections and the Local Hazard Mitigation Plan Annex indicated that wildfire was low risk and yet wildfire was a relatively high concern of the CAAP Task Force, additional research was conducted on the future risk of wildfires. Sources identified were the Santa Clara County Climate Adaptation Guidebook, Caltrans Vulnerability Assessment for District 4 (San Francisco Bay Area), and CAL FIRE.

According to the Santa Clara County Climate Adaptation Guidebook, climate change is projected to increase the frequency of wildfires, the extent of burned areas, and the duration of wildfire seasons. "Wildfire seasons are projected to begin earlier in the spring due to drier and warmer spring conditions on average." However, this increase in wildfire seems to be minor in the areas surrounding Los Altos and other already urbanized areas, as shown in the CALFIRE maps of Santa Clara County.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

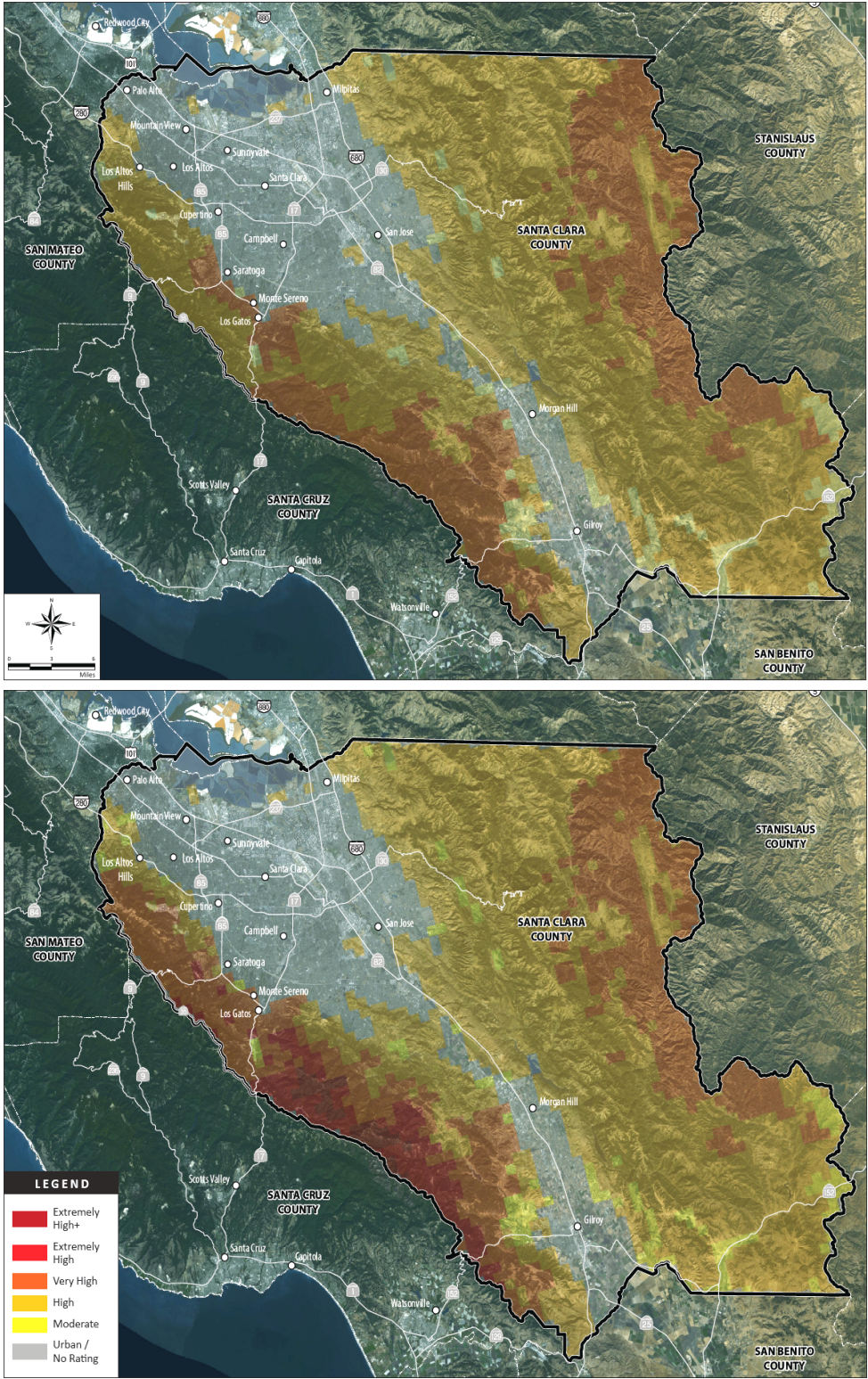
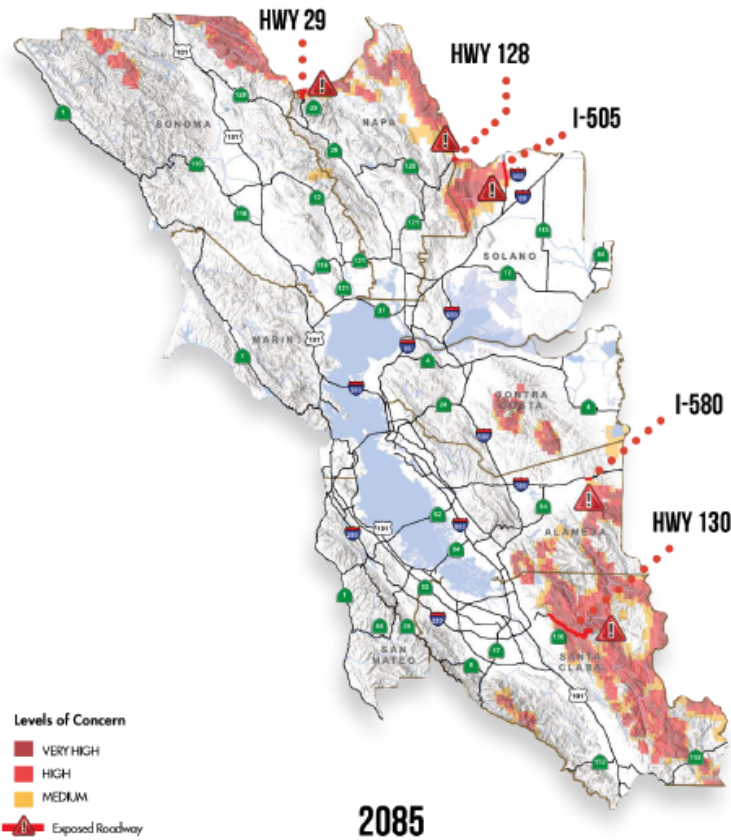


Figure 10: Maps of Santa Clara County indicating current (above) and future (below) wildfire risk level, according to CAL FIRE.

# APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

In Figure 10, some mountainous areas west of Los Altos move from “moderate” to “high” risk and a large area southwest of Los Altos moves from “high” to “very high” risk.

The section of Caltrans’ Vulnerability Assessment focusing on wildfire risk shows the likelihood of wildfire in 2085 increasing in some areas of Santa Clara County, but not Los Altos or the entire San Francisco Peninsula.



Increased Likelihood of Caltrans State Highway System Exposed to Wildfires within District 4 in Future Years

Figure 11: Caltrans’ Vulnerability Assessment focusing on wildfire risk showing the likelihood of wildfire in 2085.

### Air Pollution/Air Quality

The minor increase in risk of wildfire in areas surrounding Los Altos may relatively worsen air quality in Los Altos, however, climate projections focus on the relative risk of areas to wildfire, not to air quality impacts based on prevailing wind patterns. Air quality was not a climate variable for which Cal-Adapt produced projections. The California State Hazard Mitigation Plan describes how air pollution could deteriorate in the future

Climate change has the potential to worsen PM concentrations in California due to increased incidence of wildfire as well as the increased temperature and reduced precipitation in many locations. Smoke and ash produced by fire increase PM concentrations. Similarly, dry, warm weather can result in greater amounts of dust being blown and suspended in air.<sup>6</sup>

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

In summary, even if Los Altos isn't as vulnerable to direct impacts from wildfires, it should be prepared for the indirect impact of air pollution.

### Impacts on Los Altos' Assets/Community Sectors

Information about the impacts of climate hazards was supplemented by a survey of the CAAP Task Force and a focus group with City staff and non-profit leaders. Specifically, the CAAP Task Force was asked to rank what natural and built assets and facilities and what sectors of the economy were most important to Los Altos' quality of life. Results receiving 40% or more are shown below.

#### Natural Environment

##### Assets

Asset	Percent of Respondents answering as Most Important
Managed landscapes (yards, parks, street trees)	80%
Air & air quality	70%
Natural habitat (soil, plants, wildlife)	40%
Creeks, rivers and other water bodies	40%

##### Local Assets

A former orchard, Los Altos has an incredible canopy of native and non-native trees on streets, in parks, and in homeowner's yards. Those trees, along with a creek and the Santa Cruz mountains, grace the seal of the City. According to the City's website, there are approximately 12,000 trees on Los Altos streets creating a stunning tree canopy, which helps to promote better air quality, cooler summers, natural shade and less reliance on air conditioning."<sup>7</sup>

In addition to trees, yards and parks are well regarded by residents. Shoup Park and the Redwood Grove Nature Preserve were mentioned multiple times by respondents as assets that provide a real sense of nature. The Hillside Trail connecting both parks features a boardwalk along Adobe Creek.

<sup>6</sup> California State Hazard Mitigation Plan, California Office of Emergency Services, 2018, SECTION 9.1 - PAGE 583

<sup>7</sup> <https://www.losaltosca.gov/publicworks/page/tree-maintenance>, accessed May 6, 2021

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Adobe Creek along with Stevens Creek, Permanente Creek and Hale Creek are significant natural features that provide habitat corridors that connect beyond Los Altos' boundaries and contribute to groundwater recharge. Their importance is demonstrated by a pending (2021) lawsuit regarding pollution from a permit for Lehigh Quarry expansion upstream.

In such a verdant city, it is not surprising that many respondents in the CAAP Task Force mentioned air quality as an important asset. Outdoor recreation and outdoor living are prized and are dependent on comfortable temperatures and clean air.

### *Description of Impacts & Sensitivities*

#### **Temperature, Extreme Heat & Drought**

The biggest impact of extreme temperatures and extended heat waves on the natural environment will be heat stress on plants with the potential for slow native species die-out and replacement by non-native species. These tipping points will depend on many factors including species and age.

Managed landscapes will require greater care and watering. California Water Service predicts roughly 3.5% increase in mean temperature by 2040 and will correspond to a roughly 2% increase in demand.<sup>8</sup> Home gardeners and city staff may find formerly tried and true ornamental plants less reliable – or untenable due to new ordinances or demand management measures. Having dealt with drought, Parks & Facilities staff has a reasonable capacity to manage the landscape for temperature increases and increased drought. The capacity of native, non-native, and ornamental plants to survive in a hotter, drier climate is not known.

#### **Precipitation & Flooding**

Severe precipitation and repeated flooding may increase stream bank erosion and flooding and erosion of managed landscapes. As the probability of multiple severe winter storms increases toward the end of the century, downed trees may be more common as trees rooted in soils saturated from previous storm events contend with heavy winds.

#### **Wildfires & Air Pollution**

Acres burned in Los Altos is expected to decrease. Increases in acres burned in the Santa Cruz mountain areas surrounding Los Altos are expected to be minor. Thankfully, Redwood Grove is being managed by Parks & Facilities staff for wildfire, as redwoods are not native to Los Altos and so require extra care. The greatest wildfire risk to Los Altos is expected to be from wildfires in and even beyond the Santa Cruz mountains creating unhealthy levels of air pollution in Los Altos.

### **Built Environment**

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<sup>8</sup> 2015 Urban Water Management Plan Los Altos Suburban District, p. 36



## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Assets

Asset	Percent Selecting as Most Important
Housing	80%
Schools	60%
Transportation (roads, sidewalks, buses, trains, parking spots & bike racks)	40%
Utilities (power, drinking water, stormwater & sewer, natural gas, phone, internet)	40%

### Description of Local Assets

#### Buildings

The built environment includes all the public and private buildings, structures, and infrastructure that people in Los Altos rely on for shelter, commerce, and the functions of daily life. (Commercial assets are described in the Economy section.)

Los Altos is primarily a bedroom community where most residents live in single-family homes, although there is multi-family housing as well. Many elderly residents live in retirement communities and senior centers. Housing was the asset most chosen by CAAP Task force members as most important.

Los Altos has more than a dozen school facilities across multiple campuses, as well as more than thirty child care/day care facilities, preschools, and tutoring centers that provide care and education to the youth of the City.

Focus group participants shared that theatres, galleries, and other cultural assets contribute to quality of life and should also be included as built environment assets.

In addition to the assets listed above, Los Altos has buildings for daily and emergency government services. Critical facilities include an Emergency Operations Center (EOC) co-located in the Municipal Service Center, the City Hall and Police Department, and Fire Stations. There are no hospitals located in Los Altos.

#### Infrastructure

Transportation assets include, most importantly, roads and bridges that connect drivers, bikers, and pedestrians to different neighborhoods, shopping centers, the freeway, and areas outside the City. Public parking supports commercial areas.

Water supply is a complex multi-jurisdictional hybrid natural and built system, including groundwater supply, surface water, and recycled water sources. While the sources are natural, the management includes sophisticated, interconnected built assets. CalWater (California Water Services) Los Altos Suburban District water supply comes from both wells and purchases from Santa Clara Valley Water District

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

(SCVWD) which partially imports water from the Federal Central Valley Project and San Francisco Power and Utility Corporation's Regional Water System. The Los Altos Suburban District includes Los Altos, Cupertino, and other areas. There are a handful of water pumping stations in Los Altos.

Los Altos has a minority stake in the Palo Alto Regional Water Quality Control Plant (WQCP) along with Palo Alto, Mountain View, East Palo Alto, Stanford University, and Los Altos Hills. The City also owns a wastewater pump station to convey waste to the WQCP.

Stormwater management is provided naturally by Los Altos' four creeks as well as by the Permanente Creek Diversion Channel and the storm sewer system – storm drains, catch basins and pipes below the street.

### *Description of Impacts & Sensitivities*

#### **Temperature, Extreme Heat & Drought**

Increases in temperature and extended heat waves will change the cooling needs of all building types and may tax the energy grid. Pacific Gas & Electric's Public Safety Power Shutoffs (PSPS) to reduce wildfire risks during heat waves will require alternative and off-grid energy sources to cool homes, commercial, and government buildings. The recently constructed/renovated Los Altos High School and the Los Altos Community Center are high-performance buildings that may be better able to maintain comfortable temperatures during extreme heat.

In general, homeowners in Los Altos have the financial resources to adopt new technologies to manage heat and produce and store renewable energy. Fixed income homeowners and renters have less of an adaptive capacity.

Assisted care facilities have backup generators. Senior centers do not, according to discussions with the City's emergency management coordinator. The City relies on Santa Clara County to provide cooling centers, in the form of public libraries.

Most transportation infrastructure will be unaffected by extreme heat and drought. Risk of asphalt softening is limited to extended temperatures above 100°F. Safety power shut offs and brownouts caused by heat can cause outages of traffic signals and street lights. Extreme heat will increase use of private vehicles at the expense of walking, biking, and taking public transit.

Temperature changes and extreme heat throughout the region will impact the availability of the water supply in SCVWD's system, which supplies as much as 65% of the water in the Los Altos Suburban District.<sup>9</sup> Los Altos water is sourced locally and imported, although not from snow-fed Hetch Hetchy.<sup>10</sup> If the Los Altos

<sup>9</sup> 2015 Urban Water Management Plan Los Altos Suburban District, p. 47

<sup>10</sup> Santa Clara County Operational Area Hazard Mitigation Plan, Office of Emergency Services, 2017, p. 113.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

Suburban District is partially protected from the risk of decreased snowpack in the Sierra Nevada mountains, nevertheless supply is projected to decrease by 3-18% by mid-century and 10-28% by 2100.<sup>11</sup> The projected decrease underscores how many of the critical systems and natural resources of Los Altos extend beyond its borders where climate change may produce more extreme impacts.

Water supply issues are heavily regulated and very much in the public eye, in contrast to the climate risk of extreme heat. To a degree, water suppliers are already preparing for climate change. CalWater is developing new water supplies to improve reliability. The impacts from climate change to Los Altos water availability may come indirectly through external adaptive measures like increased regulations, including updates to the State's Model Water Efficient Landscape Ordinance, prohibitions, and demand management measures, rather than severe restrictions.

Safety power shut offs and brownouts caused by heat can disrupt pumps in the water supply and wastewater systems.

### Precipitation & Flooding<sup>12</sup>

Severe precipitation and repeated flooding may increase stream bank erosion and flooding, causing scour under the numerous bridges and creek crossings. Buried pipes may be exposed and/or damaged. Storm sewers may get backed up and cause localized flooding. With multiple heavy storms occurring yearly by the end of the century, wear and tear on roads and within pipes may require repair and replacement more frequently than planned for.

Los Altos has experienced limited flooding of homes or structures, although there are many buildings that have a 0.2 percent annual chance of flooding, according to FEMA flood maps. Hydrologic and hydraulic modeling outside of this report scope would be needed to understand how the risk of flooding in specific areas may increase in the future.

Los Altos already has a Green Stormwater Infrastructure Plan which includes an assessment of flood-prone storm drain catchments among its prioritization criteria. With some changes, this document and the capital planning that results from it can integrate climate risks to adapt to the risks from precipitation changes.

### Wildfires & Air Pollution

Wildfires pose a greater hazard to structures, including homes and above ground assets, than to underground assets. Air pollution from wildfires outside of Los Altos

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<sup>11</sup> 2015 Urban Water Management Plan Los Altos Suburban District, p. 70. Projections estimated based on climate change impacts on the mix of groundwater, local surface water, and purchased imports relative to the historic average of available supply.

<sup>12</sup> Although Los Altos is not coastal and so not directly at risk from sea level rise, sea level rise will have an impact on groundwater supply and the Palo Alto Regional Water Quality Control Plan.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

does not have a significant impact on buildings and infrastructure, simply requiring changing filters on buildings and vehicle fleets more frequently.

### **Economy**

The impact of climate hazards on the economy are hard to predict. Climate extremes will generally cause more wear and tear of physical assets, leading to shorter lifespans and faster replacement cycles for buildings and infrastructure. Increased spending on maintenance will be needed. Disasters cause a drop and then rise in expenditures, following Federal assistance and insurance payouts, though in sum disasters produce both environmental and economic losses.

#### *Description of Local Assets*

Los Altos has several areas of economic activity, as listed in the economic element of the General Plan. Listed roughly from north to south, these are Sherwood Gateway (including the Village Court Shopping Center), El Camino Real, Downtown, Rancho Shopping Center, Loyola Corners, Woodland Plaza, and Foothill Plaza.

When asked what sectors of the economy were most important to quality of life, most survey participants responded that School District/City Spending (60%) and Restaurants (60%) were most important. Half of survey participants responded that real estate, development, and construction as a single sector were important. Fewer than half of respondents selected retail, the service sector, or tech/IT.

Property taxes on Los Altos housing provides the key revenue source for City finances. At the same time, the affordable housing shortage throughout the Bay Area extends to Los Altos, affecting the disposable income available for other purchases.

#### *Description of Impacts & Sensitivities*

##### **Temperature, Extreme Heat & Drought**

Temperature, extreme heat, and drought are most likely to cause a negative effect on the economy as residents and businesses spend more on air conditioning (and California-wide on food) to maintain the same quality of life. Outdoor living is important to quality of life and outdoor comfort is an important free asset for downtown restaurants and retail businesses.

Decreasing comfort negatively impacts worker productivity and may disrupt outdoor businesses like landscaping and construction. Temperature-related mortality is also a projected loss. Power outages and brownouts caused by extreme heat will also negatively impact the economy through everything from loss of perishable items to adding uncertainty to business operations. Expensive solutions for managing electricity unreliability like diesel generators add environmental externalities. At the same time, the COVID-19 pandemic has been longer lasting and more far reaching than most of the direct climate hazards of the near future.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Precipitation & Flooding

Property damage and temporary disruption of utilities and infrastructure can create temporary or extended loss of operations for businesses, particularly for businesses with non-durable goods. Even perceptions of flood risk and flood safety can influence the housing market.

### Wildfires & Air Pollution

Temporary disruption of utilities and infrastructure from wildfire-related PSPS can create temporary or extended loss of operations. When poor air quality keeps people in their home, they are less likely to spend in Los Altos' commercial centers.

### Vulnerable Populations

#### *Description of Impacts & Sensitivities*

#### Temperature, Extreme Heat & Drought

Projected temperature changes will impact the seasonality and frequency of outdoor recreation, biking and walking, and even passive enjoyment of the outdoors. Outdoor comfort will increase in winter, spring, and fall and decrease in summer. Parks, yards, and other outdoor areas will become undesirable during heat waves, and parking lots and streets may become dangerous to certain populations during extreme heat.

From medical and sociological research, we know that certain populations are more vulnerable to extreme heat. However, not all of these populations exist in Los Altos. Based on CAAP Task Force survey respondents, the vulnerable populations present in Los Altos include the elderly, people with chronic or pre-existing medical conditions, people with disabilities, children, and people with limited English proficiency. If projected temperature changes are experienced, incidences of heat stroke, hospitalization, and heat-related mortality will increase first and foremost within these groups.

While only 40% of Task Force survey respondents selected "people who work outside" as a vulnerable group, a subsequent focus group confirmed that day laborers in landscaping and construction are a vulnerable population who may commute into Los Altos to work outdoors. Los Altos does not have experience providing services or communications to this population, so managing their health risk will be a challenge.

The focus group additionally identified seniors who are "house rich, cash poor," and may potentially be impacted by increased costs of energy as temperatures increase. Assisted care facilities have backup generators, but senior centers do not. Santa Clara County libraries act as the city's cooling centers.

APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

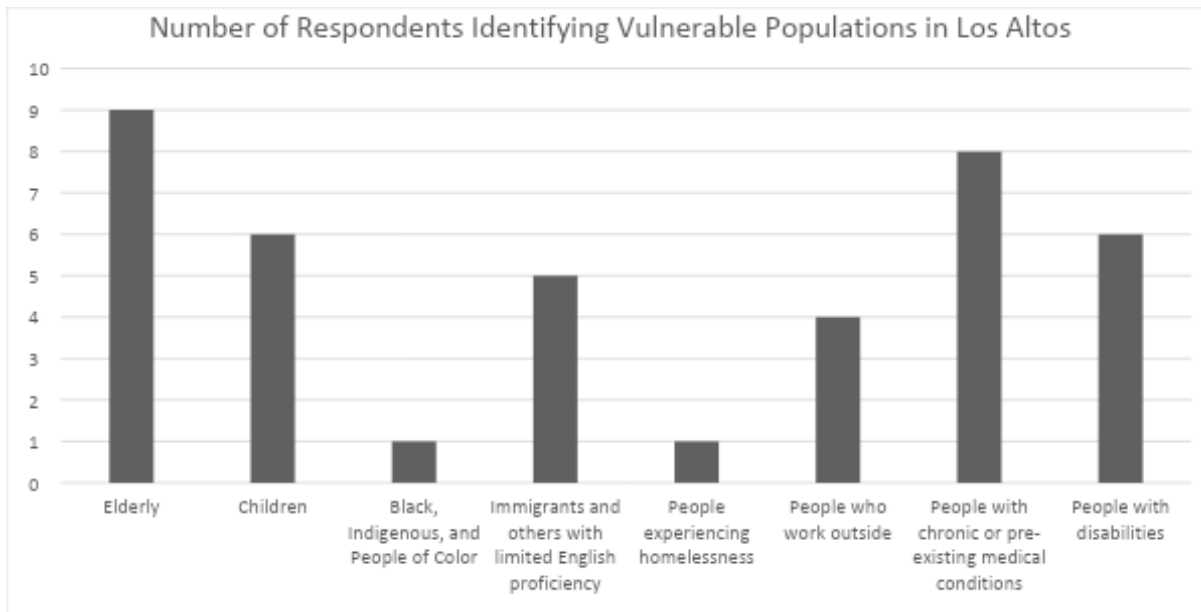


Figure 12: Graph showing how CAAP Task Force members responded to question asking them to identify which vulnerable populations are present in Los Altos

**Precipitation & Flooding**

Vulnerable populations often have fewer resources and/or limited mobility. Preparations for flooding, evacuations, and clean-ups are all made more difficult by these circumstances.

**Wildfires & Air Pollution**

While flooding is likely to be limited to areas near the City's four creeks, the impacts of wildfires may be felt citywide. Like flooding though, preparations, evacuations, returns, and clean up are all more difficult for vulnerable populations: people with limited mobility and functionality, people with chronic or pre-existing medical conditions which could be exacerbated by poor air quality, and people with limited financial resources.

Long before emergency situations, air pollution will directly impact people with respiratory conditions and people who work outside. Wildfires far outside of Los Altos can create unhealthy levels of PM 2.5, especially since existing air quality is only moderate to start with. Air pollution can limit the mobility and quality of life of sensitive groups.

The N-95 masks which are now easy to obtain and with which people are now very familiar with as a result of the Covid-19 pandemic may mean that air quality will not limit activity for vulnerable groups as much as it might have without the pandemic.

## APPENDIX H: CLIMATE VULNERABILITY ASSESSMENT FOR THE CITY OF LOS ALTOS, CA CONTINUED

### Summary

Los Altos appears better off than many other areas in California with regards to climate change. Los Altos is not directly coastal so it will not experience the impacts of sea level rise, but its relative proximity to the Pacific Ocean and San Francisco Bay should temper climate extremes in the near term. Earthquakes are projected to be a relatively more common and more damaging hazard than any single climate hazard.

Many of the impacts of climate change on Los Altos will not be direct but instead reverberations from nearby. Los Altos depends on the natural environment, the water supply system, and the energy grid outside of its borders, so the availability and affordability of water and energy within Los Altos are likely to be jeopardized by climate change across the Bay Area and California as a whole.

Within Los Altos itself, by mid-century particularly under a high emissions scenario, the number of extreme heat days are projected to increase substantially. Heat and poor air quality from wildfires outside of Los Altos are most likely to impact the quality of life, particularly for vulnerable populations, and increase energy demands for additional building air cooling/filtering. Extreme heat, poor air quality, and blackouts or PSPS that occur simultaneously will present novel emergency situations that have the potential to strain or overwhelm City resources.

Similarly and more uncertain will be the resilience of Los Altos natural and maintained landscapes. The annual precipitation amounts in Los Altos are not likely to change, but will become less consistent and in combination with expected temperature increases will in turn increase the amount of water that plants need. Considering water pressure outside of Los Altos, it is likely that water customers will face financial incentives and regulatory pressure to reduce daily water use.

In the winter and spring, seasonal storms which Los Altos has experienced in the past are likely to continue. Rainfall amounts that used to occur once every several years are projected to occur multiple times a year by the end of the century, increasing the need for maintenance and repair of stormwater infrastructure on building sites and across the city.

Los Altos' government, residents, and businesses are somewhat prepared after living through years of drought and the COVID pandemic. The scale of climate change and the need to reach new vulnerable populations during heat waves may be challenging.

# CLIMATE ACTION & ADAPTATION PLAN

Presentation to Los Altos City Council

February 8, 2022

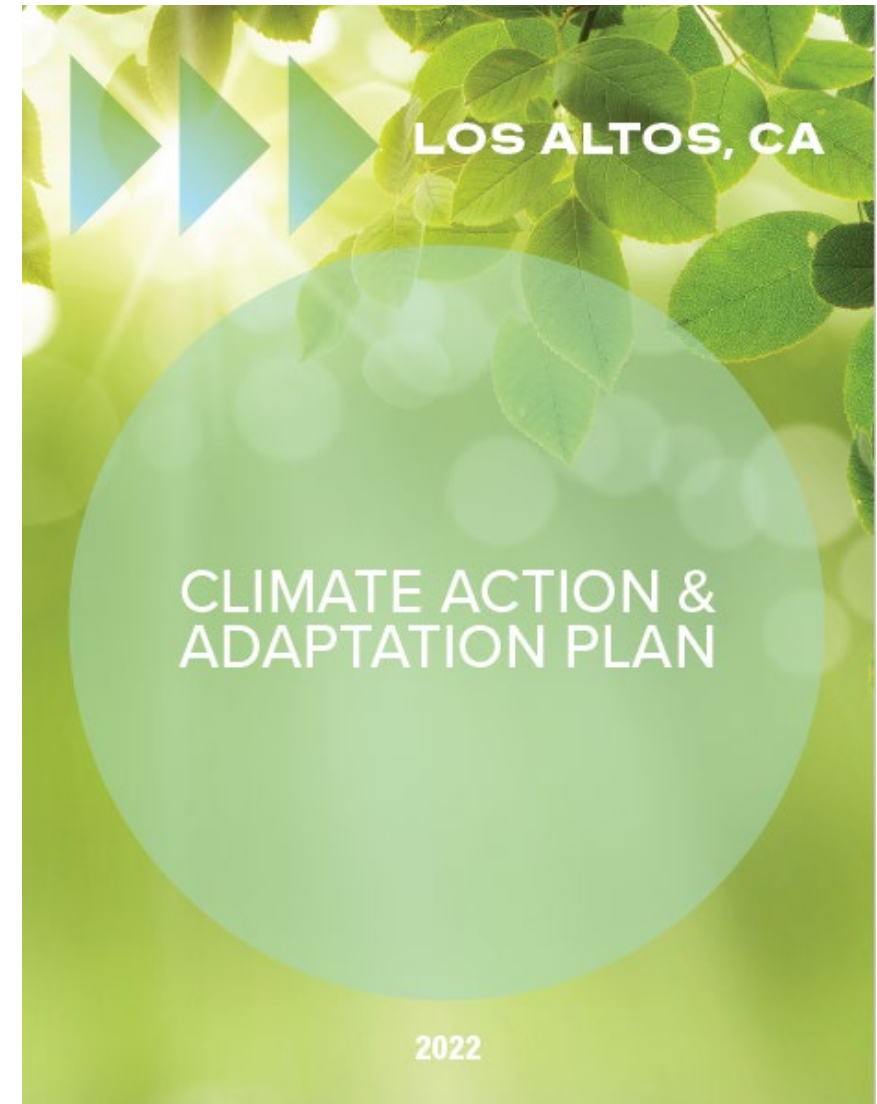


# AGENDA

- Overview
- Climate Context
- Strategic Roadmap & Priority Actions
- Implementing the CAAP
- Benefits of the CAAP
- Conclusions & Keys to Success
- Q&A

## ENVIRONMENTAL COMMISSION

- Bruno Delagneau (CAAP subcommittee)
- Raashina Humayan (CAAP subcommittee)
- Don Weiden (CAAP subcommittee)
- Laura Teksler, Chair
- Shiao-ping Lu
- David Klein
- Lei Yuan
- Neysa Fligor (Council Liaison)
- Ranu Aggarwal (Staff Liaison)



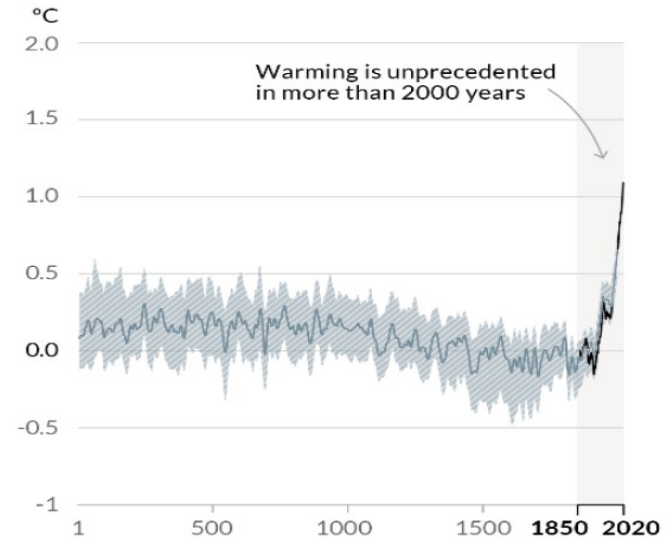
## CAAP OVERVIEW

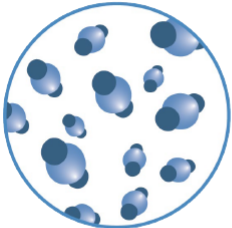



- Update to 2013 Climate Action Plan
- Updated GHG inventories
- Updates GHG reduction target
- Vulnerability Assessment and Adaptation Framework



# CALL TO ACTION

- IPCC states Climate Change is a crisis – CODE RED FOR HUMANITY
- Cities are responsible for 70% of GHG Emissions
- Los Altos is a residential community with only small amounts of commercial and no industrial emissions
- Our actions will reinforce and inspire other Cities



<b>CO<sub>2</sub> concentration</b>	<b>Sea level rise</b>	<b>Arctic sea ice area</b>	<b>Glaciers retreat</b>
			
<b>Highest</b> in at least <b>2 million years</b>	<b>Fastest rates</b> in at least <b>3000 years</b>	<b>Lowest level</b> in at least <b>1000 years</b>	<b>Unprecedented</b> in at least <b>2000 years</b>

## VISION & MISSION

- Developed by Environmental Commission CAAP subcommittee
- Guided all efforts in CAAP development

# Vision

“To place Los Altos on an accelerated, sustainable path to carbon neutrality by advancing bold and effective climate policies.”

# Mission

The mission of our Climate Action and Adaptation Plan is to preserve the unique character of Los Altos and enhance its natural environment, while improving the quality of life and health of its people by supporting transformative change in the areas of climate action, resilience and equity.

# BACKGROUND

- Los Altos produced 111,320 metric tons of carbon dioxide equivalent in 2018
- This is a 40% reduction from 2005 levels
- The largest sources of GHG emissions remain transportation and energy
- Emissions are forecasted to be 67,160 metric tons in 2035
- CAAP '22 actions can reduce 2035 emissions by 62,070 metric tons, leaving ~5,000 metric tons to be sequestered
- By sequestering remaining emissions, the CAAP sets a goal of Carbon Neutrality by 2035



**Emissions Timeline by Scenario (MTCO<sub>2</sub>e)**

Scenario	2005 <sup>1</sup>	2018 <sup>1</sup>	2030 <sup>2</sup>	2035 <sup>2</sup>
BAU	184,725	-	112,670	113,650
ABAU	-	-	83,025	75,700
ABAU+Existing CAP '13	-	111,320	75,885	67,160
CAAP 2022	-	-	16,900	5,090

<sup>1</sup>Historic Data (as data for 2006-2017 was not available, 111,320 MTCO<sub>2</sub>e was used as the baseline for all scenarios), <sup>2</sup>Projected data based on models

\*BAU: Business-As-Usual  
 ABAU: Adjusted Business-As-Usual

# STRATEGIC ROADMAP

- 8 Focus Areas
- 15 Strategies
- 30 Actionable Goals
- 68 Actions
- Actions are inter-related
- Developed with extensive City and community input



STRATEGIES BY FOCUS AREA	
Focus Area	Strategies
Transportation	Reduce City-Wide Vehicle Miles Traveled by 25% by 2035 Electrify Transportation Electrify Off-Road Mobile Sources
Energy	Reduce Emissions from Energy Consumption Facilitate Building Decarbonization Increase Solar Energy Production
Resource Conservation	Reduce Consumption and Waste Operate Sustainable Municipal Buildings
Municipal Operations	Promote Green Municipal Practices Reduce Municipal VMT Integrate Climate Action and Adaptation into City Functions
Green Community	Develop Nature-Based Solutions
Climate Risk	Understand and Reduce Physical Risk
Emergency Management	Integrate Adaptation into Emergency Preparedness and Response
Resilient Community	Educate and Protect Residents

# STRATEGIES & GOALS

- Transportation is the largest source of emissions within Los Altos (58% of all emission).
- The goal is to make alternatives to single-occupant, fossil fuel trips easy, convenient, and attractive.
- The remaining vehicle travel, over time, will shift to a majority electric.
- Participation by all community members will be required to achieve the City's aggressive VMT reduction target.

## FOCUS AREA 1 TRANSPORTATION

### STRATEGY 1

Reduce Single-Occupancy Vehicle Travel

**GOAL 1.1** CREATE A WALKABLE AND BIKEABLE CITY

**GOAL 1.2** PROMOTE SMART GROWTH STRATEGIES

**GOAL 1.3** SUPPORT SHARED MOBILITY

### STRATEGY 2

Electrify Transportation

**GOAL 1.4** REACH 80% COMMUNITY-WIDE ELECTRIC VEHICLE ADOPTION BY 2035

**GOAL 1.5** ACCELERATE COMMUNITY-WIDE ELECTRIC VEHICLE SUPPLY EQUIPMENT SUFFICIENT TO SUPPORT 80% EVs

### STRATEGY 3

Electrify Off-Road Mobile Sources

**GOAL 1.6** ELIMINATE OFF-ROAD FOSSIL FUEL ENGINES



## STRATEGIES & GOALS

- Energy is the second-largest source of emissions within Los Altos (39% of all emissions).
- The majority of emissions in this category are from methane gas use.
- Electrifying transportation and buildings will increase electrical energy consumption in the near term but reduces GHG emissions as methane gas use is reduced.

### FOCUS AREA 2 ENERGY

#### STRATEGY 1

#### Reduce Emissions from Energy Consumption

**GOAL 2.1** ENCOURAGE ENERGY CONSERVATION MEASURES IN HOMES AND BUSINESSES

**GOAL 2.2** REQUIRE ALL-ELECTRIC NEW BUILDINGS AND MAJOR RETROFITS

#### STRATEGY 2

#### Facilitate Building Decarbonization

**GOAL 2.3** REDUCE OR ELIMINATE METHANE GAS USE IN EXISTING BUILDINGS BY INCREASING FUEL SWITCHING

**GOAL 2.4** DISINCENTIVIZE METHANE GAS

#### STRATEGY 3

#### Increase Solar Energy Production

**GOAL 2.5** EXPAND COMMUNITY SOLAR AND BATTERY STORAGE

## STRATEGIES & GOALS

- Consuming and/or disposing of natural resources generates community GHG emissions.
- The effects of these activities can be reduced by diverting waste from the landfill, conserving water, and promoting sustainable consumption patterns.

### FOCUS AREA 3 RESOURCE CONSERVATION

#### STRATEGY 1

#### Reduce Consumption and Waste

**GOAL 3.1** DECREASE LANDFILL WASTE 15% AND ELIMINATE SINGLE-USE PLASTICS AND CONSTRUCTION WASTE BY 2035

**GOAL 3.2** REDUCE WATER USE 15% BY 2030

**GOAL 3.3** PROMOTE A CIRCULAR ECONOMY

## FOCUS AREA 4 MUNICIPAL OPERATIONS

# STRATEGIES & GOALS

- The Municipal Operations focus area is the City’s opportunity to lead by example.
- Emissions reduction measures may also reduce the cost of City operations.

### STRATEGY 1

#### Operate Sustainable Municipal Buildings

**GOAL 4.1** REDUCE MUNICIPAL BUILDING ENERGY USE BY 30% BY 2035

**GOAL 4.2** INSTALL SOLAR AND BATTERY STORAGE AT CITY FACILITIES

### STRATEGY 2

#### Reduce Municipal VMT

**GOAL 4.3** CONVERT 100% OF THE CITY’S FLEET TO ELECTRIC VEHICLES BY 2030

**GOAL 4.4** DEVELOP GUIDELINES FOR SUSTAINABLE EMPLOYEE COMMUTE AND BUSINESS TRAVEL

### STRATEGY 3

#### Promote Green Municipal Practices

**GOAL 4.5** PROMOTE GREEN MUNICIPAL PRIORITIES

### STRATEGY 4

#### Integrate Climate Action and Adaptation into City Functions

**GOAL 4.6** INCORPORATE CLIMATE ACTION AND ADAPTATION INTO CITY POLICY, BUDGET, PLANNING, & INTERNAL STANDARDS

# STRATEGIES & GOALS

## FOCUS AREA 5 GREEN COMMUNITY

- Many projects in Los Altos contribute to an improved quality of life by providing economic, social, and environmental benefits.
- These projects also indirectly reduce GHG emissions.

## FOCUS AREA 6 CLIMATE RISK

- Vegetation, pavements and other conditions at ground level influence both flood and heat risk.
- The city can't stop the rain or the heat, but it can magnify - or damper - their impacts.

## FOCUS AREA 5 GREEN COMMUNITY

### STRATEGY 1

Develop Nature-Based Solutions

**GOAL 5.1** EXPAND GREEN INFRASTRUCTURE AND IMPROVE WATER RESILIENCE

**GOAL 5.2** SEQUESTER ALL REMAINING CARBON BY 2035

## FOCUS AREA 6 CLIMATE RISK

### STRATEGY 1

Understand and Reduce Physical Risk

**GOAL 6.1** REDUCE FLOOD RISK

**GOAL 6.2** REDUCE HEAT RISK

# STRATEGIES & GOALS

## FOCUS AREA 7 EMERGENCY MANAGEMENT

- By integrating growing climate hazards into its planning, the City can be prepared for climate emergencies.

## FOCUS AREA 8 RESILIENT COMMUNITY

- The City needs to find new ways to communicate with and ensure the comfort and safety of its residents.
- The City needs to create or enhance the capacity of existing buildings to shelter groups of residents.

## FOCUS AREA 7 EMERGENCY MANAGEMENT

### STRATEGY 1

Integrate Adaptation Into  
Emergency Preparedness  
and Response

**GOAL 7.2** ENSURE  
SAFETY DURING  
WILDFIRES AND  
UNHEALTHY AIR  
EVENTS

**GOAL 7.1** ENSURE SAFETY  
DURING EXTREME  
HEAT

## FOCUS AREA 8 RESILIENT COMMUNITY

### STRATEGY 1

Educate and Protect  
Residents

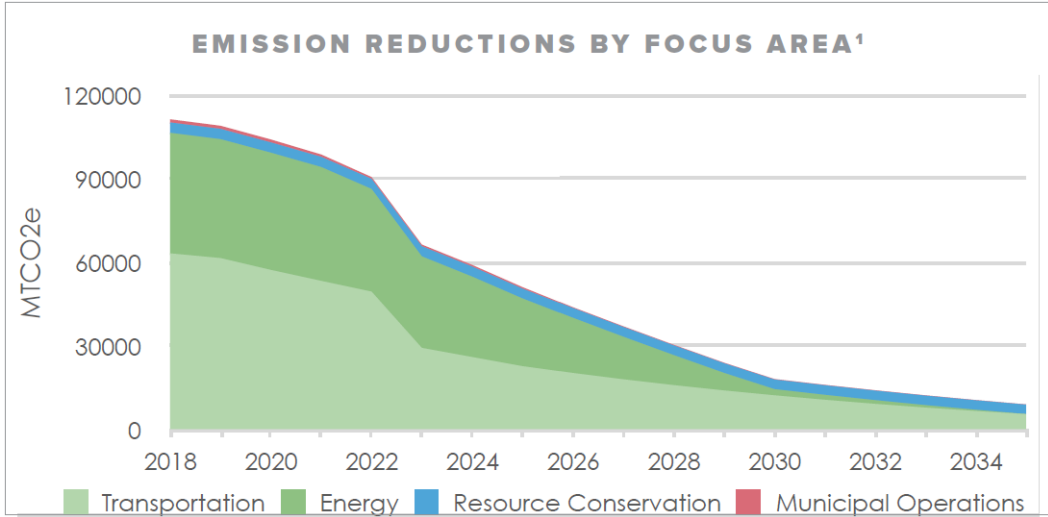
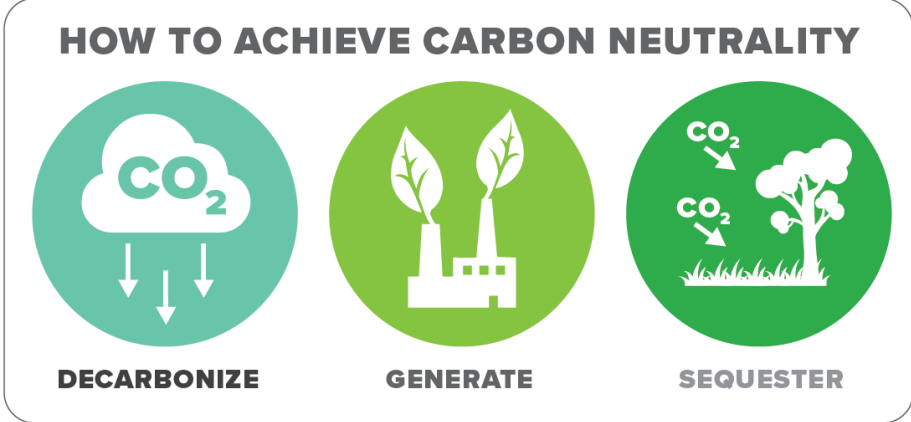
**GOAL 8.1** ESTABLISH  
RESILIENCE HUBS

**GOAL 8.2** IDENTIFY AND  
PROTECT  
VULNERABLE  
COMMUNITY  
MEMBERS

**GOAL 8.3** IMPROVE CLIMATE  
LITERACY  
AND RISK  
UNDERSTANDING

# CARBON NEUTRALITY PATHWAY

- Milestones:
  - 17,000 MTCO<sub>2</sub>e by 2030 (85% reduction from 2018 levels)
  - ~5,000 MTCO<sub>2</sub>e by 2035 (Carbon Neutral)
- Some emissions will still need to be sequestered
- The City will need to stay flexible with CAAP implementation
- The CAAP is a living plan that can and should evolve over time





- Transit Oriented Development requirements developed
- EV supply needs assessment completed
- Solar requirements updated
- Residential fuel switching program launched
- Urban Forest Master Plan developed
- Heat Safety and Air Quality protocols implemented
- Resilience Hubs identified and scoped
- EV supply equipment to support 80% EV installed
- City-wide electric shuttle launched
- Net Zero requirements for new construction adopted
- Commercial fuel switching program launched
- Water use reduced by 15%
- 100% of City fleet converted to EV
- Riparian Ecosystem Restoration Plan developed
- Community Climate Action Grant launched
- 2022 Complete Streets Master Plan implemented
- 80% EV adoption reached
- Community-wide energy use reduced by 20%
- Methane gas use eliminated or greatly reduced
- Landfill diversion increased to 95%
- At least 10,000 new city trees planted

\*Impacts of Covid taken into account

## 2022 PROPOSED ACTIONS

- Development of yearly EV fair program
- Draft ordinance to phase out off-road fossil fuel engines
- Residential and commercial energy audits support tools set up
- Task Force on methane gas user fee established with recommendation to Council by end of year
- New ordinance banning single-use plastics passed
- Energy efficiency audits of city buildings
- Establish policy to facilitate alternative work schedule or telecommuting options for city staff
- Zero waste policy for city facilities and city-sponsored events in place
- Integrate CAAP goals into city projects
- Ban use of non-organic pesticides and herbicides
- Set up stock of N95 masks to distribute to vulnerable populations



## COST AND STAFFING ESTIMATES

- Rough order cost estimates based on FTE time, infrastructure, and consultant fees
- Approx. \$15M total over 13 years
- Some costs included as parts of other plans
- Cost of inaction can be much higher

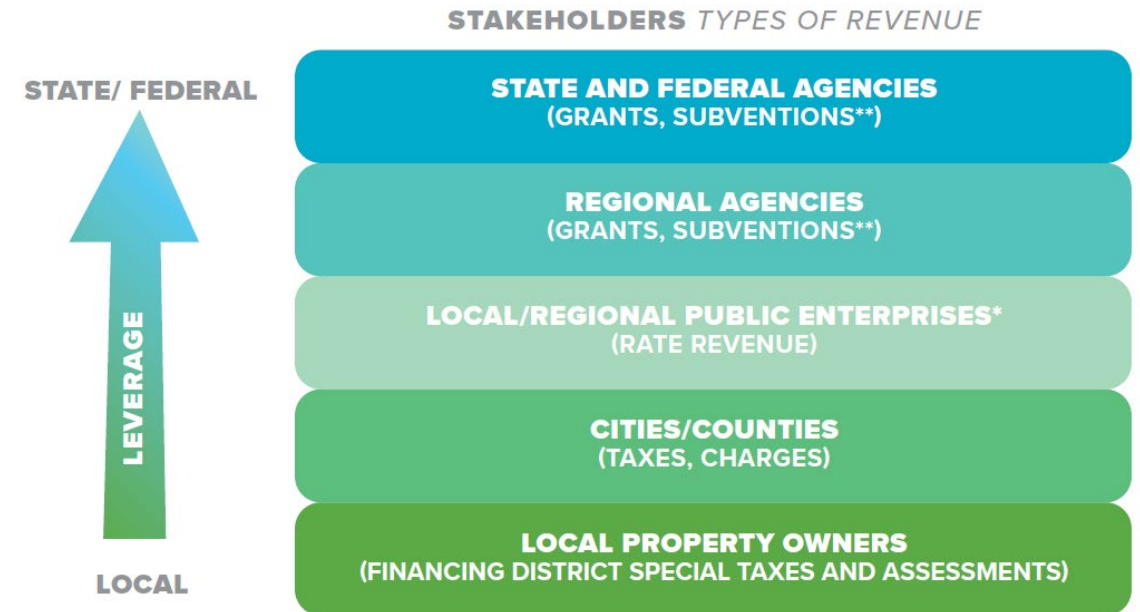


- |                 |                 |               |
|-----------------|-----------------|---------------|
| • \$4.1 million | • \$5.4 million | • \$5 million |
| • 2 new FTE*    | • +2 new FTE*   | • +2 new FTE* |

\*In addition to Sustainability Director

## EXISTING FUNDING STREAMS

- Over 50 local, State, and Federal sources listed in the plan
- Over \$15 billion in climate change-related funding approved by CA legislature and signed by Gov. Newsom



# COMMUNITY PARTNERS

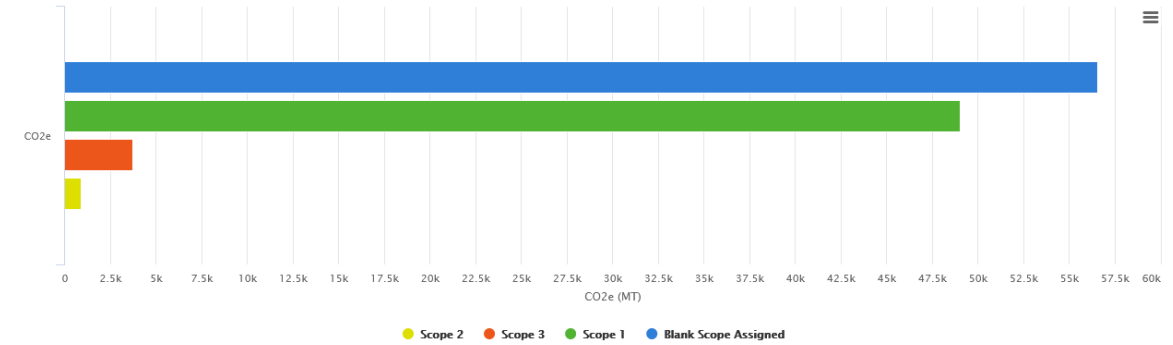
- Council and Commissions
- Business community
- Youth groups
- Residents
- Other cities
- Utilities
- Regional partners

# MONITORING & REPORTING

- Update plan every 3-5 years
- Inventory emissions (at least) every 2 years
- Monitor and report to the Council every 2 years

CO2e by scope for the selected inventory year.

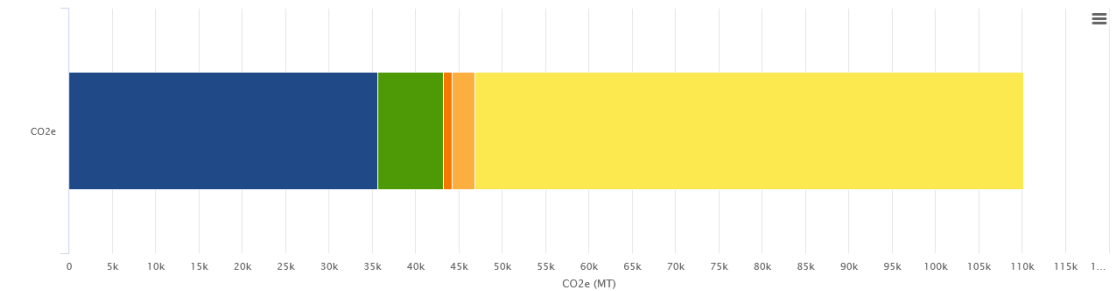
Scope	CO2e
Blank Scope Assigned	56,562
Scope 1	49,019
Scope 3	3,716
Scope 2	905



Inventory By Sector

CO2e by sector for the selected inventory year.

Sector	CO2e
Transportation & Mobile Sources	63,288
Solid Waste	2,653
Water & Wastewater	1,063
Commercial Energy	7,537
Residential Energy	35,661



# BENEFITS

- Address climate change by reducing GHG emissions
- Become more resilient in the face of inevitable climate change
- Increase human health and wellness
- Increase social equity
- Increase community connectivity and vibrancy
- Benefit the economy
- Address a concern of residents
- Demonstrate local and national leadership



COST  
EFFECTIVENESS



COMMUNITY  
BENEFITS



ECONOMIC  
BENEFITS



LOCAL POLICIES  
ALIGN WITH  
STATE AND  
NATIONAL



PROMOTES  
JUSTICE,  
EQUITY &  
CLIMATE

## KEYS TO SUCCESS

- Be aggressive in applying for funding – have project ideas ready to go
- Focus on Priority I actions first
- Don't go it alone – work with community and regional partners
- Provide City resources when needed
- Monitor, report, adjust, repeat

# CONCLUSIONS

- The City's goal is bold but achievable
- The goal is necessary based on climate science
- Los Altos residents support climate action
- Funding is available now, with more expected in the future
- Not everything needs to be done at once, but everything needs to be done
- Follow the roadmap and be flexible



# QUESTIONS?



[environment@losaltosca.gov](mailto:environment@losaltosca.gov)

ben@ecoshift.com



# BACKUP SLIDES

# INCORPORATION OF EC & COUNCIL FEEDBACK

<u>Question/Comment:</u>	<u>Proposed Resolution:</u>
How are GHG emissions calculated? Need to reference and explain the methodology in the plan.	Action: Create tables describing data sources and calculation methods
Need to clarify the goal of 10% of population in multi-housing. What does it mean? What is the % today? How does it compare to the required increase in low income and multi-family housing for Los Altos?	Action: Increase TOD target to at least 20%
Need to explain what carbon neutral means.	Action: Add carbon neutral description to draft CAAP
Can we accomplish these goals with the limited budget and staff? Highlighting possible funding sources to alleviate direct costs to the city and making it clear how much staffing will be needed will be important.	Current FTE needs = ~6 FTE for mitigation actions Action: schedule/prioritization will be key
Need to have a priority order and specific actions that the city can/should take to keep things moving.	Action: Priority Scores developed
What were the lessons learned from the 2013 CAP? What actions had the greatest impact?	Action: table with most impactful 2013 actions added to Draft CAAP
Consider adding reference about integration with City's Housing Element (ensure meeting RHNA commitments encourages high-density & affordable housing in transit-accessible/walkable areas)	Action: Update action

**TRANSPORTATION**

- **1.1 B** Create a pedestrian-friendly Downtown and other community and commercial spaces throughout the city
- **1.1 C** Develop and implement a new Parking Management Plan that supports strategic VMT reduction
- **1.2 A** Support Transit-Oriented Development
- **1.2 B** Encourage Live Near Work incentives
- **1.2 C** Promote Work From Home policies and infrastructure
- **1.3 A** Develop an electric shuttle program as an alternative to SOV travel
- **1.4 B** Actively promote EV adoption and require EV-only parking
- **1.5 C** Expand the current Electric Vehicle charging and pre-wiring requirements in future Reach Code updates
- **1.6 A** Phase out off-road fossil fuel engines such as landscaping equipment

**ENERGY**

- **2.1 A** Support third party residential and commercial energy audits
- **2.1 B** Increase residential and commercial energy efficiency
- **2.2 A** Adopt evolving Reach Codes and expand to include large additions and major remodels
- **2.3 A** Accelerate residential HVAC replacements
- **2.3 B** Accelerate residential water heater replacements
- **2.3 C** Accelerate commercial HVAC replacements
- **2.3 D** Accelerate commercial water heater replacements
- **2.5 B** Adopt Net Zero Building requirements for new construction by 2030

**RESOURCE CONSERVATION**

- **3.1 A** Increase the landfill diversion rate
- **3.1 B** Eliminate non-essential single-use plastics
- **3.1 C** Reduce waste from demolition, construction and building materials
- **3.2 A** Increase community-wide water efficiency

**MUNICIPAL OPERATIONS**

- **4.2 A** Build new City buildings to Net Zero standards
- **4.3 A** Develop a phase-out schedule to replace all City-owned fleet vehicles with electric vehicles
- **4.4 B** Develop Work From Home and flexible schedule policies
- **4.5 A** Adopt a zero-waste policy for City facilities and City-sponsored events
- **4.6 A** Account for climate change in all new City projects
- **4.6 B** Incorporate climate preparedness into City programs, operations, and maintenance protocols
- **4.6 C** Integrate CAAP goals into City projects as an order of business

**GREEN COMMUNITY**

- **5.1 A** Create water-efficient buildings and landscapes
- **5.2 A** Increase urban tree canopy
- **5.2 D** Eliminate the use of non-organic pesticides and herbicides

**CLIMATE RISK**

- **6.1 C** Expand green infrastructure program to reduce impermeable surface areas and capture runoff from paved areas

**EMERGENCY MANAGEMENT**

- **7.1 B** Adjust/extend park and public facility hours during heat waves
- **7.2 A** Update wildfire warning and evacuation protocols
- **7.2 C** Ensure high-air-quality indoor spaces and purchase and distribute N-95 masks to vulnerable outdoor populations

**RESILIENT COMMUNITY**

- **8.3 A** Update Community Emergency Response Training (CERT) to include growing climate hazards

### Data Sources (2018)

Community sector	Activity Data	Units	Sources
Residential electricity	80,391,486	kWh	SVCE, PG&E
Residential natural gas	6,640,225	therms	PG&E
Commercial electricity	58,760,342	kWh	SVCE, PG&E
Commercial natural gas	1,329,206	therms	PG&E
On-Road transportation	166,865,877	VMT	SVCE
Off-Road transportation	6,725	MTCO <sub>2e</sub>	SVCE
Municipal solid waste	9,273	tons	MTWS, R3
Water energy	5,596,927	kWh	Cal Water
Wastewater electricity	2,257	kWh	City of Palo Alto
Wastewater natural gas	9,794,797	scf	City of Palo Alto
Government sector	Activity Data	Units	Sources
Electricity use	4,634,143	kWh	SVCE
Natural gas use	25,355	therms	PG&E
Street lighting	220,386	kWh	SVCE
Traffic control	56,891	kWh	SVCE
Fleet fuel use	39,679	gallons	City of Los Altos
Employee commutes	1,599,147	VMT	City of Los Altos
Municipal solid waste	278	tons	MTWS, R3
Water energy	12,970	kWh	Cal Water
Wastewater energy	724	therms	City of Palo Alto
Process & fugitive emissions	0.013	metric tons	Scaled based on population growth

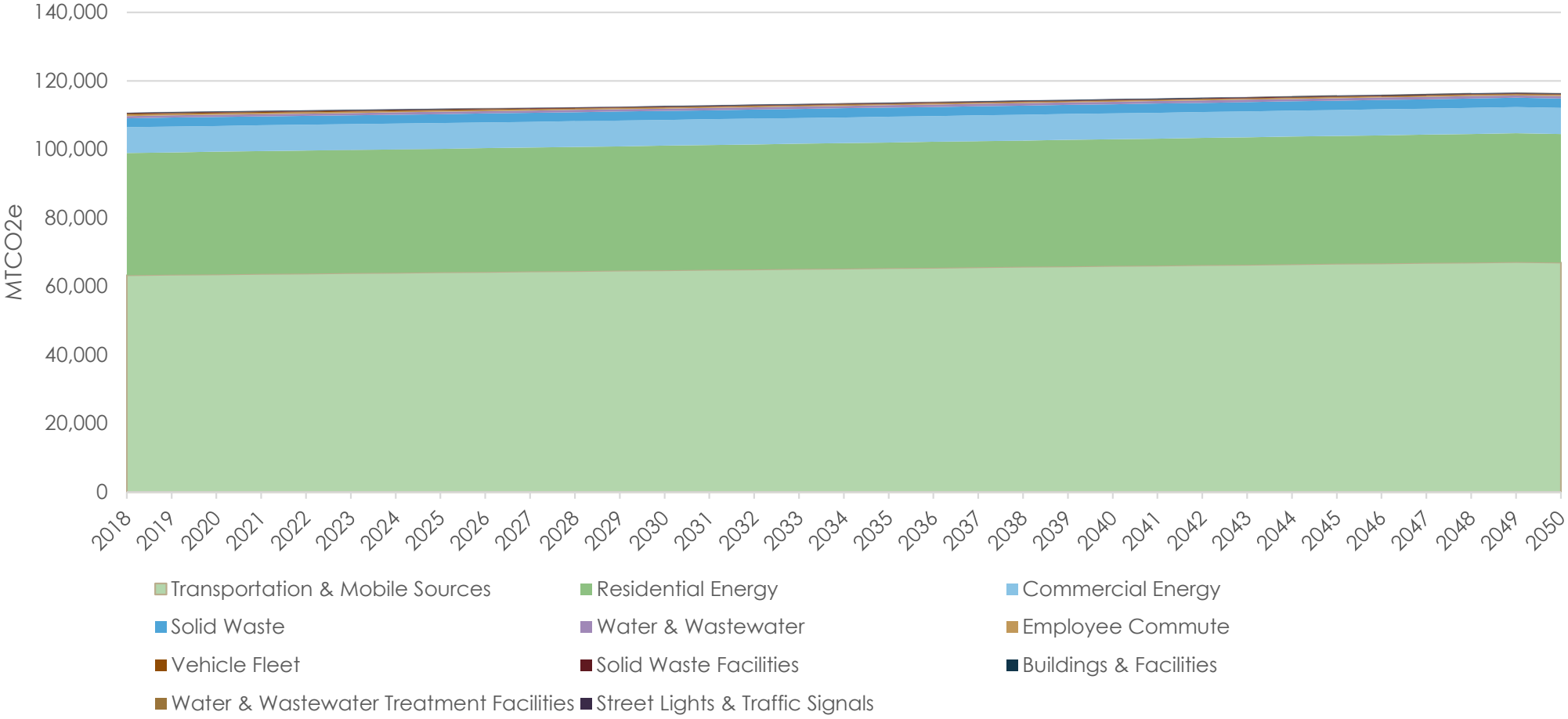
### Emissions Comparison table

Government sector	2005 emissions	2018 emissions	% change	Emissions reduction (MTCO <sub>2</sub> e)
Buildings & Facilities	428	134	-69%	294
Street Lights & Traffic Signals	130	<1	100%	130
Vehicle Fleet	420	351	-16%	69
Employee Commute	697	445	-36%	252
Solid Waste Facilities	197	172	-13%	25
Water & Wastewater Treatment Facilities	3	5	67%	(2)
Process & Fugitive Emissions	20	21	5%	(1)
<b>Government total</b>	<b>1,895</b>	<b>1,128</b>	<b>-40%</b>	<b>767</b>
Community sector	2005 emissions	2018 emissions	% change	Emissions reduction (MTCO <sub>2</sub> e)
Transportation & Mobile Sources	96,610	63,288	-34%	33,322
Solid Waste	3,950	2,653	-33%	1,297
Water & Wastewater	2,250	1,063	-53%	1,187
Commercial Energy	20,070	7,537	-62%	12,533
Residential Energy	59,950	35,661	-41%	24,289
<b>Community total</b>	<b>182,830</b>	<b>110,202</b>	<b>-40%</b>	<b>72,628</b>
<b>Total</b>	<b>184,725</b>	<b>111,330</b>	<b>-40%</b>	<b>73,395</b>
<i>2020 target</i>		155,410	-15%	43,660

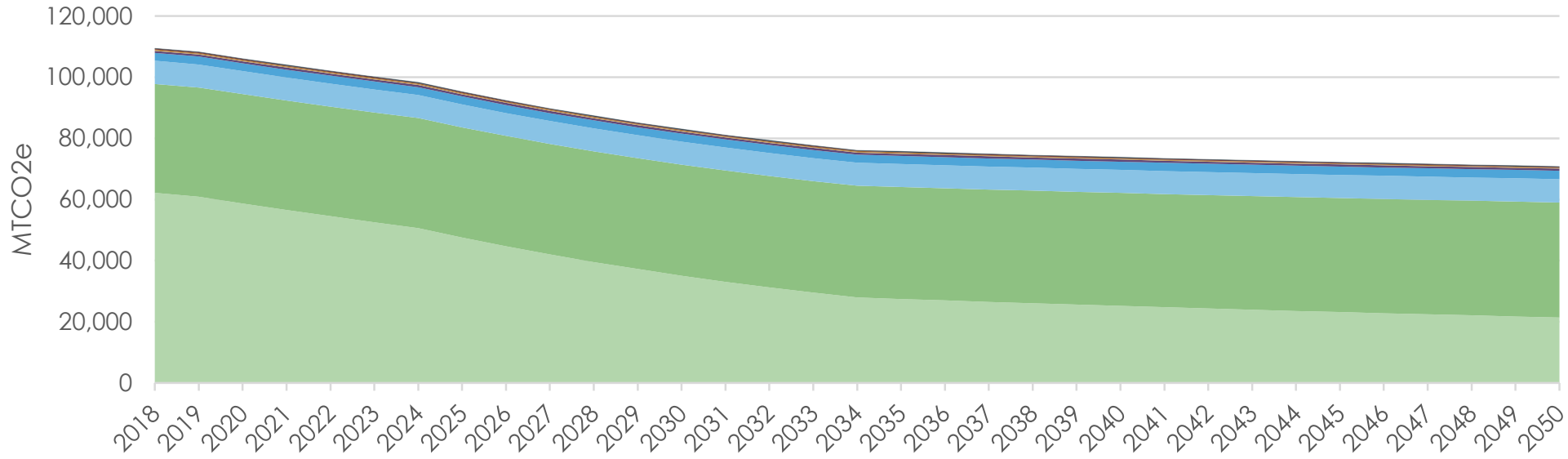
	Entity	Year	1st Target	2nd Target
International, National and State	U.S. NDC <sup>1</sup>	2021	50-52% below 2005 levels by 2030	-
	IPCC/U.S.	2020	net zero by 2050 at the latest	-
	B-55-18	2018	carbon neutral by 2045	-
	SB 32 (2016)	2016	40% below 1990 levels by 2030	-
In line with State targets	Oakland	2020	56% below 2005 levels by 2030	-
	San Mateo	2020	4.3 MTCO <sub>2</sub> e per-capita by 2030	Reduce emissions to 1.2 MTCO <sub>2</sub> e per-capita by 2050
	San Anselmo	2019	45% below 2010 levels by 2030	80% below 1990 levels by 2050
	San Rafael	2019	40% below 1990 levels by 2030	80% below 1990 levels by 2050
More aggressive than State targets	Menlo Park	2020	Zero Carbon by 2030	-
	Sunnyvale	2019	56% below 1990 levels by 2030	80% below 1990 levels by 2050
	Alameda	2019	50% below 2005 levels by 2030	Net Zero Emissions as soon as possible
	Albany	2019	70% below 2004 levels by 2035	Carbon Neutral by 2045
	San Francisco	2019	-	Net Zero emissions by 2050
	Palo Alto	Updating	80% below 1990 levels by 2030	-

<sup>1</sup>Nationally Determined Contribution

### BAU Forecast (2018 - 2050)



### Adjusted BAU Forecast (2018 - 2050)



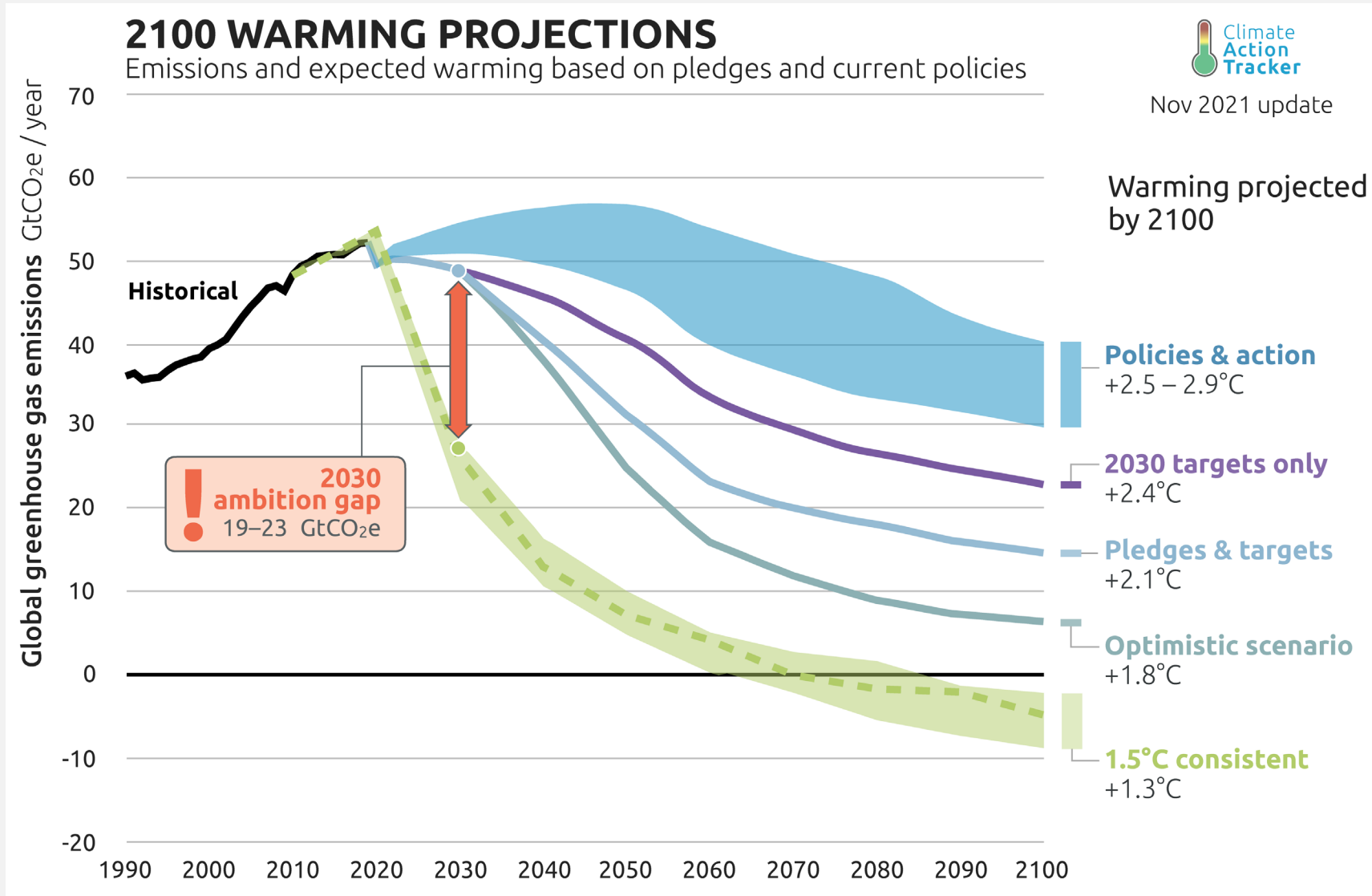
- Transportation & Mobile Sources
- Commercial Energy
- Water & Wastewater
- Employee Commute
- Buildings & Facilities
- Street Lights & Traffic Signals
- Residential Energy
- Solid Waste
- Vehicle Fleet
- Solid Waste Facilities
- Water & Wastewater Treatment Facilities



**Local Funding Mechanisms**

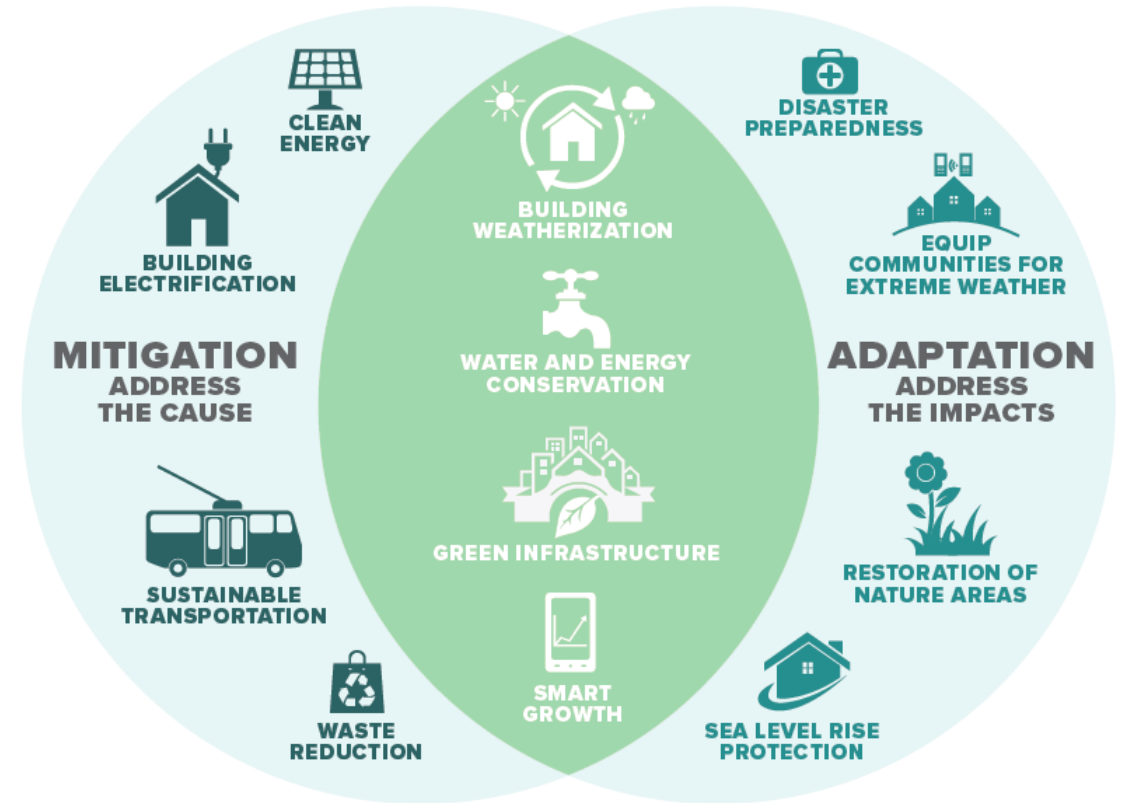
Type	Examples	Description
Financing District	Special Benefit-Based Assessments Community Services/Facilities District Special Taxes Property Tax Increment	Levied on property owners in a neighborhood, business area, or defined geographic area in order to provide a benefit which that area receives.
Tax	Property Tax Utility User Tax	Existing City tax on real estate, based on value of land and improvements Cities and counties may impose UUTs on users' consumption of certain utility services such as utility delivered methane gas
Fees	Parking Fee Enterprise Fund Development Fee Carbon Development Impact Fee Congestion Pricing	User fees that can generate ongoing revenue, but may disincentive activities. For instance, a congestion pricing program set up to reduce driving may have a different structure than a program meant to raise funds. Enterprise funds require voter approval.
Bond		Bond measures are exclusively for capital improvements and require financing.

# UPDATED WARMING PROJECTIONS POST-COP 26



# STRATEGIC ROADMAP

- Mitigation Actions
- Adaptation Actions
- Cross-Cutting Actions





## PUBLIC CORRESPONDENCE

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To send correspondence to the City Council, on matters listed on the agenda please email [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

**From:** [Cheryl Weiden](#)  
**To:** [Public Comment](#)  
**Subject:** Please support the 2022 CAAP  
**Date:** Sunday, February 6, 2022 11:56:21 AM

---

Dear Los Altos City Council members:

Please support the 2022 Climate Action and Adaptation Plan.

Recently several of you attended an event reported in the Jan 26 Los Altos Town Crier, [“Climate Change webinar participants urge cities to do more.”](#) Thank you to those who attended. The speakers made several points that are relevant to supporting the CAAP.

- [Paul Edwards, distinguished Stanford Professor](#) and a lead author of the International Panel on Climate Change 2021, outlined that the climate is at a crisis point. There is a slim hope of avoiding worldwide catastrophe if we act in unison immediately.
- Cities have a major role to play. California city actions encourage the state to continue its leadership role.
- We must address the high-impact actions. We must take all actions to address climate change, but most importantly the big ones that account for 97% of the GHG emissions. Transportation and energy must take priority as outlined in the CAAP.

Questions?

- The actions will not be without cost. Why should we spend the money?
  - The cost of inaction for Los Altos is great...higher water and energy bills, dying trees and greenery, decreased quality of life, and health effects.
  - The ROI on a dollar of disaster mitigation is \$6 (National Institute of Building Science).
- This is a global problem. Why should Los Altos act?
  - Los Altos can join other cities in a leadership role and have an impact.
  - Moral integrity. Should we join others in the effort, or should we play Marie Antoinette?

Thank you,

Cheryl Weiden



**From:** [Kumagai, Wayne](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM #5 - TUESDAY, FEB. 8, 2022  
**Date:** Monday, February 7, 2022 9:22:17 AM

---

Dear City Council,

I am a Los Altos resident. My family and I fully support the City's adoption of the updated CAAP. Moreover, we would strongly encourage the City to go even further and have the CAAP target carbon neutrality by 2030. The sooner that we can eliminate greenhouse gas emissions, the better for our planet, our children, and all future generations. Other cities have targeted neutrality by 2030, we can do the same or better. Every dollar that we spend today on climate action will save countless dollars in the future. Going electric also has a lot of long-term economic benefits, so it's a win-win for everyone.

Respectfully,

Wayne Kumagai

---

**NOTICE:** This e-mail message and any attachments are intended solely for the use of the intended recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the intended recipient, you are not permitted to read, disclose, reproduce, distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unintended recipient is not intended to waive any right or privilege. Newmark is neither qualified nor authorized to give legal or tax advice, and any such advice should be obtained from an appropriate, qualified professional advisor of your own choosing.

**From:** [Connie Miller](#)  
**To:** [Public Comment](#)  
**Subject:** FW: GreenTown fully supports CAAP  
**Date:** Sunday, February 6, 2022 1:38:21 PM

---

Esteemed Councilmembers:



P.O. Box 539  
Los Altos, CA 94023-0539  
[www.GreenTownLosAltos.org](http://www.GreenTownLosAltos.org)

February 8, 2022

Esteemed Councilmembers:

GreenTown is in full support of the Climate Action and Adaptation Plan (CAAP) as presented in the 2/8/22 packet. The community has had multiple opportunities to review and provide all types of feedback throughout the last year of comprehensive public outreach by the Environmental Commission and EcoShift. We recommend immediate approval of this plan as a necessary roadmap to begin to seriously combat climate change.

Our neighbors in the hills, who contribute greatly to our city’s vibrancy, already face great fire risk due to climate change. With no action on our part, it is only a matter of time before Los Altos faces the same vulnerability. Delays in its approval will only shorten the time we have to act and will make the difference between thoughtful proactive planning and crisis-driven reaction as climate change worsens. Debating the contents of this thoughtfully conceived roadmap for several more commission meetings is not needed or a luxury of time we have.

Approving the CAAP now gives us the time we need to implement the priority actions in a way that our city resources and the community can comfortably absorb by building our infrastructure right the first time. We will avoid costly retrofits down the road that could result from getting started even by several months

Let’s get started now by approving this CAAP and position ourselves for a safe and viable community for all of our citizens.

The GreenTown Los Altos Board of Directors.  
Representing hundreds of concerned citizens of Los Altos



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**From:** [Connie Sheehan](#)  
**To:** [Public Comment](#)  
**Subject:** AGENDA ITEM #5 - TUESDAY, FEB. 8, 2022  
**Date:** Monday, February 7, 2022 2:18:27 PM

---

Dear City Council,

We are Los Altos residents who fully support the City's adoption of the updated CAAP. Moreover, we would strongly encourage the City to go even further and have the CAAP target carbon neutrality by 2030. The sooner that we can eliminate greenhouse gas emissions, the better for our planet, our children/grandchildren, and all future generations. Other cities have targeted neutrality by 2030, we can do the same or better. Every dollar that we spend today on climate action will save countless dollars in the future.

Respectfully,  
Tim and Connie Sheehan

**From:** Connie Sheehan [REDACTED]  
**Sent:** Monday, February 7, 2022 2:18 PM  
**To:** Public Comment <[publiccomment@losaltosca.gov](mailto:publiccomment@losaltosca.gov)>  
**Subject:** [SPAM] AGENDA ITEM #5 - TUESDAY, FEB. 8, 2022

Dear City Council,

We are Los Altos residents who fully support the City's adoption of the updated CAAP. Moreover, we would strongly encourage the City to go even further and have the CAAP target carbon neutrality by 2030. The sooner that we can eliminate greenhouse gas emissions, the better for our planet, our children/grandchildren, and all future generations. Other cities have targeted neutrality by 2030, we can do the same or better. Every dollar that we spend today on climate action will save countless dollars in the future.

Respectfully,  
Tim and Connie Sheehan

**From:** [Debbie Mytels](#)  
**To:** [Public Comment](#)  
**Subject:** 2022 Climate Action & Adaptation Plan (Agenda item #5, 2/8/22 meeting)  
**Date:** Monday, February 7, 2022 4:40:36 PM

---

Dear Members of the Los Altos Town Council,

Thanks for your efforts to review the proposed update of the CAAP for Los Altos. As Council members you have a responsibility to look out for the current and future needs of your community, and you are doing an essential service to the residents of Los Altos via all the work you are doing regarding climate protection.

You have joined with 26 other jurisdictions in Silicon Valley and 53 other cities in California to pass a Reach Code that will ensure that Los Altos residents in new homes are not straddled with out-moded gas appliances. It's now time to continue the path of eliminating methane gas from under city streets where leaks can cause fires and where the pipes can rupture during an earthquake. It's also time to educate residents about the health impacts (such as increased likelihood of childhood asthma and lung problems in older adults) from burning methane gas in their furnaces, water heaters and other appliances.

As a resident of nearby Palo Alto, I commend you for furthering your efforts with this proposed CAAP and hope to hear soon that the CAAP has been passed. I also hope that you will soon take additional steps to encourage Los Altos residents to replace their gas-burning appliances when they remodel or sell their properties.

With appreciation for your leadership on this important issue of climate protection and adaptation.

Sincerely,

Debbie Mytels

Debbie Mytels  
2824 Louis Road, Palo Alto, CA 94303



[Methane leaks occur at all places along its pressurized system - at the wellhead, in transmission and distribution lines and compressors, in supply lines, and in the appliance itself. That is because methane gas is pressurized up to 1400 pounds per square inch, in order to get it to the point of use.](#)

[Methane gas leaks are quite normal and can not be fixed - that is a problem! Getting rid of methane is the solution.](#)

**From:** [Barbara Weinstein](#)  
**To:** [Public Comment](#)  
**Subject:** Please approve the CAAP  
**Date:** Monday, February 7, 2022 5:01:42 PM

---

Dear Los Altos City Council,

I'm writing to urge that you approve the Climate Action and Adaptation Plan (CAAP) as prepared by the Los Altos Environmental Commission. There will be time later to delve into the details, but approving the overall plan now is critical for upping our game on climate and taking meaningful steps to do our part.

As the climate crisis intensifies, we can't effort to wait.

Thank you,  
Barbara Weinstein  
1525 Siesta Dr.  
Los Altos.

**From:** [Tamara Fagin](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM #5 - FEB. 8, 2022  
**Date:** Monday, February 7, 2022 8:26:21 PM

---

Honorable Councilmembers,

I have resided in Los Altos for over 17 years and have long supported efforts to address climate change, including bike to school initiatives.

I fully support the City's adoption of the updated CAAP. Moreover, I would encourage the City to contemplate going even further. Please consider taking steps to target carbon neutrality by 2030. Our city can and should be a leader on this.

Thank you for your consideration.

Sincerely,

Tamara Fagin

**Los Altos Climate Action Plan Suggestions**

TO: Los Altos City Council [council@losaltosca.gov](mailto:council@losaltosca.gov)  
Los Altos Environmental Commission via Staff Liaison Emiko Ancheta  
[eancheta@losaltosca.gov](mailto:eancheta@losaltosca.gov)

CC: Gabriel Engeland City Manager [gengeland@losaltosca.gov](mailto:gengeland@losaltosca.gov)  
Jolie Houston, City Attorney [administration@losaltosca.gov](mailto:administration@losaltosca.gov)  
Ranu Aggarwal, Staff Liaison [ragnarwal@losaltosca.gov](mailto:ragnarwal@losaltosca.gov)

Dear Environmental Commissioners and City Council Members,

[Los Altos for Racial Equity](#) (LARE) is a local community group focused on building a more welcoming, vibrant, and diverse Los Altos. We want to ensure that all those who live, work, and play in Los Altos, especially BIPOC (Black, Indigenous and People of Color) members, are treated equitably in all aspects of their lives - from education, to housing, to access to resources.

LARE is concerned about the lack of urgency in our community to address climate change and reduce our contribution toward greenhouse gas emissions. Achieving environmental equity is a significant part of achieving racial equity as communities of color are disproportionately affected by environmental pollutants<sup>1</sup>. In the Bay Area, “historically underserved communities such as Black, brown, and Asian American, already bear higher asthma rates, greater exposure to extreme heat and air pollution, and more unaffordable energy costs. Climate change is making this worse.”<sup>2</sup>

The wealthiest 10% of the world were responsible for more than 1/2 of global emissions in 2015<sup>3</sup>. Los Altos’ Climate Action Plan is an opportunity for our community to lead by example, and to make dramatic and substantive changes to address the impacts our lives have on others.

**Recommended Improvements to Address Climate Change:**

1. Create a Task Force of local experts to advise on specific implementable actions under the CAAP, such as the following:
  2. Urban Planning
    - a. Hire and implement [best practices from world renowned urban planning experts](#)<sup>4</sup> that move away from optimizing for vehicle flow and toward a greener, more liveable, walkable, safer, cooler, cleaner community.

---

<sup>1</sup> <https://www.axios.com/epa-report-climate-change-marginalized-communities-391492c7-bedf-4d98-9208-58e84ed03f48.html>  
<sup>2</sup> <https://www.nrdc.org/experts/elizabeth-stampe/san-jose-council-votes-go-carbon-neutral-2030>  
<sup>3</sup> <https://www.bbc.com/future/article/20211025-climate-how-to-make-the-rich-pay-for-their-carbon-emissions>  
<sup>4</sup> <https://gemeente.groningen.nl/sites/default/files/New-Space-For-Living---Quality-Of-Public-Space.pdf>

- b. Make a [Vision Zero](https://visionzeronetwork.org/about/what-is-vision-zero/)<sup>5</sup> Pledge and Plan.
- c. Convert some area of the parking lots downtown to small, green park spaces.
- d. Focus on walking and biking rather than car/EV infrastructure, as alternate modes of transportation are 10x more important than EVs in reaching net zero<sup>6</sup>.
- e. Create a Traffic Calming Program and hire staff dedicated to making our community safer and less car dependent.
- f. Create a protected walking/biking boulevard route to downtown/City Hall from north and south Los Altos.
- g. Provide physical barriers for all bike lanes to increase bike safety. Recent research on painted bike lanes concluded “cities need to design and install physical barriers between vehicle and bike lanes to reduce the risk of collision”<sup>7</sup>.
- h. Provide Pedestrian traffic lights and improve traffic signals at various dangerous school crossings. The Walk Or Wheels (WOW) to schools program has seen a notable decline in students walking/biking to school in the past 10 years.
  - i. Solid red light button at Campbell on Cuesta (similar to springer school on Cuesta). There have already been dozens of incidents with school aged children and adults being hit or almost hit there.
  - ii. Solid red light (not flashing) on San Antonio at Pine.
  - iii. Flashing No Right Turn on Red at Covington Rd and El Monte when the crosswalk is activated. A mom was hit there while walking with kids, and it is extremely dangerous. She has been advocating for years to get this addressed and nothing has changed.
  - iv. Make an assessment of every main artery in Los Altos on a school route to determine what other intersections require a full red light. Of note, I am unable to locate crash data on pedestrian incidents in Los Altos, and so any data should not be deemed reliable.
- i. Sidewalks
  - i. Create a sidewalk ordinance for all retail areas including all of downtown. Loyola Corners, El Camino Real, San Antonio Rd.
    - 1. Require a landscaped strip between the curb and sidewalk, including street trees in the landscape strip or in bulb outs if that is the only feasible option.
    - 2. Specify a minimum space from the sidewalk to any parking structure gates to ensure cars do not queue and block the sidewalk.
  - ii. Legalize all sidewalks currently designated as Safe Routes to School to allow parking enforcement. Upgrade the existing Safe Routes sidewalks over the next 10 years to include a planting strip separation or bulb outs with plants/trees whenever possible.
- j. Redwood Grove

<sup>5</sup> <https://visionzeronetwork.org/about/what-is-vision-zero/>

<sup>6</sup> <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>  
<https://www.nytimes.com/2021/05/06/business/lithium-mining-race.html>

<sup>7</sup> <https://www.peoplepoweredmovement.org/study-shows-painted-bike-lanes-arent-enough/>

- i. Designate Redwood Grove as a Passive Rewilding Zone<sup>8</sup>.
3. Create an Environmental Fund to be used for rewilding public spaces, more parks, gas powered equipment trade-in programs, climate change education, and improving bicycle and pedestrian infrastructure. Institute fines for violations of climate impact regulations, such as those listed, to be used toward making our community greener and cleaner. Waive these fees for low income applicants whenever possible.
4. Construction
- a. Insulation - it can take up to 65 years of energy savings to offset the carbon impact of insulation<sup>9</sup>.
    - i. Allow only closed cell spray foam, no open cell spray foam. Open cell spray foam has chemicals 1030x worse than carbon dioxide<sup>10</sup>.
    - ii. Check receipts at insulation inspection to ensure only closed cell spray foam is used.
    - iii. Consider restricting closed cell spray foam insulation to only be used in remodels where batting and other insulation types won't provide the Title 24 required insulation value for the existing framing or in detached ADUs under 500 square feet ( the roof requirements for Title 24 are overly stringent on small detached ADUs and the alternative would require oversized framing and wasted lumber).
  - b. Pavement
    - i. Prohibit non-permeable surfaces other than landings directly adjacent to the structure on residential projects. Ensure pavers utilize permeable sand.
    - ii. Require Gravelpave<sup>11</sup>, Geopave<sup>12</sup>, or similar fire truck-approved, ADA complaint equivalent permeable surfaces for parking strips. Disincentivize or prohibit permeable paver solutions that include compacted polymeric sand, which negates permeability.
    - iii. Prohibit the use of astro-turf, asphalt, and any other fossil fuel based solid products for all decorative landscape projects.
    - iv. Explore UC Verde<sup>13</sup>, DeltaBluegrass<sup>14</sup>, and other drought tolerant, ecological, resilient alternatives for sports fields.
    - v. Actively seek alternatives for slurry seal and repaving of city streets, including recycling asphalt, dyes/paints to reduce heat reflectivity, etc.
  - c. Roofing
    - i. Consider Imposing a \$2/square foot Environmental fee for any composite shingle, PVC, TPO, concrete shingle, or tar roof (new and re-roof) due to

<sup>8</sup> <https://truenaturefoundation.org/what-is-rewilding/>

<sup>9</sup> <https://www.buildinggreen.com/news-article/avoiding-global-warming-impact-insulation>

<sup>10</sup> <https://www.ecotelligenthomes.com/environmental-impacts-of-spray-foam-insulation/>

<sup>11</sup> <https://www.invisiblestructures.com/products/gravelpave-2/>

<sup>12</sup> <https://2y2qpw2op3o93ygu164frm9z-wpengine.netdna-ssl.com/wp-content/uploads/2016/10/PPS-Geosystems-LEED-Credits.pdf>

<sup>13</sup> <https://www.ucverdeplugs.com>

<sup>14</sup> <https://www.deltabluegrass.com/sports-turf/sod-blends-varieties/>



lack of recyclability, short lifespan, heat effect, and fossil fuel based materials. Exempt detached ADUs under 500 square feet.

- d. Concrete is responsible for 8% of global carbon dioxide emissions, more than double the emissions from flying or shipping<sup>15</sup>.
    - i. Require fly ash in all concrete. The use of a ton of fly ash to replace a ton of cement saves enough electricity to power an average American home for 24 days. It also reduces carbon dioxide emissions equal to two months use of an automobile<sup>16</sup>.
    - ii. Verify receipts from concrete suppliers at time of inspection.
  - e. Natural Gas - A recent Stanford study shows that gas appliances have the same impact on the environment as 500,000 cars, with 76% of the emissions happening while the appliances are not being used<sup>17</sup>.
    - i. Eliminate Gas connection in new residential homes.
    - ii. Phase out gas appliances and fixtures in remodels.
5. Construction Debris
- a. Require a certified recycler for all construction debris. Berkeley requires signed weight receipts by material type as part of the building permit, and receipts are checked before final inspection to ensure compliance.
  - b. Require deconstruction of any structures by The Reuse People or similar. Several other cities like Berkeley and Palo Alto require certified deconstruction from only one or two vendors to prevent building materials from ending up in a waste site.
  - c. Disallow demo and dump, and create a steep fine for non-compliance.
6. Solar
- a. Allow for a flat solar array on an unenclosed, open structure in the front setback, for example an arbor over a patio or a covered parking space. Exclude the solar structure from lot coverage calculations. Write the code in such a way that this structure cannot ever be converted into an ADU or other housing in the future unless it complies with the existing ADU law.
  - b. Allow arbors in the rear for solar array only to achieve net zero, exempt from FAR. Write the code in such a way that this structure cannot ever be converted into an ADU or other housing in the future unless it complies with the existing ADU law.
7. Pools
- a. Prohibit new pools, except for a public, community pool.
  - b. Require fully integrated covers for all pool permits and pool renovations to reduce evaporation and heat loss.

<sup>15</sup> <https://www.dw.com/en/concrete-cement-climate-carbon-footprint/a-60588204>

<sup>16</sup> <https://www.everything-about-concrete.com/fly-ash-concrete.html>

<sup>17</sup> <https://time.com/6142988/gas-stoves-methane-emissions/>

- c. Prohibit gas pool heaters. Pool renovation permits such as replastering, or changing the size or shape, must include conversion to all electric.
- d. Require all pool permits to ensure net zero energy with solar energy offset mandate.

## 8. Landscapes

- a. Phase out all gas powered landscaping equipment use through a full ban within the next three years.
- b. Require a permit for any landscape project to ensure compliance with water conservation regulations, lot coverage, and drought-tolerant plantings.
- c. Limit lawns to 200 sq ft. per parcel, 10% of front yard, or 10% of rear yard open space, whichever is smallest.
- d. Consider applying an open space minimum in rear yards to allow for trees to provide cooling effects.
- e. Prohibit parking in the front yard on landscaped or open, non-parking areas.
- f. Limit driveways and parking areas to <25% of the front yard.
- g. Trees
  - i. Allow for a selected list of small trees in the utility right of way to provide street shade.
  - ii. Ensure Building reviews the Arborist report, ensuring the approved plans comply with the arborist report. Example 510 Benvenue allowed a 20' deep concrete shoring pile inside a tree protection zone in violation of the tree protection plan.
  - iii. Do not allow any site work within the protection zone of a native oak, even landscaping.
  - iv. Impose clear Tree Protection Zone (TPZ) regulations to protect native oaks, to eliminate any subjective interpretation by a Planner. Another similar sized Bay Area suburb's TPZ regulations prohibit any construction or landscaping related activity within the TPZ as:
    - 1. Live oaks: 1/2 foot for every inch of trunk diameter (ex. 12" trunk at 4.5 ft above grade = 6' protection radius).
    - 2. Valley oaks: 3/4 foot for every inch of trunk diameter (ex. 12" trunk at 4.5 ft above grade = 8' protection radius) .
- h. Require a certified arborist sign off on construction protections:
  - 1. Pre-construction meeting with all subs.
  - 2. On-site inspection during excavation and digging with photos.
  - 3. Verified large roots were protected.
  - 4. Signed Letter of Compliance with the tree protection plan. submitted prior to Final inspection.
  - 5. Impose a significant fine for non-compliance (10K).
- i. Require a licensed arborist and a permit to prune any native oak. Disallow pruning more than once every 3 years except if a safety issue. Provide wording on the permit that any over-pruning that causes death of the tree will be the responsibility of the arborist.

- j. Create a list of climate resilient trees adapted to our area, with a preference to natives.
    - i. Require a drought tolerant, climate resilient replacement tree for every tree removed. Since most of the larger older trees that are dying are native, we need to replace them to limit habitat loss.
    - ii. If space does not allow replacement, collect a \$500 fee. Provide a city fund for trees which can be planted on city property and at local parks, schools, churches, medical facilities, and businesses.
    - iii. Ban certain water intensive trees from being planted such as redwoods, magnolias, non-native willow and other water hungry non-adaptive species.
  - k. Allow removal of 20 redwood trees on residential properties (no more than one per property per year) within the city each year if replaced by climate resilient trees, preferably natives such as coast live oak.
  - l. Mandate that certain species such as redwood & black walnut be cut and milled, rather than chipped and dumped. I have a list of arborists and millers, some of whom have portable mills, who can do this. Contact Big Creek Lumber for more information.
  - m. Prohibit parking under native oaks within the parking strip/easement area in areas where there is no sidewalk improvement or curb. Require large stones or other mitigation measures on new projects to prevent cars from parking on roots within the TPZ (see above under Trees).
  - n. Impose a significant fine for acts that violate tree protections and result in harm to a protected oak tree.
9. Water - Approximately 19% of energy in CA is used to move water. We are in an extended drought which has no end in sight, and we are mandated to add housing. We have to act quickly to preserve the potable water for food production and human consumption.  
(<http://ww2.kqed.org/climatewatch/2012/06/10/19-percent-californias-great-water-power-wake-up-call/>)
- a. Greywater
    - i. Require laundry to landscape for all plumbing permits involving a laundry appliance connection.
    - ii. Require greywater systems for all plumbing permits related to bathroom remodels and new homes (exempt detached ADUs under 750 sq ft). This is no more of a burden than the current ordinance requiring underground power lines.
  - b. Rainwater sequestration
    - i. Require ecological rainwater collection and rainwater disbursement methods to offset up to 70% of their carbon footprint<sup>18</sup>, and eliminate carbon intensive concrete and gravel drywells.

<sup>18</sup> <https://www.sciencedirect.com/science/article/abs/pii/S1364032118305057>

The CAAP document states that we should be ‘coordinated’ in our approach to climate action as adjacent cities. Los Altos’ policies lag behind several progressive Bay Area suburbs when looking through an environmental lens. Our streets are less walkable, bikeable, and shady. Planning guidelines, Building codes, and tree permit requirements are inconsistent depending on who is reviewing the project. Many of the suggestions in this letter are established policies in other Bay Area jurisdictions, have low implementation costs, and are based on best practices that will help us reduce our carbon footprint as a community. Now is the time to make bold changes to do our part in the fight against climate change, and join San Jose in making a commitment to be carbon neutral by 2030<sup>19</sup>.

Thank you for taking the time to consider our suggestions.

Respectfully,  
Jill Woodford on behalf of LARE  
<https://www.losaltosforracialequity.org>



<sup>19</sup> <https://www.nrdc.org/experts/elizabeth-stampe/san-jose-council-votes-go-carbon-neutral-2030>

**From:** [Stern, Ben](#)  
**To:** [Public Comment](#)  
**Subject:** FW: PUBLIC COMMENT - AGENDA ITEM #5 - TUESDAY, FEB. 8, 2022  
**Date:** Monday, February 7, 2022 8:56:16 PM

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Dear City Council,

I am a Los Altos resident. My family and I fully support the City's adoption of the updated CAAP. Moreover, we would strongly encourage the City to go even further and have the CAAP target carbon neutrality by 2030. The sooner that we can eliminate greenhouse gas emissions, the better for our planet, our children, and all future generations. Other cities have targeted neutrality by 2030, we can do the same or better. Every dollar that we spend today on climate action will save countless dollars in the future.

Respectfully,

Ben Stern

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**From:** [Barbara O'Reilly](#)  
**To:** [Public Comment](#)  
**Subject:** Climate Actions  
**Date:** Tuesday, February 8, 2022 9:37:03 AM

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Dear Los Altos City Council:  
Climate Change has long been my #1 environmental concern and my hope is that all of you share that concern. Please take all actions possible at the city level and encourage our citizens by letting residents know which of their actions will have the most impact. Some actions are very simple...like getting something green in the ground i.e a tree, or smaller plants.  
Be sure the Town Crier knows what actions you are taking so we all can appreciate and learn from your example.

Sincerely,  
Barbara O'Reilly

**From:** [Sybil J. Cramer](#)  
**To:** [Public Comment](#)  
**Subject:** Council Meeting - CAAP Support  
**Date:** Tuesday, February 8, 2022 10:32:33 AM  
**Attachments:** [uc.png](#)

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Dear Mayor Enander and Honorable Council Members,

I have been a Los Altos resident for 22 years and was happy to participate in some of the resident zoom webinars with the consultants, Environmental Commissioners, and other Los Altos residents — during the formulation and writing of the current Climate Action and Adaptation Plan (CAAP) for our city.

At 170 pages, the CAAP is a bit daunting to get through, but I feel it is an effective plan for meeting our city's climate goals.

I urge you to vote to approve and accept the Climate Action and Adaptation Plan at tonight's council meeting.

I've worked with the students of the Los Altos High School Green Team for many years and I know how concerned the students are about the consequences of the current warming of the atmosphere.

Last week I spoke about community service opportunities to the students of the LAHS National Honor Society class. Many are eager to commit to community service agencies and nonprofits that are devoted to improving the environment. When I asked the class of approximately 40 students to raise their hand if they are worried about global warming, 98% of the students raised their hands! Frankly, I was surprised by such a strong response!

I realize that it is important to accept the current CAAP as written this evening — not only for the sake of meeting the city's goals — but also to lessen the anxiety of our youth about the consequences of global warming, which they refer to as the “climate crisis”.

Thank you for taking the time to read my e-message and, again, I urge you to approve the CAAP as written.

Respectfully,

Sybil Cramer  
291 Margarita Court  
Los Altos 94022

Sybil Cramer  
Parent Liaison, LAHS Green Team  
Co-Chair, LAHS PTSA Sustainability Committee



**From:** [Ken Branson](#)  
**To:** [Public Comment](#)  
**Subject:** Support for Los Altos CAAP  
**Date:** Tuesday, February 8, 2022 3:39:17 PM

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As a 20 year Los Altos resident and strong advocate for climate action, I urge the council to endorse the climate action and adaptation plan (CAAP) at tonight's meeting. As state senator Josh Becker's policy advisor for climate, energy, and environmental issues, I work every day to advance climate policy in Sacramento. While we can accomplish a lot at the state level (and others at the national level), a lot of progress is possible from local governments at the city and county level. As an example, many Bay Area cities paved the way with reach codes for all-electric buildings that have given the CEC enough evidence and courage to implement stronger building codes statewide. Cities can continue to take action through local education efforts, building codes and other ordinances to reduce the use of natural gas, transportation infrastructure investments to encourage ZEVs and reduce VMT, improvements to organic waste diversion efforts, and efforts to make the city government itself net zero in its own operations. These are important steps that go beyond just the impact in our own community. They set an example and show what is possible, making it easier for other cities and eventually the entire state (and beyond) to follow in our footsteps. The path you choose for Los Altos will matter far beyond our town's borders. Don't miss this chance to make a positive difference in the fight to reduce climate change and prepare our community to handle the unavoidable changes.

Thank you,  
Ken Branson  
701 Los Ninos Way  
Los Altos, CA 94022



**From:** [Paul George](#)  
**To:** [Public Comment](#)  
**Cc:** [Steffy Reader](#)  
**Subject:** Please approve CAAP  
**Date:** Tuesday, February 8, 2022 1:39:16 PM

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Dear Council Members,

We strongly urge you to adopt the Climate Action and Adaptation Plan as it currently stands. It is imperative that Los Altos move forward without further delay.

Sincerely,

Paul George  
Stephanie Reader  
501 San Luis Ave, Los Altos, CA 94024



### AGENDA REPORT SUMMARY

**Meeting Date:** February 8, 2022

**Subject:** Additions and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule that was approved by the City Council October 26, 2021

**Prepared by:** Jim Sandoval, Engineering Services Director

**Reviewed by:** John Furtado, Finance Director

**Approved by:** Gabriel Engeland, City Manager

**Attachment(s):**

- 1. Resolution No. 2022-XX
- 2. Updated FY 21/22 Fee Schedule Fee

**Initiated by:**

Staff

**Previous Council Consideration:**

September 10, 2019 (presentation on Cost Allocation Plan and User Fee Study); May 22, 2018 (adoption of previous Fee Schedule); October 26, 2021 (adoption of current Fee Schedule)

**Fiscal Impact:**

Adoption of the recommended Fee Schedule corrections and additions will likely result in an increase in fee revenue collected by the City. The amount of increased revenue will depend upon the amount of activity by customers of the City.

**Environmental Review:**

Exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15273 because CEQA does not apply to the establishment, modification or approval of rates, fees and other charges by public agencies which the public agency finds are for the purpose of meeting financial reserve needs and requirements and obtaining funds for capital projects, necessary to maintain service within existing service areas.

**Policy Question(s) for Council Consideration:**

Does the Council wish to adopt the recommended Fee Schedule corrections and additions to reflect the actual cost of providing certain services more accurately?

**Summary:**

- The current FY 21/22 Fee Schedule was adopted October 26, 2021.
- After adoption it was determined some fee amounts were published in error and would need to be corrected.

City Manager

GE

**Reviewed By:**

City Attorney

JH

Finance Director

JF



**Subject: Additions and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule that was approved by the City Council October 26, 2021**

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- In addition to the proposed corrections, two new Recreation and Community Services fees are proposed for addition to the FY 21/22 Fee Schedule:
    - Facility Rentals: Additional Facility Attendant Fee
    - Facility Rentals: Linen Cleaning Fee
  - Staff recommends:
    1. adopting the corrections to the FY 21/22 Fee Schedule based upon the information provided in the 2019 Cost Allocation Plan and User Fee Study and the with a percentage increase based on CPI, and
    2. adopting the additions to the FY 21/22 Fee Schedule based on the calculations detailed herein.

**Staff Recommendation:**

Adopt Resolution No. 2022-XX, which would update the FY 2021/22 Fee Schedule for the City of Los Altos

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**Purpose**

To adopt updates to the Fiscal Year 2021/22 Fee Schedule.

**Background**

The City regularly adopts a Fee Schedule setting fees that are collected for City services and activities. The Fee Schedule was last adopted October 26, 2021. After adoption, errors were discovered on the published Fee Schedule. Staff is also recommending the adoption of two new fees in Recreation, requiring a public hearing for the addition of these fees.

**Discussion/Analysis**

Ten of the City’s existing standard fees were discovered to have publishing errors on the Fee Schedule or to be missing from the Fee Schedule that Council adopted October 26, 2021. The adopted and proposed corrected fees are summarized in Table 1.



**Subject: Additions and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule that was approved by the City Council October 26, 2021**

**TABLE 1**

Fee	Department	Adopted Fee for Service 18/19	Adopted Fee for Service 21/22	Corrected Fee for Service 21/22
Building Permit Total Valuation \$500,001 – \$1,000,000	Community Development	\$3,845 for the first \$500,000 plus \$6.25 for each additional \$1,000 or fraction thereof, to and including \$1,000,000	5,135 for the first \$500,000 plus 86.25 for each additional \$1,000 or fraction thereof, to and including \$1,000,000	\$5,135 for the first \$500,000 plus \$8.25 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.00.
Park In Lieu* -Single-Family Residential Unit -Multiple-Family Residential Unit	Community Development	\$77,500 SFR \$48,800 MFR	\$56,500 SFR \$35,500 MFR	\$77,500 SFR \$48,800 MFR
Encroachment Permit Parking Stall	Engineering Services	\$72 permit fee plus \$31/stall/day	\$103.50	\$103.50 permit fee plus \$31/stall/day
Temporary Lane Closure Permit	Engineering Services	\$505 permit fee plus \$62/day after the first day	\$548.50	\$548.50 permit fee plus \$62/day after the first day
Banner Hanging Downtown	Recreation & Community Services	\$366/week	\$406/week	\$406/two weeks
Banner Hanging Lincoln Park 30-foot	Recreation & Community Services	Accidentally left off Fee Schedule	Accidentally left off Fee Schedule	\$406/week
Los Altos Community Center Package (Sequoia/Manzanita/Lobby) (per hour) Commercial	Recreation & Community Services	N/A	\$240	\$420
Senior Lunch Program Weekly Lunch Holiday Lunch	Recreation & Community Services	2017 to 10/26/21 Donation Only	2017 to 10/26/21 Donation Only	\$6/participant \$20/participant

\* Established per LAMC Chapter 13.24



**Subject: Additions and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule that was approved by the City Council October 26, 2021**

Additionally, after the Fee Schedule was adopted October 26, 2021, the Recreation & Community Services Department determined that the following two new facility rental fees in Table 2 were warranted to cover expenses. Since these are new proposed fees, a resolution and public hearing are required.

**Table 2**

Fee	Department	Adopted Fee for Service 18/19	Adopted Fee for Service 21/22	New Fee for Service 21/22
Facility Rentals - Additional Facility Attendant - Linen Rental	Recreation & Community Services	N/A	N/A	\$22/hour \$25/linen

The calculations to support the recommended new Facility Rentals fees are as follows:

Additional Facility Attendant Fee

A single Facility Attendant is included in the rental rate. Should the nature of the rental require additional staff, this fee would be charged accordingly.

- Maximum Hourly Rate: \$20/hr.
- Part-time Benefits Percentage: 5.2%
- Fully Loaded Rate:  $(\$20 \times 0.052) + \$20 = \$21.04$
- Round and adjust fee to \$22/hr.

Linen Rental Fee

The Linen Rental Fee recovers cost for renting City-owned linens during a facility rental reservation. The fee would cover the cleaning costs of linens, as follows.

- Quotes received from various local vendors:
  - Aqua Cleaners: \$28 per linen
  - Wash Mix: \$30 per linen
  - Dry Clean Via.com: \$15.99 (base cost, would not provide solid quote without physically seeing the linen)
  - Nancy’s Tailor: \$28 per linen
- The Average Cost of these vendors: \$25.49 per linen
- Round down and adjust fee to \$25 per linen



**Subject: Additions and Corrections to the Fiscal Year 2021/22 City of Los Altos Fee Schedule that was approved by the City Council October 26, 2021**

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The resolution that supports these new fees and the updated FY 21/22 Fee Schedule that integrates the proposed corrections and new fees are both attached, with the changes highlighted.

**Recommendation**

Staff recommend the Council adopt the updated FY 21/22 Fee Schedule.

**RESOLUTION NO. 2022-XX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
ADDING AND CORRECTING CERTAIN FEES AND CHARGES TO BE  
COLLECTED IN FY 2021/22**

**WHEREAS**, the Los Altos Municipal Code specifies that certain fees and charges shall be set by Resolution of the City Council; and

**WHEREAS**, these fees and charges should be in amounts sufficient to recover the costs incurred by the City with respect to the functions to be performed by the City.

**NOW THEREFORE, BE IT RESOLVED**, that the City Council of the City of Los Altos hereby adopts the various new and corrected fees and charges set forth in the attached FY 2021/22 Fee Schedule for the City and these fees shall become effective immediately following final passage and adoption of this Resolution and shall remain in effect until a new Resolution amending the same is adopted by the City Council.

**BE IT FURTHER RESOLVED** that all other fees previously established by other City Council Resolution or Ordinance remain in effect.

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 8<sup>th</sup> day of February, 2022 by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

\_\_\_\_\_  
Anita Enander, MAYOR

Attest:

\_\_\_\_\_  
Andrea Chelemengos, MMC, CITY CLERK

## City of Los Altos Fee Schedule FY 2021/22

Community Development Building	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
Building Permit Valuation based on price per square foot of construction. Minimum valuation for new residential and commercial construction is \$165.00 per square-foot.  Total Valuation \$1.00 - \$3,000.00  \$3,001.00 - \$25,000.00  \$25,001.00 - \$50,000.00  \$50,001.00 - \$100,000.00  \$100,001.00 - \$500,000.00  \$500,001.00 - \$1,000,000.00	Building Permit Valuation based on Price per square foot of Construction. Minimum valuation for new residential and commercial construction is \$165.00 per square-foot.  \$82.00  \$82.00 for the first \$3,000.00 plus \$16.50 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.00.  \$450.00 for the first \$25,000.00 plus \$12.50 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00.  \$750.00 for the first \$50,000.00 plus \$8.25 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00.  \$1,170.00 for the first \$100,000.00 plus \$7.25 for each additional \$1,000.00 or fraction thereof, to and including \$500,000.00.  \$3,845.00 for the first \$500,000.00 plus \$6.25 for each additional \$1,000.00 or fraction thereof, to and including \$1,000,000.00.	Building Permit Valuation based on Price per square foot of Construction. Minimum valuation for new residential and commercial construction is \$165.00 per square-foot.  \$109.50  \$109.50 for the first \$3,000.00 plus \$22.00 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.00.  \$600.00 for the first \$25,000.00 plus \$16.50 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00.  \$1,000.00 for the first \$50,000.00 plus \$11.00 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00.  \$1,560.00 for the first \$100,000.00 plus \$9.50 for each additional \$1,000.00 or fraction thereof, to and including \$500,000.00.  <span style="background-color: yellow;">\$5,135.00 for the first \$500,000.00 plus \$8.25 for each additional \$1,000.00 or fraction thereof, to and including \$1,000,000.00.</span>



\$1,000,001.00 and up	\$6,680.00 for the first \$1,000,000.00 plus \$4.25 for each additional \$1,000.00 or fraction thereof.	\$11,699.00 for the first \$1,000,000.00 plus \$7.75 for each additional \$1,000.00 or fraction thereof.
Electrical, Fire Department Inspection, Mechanical or Plumbing Permit Total Valuation \$1.00 - \$3,000.00	\$82.00	\$109.50
\$3,001.00 - \$25,000.00	\$82.00 for the first \$3,000.00 plus \$23.00 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.00.	\$109.50 for the first \$3,000.00 plus \$30.50 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.00.
\$25,001.00 - \$50,000.00	\$580.00 for the first \$25,000.00 plus \$16.50 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00.	\$775.00 for the first \$25,000.00 plus \$22.00 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00.
\$50,001.00 - \$100,000.00	\$995.00 for the first \$50,000.00 plus \$11.50 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00.	\$1,329.00 for the first \$50,000.00 plus \$15.25 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00.
\$100,001.00 and up	1.58% of the valuation	1.60% of the valuation
Solar/Photovoltaic Permit (Residential/Commercial)	\$450.00* *(Per California Government Code Section 66015 which allows for fees of \$450.00 plus \$15.00 per kilowatt for each kilowatt above 15kW for residential rooftop solar energy systems, and \$1,000 plus \$7.00 per kilowatt for each kilowatt between 51kW and 250kW plus \$5.00 for every kilowatt above 250kW, for commercial rooftop solar energy systems)	\$450.00* *(Per California Government Code Section 66015 which allows for fees of \$450.00 plus \$15.00 per kilowatt for each kilowatt above 15kW for residential rooftop solar energy systems, and \$1,000 plus \$7.00 per kilowatt for each kilowatt between 51kW and 250kW plus \$5.00 for every kilowatt above 250kW, for commercial rooftop solar energy systems)
Building Plan Check	65% of Building Permit Fee	65% of Building Permit Fee
Fire Department Plan Check	20% of Total Building Permit Fee (if applicable)	20% of Total Building Permit Fee (if applicable)
Energy Plan Check (Title 24)	25% of Total Building Permit Fee	25% of Total Building Permit Fee
Blueprint for a Clean Bay	\$10.00	\$10.25
Building Code Compliance Review	\$525.00	\$526.00
Building Moving Permit	Time/Material	\$665.00
California Green Building Fund	Assessed at the rate of \$4.00 per \$100,000 in valuation, with appropriate fractions thereof, but not less than \$1.00 per every \$25,000 in valuation	Assessed at the rate of \$4.00 per \$100,000 in valuation, with appropriate fractions thereof, but not less than \$1.00 per every \$25,000 in valuation

Construction Tax* Residential Commercial <small>* Established per LAMC Chapter 3.24</small>	\$0.41 per Square Foot \$0.68 per Square Foot	\$0.41 per Square Foot \$0.68 per Square Foot
Demolition Permit Single Family Commercial/Multiple-Family	\$300.00 \$600.00	\$470.25 \$773.00
Duplicate Permit Request	\$55.00	\$86.50
Property Research Residential Commercial	\$27.00 per Property \$55.00 (minimum) per Property	\$27.00 per Property \$55.00 (minimum) per Property
Re-Inspection Request	\$85.00	\$133.75
Street Address Change	\$600.00	\$522.50
Strong Motion and Seismic Hazard Mapping Strong Motion Instrumentation & Seismic Hazard Mapping Fees – SMIP (1-3 Story Residential)  Strong Motion Instrumentation & Seismic Hazard Mapping Fees – SMIP (Over 3 story residential & all commercial)	Residential – Minimum Fee is \$0.50 for Any Valuation up to \$3,850.00 Valuation Amount x 0.00013 = Fee Amount  Commercial – Minimum Fee is \$0.50 for Any Valuation up to \$1,786.00 Valuation Amount x 0.00028 = Fee Amount	Valuation Amount x 0.00013 (Minimum Fee \$0.50)  Valuation Amount x 0.00028 (Minimum Fee \$0.50)
Technology Surcharge – Permit System Maintenance, Document Archiving Maintenance, Document Backfile Conversion	8% of Building/Electrical/Mechanical/Plumbing Permits	8% of Building/Electrical/Mechanical/Plumbing Permits
Temporary Certificate of Occupancy	\$380.00	\$503.25
Inspections outside of normal business hours (minimum charge – 2 hours)	Overtime Wage	\$385.75
Stop Work Penalties	2-4x all plan review and permit fees	2-4x all plan review and permit fees
In House Review	\$75.00 per hour	\$117.50 per hour
Consultant Review	Consultant Cost	Consultant Cost
Expired Permit Fees	Based on original permit fees	Based on original permit fees
Project Plan Duplication Requests	Printing service charge	\$369.75
Certificate of Occupancy	New	\$147.25
Alternative Means and Methods Request	New	\$365.75

Community Development Planning	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
Annexation	\$210.00 Deposit per Parcel, with a \$1,000.00 Minimum and Fully Allocated Hourly Staff Rates	\$522.50
Appeal		
Within Notification Boundary	\$595.00	\$627.00
Outside Notification Boundary	\$1,785.00	\$1,201.75
Application Extension		
Single-Family	\$295.00	\$334.25
Commercial/Multiple-Family	\$595.00	\$627.00
Application Modification		
Single-Family	\$595.00	\$627.00
Commercial/Multiple-Family	\$1,785.00	\$1,881.00
Certificate of Compliance	\$1,785.00 + Time/Material	\$1,785.00 + Time/Material
Conditional Use Permit		
Business Use Only	\$1,785.00	\$2,612.50
Planning Commission		
Business Use Only	\$2,975.00	\$4,180.00
Planning Commission/City Council		
New Construction (>500 sq. ft.)	\$5,350.00	\$5,225.00
PC & CC		
Wireless Facility (Renewal/Mod)	\$890.00	\$1,139.00
Staff Level		
Modification	\$890.00	\$1,483.75
Design Review		
Single-Family		
Administrative (≤100 sq. ft.)	N/A	\$79.00
Administrative (≤500 sq. ft.)	\$295.00	\$295.00
Administrative (>500 Sq. Ft.)	\$890.00	\$1,045.00
Design Review Commission	\$1,785.00	\$2,090.00
Commercial/Multiple-Family		
Administrative (≤500 Sq. Ft.)	\$890.00	\$1,384.50
PC & CC (>500 Sq. Ft.)	\$5,350.00	\$9,922.25
PC Only	\$5,350.00	\$5,350.00
Accessory Dwelling Unit Review		
Over-the counter (<500 sq. ft.)	\$595.00	\$156.75
Administrative (>500 sq. ft.)	\$595.00	\$522.50
Architectural Peer Review	New	\$3,657.50
Development Agreement Fee	Time/Material (\$5,000.00 deposit)	\$5,225.00
Environmental Initial Study	\$1,785.00 + Time/Material	\$5,225.00
Environmental Impact Report	\$5,350.00 + Time/Material	\$10,450.00
Electric Vehicle Charging	\$.33 Per kWh	\$.33 Per kWh
General Plan/Map Amendment	\$5,350.00 + Time/Material	\$5,747.50
Lot-Line Adjustment	\$1,785.00 + Time/Material	\$1,785.00 + Time/Material

Maps and Documents		
Zoning Map	\$5.00	\$5.00
Zoning Ordinance	\$15.00	\$15.00
General Plan	\$15.00	\$15.00
Specific Plans	\$5.00	\$5.00
Park In-Lieu Fee*		
Single-Family Residential Unit	\$77,500.00	\$77,500.00
Multiple-Family Residential Unit	\$48,800.00	\$48,800.00
* Established per LAMC Chapter 13.24		
Planned Unit Development	\$5,350.00 + Time/Material	\$7,837.50
Planning Commission Study Session	\$595.00	\$1,567.50
Preliminary Project Review	\$295.00	\$1,149.50
Planning Records Research Fees		
Single-Family Residential	\$27.00	\$27.00
Commercial and all other zones	\$55.00	\$55.00
Public Notification – Single-Family	\$26.00	\$52.25
Public Notification – All Other	\$1.00 per mailed post card	\$1.00 per mailed post card
Public Sidewalk Display Permit		
Dining tables/chairs	\$55.00	\$209.00
A-frames/non-dining objects	\$55.00	\$26.00
Reversion to Acreage	\$1,785.00 + Time/Material	\$1,785.00 + Time/Material
Sign Review		
Modification of Existing Sign	\$145.00	\$104.50
Sign Per a Sign Program	\$145.00	\$104.50
New Sign (no Sign Program)	\$295.00	\$209.00
Sign Program	\$595.00	\$836.00
Single-Story Overlay Rezoning		
Neighborhood Approval and Election	\$2,435.00	\$2,821.50
Zoning Map Amendment	\$2,435.00	\$3,344.00
Tentative Subdivision Map Review	\$5,350.00	\$5,225.00
Tentative Subdivision Map Extension/Modification		
Administrative	\$1,785.00	\$1,785.00
PC/CC	\$1,785.00	\$2,873.75
Traffic Impact Fee*		
Single-Family Residential Unit	\$6,774.20 per new unit	\$6,774.20 per new unit
Multiple-Family Residential Unit	\$4,159.00 per new unit	\$4,159.00 per new unit
Senior Residential Unit	\$1,744.20 per new unit	\$1,744.20 per new unit
Commercial	\$12,408.73 per 1,000 sq. ft.	\$12,408.73 per 1,000 sq. ft.
Office	\$9,993.93 per 1,000 sq. ft.	\$9,993.93 per 1,000 sq. ft.
* Established per LAMC Chapter 3.48		
Tree Removal	\$55.00	\$78.25
Vacating Easement/Right-of-way	Time/Material	\$5,225.00
Variance Review		
Single-Family - Accessory Struct.	\$595.00	\$1,567.50
Single-Family - Main Structure	\$1,785.00	\$2,090.00
Commercial/Multiple-Family	\$1,785.00	\$2,926.00
PC Only		
Commercial/Multiple-Family	\$5,350.00	\$4,180.00
PC & CC		

## ATTACHMENT 2

Agenda Item # 6.

Zoning Ordinance/Map Amendment	\$5,350.00 + Time/Material	\$5,747.50
Zoning Use Compliance	\$110.00	\$73.00
Zoning Verification Letter	\$295.00	\$522.50

Police	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
Alarm Permit Renewal Late Renewal/Unpermitted Alarm response	\$38.00 Per Permit \$38.00 Per Permit \$76.00	\$38.00 Per Permit \$38.00 Per Permit \$79.00
False Alarm Response First Two Responses in a Permit Year Third and Subsequent Responses	No Charge \$227.00 Per Response	No Charge \$227.00 Per Response
Alcohol Permit	\$72.00 Per Application	\$104.50 Per Application
DUI Accident Response Police Response Fire Response Fatal accident	\$1,225.00 \$1,435.00 Fully Allocated Hourly Rate for All Emergency Personnel Responding, Not to Exceed \$12,000.00 Per Incident	\$1,201.75 \$1,463.00 Fully Allocated Hourly Rate for All Emergency Personnel Responding, Not to Exceed \$12,000.00 Per Incident
Jail Booking Fees	Actual County Cost	Actual County Cost
Massage Establishment Permit New Annual Renewal	\$283.00 \$67.00	\$283.00 \$78.25
Massage Therapist Permit New Annual Renewal	\$242.00 \$67.00	\$242.00 \$67.00
Massage Appeal Hearing	\$2,030.00 per appeal Includes One Hour of City Attorney Time	\$2,030.00 per appeal Includes One Hour of City Attorney Time
Miscellaneous Police Permit	\$283.00 Per Application	\$156.75 Per Application
Parking Permit Quarterly Annual	\$12.00 \$37.00	\$40.00 \$100.00
Second Response Call-Back Standard Response Juvenile Alcohol Party Response	\$602.00 Per Response After an Initial Warning \$602.00	\$193.25 Per Response After an Initial Warning \$836.00
Secondhand Dealer/Pawn Shop Permit New Annual Renewal	\$252.00 \$88.00	\$271.50 \$156.75
Solicitor Permit	\$103.00 Per Application	\$156.75 Per Application
Special Event Permit Application New On-going	\$2,100.00 \$900.00	\$1,567.50 \$1,045.00
Special Event Police Service	Salaries/Benefits/Overhead at Overtime Rate	Actual Cost
Vehicle Impound Release	\$237.00 per vehicle	\$313.50 per vehicle
Vehicle Repossession	\$15.00 per vehicle	\$15.50 per vehicle
Verification/Clearance Letter	\$34.00 per letter	\$41.75 per letter

## ATTACHMENT 2

Agenda Item # 6.

Subpoena	\$275.00	\$275.00
Subpoena Duces Tecum	\$15.00	\$15.00
Police Report Copies	\$0.20 per page and no charge for victims of crimes	\$0.20 per page and no charge for victims of crimes

Engineering	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
County Sewer Plan Check	\$560.00 Per Plan	\$627.00 Per Plan
Encroachment Permit		
Parking Stall	\$72.00 Per Permit Plus \$31.00 Per Stall Per Day	\$103.50 Plus \$31.00 Per Stall Per Day
Special	\$390.00 Per Permit Plus Actual outside Costs	\$444.00
Miscellaneous	\$196.00 Per Permit	\$261.24 Per Permit
Final Subdivision Map Check	\$1,155.00 Per Map Plus Actual outside Costs	\$1,222.50 Per Map Plus Actual outside Costs
Flood Hazard Letter	\$52.00 Per Letter	\$73.00 Per Letter
Heavy Haul Permit	\$605.00 Per Permit	\$637.25 Per Permit
Public Works Inspection	6% of the Estimated Cost of Construction	6% of the Estimated Cost of Construction
Lot-Line Adjustment	\$520.00 Plus Actual outside Costs	\$574.75 Plus Actual outside Costs
Sewer Dye Test	\$98.00 Per Test	\$151.50 Per Test
Stormwater Management Plan Check	\$365.00 Per Application	\$418.00 Per Application
Temporary Lane Closure Permit	\$505.00 Per Permit Plus \$62.00 Per Day After First Day	\$548.50 Per Permit Plus \$62.00 Per Day After First Day
Utility Street Cut Permit	2% of Construction Cost (\$200.00 Minimum)	2% of Construction Cost (\$200.00 Minimum)
Additional Inspection Visit (for existing permit)	New	\$167.00
Sewer Permit (City)	\$95.00	\$125.25
Sewer Permit (County)	\$190.00	\$235.00
Sewer Tap-in	\$50.00	\$52.25
Transportation Permit	\$25.00	\$26.00



Recreation	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
Banner Hanging San Antonio/ECR Downtown Fremont/Grant Lincoln Park 9-foot 18-foot 30-foot	\$366.00 Per Two Weeks \$366.00 Per Two Weeks \$308.00 Per Two Weeks \$153.00 Per Week \$308.00 Per Week \$366.00 Per Week	\$406.00 Per Two Weeks \$406.00 Per Two Weeks \$336.00 Per Two Weeks \$168.00 Per Week \$336.00 Per Week \$406.00 Per Week
Community Room (Grand Oak) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$250.00 \$300.00 \$125.00 \$375.00
Los Altos Community Center Meeting Room (Sequoia) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$100.00 \$125.00 \$50.00 \$150.00
Los Altos Community Center Multi-Purpose Rooms (Apricot, Manzanita, Birch, Sycamore, Maple, Courtyard only) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$80.00 \$100.00 \$40.00 \$120.00
Los Altos Community Center Kitchen (per hour) Resident Non-Resident Non-Profit Commercial	New	\$50.00 \$75.00 \$25.00 \$100.00
Los Altos Community Center Lobby (per hour) Resident Non-Resident Non-Profit Commercial	New	\$100.00 \$125.00 \$50.00 \$150.00
Los Altos Community Center Courtyard (per hour) Resident Non-Resident Non-Profit Commercial	New	\$50.00 \$60.00 \$25.00 \$100.00

Los Altos Community Center Package (Sequoia/Manzanita/Lobby) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$210.00 \$255.00 \$105.00 \$420.00
Los Altos Community Center Package (Sequoia/Manzanita/Apricot) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$200.00 \$240.00 \$100.00 \$400.00
Los Altos Community Center Package (Sequoia/Manzanita/Buckeye/Madrone) (per hour) Resident Non-Resident Non-Profit Commercial	New	\$160.00 \$195.00 \$80.00 \$320.00
Multi-Purpose Rooms (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$110.00 \$138.00 \$54.00 \$220.00	\$120.00 \$150.00 \$60.00 \$240.00
Classrooms (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$45.00 \$56.00 \$39.00 \$90.00	\$50.00 \$60.00 \$40.00 \$100.00
San Antonio Club (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$175.00 \$219.00 \$75.00 \$350.00	\$120.00 \$150.00 \$60.00 \$240.00
Tennis & Bocce Ball Courts (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$8.00 N/A \$6.00 N/A	\$9.00 N/A \$7.00 N/A
Athletic Fields (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$45.00 \$56.00 \$25.00 N/A	\$50.00 \$60.00 \$25.00 N/A
Gymnasiums Half (per hour) Resident Non-Resident Non-Profit Resident Commercial	\$67.00 \$84.00 \$37.00 \$134.00	\$85.00 \$110.00 \$45.00 \$160.00

Gymnasiums Full (per hour)		
Resident	\$134.00	\$140.00
Non-Resident	\$168.00	\$180.00
Non-Profit Resident	\$74.00	\$80.00
Commercial	\$268.00	\$280.00
Community Plaza Half Day		
Resident	\$135.00	\$145.00
Non-Resident	\$169.00	\$180.00
Non-Profit Resident	\$44.00	\$55.00
Commercial	N/A	N/A
Community Plaza Full Day		
Resident	\$199.00	\$220.00
Non-Resident	\$249.00	\$275.00
Non-Profit Resident	\$79.00	\$90.00
Commercial	N/A	N/A
Patriot Corner Picnic Area Half Day		
Resident	\$135.00	\$150.00
Non-Resident	\$169.00	\$190.00
Non-Profit Resident	N/A	N/A
Commercial	\$270.00	\$300.00
Patriot Corner Picnic Area Full Day		
Resident	\$199.00	\$220.00
Non-Resident	\$249.00	\$275.00
Non-Profit Resident	N/A	N/A
Commercial	\$398.00	\$440.00
Grant Picnic Area Half Day		
Resident	\$80.00	\$90.00
Non-Resident	\$99.00	\$110.00
Non-Profit Resident	N/A	N/A
Commercial	\$160.00	\$180.00
Grant Picnic Area Full Day		
Resident	\$110.00	\$120.00
Non-Resident	\$130.00	\$145.00
Non-Profit Resident	N/A	N/A
Commercial	\$220.00	\$240.00
Classroom Deposit	\$250.00	\$250.00
Multi-Purpose Room Deposit	\$500.00	\$500.00
LACC Full Facility Deposit	N/A	\$1,000.00
Key Replacement	\$100.00	\$100.00
Facility Rentals	New	
Additional Facility Attendant		\$22.00 Per Hour
Linen Rental		\$25.00 Per Linen
Senior Lunch Program	Donation Only	
Weekly Lunch		\$6.00 Per Participant
Holiday Lunch		\$20.00 Per Participant

Miscellaneous	Adopted Fee for Service 18/19	Proposed Fee for Service 21/22
Business License Listing	\$15.00 Per Request	\$41.65 Per Request
Business License Duplicate	\$15.00 Per Request	\$10.25 Per Request
City Initiative Filing	\$200.00 Per Initiative, Refunded if Within One Year of Filing the Notice of Intent, the Elections Official Certifies the Sufficiency of the Petition	\$200.00 Per Initiative, Refunded if Within One Year of Filing the Notice of Intent, the Elections Official Certifies the Sufficiency of the Petition
Damage to City Property	Time/Material	Time/Material
Document Certification	\$25.00 Per Certification	\$25.00 Per Certification
Document Reproduction	\$0.25 Per Page	\$0.25 Per Page
Fair Political Practices Commission Related	\$0.10 Per Page	\$0.10 Per Page
DVD Copy	\$2.00 Per Disk	\$2.00 Per Disk
Non-Sufficient Funds Check Processing	\$40.00 Per NSF Check	\$40.00 Per NSF Check
Notary Fee	New	\$10.00
Tobacco Retailer License		
Initial	New	\$250.00
Annual	New	\$150.00

Amended 02.04.2022



**AGENDA REPORT SUMMARY**

**Meeting Date:** February 8, 2022

**Subject:** Ordinance No. 2022-XXX – Off-Leash Fenced-in Dog Parks: Introduce first reading of an ordinance amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks in certain designated areas within Los Altos, affirming the off leash dog park locations at Hillview and McKenzie and making findings that the projects are exempt pursuant to CEQA

**Prepared by:** Donna Legge, Recreation & Community Services Director  
Manny Hernandez, Maintenance Services Director

**Approved by:** Gabriel Engeland, City Manager

**Attachments:**

- 1. Fenced-in Dog Park Maps
- 2. Fenced-in Dog Park Map of Northwest Auxiliary Parking Lot and Landscape Area
- 3. Ordinance No. 2022 - XXX: amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks in certain areas within the City, and making findings pursuant to CEQA

**Initiated by:**  
City Council

**Previous Council Consideration:**

February 12, 2019; November 10, 2020; February 9, 2021; February 23, 2021; September 21, 2021, October 26, 2021, and January 11, 2022.

**Fiscal Impact:**

If approved, the Park Improvement CIP for Fiscal Year 2021-22 will be increased by \$100,000. The funds will be allocated from the City’s Park in Lieu Funds. There is no impact to the City’s General Fund.

Improvements will come forward as part of the normal budget process. The ongoing maintenance of \$16,000 for two off-leash dog parks will be included in the FY 2022-2023 operational budget.

Future budgets will include designs for the permanent off-leash dog parks and will be in addition to the costs identified in this report.

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**Reviewed By:**

City Manager

*GE*

City Attorney

*JH*

Finance Director

*JF*



**Subject:** Ordinance Amending Los Altos Municipal Code Section 5.08 Providing for Off-leash Dog Parks in Certain Areas within Los Altos

**Environmental Review:**

The City Council finds the adoption of this ordinance (Project) to be exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15061(b)(3) (Common Sense Exemption), 15301 (Existing Facilities), 15304 (Minor Alterations to Land), and 15305 (Minor Alterations to Land Use Restrictions), because the off-leash fenced-in dog parks in certain designated location within the City authorized by this ordinance are not anticipated to have any significant adverse impact upon the existing environment, will involve the use of an existing recreational facility, and will not significantly alter existing facilities or existing land use restrictions. The City Council also finds that none of the exceptions set forth in CEQA Guidelines Section 15300.2 to the availability of the foregoing categorical exemptions applies to the Project authorized by this ordinance. The City Manager or designee is hereby directed to prepare and file a notice of exemption in connection with this ordinance, pursuant to CEQA Guidelines Section 15062.

**Policy Question(s) for Council Consideration:**

- Does Council want to consider the adoption of Ordinance No. 2022-XXX: amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks as designated, and making findings pursuant to CEQA?
- Does the City Council wish to affirm the location of a fenced dog park at the Hillview Soccer Field in North Los Altos?
- Does the City Council wish to affirm the location of a fenced dog at McKenzie Park in South Los Altos?

**Summary:**

- In accordance with LAMC 5.08.010, dogs are prohibited to be off-leash in Los Altos parks
- Establishment of off-leash fenced-in dog parks requires an amendment to Los Altos Municipal Code Section 5.08 as proposed in Attachment 3 to this report, and making findings pursuant to CEQA

**Staff Recommendation:**

Introduce and waive further reading of Ordinance No. 2022-XXX: amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks in certain areas within the city, making findings pursuant to CEQA, and increase the current fiscal year budget by \$100,000.

**Purpose**



**Subject:** Ordinance Amending Los Altos Municipal Code Section 5.08 Providing for Off-leash Dog Parks in Certain Areas within Los Altos

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The proposed Ordinance change will allow dog owners to have their dogs off-leash in designated fenced-in areas.

The development of the proposed dog parks would be funded through Park in Lieu Funds.

**Background**

At its regular meeting of October 26, 2021, Council directed staff to work toward identifying possible ordinance changes to allow for fenced-in dog park options in north and south Los Altos, and to bring the recommended changes to Council by February 2022.

On January 11, 2022, City staff shared its established criteria and ranked nine alternative dog park locations to accommodate two fenced-in dog parks, one in north and one in south Los Altos.

The City Council directed staff to take the following actions:

- 1) Return with an ordinance amending Los Altos Municipal Code Section 5.08 to be brought back for introduction.
- 2) Return for formal authorization to increase the current fiscal year budget by \$100,000 allocated from Park in Lieu funds to develop the fenced-in dog parks.
- 3) Further explore an alternative future site for north Los Altos adjacent to the Soccer Field.

**Discussion/Analysis**

As directed by the City Council, staff has proposed changes to the relevant ordinance which would allow dogs to be off-leash in designated areas and proposed the establishment of dog parks using Park in Lieu Funds.

Additionally, staff reviewed an alternative site in North Los Altos, located at the existing northwest auxiliary parking lot and landscape area, west of the Bus Barn Theater. The parking area includes 16 parking spaces located adjacent to the Friends of the Library (FOL) portable building, the FOL of the portable building itself, as well as the surrounding area. The map of the alternative location is Attachment 2 of this report.

Should Council approve the northwest auxiliary parking lot and landscape area as the fenced-in off-leash dog park location, Staff still recommends allocating funds for fencing and improvements for the location adjacent to the Civic Center Soccer Field. This location could become operational



**Subject:** Ordinance Amending Los Altos Municipal Code Section 5.08 Providing for Off-leash Dog Parks in Certain Areas within Los Altos

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quickly, while designs were finalized for the permanent location. Once the permanent location is established, the temporary location would be decommissioned.

**Recommendation**

Introduce and waive further reading of Ordinance No. 2022-XXX: amending Los Altos Municipal Code Section 5.08 authorizing off-leash fenced-in dog parks in certain areas within the city and making findings pursuant to CEQA.

Approve the allocation of \$100,000 to the Park Improvement CIP for Fiscal Year 2021-22 and increase the current fiscal year budget by this amount.

Determine final location for proposed dog park in North Los Altos as referenced in this report.

Affirm location of dog park in McKenzie Park in South Los Altos.



# North Los Altos - Soccer Field East

(Civic Center - 97 Hillview Avenue)

Conceptual Maps - Not Engineered or to Scale

Soccer Field East (6,300 sq ft)



Soccer Field East (6,300 sq ft)



# South Los Altos - McKenzie Park West

(404 Fremont Avenue)

Conceptual Maps - Not Engineered or to Scale

McKenzie West (7,200 sq ft)



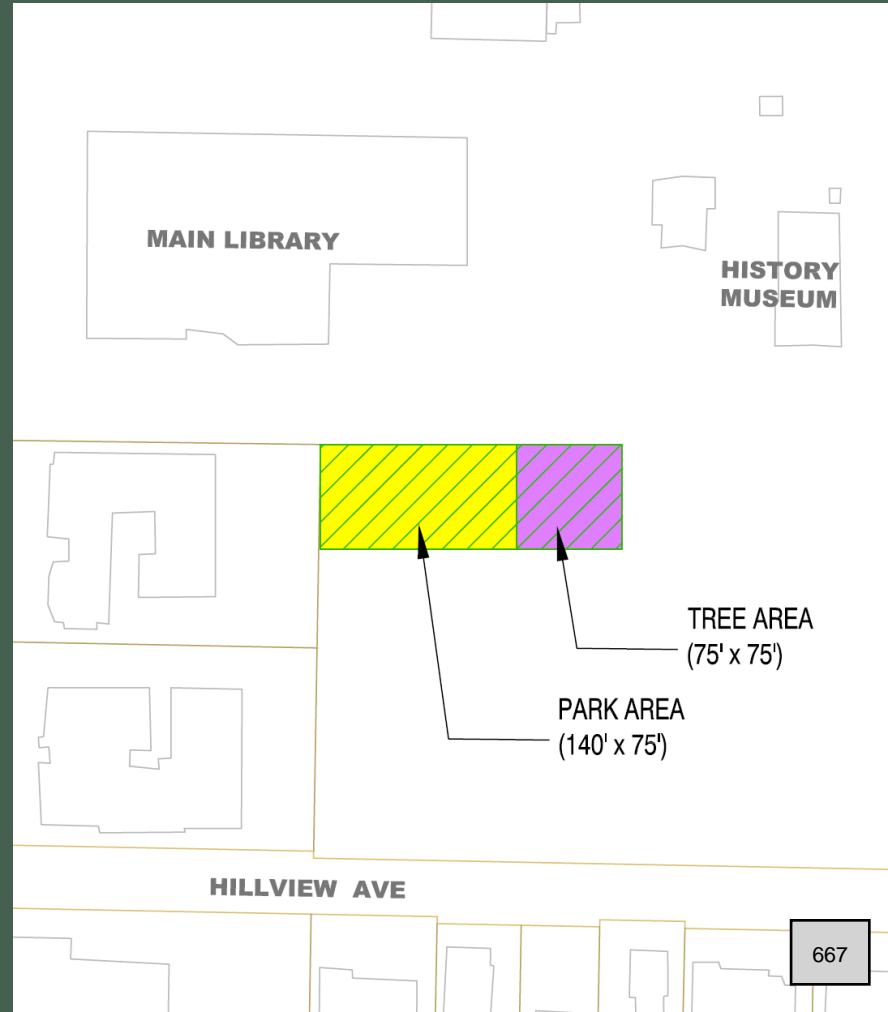
McKenzie West (7,200 sq ft)



# North Los Altos Alternative - NW Auxiliary Parking Lot and Landscape Area (97 Hillview Avenue)

Lot Area 10,500 sq ft, Tree Area 5,625 sq ft

Lot Area 10,500 sq ft, Tree Area 5,625 sq ft



**ORDINANCE NO. 2022-\_\_****AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
AMENDING LOS ALTOS MUNICIPAL CODE SECTION 5.08 AUTHORIZING  
OFF-LEASH FENCED-IN DOG PARKS IN CERTAIN DESIGNATED  
LOCATIONS WITHIN LOS ALTOS AND MAKING FINDINGS PURSUANT TO  
CEQA**

**WHEREAS**, the California Constitution, Article XI, Section 7, confers on the City the power to make and enforce within its limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws; and

**WHEREAS**, in accordance with Los Altos Municipal Code Section 5.08.010, dogs are prohibited off-leash in Los Altos parks; and

**WHEREAS**, residents have expressed an interest in having a public place within the Los Altos community where dogs may be allowed off-leash; and

**WHEREAS**, the City Council suspended Los Altos Municipal Code Section 5.08.010 as recommended by staff to facilitate a pilot off-leash program at Hillview Park; and

**WHEREAS**, the City Council determined that the temporary pilot program was successful; and

**WHEREAS**, because of success of the pilot program the City Council considered amending Los Altos Municipal Code Section 5.08.010 to establish fenced-in dog parks in certain designated locations within the City; and

**WHEREAS**, the City Council also considered increasing the fiscal year budget by \$100,000 to be allocated from the Park in Lieu funds for use toward implementation of the fenced-in dog parks in certain designated locations within the City; and

**WHEREAS**, the City Council finds that the Park in Lieu fees may be used for the purpose of developing new or rehabilitating existing park or recreational facilities such as the development of fenced-in dog parks in certain designated locations within the City because: (1) the neighborhood in which the fees are to be expended has fewer than three acres of park area per 1,000 members of the City; (2) it reasonably foreseeable that City residents will use the proposed park and recreational facilities where the fees are being used; (3) the use of the fees is consistent with the City's adopted general plan and park master plan; and (4) the fees are used in compliance Los Altos Municipal Code Section 13.24.010.

**WHEREAS**, the proposed ordinance amending Los Altos Municipal Code Section 5.08.010 establishing fenced-in dog parks in certain designated locations within the City is not anticipated to have any significant adverse effect upon the health, safety, welfare, or physical environment of the Los Altos community; and

**NOW THEREFORE**, the City Council of the City of Los Altos does ordain as follows:

**SECTION 1.** The City Council finds that the recitals set forth above are true and correct.

**SECTION 2.** Los Altos Municipal Code Section 5.08.010 A, is hereby amended to read as follows:

“A.1. Except as provided below in A.2., no person owning or having the control of any animal shall permit such animal to stray or run at large upon any public street or other public place or upon any private place or property or common area of any planned unit development, cluster, townhouse, or condominium project without the consent of the owner or person in control thereof.

2. Fenced-in dog parks in certain designated locations within the City may be established and thereafter implemented by the City Manager or his or her designee after all of the following findings have been made:

- (a) after a duly noticed public meeting the City Council has determined the designated park location(s); and
- (b) the designated fenced-in parks shall be posted with sufficient signage to provide sufficient notice to the public of the areas where the dogs may be off-leash; and
- (c) the designated fenced-in dog parks shall be subject to the rules and regulations set forth in Section 3 of this ordinance.”

**SECTION 3. OFF-LEASH RULES AND REGULATIONS:** The fenced-in dog parks in certain designated locations within the City as authorized in Section 5.08.010 2.A.2., above, shall be subject to compliance with the following rules and regulations:

- A. Dogs shall be allowed without physical restraint only in fenced-in dog parks only in certain designated locations within the City. Said off-leash areas and hours will be defined by signage approved by the City Manager or his or her designee.
- B. No pet or domesticated animal shall be allowed to participate in the off-leash pilot program established by this ordinance except for dogs that are: (1) subject to the reasonable control of their owners or handlers; (2) properly licensed pursuant to applicable law; and (3) not “vicious” as defined by Los Altos Municipal Code Section 5.04.005.
- C. Owners and handlers shall clean up after their own dogs and shall keep their dogs under reasonable control as necessary to ensure the safety of people and pets and to prevent destruction of property.

- D. Owners and handlers shall comply with every regulation for use of the park established by the City Manager as set forth in Section 4.
- E. In the use of the park as authorized by this ordinance, owners and handlers shall obey every lawful instruction of any peace officer or of the City Manager or designee.

Any violation of the foregoing rules shall constitute an unlawful violation of Los Altos Municipal Code Section 5.08.010.

**SECTION 4. CITY MANAGER AUTHORITY:** As set forth in Section 5.08.010 A.2 above, fenced-in dog parks in certain designated locations within the City may be implemented by the City Manager or his or her designee. The City Manager may establish additional rules and regulations for off-leash use of the fenced-in dog parks in certain designated locations within the City. Such rules shall become effective immediately upon being posted at the park and made available for review by members of the public at the official website of the City’s Recreation and Community Services Department.

**SECTION 5. CONSTITUTIONALITY.** If any section, subsection, sentence, clause or phrase of this code is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this code.

**SECTION 6. CEQA.** The City Council finds the adoption of this ordinance (Project) to be exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15061(b)(3) (Common Sense Exemption), 15301 (Existing Facilities), 15304 (Minor Alterations to Land), and 15305 (Minor Alterations to Land Use Restrictions), because the off-leash fenced-in dog parks in certain designated location within the City authorized by this ordinance are not anticipated to have any significant adverse impact upon the existing environment, will involve the use of an existing recreational facility, and will not significantly alter existing facilities or existing land use restrictions. The City Council also finds that none of the exceptions set forth in CEQA Guidelines Section 15300.2 to the availability of the foregoing categorical exemptions applies to the Project authorized by this ordinance. The City Manager or designee is hereby directed to prepare and file a notice of exemption in connection with this ordinance, pursuant to CEQA Guidelines Section 15062.

**SECTION 7. PUBLICATION.** This ordinance shall be published as provided in Government Code section 36933.

**SECTION 8. EFFECTIVE DATE.** This ordinance shall be effective upon the commencement of the thirty-first day following the adoption date.

The foregoing ordinance was duly and properly introduced at a regular meeting of the City Council of the City of Los Altos held on \_\_\_\_\_, 2022 and was thereafter, at a regular meeting held on \_\_\_\_\_, 2022 passed and adopted by the following vote:

AYES:

**ATTACHMENT 3**

NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Anita Enander, MAYOR

Attest:

\_\_\_\_\_  
Andrea Chelemengos, CMC, CITY CLERK



## PUBLIC CORRESPONDENCE

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**From:** [Barbara Adey](#)  
**To:** [City Council](#); [Public Comment](#)  
**Subject:** Reconsider Fenced-in Dog Park at McKenzie  
**Date:** Friday, January 28, 2022 9:48:57 AM

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To the members of Los Altos Council,

Please reconsider your decision to put a fenced-in dog park at McKenzie Park.

We do not have enough open space in Los Altos. At the direction of Council, the facilities department plans to take up almost all the green space in McKenzie Park West for a fenced-in dog park. This will inevitably impact the quality of life for local residents, medical offices, and users of the tennis courts.

The attention to survival of the redwood trees and heritage oaks in the park is lacking. We've heard of efforts to prevent urine from touching the bark of trees above ground level. What arborist report can be shared with the public? The excess water needed to hose down all the urine and feces of visiting dogs will seep into the ground and slowly destroy all the trees in the park.

I am most shocked by the disregard for public process by the Council. In May 2020, the subcommittee for the Parks and Recreation Commission ruled out McKenzie Park as a location for a dog park. A survey of residents including dog owners found very low interest in a fenced-in dog park. There has been no outreach on this topic in two years. Yet suddenly, everything has changed and the Council has proceeded without consultation.

As a Los Altos resident who loves dogs, I urge you to keep our green space available for all creatures two-legged and four-legged.

Barbara Adey

**From:** [Ann Marrier](#)  
**To:** [council@losaltos.gov](mailto:council@losaltos.gov); [Public Comment](#)  
**Subject:** Opposition to eliminating open space at McKenzie Park - Feb 8 Council Meeting  
**Date:** Saturday, January 29, 2022 12:37:26 PM

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Dear City Council,

My name is Ann Marrier and I write to you as a representative of the McKenzie family. As you may know, my grandparents John and Elizabeth McKenzie sold the land for McKenzie Park to City of Los Altos in 1965. This land was where my grandparents had their home and raised their three children. It was sold to the city with the intention of it being open space and parkland for all Los Altans to enjoy.

Our family is distressed to learn that the city plans to fence in the front of McKenzie Park, where my grandparents' home once stood, to become a dog park. We urge you to reconsider eliminating green open space and jeopardizing the beauty of this park. McKenzie Park is part of the heritage of Los Altos and its open space should not be repurposed so cavalierly.

I have attached a note from Caroline McKenzie Appling, the daughter of John and Elizabeth McKenzie, who wrote to the city council in 2014 when it was proposed to become a school site. Please note her words to the council since they are still true today: "The fact that land is at such a premium in Los Altos makes it even more essential to maintain the existing Los Altos parks." Please honor the wishes of my grandparents and keep McKenzie Park as open, green space for all to enjoy.

Sincerely,  
Ann Marrier  
Granddaughter of John and Elizabeth McKenzie

Mayor Satterlee, Council Members,

I urge you to keep McKenzie and Rosita Parks as they are today. McKenzie Park is especially important to me, as that property is where I grew up.

In a way, I have always seen the property as a "park." The beautiful apricot orchard there was where I played and worked day after day: trees to climb, blossoms to smell, irrigation ditches to float my "boats," fruit to harvest, brush to clear, "dare you" games to play.

The fact that land is at such a premium in Los Altos makes it even more essential to maintain the existing Los Altos parks.

Hopefully, a solution for a new elementary school can be found and located near the homes of the student population in need. Park land in Los Altos is needed by the population at large — all ages benefit from the availability of parks!

I feel that the decisions made in 1965, by my parents John and Elizabeth McKenzie and the City

of Los Altos, are still valid and should not be altered as a "quick fix" solution for finding a spot for the new elementary school.

Sincerely yours,

Caroline McKenzie Appling

**From:** John Snedigar <[REDACTED]@[REDACTED].com>  
**Sent:** Friday, January 28, 2022 6:34 PM  
**To:** City Council <[council@losaltosca.gov](mailto:council@losaltosca.gov)>  
**Subject:** voicing my opposition to the dog park proposed for McKenzie Park

Hello there, members of Los Altos City Council. I'm sure you're hearing from opponents and proponents of the dog park that's proposed for McKenzie Park. I'm writing to register my strong opposition.

I live with my wife and two kids on Clinton Road. My daughter (who's now 9 years old) and I have a weekly ritual of walking or riding our bikes to McKenzie. And you would think that with the larger park right at the end of our street, we would spend our time there. But no. Every time we go to the park (usually Saturday mornings), my daughter cruises right through the larger part of the park and heads straight to the climbing structure adjacent to the tennis courts. I asked her once why she insists on traveling to that particular part of the park, and she said it's "because she loves the climbing structure," and she also "likes watching people play tennis." Attached is a pic dated Jan 31 of last year - a year ago this coming Monday!

Now, my daughter's reasons for wanting to preserve the area in question are cute and sentimental to me, because I have countless fond memories of spending time with her in that part of the park shortly after she learned to walk, up to the present day. But that sentimentality isn't reason enough to oppose the creation of a dog park.

My opposition is rooted in what I've observed over many years spending my Saturdays in that spot with my daughter. I was surprised to learn how such a small triangle of greenspace is enjoyed by a wide range of people for a variety of purposes.

I've seen people pick up lunch at Rancho and walk over to picnic on the lawn.

I've seen people with walkers and in wheelchairs spend time under the big redwood trees (presumably folks in the sub-acute facility down the road - usually accompanied visiting family members. For many of those people, it could be the only half-hour they spend outside the entire week - how nice it must be for them to venture out for a short walk to enjoy the nearby greenspace).

During the week, I've seen staff from the nearby medical offices enjoying a break or lunch in the park.

Lastly, I've seen many other kids enjoy the climbing structure as my daughter and I have over the years.

My point here is to highlight that a wide range of people enjoy that small triangle of greenspace for a wide range of reasons. It's a great example of parkspace being used as it's intended - to be enjoyed by everyone for a variety of purposes.

To convert that area from multi-purpose space to a single purpose does a disservice to the land. And that doesn't even begin to address the aesthetic consequences of converting beautiful greenspace into a fenced-in dog park, not to mention potential long-term damage to the trees.

As city council members of Los Altos, you are temporary stewards of our shared public spaces. Decisions you make today will have implications that will far-outlive your time in office. Your vote carries great

weight. I ask you to please look within and ask yourselves if you want your legacy to be one of standing up for and protecting the beauty of our parks, and preserving their inclusive use by everyone.

If you are opposed to the dog park at McKenzie, thank you for showing leadership on this complex issue.

If you are in favor of the dog park at McKenzie, I respectfully ask you to reconsider.

Thank you.

John Snedigar  
908 Clinton Road





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**From:** [Rashmi Sinha](#)  
**To:** [council@losaltos.gov](mailto:council@losaltos.gov); [Public Comment](#)  
**Subject:** Opposition to eliminating open space at McKenzie Park - Feb 8 Council Meeting  
**Date:** Monday, January 31, 2022 5:53:59 PM

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Dear All Council Members,

I a writing in earnest to reconsider your decision about changing the face of the western section of McKenzie park for a dog park - this change will be permanent and damaging for so many reasons -

1. It is a soothing open space, which is used by many residents, young and senior alike. We regularly use it when we walk the pathway next to it and rest for a while on the benches. The shaded green area is a pleasure and a balm for the soul.
2. We moved to Los Altos and built our house here for the attraction of green trees which are the big appeal of this city. We were "required" to plant many many trees on our property to pass the inspection, which we happily complied to. The upkeep of the trees has been a priority for us. Same way, we expect that the upkeep of the city-owned trees is a priority for the city council. I am not sure how the trees in this green space will fare with so many dogs visiting on a daily basis. Has an arborist studied this and given a formal report that we can see?
3. We are in a pandemic right now. There is lesser traffic and more dogs, which might spur some to think that we need a dog park. Reality is that the pandemic is not permanent, but the damage to the green space and trees will be permanent if the space is converted to a dog park.
4. Let us **"maintain and preserve"** the jewels that we already have - the open green space, the trees, the soothing pathway next to the green space, the relaxed beautiful feel of the community which regularly takes advantage of this area.

Thanks,  
Rashmi and Vikram

**From:** [Megan Marwede](#)  
**To:** [Public Comment](#)  
**Subject:** Preserving Open Space at McKenzie Park  
**Date:** Tuesday, February 1, 2022 11:47:54 AM

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Attention: All council members,

I urge you to reconsider your decision to fence in the western section of McKenzie park for a dog park for the following reasons:

- 1) Fencing this area removes open green space of which we have so little in Los Altos. The city will be causing recreational displacement of many other groups of people - especially all of the people who are spending more time outdoors because of the pandemic.
- 2) Serious long term jeopardy to the many heritage trees. There has been no official arborist input and most likely will shorten the lifespan of the trees.
- 3) There has been no demonstrated demand for a fenced area in south Los Altos. You have seen that there is demand for a fenced dog park near Hillview but not here.
- 4) Focus on the Hillview project first, then determine if a second park is needed or wanted before irrevocably damaging McKenzie. The Hillview site is going to use a repurposed parking lot - not open green space.

Thankyou for considering my proposals.

Megan Marwede and Dave Rich



**From:** [Gordon Snedigar](#)  
**To:** [Public Comment](#)  
**Subject:** McKenzie Park West, proposed dog park  
**Date:** Tuesday, February 1, 2022 12:05:54 PM

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Feb. 1, 2022

Los Altos City Council,

Re: Proposed Dog Park at Mc Kenzie Park, West;

A regional study of park acreage shows Los Altos at the bottom of the list in providing adequate parkland for residents. It would be a shame to lose even more open space for the exclusive use of dogs to run off-leash.

I was at McKenzie Park West yesterday and was reminded what a jewel of a park-setting it is, quiet, shaded and surrounded by majestic trees. It's hard to imagine this serenity being replaced with a durable surface only dogs would like, including permanent fencing around the trees to guard against dogs urinating, all surrounded by a new perimeter fence to deter residents without dogs from entering.

Any effort to take away existing open green space would be contrary to serving the needs of all Los Altans. Even more important now, more residents are working from home and need the convenience of nearby parks to reenergize during the day or visit with family for fun and exercise.

When dog owners feel the need to have their dogs run off-leash, there are many existing facilities in nearby towns including Rengstorff and Shoreline Parks in Mt View and the new dog park being developed at the Hillview Baseball Field.

Please reconsider your position to transform McKenzie Park West into an exclusive fenced-in dog park, and instead, allow the existing open space to remain as it is, for all residents of Los Altos to enjoy.

Thank you,

Respectfully,

Rebecca & Gordon Snedigar

1965 Churton Avenue, Los Altos, CA

**From:** [Administration](#)  
**To:** [Public Comment](#)  
**Subject:** FW: WYSIATI decision mistake on the McKenzie Park Dog Park  
**Date:** Tuesday, February 1, 2022 2:40:30 PM

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**From:** Richard White <[REDACTED]@com>  
**Sent:** Friday, January 28, 2022 10:46 AM  
**To:** Anita Enander <aenander@losaltosca.gov>; Sally Meadows <smeadows@losaltosca.gov>; Neysa Fligor <nfligor@losaltosca.gov>; Lynette Lee Eng <lleeeng@losaltosca.gov>; Jonathan Weinberg <jweinberg@losaltosca.gov>  
**Cc:** Administration <administration@losaltosca.gov>  
**Subject:** WYSIATI decision mistake on the McKenzie Park Dog Park

Councilmembers Enander, Meadows, Fligor, Eng and Weinberg,

I recently finished reading a book written by Nobel prize winner in economics, Daniel Kahneman entitled "Thinking, Fast and Slow". I would highly recommend it to you decision makers. He describes many of the biases and errors we humans tend to make in decision making which prevents us from making optimal, rational choices. One he highlights which is a recurring theme in the book, he describes with the acronym WYSIATI -- "What You See Is All There Is". Basically, when faced with an issue requiring a decision, we tend to make a decision based on the information that is presented, rather than asking, "What is the information needed to make the best decision?". I was able to participate in the remote council meeting in which park staff presented the dog park options to you. I don't know what resources and time park staff had to make their presentation, but to me that presentation seemed woefully lacking in providing you the information to make even preliminary choices among the options. It seems to me you really need:

- 1) What is the current state and usage of the areas proposed for the dog park,
- 2) What would be at least a preliminary design concept of how that area would be changed by constructing a dog park.

With regard to McKenzie park, we would be losing a peaceful little grove with magnificent Redwood and Oak trees and green grass, that many of us walk through and enjoy spending time in. On the other hand, the section of Heritage Oaks park that would be developed has mostly been what seems to be a dumping ground for unwanted tree mulch and (I just counted) 8 dead trees. I'll attach a link to my suggestions for the layout of each location in which you will see that the Heritage Oaks option is significantly larger (65%) even when setting up a substantial buffer along McKenzie Ave adjacent to the park. I can appreciate the concerns of the residents adjacent to the park -- the potential noise of barking dogs, the potential unpleasant smell and the potential unsightliness of a chain-link dog park. In my dog encounter experience, dogs bark at each other when they pass by on leashes. When together, off leash there is much more butt smelling going on than barking. I don't know about the smell, but the prevailing summer wind would blow across the dog park away from most of the McKenzie Ave residents. With creative landscaping in the buffer zone I described, the dog park could be substantially out of sight of the residents. I'm also fairly confident in predicting that dog owners who would be users of the park would prefer that Heritage Oaks site.

You aren't forced into making a WYSIATI mistake here. There is unanimous agreement on the Hillview site and apparently a much higher demand for a dog park in that area of the city. Build the dog park there. Find out if it is noisy and smelly. If it is neither, and you can visually isolate the Heritage Oaks site from the nearby residents, then maybe their continued resistance is not reasonable. You don't really know what the demand is for a dog park in South Los Altos. My wife had previously canvassed neighbors on Clinton Rd, Altos Oaks Dr. and Manor Way. She submitted that petition to the city council with 60 signatures of our neighbors who didn't want to give up McKenzie park West for a dog park, many of them dog owners. I doubt that sentiment has changed since it was submitted. It would be tragic to lose McKenzie Park west to a dog park that in the end, not that many people in South Los Altos want and would use. I will also attach a link to a University of Pennsylvania paper describing encountered problems with six dog parks that were studied, including damage to trees within the dog park and issues that keep dog owners from bringing their dogs to dog parks -- transmitted diseases, aggressive dogs, and irresponsible dog owners. My position on this is not NIMBY. I live about half way down Clinton Road. Heritage Oaks park is closer to me than McKenzie park west. I also walk through Heritage Oaks on a regular basis.

Sincerely

Richard White  
928 Clinton Rd  
Los Altos

[South Los Altos Dog Park Options](#)

[https://repository.upenn.edu/cgi/viewcontent.cgi?article=1017&context=mes\\_capstones](https://repository.upenn.edu/cgi/viewcontent.cgi?article=1017&context=mes_capstones)

**From:** [Melinda Reed](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment 2/8/22 item #7 Park just for Dogs  
**Date:** Tuesday, February 1, 2022 9:24:27 PM

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Dear Council Members,  
As a former Los Altos resident, who lived a few houses from McKenzie Park, my husband and I spent years protecting it as precious green space, from the City of Los Altos' attempts to designate it for other use, despite its original design and function. Please resist efforts to make it into a cleared lot, just for Dogs, instead of preserving the intention of this land gift to the city long ago.

Trees line that end of the park with meandering paths, tennis courts, benches and climbing structures that you are considering removing. Designed landscaping, installed as a "buffer" for McKenzie residents, mitigated the City's Corporation yard from impacting neighboring backyards. The trucks, traffic, noise, and dust are "contained" within McKenzie Park and surrounded by trees, which today are maturing to their intended use.

About 2001, Los Altos School District moved their Maintenance yard from Covington School to McKenzie Park to combine the city and school district's twin needs of building materials and vehicle storage, construction workshops, and parking.

Now the redwoods, while not yet heritage size, have developed beautifully into the town's signature logo in that small green space. The surrounding landscape and playground activities block the view, the truck noise and constant construction activity of the corporation yard.

Los Altos residents have extraordinarily little Open Space areas and parks. Why is this small green space deemed ripe "just for dogs" as a park, with little green, only crushed rock and proposed fencing around each tree to avoid "damage" from the animals? The current green space is functioning to provide a park for children, bikers, seniors, and dog walkers while protecting neighborhood noise levels and an unsightly maintenance yard?

Why steal, divert and denude a green space that is successfully fulfilling its intended purpose one block away from a local school?

McKenzie Park is a gem and functioning as it was originally intended.  
Sincerely,  
Melinda Reed  
Templeton, CA  
Formerly Clinton Rd.

**From:** [Abby Bennett](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment 2/8/2022 meeting Agenda Item #7 - Dog park  
**Date:** Tuesday, February 1, 2022 9:42:35 PM

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Dear City Manager and Council Members,

I am writing in opposition to a dog park at McKenzie. Please reconsider your yes votes for this negative change to our park, neighborhood, and open space.

In the fall my 12 year old daughter was diagnosed with Aplastic Anemia and required a bone marrow transplant. (She was on the front page of the Town Crier recently) One of the only things she has been able to do as she heals is walk close to our home. McKenzie is around the corner from us and she has spent lots of time there. If the open space was to become a dog park it would be considered hazardous to her health. The change from grass to other surfaces and the pet waste would make that area inaccessible to her. When she saw that you might remove the trees she cried.

We need more open space for humans in Los Altos, not less. Especially now! We are struggling as a community to find safe places to connect with each other. Parks and green space have been those safe places for so many of us. Please don't take McKenzie from our community.

I have two dogs. Neither of which would I take to a dog park. In Los Altos people walk their dogs, they clean up their waste and dispose of it responsibly. We are a town of mostly good dog owners. A place where urine and feces saturate the ground is not a "park" it's a cesspit. The urine concentration will become so high that if you don't remove the trees, they will eventually die. This is not what is good for pets or for people. Continue off leash hours, add some other venues and options. Keep McKenzie green with trees and grass and a healthy ecosystem.

I beg you to reconsider the dog park anywhere, not just McKenzie. Our families and dog owners need a greenspace not a wasteland.

Sincerely,

Abby Bennett  
1235 S Springer Rd  
Los Altos

Dear Los Altos City Council Members,

We, as both dog owners and residents of Clinton Rd., are disappointed that the City Council voted to move forward with a fenced-in dog park at McKenzie Park West. For the reasons set forth below, we respectfully ask that you reconsider and find another area for a dog park.

A study of City owned properties must be done before any consideration of any public park land.

It is well-known and documented in the Los Altos Park Plan (excerpt included below), that Los Altos has the fewest park acreage ratio as compared to all surrounding cities, and even beyond. We need to preserve and create new park areas as possible, not destroy what little remains.

**The Dog Park Will Have a Substantial Housing Impact**

City Council appears to believe that installing a dog park on McKenzie Park West will have little impact on housing because the designated area is not near any homes and because there is a nearby small parking lot. Unfortunately, they are incorrect.

Based on years of living on Clinton Road (which abuts McKenzie Park East), we know the small parking lot fills quickly. Park users invariably park on Clinton Road (and other neighboring streets), despite a sign requesting park goers use the lot on Fremont. As a result, Clinton Road is packed with cars, often making it difficult for homeowners’ guests to find parking. Additionally many park directly in front of resident's mailboxes, resulting mail not being delivered.

The parking lot is also heavily used by the medical offices adjacent to the park, and removing spaces forces office workers onto the local streets for daily parking, creating even more impact.

Altos Oaks Drive is an unsuitable option for overflow parking. It is lined daily with medical office workers and patients. The parking lots themselves are private lots, and public parking is not available there.

Medical office workers currently park on nearby streets (examples being Clinton and Golden Way) due to limited parking in the lots.

A dog park will bring in additional people from all over the area, will only exacerbate the problem. In short, there will be a substantial housing impact.

**The Dog Park Will Remove Beautiful Green Space Open Space For All**

It appears that City Council believes that McKenzie Park West is an unused and fungible area and can easily be turned into a fenced-in dog park. Nothing could be further from the truth.

McKenzie Park is a gem of the city with its stunning green grass, tall canopy trees, and play structures. The Park includes both McKenzie Park East and McKenzie Park West, which are connected by a pathway. They are not two, but one connected park. Based upon our own experience, numerous people walk the pathway daily to enjoy the splendor of both areas.

McKenzie Park West is particularly beautiful with its approximately 20 mature trees, including redwoods and protected heritage oak trees, the Pax Nova sculpture, a climbing wall (which looks like a sculpture in its own right), and benches and picnic tables. Indeed the City of Los Altos’s own website showcases the beauty of McKenzie Park West with three photographs of the very area that it now seeks to destroy (see Attachment 1, website).

The tennis courts are heavily used, both by residents and the City uses as well for tennis lessons.

The benches and tables are used by workers from the nearby medical offices, and the Sub-Acute Center.

The play structure, installed during the last park renovations at McKenzie, is one of the most unique climbing apparatus in the City, and enjoyed by many.

The dog park will put the many trees in jeopardy. There has been no arborist report done. While steps can be taken to “mitigate” issues, surely the trees lifespan will be significantly shortened.

**A Dog-Park Would Require Significant Expenditure and Changes**

As noted, McKenzie Park West has approximately 20 mature trees, a play structure, a sculpture, picnic tables and benches. Turning the area into a dog park would require significant expenditures and changes. At the January 11, 2022, meeting, City Manager Gabriel Engeland said that it would cost an estimated \$50,000 per park to fund the construction (see attachment 2, January 13, 2022, Town Crier article). But, we are not aware of any plans that outline the actual costs, let alone the maintenance of it.

In fact, in its May 2020 Report, the City of Los Altos Parks and Recreation Commission rejected turning McKenzie Park West into a dog-park because the costs would require “substantial capital investment.” (See attachment 3, Commission Report, p. 2). It further noted that “hardscape would need to be removed, some trees would need to be removed, drainage would need to be improved and fencing would need to be extensive to enclose the irregular area of this park.” (*Id.*). It concluded its Report stating that “the recent financial constraints on the City budget, as a direct result of the Corona virus, also gives reason to reject a fenced-in dog park at McKenzie Park.” (*Id.*).

**Other Reasons the Commission Rejected McKenzie Park West Are Still Relevant**

The Commission rejected McKenzie Park West for a myriad of other reasons, all of which are still relevant despite the passage of time. The Commission noted that dog urine would impact trees and require additional watering. Certainly, in drought-ridden California, this requirement is not welcome. In addition, the Commission conceded that there are parking issues since the parking lot is “frequently full of vehicles.” (*Id.*). The Commission also noted that there is a caterpillar infestation issue that would be problematic to dogs. (*Id.*, pp. 2-3). The commission further noted that a dog park would remove resident access to a play structure, benches and picnic tables. (*Id.*, p. 3). Importantly, it stated that the “data from the workshops do not support having a fenced-in dog part at this site.” (*Id.*).

One of the goals as stated in the council priorities is the following noted under the Goal 2: LAND USE “**Objective No. 3: Proactively endeavor to increase and protect the City’s parkland with an emphasis on the acquisition and preservation of green space or open space.**”

Fencing in this area goes directly against that goal as it will destroy that green and open space that currently all enjoy.

The Hillview site at least establishes a new area and does not destroy any existing green and open space.

There is no demonstrable need for any fenced-in park anywhere in South Los Altos. In fact all of the prior surveys done have indicated there is not significant support for fenced-in dog parks.

**Conclusion**

In short, turning the beautiful McKenzie Park West into a fenced-in dog park would be a disservice to the residents of Los Altos.

Removing open areas used and enjoyed by all, for the exclusive use of a few, makes no sense.

Preserve what precious little open space we have for all Los Altans to enjoy.

Derek and Anne Pitcher

**PARK ACREAGE COMPARISON**

Compared to similar, regional cities, Los Altos has a low park acreage ratio. Per 1,000 residents, Los Altos has approximately 1.57 acres of dedicated parkland.

	<b>Population<sup>1</sup></b>	<b>Developed Parks Acreage</b>	<b>Park Acreage per 1,000 Residents</b>
San Carlos	28,406	143	5.03
Campbell <sup>2</sup>	39,349	132	3.35
Burlingame	28,806	94	3.26
Cupertino <sup>2</sup>	58,302	162	2.78
Mountain View <sup>2</sup>	74,066	187	2.52
Palo Alto	64,403	162	2.52
Saratoga	29,926	63	2.11
Menlo Park	32,026	54	1.69
<b>Los Altos</b>	<b>28,976</b>	<b>45.45</b>	<b>1.57</b>

<sup>1</sup> Based on 2010 Census

<sup>2</sup> Includes school sites under joint-use agreements



**From:** Allen Hullinger <[REDACTED]>  
**Sent:** Friday, January 28, 2022 5:24 PM  
**To:** City Council <[council@losaltosca.gov](mailto:council@losaltosca.gov)>; Public Comment <[publiccomment@losaltosca.gov](mailto:publiccomment@losaltosca.gov)>  
**Subject:** Mckenzie park dog park-opposition and concern if due process and voice of citizens

To the members of Los Altos Council,

Please reconsider your decision to put a fenced-in dog park at McKenzie Park.

We do not have enough open space in Los Altos. At the direction of Council, the facilities department plans to take up almost all the green space in McKenzie Park West for a fenced-in dog park. This will inevitably impact the quality of life for local residents, medical offices, and users of the tennis and pickleball courts.

The attention to survival of the redwood trees and heritage oaks in the park is lacking. Do you have an arborist report we can read?

In May 2020, the subcommittee for the Parks and Recreation Commission ruled out McKenzie Park as a location for a dog park. A survey of residents including dog owners found very low interest in a fenced-in dog park. There has been poor to no outreach on this topic in two years. Yet suddenly, everything has changed and the Council has proceeded without consultation.

As a Los Altos resident who loves dogs and has many kids that use the climbing wall and tennis courts, I urge you to keep our green space available for all creatures two-legged and four-legged.

Allen and Natasha Hullinger  
948 Clinton Rd.  
Los Altos, CA

p.s. all my six kids use the climbing wall each week.~)

**From:** [Richard White](#)  
**To:** [Administration](#); [Public Comment](#)  
**Subject:** Vast Majority of residents in McKenzie Park Neighborhoods do not want a fenced in dog park  
**Date:** Wednesday, February 2, 2022 7:59:26 PM

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City Council Members and City Manager,

My wife and I canvassed the neighborhoods nearest to McKenzie Park west ( Manor Way, Altos Oaks Drive, and Golden Way) and simply asked our neighbors if they wanted to lose that McKenzie Park west green space to a fenced in dog park. I'll attach copies of the petition we circulated. A supermajority DO NOT want that green space converted to a dog park. Of the 41 people contacted, 35 signed the petition indicating they didn't want a dog park; two indicated they did want the park converted and another three were simply neutral. Among my Clinton Rd neighbors I know of no one who wants a dog park in McKenzie park west. So the statistics are roughly 90% opposed, 4% in favor, and another 6% neutral. I understand you have a petition from people in the North Los Altos area who are in favor of a dog park. The unbiased petitions attached clearly indicate that is not the attitude here in South Los Altos near McKenzie park. If you have contradictory input, in the spirit of transparency I would ask that you share it with us. If you don't then I believe it would be irresponsible to go ahead with plans for a dog park that most people in the area don't want. Build the park at Hillview and reassess the need for a park in South Los Altos.

Sincerely

Richard L. White  
928 Clinton Rd  
Los Altos, CA

# Save McKenzie Park

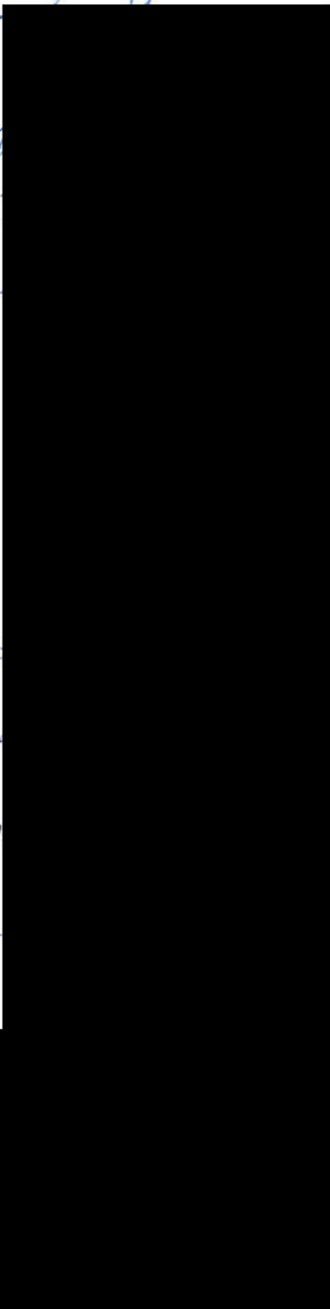
I am **NOT** in favor of the Los Altos City Council changing McKenzie Park (by the tennis courts) into a fenced-in dog park. We need to protect the parks that we have, not eliminate them.

01/31/2022

Name

Address

1. Kayo Yamamura
2. Mark Green
3. KEVIN WALTER
4. Linda Cecil
5. ANBAL CECIL
6. Lucie Moustirats
7. Liya Lipkind
8. PEDRO HILARIO
9. CHRIS CHEN
10. Farrokh Rahimi
11. Jennifer Walsh
12. RAVI LINGARAJAR
13. ANIRBAN
14. Janet Hurt



- 959 Altos Oaks Dr.
- 959 Altos Oak Dr
- 928 ACIUS OAKS DR
- 919 Altos Oaks Dr
- 919 ALTOS OAKS DR
- 918<sup>LOS</sup> ALTOS-DRIVE LA
- 1485 MIRAMONTE AVE, LA
- 887 ALTOS OAK DR
- 888 Altos Oaks Dr.
- 868 Altos Oaks Dr.
- 235 Chatham Way  
rtn, View
- 1293 Golden Way, 94024
- 1290 Golden Way
- 1278 Golden Way

Name

Address

- 15. Rachel Kim [REDACTED] 971 Secore Ave
- 16. David Rogge [REDACTED] 253 Golden Way
- 17. Yuchun Meng [REDACTED] 241 Golden Way
- 18. Kavita Mohan [REDACTED] 968 Manor way
- 19. Catherine Lacava [REDACTED] LOS ALTOS
- 20. [REDACTED] 971 MANOR WAY  
LOS ALTOS
- 21. Jill Glasgow 956 Manor Way
- 22. [REDACTED] 950 Manor Way
- 23. [REDACTED] 950 Manor Way
- 24. Susan Menev 951 Manor Way
- 25. Jan Detto (Susan Detto) 872 Manor Way
- 26. Yun Khan (Yasmin & Khan) 836 Manor Way
- 27. Steven Chakerian [REDACTED] 827 Manor Way
- 28. Steve Albin 811 Manor Way
- 29. [REDACTED] 797 Manor Way
- 30. [REDACTED] 797 Manor Way

31. 22 people contacted re: McKenzie Dog Park

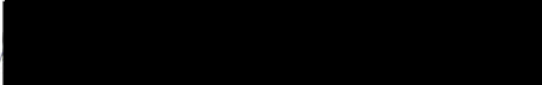

32. 17/22 opposed (77%)  
 4/22 neutral (18%)  
 1/22 in favor (5%)

# Save McKenzie Park

I am **not** in favor of the Los Altos City Council changing McKenzie Park (by the tennis courts) into a fenced-in dog park. We need to protect the parks that we have, not eliminate them.

01/31/2022

Name	Address
1. Michael Bachman	882 Manor Way, Los Altos
2. Gina Bachman	882 Manor Way, Los Altos
3. WEN Hsu	1181 Golden Way, Los Altos
4.	

Name	Address
15. 	811 Manor Way Los Altos
16. 	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	



## PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

**From:** [Julie Kim](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment Agenda Item #7 2/8/2022  
**Date:** Sunday, February 6, 2022 9:42:46 PM  
**Attachments:** [Screen Shot 2022-02-06 at 9:35:12 PM.png](#)  
[Protect Open Green Space in Los Altos Parks \(Responses\) - Form Responses 1.pdf](#)

Dear Mr. Engeland and City Council,  
Attached is a petition that was circulated to local neighbors of McKenzie Park. This is in addition to the signature submitted by Linda White. Please note that 50% are dog owners who are NOT in favor of a fenced-in dog park at McKenzie. Included on the petition are signatures of several of business owners along Altos Oaks. Thank you for your consideration.

Julie Kim  
[Redacted]

## Protect Our Open Green Space at McKenzie Park

We urge the Los Altos City Council to reconsider their January 11, 2022 decision to eliminate 20,000 square feet of green open space at the front of McKenzie Park for a fenced-in dog park. We expect the council to honor their commitment to protect our limited open space and parkland for ALL Los Altans as stated in the 2021 City Council Priorities (<https://www.losaltosca.gov/citycouncil/page/city-council-priorities>). Fencing this green space for dogs only will require removing a play structure, walkways, benches, and grass to the detriment of all who value this open space.

In addition to the loss of open space, adequate consideration has not been demonstrated by the city to ensure the protection of the heritage redwood and oak trees in this space, to address significant parking challenges at this location, or to minimize the recreational displacement that will occur for the residents who enjoy McKenzie Park daily.

We are asking the City Council to vote NO on a fenced-in dog area at McKenzie Park and to:

- 1) Protect our limited open green space in Los Altos parks for all Los Altans.
- 2) Prevent recreational displacement of the residents who enjoy McKenzie Park every day.
- 3) Implement the Hillview Dog Park first before committing to a second location to learn from the process.
- 4) Demonstrate with reliable data that a second dog park location is desired by our citizens.
- 5) Adequately evaluate non-parkland sites before committing valuable parkland as a second location.
- 6) Prioritize funding overdue park improvements like replacing aging play structures, ADA access, and other changes proposed in the parks plan that benefit all Los Altans.

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
1/31/2022 22:48:06	Arthi Ayyangar	Los Altos, 94024	Yes		Do not support Removing all the greenery and trees for the dog park and replacing with artificial brown surface
1/31/2022 23:19:55	John Snedigar	Los Altos, 94024	No		I oppose the repurposing of multi-use park space for the exclusive use of dog owners. Please explore non-parkland options that don't reduce our already-limited park space in Los Altos.
2/1/2022 7:34:51	Megan Marwede	Los Altos, 94024	Yes	[REDACTED]@com	Keep open space for all users. Do not fence in the limited space we have for a dog park.
2/1/2022 8:06:42	Barbara Adey	966 Clinton Road, Los Altos, CA, USA	No	[REDACTED]	
2/1/2022 8:11:35	Libby Karolzak	Los Altos, 94024	Yes	[REDACTED]	I own 3 dogs and live very near this park. It is wonderful as it is and I would hate to see this healthy green space which is so rare become a plot of some sort of substrate. The plan to put in the fencing and then figuring out the rest later seems like a hasty course of action. Could one please see how it goes with the dog park in North Los Altos first? The location in Loyola Corners is used in so many different ways. I see this when I walk through with my 3 dogs nearly every day. I would hate to that change at a time when we need all the green space we can for EVERYONE to enjoy. This location is just so lovely and peaceful as it is.
2/1/2022 8:20:37	Cheryl Kershner	Los Altos 94024	Yes	[REDACTED]	Unfettered open space, mature trees and habitats for varieties of creatures is essential in these times of pandemics, global warming, droughts and destructive fires.
2/1/2022 8:40:24	Melissa McGregor	Los Altos, 94024	No	[REDACTED]	
2/1/2022 8:50:23	David Rich	Los Altos, 94024	Yes	[REDACTED]	
2/1/2022 8:51:21	Nicole and John Snedigar	908 Clinton Rd, Los Altos 94024	No		
2/1/2022 8:52:09	Kristen Edwards	907 Manor Way	No	[REDACTED]	I walk through this park almost every day and enjoy the serenity of the beautiful nature. The trees are spectacular and the field is really lovely. I love seeing small children play on the play structures and have birthday parties at the benches grouped together. I also enjoy seeing dog owners walk their dogs through the park. The park currently functions perfectly for everyone, both dog owners and people without dogs. In addition, the park already serves a lot of people (and their dogs) every day. Do not ruin this park by creating a fenced in dog park that many Los Altans who live in South Los Altos do not want at all.
2/1/2022 8:58:13	Allen Hullinger	948 Clinton Rd. Los Altos, CA 94024	No	[REDACTED]	We love dogs and have many kids that do. We use the open spaces at the parks Mckenzie and Heritage oaks everyday. We do not approve and actively oppose and changes to make a dog park or similar structure that would destroy original purpose of Mckenzie family that donated the park to Los Altos. People play with their dogs everywhere and shouldn't be expected to have set place. If they are off leash we trust they know their dog and are respectful of people. To make a dog park would be a waste of funds and eyesore to area. We oppose a dog park at Mckenzie. Allen and Natasha Hullinger +6 little ones 948 Clinton Rd. Los Altos, CA 94024
2/1/2022 9:07:22	Anne Pitcher	Los Altos, 94024	Yes	[REDACTED]@com	I regularly enjoy the peaceful green space at McKenzie Park West and do not want to see it destroyed. Dog owners in our area do not want a fenced in dog park, especially at the expense of this beautiful parkland.



Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/1/2022 9:07:35	Maite chatskis	Campbell, o95008	Yes	[REDACTED]	No need to destroy this beautiful space for a dedicated dog park! As a dog owner and lover. I appreciate the trees and green spaces that everyone can enjoy more than a dog park.
2/1/2022 9:49:29	Melinda Reed	215 Foxtail Lane	No	[REDACTED]	How can you consider taking away the limited Los Altos green space we have from humans to dedicate it to dogs? Lunacy.
2/1/2022 10:31:10	Joanne Marent	943 MANOR WAY, Los Altos 94024	Yes	[REDACTED].net	The McKenzie Park area proposed is too small, too shady, with beautiful old trees that will be damaged and compromised by grass removal and dog waste. This space with walking paths, benches and play structure is currently well used and is a beautiful and peaceful spot for residents to enjoy. Replacing it with a fenced in dog park would further reduce badly needed open park space in Los Altos. Bordered by Fremont/Foothill Expressway this location is not in walking distance for most users. It will require people to DRIVE. Parking will be an issue as the parking lot is already often almost at capacity. Two years ago it was determined and voted by the community this was an inappropriate site for a dog park. I'm confused how it is once again being considered and I would urge you to revisit this idea. Los Altos is a small city and there is NO need for 2 dog parks when there are many options available in surrounding Mountain View, Los Altos Hills and Palo Alto.
2/1/2022 10:54:28	Anne Kearns	885 Clinton Road, Los Altos	No	[REDACTED]	I am fervently against a dog park at McKenzie Park West for all the reasons stated herein.
2/1/2022 10:59:33	Anne E Murray-Segar	787 Mora Drive	Yes	[REDACTED]	While a dog park would be nice, not at the expense of these old growth trees. Surely a space that doesn't require so much green removal can be found? I can't imagine any dog owners wanting a dog park with all the green area and trees removed.
2/1/2022 11:05:13	Cindy Weihong Zhang	Los Altos , 94024	No	[REDACTED]	My three kids grew up in this park, I enjoy the park daily, my heart aches seeing trees and play structure removal. Los Altos city has Very limited Open space and parkland. We should create more parks than eliminating existing one. When we moved here 16 years ago, the agent said: welcome to the city of trees We, Los Altos residents love cherish our trees. We urge City Council to reconsider the removal of these Heritage Redwood and Oak trees in the space. So that our generations to come can proudly say : Welcome to the City of Trees
2/1/2022 11:28:58	Juliana Tan	1295 South Springer Road	No	[REDACTED].com	
2/1/2022 13:05:25	Doug Edwards	907 Manor Way	No	[REDACTED]	I love dogs, but dog parks are actually harmful for them. I encourage you to read this New York Times article explaining why dog parks spread disease and may lead to harmful encounters that can leave dogs injured or dead. <a href="https://nyti.ms/3L2zqBX">https://nyti.ms/3L2zqBX</a>
2/1/2022 13:33:36	Valerie Klazura	1276 Russell Ave., Los Altos, 94024	Yes	[REDACTED]	Not enough GREEN SPACE around our neighborhood as it is. My dog loves to walk around that area, but I would probably never take him to a dog park there.
2/1/2022 13:37:50	Samuel Shi	937 Aura Way, Los Altos, 94024	No	[REDACTED]	
2/1/2022 13:58:10	Gordon Snedigar	1965 Churton Ave	No	[REDACTED]	McKenzie Park should not be converted to the exclusive use as a dog park, and instead, should be left as it is, open for the enjoyment of all Los Altos residents.

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/1/2022 14:37:46	Sally Okaya	845 Hierra Ct., Los Altos, CA 94024	No	s [REDACTED]	I find the need for a dedicated dog park in the city of Los Altos to be an unnecessary expense and unwarranted use of public land. We don't live in a densely populated city with no place to walk or roam. There are more advantages to keeping McKenzie Park as it is for families than a social space for dogs. Please keep McKenzie Park as it is and was for our family growing up.
2/1/2022 15:05:06	darlene feldstein	883 Manor Way, Los Altos, CA 94024	Yes	[REDACTED] com	Maintain our open space. I can bring my dog to the Hillview dog park.
2/1/2022 15:29:45	Susan Detro	872 Manor Way, Los Altos, CA 94024	No	[REDACTED]	Do not put a dog park at McKenzie Park. Save our open space.
2/1/2022 16:26:10	Steven Feldstein	883 Manor Way	Yes	[REDACTED]	
2/1/2022 17:11:35	Winnie Cheng	Los Altos	Yes	[REDACTED]	
2/1/2022 19:43:58	Norman Shi	Los Altos, 94024	No	[REDACTED]	Removing existing green grass does not sound a good idea. I would suggest that Los Altos City take a look at the south half of the Heritage Oak Park. I often see people have dogs unleashed there. That half does not have much grass to begin with.
2/1/2022 19:51:21	Sapna	Los Altos 94024	No	[REDACTED]	
2/1/2022 19:56:29	Shirley Lee	Los Altos, 94024	Yes	S [REDACTED]	
2/1/2022 19:56:35	Judy Keosaksith	723 Brentwood Place	Yes	[REDACTED]	I walk through this park every morning with my dog and the trees make it a beautiful hidden gem, creating a sense of escape while also helping to reduce the noise on Foothill Expressway. We would be extremely saddened to see this eliminated from our neighborhood. Please reconsider or else pause to survey dog owners and neighbors surrounding this park who in fact use it every day. There are many of us who see each other daily on our walks and it was a surprise to us to hear the plans laid out by our city council.
2/1/2022 19:59:01	Rebecca Fazilat	1360 Villa Drive Los Altos 94024	Yes	[REDACTED] com	
2/1/2022 20:04:10	Megan Binn	1180 Russell Ave, 94024	Yes	[REDACTED]	I am against the installation of this dog park. Having an official dog park will bring many people from outside Los Altos to the area. It will also negatively effect the aesthetics of the park. I would much prefer off leash dog hours in our existing parks
2/1/2022 20:12:10	Priya Hartlin	1095 Riverside Dr. Los Altos, CA	No	[REDACTED]	
2/1/2022 20:17:42	Azar Silver	Los Altos, 94024	Yes	[REDACTED]	I prefer leaving the park as is and instead have dogs off leash for a set period in the mornings similar to what other communities do
2/1/2022 20:24:03	Luke Keosaksith	94024	Yes	[REDACTED]	
2/1/2022 20:25:17	Jake Weatherly	Los Altos, 94024	No	[REDACTED]	I am a pediatrician at Altos Pediatric Associates, located on Altos Oaks Drive. I am concerned that a dog park will disrupt the open space that children enjoy at McKenzie Park, and the very limited parking available on Altos Oaks Drive.
2/1/2022 20:28:33	Sarah Gaballah	1732 Whitham Ave, Los Altos, 94025	Yes	[REDACTED]	Prefer off leash hours over a dog park. It's a beautiful place we need to protect it.
2/1/2022 20:38:05	Gina McDonell	1592 Frontero Avenue, Los Altos 94024	Yes	[REDACTED]	Yea to the dog park. No to removing those large trees!
2/1/2022 20:59:28	Svasti Patel	Los Altos, 94024	No	[REDACTED]	

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/1/2022 21:04:34	Sujata Kapai	948 Covington Court, Los Altos 94024	No	[REDACTED]	
2/1/2022 21:31:57	Tom Johnson	885 Clinton Rd., Los Altos, 92024	No	[REDACTED]	I agree fully with the asks in this petition. Please protect our open space and do the proper due diligence before committing to fencing in such a beautiful space.
2/1/2022 21:36:38	Helen Textor	770 Woodstock Lane	No	[REDACTED]	Please save the green space for our families and kids! We need it now more than ever. Please no dog park!
2/1/2022 21:40:49	Rosa Peir	1502 Country Club Dr. Los Altos, 94024	Yes	[REDACTED]	I would much rather see off leash hours at McKenzie, install poop bag stations as well.
2/1/2022 22:04:48	Kari Apter	Los Altos 94024	Yes	[REDACTED]	
2/1/2022 22:26:55	Derek Pitcher	Los Altos 94024	Yes	[REDACTED]	Our open space needs to be available for ALL to use. Taking away existing developed and used open space for a select few is disingenuous, especially as we have such little space available for all residents.
2/1/2022 22:57:20	Maya landan	Los Altos, 94024	No	[REDACTED] com	
2/2/2022 2:56:27	Araceli	811 Manor way. Los Altos 94024	No	[REDACTED]	
2/2/2022 6:54:36	Christy Kirkpatrick	1474 TOPAR AVE	Yes	[REDACTED].com	I am a dog owner and have plenty of places to take my dog. This will ruin the tranquil beauty of McKenzie park. I see young families picnicking and playing in this area. It's away from streets and young children can roam freely. Please don't destroy it with a dog park.
2/2/2022 8:46:01	FRANK MARTIN	1317 ROSSWAY CT	Yes	[REDACTED]	Dog owners like myself do not want any dedicated fenced in dog parks in Los Altos because our parks are too small to carve out a tiny dog run instead of providing access to the entire park [fence in the perimeters and/or playgrounds for safety] with a simple solution that just requires sharing open space with dogs for a few hours each day and allowing residents to merely walk to their nearest park. The "dog run" at McKenzie was rejected by neighbors because it takes away shared open space next to the tennis courts and is too small to be of any use. Shame on council for ignoring the majority of dog owners that need more space for exercise and social interactions.
2/2/2022 11:10:13	Beth Morrow Chiu	1700 Miller Ave	Yes	[REDACTED]	My vote is NO
2/2/2022 11:51:28	Amy Chang	958 Clinton Rd, Los Altos, CA 94024	No	[REDACTED]	
2/2/2022 17:27:11	Robert Raffo	Los Altos, 94024	Yes	[REDACTED]	I am strongly opposed to the proposed fenced-in dog park at McKenzie Park. The park was regularly used by local business people at lunch time and as well as by neighbors using the area to relax and take in the beauty of the park. The pandemic reduced the normal usage of the park, but you can already see the usage picking up as people are more comfortable with interacting again. I have used the park regularly to relax and take in the beauty of it, always thinking about how lucky we are to have such a beautiful place in our neighborhood. Driving past it also makes one feel very proud that our city has recognized the importance of green space, nature and the importance of places to rest, relax and regenerate. Changing this to a fenced in dog park would destroy the atmosphere that the City has so wonderfully achieved for its residents.

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/2/2022 19:57:25	JJ Miclat	Los Altos 94024	No		Dear City of Los Altos, I am against repurposing McKenzie Park space into a fenced in dog park. Please do not do this. Regards JJ
2/3/2022 11:29:36	Jeannie Tsai	Los Altos, 94024	No		
2/3/2022 14:10:43	Isabelle Baney	Los Altos, CA 94024	No	[REDACTED]	- Green space is essential to mental health of residents - Dog parks don't require vaccination for dogs, which spreads disease - Dog parks don't separate dogs by size, often resulting in injuries between small and large dogs
2/3/2022 19:40:39	Avalon Edwards	907 Manor Way	No	[REDACTED]	
2/4/2022 13:34:08	Meredith Huegel	Los Altos, 94024	Yes	[REDACTED] com	
2/4/2022 14:14:13	Brent Beagle	474 Orange Ave. Los Altos Ca	Yes	[REDACTED]	Why limit our precious park space to one select group? I have had dogs all of my life and would never consider taking my dog to an off-leash enclosed dog park. Dangerous for the well-being and health aspect of my dog. From the numerous reported dog attacks in Los Altos even without a designated area, I certainly think the City of Los Altos would steer clear from another possibility of harmful litigation.
2/4/2022 14:28:00	Maira Montes	Los Altos,94024	No	[REDACTED]	I would hate to see the damage the dogs will do and the noise. Also all the birds and squirrels that live in this park will be greatly impacted all because people want to have their dogs roam free which they already do but not behind the gates. Every one should respect the small green spaces that are left. Please consider not doing it this dog park it will be beneficial to the contractor for the fence but not for this small but beautiful community.
2/4/2022 14:34:02	Michelle Juni	763 Altos Oaks Drive Suite 4 Los Altos, CA 94024	No	[REDACTED] com	No dog park please. My coworkers and I eat our lunches on those benches. The smell of urine and dog poo while eating will be a disaster.
2/4/2022 16:43:52	Harry Mittelman, MD.	810 Altos Oaks Drive, Los Altos 94024	No	No to the dog park	Please reconsider NOT to add dog park. It will increase trespassers access to our business parking and create a major burden for our patients and employees.
2/4/2022 16:52:58	Xiaofen Shen	811 Altos Oaks, Suite1	No	[REDACTED]	1. Was never informed about the proposal of having a dog park. 2. I really enjoy being able to take a walk around the park and rest on the benches to enjoy some fresh air (the beautiful redwood trees) at the grass area (it's really relaxing and allows one to get grounded, good for the eyes too).
2/4/2022 20:19:27	Kelly Fairlee	Los Altos 94024	No	[REDACTED]	Don't agree with a dog park at this location.
2/4/2022 21:14:58	Eric Fischer-Co brie	510 Springer Rd Los Altos 94024	Yes	[REDACTED] com	Please vote non
2/5/2022 11:27:16	Xiaoyong liu	94022	No	[REDACTED]	
2/5/2022 11:28:51	Sophie Wang	Los Altos 94024	No	[REDACTED]	Pls do not convert MCKenzie Park to a dog park. We already have plenty of space nearby for dog activities.
2/5/2022 11:44:37	Xiaolin Xu	Los Altos, 94024	No	[REDACTED]	
2/5/2022 11:45:59	Kangyi Zhang	Los Altos, 94024	No	[REDACTED]	We want to keep the open space for our children!
2/5/2022 11:51:36	Tony	94024	No		

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/5/2022 12:01:59	Susan Makler	373 Pine Lane, C103, Los Altos 94022	Yes	[REDACTED]	I strongly endorse this petition! Please consider reconsideration of your approval if this project at McKenzie Park West.
2/5/2022 12:05:06	Todd Makler	373 Pine Lane, C103, Los Altos 94022	Yes	[REDACTED]	Please reconsider your position on this project. Too many concerns remain unanswered.
2/5/2022 12:11:56	xiaodan guo	94024	Yes	[REDACTED]	I don't need a fenced dog park
2/5/2022 13:02:01	Vanessa Liu	2025 Fallen Leaf Ln, Los Altos, CA 94024	Yes	[REDACTED]	
2/5/2022 13:29:55	Bin Liu	40 Pasa Robles Ave, Los Altos, CA 94022	No	[REDACTED]	Please keep the area open to all. There's already plenty of space for dogs, eg. in school playgrounds. If we start to have more dedicated area for dogs, can we stop allowing dogs in school playgrounds?
2/5/2022 14:33:57	Kathy liu	Los Altos 94022	No		
2/5/2022 15:03:02	Lauren Pitcher	886 Clinton rd Los Altos 94024	Yes	[REDACTED] com	
2/5/2022 17:35:06	Susan Godfrey	519 Outlook Drive	Yes	[REDACTED]	This is not the spot for a dog park!
2/5/2022 17:35:42	Henry More	1436 Miramonte Avenue, Los Altos, CA 94024-5601	Yes	[REDACTED]	I am against re-purposing McKenzie Park green space into a fenced in dog park. Please stop all efforts to re-purpose McKenzie Park.
2/5/2022 17:36:59	Adelle More	1436 Miramonte Avenue, Los Altos, CA 94024-5601	Yes	[REDACTED]	I am against re-purposing McKenzie Park green space into a fenced in dog park. Please stop all efforts to re-purpose McKenzie Park.
2/5/2022 17:45:10	Mark and Bonnie Mathisen	1431 Country Club Drive, Los Altos 94024	No	[REDACTED]	We use McKenzie Park as a peaceful rest area, often multiple times a week, during our regular walks and would be very grateful if is NOT converted to a dog park with its attendant disruptive character. Thank you for the opportunity to comment
2/5/2022 18:05:05	Ravid Galatin	1101 Seena Ave Los Altos 94024	Yes	[REDACTED] net	The trees are more important to our earth than a dog park! And I own a dog!
2/5/2022 18:54:19	Nancy Yang	Los Altos 94024	Yes	[REDACTED]	The location with all the green space and trees is something I treasure. It is a peaceful walk I have taken daily for over ten years. It hurts to consider an ugly and busy dog park makes me sad. Additionally, I worry about irresponsible dog owners running through the park and hurting my smaller dogs, or even biting children playing. And what about parking? Who will enforce parking on nearby streets?
2/5/2022 19:04:22	Dr. Douglas Baney	897 Clinton Rd. Los Altos, 94024	No	[REDACTED]	Please do not move forward with removing open green space that all Los Altans can enjoy and inserting an enclosed space that only a small percentage will use. It flies in the face of the Los Altos City priorities to increase access to green space.
2/5/2022 19:08:56	Basia Baney	897 Clinton Rd	No	[REDACTED]	Please do not remove the beautiful open space at McKenzie Park with a fenced-off region for dogs only. I am one of many people that enjoy walking through the calming area on the west side of McKenzie Park.
2/5/2022 20:10:06	Chuanxi Yang	Los Altos, 94024	Yes	[REDACTED]	
2/5/2022 21:25:06	Amy Bankhead	Los Altos, CA	No	[REDACTED]	
2/6/2022 11:26:46	Xiang Zhang	950 Manor Way, Los Altos, CA94024	Yes	[REDACTED]	I am a dog owner and I walk my dog around McKenzie Park twice a day. I don't need a dog park. I would keep the space as is for kids, senior and all Los Altans. I strong reject the idea to put a fenced dog park there. Please spend money on improving the playground and protect the nature. Please don't waste money on what the residents don't need and destroy the nature. I am sure disappointed with the city because we the residents that using this space daily were never surveyed or consulted for this plan.

Timestamp	Name	Address (city, zipcode)	I am a dog owner.	Email	Comments
2/6/2022 12:10:10	Yuchao Zhang	Los Altos 94024	Yes	[REDACTED]	No for dog park at McKenzie.
2/6/2022 12:20:45	Carol Mei	Los Altos Hills, 94024	No	[REDACTED]	It's nice to have playground in sight of tennis courts
2/6/2022 14:15:05	Kristin Shaddock	794 Altos Oaks Dr	No	[REDACTED]	I own a business near the proposed dog park and I am opposed to the site at McKenzie Park. I do not feel green space should be taken away and do not want the noise and all else that goes along with a fenced in dog park!!
2/6/2022 14:35:26	Sanjeev Topiwala	Los Altos, 94024	No	[REDACTED]	We are asking the City Council to vote NO on a fenced-in dog area at McKenzie Park and to: 1) Protect our limited open green space in Los Altos parks for all Los Altans. 2) Prevent recreational displacement of the residents who enjoy McKenzie Park every day. 3) Implement the Hillview Dog Park first before committing to a second location to learn from the process. 4) Demonstrate with reliable data that a second dog park location is desired by our citizens. 5) Adequately evaluate non-parkland sites before committing valuable parkland as a second location. 6) Prioritize funding overdue park improvements like replacing aging play structures, ADA access, and other changes proposed in the parks plan that benefit all Los Altans.
2/6/2022 19:34:22	Rebecca Snedigar	1965 Churton Ave	No	[REDACTED]	I am opposed to the fenced-in dog area in McKenzie Park.
2/6/2022 19:56:51	Oliwia Baney	Los Altos, 94024	No	[REDACTED]	I am against replacing the green open space and existing infrastructure with a proposed fenced-in dog area
2/6/2022 20:04:16	V kram Sahai	898 Clinton Rd	Yes	[REDACTED]	Please preserve this beautiful green space for all to enjoy!
2/6/2022 20:15:53	Jayne Nilles	1160 Seena Ave	No	[REDACTED]	Don't affect the trees and art work in the park, either end of the park.
2/6/2022 20:16:35	Kevin Walter	Los Altos, 94024	Yes	[REDACTED]	The North Los Altos dog run should be adequate to interested parties.
2/6/2022 20:16:44	Jeffery Lee Nilles	1160 Seena Ave	No	[REDACTED]	Please plant more redwoods
2/6/2022 20:18:07	Jo Anne Walter	Los Altos, 94024	Yes	[REDACTED]	
2/6/2022 20:21:46	Vishwanath Sinha	898 CLINTON ROAD	Yes	[REDACTED]	
2/6/2022 20:26:17	Linda White	928 Clinton Rd Los altos	Yes	[REDACTED]	I do not support the city changing McKenzie Park (by tennis the tennis courts) into a fenced-in dog park. Please protect the limited green space that we have in Los Altos.
2/6/2022 20:27:32	Namita Sinha	898 CLINTON ROAD	Yes	[REDACTED]	
2/6/2022 20:40:39	Rashmi Sinha	898 Clinton Rd	Yes	[REDACTED]	Please preserve our open green space. We do not need a dog park at the expense of our open beautiful serene green space.
2/6/2022 21:06:23	Susan Arrillaga	931 MANOR WAY	Yes	[REDACTED]@u.com	I agree with the statement above
2/6/2022 21:10:56	Becky Sarabia	1427 Miramonte ave, Los altos, Ca 94024	Yes	[REDACTED]@com	Please leave McKenzie as it is and do not repurpose it.
2/6/2022 21:13:00	Rafael Sarabia	1427 Miramonte Ave, Los Altos, ca 94024	Yes	[REDACTED]	Mckenzie should be protected as Los Altos green space. Please no dog park.
2/6/2022 21:25:43	Ed Kim	Los Altos, 94024	No	[REDACTED]	I am not in favor of repurposing open, green space for a fenced-in dog park.

**From:** [Linda White](#)  
**To:** [Public Comment](#)  
**Subject:** Dog Park at McKenzie Park  
**Date:** Sunday, February 6, 2022 9:24:36 PM

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Dear Los Altos City Council Members and City Manager,

I have lived on Clinton Rd. in Los Altos for 44 years. When I first moved in to this neighborhood my neighbor (an original homeowner on Clinton Rd.) shared with me how she and other neighbors helped to save the land at McKenzie Park from becoming a housing development. They felt that it was very important to have the land become a park that would greatly benefit the surrounding community.

Since that time in 1978 I have found myself in the position of trying to protect McKenzie Park from being taken away by the city's various governing bodies. I believe that this current attempt by the city is the fourth or fifth time that the council is trying to "repurpose" McKenzie Park for the latest desires of a vocal group of residents. This time it is for the dogs of Los Altos.

Having been a dog owner myself I understand how an individual can truly care deeply for a pet. Certainly during these past challenging two years with Covid many have turned to having a dog for companionship. While I appreciate the desire to gather with other dog owners and have the dogs 'socialize" I can not condone making a dog's need to "socialize" a higher priority than a humans need for green space. Specifically the need of the residents of South Los Altos.

In Los Altos there is very little green space (parks) compared to our neighboring communities. It is inevitable that there will be growing residential/business development taking place in the near future in south Los Altos. It is imperative that the city council prepares the surrounding community of south Los Altos for this development and protect what little open green space that we have. It is the responsible decision to make that will assure the residents in south Los Altos that now and for the future the quality of life that is the pride of Los Altos will be made a priority by maintaining and protecting the valuable green space that is McKenzie Park in its entirety.

It has been shown (by letters and petitions) that there is no desire by the residents surrounding McKenzie Park for a fenced-in dog park. It has been demonstrated over the years that the majority of residents near McKenzie Park want to keep the park as the open green space it is today.

Sincerely,  
Linda White

**From:** [Ravid Haselkorn](#)  
**To:** [Gabriel Engeland](#)  
**Cc:** [Public Comment](#); [Peter Galatin](#)  
**Subject:** Re: Save McKenzie Park  
**Date:** Sunday, February 6, 2022 8:27:57 PM

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Thank you for letting me know. There were signs on the trees a few weeks ago indicating they would be cut down. I do not know their origin, though. I am very glad to hear that no trees will be removed.

Best,

Ravid and Peter

On Feb 6, 2022, at 8:24 PM, Gabriel Engeland <[gengeland@losaltosca.gov](mailto:gengeland@losaltosca.gov)> wrote:

Thank you for the email, Ravid. No trees are being removed for the development of the dog park at McKenzie Park.

Thanks,

Gabe

Gabriel Engeland  
City Manager  
City of Los Altos  
[\(650\) 947-2740](tel:(650)947-2740) | [www.losaltosca.gov](http://www.losaltosca.gov)  
1 N. San Antonio Road | Los Altos, CA 94022

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**From:** Ravid Haselkorn [REDACTED]  
**Sent:** Sunday, February 6, 2022 8:21:10 PM  
**To:** Public Comment <[publiccomment@losaltosca.gov](mailto:publiccomment@losaltosca.gov)>  
**Cc:** Peter Galatin [REDACTED]  
**Subject:** Save McKenzie Park

To LA City Council,

In the name of conservation, please DO NOT remove the trees at McKenzie Park to create a dog park. In an era of global warming, we need our trees more than ever to sustain our earth. They cool the atmosphere and counter air pollution, too. The dogs won't be deprived, they won't even care!

Save the trees!



Best,

Ravid Haselkorn- Galatin and Peter Galatin  
1101 Seena Ave (and dog owners!j

**From:** [M.Squire](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment Agenda Item#7 for Feb. 8  
**Date:** Sunday, February 6, 2022 8:04:12 PM

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Dear City Council Members,

We are writing because we see that at this Tuesday’s City Council meeting, Item #7 deals with the future fenced in dog parks in Los Altos. We understand that the current locations are Civic Center Soccer Field East and McKenzie Park West.

As we have stated in the past, we know that there is no perfect park in Los Altos to put a dog park.

If for some reason, the discussion turns to change where the dog parks should be located, we would again like to voice our opposition to a dog park at Heritage Oaks.

In the Staff report which was presented to the City Council on Jan. 11, 2022, two of the criteria used to determine a dog park location in Los Altos were having a buffer from residences and sufficient parking.

I would like the City Council to really listen to the neighbors who will be impacted by having a dog park across the street.

We live directly across from Heritage Oaks Park and have been dealing with unleashed barking dogs for years. Our home is only 50 feet from the park. **This is not a sufficient buffer.** If a fenced in dog park were to be established there, we are concerned that the barking will be uncontrollable and unbearable.

We would like to remind the Council that In November 2020. The neighbors of Heritage Oaks Park submitted a petition with 250 signatures opposing off- leash dogs at Heritage Oaks. Although the plan is now for fenced in parks, it does not change the fact that our homes are still only 50 feet away. We would be subjected to plenty of dogs and plenty of noise, along with more traffic and more cars using our driveways for three point turns, as they jockey for limited parking spaces.

We would like the City Council to seriously consider how the neighbors of Heritage Oaks Park would be impacted by having a dog park so close to their homes. Please do not make a change to establish a fenced in dog park at Heritage Oaks.

Thank you.

Respectfully,

Millie and John Squire

**From:** [Avalon Edwards](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment 2/8/2022 Item #7 - Dog Parks  
**Date:** Sunday, February 6, 2022 7:43:35 PM

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To Whom It May Concern,

I'm a lifelong Los Altos resident who has enjoyed time in the beautiful green space at Mackenzie park for decades. I ask that the Council not allocate funding to changing part of Mackenzie into a dog park, and instead prioritize funding overdue park improvements like replacing aging play structures, ADA access, and other changes proposed in the parks plan that benefit all Los Altans.

Thank you,  
Avalon Edwards

**From:** [Libby Karolczak](#)  
**To:** [Public Comment](#)  
**Subject:** Owner of 3 Dogs who walks through McKenzie Park AGAINST Dog Park  
**Date:** Sunday, February 6, 2022 6:32:14 PM

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I have 3 dogs and we walk through both parts of McKenzie Park almost every day. I have done so for the past 14 years or so as I live nearby on Manor Way. Although I did say 'yes' to a survey quite a few years ago when asked the general question of 'would you like a dog park in Los Altos', I would never have said that if I knew it would be at the expense of a wonderful, healthy and increasingly rare green oasis with incredible old-growth trees that is now potentially being irreparably damaged for that purpose. As one who walks through that park most days, I can tell you it is used by many different people of all ages for a wide variety of reasons. Unlike the spot for the dog park in North Los Altos, which was recently a gravel parking lot, the spot chosen in Southern Los Altos is an amazing, healthy piece of green space that before, during, and after the pandemic should give many people (local residents, preschool groups, bicycles cooling off under the Redwoods after riding on Foothill Expressway, people visiting the doctor's offices on Altos Oaks, folks working at the fire station or taking a break from the stress at the Sub Acute Care Home) a spot to grab a few moments of serenity under the redwoods. I have heard the argument that the Council is trying to be fair by putting a dog park in at both ends of Los Altos, but it is not equitable at all to do by destroying an irreplaceable, healthy and multi-use Green Space in South Los Altos to do so. Green space is SO limited and SO valuable. I have learned in researching this situation, that part of the Municipal Facility also located at McKenzie Park, temporarily houses automobiles that were in accidents and need to be stored / preserved as evidence. Is there really now way that these temporary items that are stored there could be stored elsewhere (many local offices have vacant space with more people working from home so is there none that could be retrofitted for this purpose?). Old growth redwoods and California Live Oaks in a healthy green space are MUCH harder to replicate than a spot to store wrecked cars for awhile. It truly doesn't feel like McKenzie Park is being treated like the amazing resource it is. In short, I would HATE to see it fenced in and the grass replaced with gravel, with those amazing trees covered in something (as of yet undetermined when I attended a meeting to find out details) that apparently might protect the trees. I was appalled to hear the town representatives I spoke with reference a few 'opinions' about what would best protect the trees and 'ideas' of what the substrate might be. Is it really the plan to through up a fence and figure all the rest out later, without any specific studies and environmentally responsible choices made? This is perhaps my most serious issue with the Southern Los Altos Dog Park Plan, namely is that there apparently really ISN'T much of a detailed plan at all - just put the fence up, and figure the rest out later. So, I strongly urge the Council to start with the one in North Los Altos and gain experience there in a location that was recently a parking lot, before destroying an irreplaceable Green Space in South Los Altos.

I work as a college counselor and speak with many local children who are VERY concerned about climate change and global warming and we should be creating MORE green spaces instead of destroying them when other locations could also be considered IF a newer survey found that two parks in Los Altos are really necessary. The original survey about possible dog parks in Los Altos was done long before the pandemic which made people understand how valuable are green spaces are. I am sure that a new survey would not have the same results.

In sum, I urge the Council to not make this permanent move without a great deal more RECENT data and publicity to those affected in the immediate area of McKenzie Park. Times have changed and although I love dogs and also enjoy dog parks, this location and the lack of an actual plan with environmental and other studies is sure to have many negative and unintended consequences. While North Los Altans may be embracing their proposed dog park with open arms, the vast majority here in South Los Altos are not. Thank you for your time in reading these comments.

Libby Karolczak

Dear City Council Members,

We are writing to express our objection to the use of McKenzie Park West as a fenced-in dog park.

McKenzie Park West is a beautiful green space with mature trees that is enjoyed daily by many residents. It is a space where one can go to relax and renew. Putting a fence around this space and adding a ground cover suitable for dogs will, no doubt, create an eyesore and destroy its serenity and peacefulness that is so hard to come by. Our scant and diminishing open space must be preserved for all Los Altans to enjoy, especially given the growth in and around the City.

The City Council Priorities under Land Use states "implement policies ... to protect and increase its green space" and we urge you to keep your promise to protect this green space at McKenzie Park West. Fencing in this valuable green space does not nothing to support this priority.

In 2021 the City offered an area within the MSC for the use of the "Friends of the Library". That space within the MSC could be used for the dog park, and would not displace existing parkland. Options like this must be further explored before taking away existing parkland.

Past PARC workshops which were more thorough and better noticed support the fact that McKenzie Park West is not a viable location for a fenced-in park. There has been no sufficient evidence to warrant any change to this conclusion.

Further studies must be done to first, establish a need for a fenced-in dog park in south Los Altos, and second, to include other city owned land and all other unimproved park areas before considering the re-purposing of existing and improved open space.

In regards to the proposed new Ordinance for the rules and regulations of the parks, there are several basic concerns that are not addressed and as such, the Ordinance must be corrected before anything can proceed.

The following items must be addressed in the Ordinance:

- 1) The number of dogs allowed in the park at given time.
- 2) Amount of time allowed in park.
- 3) The number of dogs allowed per handler.
- 4) Vaccination requirements for dogs, and proof of vaccination carried by owner/handler
- 5) Ages of dogs
- 6) License status of the dogs

Section B and C of the ordinance indicates that "reasonable" control of the dogs is necessary. This is wholly insufficient. Any animal must be under complete control of their owner/handler at all times – whether that is physical or verbal. Anything less jeopardizes the safety of other people and dogs within the park. For these reasons alone, the Ordinance as written must be rejected.

We are also concerned that there are no concrete plans for the dog park. There is no cost analysis for construction or on-going maintenance, yet the city manager informed us that a fence will go up around the area for the dog park immediately if the ordinance passes. To put up a fence without any plans is irresponsible.

We urge the Council to reject the fenced-in dog park at McKenzie Park West. Keep your promise and show leadership in retaining the precious little open space remains in Los Altos for all Los Altans to enjoy and benefit.

Respectfully,  
Derek and Anne Pitcher  
Dog owners for 30 years  
Los Altos

**From:** [Julie Kim](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment - 2/8/2022 Meeting Item #7 Dog park  
**Date:** Sunday, February 6, 2022 1:45:02 PM

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Dear City Council,

I am writing to express my opposition to the elimination of open green space at McKenzie Park for a fenced-in dog park. Given the history of service of many council members on the Parks and Rec commission, I expect this council to have a very high threshold for deciding to eliminate open green space given the paucity in our city. This value is clearly stated in the 2021 Los Altos City Council priorities which includes to “proactively endeavor to increase and protect the City’s parkland with an emphasis on the acquisition and preservation of green space or open space.” Fencing in the front of McKenzie Park runs counter to this priority as it removes open green space and causes recreational displacement for those who walk, run, relax, and spend time here every day. This area has been referred to as “unused” and “unprogrammed” and therefore expendable. The point of open space is to be “unprogrammed” and for all to enjoy.

The decision to eliminate green space could be understood if it was in the best interest or desire of the majority of Los Altans. However, the majority of Los Altans (53%) were NOT in favor of a fenced-in dog park according to the Parks and Recreation Commission's 2020 Dog Park Subcommittee Report. Council members have dismissed this input stating that “things have changed” since the pandemic making this 2-year-old report obsolete. It has been argued that the pandemic has led to an increase in dog ownership, but dog ownership is a poor proxy for the desire for a fenced-in dog park. Indeed, the pandemic has dramatically changed how many citizens live. We have seen an exponential increase in the numbers of people spending time outdoors enjoying our parks and open spaces. The mental health benefits of nature have been well documented. This should be factored into this decision to eliminate open green space – not just dog ownership.

I encourage the council to move forward with the Hillview dog park and to learn from that experience before spending money on a second dog park. While the demand to install a fenced-in dog park at Hillview is relatively clear, this same demand has not been demonstrated in the central and southern parts of Los Altos. Take this opportunity to survey residents to determine if demand exists for a second location, to evaluate non-parkland options for this second site, and to learn what amenities citizens want at their parks. Maybe the focus should turn to the unaddressed needs of our parks including replacement of outdated play structures, ADA accessibility, and attention to drought damaged trees. Rather than feeling like South Los Altos is getting the ‘short end of the stick’ by delaying this decision, we will appreciate that our city council valued and listened to our input before rushing to take the irrevocable step of eliminating our limited open, green space.

Sincerely,

Julie Kim

South Los Altos resident



**From:** [Henry More-New](#)  
**To:** [Public Comment](#)  
**Cc:** [Henry More-New](#)  
**Subject:** Public comment - 2/8/2022 meeting Item #7 Dog park  
**Date:** Saturday, February 5, 2022 5:41:59 PM

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Dear Los Altos City Council,

I am against the proposal to fence off a part of McKenzie Park green space to create a dog park. I use that space regularly for strolls with my dog and don't want to see it fenced.

Sincerely,

Henry & Adelle More  
1436 Miramonte Avenue  
Los Altos, CA 94024-5601

From: [Doug Edwards](#)  
To: [Public Comment](#)  
Subject: PUBLIC COMMENT AGENDA ITEM #7 MEETING DATE 2/8/2022  
Date: Friday, February 4, 2022 9:08:20 PM

I love dogs and enjoy being around them. However, this proposed dog park is a bad idea, for reasons the New York Times explains more authoritatively than I can. If you don't have time to read the whole article, let me sum it up for you:

Puppies under a year old are overwhelmed and potentially traumatized by exposure to other dogs who can be aggressive, which can lead to long-term fear of other animals.

Unmonitored dog parks can lead to fights and bullying that can then become an accepted behavior for dogs that were previously gentle.

Large dogs can attack, injure and kill smaller dogs, and even playful nips can lead to life-threatening infections.

Exposure to large numbers of dogs spreads communicable diseases, even among vaccinated animals.

If you want to do your dog a favor, take it for a long walk or a dog safe beach. Don't unleash it in the equivalent of a canine cage match.

Doug Edwards

<https://nyti.ms/3L2zqBX>  
The Dog Park Is Bad, Actually

Dog parks may seem like great additions to the community, but they're rife with problems — for you, and for your dog. Here's what to know before you go.

Feb 6, 2020

Every morning, rain, shine or snow, people stand around making conversation with strangers as their dogs chase, run and mingle. Ranging from elaborate fenced playgrounds and rolling fields to small inner-city runs, dog parks are among the fastest growing park amenities nationwide. The Trust for Public Land found that there has been a [40 percent increase in the development of dog parks since 2009](#).

The first dog park in the United States was the [Ohlone Dog Park](#), which was founded by Martha Scott Benedict and Doris Richards in 1979 in Berkeley, Calif. Since then, dog parks have become standard amenities in developing city and suburban neighborhoods across the country, but are they actually good for dogs? Surprisingly, canine behavior experts aren't so sure.

According to a 2018 survey conducted by the National Recreation and Park Association (N.R.P.A.), [91 percent of Americans believe dog parks provide benefits](#) to their communities. This was especially true among millennials and Gen Xers, who overwhelmingly recognized dog parks as beneficial amenities. The study found that the top two reasons responders cited for

supporting dog parks were that 60 percent thought that they gave dogs a safe space to exercise and roam freely, and 48 percent felt that dog parks were important because they allowed dogs to socialize. Especially for urban dogs that don't have backyards to exercise in, dog parks can sound like a great idea. There is nothing natural, however, about dogs that aren't familiar with one another to be put in large groups and expected to play together. Many of us just accept the assumption that dog parks are good places to socialize a dog, but that may not be the case.

## The socialization myth

Nick Hof, a certified professional dog trainer and chair of [The Association of Professional Dog Trainers](#), explained that in terms of canine behavior, the term "socialization" isn't just dogs interacting or "socializing" with other dogs, but rather, "the process of exposing young puppies under 20 weeks to new experiences."

"This helps them have more confidence and adapt to new situations," Mr. Hof said.

Though socialization is critical for the healthy development of puppies, the dog park is not where you want to bring your puppy to learn about appropriate interactions with other dogs, Mr. Hof added.




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**"Dog parks are not a safe place to socialize a puppy under 6-12 months old," he continued. "During our puppy's early months, they are more sensitive to experiences, so a rambunctious greeter at the park may be enough to cause our puppy to be uncertain of all dogs," Mr. Hof explained.**

The goal for socializing young puppies is to ensure they have only positive interactions, and to avoid any overwhelming or frightening interactions. Instead of taking puppies to a dog park for socialization, Mr. Hof encourages owners to attend puppy classes with their dog to meet age-appropriate playmates.

Socialization with older dogs is a bit more challenging, because in a behavioral sense, older dogs have already had all of their formative socialization experiences. Dog guardians generally mean well when they bring a shy dog to the dog park with the intention of giving that dog positive interactions with other dogs. Unfortunately, this can backfire; a dog who is nervous or uncomfortable is more likely to be easily overwhelmed in a park setting, which can lead to dog fights or a long-term fear of encountering other dogs. A park setting also allows dogs to pick up bad habits from one another, and is definitely not a place you want to bring a dog who is under-socialized.

### Editors' Picks

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## Playground bullies

Although dogs are social animals and regularly engage in various forms of play, the artificial setup of a dog park can be challenging. Many people bring their dogs to the park to burn off excess energy, but these dogs often display over-aroused and rude behavior that can trigger issues between dogs. Dr. Heather B. Loenser, senior veterinary officer of the [American Animal Hospital Association](#) cautioned that “unfortunately, just because an owner thinks their dog plays well with others, doesn’t mean they always do.”

Having your dog in a dog park requires trusting that everyone in the park is monitoring their dog, and is a good judge about whether their dog should be in the park in the first place. That’s a lot of trust to put in a stranger. Unlike doggy day cares or play groups, most dog parks are public spaces that are not screened or supervised by canine professionals.

This can be an issue with fights between dogs that can lead to dogs learning inappropriate behaviors from other dogs. “Bad experiences can also ripple outward and cause our dogs to have issues or concerns outside of the dog park as well,” Mr. Hof said, adding that dogs at dog parks might pick up bad habits such as being pushy when greeting or engaging in play with other dogs. On other hand, dogs that are overwhelmed by the boisterousness of others may become withdrawn, skittish and nervous when meeting other dogs in and out of the dog park.

## Injuries

One of the biggest dangers of dog parks is that they often don’t have separate play enclosures for large and small dogs, or when they do, owners can choose to disregard those spaces. Even without meaning to, a large dog can easily cause serious injury or even kill a smaller dog.

From minor scuffles to serious incidents, injuries are common at dog parks. Bite wounds are common, even from rough play. Even if the wound seems small, “seek veterinary care immediately,” Dr. Loenser advised.

Bites that occur in fights or during play often involve tearing under the skin, which can be complicated to heal, and may carry a greater risk of infection. Muscle strains and sprains from lunging and rough play are also common. “Anytime dogs quickly pivot on their back legs, they are also at risk for tearing the ligaments, specifically the cranial cruciate ligament in their knees,” Dr. Loenser said. These types of knee-and-ligament injuries often require expensive surgery and extensive healing and rehabilitation.

## Diseases

Even clean and well maintained dog parks can pose health risks, in particular the spread of easily communicable diseases. One challenge of dog parks being unregulated public spaces is that while most post signs saying dogs should be vaccinated, no proof of vaccinations is actually required.

The American Animal Hospital Association advises owners who bring their pets to the park to have them vaccinated with the Bordetella vaccine, which prevents “kennel cough,” as well as distemper. You’ll also want to have your dog vaccinated against leptospirosis, as communal water bowls, puddles and other water features in dog parks can carry leptospira bacteria. All dogs

should be vaccinated against rabies, and dogs that visit dog parks should be on flea and tick prevention as well as year-round heartworm prevention. Dogs that visit dog parks should also be vaccinated against canine influenza (dog flu) that can be transmitted through the air. Dr. Loenser cautioned that although “currently, the influenza vaccines available cover for the strains that are most commonly seen, if new strains are introduced or mutate, these vaccines might not provide cross-protection.” If that were to occur, dogs that visited dog parks and had contact with a large number of dogs that might or might not be fully vaccinated would be at risk of getting sick.

## Body language

Most dog owners aren't skilled at reading their dog's body language beyond a wagging tail, so warning signs that your dog is uncomfortable, unhappy or angry are often ignored. This leads to minor and major dog fights. Understanding canine body language is key to supporting your dog's comfort and safety, and assessing if a playgroup at the dog park is going to be a good match.

“The dog park is not a place for you to let your dog run unsupervised while you socialize with other people,” Mr. Hof said. “Keep an eye on your dog and make sure that they are both being good and having a good time.” This means watching the actions and behaviors of your dog and the other dogs in the park. If things are getting too intense, that's a good time to leave. But what exactly should you be watching for? Dr. Loenser says that subtle signs of fear or aggression include “lip licking, yawning or panting when not hot.” Other signs of discomfort or a brewing issue include stiff bodies and erect tails. Keeping an eye out for these signs can give you the edge to intervene on your dog's behalf before an interaction with another dog escalates.

Even dogs that appear to be playing well together may be at risk. “Healthy play between dogs should include small breaks or pauses,” Mr. Hof said. “If you are uncertain about if all dogs are happy, I recommend stopping the dog who may be too over-the-top and seeing what the other dog does. If the other dog tries to re-engage, it's a good indicator that everything was okay. If the other dog runs off though, a break was a good idea.”

Any kind of behavior that involve one dog pinning another dog is also one to avoid. Barking, growling and other vocalization occasionally during play is normal, but frenzied barking is generally too much.

## Dog park alternatives

On a good day, if the dog park you visit is large enough, it may physically tire out your dog. But the visit won't actually provide your dog with the kind of enriching mental and emotional stimulation that dogs need. Dog parks, unfortunately, are often more about humans than they are about dogs.

As much as humans enjoy the chance to socialize with other like-minded animal lovers while our dogs play, it's far safer and more fun for your dog to skip the dog park and spend that time engaging intentionally with you and their surroundings by going on walks, taking a training or general obedience class or even trying a new sport together. Ultimately you're the

only one who can determine if the risks outweigh the benefits of dog parks, but there is no shame in not surrendering your dog to what has become the quintessential urban dog experience: running with dozens of strangers in a small, smelly pen as people stand by, looking at their phones or gossiping. Make the time you have with your dog meaningful and enriching; after all, your dog wants to spend time with you, too. Sassafra Lowrey is a Certified Trick Dog Instructor and author of "Tricks In The City," "Bedtime Stories For Rescue Dogs," and the activity book "Chew This Journal" for hcoming in Summer 2020. Follow Sassafra on Twitter [@SassafraLowrey](#) and at [SassafraLowrey.com](#).

A version of this article appears in print on Feb. 10, 2020, Section B, Page 9 of the New York edition with the headline: Actually, Dog Parks Aren't All That Great. [Order Reprints](#) | [Today's Paper](#) | [Subscribe](#)

**From:** [Harry Mittelman](#)  
**To:** [Public Comment](#)  
**Subject:** Against Dog Park at McKenzie Park  
**Date:** Friday, February 4, 2022 4:30:32 PM

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Mittelman Plastic Surgery is AGAINST having the dog park at Mckenzie Park

Why ?

1. Too many parkgoers already use our parking lots on Altos Oaks Drive to access McKenzie Park. Adding a dog park will just increase the parking for our businesses. We are a medical facility and our patients need these spots closest to our office as most of our patients come to see us after their surgeries.
2. Our staff utilize the park for breaks and lunch. Having a dog park will take away from our access and all neighbor access.
3. Not enough parking accommodations at McKenzie Park and the dog park will cause to much congestion on our parking lots and streets.

Please reconsider this addition.

Thank you.  
Dr. Harry Mittelman

**From:** [Doug Baney](#)  
**To:** [Public Comment](#)  
**Subject:** Subject: Public comment - 2/8/2022 meeting Item #7 Dog park  
**Date:** Friday, February 4, 2022 12:34:52 PM

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**Subject: Public comment - 2/8/2022 meeting Item #7 Dog park**

Dear Los Altos City Council,

Leadership is about leading people to a place they want to be. Forcing constituents down a path they don't want to go is not leadership. A survey conducted in 2020 and as well a recent door-to-door survey in Feb 2022 \*of residents of south Los Altos in the neighborhood of McKenzie Park showed an overwhelming response against replacing open green space with fenced in space for dogs only. Prior to the survey, they were unaware of the new proposal to fence off the green space.

Eliminating accessible green space for South Los Altos residents goes against the core of Los Altos City's stated policies. Many families in the South Los Altos are juggling work and kids, they don't have the time to attend the council meetings to defend the green space, to lodge concerns about increased traffic and parking issues around their neighborhood, but their voices need to be heard too, and the 2022 door-to-door survey did just that. We face pressures from regional growth that negatively affect our neighborhoods, we need more access to green space, not less. We want Los Altos to continue to be a great place for the entire community where we maintain the things we love. So please consider a phased approach starting with the fenced in dog park at Hillview, learn from that experience, learn the true financial costs, and then work with south Los Altans to assess if they want a dog park, and if so where best to place it without removing green space. Please represent us, your constituents, and work with us to enhance our city as a wonderful place for us all.

Kind regards,

Doug and Basia Baney

Los Altos, February 4<sup>th</sup>, 2022

\*Survey conducted by L & R White Jan/Feb 2022



**From:** [Smadar Agmon](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment Agenda Item #7 for Feb. 8  
**Date:** Friday, February 4, 2022 11:34:32 AM

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Dear council,

I would like to let you know that we support your decision from January 11th, to establish a fenced dog park at the Fremont side of McKenzie Park.

This is a much better location than placing it at Heritage Oaks Park as it doesn't have neighbors across the street from it.

Thank you for your hard work!  
Smadar Agmon

**From:** [Allen Hullinger](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment oppose dog parks--McKenzie Park Preservation Society for green open spaces  
**Date:** Friday, February 4, 2022 10:59:40 AM

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An open letter to Los Altans,

Green open space should be protected from development.

Our City Council is poised to turn open green space in McKenzie Park into an eyesore killer of heritage trees.

February 8 could be our last chance to save the park. There has been consistent opposition to the construction of a fenced-in dog park that will remove open green space from use by all Los Altans.

Due process and public notice was a sham. February 8 meeting, an ordinance will be presented with instructions to implement. That ordinance is vague, does not set out a complete budget or design, and does not include many of the needed safety measures.

Please be aware of what's happening. Please speak up at the February 8 Council meeting in opposition to destroying green open space.

Dog lover Allen Hullinger

**From:** [Barbara Adey](#)  
**To:** [Public Comment](#)  
**Subject:** Last Chance to Save McKenzie Park  
**Date:** Friday, February 4, 2022 10:47:34 AM

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An open letter to Los Altans,

Our City Council is poised to turn open green space in McKenzie Park into a litter box. February 8 could be our last chance to save the park. We've heard that it has taken too long to get to a decision about dog parks in Los Altos. Not surprising, as there has been consistent opposition to the construction of a fenced-in dog park that will remove open green space from use by all Los Altans.

In a lapse of due process, public notice was sent out three weeks AFTER the decision was taken on McKenzie Park at the January 11 Council meeting. At the February 8 meeting, an ordinance will be presented with instructions to implement. That ordinance is vague, does not set out a complete budget, and does not include many of the needed safety measures.

If the ordinance passes on February 8, the City will immediately fence in the space by the tennis courts and start to make plans to lay down gravel or some composite material that can be hosed down as urine and feces accumulate in the fenced-in area. The chemicals and excess water will certainly harm the surrounding trees, contrary to assertions otherwise.

Please be aware of what's happening. Send a letter, or speak at the February 8 Council meeting.

Barbara Adey

**From:** [Susan Makler](#)  
**To:** [Public Comment](#)  
**Subject:** Please - no fenced dog park at McKenzie Park  
**Date:** Friday, February 4, 2022 9:06:46 AM

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Dear Council Members,

We simply wish to add our voices in support of the important letters to you that have expressed opposition to the proposal to establish a fenced dog park at McKenzie Park West.

We lived on Clinton Road for 11 years until December 2020 and now live at Terraces in Los Altos “Northeast”. We had dogs the whole time and loved our walks and conversations with other dog owners - and non-dog owners - and walked all the way to the end of the walkway near Altos Oaks and Fremont at least twice a day, enjoying the area under discussion.

We sincerely hope you will reconsider your initial approval creating a fenced dog park that would, sadly, destroy this beautiful quiet green space so important to our neighborhood and all of Los Altos!

Sincerely,

Susan and Todd Makler  
Los Altos

Sent from my iPad

**From:** [Anne Kearns](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment - 2/8/2022 meeting Item #7 Dog park  
**Date:** Thursday, February 3, 2022 5:21:59 PM

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Dear City Council and City Manager Engeland:

Recent meetings with several City Council members and the City Manager highlight the problems facing the proposed McKenzie Park West dog park. I urge you to reconsider going forward as planned. Moreover, the proposed Ordinance should not be adopted; it is too vague. **I would like to speak at the February 8, 2022 meeting.**

**Voting on McKenzie Park West at the January 11, 2022 Meeting Was Premature; the Dog Park Should Not Go Forward**

On January 11, 2022, when City Manager Gabe Engeland, Facilities Director Manny Hernandez, and Director of Recreation and Community Services Director Donna Legge presented McKenzie Park West as a possible dog park, they did so without a plan. (See Jan. 11, 2022 [City Council Meeting](#) video). The following was reported at the meeting:

- No community outreach was conducted. Rather, it would be done *once a location was already picked*. In other words, when it was too late.
- They did not know the true cost of the dog park stating only that "it depends."
- They did not give a cost estimate for annual maintenance.
- They did not have a plan for maintaining the trees to account for dog urine, other than fences.
- They did not have a plan for caterpillars in the trees.

Yet despite this lack of data, the city moved forward voting 4-1 for a dog park at McKenzie Park West. Such was premature and a disservice to the community. As set forth below, there are numerous reasons why a dog park at McKenzie Park West is not reasonable at this time.

**1. Green Space is a premium in Los Altos; more, not less, is needed.** The City Council acknowledges that protecting Green Space in Los Altos is one of its highest priority items:

*The City of Los Altos will implement policies that support a land-use mix and density that reflect the values of the Community, including seeking to protect and increase its green space, while ensuring compliance with any applicable laws and regulations.*

(See [city-council-priorities](#)). Yet, with the proposed dog park, the City Council wants to replace green space with (most likely) gravel and a chain-link fence. In other words, an eyesore. McKenzie Park West should remain a calm haven for all to enjoy.

**2. No hard data has been presented that a second dog park is needed, let alone, wanted.** As stated, prior to the January 11 meeting there had been no community outreach. This was apparently justified by "all the phone calls" from people who want a dog park. But the data is conflicting. During the 2020 workshops, it was expressly shown that residents did not want a fenced in dog park at McKenzie Park West. (See [Subcommittee Report](#)). That survey, however, was apparently cast aside, and no new survey was conducted. Without

sufficient data, adopting a second dog park is premature and uninformed. Again, that's contrary to the City Council's own words: *The City of Los Altos will continue to improve its community engagement process to ensure all community members are heard, informed, and included.* (See [city-council-priorities](#)). More data must be gathered before moving forward.

**3. A second dog park is financially irresponsible.** In a recent City Council retreat, the City Manager outlined the financial difficulties of Los Altos. (See [Jan. 26, 2022 Town Crier Article](#)). In fact, the city is "dipping into budget reserves to cover costs" and is having difficulty maintaining its park structures. (Id.).

Yet, despite its financial woes, the City Council has budgeted \$100,000 out of its Park in Lieu funds for two dog parks. (See [Jan 11, 2022 City Council Meeting Minutes](#)). Per the January 11, 2022 City Council meeting those funds are for the *preliminary* layout of the dog parks. (See Jan. 11, 2022 [City Council Meeting](#) video). City Council Member Lee Eng mentioned in the meeting that prior estimates were \$200,000 for one dog park. (Id.). The City Manager said that the cost of the final design "depends" on the design and whether there are one or two parks, among other things. That means the City Council voted on a measure without knowing the true cost of this project. That is irresponsible. The City of Los Altos deserves better. Those funds could -- and should -- be better spent.

**4. There is no reasonable plan for parking.** While there is a small parking lot near McKenzie Park West, it fills quickly. Once word gets out of a new dog park, people will come from all over. Indeed, dog parks tend to have meet ups. Overflow parking will end up on adjacent streets including Altos Oaks Dr. (which is already full), Manor Way, and Clinton Road. There is no plan in place to enforce parking in the designated areas. This problem has not been taken into proper consideration.

Given the lack of data on whether a second dog park is needed, or wanted, it makes the most sense for the City to move forward with the Hillview dog park and learn from it before deciding on a second dog park. The City will better understand if a second dog park is needed, cost estimates, parking issues, what works and what doesn't work. It will also give City Council the necessary time for community outreach to make an informed decision -- one of its highest priorities. (See [city-council-priorities](#)).

**The Proposed Ordinance Is Too Vague and Should Not Be Adopted as Written**

The proposed Ordinance is problematic and should not be adopted as written. (See [Proposed Ordinance](#), pp. 602-608). First, the proposed Ordinance fails to identify the designated dog park areas, namely McKenzie Park West, and is therefore too vague. Second, it states that a fenced-in dog park may only be established after the following finding is made: "after a duly noticed public meeting the City Council has determined the designated park location." (Id., Section A.2(a)), This statement is awkward and unclear as to when that public meeting was or will be. As set forth above, the January 11, 2022 City Council meeting was not duly noticed. City Manager Engeland admitted that there had not been any community outreach regarding McKenzie Park West prior to that January 11 meeting when the locations were apparently decided. (See Jan. 11, 2022 [City Council Meeting](#) video). Third, several key rules and regulations are missing from the proposed Ordinance. (Id., Section 3). For example, the proposed Ordinance does not require a limited number of dogs per person, that the dogs must

be of a certain age, that the dog owners must be a certain age, that dogs must be vaccinated, and/or that dogs must be spayed or neutered. Other cities have made such requirements (See e.g., [Mountain View Municipal Code](#), Section 5.61; [Sunnyvale Municipal Code](#), Section 6.04.120). It is not enough to simply rely on the City Manager to enact such important rules.

Sincerely,

Anne Kearns

**From:** [Tom Johnson](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment - 2/8/2022 meeting Item #7 Dog park  
**Date:** Thursday, February 3, 2022 4:13:06 PM

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Dear City Council and City Manager Engeland:

After meeting with various City Council members and the City Manager, it has become apparent that the decision to move forward with a permanent fenced-in dog park at McKenzie Park is ill-conceived and premature. I ask that you reconsider this decision for the following reasons:

- Given the limited green space in Los Altos, protecting the existing green space is a top priority for the city. While one could try to argue that a dog park is green space, common sense says that a chain link fence surrounding some sort of animal-proof surface (most likely gravel) isn't really green space.
- There is no complete plan. Based on my discussions with Council members and the City Manager, no one seems to agree on exactly what is being built. It would be disheartening to wait until it's already built to find out that it wasn't what we were expecting or what we wanted.
- There is no evidence to suggest that a permanent fenced-in dog park at McKenzie Park is what is wanted by the residents. While I understand that at various times over the years, the residents have expressed an interest in having dog facilities, that is completely different than saying they want green space removed and fences put up in McKenzie Park. In the 2020 workshops, it was shown that residents did not want a dog park at McKenzie. No actual community outreach to reach any other conclusion has been conducted since.

I ask that Council does the following before breaking ground on any fenced-in dog park that would replace existing green space in Los Altos:

- Develop a plan that maps the specific areas to be converted and shows exactly what will be done. This would include location as well as materials used, methods for tree protection, and an overall image of what we could expect.
- Develop a financial plan that details the actual building costs and the ongoing maintenance costs.
- Conduct community outreach, similar to 2020 when the original dog parks were being considered, to get feedback on whether the residents think replacing green space at McKenzie Park with a fenced-in dog park is an important change for the city.
- Move forward with the Hillview dog park. The city will be able to learn the true costs and benefits of a fenced-in dog park.

Thank you for your consideration.  
Tom Johnson  
26-year Los Altos resident



**From:** [Gillie Roth](#)  
**To:** [Public Comment](#)  
**Subject:** Support of Dog Park at McKenzie Park West  
**Date:** Monday, February 7, 2022 9:56:02 AM

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Dear Council,

I am writing to express my support of the decisions to establish a fenced dog park at McKenzie Park West.

This location satisfies all of the most important criteria for a safe and functional park, with the least impact to the closest neighbors since they are not adjacent to the proposed dog park location.

All other possible locations would be much more disruptive to nearby residents in terms of noise, which is of the highest priority.

Thank you for your careful and thorough consideration for the dog park location.

Best,  
Gillie

**From:** [Vicki Levy](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 11:48:49 AM

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To whom it may concern,

I am writing to express my support for a fenced-in dog park at McKenzie Park. This beautiful tree-shaded area is a perfect location for a much-needed community resource. It has ample parking and would be in an under-utilized part of the park. It is in close proximity to rest rooms. It is also the perfect location because there are no homes adjacent to that portion of the park, so no impact on privacy. We have been a dog-owning family for over 30 years and have always kept our dogs leashed, not wanting to break the leash laws of Los Altos. When walking through McKenzie park with a dog on leash where other dog owners have chosen in the past to allow their dogs off leash, we have experienced a few incidents of aggression from the unleashed dogs over the years. Having a designated fenced-in dog park is an option that provides greater safety for the public. This is a decision that has been a long time in the making. Please see it through and vote "yes" to support the off-leash dog park at McKenzie!

Thank you,

Victoria Levy, Los Altos, CA

**From:** [Nina Srinath](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment on agenda item 7 Feb 8 2021  
**Date:** Monday, February 7, 2022 11:56:28 AM

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I support the dog parks proposal at McKenzie as well as the Los Altos soccer field. Please make them possible as soon as possible.

Please consider increasing the size of the soccer field area to be large enough for dogs to actually run and exercise and use it. I am afraid that the proposed area is just something to satisfy the decision to have a 'dog park' and is too small an area and will just become a dusty unused dog run instead of something the community and their pets can use and enjoy.

Thank you  
Nina Srinath

**From:** [Daryl Odnert](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment - Agenda Item 7 - February 8, 2021  
**Date:** Monday, February 7, 2022 12:00:31 PM

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To the Members of the Los Altos City Council,

Although I live much closer to the Hillview center, I would like to express my support for the off-leash dog zone at McKenzie Park.

In my opinion, the concerns raised by those opposed to the dog zone are unlikely to happen in the real world. But if they do turn out to be real problems, it is not as if the removal of the dog zone in the future would cost the City huge amounts of money. I believe a more likely scenario is that the dog zone becomes another valuable "asset" for recreation in our community.

Sincerely,  
Daryl Odnert  
101 Catalina Ct, Los Altos, CA 94022

**From:** [Lara McGurk](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 12:17:44 PM

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I support off-leash at McKenzie! We have no off leash parks in Los Altos! Let's change that!

Lara

Lara McGurk  


**From:** [Dave Orr](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 12:20:44 PM  
**Attachments:** [image.png](#)

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I just discovered McKenzie has off-leash dog activities, and have gone 5 times in the past two weeks. It's fabulous! Lots of dogs and owners, all are friendly and welcoming. Great to have a space where dogs can run at full speed. Also great to have a community to be part of.

Please do keep it, I expect to go 2-3 times/week basically forever.



Loki on the left with a dog friend at the park

Cheers,  
Dave

**From:** [Isabelle Senesi](#)  
**To:** [Public Comment](#)  
**Date:** Monday, February 7, 2022 12:23:21 PM

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I support off leash at McKenzie Park los altos

from Zabou's iPhone

**From:** [Stacy Stern](#)  
**To:** [Public Comment](#)  
**Subject:** I support off-leash at McKenzie  
**Date:** Monday, February 7, 2022 12:27:45 PM

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Greetings,

A quick note to let you know that I support off-leash at McKenzie. Convenient dog parks are a great benefit to the community.

Thank You!  
Stacy Stern



**From:** [Diane Ramelli](#)  
**To:** [Public Comment](#)  
**Subject:** McKenzie Off-Leash Support  
**Date:** Monday, February 7, 2022 12:39:08 PM

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Hello

I am writing to offer my plea to add a Dog Park at McKenzie park. I walk my two puppies many times during the week and enjoy the park, however I would enjoy it better if my two puppies were able to be off-leash to roam the grounds and more importantly socialize with other dogs.

I also enjoy the time to meet other local pet owners, many who I now know by name to socialize and share pet experiences.

I am a work-from-home dog owner and would not want to see limited hours as my work schedule does not allow for fixed walking times but I take breaks during my workday when permitted to take them for a walk.

Thank you for your support of a Los Altos Dog Park.

Diane Ramelli

**From:** [James Sweeney](#)  
**To:** [Public Comment](#)  
**Subject:** Dog parks support  
**Date:** Monday, February 7, 2022 12:47:30 PM

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I was pleased the council voted for the two permanent dog parks in the last meeting and will be watching the meeting tomorrow to see the Hillview site approved, and quickly implemented in the area behind the soccer back stop next to the Community Center parking lot. An area that should be able to be quickly established with a fence and no time restrictions for use, convenient to bathrooms, public parking, water, and relatively distant from housing, but within walking distance of many dog owners in need of a free play area for their lonely dogs.

The need for a South Los Altos dog play area is crucial to the success of both dog parks. Only having one official park will create crowding for the small area that the city is planning on offering to North Los Altos residents next to the soccer field. I think the council should follow through on the site already approved and not fold to concerns from anti-dog park residents. The Mc Kenzie Park area was already approved by the council in the last meeting. Stick to your guns and provide each part of the city with at least some options for off leash play and both human and dog socialization and complete both parks. The city needs them, token as they are and perhaps additional legal areas as well.

Jim Sweeney and Cooper (a maltipoo)

Sent from [Mail](#) for Windows

**From:** [Mia Carlsson](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment - agenda item 7 February 8  
**Date:** Monday, February 7, 2022 1:13:32 PM

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Honorable city council,

Thank you for your time and effort to make this historical change happen!

I support the off leash initiative at McKenzie.

I am of the belief that multiple options are needed as Los Altos is a dog friendly town & we have lots of dogs.

This will take off the pressure of one spot for neighbors and dogs & great fantastic if one can walk instead of taking the car.

This will build a stronger community and the town will be friendlier.

I also hope that it will be decided to go ahead with the off leash area at Hillview soccer field as planned and this can be open for use shortly.

Kind regards,  
Mia Carlsson

**From:** [Manisha Arora](#)  
**To:** [Public Comment](#)  
**Subject:** Subject line: PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 1:23:43 PM

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I fully support off-leash at McKenzie!

Regards,  
Manisha

**From:** [Bette H](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 1:42:23 PM

---

Honorable Mayor and City Council,

I sincerely appreciate the January 11th preliminary approval of permanent dog parks on the Hillview campus and at McKenzie Park West. I have mostly stayed clear of sharing an opinion on parks other than Hillview, but the stark reality is we need to share both the love and the impacts that the permanent dog parks will bring for a successful implementation in either place.

I sympathize with the nearby neighbors who are afraid of making this change, but the underlying structural changes necessitating fenced dog parks have already occurred. Los Altos has a huge number of new dogs and puppies. Our park lands have shrunk due to selling parcels for residential and other use. Dogs running freely on unfenced property pose a threat to passerbys afraid of dogs, as well as to the off-leash dogs themselves. Run away dogs could potentially cause traffic accidents on nearby roads or parking lots. (I personally have witnessed near misses on several occasions.) Yes, we dog owners need to be able to control our dogs, yet recall training is a process that takes some time.

Off-leash exercise and socialization is a basic need for dogs. While some of us can take our dogs to surrounding cities, a) this is unfair to our neighboring cities, and b) this is unfair to those of us who simply don't have the time and/or resources to take their dogs to other cities, such as parents of young children, people with medical issues, people whose work schedules don't permit them to take time away for dogs; and c) dogs are most comfortable when they see familiar faces in the crowd, so constantly introducing our dogs to new dogs (including potentially vicious dogs - because yes this happens around here) is very stressful on both dog owners and our dogs.

I'm writing quickly due to the upcoming deadline. I will be in touch with more.

Best regards,

Bette Houtchens

**From:** [JERRY BROWN](#)  
**To:** [Public Comment](#)  
**Subject:** Dog park  
**Date:** Monday, February 7, 2022 1:47:44 PM

---

Please vote Yes for the dog park. Los Altos needs a place where dogs can legally run and play off leash.

Jerry L. Brown

**From:** [Maxim Kelman](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 1:48:27 PM

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Aa a resident of the country club area and a dog owner, I fully support off-leash at McKenzie area.

Sincerely,  
Max Kelman  
1557 Plateau Ave, Los Altos, CA 94024

**From:** Svetlana Kelman [REDACTED]  
**Sent:** Monday, February 7, 2022 12:56 PM  
**To:** Public Comment <[publiccomment@losaltosca.gov](mailto:publiccomment@losaltosca.gov)>  
**Subject:** [SPAM] PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021

Hello,

I'm writing this email in **strong support of implementing an off-leash dog area at McKenzie!!!**

There is not a single off-leash area in Los Altos and I often travel with my dog to Mountain View or Sunnyvale to allow my dog and myself to socialize. I would love to have an opportunity to connect with other dog owners in Los Altos without having to travel outside of Los Altos.

I also believe that the suggested McKenzie area is perfectly suited for a dog park -- it's far enough from the housing and won't create extra traffic. In fact, I already take our dog for walks in that area and really enjoy it.

Thank you in advance for considering and approving this option!

Svetlana Kelman  
1557 Plateau Ave, Los Altos, CA 94024



**From:** [Wang, Julie](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 1:55:18 PM

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I support off-leash at McKenzie!

**From:** [Suresh Shanmugham](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 1:56:42 PM

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An off-lease area at McKenzie Park is a much-needed option for dog owners in the area. There are limited options in Los Altos dog owners. We should not need to go Mountain View or neighboring areas to enjoy play time with our dogs and pet parents. It has been long enough. We need a solution and this is something City Council supports.

Suresh Shanmugham  
1089 Eastwood Court  
Los Altos



## PUBLIC CORRESPONDENCE

The following is public correspondence received by the City Clerk’s Office after the posting of the original agenda. Individual contact information has been redacted for privacy. This may *not* be a comprehensive collection of the public correspondence, but staff makes its best effort to include all correspondence received to date.

To send correspondence to the City Council, on matters listed on the agenda please email [PublicComment@losaltosca.gov](mailto:PublicComment@losaltosca.gov)

**From:** [Dee Miller](#)  
**To:** [Public Comment](#)  
**Subject:** DOG PARK  
**Date:** Monday, February 7, 2022 2:41:18 PM

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I writing to go on record as being totally in favor of the proposal to put a fenced dog park at the Mackenzie Park location. The addition of a dog park here in Los Altos has been a long time goal for many of us long time residents and I am pleased the council is moving forward ( she said hopefully!) . I have heard many reasons in favor of the park and have also heard some of the opposition arguments. Some made no sense: drivers from afar bolting down from nearby freeways to let their pets out - there are far larger and well-known parks in Sunnyvale, Mtn View and Palo to name just a few. As to the loss of the play structure adjacent to Fremont Ave and the tennis courts, that just bears no validity. Having lived in Los Altos near Loyola Corners for over 50 years and raised children here, I drive by there almost daily to go downtown or to andronicos, or the medical offices, and there are almost (and I say almost in that never is hard to prove) never any children using that space. I didn't use that space for my kids, its much too close to a roadway with way too few structures for safe and fun play. Much better to head back to the larger and safer play structures and places to run in the back of the park. It would be an excellent location, not adjacent to houses.

I do fervently urge the council to take this opportunity to serve the needs of many of the Los Altos residents with dogs.

Please contact me with any questions. Am not including an address as this looks like public comment, but will happily supply it to verify my residency.

Dee Miller



**From:** [becky sarabia](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comments 2/8/2022 Meeting Item #7 Dog Parks  
**Date:** Monday, February 7, 2022 6:16:23 PM

---

Please do not go forward with the fenced-in dog park at McKenzie. I am a dog owner, and I walk through the park every day, enjoying the serenity of the park as do all the people who walk with me. This park (both sides) is well used by older folks who stroll through it, by the nursing home folks near by, and by those who use it for some sports, picnics, and Tai Chi during warmer weather. This park is serene and beautiful. And green space in Los Altos is so scarce. It would be a travesty to see any part of McKenzie repurposed for a fenced-in dog park! You would be taking away precious green space from those of us who use the park. Based on our canvassing of our neighborhoods, there is overwhelming consensus that McKenzie should not have a fenced-in dog park.

It would make more sense to wait until Hillview has been implemented before committing to a second location. There should also be some evidence that South Los Altos residents are in favor of repurposing McKenzie Park. Yes, some may have been in favor of a fenced-in dog park, but the people I spoke with were not told that the fenced-in dog park was going to mean removing green space from McKenzie. I am not at all opposed to a fenced-in dog park somewhere. We can work with council on a better location that works for both the community and the protection of green space.

In my opinion, we could still try off-leash hours in several parks instead of destroying the natural beauty of the west side of McKenzie. I have proposed that part of the maintenance yard be repurposed for a dog park as a possible site. I do not see this as a bona fide hardship for the maintenance department. Rather, it would take some brainstorming and a little extra work to find a place for the 2-10 vehicles held there for court evidence.

I once again urge council to stop any action at this time that would repurpose McKenzie Park.

Becky Sarabia  
1427 Miramonte Ave  
Los Altos

**From:** [becky sarabia](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comments 2/8/2022 Meeting Item #7 Dog Parks  
**Date:** Monday, February 7, 2022 6:24:57 PM

---

Please do not go forward with the fenced-in dog park at McKenzie. I am a dog owner, and I walk through the park every day, enjoying the serenity of the park as do all the people who walk with me. This park (both sides) is well used by older folks who stroll through it, by the nursing home folks near by, and by those who use it for some sports, picnics, and Tai Chi during warmer weather. This park is serene and beautiful. And green space in Los Altos is scarce. It would be a travesty to see any part of McKenzie repurposed for a fenced-in dog park! You would be taking away precious green space from those of us who use the park. Based on our canvassing of our neighborhoods, there is overwhelming consensus that McKenzie should not have a fenced-in dog park. Yes, originally, some may have been in favor of a fenced-in dog park, but the people I spoke with were not told that the fenced-in dog park was going to mean removing green space from McKenzie.

I am not at all opposed to a fenced-in dog park somewhere. It would make more sense to wait until Hillview has been implemented before committing to a second location. There should be some evidence that South Los Altos residents are in favor of repurposing McKenzie. We can work with council on a better location that works for both the community and the protection of green space.

In my opinion, we could still try off-leash hours in several parks instead of destroying the natural beauty of the west side of McKenzie. I have proposed that part of the maintenance yard be repurposed for a dog park as a possible site. I do not see this as a bona fide hardship for the maintenance department. Rather, it would take some brainstorming and a little extra work to find a place for the 2-10 vehicles held there for court evidence.

I once again urge council to stop any action at this time that would repurpose McKenzie Park.

Becky Sarabia  
1427 Miramonte Ave  
Los Altos

**From:** [Yoav Agmon](#)  
**To:** [Public Comment](#)  
**Subject:** Public Comment Agenda Item #7 (unleashed dog parks)  
**Date:** Monday, February 7, 2022 7:10:18 PM

---

Dear Los Altos council members,

It appears as this item is not settled and continues to generate a lot of emotions and grievances. Unfortunately, some previously proposed locations will cause residents unacceptable damage such as in Heritage Oaks area as there are homes less than 50 feet away, thus for a good reason they were removed from the proposal and are no longer included.

The last 2 places that were finally selected are deemed more appropriate, at least for that reason.

However, maybe a much better option is to engage with the county and collaborate on bigger and better areas such as Rancho San Antonio park. That area contains much less restricted spaces that will provide a much healthier and natural environment for dogs to happily run and play.

With respect,

Yoav Agmon  
McKenzie Ave.  
Los Altos

**From:** [joanne marent](#)  
**To:** [Public Comment; joanne marent](#)  
**Subject:** Please reconsider the need for TWO dog parks in Los Altos  
**Date:** Monday, February 7, 2022 8:06:03 PM

---

Hello,

I am a Los Altos resident (17 years) and a long time dog owner, and I would implore the City Council to reconsider the idea of building TWO Dog Parks in Los Altos.

-- Not all dog owners (or dogs) are interested in dog parks. I have never, and will never, take my dog to a dog park, and that is quite likely the feeling of a majority of dog owners. Dog parks are not safe for smaller or older and many breeds don't do well socializing with other dogs. Don't let the quantity of dogs in Los Altos suggest that most dog owners are interested in dog parks

-- A dog park is necessary in large, dense cities where dogs cannot be safely exercised. In Los Altos we have safe, pedestrian friendly streets and parks so dog owners can properly and easily walk, run and exercise their pets

-- Our city is small - **6.5 square miles**. The consideration by the City Council to build TWO dog parks in this limited geographical area is fiscally irresponsible (at \$50,000/park) and totally unnecessary for a city this size. If you must build a dog park, start with one at Hillview (where the majority of residents noted was first choice) and then gather data to determine if a second location is warranted.

-- Of the two sites under consideration, the Hillview site makes the most sense due to its **size, central location, flat, open, and sunny** space. Many pet owners can walk to Hillview.

-- McKenzie Park site is small and bordered by Foothill Expressway. Most users would access by car. The removal of grass will endanger the health of the many mature redwoods and heritage oaks. Furthermore, it will reduce usable open park space currently enjoyed by all Los Altos residents - not just dog owners interested dog parks.

Please be prudent and fiscally responsible with this decision and start with the construction of ONE Dog Park at a time in Los Altos.

Thank you,  
Joanne Marent



If some Los Altos residents are interested in a dog park, start by constructing one at Hillview and measure demand. Hillview location is better suited

- more centrally located
- sunny and wide open



- won't threaten or damage heritage trees
- plenty of parking.

**From:** [Caroline Chen](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Tuesday, February 8, 2022 10:30:13 AM

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To whom it may concern,

I now drive to Mountain View or Redwood City for their off-leash parks. My dog Levi needs off-leash time to exercise and stay healthy. Please please make these two dog parks happen. Thank you!!

Chiiluh Chen  
64 Chester Cir  
Los Altos

**From:** Victoria Hambly [REDACTED]  
**Sent:** Monday, February 7, 2022 7:39 PM  
**To:** Public Comment <[publiccomment@losaltosca.gov](mailto:publiccomment@losaltosca.gov)>  
**Subject:** [SPAM] PUBLIC COMMENT - AGENDA ITEM 7, Feb. 8, 2022

I strongly support an off-leash dog park at McKenzie Park. This dog park should pose no hardship to any nearby residents, or to the greater portion of McKenzie Park itself. It is proposed to be in a small corner of McKenzie, by the tennis courts, and does not interfere in any way with children and others who use the main part of McKenzie Park. There is ample parking without impeding any of the nearby residents.

A city like Los Altos should have a genuine fenced in dog park. There are plenty of parks and open spaces in Los Altos. Without a dedicated dog park, dog owners are forced to use public spaces not intended for dogs - places such as baseball and soccer fields. Year round, or especially on any late afternoon or summer evening many dog owners can be seen with their dogs, on school grounds or parks, breaking the law, but enjoying socializing with each other while their dogs socialize with other dogs. There is no reason that there can't be a dedicated and legal dog park in an affluent and friendly community such as Los Altos. Dogs are wonderful companions and a great addition to our community. They need space to run and the opportunity to socialize with other dogs.

I strongly support a dedicated dog park, actually both the Hillview and McKenzie proposed parks.

Sincerely,

Victoria Hambly  
23980 Spalding Ave.  
Los Altos, CA 94024

**From:** [Katie Wurtz](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Tuesday, February 8, 2022 11:06:23 AM

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Dear City Council Members,

I'm writing in support of the proposed enclosed dog park @ McKinsey Park. As a dog owner who lives in South Los Altos, I heartily recommend it as a way to give both dog owners and non-dog owners a place where dogs can play off-leash without the possibility of the dogs running over to/bothering non dog owners (or anyone else walking by!) I see the proposed location @ McKinsey Park as ideal, especially because it's currently an area that is not well-used (I rarely see people over there when I drive by,) and it's not right near any homes, which is ideal.

The dog park is a way for not only dogs to get exercise and play/socialization they need to be safe dogs, but it's also a way to strengthen our community in Los Altos. Please support this important effort -thank you! Best,

-Katie Wurtz  
786 Mora Drive  
Los Altos, CA94024

**From:** [Svetlana Kelman](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2021  
**Date:** Monday, February 7, 2022 12:56:48 PM

---

Hello,

I'm writing this email in **strong support of implementing an off-leash dog area at McKenzie!!!**

There is not a single off-leash area in Los Altos and I often travel with my dog to Mountain View or Sunnyvale to allow my dog and myself to socialize. I would love to have an opportunity to connect with other dog owners in Los Altos without having to travel outside of Los Altos.

I also believe that the suggested McKenzie area is perfectly suited for a dog park -- it's far enough from the housing and won't create extra traffic. In fact, I already take our dog for walks in that area and really enjoy it.

Thank you in advance for considering and approving this option!

Svetlana Kelman  
1557 Plateau Ave, Los Altos, CA 94024

**From:** [Victoria Hambly](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7, Feb. 8, 2022  
**Date:** Monday, February 7, 2022 7:39:38 PM

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I strongly support an off-leash dog park at McKenzie Park. This dog park should pose no hardship to any nearby residents, or to the greater portion of McKenzie Park itself. It is proposed to be in a small corner of McKenzie, by the tennis courts, and does not interfere in any way with children and others who use the main part of McKenzie Park. There is ample parking without impeding any of the nearby residents.

A city like Los Altos should have a genuine fenced in dog park. There are plenty of parks and open spaces in Los Altos. Without a dedicated dog park, dog owners are forced to use public spaces not intended for dogs - places such as baseball and soccer fields. Year round, or especially on any late afternoon or summer evening many dog owners can be seen with their dogs, on school grounds or parks, breaking the law, but enjoying socializing with each other while their dogs socialize with other dogs. There is no reason that there can't be a dedicated and legal dog park in an affluent and friendly community such as Los Altos. Dogs are wonderful companions and a great addition to our community. They need space to run and the opportunity to socialize with other dogs.

I strongly support a dedicated dog park, actually both the Hillview and McKenzie proposed parks.

Sincerely,

Victoria Hambly  
23980 Spalding Ave.  
Los Altos, CA 94024

**From:** [Willem De Lange](#)  
**To:** [Public Comment](#)  
**Subject:** Dog Parks in Los Altos  
**Date:** Tuesday, February 8, 2022 5:19:43 PM

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> Hello dear City Council members,  
>  
> Just want to express my opposition to getting fenced in dog parks in Los Altos making the parks smaller and unappealing for people who like Margriet and I, Willem, like to go for a stroll in our neighborhood parks. Please consider putting a pool for people on the community center grounds. Our pool was taken out some 25 years ago at Covington school and a new site on Rosita was rejected because of traffic concerns. Dog parks win over health benefits for people??  
> Would you Please align your views focusing on needs for the general (aging) population!  
>  
> Willem and Margriet De Lange  
> 951 Castilleja Ct  
> Los Altos, CA 94024  
> [REDACTED]  
>  
> Sent from my iPhone

**From:** [steve schaper](#)  
**To:** [Public Comment](#)  
**Subject:** Dog Park  
**Date:** Tuesday, February 8, 2022 5:44:18 PM

---

As a former dog owner I appreciate the concept of a dog park as long as it is a non fenced area. I support **having limited, specified "off-leash hours" for dogs at most or all of the neighborhood parks, as an alternative to fenced in dog parks. I am opposed to any modifications at MacKenzie Park. It is an oasis bordered on three sides with residential and commercial properties. Parking is shared with tennis court and is not adjacent to the park. It is a serene place where humans and dogs have comfortably coexisted for the many years that i have lived in Los Altos.. No need to change. Also spending a \$100,000 plus monthly maintance fees is a waste of money. If you really want to take care of the under-represented (dogs and teenagers) build a skate park. Seriously.**  
**Steve Schaper**



**From:** [Hillview Dog Park Preservation Society](#)  
**To:** [Public Comment](#)  
**Subject:** PUBLIC COMMENT - AGENDA ITEM 7- February 8, 2022  
**Date:** Tuesday, February 8, 2022 7:36:13 PM  
**Attachments:** [McKenzie Dog Park \(Responses\).pdf](#)

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Please see the attached PDF with 37 electronic signatures expressing support for a fenced dog-park at McKenzie Park West. We were able to secure these signatures in a very short amount of time.

We appreciate your preliminary approval of the dog parks at Hillview and at McKenzie. We have mostly stayed clear of sharing an opinion on parks other than Hillview, but the stark reality is we need to share both the love and the impacts that the permanent dog parks will bring for a successful implementation in either place.

While we sympathize with the nearby neighbors who are afraid of making these important changes, the underlying changes necessitating fenced dog parks have already occurred. Los Altos has a huge number of new dogs and puppies. Our park lands have shrunk due to selling parcels for residential and other use. Dogs running freely on unfenced property pose a threat to passerbys afraid of dogs, as well as to the off-leash dogs themselves. Run away dogs could potentially cause traffic accidents on nearby roads or our parking lots. Yes, we dog owners need to be able to control our dogs, yet recall training is a process that can take some time.

Off-leash exercise and socialization is a basic need for most dogs. A well exercised, well socialized dog is a much better dog citizen of our community. While some dog owners can take their dogs to dog parks in surrounding cities, a) this is unfair to our neighboring cities, and b) this is unfair to those of us who simply don't have the time and/or resources to take their dogs to other cities, such as parents of young children; people whose work schedules don't permit them to take time away for dogs; and people with medical issues; and c) dogs are most comfortable when they see familiar faces in the crowd, so constantly introducing them to new dogs (including potentially vicious dogs - because yes this happens around here) is very stressful on both the owners and our dogs.

Please stay the course on both Hillview and McKenzie!

Best regards,

Bette Houtchens

--

Bette Houtchens  
Steering Committee Member  
The Hillview Dog Park Preservation Society

I support a permanent fenced-in dog park at McKenzie Park West! \*

Dear City Council,

Thank you for the preliminary approval of McKenzie Park West as a permanent, fenced-in, off-leash space for our dogs - *without* the removal of any trees! We residents need safe, legal, outdoor places for our dogs to socialize and play. We hope our signatures help you continue the effort to design, develop, and implement a permanent park.

Promote Public Health and Safety: Puppies and adult dogs need room to run, play, and socialize. A community dog park permits them to do so, while responsible owners prevent them from endangering themselves and others. Dogs who are accustomed to playing with animals and people other than their owners are more likely to be well-socialized and react well towards people and dogs they do not know.

Improve Community Bonds: During the Hillview Pilot, many Los Altans developed strong bonds with other members of the community, their families, and their dogs. We want to develop a similar dog-friendly community here in South Los Altos. We are willing to work through any issues and concerns with the City, Parks & Rec, and residents with or without dogs.

This is my electronic signature.

Time stamp	I support a permanent fenced-in dog park at McKenzie Park West!	First name Last Name	City	I am a dog owner
1/29/2022	This is my electronic signature.	Mehmet Deveci	LOS ALTOS	
1/30/2022	This is my electronic signature.	Haritha Nandela	Los Altos	Yes
1/30/2022	This is my electronic signature.	Ekta Sahasi	Los Altis	Yes
1/30/2022	This is my electronic signature.	Victoria Hambly	Los Altos	Yes
1/30/2022	This is my electronic signature.	Manisha Arora	Los Altos	Yes
1/30/2022	This is my electronic signature.	Divya Ramakrishnan	Los Altos	Yes
1/30/2022	This is my electronic signature.	Brynn Hambly	Los Altos	Yes
1/31/2022	This is my electronic signature.	Chris Couhault	Los Altos	Yes
1/31/2022	This is my electronic signature.	Sarah Couhault	Los Altos	Yes
1/31/2022	This is my electronic signature.	Lula Couhault	Los Altos	Yes
1/31/2022	This is my electronic signature.	Mia Carlsson	Los Altos, CA	Yes
1/31/2022	This is my electronic signature.	Svetlana Kelman	Los Altos	Yes
1/31/2022	This is my electronic signature.	karina nilsen	los altos	Yes
1/31/2022	This is my electronic signature.	Victoria Levy	Los Altos	Yes
1/31/2022	This is my electronic signature.	Wendy Allyn	Los Altos	Yes
1/31/2022	This is my electronic signature.	David Barkan	Los Altos	Yes
2/1/2022 1	This is my electronic signature.	Katie Wurtz	Los Altos	Yes
2/1/2022 1	This is my electronic signature.	Michelle Kelman	Los Altos	Yes
2/5/2022 8	This is my electronic signature.	Wendy Brugman	Los Altos	Yes
2/5/2022 8	This is my electronic signature.	Schmitz	Los Altos	Yes

I support a permanent fenced-in dog park at McKenzie Park West! \*

Dear City Council,

Thank you for the preliminary approval of McKenzie Park West as a permanent, fenced-in, off-leash space for our dogs - *without* the removal of any trees! We residents need safe, legal, outdoor places for our dogs to socialize and play. We hope our signatures help you continue the effort to design, develop, and implement a permanent park.

Promote Public Health and Safety: Puppies and adult dogs need room to run, play, and socialize. A community dog park permits them to do so, while responsible owners prevent them from endangering themselves and others. Dogs who are accustomed to playing with animals and people other than their owners are more likely to be well-socialized and react well towards people and dogs they do not know.

Improve Community Bonds: During the Hillview Pilot, many Los Altans developed strong bonds with other members of the community, their families, and their dogs. We want to develop a similar dog-friendly community here in South Los Altos. We are willing to work through any issues and concerns with the City, Parks & Rec, and residents with or without dogs.

This is my electronic signature.

Time stamp	I support a permanent fenced-in dog park at McKenzie Park West!	First name Last Name	City	I am a dog owner
2/5/2022 1	This is my electronic signature.	James Gibbs	Los Altos	Yes
2/5/2022 1	This is my electronic signature.	June Yip	Los Altos	Yes
2/5/2022 1	This is my electronic signature.	dee miller	los altos	Yes
2/5/2022 1	This is my electronic signature.	Ramelli	Los Altos	Yes
2/5/2022 1	This is my electronic signature.	Max Kelman	Los Altos	Yes
2/5/2022 1	This is my electronic signature.	James Sweeney	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Victoria Levy	LOS ALTOS	Yes
2/7/2022 1	This is my electronic signature.	James Sweeney	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Ragnar Borg	LOS ALTOS	No
2/7/2022 1	This is my electronic signature.	Suresh Shanmugham	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Kaori King	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Karen mecker	Los Altos hills	Yes
2/7/2022 1	This is my electronic signature.	Dee milker	Los altos	Yes
2/7/2022 1	This is my electronic signature.	Yael kleefeld kohavi	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Nina Srinath	Los Altos	Yes
2/7/2022 1	This is my electronic signature.	Linda folkman	Los altos	Yes
2/7/2022 1	This is my electronic signature.	Steve folkman	Los altos	Yes
2/7/2022 2	This is my electronic signature.	Zeenat Khan	Los Altos	Yes
2/7/2022 2	This is my electronic signature.	Joshua Huang	Los Altos	Yes



**City of Los Altos 2022 Tentative Council Agenda Calendar**  
**February 3, 2022**

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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept/ Date of request to add.
<b>February 22, 2022</b>	<b>STUDY SESSION – Police Facility Subcommittee</b>		
	<b>REGULAR COUNCIL MEETING</b>		
	March to be YOUTH ARTS MONTH - Proclamation	Special Item	
	SB 1383 Local Assistance Grant		
	Alta Housing Annual Service Report	Info Only	LS 1.19.202 2
	Council Legislative Subcommittee Discussion – Ad Hoc vs. Standing memo (JH)	Discussion	CC 1.25.202 2
	HRI Process & Application		CM 1-31- 22
	the American Legion Hall (T)		
	<b>Second Reading of Dog Park Ordinance (Tentative)</b>		
	Density Bonus	<b>PH</b>	
<b>March 1, 2022</b>	<b>SPECIAL MEETING -- COMMISSION INTERVIEWS</b>		
<b>March 8, 2021</b>	<b>REGULAR COUNCIL MEETING</b>		
	Police Facility Subcommittee Study Session Follow up		



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**February 3, 2022**

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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
	Investment Report – Quarterly		
	Expansion of Scope of Housing Element Outreach Subcommittee	Discussion	CC 1.25.202 2
	Tract Map 10552 - 4848 El Camino Real		
	Emergency Dec.		
	Financial System Purchase		
	Independent Intake Official (Stephanie Atigh) report	CC	PD
<b>March 22, 2022</b>	<b>STUDY SESSION - Complete Streets Master Plan</b>		
	<b>REGULAR COUNCIL MEETING</b>		
	Policy of use of City Land by Non-Profits at Civic Center		
	Housing Element Annual Progress Report	CC	
	Tree Policy		
<b>April 12, 2022</b>	<b>REGULAR COUNCIL MEETING</b>		
	Mid Year Budget Report		



City of Los Altos Tentative Council Agenda Calendar  
 February 3, 2022

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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
	Construction Contract Award: Fremont Avenue Pedestrian Bridge Rehabilitation Project, TS-01055 (1)		
April 26, 2022	<b>REGULAR COUNCIL MEETING</b>		
May 3, 2022	Joint Meeting w/Commissions		
May 10, 2022	<b>REGULAR COUNCIL MEETING</b>		
	Resolution Calling for Election (?)		
	3rd Quarter Report		
	<b>REGULAR COUNCIL MEETING</b>		
May 24, 2022	Resolution Calling for Election (?)		
	<b>REGULAR COUNCIL MEETING</b>		
June 14, 2022	Adopt Resolution No. 2022-XX approving the Report of Sewer Service Charges and directing the Filing of Charges for Collection by the Tax Collector	<b>2 Printed Public Hearing - - not less than 10 days - published once a week for two consecutive weeks 5/11/2022 &amp; 5/18/2022</b>	
June 28, 2022	<b>REGULAR COUNCIL MEETING</b>		



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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
July 12, 2022	REGULAR COUNCIL MEETING		
August 23, 2022	REGULAR COUNCIL MEETING		
August 30, 2022	Commission Interviews		
September 6, 2022	REGULAR COUNCIL MEETING		
September 20, 2022*	Year End tentative report – September (if needed)		
October 11, 2022	REGULAR COUNCIL MEETING		
October 25, 2022	REGULAR COUNCIL MEETING		
November 1, 2021	Joint w/Commissions		
November 15, 2022 *	REGULAR COUNCIL MEETING		
	1st Quarter report FY 2021/2022		
November 29, 2022	REGULAR COUNCIL MEETING		
December 6, 2022	CAFR and Year End – 1st meeting December		
December 13, 2022	Special meeting REORG.		

**Future Agenda Topics To Be Scheduled....**

Day 3 Planning	3/1(?)	
115 Plan	4/12	



City of Los Altos Tentative Council Agenda Calendar  
 February 3, 2022

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Date	Agenda Item (Date identified by Council)	Agenda Section (Consent, Discussion Item - note in red if Public Hearing)	Dept.
	Mid Year Budget report	4	
	Report from Police Facility Subcommittee	2/22	
	Compensation Philosophy	3/8	
	Proposed City policy that modifies the environmental analysis standard for circulation impacts from a Level of Service (LOS) analysis to a Vehicle Miles Traveled (VMT) analysis.	Public Hearing	
	info on Cuesta speed tables		
	League of California Cities – Role and Representation	Presentation/Discussion	Council Initiated
	Comprehensive multi-modal traffic study (analysis of recent projects projected parking, trip generation, & traffic impacts to actuals; ECR impacts should include adjacent streets)		ES