PLANNING COMMISSION MEETING AGENDA

6:00 PM - Thursday, June 16, 2022

via Teleconference

Per California Executive Order N-29-20, the Commission will meet via teleconference only. Members of the Public may call (253) 215-8782 to participate in the conference call (Meeting ID: 844 3475 0762 and Passcode: 651323 or via the web at https://tinyurl.com/yc36mv8z) Members of the Public may only comment during times allotted for public comments. Public testimony will be taken at the direction of the 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 PCPublicComment@losaltosca.gov

Emails received prior to the meeting will be included in the public record.

ESTABLISH QUORUM

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Members of the audience may bring to the Commission's attention any item that is not on the agenda. Please complete a "Request to Speak" form and submit it to the Staff Liaison. Speakers are generally given two or three minutes, at the discretion of the Chair. Please be advised that, by law, the Commission 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 noticed on the agenda before any discussion or action.

ITEMS FOR CONSIDERATION/ACTION

PUBLIC HEARING

1. **D22-0002 – EAH Housing – 330 Distel Circle**
   Multiple-Family Design Review and Conditional Use Permit for a new multiple-family development with a five-story building with 90 condominium units for rent along 330 Distel Circle with 90 parking spaces utilizing a mechanized parking system and a common amenity space on the first floor. The proposal is for a 100% affordable housing project and is eligible for a density bonus, development incentives, and development waivers under state law and city ordinance. 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: Hayagreev* **This item has been removed from the agenda. The item will be re-noticed for a future meeting.**

2. **19-D-01, 19-UP-01 and 19-SD-01 – Gregory and Angela Galatolo – 4350 El Camino Real**
   Multiple-Family Design Review, Conditional Use Permit and Tentative Subdivision map for a new multiple-family development with a five-story building with 47 condominium units along El Camino Real with two levels of underground parking. The proposal includes seven affordable units with four moderate-income units and three very-low-income units, and a density bonus with development incentives to allow for increased building height and a reduced parking aisle width. A Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program in

compliance with the California Environmental Quality Act (CEQA) will be considered. *Project Planner: Hayagreev* THIS ITEM WAS CONTINUED FROM THE APRIL 7, 2022 PC MEETING.

3. **MOD22-0003 – Prometheus Real Estate Group, Inc – 5150 El Camino Real**
Modification to a Vesting Tentative Subdivision map and State Density Bonus for a previously approved 196-unit multiple-family development. The proposed project includes a modification to the Vesting Tentative Map to subdivide the lot into two lots for condominium purposes, with the two five-story building along El Camino Real with 172 apartment units on lot No. 1, and the townhouse buildings with 24 units on lot No. 2. The proposal is offering 29 low-income affordable units and a request for a waiver from the 75-foot site frontage requirement. An MND was prepared and certified by the City Council for the project as part of the 5150 El Camino Real Residential Development MND (SHC# 2019079050) on December 10, 2019, a subsequent addendum to the MND is not required under State CEQA Guidelines Section 15162. *Project Planner: Gallegos*

COMMISSIONERS' REPORTS AND COMMENTS

POTENTIAL FUTURE AGENDA ITEMS

ADJOURNMENT

SPECIAL NOTICES TO 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) 947-2720. Agendas, Staff Reports and some associated documents for Commission items may be viewed on the Internet at www.losaltosca.gov/meetings. 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 at least 48 hours prior to the meeting at (650) 947-2720. If you wish to provide written materials, please provide the Commission Staff Liaison with 10 copies of any document that you would like to submit to the Commissioners in order for it to become part of the public record. If you challenge any planning or land use decision made at this meeting in court, you may be limited to raising only those issues you or someone else raised at the public hearing held at this meeting, or in written correspondence delivered to the City Council at, or prior to, the public hearing. Please take notice that the time within which to seek judicial review of any final administrative determination reached at this meeting is governed by Section 1094.6 of the California Code of Civil Procedure. For other questions regarding the meeting proceedings, please contact the City Clerk at (650) 947-2720.

DATE: June 16, 2022

AGENDA ITEM #3

AGENDA REPORT

Meeting Date: June 16, 2022

Subject: 4350 El Camino Real – New Multiple-Family Development

Prepared by: Radha M. Hayagreev, Consulting Senior Planner

Reviewed by: Steve Golden, Interim Planning Service Manager
City Attorney's Office

Initiated by: Angela and Gregory Galatolo, Property Owner, and Applicant

ATTACHMENTS:

A. Draft Resolution 2022_XX
B. Initial Study and Mitigated Negative Declaration, duly noticed and circulated
C. Comments received and responses to comments for the IS-MND
D. Revised Density Bonus Report and letter
E. Cover letter and response letter to PC and staff report (May 13, 2022)
F. Revised Architectural plan set
G. April 7, 2022, Planning Commission Agenda Report (some attachments removed as noted for clarity and to eliminate duplication with attachments of this report)
H. April 7, 2022, Planning Commission Meeting Minutes

RECOMMENDATION:
Recommend to the City Council approval of Multiple-Family Design Review, Conditional Use Permit, Vesting Tentative Map, Density Bonus and Development incentives and Waivers (applications 19-D-01, 19-UP-01 and 19-SD-01 – 4350 El Camino Real) per the findings and conditions contained in the resolution.

ENVIRONMENTAL REVIEW:

The Notice of Intent to Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the 4350 El Camino Real Residential Project was circulated for 30 days from January 11, 2022, through February 14, 2022. The City received two comment letters for the draft IS/MND during the 30-day public comment period from:

- Mountain View Los Altos School District (February 1, 2022)
- California Department of Transportation (Caltrans) (February 9, 2022)

The comment letters with responses to the potential environmental impacts raised in each letter are included in Attachment C. No text revisions to the IS/MND are required.

The comments received do not raise any significant new information or substantial evidence in light of the whole record to warrant recirculation of the MND or preparation of an Environmental Impact

Report per CEQA Guidelines 15064 and 15073.5. The City Council will review and consider the comments and responses prior to making a decision on the project. City Council adoption of the MND and Mitigation and Monitoring Program will be required to approve the project, but no action on the MND is required if the City Council decides to disapprove the project. Refer to Attachment B and C of this staff report for more details.

PROJECT DESCRIPTION:

The project site is a 0.66-acre parcel located at 4350 El Camino Real, which is at the southeast corner of the intersection of El Camino Real and Los Altos Avenue in northern Los Altos. The Assessor's Parcel number for the project site is 167-11-041.

The site is currently occupied by a gasoline service station, surface parking, and perimeter landscaping. The gasoline service station includes a 1,466 square-foot gasoline service station building comprising a convenience market and an auto repair shop and there are pump islands for outdoor fueling covered by canopies.

The project site is designated as 'Thoroughfare Commercial' in the General Plan and zoned CT (Commercial Thoroughfare.) The project proposes to demolish the existing gasoline service station buildings, and pump islands and canopies, and remove the asphalt paving and landscaping, and the underground fuel and oil storage tanks, and construct a new five-story residential building with two below-ground parking levels.

The Applicant requests approval applications for Design Review, Conditional Use permit, and a Tentative Parcel Map for a new multiple-family development on a 0.66-acre (28,562 sq. ft.) site at 4350 El Camino Real. The proposal includes 47 for-sale condominium units in 53.85 feet tall, five-story building with two levels of underground parking and a ground level common area at the rear of the building. The proposed design provides 40 new market-rate condominium residences, and seven affordable residences. The following paragraph indicates the revision to the proposal.

The Project unit distribution includes 10 one-bedroom, 31 two-bedroom, and 6 three-bedroom units. The one-bedroom units would range in size from 580 to 774 square feet, the two-bedroom units would range from 767 to 1,449 square feet, and the three-bedroom units would range from 1,023 to 1,675 square feet. The revision to the unit distribution is discussed in detail in section 'Number of Unit Types and BMR Units'

With regards to common space and private open space, the project includes new street trees planted in park strips along the El Camino Real and Los Altos Avenue frontages and landscape areas between the sidewalks and unit entrances on the ground floor, as well as perimeter landscaping along the southern and eastern property lines. A courtyard area that includes seating areas and raised planters is located on the ground floor of the building and provides approximately 12,359 square feet of common open space for project residents. Each unit provides approximately 64 square feet of private open space in the form of either a balcony or patio. There is an additional rooftop deck which has amenities such as a seating area and barbecue space.

BACKGROUND:

On April 7, 2022, the Planning Commission held a public meeting to review the design review, conditional use permit and subdivision applications for the proposed project and voted 5-0 to

continue the applications and gave direction to the applicant to address specific concerns related to the design of the project and the affordable housing component of the project.
The Commission requested that the applicant address design deficiencies related to the design review findings and the deficiencies in meeting Density Bonus provision requirements as summarized below. Details of the Planning Commission discussion are included in Attachment G and H

The Design Review deficiencies include:

a. Vertical and horizontal articulation of building massing.
b. Pedestrian and vehicular entrances to be distinguished.
c. Use of architectural elements to break up building massing to reduce bulk
d. Design articulation to provide relief between base, body, and upper floor details.
e. Detailing of open space to include additional amenities.
f. Signage to highlight entrances.
g. Rooftop mechanical screen detailing.

The Density Bonus deficiencies include:

h. Discrepancy between unit sizes of the affordable units to the overall project unit size
i. Exclusion of bedroom type in the affordable unit mix.
j. Distribution of the affordable units across project.

DISCUSSION / ANALYSIS:

On May 20, 2022, the applicant submitted revised architectural plans (Attachment F) and other supporting documents such as response letter, revised density bonus report etc. that reflect responses to Planning Commission direction (see Attachment H). The proposed revisions include changes to several design element deficiencies stated above and updates to the proposed distribution in affordable housing unit sizes (i.e., number of bedrooms.) Please be aware that the discussion and analysis below is limited to the specific changes to the project from the April 7, 2022, Planning Commission meeting and a more comprehensive review of the project is contained in the April 7, 2022, Planning Commission agenda report (Attachment G).

Design Revisions

The applicant provides a more comprehensive explanation and narrative of the proposed changes with a detailed description of each change and references to sheet numbers is included in the applicant's response letter (Attachment E)

The design plans were in the revised submittal addresses the inconsistencies by incorporating design changed as detailed below:

a. Vertical and horizontal articulation of building has been broken down to reflect a material change between floors, including window detailing to reflect residential nature of building, realigning garage door entrance and redesign of façade. The changes in material for the facades help visually breaks large surfaces into primary and secondary bays ranging from 24ft to 34ft wide that are punctuated by narrower immediate bays ranging from 9ft to 10ft. The primary bays are clad in either plaster or weathering metal, and the secondary bays are clad in masonry, wood, or color contrasting plaster.
b. Pedestrian and vehicular entrances are shown to be distinguished by adding an entrance lobby canopy, realignment of the garage door in the front façade. The exit stair along Los Altos

Avenue is set back further from the street to create a deeper intermediate bay, as well as lowered its height to the standard parapet height. The stoops at the individual entries facing Los Altos Ave. have been redesigned with decorative painted metal railing standing on masonry stem walls, providing a welcoming appearance. Decorative lighting has been added at the stoop entries.

c. Revised design has incorporated inset windows, metal railings for balconies on the second to fourth floors, façade material changes to enhance smaller bays and floor delineation, fourth story overhangs, recessed rooftop parapets and additional canopies to reduce mass and bulk of the building. Additional sunshades have been added to the windows along the street level frontages. Projecting eaves at the top of the fourth floor have been emphasized, and projecting metal cap detail (for shadows) has been added at the fourth-floor parapets.
d. Ground floor facades facing El Camino Real and Los Altos Avenue have been redesigned to have a strong masonry base expression with a precast water table course, as well as a project precast belt course at the level of the second-floor windowsills. The parapet is shown to be recessed on the rooftop and there are overhangs provided on the fourth floor to provide relief between base, body, and upper floor. The base is now clearly differentiated from the building mid-sections, as well as the setback, and more transparent fifth floor.
e. The courtyard at the rear has been revised to include additional amenities like edible herb planting and sculptural pebbles besides the community seating areas. A small rooftop deck has been added at the corner of the building facing El Camino Real which includes an outdoor grill, seating and gathering space.
f. The address signage has been conceptually added to the rendered elevations.
Rooftop mechanical equipment is shows and is appropriately screened using a mechanical screen design. Parapets are set inside to reduce bulk of the building.

Based on the proposed design changes discussed above, notwithstanding concessions and waivers requested[1], the project will maintain consistency with all the objective design standards in the CT zoning district (see Attachment G and H)

Overall, these changes have improved the overall design of the project while presenting a better designed structure for this site. Staff recommends that the Planning Commission consider these positive design review findings found in the draft resolution in Attachment A and/or recommend conditional approval and changes as maybe incorporated in the design as necessary.

Number of Unit Types and BMR Units

Pursuant to Section 14.28.030, Standards of the Inclusionary Housing Ordinance, all affordable units in a project "shall be constructed concurrently with market rate units, shall be dispersed throughout the project, and shall not be significantly distinguishable by size, design, construction or materials."

The project maintains a total of 47 units, but with regard to the overall distribution of unit sizes, the Applicant has reduced the number of two-bedroom units by one unit (31 total proposed) and increased the number of three-bedroom units by one unit (six total proposed) but did not change the number of one-bedroom units (ten total proposed). With regards to the income restricted (or below

[1] Exceptions for development incentives include increased height, reduced parking aisle widths, and optional that the project is eligible for under Density Bonus Law and discussed as part of the April 7, 2022, Planning Commission agenda report.

market rate [BMR]) units, the applicant exchanged a two-bedroom, moderate income unit with a three-bedroom, moderate income unit and also relocated BMR units throughout the project.

The tables below show the revised unit distribution of the overall project and proposed income restricted units by bedroom count, size, and location.

Overall Units

UNIT TYPES	**Number** (Percent of Total Units)	**Size**
1 Bedroom	10 (21%)	580 to 774 sf
2 Bedroom	31 (66%)	767 to 1,449 sf
3 Bedroom	6 (13%)	1,023 to 1,675 sf

Income Restricted (BMR) Units

Income Restriction Level	**Number**	**Size**	**Floor**
Moderate Income 4 total (16%)	1	3-Bedroom (1,461 sf)	First
	1	2-Bedroom (767 sf)	Second
	1	2-Bedroom (767 sf)	Third
	1	1-Bedroom (580 sf)	Third
Very-Low Income 3 total (12%)	1	1- Bedroom (718 sf)	First
	1	1-Bedroom (580 sf)	Second
	1	1-Bedroom (718 sf)	Fourth

*Note: Percentages above represent the percentage of a 25-unit base density project.

In addition, the table below is a comparison of the BMR units by bedroom count to the overall units proposed in the project (including the BMR units).

	BMR Units	**Overall Project**
1-bedroom units	4 units (3 VLI, 1 MI) 57% of BMR Units	10 Units 21% of Total
2-bedroom units	2 units (2 MI) 28% of BMR Units	31 Units 66% of Total
3-bedroom units	1 unit (1 MI) 14% of BMR Units	6 Units 13% of Total
Median Unit Size	767 Square Feet	1,326 Square Feet

In summary, there is some improvement in the distribution of the affordable units by bedroom count in the revised proposal with the inclusion of a 3-bedroom unit into the affordable housing mix with the one- and two-bedroom units and the revised proposal maintains the proposed location (dispersement) of the BMR units. However, more than half (57 percent) of the BMR units still are 1-bedroom units while the overall project has majority 2-bedroom units (66 percent). Staff suggests that two additional 1-bedroom BMR units should be converted into 2-bedroom units for a more equitable affordable unit distribution by bedroom count (unit size) when compared to the distribution of units in the whole project and in compliance with the Inclusionary Housing Ordinance. This would result in two 1-bedroom units or 28% of the BMR units and four 2-bedroom units or 57% of the BMR. A condition of approval has been added to the resolution consistent with the standards. With regards to the proposed BMR locations, per the Inclusionary Housing Ordinance standards, the BMR units are required to be dispersed throughout the project. Similar to the original proposal, the Applicant

has not proposed any of the BMR units on the fifth floor. In general, the BMR units are dispersed in the project (i.e. not delegated to one particular floor or location of the building), but locating a BMR unit(s) on the fifth floor would provide further evidence that the proposal meets this standard.

Density Bonus

Under the State's density bonus regulations (Section 65915 of the California Government Code) and the City's Affordable Housing Ordinance, the project qualifies for a density bonus based on very-low-income units if it provides at least five percent very-low-income units. With three affordable units at the very-low-income level (12 percent), the project qualifies for a density bonus of 38.75%. However, the applicant is requesting an 88% bonus, as reflected in the table below.

Lot Size	28,562 square feet, or 0.656 acres
General Plan	Thoroughfare Commercial 38 units per acre
Zoning	Commercial Thoroughfare 38 units per acre
Allowed Density -	Base Density 25 units
Affordable Housing Requirement	(15%) 4 units
Affordable Housing Provided	7 units (4 Moderate Income, 3 Very-Low Income)
Eligible Density Bonus	38.75% =9.69 ~ 10 units
Eligible Gross Density	35 units
Additional Density Bonus Units Requested	22 units
Total Number Dwelling Units Proposed	47 units
Percent Density Bonus Requested	88%

In the Applicant's density bonus letter (Attachment D), the report states the 88% density bonus is necessary because: "the project provides three additional affordable housing units over the minimum City requirement, the developer's perspective that the number of overall project units is necessary to reduce the risk and provide a safety net because of the very high cost of land, the very high cost of construction trending even higher over time, and the uncertain nature of the housing market in the future when the project units will be delivered."

Pursuant to Section 14.28.040.E of the Zoning Code, the city has the discretion to grant "a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section." Therefore, the granting of a density bonus that exceeds the density bonus threshold per city ordinance is at the city's discretion.

While previously approved projects by no means sets precedence for future projects, at the April 7, 2022 Commission meeting, the Commission opined about the city's housing production needs, the benefit of additional housing within the CT zoning district within the El Camino Real corridor, and inquired about some of the other recently approved projects for informational and comparative purposes only. Details of other recently approved projects in the El Camino Real corridor with discretionary density bonuses above the 35 percent threshold are included in the table below.

4898 El Camino Real Five-story 28-unit multiple-family building with two levels of underground parking.	The project included six affordable units (40 percent of base density with 2 very low, 2 low, and 2 moderate rate) and received an 87 percent density bonus, an incentive for increased height and a waiver to allow for a taller elevator tower. The City Council approved this project on October 1, 2019
4856 El Camino Real Five-story 52-unit multiple-family building with two levels of underground parking.	The project includes 10 affordable units (35.7 percent of base density with 6 very low, 1 low, and 2 moderate rate) and received an 82.5 percent density bonus, incentives for increased height and a reduced rear yard setback, and a waiver for a 17-foot-tall elevator tower. The project was approved by the City Council on November 27, 2018.

PUBLIC NOTIFICATION AND CORRESPONDENCE:

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to 332 property owners and current tenants within 1,000 feet of the site. At the April 7th, 2022, Planning Commission hearing, a public notice billboard with color renderings was installed along the project's El Camino Real frontage and story poles to represent the walls and roof line of the building were installed in conformance with the City Council approved modified story pole installation for this project. Staff is unaware if the story poles have been maintained at site since the April 7th hearing. The April 7th story pole certification and notices areas detailed in Attachment E

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS ADOPTING A MITIGATED NEGATIVE DECLARATION AND APPROVING THE DESIGN REVIEW, CONDITIONAL USE PERMIT AND SUBDIVISION APPLICATIONS FOR A FORTY-SEVEN UNIT MULTIPLE FAMILY DEVELOPMENT PROJECT AT 4350 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from Angela and Greg Galatolo, (Applicant), for a new forty-seven unit multiple-family residential building at 4350 El Camino Real that includes requests for Design Review (File Number D19-0001) Conditional Use Permit (UP19-0001) and Subdivision (SD19-0001) applications referred to herein as the "Project"; and

WHEREAS, said Project is in the Commercial Thoroughfare (CT) district, which allows multiple-family housing as a conditional use and for a maximum of 38 dwelling units per acre allowable residential density, and the Proposal proposes a density if 72 dwelling units per acre: and

WHEREAS, the Applicant is offering seven (7) units with four (4) moderate income affordable housing units and three (3) Very-Low-income units for-sale as part of the Project which is above the required fifteen percent required inclusionary housing units; and

WHEREAS, the Applicant's proposed unit mix would consist of 28 percent of a theoretical "base" project of 25 units as affordable units, with 16 percent of the units affordable at the moderate-income level and 12 percent of the affordable units at the very-low-income level; and

WHEREAS, by providing 12 percent of the affordable units at the very-low-income level, the Project is entitled to a 38.75% density bonus, two incentives or concessions ("concessions"), and waivers of development standards, pursuant to Los Altos Municipal Code Section 14.28.040 and Government Code Section 65915, *et seq.*; and

WHEREAS, the Project is inconsistent with Chapter 14.28.030 of the Los Altos Municipal Code in that the proposed mix of affordable units is "significantly distinguishable by size" from the proposed mix of market rate units; and

WHEREAS, the Applicant has requested two concessions under Government Code Section 65915(d) and Los Altos Municipal Code Section 14.28.040. F.2 to allow for: 1) a building height of 53.84 feet where Section 14.52.100 the Municipal Code allows for a maximum of 45 feet and is an on-menu concession; and 2) reduction of parking aisle width from required 26ft aisle to 24ft per Section 14.74.200 A 1. Parking Standards Exhibit-A which is an off-menu concession; and

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

WHEREAS, on October 18, 2018, the Planning Commission held a design review study session on the Project where it received public testimony and provided the Applicant with architectural and site design feedback; and

WHEREAS, on August 28, 2019, the Complete Streets Commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Complete Streets Commission provided direction for proposed changes to the Project; and

WHEREAS, on October 23, 2019, the Complete Streets Commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Complete Streets Commission voted 4-0 to forward to Planning Commission and City Council to recommend approval of the Project; and

WHEREAS, on September 24, 2020, the City Council was to provide feedback on the story pole policy exception request by the applicant to install story poles on the site for the proposed Project, which was continues to November 12th hearing; and

WHEREAS, on January 26, 2021, the City Council reviewed and approved a modified story pole design to comply with the city's Story Pole policy in addition to requesting modification to billboards, 30 days prior to the Planning Commission hearing to a day after the City Council hearing; and

WHEREAS, on October 22, 2021, staff provided the applicant with a letter of inconsistency for the proposed project detailing project non-conformance to Chapter 14.28 of the Los Altos Municipal Code; 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, on January 12, 2022, a the city published Notice of Intent to adopt a Mitigated Negative Declaration for the Project by providing notice that the document was available for review to owners of property within a 1,000ft radius of the Project, delivering notice to the Office of Planning and Research, filing notice with the County Clerk's Office, and publishing notice in the *Town Crier* and on the City's website which started a 20-day public review period; and

WHEREAS, at the _____ meeting, 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 city's independent judgment and analysis; and

WHEREAS, on February 21, 2022, staff conducted a site visit and confirmed that only three of the story poles were installed on site and, there was an inconsistency with the approved billboard signs on the site. The billboard signs did not have the requested QR code updates as approved by the City Council and there was no link to webpages hosting the 3D walkthroughs; and

WHEREAS, on February 13, 2022, the Applicant installed and provided certification for the modified story poles on the site consistent with the approved story pole design plan, but did not update the billboards with the QR codes; and

WHEREAS, on February 23, 2022, the City gave public notice of the Planning Commission's public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners and business tenants within a 1,000-foot radius and a meeting notice was posted to the billboard sign; and

WHEREAS, on March 16, 2022, the applicant provided revised operational letter and density bonus report to be inserted into the staff report packet; and

WHEREAS, on March 17, 2022, the Planning Commission voted 6-0 to continue the hearing of the proposed project to April 7, 2022, Planning commission hearing; and

WHEREAS, on May 20, 2022, the applicant provided a substantially redesigned and revised architectural plan set, operational letter and density bonus report that reflected the comments and feedback heard at the April 7th public hearing, and

WHEREAS, on June 16, 2022, the Planning commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Planning Commission recommended City Council approval of the Project; and

WHEREAS, on _____, 2022, the City gave public notice of the City Council's public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners and business tenants within a 1,000-foot radius and a meeting notice was posted to the billboard sign; and

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

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

WHEREAS the findings and conclusions made by the City Council in this Resolution are based upon the oral and written evidence presented as well as the entirety of the administrative record for the

proposed Project, which is incorporated herein by this reference. The findings are not based solely on the information provided in this Resolution; and

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

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos adopts a Mitigated Negative Declaration for the Project and hereby _____ the Project subject to the Findings (Exhibit A) and Conditions of Approval (Exhibit B) attached hereto and incorporated by this reference.

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

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Anita Enander, MAYOR

Attest:

_____
Angel Rodriguez, INTERIM CITY CLERK

EXHIBIT A

FINDINGS

1. **Design Review Permit**

Per Chapter 14.76.060 – Design Review Findings, the City Council must make the following findings to grant the Design Review Permit:

A. The proposal meets the goals, policies and objectives of the general plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area.

This finding can be made: The proposal meets the goals, policies and objectives of the general plan, design guidelines and ordinance design criteria adopted for the Commercial Thoroughfare District.

B. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design.

This finding can be made. The proposed project has architectural integrity while complying with the design standards required by the CT zone with exceptions as approved with Density Bonus development incentives and waivers. The buildings in the immediate area are four to five stories, which is similar in scale and proportion to the proposed project. The relationship of this proposal with the neighboring structures and that of the recently approved project in the area will result in buildings with similar bulk and design to the extent allowed in the CT zoning district and envisioned in the General Plan for the El Camino Real Corridor.

C. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays, and balconies.

The findings can be made. The bulk and massing have been appropriately scaled using architectural design elements such as sunshades, entrance canopies, façade material separation and precast sills to articulate the human scale.

The vertical and horizontal articulation of the building mass have been designed to reflect the articulation provisions of the design standards for CT zoning district. The building has been designed as a series of primary bays ranging from 24 feet to 34 feet wide, that are punctuated by narrower 9 foot to 10-foot intermediate bays.

The design incorporates a base, body and upper-level façade expression by using architectural elements and façade treatments entrance stoops and canopies to highlight pedestrian entrances, project eave at the fourth floor and project metal cap detail to separate the fifth floor visually from the rest of the floors. This reduces the bulky nature of the five-story structure as detailed in the design standards for CT zone.

There are several identifiable key elements such as entrances, stairs and stoops, balconies and corner façade detailing to signal habitation in the residential project. The pedestrian entrances and vehicular entrances are distinguished using architectural elements such as a canopy and façade treatments besides doors.

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.

The findings can be made. The material and finishes include a limestone base with stone and wood siding material for most of the primary street facades.

The corner of the building has a portion of the façade finished in Corten Steel panels and aluminum storefront windowpanes for the corner lobby entrance leading to the mailbox. The upper stories have metal cladded windows incorporating metal sunshade and projecting precast sills while recessing the windows for a more residential appearance.

The high quality exterior materials proposed such as Corten steel panel, wood siding, stone siding and plaster, the use of these materials on the facades are serving to reduce the height, mass, and bulk are articulated as visual elements to read base, body, parapets, and other structural elements for this proposal.

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.

The findings can be made. Landscaping is generous and inviting. The project incorporates the appropriate designed hardscape and softscape features at the lobbies and entrances to signify entry elements. The tree canopy is substantial along the street sides. The landscaped courtyard area includes amenities such as a herb garden, benches, planters and seating pebbled. Additionally, there is a rooftop deck which includes a barbeque, planters, and seating to provide additional landscape and gathering space for the residents.

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

The findings can be made. The architectural rendering indicates entrance signage which complement the building architectural style. A sign permit review is required if the project is approved.

G. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material, and detailing.

The findings can be made. The rooftop mechanical and other mechanical equipment shall be appropriately screened from public view using a perforate mechanical screen which is consistent with the building design.

H. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

The finding can be made: The garbage staging area on the first floor is screened and is consistent with the building architecture.

2. **Conditional Use Permit**

To grant Conditional Use Permit UP19-001, to approve the permit the City Council must find the following in accordance with Chapter 14.80.060 of the LAMC:

A. That the proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare.

This finding can be made: The proposed multi-family residential building is envisioned as a conditional use in the General Plan and has been reviewed and conditioned for approval for health and safety and environmental considerations. Based upon the Initial Study/Negative Declaration (IS/MND) for the project, there is evidence that the project will have a minimal impact on the physical environment of the surrounding community which can be mitigated using conditional approval of this project. The project will enhance the housing stock and make available more homes to enhance comfort, prosperity and welfare of the community, furthering the City's housing goals.

B. That the proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title;

This finding can be made. The project will not have a significant environmental impact and it will meet many of the goals and objectives of the General Plan and complies with the City's inclusionary housing requirements. Pursuant with State Density Bonus requirements, the project request and complies with the density bonus and avails additional height increase and parking reduction standards while seeking qualifiable concessions because it complies with required affordable housing standards. It meets all the City's design policies and objectives, as set forth above with respect to the Design Review Permit findings. Notwithstanding the requested concessions, the project complies with all the objectives set forth in Section 14.02.020 of the Los Altos Municipal Code.

C. That the proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity.

This finding can be made. Because the project will not cause a significant environmental impact, as indicated in the IS/MND, the development of a housing project in the corner location of El Camino and Los Altos Ave. will not be detrimental to the health and safety. The project

will not be injurious to property or improvements in the vicinity because of the proposed mitigated measures detailed in the IS/MND to take necessary precautions during the time of construction.

D. That the proposed conditional use will comply with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

This finding can be made. Notwithstanding the density bonus concessions and approvals which is consistent with State Law, the proposed conditional use of a multi-family residential project complies with the regulations prescribed for the CT district as detailed in the Planning Commission agenda report discussion and analysis and conforms to development standards with the exception of development concessions and waivers the project is eligible for through Density Bonus allowances.

3. **SUBDIVISION FINDINGS.**

Regarding Subdivision TM19-0001, to approve the map, the City Council must find that none of the following findings can be made, 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 proposal is consistent with applicable General Plan and Housing Element Goals of the city.

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 design of improvement of the proposed subdivision is consistent with the General Plan and Housing Element of the El Camino Real Corridor vision of the city.

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 Thoroughfare Commercial land use designations of the General Plan and complies with all applicable CT 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 proposed density of development remains consistent with the State Law provisions for Density Bonus and the city's development standards for CT zone and is suitable for the proposed density.

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

This Finding cannot be made. The design of the subdivision and the proposed improvements would not cause substantial environmental damage, or substantially injure fish or wildlife if mitigation measures recommended in the Initial Study/Mitigated Negative Declaration ("IS/MND") prepared for the project are implemented, as indicated in the IS/MND.

G. 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.

EXHIBIT B

GENERAL

1. **Approved Plans**
   1.1. The project approval is based upon the plans dated May 20, 2022, and the support materials and technical reports, except as modified by these conditions and as specified below.

   1.2. The bike parking room shall have electrical outlets for the residents use for electric biking charging.

   1.3. Two affordable/BMR one-bedroom units shown on the plans shall be replaced by two (2) two-bedroom units on the same floor (e.g. a one-bedroom BMR unit on the second floor will be replaced with a two-bedroom BMR unit on the second floor)

2. **Affordable Housing**
   The below market rate (BMR) units shall be subject to an Affordable Housing Agreement approved as to form by the City Attorney, and that the units will be comparable to the market rate units in terms of design, construction, and materials and shall be provided at the location on the approved plans.

   The applicant shall offer the City seven (7) for-sale below market rate units as follows:

   2.1. Two (2) one-bedroom unit at the very-low-income level;
   2.2. One (1) two-bedroom unit at the very-low-income level;
   2.3. Three (3) two-bedroom units at the moderate-income level; and
   2.4. One (1) three-bedroom unit at the moderate-income level.

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. Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.

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

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

7. **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.

8. **NPDES**
   The project shall comply with the San Francisco Bay Region Municipal Regional Stormwater (MRP) National Pollutant Discharge Elimination System (NPDES) Permit No. CA S612008, Order R2-2015-0049, Provision C.3 dated November 19, 2015 and show that all treatment measures are in accordance with the C.3 Provisions for Low Impact Development (LID). The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.

9. **Signage Permit – City of Los Altos**
   Prior to the issuance of the Building permit, the applicant will apply and get approved on a detailed signage permit from the Planning Division.

10. **Encroachment Permit or Access Agreement – County of Santa Clara**
    Prior to doing any work within the County of Santa Clara owned land (i.e. demolishing of existing structure(s) at rear of property), the Applicant shall obtain an encroachment permit or access agreement from the County of Santa Clara.

11. **Encroachment Permit – Caltrans**
    Prior to any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

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

13. **Diesel Generator Prohibition**
    Diesel powered electric generators are prohibited for any purpose in this project.

14. **Indemnity and Hold Harmless**
    The applicant/property 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.

15. **Mitigation and Monitoring Program**
All mitigation measures included in the Mitigated Negative Declaration (MND) will be satisfied according to the Mitigation and Monitoring Reporting Program and shall be incorporated in the first page of the approved construction/building plan set.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

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

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

18. **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.

19. **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.

20. **Climate Action Plan Checklist**
The applicant shall implement and incorporate the best management practices (BMPs) into the plans as specified in the Climate Action Compliance Memo submitted on March 11, 2019.

21. **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.

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

23. **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.

24. Outdoor Condensing Unit Sound Rating

The Applicant shall show the location of any outdoor condensing unit(s) on the site plan including the model number of the unit(s) and nominal size (i.e. tonnage) of the unit. The Applicant Shall provide the manufacturer's specifications showing the sound rating for each unit. The condensing unit(s) must be located to comply with the City's Noise Control Ordinance (Chapter 6.16) and in compliance with the Planning Division setback provisions. The units shall be screened from view of the street.

25. 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 shall 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.

26. Electric Vehicle Charging Station Infrastructure

The building's electrical service shall be designed to support the required load necessary for installation of electric vehicle changing stations in the underground parking garage.

27. Santa Clara County Fire Department Review

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 June 9, 2021. A formal review of the building permit plans will be completed subsequent to submittal of a complete set of building permit design plans.

28. Complete Street Commission

28.1. Install a "STOP" sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway.
28.2. The outbound garage ramp shall have a maximum slope of 2 percent within 20 feet of the top of the ramp.
28.3. No parking shall be permitted along the El Camino Real Street frontage.
28.4. The truck loading space shall be no less than ten (10) feet wide by twenty-five (25) feet long.
28.5. The loading space shall be accessible from a public street, and it shall not interfere or conflict with the driveway for the below-grade parking garage.
28.6. Replace existing shelter with a new VTA standard shelter (17' Full Back with Ad panel) consistent with VTA direction.
28.7. Locate the shelter out of the sidewalk by pushing it into the landscaping; provide a 7'x25' shelter pad consistent with VTA direction. This will improve sight distance from the driveway entrance if the driveway is not relocated
28.8. Install a new bus pad 10'x75' minimum per VTA Standards (see attachment "VTA Bus Stop Passenger Fac Standards 2010 (37)")

28.9. Remove street tree and landscaping adjacent to bus stop areas consistent with VTA direction.

PRIOR TO FINAL MAP RECORDATION

29. Pedestrian Easement

The applicant shall dedicate the pedestrian easement to the City of Los Altos for use as public right-of-way as a public easement, 1' easement shall be dedicated along the portion of Los Altos Avenue and El Camino Real to allow for a 6' sidewalk installation along El Camino Real. Applicant shall submit documentation to the City for review and approval for the recordation of the public easement to the City of Los Altos.

30. Public Utility Dedication

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

31. Payment of Fees

The applicant shall pay all applicable fees, including but not limited to sanitary sewer impact fees, parkland dedication in lieu fees, traffic impact fees and map check fee plus deposit as required by the City of Los Altos Municipal Code.

32. Affordable Housing Agreement

The Applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that seven (7) below market rate units, for a period of at least 55 years, as defined in Condition No. 2. The below market rate units shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regard to design, construction or materials.

33. Subdivision Agreement

The property owner shall execute a subdivision improvement agreement with the City and shall be recorded after City Council approves the recordation of the Final Map.

PRIOR TO ISSUANCE OF BUILDING PERMIT

34. 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.

35. 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) for the work in the public right-of-way. A separate cash deposit shall be submitted to match the cost estimate for the work within the public parking plaza, which includes replacement of the entire width of the driveway along the southeast frontage of the

site. The deposit shall also include an additional six percent of the construction cost estimate to cover the City's administration costs.

36. 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.

37. Grading and Drainage Plan

The applicant shall submit detailed plans for on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for review and approval by the City Engineer.

38. Sewage Capacity Study

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. 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 upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the City Engineer.

39. 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. A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site.

40. 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 commercial and multi-family dwellings provide for recycling and organics collection programs.

41. 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 is designed to not drain into the enclosure. In addition, the 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.

42. Sidewalk Lights

The applicant shall install new light fixture along El Camino Real in the vicinity of the existing bus stop, install new light in place of removed existing light. Applicant shall install new light fixture along Los Altos Avenue.

43. Operational Noise

Prior to the issuance of building permits, 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 specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA eq residential noise limit at the shared property lines. 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.

PRIOR TO FINAL OCCUPANCY

44. Condominium Map

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

45. Sidewalk in Public Right-of-Way

The applicant shall install a new sidewalk, vertical curb and gutter, and driveway approaches from property line to property line along the frontage of El Camino Real and Los Altos Avenue and as required by the City Engineer.

46. ADA ramps

The applicant shall update the existing ADA ramps at southeast and southwest corners of the intersection of Los Altos Ave and El Camino Real per current Caltrans Standards.

47. 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 El Camino Real and full width of Los Altos Ave. if determined to be damaged during construction, as directed by the City Engineer or his designee. *Note: Any work within El Camino Real will require an applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

48. Storm Water Inlet

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.

49. Maintenance Bond

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

50. 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.

51. Landscaping Installation and Verification

Provide a landscape Certificate of Completion, signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

City of Los Altos

MITIGATED NEGATIVE DECLARATION

4350 El Camino Real 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:

Proposed Project: New 47-unit Multiple-Family Residential Development

Location: 4350 El Camino Real, Los Altos, County of Santa Clara.

Finding: The proposed project will not have a significant effect on the environment.

Reasons Supporting the Finding:

- An Initial Study of Environmental Effects has been prepared that identified no potentially significant impacts.
- The proposed project conforms to the City's General Plan and Zoning Ordinance.
- Because of its in-fill location, new public services and utilities are not required.
- The project will not adversely impact fish and wildlife resources or their habitats.

Mitigation Measures Included in the Project: The following mitigation measures are included in the project to avoid potentially significant effects.

- **Air Quality**

  MM AIR-3.1: The following standard measures, in accordance with BAAQMD best management practices, would reduce the fugitive dust emissions during construction to a less than significant level:

  - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;

  - All haul trucks transporting soil, sand, or other loose material off-site shall be covered;

- 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;

- All vehicle speeds on unpaved roads shall be limited to 15 mph;

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;

- Vegetation in disturbed areas shall be planted as quickly as possible;

- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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;

- 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;

- Post a publicly visible sign with the telephone number and person to contact at the City of Los Altos regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-3.2: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- For equipment used during the site preparation and grading phases, diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines. Equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

- For the remaining phases, diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent. The use of equipment meeting U.S. EPA Tier 4 standards for particulate matter would also meet this requirement. Alternatively, the use of equipment that includes electric or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.

- Portable equipment (i.e., air compressors, cement and mortar mixers, and concrete/industrial saws) shall be electrically powered.

- **Biological Resources**

MM BIO-1.1: Construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in Santa Clara County extends from February 1st through August 30th). If construction activities are scheduled to take place outside of the nesting season, impacts on nesting birds protected by the MBTA and/or CDFW will be avoided.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted to identify active nests that may be disturbed during project implementation. Projects that commence construction between February 1st and April 30th (inclusive) shall conduct pre-construction surveys for nesting birds within 14 days of construction onset. Projects that commence construction between May 1st and August 31st (inclusive) shall conduct pre-construction surveys within 30 days of construction onset. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all mature trees within 250 feet of the site. If the survey does not identify any nesting birds that would be affected by construction activities, no further mitigation is required.

MM BIO-1.3: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified biologist or ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone around the nest, typically 250 feet for raptors and 100 feet for non-raptors around the nest, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The buffer shall remain in place until the breeding season has ended or a qualified biologist or ornithologist has determined that the nest is no longer active. The ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development prior to the issuance of grading permits.

MM BIO-1.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (i.e., prior to February 1st).

- **Cultural Resources**

MM CUL-2.1: The project applicant shall ensure all construction personnel receive cultural resource awareness training that includes information on the possibility of encountering archaeological and/or historical materials during construction.

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 shall stop, the Director of Community Development shall be notified, and an archaeologist designated by the City shall assess the find and make appropriate recommendations, if warranted. Recommendations could include avoidance, if feasible, preservation in place, or collection, recordation, and analysis of any significant cultural materials. Construction within a radius specified by the archaeologist shall not recommence until the assessment is complete. A report of findings documenting any data recovery would be submitted to the Director of Community Development.

MM CUL-2.2: Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, 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 shall 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. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to state law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

- **Hazards and Hazardous Materials**

MM HAZ-2.1: Prior to conducting earthwork activities at the site, soil sampling shall be performed to evaluate if agricultural chemicals (i.e. organochlorine pesticides and associated metals including lead and arsenic) are present.

MM HAZ-2.2: Prior to redevelopment of the site, the USTs and associate piping and dispensers shall be removed. The removal activities shall be coordinated with the Santa Clara County Department of Environmental Health (DEH) and Fire Department. In accordance with the requirements of these agencies, soil quality below the USTs, piping and dispensers shall be evaluated via the collection of soil samples and laboratory analyses.

MM HAZ-2.3: Prior to redevelopment of the site, each of the below-ground lift casings and any associated hydraulic fluid piping and reservoirs shall be removed and properly disposed. An environmental professional shall be retained to observe the removal activities and, if evidence of leakage is identified, soil sampling and laboratory analyses shall be conducted.

MM HAZ-2.4: Facility closure shall be coordinated with the DEH and Fire Department to ensure that required closure activities are completed prior to redevelopment of the site.

MM HAZ-2.5: The DEH shall be contacted to evaluate if any further mitigation measure will be required to facilitate residential development of the site. Any required mitigation measures shall be described in the Site Management Plan (refer to MM HAZ-2.6) or appropriate corrective action/risk management plan (i.e. remedial action plan [RAP], removal action workplan [RAW], etc.).

MM HAZ-2.6: A Site Management Plan (SMP) and Health and Safety Plan (HSP) for the proposed demolition and redevelopment activities shall be prepared by an Environmental Professional. The purpose of these documents will be to establish appropriate management practices for handling impacted soil, soil vapor and groundwater or other materials (such as the reported former oil-water separator) that may potentially be encountered during construction activities. The SMP also shall provide the protocols for accepting imported fill materials and protocols for sampling of in-place soil to facilitate profiling of the soil for appropriate off-site disposal or reuse.

If the sampling recommended in the above measures identifies contaminants at concentrations exceeding applicable published residential screening levels, appropriate mitigation measures shall be implemented under oversight from an appropriate regulatory agency (i.e. DEH, Water Board or California Department of Toxic Substances Control [DTSC]). All sampling shall be performed by an Environmental Professional following commonly accepted sampling protocols.

MM HAZ-2.7: Prior to issuance of a demolition permit, an asbestos survey shall be conducted and identified ACBM shall be managed and/or removed in accordance with BAAQMD and NESHAP guidelines. Pursuant to BAAQMD regulations, a BAAQMD job number "J#" shall be applied for and obtained prior to demolition.

MM HAZ-2.8: Universal wastes, lubrication fluids, refrigerants and other potentially hazardous building materials shall be removed before structural

demolition begins. Before disposing of any demolition waste, the demolition contractor shall determine if the waste is hazardous and ensure proper disposal of waste materials.

MM HAZ-2.9: The removal of lead-based paint is not required prior to building demolition if the paint is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training, air monitoring and dust control, among others. Any debris containing lead shall be disposed appropriately.

- **Noise**

MM NOI-1.1: Prior to the issuance of building permits, 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 50 dBA Leq residential noise limit at the shared property lines. 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.

MM NOI-1.2: Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise on existing sensitive receptors. 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 7:00 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 6:00 p.m., in accordance with the City's Municipal Code. 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 neighbors 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.

MM NOI-2.1: A construction vibration-monitoring plan shall be implemented to document conditions at the structure located within 20 feet of 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 within 20 feet of construction.

- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located within 20 feet of 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.

Initial Study Prepared by: City of Los Altos

I, Laura Simpson, hereby certify that this Mitigated Negative Declaration was prepared in accordance with the provisions of the California Environmental Quality Act of 1970, as amended, and all applicable State and City Guidelines.

By: _____ Date: _____

Laura Simpson
Interim Community and Economic
Development Director

TABLE OF CONTENTS

Section 1.0 Introduction and Purpose 1
Section 2.0 Project Information 2
Section 3.0 Project Description 6
Section 4.0 Environmental Setting, Checklist, and Impact Discussion 12
4.1 Aesthetics 13
4.2 Agriculture and Forestry Resources 21
4.3 Air Quality 24
4.4 Biological Resources 39
4.5 Cultural Resources 47
4.6 Energy 53
4.7 Geology and Soils 60
4.8 Greenhouse Gas Emissions 68
4.9 Hazards and Hazardous Materials 75
4.10 Hydrology and Water Quality 85
4.11 Land Use and Planning 94
4.12 Mineral Resources 98
4.13 Noise 99
4.14 Population and Housing 113
4.15 Public Services 116
4.16 Recreation 121
4.17 Transportation 123
4.18 Tribal Cultural Resources 136
4.19 Utilities and Service Systems 139
4.20 Wildfire 147
4.21 Mandatory Findings of Significance 148
Section 5.0 References 151
Section 6.0 Lead Agency and Consultants 154

TABLE OF CONTENTS

Figures

Figure 2.1-1: Regional Map 3
Figure 2.1-2: Vicinity Map 4
Figure 2.1-3: Aerial Photograph and Surrounding Land Uses 5
Figure 3.1-1: Conceptual Site Plan 7
Figure 3.1-2: El Camino Real and Los Altos Avenue Elevations 8
Figure 3.1-3: East and South Elevations 9
Figure 3.1-4: Landscape Illustrative Plan 10
Figure 4.10-1: Conceptual Stormwater Management Plan 91

Photos

Photos 1&2 15
Photos 3&4 16
Photos 5&6 17

Tables

Table 4.3-1: Health Effects of Air Pollutants 24
Table 4.3-2: BAAQMD Air Quality Significance Thresholds 29
Table 4.3-3: Health Risk Impacts to Sensitive Receptors 33
Table 4.3-4: Maximum Health Risk Impacts from El Camino Real Traffic at Project Site 37
Table 4.6-1: Estimated Annual Energy Use of Proposed Development[1] 57
Table 4.8-1: New Development Climate Action Plan Checklist 72
Table 4.13-1: Exterior Noise Limits 101
Table 4.13-2: Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA) 106
Table 4.13-3: Vibration Levels for Construction Equipment at Various Distances 109
Table 4.17-1: Project Trip Generation 133
Table 4.17-2: Existing Plus Project Intersection Levels of Service 134
Table 4.17-3: Near-Term Plus Project Intersection Levels of Service 135

Appendices

Appendix A: Air Quality and Greenhouse Gas Assessment
Appendix B: Tree Inventory & Pre-Construction Report
Appendix C: Phase I ESA, Phase I ESA Peer Review
Appendix D1: Noise Assessment Study
Appendix D2: Operational Noise Assessment
Appendix E: Traffic Study

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Los Altos, as the Lead Agency, has prepared this Initial Study (IS) and Mitigated Negative Declaration (MND) for the 4350 El Camino Real project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos, California.

The project proposes to demolish the existing gas station and redevelop the site with a 47-unit, five-story residential building with underground parking. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this IS and MND marks the beginning of a 30-day public review and comment period. During this period, the IS and MND will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this IS during the 30-day public review period should be sent to:

Sean Gallegos
Senior Planner
City of Los Altos Community Development Department
One North San Antonio Road
Los Altos, CA 94022
(650) 947-2641
Sgallegos@losaltosca.gov

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of Los Altos will consider adoption of the MND for the project at a regularly scheduled public meeting. The City shall consider the IS and MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of Los Altos will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

4350 El Camino Real Residential Project

2.2 LEAD AGENCY CONTACT

Sean Gallegos
Senior Planner
City of Los Altos Community Development Department
One North San Antonio Road
Los Altos, CA 94022
(650) 947-2641
Sgallegos@losaltosca.gov

2.3 PROJECT APPLICANT

Angie & Greg Galatolo
4350 El Camino Real
Los Altos, CA 94022

2.4 PROJECT LOCATION

The project site is located at 4350 El Camino Real, which is at the southeast corner of the intersection of El Camino Real and Los Altos Avenue in northern Los Altos. The project location is shown on the following Regional Map (Figure 2.1-1) Vicinity Map (Figure 2.1-2), and Aerial Photograph and Surrounding Land Uses (Figure 2.1-3) exhibits.

2.5 ASSESSOR'S PARCEL NUMBER

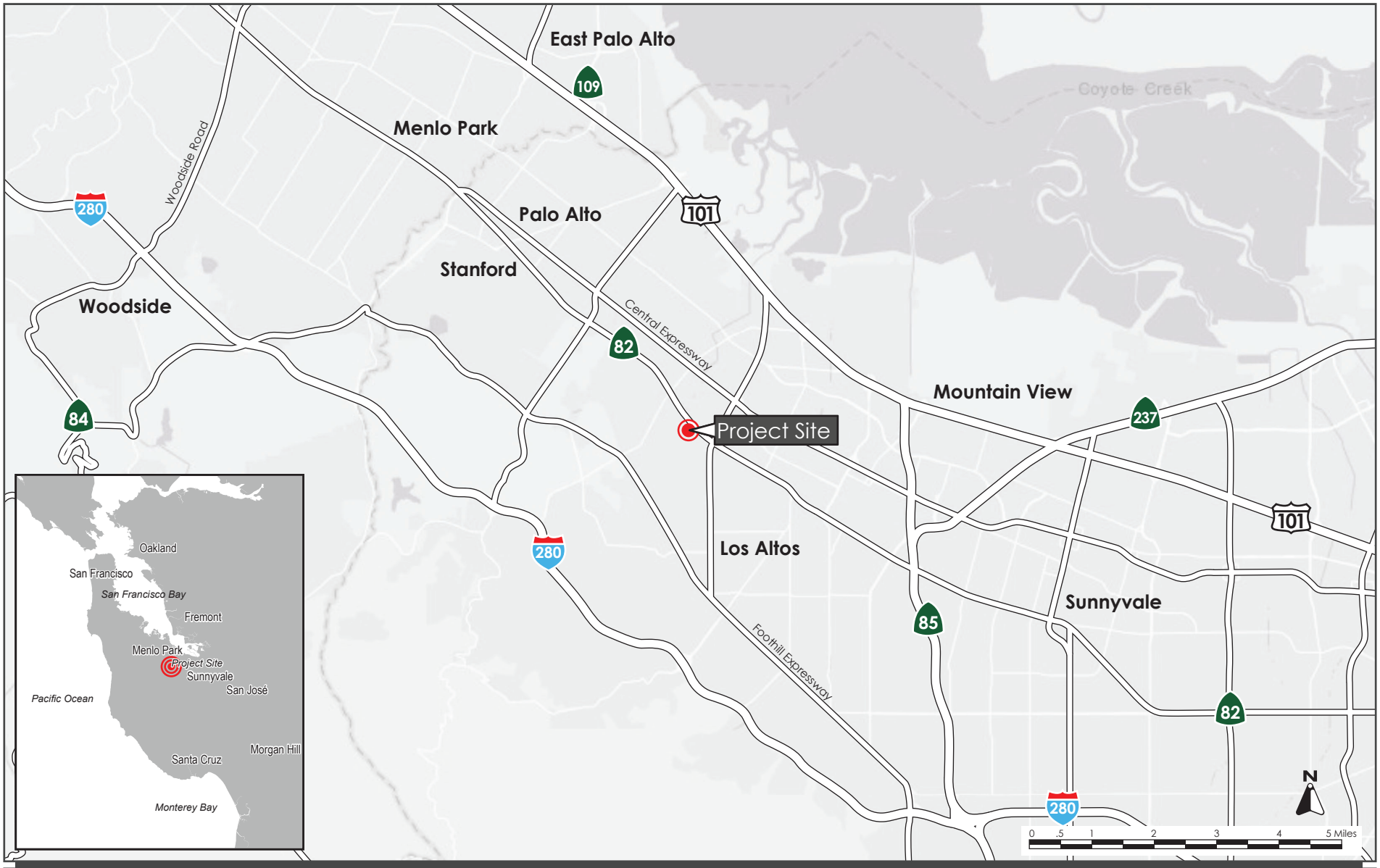
015-10-500

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

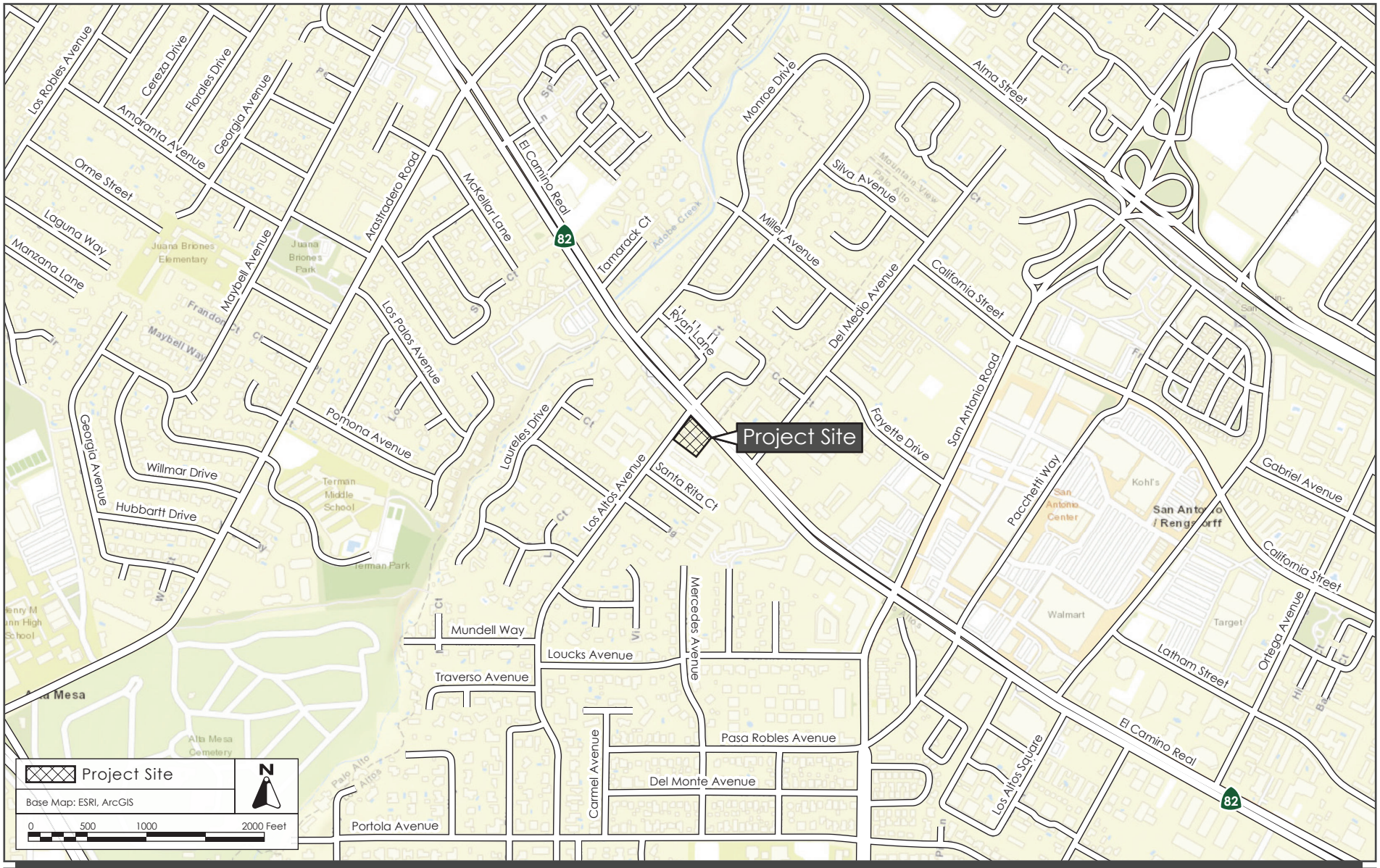
The project site has a General Plan land use designation of *Thoroughfare Commercial* and a zoning designation of *CT (Commercial Thoroughfare).*

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Multiple-Family Design Review
- Conditional Use Permit
- Vesting Tentative Tract Map
- Density Bonus and Development Incentives
- Building Permits



REGIONAL MAP | FIGURE 2.1-1



VICINITY MAP | FIGURE 2.1-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.1-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

Location

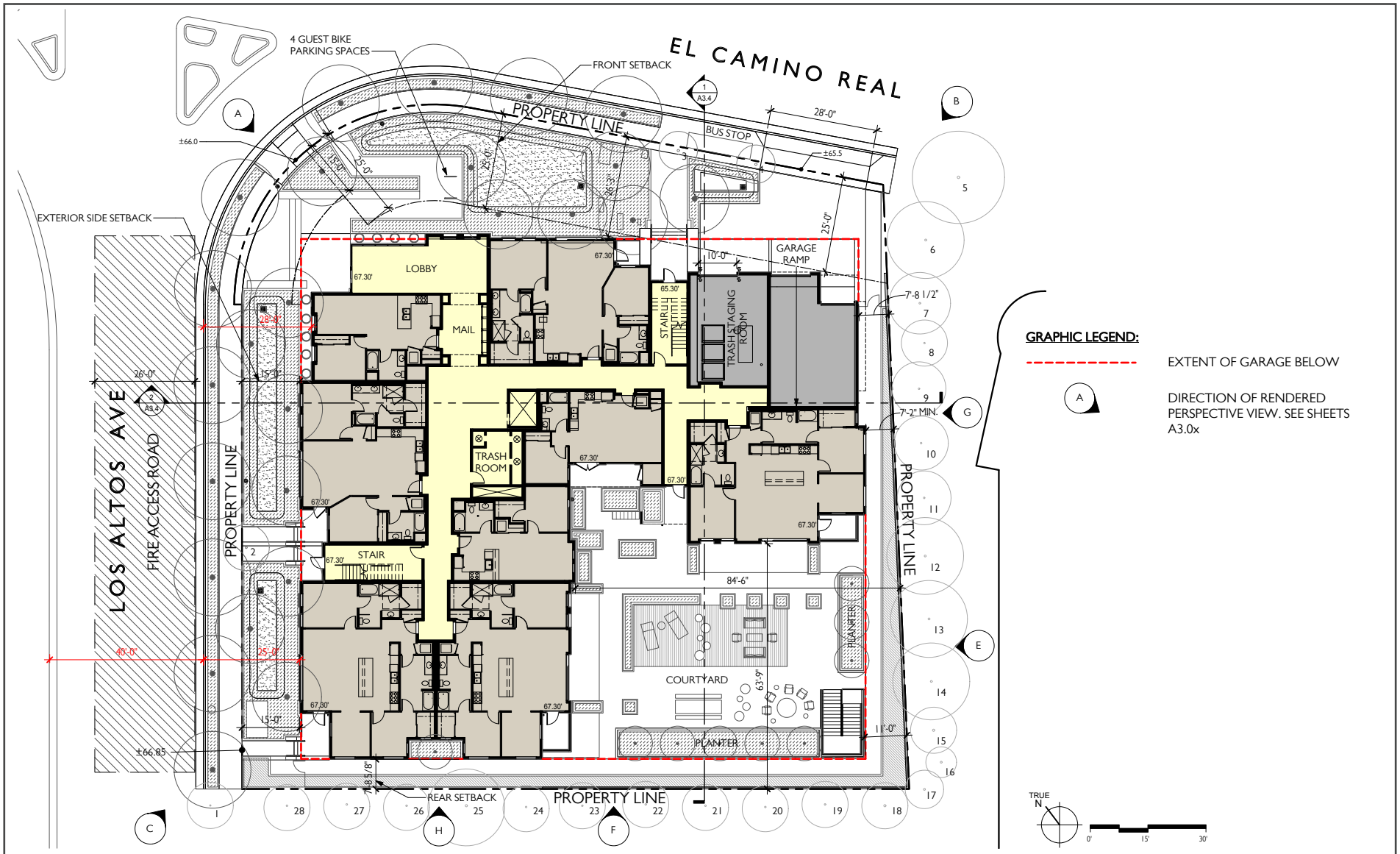
The project site is a 0.66-acre parcel currently occupied by a gasoline service station (El Camino 76), located at the southeast corner of the intersection of El Camino Real and Los Altos Avenue. Land uses surrounding the site consist of a three-story apartment building adjacent to the east and south site boundaries, a retail/personal services center and a three-story hotel to the west across Los Altos Avenue, a day spa located diagonally north of the site across El Camino Real, a motel to the north across El Camino Real, and an apartment complex currently under construction to the northeast, across El Camino Real. Hotels and commercial uses are the predominant land uses along the El Camino Real corridor in the vicinity of the project site. Multi-family and single-family residences are located to the south and west of the site.

Proposed Project

The project proposes to demolish the existing gasoline service station buildings, pump islands, asphalt paving and landscaping, remove the underground fuel and oil storage tanks, and construct a new five-story residential building with two below-ground parking levels. The new building would contain 47 residential units, including 10 one-bedroom, 32 two-bedroom, and five three-bedroom units. The one-bedroom units would range in size from 580 to 774 square feet, the two-bedroom units would range from 767 to 1,449 square feet, and the three-bedroom units would range from 1,023 to 1,675 square feet.

The proposed building reflects a modern architectural style, and would feature plaster, composite wood siding, glass, and stone finish materials, with metal and wood sunshade structures at the ground floor. The proposed height of the building is 56 feet, with an additional six feet, four inches to the tops of the mechanical equipment screens and stair tower. The project includes new street trees planted in park strips along the El Camino Real and Los Altos Avenue frontages and landscape areas between the sidewalks and unit entrances on the ground floor, as well as perimeter landscaping along the southern and eastern property lines. A courtyard area that includes seating areas and raised planters is located on the ground floor of the building, and provides approximately 12,359 square feet of common open space for project residents. Each unit provides approximately 64 square feet of private open space in the form of either a balcony or patio. The Conceptual Site Plan is shown on Figure 3.1-1, Conceptual Elevations are shown on Figures 3.1-2 and 3.1-3, and the Conceptual Landscape Plan is shown on Figure 3.1-4.

Parking is provided in a two-level, below-ground garage that contains 39 vehicle spaces on the upper level, and 45 vehicle spaces on the lower level for a total of 84 spaces. The lower level also includes an enclosed bicycle parking area. Vehicle access to and from the proposed garage is provided via a single driveway on El Camino Real.



Source: Seidel Architects, February 11, 2021.

CONCEPTUAL SITE PLAN | FIGURE 3.1-1

EL CAMINO REAL ELEVATION

LOS ALTOS AVENUE ELEVATION

Source: Seidel Architects, February 11, 2021.

EL CAMINO REAL AND LOS ALTOS AVENUE ELEVATIONS | FIGURE 3.1-2

EAST ELEVATION

SOUTH ELEVATION

Source: Seidel Architects, February 11, 2021.

EAST AND SOUTH ELEVATIONS | FIGURE 3.1-3

Source: Seidel Architects, February 11, 2021.

LANDSCAPE ILLUSTRATIVE PLAN

FIGURE 3.1-4

Land Use and Zoning

The project site is designated *Thoroughfare Commercial* in the City of Los Altos' General Plan and is zoned *CT (Commercial Thoroughfare)*. The residential land uses proposed by the project would not require an amendment to the City's General Plan nor a rezoning of the project site. The project requires approval by the City's Design Review Board, and approval of Conditional Use Permit and Subdivision applications by the City's Planning Commission and City Council. Surrounding land use designations consist of *Thoroughfare Commercial* to the east, west and south of the site, and *Single-Family Medium Lot* to the south. The City of Mountain View is located to the north and east of the project site, across El Camino Real.

Density Bonus

The proposed project (i.e., 47 units on a 0.66-acre site) would have a density of 71.2 dwelling units per acre (du/ac), which exceeds the density allowed by the CT Zone District (38 du/ac). Also, the proposed condominium building would have a maximum height of 56 feet, which exceeds the maximum height limit of 45 feet allowed by the CT Zone District. The project includes a total of seven below market rate (affordable) units: four units affordable at the Moderate income level and three units affordable at the Very-Low income level. The provision of affordable housing could make the project eligible for the proposed 88 percent density bonus and two incentives/concessions, and additional waivers, under California Government Code 65915 and Los Altos Municipal Code Chapter 14.28 (Multiple-Family Affordable Housing), allowing for the 47 residential units proposed by the project. The two incentives/concessions requested by the project include an increase in the maximum height limit from 45 feet to 56 feet and a reduction in the standard parking aisle width from 26 feet to 24 feet.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The project site is an infill site that is located in a transit priority area (TPA). Public Resources Code section 21099 states, "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment." Therefore, this document discusses aesthetics and parking for informational purposes only. In addition, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion is not considered a significant impact on the environment pursuant to CEQA in TPAs.

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that would minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Scenic Highways Program

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highway Code, Sections 260 through 263.

In Santa Clara County, the one state-designated scenic highway 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.[1] The proposed project is not located near a state scenic highway or County-designated scenic highway.

Local

City of Los Altos General Plan

The following General Plan policies are found in the Community Design and Historic Resources Element and pertain to the aesthetic impacts of the proposed project.

Policy 1.4: Promote pride in community and excellence in design in conjunction with attention to and compatibility with existing residential and commercial environments.

Policy 1.5: Continue to protect the privacy of neighbors and minimize the appearance of bulk in new homes and additions to existing homes.

Policy 1.7: Enhance neighborhood character by promoting architectural design of new homes, additions to existing homes, and residential developments that is compatible in the context of surrounding neighborhoods.

Policy 1.8: Consider neighborhood desires regarding the character of future development through the establishment of development or design regulations.

Policy 1.11: Develop attractive gateways to the City that emphasize the unique characteristics of Los Altos that distinguish it from surrounding cities, including enhanced landscape.

[1] California Department of Transportation. California Scenic Highway Mapping System, Santa Clara County. Accessed March 21, 2019. http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html

Policy 4.2: Evaluate site development and design to ensure consistency in site design.

Policy 4.3: Evaluate development applications to ensure compatibility with residential neighborhoods south of the El Camino Real corridor.

4.1.1.2 *Existing Conditions*

On-Site

The approximately 0.66-acre project site is located in a highly developed area in the City of Los Altos. The project site is currently occupied by a gasoline service station, surface parking, and perimeter landscaping which includes small shrubs, a turf area, and groundcover. The gasoline service station includes a convenience market, auto repair shop, and pump islands covered by fuel canopies. The existing site is shown in Photos 1 through 6 on the following pages.

Off-Site

Development surrounding the site consists of a three-story apartment building adjacent to the east and south sides (4388 El Camino Real), a one-story retail/personal services center and three-story hotel to the west across Los Altos Avenue (4320 El Camino Real), an older two-story commercial building located diagonally north of the site across El Camino Real (4335 El Camino Real), an older one- and two-story motel to the north across El Camino Real (4345 El Camino Real), and a five-story apartment complex containing 211 units currently under construction to the northeast, across El Camino Real. The adjacent three-story apartment building was built in 2008 and reflects a modern architectural style. The exterior of the building includes numerous windows, trellised wooden awnings and sunshades over the windows and outdoor patios, and balconies with metal railings. The building is separated from the site by an approximately six-foot-tall wooden fence and mature trees and shrubs. The three-story hotel across Los Altos Avenue has exterior building features such as terracotta roofing and balconies with metal railings, and includes manicured perimeter landscaping.

The City of Los Altos has not identified scenic view corridors or scenic resources within the City limits; the proposed project is not located in a designated scenic view corridor and is not near any scenic vistas. The San Francisco Bay is not visible from the site. As discussed above, there are no officially designated state scenic highways near the site. Views of the site are limited to immediate surrounding parcels and roadways. The site is not located near a state scenic highway or County-designated highway.[2] The project site and surrounding area are flat. As a result, existing development in the project area limits views of the site to the immediate vicinity.

[2] California Department of Transportation. California Scenic Highway Mapping System, Santa Clara County. Accessed March 21, 2019. http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html

Photo 1: Viewing southeast along the project frontage on El Camino Real from Los Altos Avenue.

Photo 2: Viewing northwest along the project frontage on El Camino Real from the southeast corner of the site.

PHOTOS 1 AND 2

Photo 3: Viewing northeast along the project frontage on Los Altos Avenue from the southwest corner of the site.

Photo 4: Viewing southwest along the project frontage on Los Altos Avenue from El Camino Real.

PHOTOS 3 AND 4

Photo 5: Viewing along the southeastern boundary of the site from El Camino Real.

Photo 6: Viewing along the southwestern boundary of the site from Los Altos Avenue.

PHOTOS 5 AND 6

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views[3] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Note: The project is located on an infill site in a transit priority area (TPA); and therefore, an evaluation of aesthetic impacts is not required. (Public Resources Code Section 21099). The discussion of aesthetics below is included for informational purposes only.

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. **(No Impact)**

The proposed project is not located within a designated scenic view corridor or scenic vista. The project site is located on relatively flat terrain in the Santa Clara Valley. Implementation of the proposed project will not obstruct or impede the views of any scenic vistas in the vicinity of the project site. **(No Impact)**

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

The proposed project is not located near a state scenic highway or County-designated scenic highway. The project site consists of a gas station, surface parking areas, and minimal landscaping. There are no trees or other features on the site that would be considered scenic resources. Therefore, the project would not substantially damage scenic resources. **(No Impact)**

[3] Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3:	The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project, which is in an urbanized area, would not conflict with applicable zoning and other regulations governing scenic quality. **(No Impact)**

The project is located in an urban area and would not conflict with the applicable zoning and other regulations governing scenic quality. The site is currently zoned CT Commercial Thoroughfare District, which allows multiple-family housing as a conditional use. Aesthetic values are subjective by nature. Particular viewpoints as to what constitutes an adverse visual impact will differ among individuals. The discussion below, therefore, focuses on change in visual character and views, without placing value on the aesthetic quality of a particular condition.

The proposed condominium building would be 56 feet tall. The project would plant approximately 47 new trees, primarily on the El Camino Real and Los Altos Avenue frontages. While the project would increase the intensity of development on-site and alter the site's visual character, it would comply with the requirements of the existing CT zoning district regarding setbacks, landscape buffers, and design control. This would reduce visual intrusion on the surrounding developments, particularly the three-story apartments to the south and east of the site.

Surrounding land uses consist of a three-story residential building, a three-story hotel, a one- and two-story commercial building, and a one- and two-story motel. Single-family residences are located south of the site along Los Altos Avenue and on Santa Rita Court. The multi-family residential building bordering the project to the south and east is three stories tall, as is the hotel located across Los Altos Avenue. While the proposed project is five stories tall and would be taller than the surrounding buildings, it would be designed in a contemporary architectural style which would be similar in appearance to nearby development. The project would incorporate significant articulation of the building exterior, by using different building materials, colors, and styles, which would break up the massing of the building and reduce the appearance of its size. The proposed project would be generally compatible with surrounding development, in terms of size, scale, and design.

The final design of the proposed project would be subject to the City's Multiple-Family Design Review process, which includes compliance with the design controls in the CT District and positive design review findings. While the project would result in changes to the visual character of the site, the final building design and exterior materials would be reviewed by the City prior to project approval to ensure consistency with applicable zoning and other regulations governing scenic quality, and to ensure compatibility with other multi-story commercial and residential structures in the neighborhood. For these reasons, the proposed project would not result in significant impacts to visual character and quality. **(No Impact)**

Impact AES-4:	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(No Impact)**

The project would include on-site security lighting along walkways, driveways, entrance areas, and within the parking garage. The security lighting would be comparable in brightness to the existing ambient lighting on the site and in the surrounding area. Exterior lighting, as required by the Building Code, would be installed at all balcony spaces, and the building interiors would also be lit.

As a condition of approval, the project would be required to demonstrate that all exterior lighting above the ground floor is shielded and/or downward facing to ensure that lighting does not unnecessarily illuminate or substantially interfere with the use or enjoyment of nearby properties, and respects the privacy of neighbors by avoiding direct and reflected illumination onto adjacent properties. This Zoning Code requirement would 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. Therefore, the proposed project would not result in a substantial new source of light and glare. **(No Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[4]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[5]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (Cal Fire) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[6] Programs such as Cal Fire's Fire and Resource Assessment Program (FRAP) and are used to identify whether forest land, timberland, or timberland production areas that could be effected are located on or adjacent to a project site.[7]

4.2.1.2 *Existing Conditions*

The project site is located in a developed, urban area of Los Altos and is surrounded by residential and commercial land uses. The *Santa Clara County Important Farmlands 2016 Map* designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial,

[4] California Department of Conservation. "Farmland Mapping and Monitoring Program". http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[5] California Department of Conservation. "Williamson Act". http://www.conservation.ca.gov/dlrp/lca.
[6] *Forest land* is land that can support 10 percent native tree cover and allows for management of one or more forest resources, including timber, fish, wildlife, and biodiversity (California Public Resources Code Section 12220(g)); *Timberland* is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing a crop of trees used to produce lumber and other forest products, including Christmas trees (California Public Resources Code Section 4526); and *Timberland Production* is land devoted to and used for growing and harvesting timber and other compatible uses (Government Code Section 51104(g)).
[7] Cal Fire. "FRAP". http://frap.fire.ca.gov/

commercial, landfill, golf course, airports, and other utility uses.[8] There are no forest lands on or adjacent to the project site. There are no Williamson Act parcels on or in the vicinity of the project site.[9]

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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 non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) 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))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

The proposed project would redevelop a site that is designated as "Urban and Built-Up Land" on maps prepared by the California Resources Agency for Santa Clara County. Therefore, no farmland would be converted to non-agricultural use as a result of project implementation. **(No Impact)**

[8] California Natural Resources Agency. *Santa Clara County Important Farmland 2016.* Accessed March 22, 2019. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx

[9] County of Santa Clara. "Williamson Act and Open Space Easement". September 17, 2018. Accessed March 22, 2019. https://www.sccgov.org/sites/dpd/programs/wa/pages/wa.aspx

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site is zoned *CT (Commercial Thoroughfare).* The project site is not under a Williamson Act contract. Therefore, the project would not conflict with existing zoning for an agricultural use or a Williamson Act contract. **(No Impact)**

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site is not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

The project site is located in an urbanized area of the City and is developed with a gas station. Therefore, no forest land would be lost as a result of the project. **(No Impact)**

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

The proposed residential development would occur in an urban area of the City. The project would not result in impacts to agricultural lands or forest lands in the surrounding region. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based on an air quality emissions assessment prepared for the project by *Illingworth & Rodkin, Inc*, dated May 28, 2019, and revised August 21, 2019. A copy of the report is included in Appendix A of this Initial Study.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[10] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[10] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. It is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}), and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[11] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, schools and school yards, parks and playgrounds, hospitals, daycare facilities, and elder care facilities.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[11] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed June 17, 2019. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), would significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

BAAQMD is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards would be met. BAAQMD's most recently adopted plan is the *Bay Area 2017 Clean Air Plan* (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD would continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Los Altos and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality Impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

City of Los Altos Climate Action Plan

The City of Los Altos Climate Action Plan (LACAP) includes a goal to improve communitywide emissions efficiency by 15 percent over 2005 levels by 2020. The reduction measures included in this plan are a diverse mix of incentives, education, and regulations applicable to both new and existing development. The measures are designed to reduce emissions from each source to avoid relying on any one strategy or sector to achieve the target.

City of Los Altos General Plan

The City of Los Altos General Plan addresses air quality in the Natural Environment and Hazards Element. Policies under Goal 8: Maintain or improve air quality in Los Altos, as listed in the Los Altos General Plan, are designed to achieve desired improvements to air quality through proper planning for land use and transportation. Policies relevant to this project include the following:

Policy 8.1: Support the principles of reducing air pollutants through land use, transportation, and energy use planning.

Policy 8.2: Encourage transportation modes that minimize contaminant emissions from motor vehicle use.

Policy 8.3: Interpret and implement the General Plan to be consistent with the regional Bay Area Air Quality Management Plan, as periodically updated.

Policy 8.4: Ensure location and design of development projects so as to conserve air quality and minimize direct and indirect emissions of air contaminants.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The nearest sensitive receptors to the project site are the residents of the multi-family residences located immediately south and east of the site. There is also a retirement community (BridgePoint at Los Altos) to the west of the project site.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
4) Result in other emissions (such as odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.2.1 *Thresholds of Significance*

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Los Altos has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust-Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m^3 (average)	
Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter with a diameter of 10 micrometers (µm) or less, and $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 µm or less.			

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

BAAQMD recommends that the agency approving a project where an air quality plan consistency determination is required analyze the project with respect to the following questions.

1) Does the project support the primary goals of the 2017 CAP?
2) Does the project include applicable control measures from the 2017 CAP?
3) Does the project disrupt or hinder the implementation of any 2017 CAP control measures?

The proposed residential project would support the primary goals of the CAP, which are to attain air quality standards, reduce population exposure and protect public health, and reduce greenhouse gas emissions and protect the climate. This is evidenced by the project's consistency with the BAAQMD thresholds of significance. As discussed below under AIR-2 and AIR-3, the project would not exceed the BAAQMD thresholds for ozone precursor pollutant (ROG, NOx) and exhaust (PM_{10}, $PM_{2.5}$) emissions during construction or operational periods. In addition, implementation of standard dust

and exhaust control measures, listed below, would reduce potential air quality impacts to a less than significant level.

The 2017 CAP contains a control strategy intended to complement efforts to improve air quality and protect the climate being made by other partner agencies at the state, regional and local levels. The strategy is based on the following four key priorities, and identifies 85 individual control measures to reduce pollutant emissions.

- Reduce emissions of criteria pollutants and TACs from all key sources.
- Reduce emissions of "Super GHGs" such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels.
- Decarbonize our energy system.

The control measures are organized into the following economic sector categories: Stationary (Industrial) Sources; Transportation; Energy; Buildings; Agriculture; Natural and Working Lands; Waste Management; Water; and Super GHG Pollutants. None of the 85 specific control measures are directly applicable due to the control measures generally not applying to residential construction/operations, although the project would be considered consistent with the measures related to bicycle and pedestrian access, land use strategies, green building, reduction of energy demand, urban heat island mitigation, recycling and waste reduction, water conservation and urban tree planting. The project would not cause the disruption of, delay or otherwise hinder the implementation of any of the control measures.

The project would be consistent with applicable control measures of the 2017 CAP and with the General Plan by developing a high-density, transit-oriented infill development, complying with the California Green Building Standards (CALGreen) requirements, incorporating energy efficient features, and planting trees on-site. The project by itself, therefore, would not result in a significant impact related to consistency with the 2017 CAP. In addition, the project would not exceed the BAAQMD thresholds for operational criteria air pollutant emissions, as discussed below. For these reasons, the project would not conflict with or obstruct implementation of the 2017 CAP. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)**

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires when a project's criteria air pollutant emissions would exceed applicable thresholds and make a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant

adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. The Bay Area, as a whole, does not meet state or federal ambient air quality standards for ground level ozone (O_3), state standards for PM_{10}, and federal standards for $PM_{2.5}$. The Bay Area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts.

Due to the project size, construction and operational period emissions would be less than significant. In the 2017 CEQA Air Quality Guidelines, BAAQMD identifies screening criteria for the sizes of land use projects that could result in significant air pollutant emissions. For construction impacts, the screening size for mid-rise apartments is 240 dwelling units and for operational impacts the screening size is 494 dwelling units. Projects below these screening sizes would be expected to have less than significant impacts with respect to construction and operational period emissions, and emissions are not required to be quantified. The project proposes to develop 47 dwelling units; therefore, the emissions would be below the BAAQMD significance thresholds for construction and operational period emissions. Additionally, the project would result in a reduction of vehicle trips (refer to *Section 4.17, Transportation*) and would not emit carbon monoxide in exceedance of BAAQMD screening criteria for localized carbon monoxide impacts. For these reasons, the proposed project would have a less than significant impact due to criteria pollutants. **(Less than Significant Impact)**

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Project impacts related to increased community risk can occur either by introducing a new source of TAC and air pollutant emissions or introducing new sensitive receptors, such as a residential use, in proximity to an existing source of TACs. Project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. A construction health risk assessment was prepared to address project construction impacts on the offsite sensitive receptors. Operation of the project is not expected to be a source of TACs or localized air pollutant emissions, such as generators. The project would introduce new residents that are sensitive receptors. Traffic from El Camino Real is a source of emissions that could adversely affect project residents. The health risk impact of traffic on El Camino Real on future residents is an impact of the environment on the project, and is analyzed below in *Section 4.3.3, Non-CEQA Effects*.

Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The following section discusses the community health risk impacts from construction.

Construction Community Health Risk Impacts

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC source. While project construction exhaust air pollutant emissions are not expected to contribute substantially to a decline in local or regional air quality conditions, construction exhaust emissions may still pose community health risks for nearby sensitive receptors, including the residential uses immediately south and east of the project site. Construction of the proposed project would expose nearby sensitive receptors to TACs emitted during demolition, excavation, grading, and construction activities at the project site. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. A health risk assessment of the project construction activities was completed to evaluate possible health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$. This assessment included dispersion modeling to predict the off-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Project Construction Activity

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod is included as an attachment to the air quality assessment in Appendix A. Construction activity is anticipated to include demolition, grading and site preparation, building construction, and paving. Construction period emissions of DPM and $PM_{2.5}$ were modeled using CalEEMod. A build-out construction schedule including equipment usage assumptions was developed based on applicant provided information. The proposed project land uses were input into CalEEMod, which included 45 dwelling units[12] entered as "Apartments Mid Rise" and 84 spaces entered as "Enclosed Parking with Elevator" on a 0.66-acre site. In addition, 28,500-sf of existing building demolition, 16,000 cubic yards of soil import during the grading phase, 18 one-way pavement demolition truck trips, 320 one-way cement truck trips during building construction, and 14 one-way asphalt truck trips during paving were entered into the model. Construction of the project is expected to occur over an approximately 17-month period beginning in January 2020.

Construction Emissions

The CalEEMod model provided total annual PM_{10} exhaust emissions (assumed to be DPM) for the off-road construction equipment and on-road construction vehicles, with total emissions from all construction stages estimated as 0.0897 tons (179 pounds). The model output from CalEEMod is included as an attachment to the air quality assessment in Appendix A. The on-road emissions are a result of haul truck travel during demolition and grading activities, worker travel, and vendor deliveries during construction. A trip length of one mile was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive $PM_{2.5}$ dust emissions were calculated by CalEEMod as 0.0131 tons (26 pounds) for the overall construction period.

[12] Since the time of the original air quality analysis, the project has changed to include an additional two residential units. The addition of two residential units would not significantly change air quality emissions, health risk impacts, or greenhouse gas emissions, as noted in the revised report dated August 21, 2019.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict DPM and $PM_{2.5}$ concentrations at sensitive receptors (residences) in the vicinity of the project construction area. DPM and $PM_{2.5}$ concentrations were calculated at nearby sensitive receptor locations. The maximum-modeled annual DPM and $PM_{2.5}$ concentrations were identified at nearby sensitive receptors to find the maximally exposed individuals (MEIs). The maximum increased cancer risks were calculated using BAAQMD-recommended methods and exposure parameters. Third trimester, infant and adult exposures were assumed to occur at all nearby residences through the entire construction period. Non-cancer health hazards and maximum $PM_{2.5}$ concentrations were also calculated and identified.

Community Risk Impacts

The maximum concentrations of DPM and $PM_{2.5}$ from project construction occurred on the third floor of a townhome residence adjacent to the southern boundary of the project site. As shown in Table 4.3-3, the maximum excess residential cancer risk at this location (due to construction) would be greater than the BAAQMD single-source threshold of 10 in one million and the maximum modeled annual $PM_{2.5}$ concentration would be greater than the BAAQMD single-source threshold of 0.3 $\mu g/m^3$.

In addition to calculating the health risks at the MEI, the air quality assessment completed modeling to calculate the risk impacts at BridgePoint at Los Altos, an adult retirement community located approximately 130 feet west of the site at 1174 Los Altos Avenue. The results of the assessment indicated that the maximum increased cancer risk, maximum modeled annual $PM_{2.5}$ concentration, and the maximum computed Hazard Index would all be less than the BAAQMD single-source thresholds at this location.

The air quality assessment also accounted for the combined effects of El Camino Real traffic and project construction activities on the MEI; these emission totals were compared to BAAQMD cumulative source thresholds. The results show cumulative emissions to be greater than adopted thresholds for cancer risk and annual $PM_{2.5}$. There were no other substantial sources of TACs within 1,000 feet of the project site (aside from El Camino Real) that could contribute to the cumulative air quality impact of the project on the MEI.

Table 4.3-3: Health Risk Impacts to Sensitive Receptors

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Impacts at Maximally Exposed Individual			
Project Construction			
Unmitigated	**129.2** (infant)	**0.65**	0.11
Mitigated	7.1 (infant)	0.05	0.01
BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Significant?			
Unmitigated	**Yes**	**Yes**	No
Mitigated	No	No	No
El Camino Real (i.e. Highway 82) at 150 feet west	23.3	0.22	0.02

Table 4.3-3: Health Risk Impacts to Sensitive Receptors			
Combined Sources			
Unmitigated	**152.5** (infant)	**0.87**	0.13
Mitigated	30.4 (infant)	0.27	0.03
BAAQMD Cumulative Source Threshold	***>100***	***>0.8***	***>10.0***
Significant?			
Unmitigated	**Yes**	**Yes**	No
Mitigated	No	No	No
Impacts at BridgePoint at Los Altos			
Project Construction			
Unmitigated	0.1 (adult)	0.02	<0.01
BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Significant?			
Unmitigated	No	No	No

As shown in Table 4.3-3, project construction would exceed single-source and cumulative source thresholds for cancer risk and annual $PM_{2.5}$ concentrations at the MEI. This would constitute a significant air quality impact.

Mitigation Measures: The proposed project shall implement the following mitigation measures to reduce construction emissions to a less than significant level:

MM AIR-3.1: The following standard measures, in accordance with BAAQMD best management practices, would reduce the fugitive dust emissions during construction to a less than significant level:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be water two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Vegetation in disturbed areas shall be planted as quickly as possible.
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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.

- 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.
- Post a publicly visible sign with the telephone number and person to contact at the City of Los Altos regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-3.2: The following measures shall be implemented to reduce construction equipment exhaust emissions to a less than significant level:

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- For equipment used during the site preparation and grading phases, diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines. Equipment that is electrically powered or uses non-diesel fuels would also meet this requirement.

- For the remaining phases, diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 3 engines with CARB-certified Level 3 Diesel Particulate Filters (DPF) or equivalent. The use of equipment meeting U.S. EPA Tier 4 standards for particulate matter would also meet this requirement. Alternatively, the use of equipment that includes electric or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.

- Portable equipment (i.e. air compressors, cement and mortar mixers, and concrete/industrial saws) shall be electrically powered.

As stated in the above mitigation measures, the project would use equipment that meets Tier 4 particulate matter standards during the site preparation and grading phases, use equipment that meets Tier 3 DPF 3 particulate matter standards during the remaining phases, and use electrical portable equipment during all phases. As a result, the computed maximum increased lifetime residential cancer risk from construction (assuming infant exposure) would be 7.1 in one million or less, the maximum annual $PM_{2.5}$ concentration would be 0.05 $\mu g/m^3$, and the Hazard Index would be <0.01. These totals would be below BAAQMD single-source thresholds and would be below cumulative source thresholds when including emissions from El Camino Real. Therefore, construction activities of the project would have a less than significant air quality impact upon implementation of the mitigation measures describe above. **(Less than Significant Impact with Mitigation Incorporated)**

Impact AIR-4:	The project would not result in other emissions (such as odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The proposed project is a residential development. The proposed project would not include land uses that are likely to generate a substantial odor that would cause complaints from surrounding uses. Currently, the site is not exposed to substantial odor sources. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely be noticed beyond the project site's boundaries. The proposed project would, therefore, result in less than significant odor impacts. **(Less than Significant Impact)**

4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only.

A health risk assessment was completed to analyze the impact existing TAC sources would have on the sensitive receptors that the proposed project would introduce. The same TAC source identified previously (i.e. El Camino Real) was used in the operational health risk assessment. Since the BAAQMD screening tools indicated increased cancer risk and $PM_{2.5}$ concentrations at the proposed project's residential units closest to El Camino Real could exceed the respective single-source thresholds, refined modeling was conducted. Refined modeling tends to predict more accurate results than the BAAQMD screening tool because project-specific information is used in the modeling. This includes roadway orientation with respect to receptors (i.e., where dwelling units would be located with respect to traffic), traffic volumes and emission estimates (i.e., based on traffic speeds and traffic mix), and meteorological conditions near the project.

The refined analysis involved predicting traffic emissions for the traffic volume and mix of vehicle types on El Camino Real near the project site. These emissions were entered into a dispersion model to predict exposure to TACs from the roadway. The associated cancer risks were computed based on BAAQMD-recommended methods. Refer to the air quality assessment in Appendix A for a detailed discussion of the methodology used to calculate health risk impacts to new project receptors.

The maximum health risk impacts from El Camino Real traffic on future project residents are shown in Table 4.3-4, below. Residents of the first three floors of the proposed building would be exposed to annual $PM_{2.5}$ concentrations that exceed BAAQMD single-source thresholds. Annual $PM_{2.5}$ - concentrations are based on the exposure to $PM_{2.5}$ resulting from emissions attributable to truck and auto exhaust, brake and tire wear, and vehicular re-entrainment of roadway dust.

Table 4.3-4: Maximum Health Risk Impacts from El Camino Real Traffic at Project Site			
Source/Receptor Locations	**Maximum Cancer Risk (per million)**	**Maximum Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Maximum Hazard Index**
El Camino Real Traffic			
1st Floor Level	4.2	**0.73**	
2nd Floor Level	3.7	**0.62**	<0.01
3rd Floor Level	2.3	**0.35**	<0.01
4th Floor Level and above	1.4	0.21	<0.01
BAAQMD Single-Source Threshold	***>10.0***	***>0.3***	***>1.0***
Significant?	*No*	***Yes***	*No*

While not a significant impact of the project on the environment, future residents would be exposed to TAC concentrations that pose a health risk. The following Conditions of Approval would reduce the health risk of future project residents and are recommended for consideration by the City.

Conditions of Approval: The project shall include the following measures to minimize long term TAC and annual $PM_{2.5}$ exposure for new project residents:

To ensure adequate health protection to sensitive receptors, the ventilation system shall meet the following minimal design standards to minimize long-term annual $PM_{2.5}$ exposure for new project occupants:

- Install air filtration in residential buildings. Air filtration devices shall be rated MERV13 or higher for portions of the site that have annual $PM_{2.5}$ exposure above 0.3 $\mu g/m^3$ (these portions of the site are delineated in Figures 5, 6, and 7 in the air quality assessment). To ensure adequate health protection to sensitive receptors (i.e., residents) all fresh air circulated into the dwelling units shall be filtered.

- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.

- Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

A properly installed and operated ventilation system with MERV13 would achieve an 80-percent reduction in $PM_{2.5}$ exposure.[13] Increased cancer risk and $PM_{2.5}$ exposures for MERV13 filtration

[13] Bay Area Air Quality Management District (2016). Appendix B: Best Practices to Reduce Exposure to Local Air Pollution, *Planning Healthy Places A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning* (p. 38). http://www.baaqmd.gov/~/media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en

cases were calculated assuming a combination of outdoor and indoor exposure. For use of MERV13 filtration systems, exposure to outdoor air at each unit (from open windows or being outside the unit) of three hours to ambient $PM_{2.5}$ concentrations and 21 hours of indoor exposure to filtered air was assumed. In this case, the effective control efficiency using MERV13 is about 70 percent for $PM_{2.5}$ exposure. This would reduce the maximum annual $PM_{2.5}$ concentration of 0.73 $\mu g/m^3$ to about 0.22 $\mu g/m^3$. This condition, therefore, would reduce the health risk of future residents of the proposed project by reducing annual $PM_{2.5}$ exposure to below single-source thresholds.

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Special Status Species

Individual plant and animal species listed as rare, threatened or endangered under state and federal Endangered Species Acts are considered "special status species". Federal and state "endangered species" legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the "take" of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species. "Take" is more broadly defined by the federal Endangered Species Act to include "harm" of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Section 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per the CEQA Guidelines. These may include plant species of concern in California listed by the California Native Plant Society and CDFW listed "Species of Special Concern".

Migratory Bird and Birds of Prey Protections

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior, which in April 2018 issued a memo clarifying that the MBTA applies to only actions taken to intentionally harm protected species. Several states and non-governmental organizations have challenged this interpretation in federal court, and the outcome of the lawsuit is pending. The MBTA's prohibitions apply to whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which under the 2018 guidance would not result in a violation of the MBTA because any harm would be pursuant to activities, the purpose of which is not to intentionally harm birds. Nesting birds are considered special-status species and are protected by the USFWS.

The CDFW also protects migratory and nesting native and non-game birds under California Fish and Game Code (CFGC) Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance. While both the USFWS and CDFW similarly define "take" as to pursue, hunt, shoot, wound, kill, trap, capture or collect, the CFGC further states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any birds (except as otherwise provided by this code or any regulation made pursuant thereto).

Local

City of Los Altos General Plan

The Los Altos General Plan contains the following biological resource policy, included in the Community Design and Historic Resources Element, which is applicable to the proposed project.

Policy 1.1: Preserve trees, especially heritage and landmark trees, and trees that protect privacy in residential neighborhoods.

Los Altos Municipal Code

The City of Los Altos has adopted a Tree Protection Ordinance in Section 11.08 of the Municipal Code. The Tree Protection Ordinance prescribes 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 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;
- Any tree which was required by the City to be either saved or planted in conjunction with a development review application.

Trees may be designated as "heritage trees" upon application by the owner of the property on which the tree is located, a study of the proposed tree by the historical commission, and a determination of designation based on the criteria outlined in Section 12.44.030 of the Municipal Code.

4.4.1.2 *Existing Conditions*

Habitats

The project site is located in an urbanized area and consists of a gasoline service station, paved surface parking, and sparse landscaping. The majority of the site is paved with asphalt/concrete or occupied by the gasoline service station. There are no wetlands, streams or riparian habitat on or adjacent to the site. The nearest waterway, Adobe Creek, is located approximately 800 feet west of the site.

Habitats in developed areas are extremely low in species diversity. The wildlife species most often associated with developed areas are those that are most tolerant of periodic human disturbances, including several introduced species such as European starlings, rock doves, house mice, and Norway rats. Native species that are able to utilize these habitats include western fence lizards, American robins, Brewer's blackbirds, northern mockingbirds, mourning doves, house finches, and squirrels, and some species of bats.

There are no sensitive habitats or wetlands on or adjacent to the project site. 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.

Trees

With the exception of three small, sculpted juniper tree located within the landscape planters along the street frontages, there are no trees on the project site. However, there are numerous trees on adjacent property bordering the site to the south and the east, and two street trees within the public right-of-way on either side of the project site. A Tree Inventory and Arborist Report was completed for the proposed project to evaluate the potential impacts of the project on the trees immediately adjacent to the site. The report is included as Appendix B to this Initial Study.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
3) 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?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact BIO-1:	The project would not 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, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

Special Status Species

The project site is in an urban area and is developed with a gasoline service station, paved surface parking areas, and minimal landscaping. The site does not contain sensitive habitats or wetlands and is disturbed by human use; therefore, the presence of any special-status plant or animal species on-site is unlikely. Additionally, the site does not contain abandoned buildings or buildings with structural voids (the spaces between exterior and interior envelopes of a building) or large trees with cavities which could provide roosting habitat for special status bat species.

Nesting Raptors and Migratory Birds

Migratory birds and/or raptors could nest in the mature trees near the site. Construction activities during the nesting season (February 1through August 31), including equipment noise and tree removal, may result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

Mitigation Measures: The following mitigation measures would be implemented during construction to reduce impacts to nesting birds to a less than significant level:

MM BIO-1.1: Construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in Santa Clara County extends from February 1st through August 31st). If construction activities are scheduled to take place outside of the nesting season, impacts on nesting birds protected by the MBTA and/or CDFW will be avoided.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1st and January 31st, then preconstruction surveys for nesting birds shall be conducted to identify active nests that may be disturbed during project implementation. Projects that commence construction between February 1st and April 30th (inclusive) shall conduct pre-construction surveys for nesting birds within 14 days of construction onset. Projects that commence construction between May 1st and August 31st (inclusive) shall conduct pre-construction surveys within 30 days of construction onset. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all mature trees within 250 feet of the site. If the survey does not identify any nesting birds that would be affected by construction activities, no further mitigation is required.

MM BIO-1.3: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified biologist or ornithologist, in consultation with CDFW, shall determine the extent of a construction- free buffer zone around the nest, typically 250 feet for raptors and 100 feet for

non-raptors around the nest, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The buffer shall remain in place until the breeding season has ended or a qualified biologist or ornithologist has determined that the nest is no longer active. The ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development prior to the issuance of grading permits.

MM BIO-1.4: If construction activities are scheduled to start during the nesting season, all potential on-site nesting substrates (e.g., bushes, trees, grasses, and other vegetation) may be removed prior to the start of the nesting season (i.e., prior to February 1st).

With implementation of the mitigation measures listed above, the proposed project would result in a less than significant impact to sensitive species. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

The project site is in an urban area. There are no streams, creeks, waterways, or wetlands located on or adjacent to the project site. The nearest waterway (i.e., Adobe Creek) is located approximately 800 feet west of the site. Development of the project would be confined to the site and would not involve offsite improvements to the nearby riparian corridor, such as channel realignments or culverting, which could result in unanticipated environmental impacts. Therefore, the proposed project would not result in substantial impacts to riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. **(No Impact)**

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The proposed project would redevelop an existing site in an urbanized area of Los Altos. There are no wetlands on the project site; therefore, the proposed project would have no impact on federally protected wetlands. **(No Impact)**

Impact BIO-4:	The project would not 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. **(No Impact)**

Migratory movements of animal species are most often associated with riparian corridors, and the project site is not located adjacent to any streams or waterways. The closest riparian corridor to the site, Adobe Creek, is located approximately 800 feet west of the site and would be unaffected by the

proposed project. Additionally, as mentioned, the site does not contain abandoned buildings or buildings with structural voids or large trees with cavities which could provide roosting habitat for bat species. The project site does not contain any native wildlife nursery sites. As discussed above, migratory birds and/or raptors could nest in the mature trees on or near the site. Implementation of mitigation measure MM BIO-1 would reduce impacts to nesting birds to a less than significant level. For these reasons, the project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. **(No Impact)**

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

According to the Tree Inventory and Arborist Report prepared for the project, there are three juniper trees on the site (in perimeter landscape strips), two municipal street trees adjacent to the property (one London plane tree on El Camino Real and one mayten tree on Los Altos Avenue), and 23 mature trees planted as perimeter screens along the adjacent southeastern and southwestern property lines (crape myrtle, Brisbane box, and Canary Island pine trees). These screen trees are located approximately four feet from the property lines. The project proposes to remove only the three Hollywood juniper trees on-site. The street trees and adjacent screen trees are proposed to remain. A Tree Removal Permit would be required to remove the on-site trees, in conformance with the City's Tree Protection Ordinance. The project proposes to plant approximately 47 new trees.

The Tree Inventory and Arborist Report evaluated the underground garage construction plans and found that the proposed excavation would allow sufficient room for the majority of the neighboring tree roots to remain intact and functional, thus making the survival of the trees on the adjacent properties highly likely. The report provided basic tree protection measures that should be followed during the start of the excavation in order to assure that the neighboring trees are not jeopardized due to root loss. The tree protection measures are recommended as conditions of approval to ensure that neighboring trees are not damaged during project construction.

Conditions of Approval: The following tree protection measures are included to preserve the health of existing neighboring trees before, during, and after construction of the project.

- Identify a Tree Protection Zone (TPZ) for each tree to remain after project completion. A TPZ is defined by the jurisdiction in which the project is located to provide above-ground and root-zone protection for trees. In the absence of a specific local definition, the TPZ shall be a circle with a radius of 10 feet for every one foot of trunk diameter. No construction activity shall occur in the TPZ with the Project Arborist or City Arborist monitoring and signing off.
- Supplemental watering is typically called for construction site stressed trees at 10 to 20 gallons per trunk diameter per month, particularly during hot weather. This is modified by the Project Arborist on-site with root zone inspections and monitoring as water demands will obviously be lower during cool, damp weather. Inspection should find soil between three inches and 18 inches below grade that are moist enough for roots to thrive. For the proposed project, none of the trees to remain on-site will have significant root zone soil on the project

side of the fence. The neighbor's landscape maintenance personnel could be notified of additional watering requirements during construction in order to modify their irrigation to accommodate future weather anomalies (i.e. drought).

- Approaching project commencement, when the foundations, driveways, and other hardscape features (including trenches) have been staked/located, then some pruning may likely be needed. Raising/clearance can be minimized for space to work. Root pruning along the lines within 15 feet on either side of mature trees' trunks can sever roots cleanly, reducing shock to these trees' systems. Root pruning prior to excavating for the basement parking can be done to avoid excessive root damage. This would be unreasonably necessary for the project if the contractor's excavator operator is skillful/observant enough to avoid tearing through roots larger than two inches in diameter.
- All project tree work performed before, during, or after construction is to be done by WCISA Certified Tree Workers under the supervision of an ISA Certified Arborist (or equivalent, if they possess sufficient skill for approval by the Project Arborist). This includes all pruning, removals (including stump removals) within driplines of trees to be preserved, root pruning, and repair or remedial measures.
- No parking or vehicle traffic over any root zones, unless using buffers approved by Project Arborist or City Arborist.
- Monitor root zone moisture and maintain as per above.
- Have an ISA Certified Arborist repair any damage promptly.
- No pouring or storage of fuel, oil, chemicals, or hazardous materials under any trees' foliage canopies or future plant materials' root zone areas.
- No grade changes under foliage crowns of trees to be preserved without prior Project Arborist approval. For instance, hand excavation and thinner base prep may be required in some root zone areas.
- Any additional pruning required must be performed under arborist supervision – including root pruning – clean, smooth cuts with no breaking, scraping, shattering, or tearing of wood tissue and/or bark.
- No storage of construction materials under any foliage canopy without prior Project Arborist or City Arborist approval.
- No trenching within the critical root zone area. Consult Project Arborist before any trenching or root cutting beneath any preserved tree's foliage canopy. It is best to route all trenching out from under trees' driplines. Often trenches in root zones must be hand excavated to leave roots intact.
- No clean out of trucks, tools, or other equipment over any essential root zone. This debris shall be kept outside of any existing or future root zone.
- No attachment of signs or other construction apparatus to preserved trees.

The proposed project is not expected to result in a significant impact to trees upon implementation of the recommended tree protection measures. Therefore, the project would not conflict with the City's Tree Protection Ordinance. **(Less than Significant Impact)**

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is not located within an approved local, state, or national habitat conservation plan area. Thus, there would be no impact. **(No Impact)**

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Literature Search conducted for the project by *Holman and Associates*. A copy of the report, dated June 17, 2019, is available at the City of Los Altos Planning Department during normal business hours for review by qualified persons.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

National Register of Historic Places

The National Historic Preservation Act is the primary federal law dealing with historic preservation. The historic significance of a building, structure, object, site, or district for listing is assessed based upon the criteria in the National Register of Historic Places (NRHP). A resource is considered eligible for the NRHP if the quality of significance in American history, architecture, archaeology, engineering, and culture is present and if the resource includes integrity of location, design, setting, materials, workmanship, feeling, and association and:

- Is associated with events that have made a significant contribution to the broad pattern of our history; or
- Is associated with the lives of persons significant to our past; or
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possessed high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Secretary of the Interior Standards for Rehabilitation

The 1995 U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties outlines specific standards and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Each set of standards provides specific recommendations for the proper treatment of specific building materials, as well as parts of building construction. CEQA references these standards relative to consideration of the significance of project impacts, or lack thereof, on historic resources.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[14]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics of integrity include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

[14] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." March 14, 2006.

Local

City of Los Altos Historical Preservation Ordinance

The City of Los Altos has adopted a Historical Preservation Ordinance (Chapter 12.44 of the Municipal Code) as a matter of public policy that the recognition, preservation, enhancement and use of historic resources within the City of Los Altos is required in the interest of health, economic prosperity, cultural enrichment and general welfare of the people. The ordinance ensures protection of irreplaceable historic resources, enhancing visual character through architectural compatibility, and encouraging appreciation of the City's past. A structure, property or object is considered eligible for designation as a historic resource or historic landmark, if it satisfies each of the three criteria listed below:

A. Age. A structure or property should be more than fifty (50) years in age. (Exceptions can be made to this rule if the building(s) or site(s) is/are truly remarkable for some reason - such as being associated with an outstanding architect, personage, usage or event).

B. Determination of Integrity. A structure or property should retain sufficient historic integrity in most of the following areas:

1. Design: The combination of elements that create the form, plan, space, structure and style of a property.
2. Setting: The physical environment of a historic property.
3. Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
4. Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
5. Feeling: A property's expression of the aesthetic or historic sense of a particular period of time.

C. Historic Significance. A structure or property should be clearly associated with one or more of the following areas of significance:

1. Event: Associated with a single significant event or a pattern of events that have made a significant contribution to broad patterns of local or regional history, or cultural heritage of California or the United States;
2. Person/People: Associated with the lives of persons important to the local, California or national history;
3. Architecture/Design: Embodies the distinctive characteristics of a design-type, period, region or method of construction, or represents the work of a master or possesses high artistic value; or
4. Archaeology: Yields important information about prehistory or history of the local area, California or the nation.

City of Los Altos General Plan

The City of Los Altos General Plan Community Design and Historic Resources Element contains the following cultural resource policies that are applicable to the proposed project:

Policy 6.3: Work with property owners to preserve historic resources within the community, including the orchard, or representative portion thereof, on the civic center site.

Policy 6.4: Preserve archaeological artifacts and sites found in Los Altos or mitigate disturbances to them, consistent with their intrinsic value.

Policy 6.5: Require an archaeological survey prior to the approval of significant development projects near creeksides or identified archaeological sites.

4.5.1.2 *Existing Conditions*

Historic Resources

The City of Los Altos contains historic resources from the early twentieth century. There are a variety of historic buildings in the City's Downtown that were originally constructed prior to 1940. There are also several historic residential structures located between Foothill Expressway and Adobe Creek. The City contains approximately 22 officially designated historic landmarks, located primarily in and around Downtown.[15] [16] The project site is entirely developed, consisting of a gasoline service station, surface parking lot, and landscaping. The project site is not identified in the City of Los Altos' Historic Resources Inventory as a designated historic resource or historic landmark.

Prehistoric Resources

In the project area, Native American sites have been identified adjacent to springs or near major waterways (e.g., Coyote Creek and the Guadalupe River), at the base of the hills near waterways, along the original bayshore, and on terraces adjacent to naturally flowing waterways. The project site is located on a large valley terrace approximately 800 feet east of Adobe Creek. The Ohlone and Muwekma Indian tribes previously inhabited several creekside locations in the Los Altos area.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

[15] City of Los Altos. *General Plan – Community Design and Historic Resources Element*. November 2002.
[16] City of Los Altos, Historical Commission. "Historic Inventory". Accessed March 22, 2019. https://www.losaltosca.gov/historicalcommission/page/historic-inventory

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The project site is developed with a gasoline service station and parking lot; the gas station was constructed in the late 1960s. The site is not identified in the City of Los Altos Historic Resources Inventory. While the existing building would meet the age criteria (greater than 50 years old) for historic resource designation, the existing building on-site is not known to be associated with a significant event or person or embody distinctive design characteristics or the work of a master. For these reasons, the project is not considered a historic resource per the City of Los Altos Historic Preservation Ordinance. According to the records search by *Holman and Associates*, no historic resources or properties listed on federal, state or local inventories are located on or adjacent to the project site. For these reasons, development of the proposed project would not have an impact on historic resources. **(No Impact)**

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

Based on the results of the Archaeological Literature Search, *Holman and Associates* concluded that there is a low potential for Native American and historic-era archaeological deposits and cultural materials to be present at the project site. Nevertheless, demolition and construction activities on the site could uncover yet unrecorded subsurface resources.

Mitigation Measures: The following mitigation measures would be implemented during project demolition and construction activities to avoid significant impacts to unknown subsurface cultural resources:

MM CUL-2.1: The project applicant shall ensure all construction personnel receive cultural resource awareness training that includes information on the possibility of encountering archaeological and/or historical materials during construction.

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 shall stop, the Director of Community Development shall be notified, and an archaeologist designated by the City shall assess the find and make appropriate recommendations, if warranted. Recommendations could include avoidance, if feasible, preservation in place, or collection, recordation, and analysis of any significant cultural materials. Construction within a radius specified by the archaeologist shall not recommence until the assessment is complete. A report of findings documenting any data recovery would be submitted to the Director of Community Development.

MM CUL-2.2: Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, 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 shall 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. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to state law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

With implementation of these measures, impacts to unknown subsurface prehistoric and historic archaeological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

It is possible that construction activities associated with the proposed project could disturb as-yet undiscovered human remains at the project site. The mitigation measures described above (**MM CUL-2.2**) ensure that an appropriate process is followed in the event of accidental discovery of human remains during project construction. By following the process set forth in these mitigation measures, the proposed project would not result in a significant impact to human remains. **(Less than Significant Impact with Mitigation Incorporated)**

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2019 Title 24 updates went into effect on January 1, 2020.[17] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[18]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The 2019 update to CALGreen went into effect on January 1, 2020, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

[17] California Building Standards Commission. "Welcome to the California Building Standards Commission." Accessed July 20, 2020. http://www.bsc.ca.gov/.
[18] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed July 20, 2020. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[19]

Local

City of Los Altos General Plan

The City of Los Altos General Plan contains several policies pertaining to energy efficiency in new development. The following policies are contained in the 2015-2023 Housing Element and are applicable to the proposed project:

Policy 7.1: The City will encourage energy and water conservation measures to reduce energy and water consumption in residential, governmental, and commercial buildings.

Policy 7.2: The City will continue to implement building and zoning standards to encourage energy and water efficiency.

City of Los Altos Climate Action Plan

In 2013, the City prepared and adopted the Los Altos Climate Action Plan (LACAP) to comprehensively reduce local sources of greenhouse gas emissions. Many of the LACAP measures and actions have the added benefit of reducing household transportation and utility costs, thus increasing housing affordability, by promoting programs and incentives to improve energy efficiency or promoting alternative modes of travel.[20]

4.6.1.2 *Existing Conditions*

Electricity in Santa Clara County in 2018 was consumed primarily by the commercial sector (77 percent), followed by the residential sector consuming 23 percent. In 2018, a total of approximately 16,668 gigawatt hours (GWh) of electricity was consumed in Santa Clara County. [21]

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available. Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses,

[19] California Air Resources Board. "The Advanced Clean Cars Program." Accessed July 20, 2020. https://www.arb.ca.gov/msprog/acc/acc.htm.
[20] City of Los Altos. *Housing Element 2015-2023.* May 2014.
[21] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed July 20, 2020. http://ecdms.energy.ca.gov/elecbycounty.aspx.

and 40 percent (3,175 trillion Btu) for transportation.[22] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Los Altos.[23] SVCE sources the electricity and Pacific Gas and Electric Company delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan, which generates its electricity from 100 percent carbon free sources; with 50 percent from solar and wind sources, and 50 percent from hydroelectric. Customers have the option to enroll in the GreenPrime plan, which generates its electricity from 100 percent renewable sources, such as wind and solar.

In 2020, the City of Los Altos adopted Reach Codes that will help the City achieve its sustainability goals moving forward. In accordance with the new ordinance, the proposed building will be required to be an all-electric building. In addition, the City of Los Altos adopted amendments to the 2019 California Green Building Standards Code for Electric Vehicle (EV) infrastructure, which increases the number of charging stations required for new development projects.

Natural Gas

PG&E provides natural gas services within the City of Los Altos. In 2018, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[24] In 2018, residential and commercial customers in California used 34 percent of the state's natural gas, power plants used 35 percent, the industrial sector used 21 percent, and other uses used 10 percent. Transportation accounted for one percent of natural gas use in California. In 2018, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.[25]

Fuel for Motor Vehicles

In 2018, approximately 15.5 billion gallons of gasoline were sold in California.[26] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970's to 25.5 mpg in 2019.[27] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of

[22] United States Energy Information Administration. *State Profile and Energy Estimates, 2016.* Accessed July 20, 2020. https://www.eia.gov/state/?sid=CA#tabs-2.
[23] SVCE. "Frequently Asked Questions". Accessed March 22, 2019. https://www.svcleanenergy.org/faqs.
[24] California Gas and Electric Utilities. 2019 California Gas Report. Accessed July 20, 2020. https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf.
[25] CEC. "Natural Gas Consumption by County". Accessed July 20, 2020. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[26] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed July 20, 2020. https://www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.pdf.
[27] United States Environmental Protection Agency. "The 2019 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2020. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100YVFS.pdf

35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks Model Years 2011 through 2020. [28,29]

In 2018, the EPA and the NHTSA proposed to amend certain existing Corporate Average Fuel Economy (CAFE) and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2–3 percent of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100. [30] California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

Energy Use of Existing Development

The project site is currently developed with a 1,610-square foot gasoline service station, paved surface parking, and sparse landscaping. Energy use of the existing development is primarily attributed to gasoline consumption of vehicles traveling to and from the site and operational energy use of the existing building and gasoline pumps.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **(Less than Significant Impact)**

[28] U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed March 22, 2019. http://www.afdc.energy.gov/laws/eisa.
[29] Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed March 22, 2019. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.
[30] EPA Federal Register, Vol. 83, No. 165, August 24, 2018. https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-16820.pdf. Accessed May 22, 2019.

Operational Energy Demand

The proposed project would demolish the existing 1,610-square foot gasoline service station and associated surface parking and construct a 47-unit residential building with two levels of below-grade parking. The proposed project would intensify use of the site by introducing residential uses and increasing the size and scale of development. In doing so, the project would increase the demand for electricity at the project site and in the City as a whole. As a multi-family residential development, the project would inherently place less demand per capita on the grid when compared to a single-family home. Additionally, the proposed project is an infill development and would require less energy than development of a greenfield site. It is assumed that the project would be built out over a period of 17 months. Operation of the proposed project would consume energy (in the form of electricity) primarily for building heating and cooling, lighting, cooking, and water heating. Energy would also be consumed in the form of gasoline from residential vehicle trips. Table 4.6-1 below shows the estimated annual energy use of the proposed building.

Table 4.6-1: Estimated Annual Energy Use of Proposed Development[1]

Development	Electricity Use (kWh)
Apartments Mid-Rise – 45 dwelling units[2]	311,704
Enclosed Parking with Elevator – 84 spaces	220,793
Total:	**532,497**

Notes: [1] Illingworth & Rodkin, Inc. *4350 El Camino Real Air Quality and Greenhouse Gas Assessment.* May 28, 2019.

The above table does not take into account the gasoline use of the proposed project. Using the U.S. EPA fuel economy estimates, the proposed project would result in the consumption by project residents of approximately 21,666 gallons of gasoline per year.[31] The estimates of electricity use are conservative and reflect a calculation of gross demand; the actual increase in use would be lower when subtracting out the energy demands of the existing gasoline service station. Further, the gross energy use of the project is likely overstated because the estimates for energy use do not take into account the efficiency measures incorporated into the project. The project would be built to the most recent CALGreen requirements and Title 24 energy efficiency standards, which would improve the efficiency of the overall project. Additionally, the community-owned SVCE is the electricity provider for the City of Los Altos.[32] SVCE sources the electricity and the Pacific Gas and Electric Company delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan, which generates its electricity from 100 percent carbon free sources (50 percent from solar).

The CEC provides new forecasts for statewide electricity and natural gas demand every two years as part of the Integrated Energy Policy Report process. According to the 2019 Integrated Energy Policy Report, annual electricity consumption in California is forecasted to increase to approximately 340,000 GWh in 2030 from approximately 280,000 GWh in 2019.[33] The proposed project would result in an annual electricity use of approximately 520,508 kWh and would not result in a substantial increase in demand on electrical energy resources relative to forecasted statewide increases.

[31] 552,475 annual vehicle miles traveled/25.5 miles per gallon = 21,666 gallons of gasoline
[32] SVCE. "Frequently Asked Questions". Accessed May 23, 2019. https://www.svcleanenergy.org/faqs.
[33] California Energy Commission. *Final 2019 Integrated Energy Policy Report.* Adopted February 20, 2020. Page 209.

The conversion in land use from a gasoline station to a residential building would result in a net reduction in vehicle trips[34] and subsequent gasoline consumption. New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the State of California, which means that over time the fuel efficiency of vehicles associated with the proposed project would improve. The project site is located within a designated Transit Priority Area as delineated in the Plan Bay Area 2040; the nearest bus stops are located at the project frontage on El Camino Real, allowing easy access to transit for future occupants. The proposed project would comply with all applicable General Plan policies intended to promote the use of transit and non-vehicular modes of travel (bicycling and walking). As a result, implementation of the proposed project would not result in a substantial increase on transportation-related energy uses.

Energy Efficiency

Construction

The anticipated construction schedule assumes that the project would be built over a period of approximately 17 months. The project would require demolition, site preparation, grading, trenching, building construction, paving, and building interior. The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel would not be used wastefully on the site because of the added expense associated with renting, maintaining, and fueling equipment. Therefore, the opportunities for future efficiency gains during construction are limited. The project does, however, include several measures that would improve the efficiency of the construction process. Implementation of the mitigation measures detailed in *Section 4.3, Air Quality*, would restrict equipment idling times to five minutes or less and would require the applicant to post signs on the project site reminding workers to shut off idle equipment.

Energy is consumed during construction because the use of fuels and building materials are fundamental to construction of new buildings. However, energy would not be wasted or used inefficiently by construction equipment and waste from idling would be further reduced with implementation of the Mitigation Measures AIR-2 outlined in *Section 4.3, Air Quality*. The project would be required to prepare a Construction and Demolition Waste Plan to recycle and/or reuse construction waste, which would further reduce energy expenditures during the construction phase. Therefore, construction of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

Operation

The project would be required to comply with Title 24 of the State Building Code (Building Energy Efficiency Standards for Residential and Nonresidential Buildings), including the mandatory measures set forth in the 2019 CALGreen Code for planning and design, water conservation, energy efficiency, and environmental quality (Title 24, Part 11). By meeting these mandatory measures, the project's operational energy use would be minimized.

[34] Hexagon Transportation Consultants. *Traffic Report for the Proposed Residential Project at 4350 El Camino Real in Los Altos, California.* July 9, 2020.

The project proposes to provide 30 on-site bicycle parking spaces. The inclusion of bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site, which could result in a reduction of fuel consumption.

The project includes extensive landscaping, including the planting of approximately 47 trees along the perimeter of the site and within the open space interior areas. This will have the effect of providing shade and reducing the heat island effect, thus reducing the energy demand from the proposed buildings. The project would provide parking in a below-grade garage, which would further reduce the project's heat island effect by minimizing the amount of asphalt paving and associated heat retention. For this reason, and those listed above, operation of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

The LACAP includes several focus areas where GHG emissions reductions can be achieved. Each focus area includes specific reduction measures, which are a diverse mix of incentives, education, and regulations applicable to both new and existing development. One focus area in the LACAP is energy; reduction measures in this focus area include promoting effective energy conservation strategies (Measure 2.1), increasing energy efficiency (Measure 2.2), and increasing renewable energy (Measure 2.3). Each reduction measure in the LACAP is accompanied by implementing actions to support it.

While the LACAP is primarily focused on reducing GHG emissions, it serves the dual purpose of promoting energy conservation and renewable energy availability in the City. The proposed residential project would not conflict with the LACAP. Measure 2.1 would primarily be implemented by the City through outreach and education programs for renewable energy and conservation programs. The proposed project would comply with the 2019 CALGreen Code. The proposed project would also provide at least four electric vehicle (EV) charging stations and install higher-efficiency appliances and outdoor lighting fixtures, thereby ensuring that it satisfies Measure 2.2. The proposed project does not include any renewable energy power sources on-site; however, the energy provider for the project would be SVCE, which provides 100 percent carbon-free energy (solar and hydroelectric). Residents would also have the option to enroll in the GreenPrime plan, which generates its electricity from 100 percent renewable sources, such as wind and solar. For these reasons, the project would satisfy Measure 2.3. The project would, therefore, not conflict with renewable energy and energy efficiency measures included in the LACAP. **(Less than Significant Impact)**

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act ensures public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction.

Seismic Hazards Mapping Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed. The SHMA directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and requires the inclusion of measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California and prescribes standards for constructing safer buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared by a licensed professional for proposed developments to evaluate seismic and geologic conditions that may affect a project, such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years; the current version is the 2019 CBC.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Paleontological Resources Regulations

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. The California Public Resources Code

(Section 5097.5) specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it will disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Los Altos General Plan

The City of Los Altos General Plan addresses geologic hazards in its Natural Environment and Hazards Element. The following General Plan policies related to geology and soils are applicable to the proposed project:

Policy 1.2: Avoid placement of critical facilities and high occupancy structures in areas known to be prone to ground failure during an earthquake.

Policy 1.3: Require soil analysis and erosion mitigation for all development proposed on sites known to be prone to erosion or ground failure.

4.7.1.2 *Existing Conditions*

The following discussion is based on available information regarding the project site's geologic setting and soil conditions. Per the California Building Code Chapter 18, Section 1803, a geotechnical report will be prepared for the proposed project prior to the issuance of building or grading permits.

Geology and Soils

The project site is located within the Coast Ranges geomorphic province of California, an area characterized by a series of northwest-trending mountain ranges that have been folded and faulted by tectonic activity. The project site is located in the broad, north-south trending, alluvial-filled Santa Clara Valley. The Santa Clara Valley was formed when sediments derived from the surrounding mountain ranges were exposed by tectonic uplift and regression of the inland seas which previously inundated the area.

Soils underlying the project site are comprised of Urbanland-Flaskan complex, zero to two percent slopes. The Urbanland-Flaskan complex consists of very deep, well-drained soils that formed in alluvium from mixed rock sources. The typical profile of this soil complex consists of sandy loam, sandy clay loam, gravelly sandy clay loam, and very gravelly sandy loam. Soils on-site have a moderate expansion potential.[35] Expansive soils have a high shrink-swell potential and can impact the structural integrity of buildings. Expansive soils swell when the water content is increased and shrink when it decreases. This shrink-swell action can rupture utility lines, damage building foundations, and result in structural instability.

[35] United States Department of Agriculture, Natural Resources Conservation Service. *Custom Soil Resource Report for Eastern Santa Clara Area, California*. Accessed March 25, 2019.

Liquefaction and Landslides

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. Soils generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands that lie within roughly 50 feet of the ground surface. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Liquefaction can result in adverse impacts to human and building safety and must be addressed in the project design. Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel.

The project site is located on relatively flat, stable terrain. The site is not located within a liquefaction hazard zone or a landslide hazard zone.[36]

Seismicity and Seismic Hazards

The project site is located within the seismically-active San Francisco Bay Area. The project site is approximately 2.7 miles northeast of the Monte Vista-Shannon Fault, 5.7 miles east of the San Andreas Fault, 12.7 miles southwest of the Hayward Fault, 16 miles east of the San Gregorio Fault, and 17.3 miles west of the Calaveras Fault.[37] The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no known surface expression of active faults is believed to exist within the site.[38]

The U.S. Geological Survey's 2014 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay Area in order to estimate the probability of fault segment rupture. They have determined that the overall probability of a magnitude 6.7 or greater earthquake occurring in the San Francisco Region during the next 30 years (starting from 2014) is 72 percent. The highest probabilities are assigned to the Hayward Fault, Calaveras Fault, and the northern segment of the San Andreas Fault. These probabilities are 14.3, 7.4, and 6.4 percent, respectively. During a major earthquake on a segment of one of the nearby faults, strong to very strong ground shaking is expected to occur at the project site. The ground shaking intensity felt at the project site would depend on the size of the earthquake (magnitude), the distance from the site to the fault source, the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and the site-specific soil conditions.

Groundwater

Groundwater is estimated to be encountered at depths between 24 and 28 feet below ground surface (bgs).[39] Groundwater levels at the site may fluctuate with time due to seasonal conditions, rainfall, and irrigation practices.

---

[36] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed March 25, 2019. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[37] United States Geological Survey. "The San Andreas and Other Bay Area Faults". https://earthquake.usgs.gov/earthquakes/events/1906calif/virtualtour/bayarea.php Accessed: March 25, 2019.

[38] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed March 25, 2019. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[39] AEI Consultants. *Phase I ESA.* October 31, 2018.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– 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)?	☐	☐	☐	☒
– Strong seismic ground shaking?	☐	☐	☐	☒
– Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
– Landslides?	☐	☐	☐	☒
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) 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?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

Impact GEO-1:	The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(No Impact)**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults are known to cross the site, making fault rupture at the site unlikely. **(No Impact)**

Seismic Ground Shaking

The project site is located within the seismically active San Francisco Bay region. The faults in this region are capable of generating 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.

The project would be required to adhere to the 2019 CBC, which requires preparing a site-specific geotechnical report and incorporating the recommendations of the geotechnical report into the project. Additionally, the project would be required to utilize standard engineering techniques to increase the likelihood that the project would withstand minor earthquakes without damage and major earthquakes without collapse. In this manner, the proposed project would not expose people or property to impacts associated with seismically-induced ground failures or other geologic conditions on-site. The project would not directly or indirectly cause seismic ground shaking. **(No Impact)**

Liquefaction and Lateral Spreading

The project site is not located within a liquefaction hazard zone as delineated on California Geological Survey maps. As required under the CBC, a site-specific geotechnical investigation would be prepared for the project site that will characterize the soil profile of the underlying soils and analyze their susceptibility to settlement from liquefaction. If any risks are identified during the investigation, recommendations would be made for site and building design or engineering techniques to be implemented to reduce these risks. The project would be required by the City to adhere to the 2019 California Building Code and recommendations in the site-specific geotechnical report prepared for the project, prior to permit issuance. Adhering to the recommendations of the design-level geotechnical report would ensure that any liquefaction hazards on the project site are adequately addressed. The project site is not located in the vicinity of any open faces or steep embankments that indicate a risk of lateral spreading. The project would not directly or indirectly cause liquefaction or lateral spreading. Therefore, the proposed project would have no impact in relation to liquefaction and lateral spreading. **(No Impact)**

Landslides

The project site is not located in a landslide hazard zone as delineated on California Geological Survey 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. The proposed project is not susceptible to future landslides, on- or off-site. The project would also not directly or indirectly cause landslides. Therefore, the project would have no impacts related to landslides. **(No Impact)**

Impact GEO-2:	The project would not result in substantial erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance on the project site would result from the demolition of the existing gasoline service station, excavation to construct the below-grade parking garage, trenching for utilities, and construction of the proposed five-story building. Transportation of construction materials and equipment to and from the site could also result in disturbance of the soils at the site. These activities would increase exposure of soil to wind and water erosion. As discussed in *Section 4.10 Hydrology and Water Quality*, the project will conform to applicable City requirements for construction and operations and will include standard measures (based on RWQCB recommendations) as a condition of project approval to reduce erosion. Implementation of the identified erosion control measures would ensure that erosion impacts are reduced to less than significant. **(Less than Significant Impact)**

Impact GEO-3:	The project would not 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. **(No Impact)**

The project site is located on flat, stable terrain. There are no steep embankments on or in the vicinity of the site which could increase the risk of landslides. The site is not located in a liquefaction hazard zone, and there are no open faces on or in the vicinity of the site which indicate a risk of lateral spreading. Nonetheless, a site-specific geotechnical investigation would be completed for the project prior to permit issuance and recommended measures to avoid hazards posed by geologic and soil conditions would be incorporated into the project's design. For these reasons, the proposed project would not result in a significant impact due to unstable geologic units or soils. **(No Impact)**

Impact GEO-4:	The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

The soils underlying the project site have a moderate expansion potential. Expansive soils can be addressed by tailoring fill placement specifications to the expansive characteristics of the soil and/or use of a mat foundation. A design-level geotechnical investigation would be prepared for the proposed project per California Building Code Section 1803 which would provide foundation recommendations based on subsurface geotechnical data and the building layout and type. Conformance to the recommendations of the design-level geotechnical investigation would ensure

that the proposed project is designed and built to reduce hazards posed by expansive soils underlying the site. **(Less than Significant Impact)**

Impact GEO-5:	The project would not 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. **(No Impact)**

The project site is located within an urban area of Los Altos where municipal sanitary sewer systems are available to dispose of wastewater from the project site. Therefore, the project would not need to support septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)**

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 five-story building above two levels of below-grade parking in an urbanized area of the City.

Although it is unlikely 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.

Standard Measures

The following standard measures, in accordance with City regulatory programs, would avoid and/or reduce potential construction-related paleontological resources impacts to a less than significant level.

- 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.
- 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.

Because the proposed project would comply with the applicable City policies and regulatory programs related to paleontological resources, including the standard measures above, implementation of the proposed project would have a less than significant impact on paleontological resources. **(Less than Significant Impact)**

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on a greenhouse gas emissions assessment prepared for the proposed project by *Illingworth & Rodkin, Inc.* The report, dated May 28, 2019, and revised August 21, 2019, is included in Appendix A of this Initial Study.

4.8.1 Environmental Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of one and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.1 *Regulatory Framework*

State

Global Warming Solutions Act

Under the California Global Warming Solution Act, also known as Assembly Bill (AB) 32, the California Air Resources Board (CARB) established a statewide GHG emissions cap for 2020,

adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, Senate Bill (SB) 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO2e.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission partnered with the Association of Bay Area Governments, BAAQMD, and Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area. Plan Bay Area establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs) and Transit Priority Areas (TPAs). The project site is not located within a PDA but is located in a TPA.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[40]

Regional

Bay Area 2017 Clean Air Plan

Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards would be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect the climate,

[40] CARB. "The Advanced Clean Cars Program". Accessed January 10, 2019. https://www.arb.ca.gov/msprog/acc/acc.htm.

the 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Los Altos and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

City of Los Altos Climate Action Plan

The City of Los Altos Climate Action Plan (LACAP) was adopted in 2013. The LACAP outlines the strategy for reducing the community's greenhouse gas emissions and is consistent with AB 32, which directed public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020. It is anticipated that the City will update the LACAP in the next 12 to 18 months to address emission reductions beyond 2020 and set a 2030 reduction target in alignment with SB 32 and the statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.

The LACAP includes a range of incentives, education, and regulations within five focus areas, Transportation, Energy, Resource Conservation, Green Community and Municipal Operations, to achieve GHG emission reductions. The LACAP's reduction measures are applicable to new and existing development. Most emissions reductions come from the Transportation and Energy focus areas, which correspond to the City's largest sources of emissions. Implementation of the reduction measures contained in the LACAP would reduce the City's 2020 emissions by 15,640 metric tons of CO2e, which would help the City achieve a 17 percent reduction in GHG emissions by 2020. The LACAP also requires development projects to demonstrate compliance with all applicable best management practices contained in the LACAP by preparing a LACAP checklist.

4.8.1.2 *Existing Conditions*

The 0.66-acre project site is developed with a gas station containing four pump islands, surface parking, and perimeter landscaping. The existing gasoline service station contributes to the region's GHG emissions portfolio primarily from emissions due to vehicular travel to and from the site.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☐	☒

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal.

BAAQMD sets forth project land use screening sizes in the 2017 BAAQMD CEQA Air Quality Guidelines which can be used to determine if a project would contribute a significant level of GHG emissions. The screening sizes in the Guidelines are intended for use in determining less than significant GHG impacts through 2020, as the Guidelines are based on the 2020 thresholds (1,100 metric tons of CO2e or 4.6 metric tons per capita) in alignment with GHG targets set forth in AB 32. Based on the GHG screening levels, the operational GHG screening size for a general mid-rise apartment development project is 87 dwelling units. [41] Since the GHG reductions targets stipulated in SB 32 through the year 2030 are based on a 40 percent reduction from the 2020 threshold, the screening size for a general mid-rise apartment development project (reducing the 2020 screening size by 40 percent) would be 52 dwelling units.

The proposed residential project includes 47 dwelling units and would be below the reduced screening size for the proposed land use. Therefore, the proposed project would have a less than significant operational GHG emissions impact. **(Less than Significant Impact)**

[41] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. Updated May 2017. Page 3-2.

Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(No Impact)**

City of Los Altos Climate Action Plan

The LACAP outlines the strategy for reducing the community's greenhouse gas emissions and is consistent with AB 32, which directed public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020. While project construction and operation would not be completed prior to 2020, in the interim, the project would continue to comply with all applicable best management practices required by the City to ensure its consistency with the LACAP.
To be considered consistent with the LACAP, a proposed project must be consistent with the Los Altos General Plan, must be anticipated within the GHG emissions forecasts identified in Chapter 2 of the LACAP, and must incorporate all BMPs identified in the checklist applicable to the project type based on proposed land use, size, location, and other factors. As discussed in *Section 4.11, Land Use and Planning*, the proposed project is consistent with the General Plan. The project would therefore be represented by the Households and Annual VMT emissions indicators used in the 2020 and 2035 forecast growth estimates of the LACAP. The project's compliance with relevant BMPs is shown in Table 4.8-1, below.

Table 4.8-1: New Development Climate Action Plan Checklist

Best Management Practice	Applicability	Project Compliance
1.3 Provide Alternative-Fuel Vehicle Infrastructure		
Comply with parking standards for electric vehicle (EV) pre-wiring and/or charging stations.	New and substantially remodeled residential units. Nonresidential projects greater than 10,000 square feet.	***Consistent.*** The project would provide at least (4) electric vehicle (EV) parking spaces for residents, which is consistent with the 2016 CALGreen Code requirement of three percent of the total number of parking spaces.
2.2 Increase Energy Efficiency		
Install higher-efficiency appliances.	All new construction	***Consistent.*** The project would incorporate high-efficiency appliances where applicable. The project would be constructed in accordance with 2016 CALGreen and the most recent building energy efficiency standards.
Install high-efficiency outdoor lights.	All new construction	***Consistent.*** All outdoor lighting would be high-efficiency fixtures. Light pollution would be controlled through the selection of site lighting fixtures.

Table 4.8-1: New Development Climate Action Plan Checklist		
Best Management Practice	**Applicability**	**Project Compliance**
Comply with the Green Building Ordinance.	All new construction	***Consistent.*** The project would be constructed to meet the 2016 CALGreen standards.
3.1 Reduce and Divert Waste		
Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	***Consistent.*** The project would prepare a C&D waste plan and adhere to the City's Solid Waste Collection and Recycling Ordinance and Municipal Code Chapter 6.14. Compliance with these policies would ensure that at least 75 percent of construction waste would be recycled and/or reused.
3.2 Conserve Water		
Reduce turf area and increase native plant landscaping.	All new projects	***Consistent.*** The project's landscaping and irrigation would be required to comply with the City's Water Efficient Landscape Ordinance.
3.3 Use Carbon-Efficient Construction Equipment		
Implement applicable BAAQMD construction site and equipment best management practices.	All new projects	***Consistent.*** The proposed project would implement the BAAQMD Basic Construction Mitigation Measures for dust control and the mitigation measures discussed in *Section 4.3, Air Quality*.
4.1 Sustain a Green Infrastructure System and Sequester Carbon		
Create or restore vegetated common space.	Projects over 10,000 square feet	***Consistent.*** The proposed project would include open space areas for residents and vegetation throughout the site.
Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 square feet	***Consistent.*** The project does not have a GHG impact that requires off-site mitigation, such as the purchase of carbon credits.
Plant at least one well-placed shade tree per dwelling unit.	New residential projects	***Consistent.*** The project proposes 47 new trees, which would meet the LACAP goal.

Source: City of Los Altos, 2014.

The City of Los Altos updated its Water Efficient Landscape Ordinance in December 2015 to increase water efficiency standards for new and rebuilt landscapes through more efficient irrigation systems, increase the use of greywater systems and on-site storm water capture, and limit the amount of new

turf area installed. The proposed project would be required to comply with this ordinance and submit a landscape documentation package to the City during review of the project to verify compliance.

Overall, the project would be consistent with the requirements of the LACAP and would not prevent the City from meeting its GHG reduction goals through 2020.

Association of Bay Area Governments Final Plan Bay Area 2040

ABAG's Plan Bay Area is the RTP/SCS for the San Francisco Bay Area. Plan Bay Area establishes GHG emissions goals for automobiles and light-duty trucks, a potent source of GHG emissions attributable to land use development. As previously described, ABAG was tasked by CARB to achieve a seven percent per capita reduction in mobile-source GHG emissions compared to 2005 vehicle emissions by 2020 and a 15 percent per capita reduction by 2035. Plan Bay Area 2013-2040 establishes an overall mechanism to achieve these GHG targets for the project region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. CARB has confirmed the project region will achieve its GHG reduction targets by implementing Plan Bay Area (CARB 2014).

The RTP/SCS identifies 200 "Priority Development Areas," which are areas focused for growth and development. Priority Development Areas are defined by the RTP/SCS as existing neighborhoods that are served by public transit and have been identified as appropriate for additional, compact development. While the project site is located just outside of a Priority Development Area, it is located in a Transit Priority Area along a high-quality transit corridor (El Camino Real) in the vicinity of local and regional transit connections. Furthermore, the project modernizes land uses within a built environment (infill development), increasing site land use densification. The project would increase density in the vicinity over current conditions. Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services.

For these reasons, the project is consistent with Plan Bay Area and it can be assumed that regional mobile emissions will decrease in line with the goals of Plan Bay Area with implementation of the proposed project. Implementing ABAG's RTP/SCS would greatly reduce the regional GHG emissions from transportation, and the proposed project would not obstruct the achievement of Plan Bay Area's emission reduction targets.

The proposed project would not result in a substantial increase in GHG emissions, as discussed under Impact GHG-1. In addition, the proposed project would not conflict with the LACAP or Plan Bay Area. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. **(No Impact)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment (Phase I ESA) prepared for the project site by *AEI Consultants, Inc,* and a peer review letter prepared by *Cornerstone Earth Group.* The report and peer review letter, dated October 31, 2018, and April 15, 2019, respectively, are attached to this Initial Study as Appendix C.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the Santa Clara County Department of Environmental Health have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Cortese List (Government Code Section 65962.5)

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.

Asbestos-Containing Material and Lead Paint Regulations

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl asbestos floor tiles, and transite siding made with cement. Use of friable asbestos products was banned in 1978. National Emission Standards for

Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodel that may disturb the ACMs.

The U.S. Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are chlorinated organic compounds that were produced in the U.S. between 1955 to 1978. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the U.S. Environmental Protection Agency banned the production and any new uses of PCBs due to concerns about their potential harmful health effects and their persistence in the environment. The one remaining approved use is for existing, totally enclosed applications (i.e., the use in electrical transformers).

Although production has been banned since 1979, PCBs can still be released to the environment today through various pathways, including building materials that contain legacy caulks and sealants or other potential PCBs-containing material potentially released during demolition or renovation. With the adoption of the reissued San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, the implementation of stormwater control programs for PCBs has become a high priority compliance issue for permittees throughout the Bay Area. Provision C.12.f. of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable structures that are planned for demolition, so that PCBs do not enter municipal storm drain systems.[42] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. (see *Section 4.10 Hydrology and Water Quality*).

4.9.1.2 *Existing Conditions*

The 0.66-acre project site is in an urbanized area consisting of a mix of residential and commercial uses and is developed with a gasoline service station with pump islands and vehicle service bays, surface parking, and landscaping. Adjacent uses consist of a multi-family residential building immediately adjacent to the south and east, a hotel to the west, across Los Altos Avenue, and various commercial and lodging uses along El Camino Real to the east and west.

[42] Geosyntec Consultants, Technical Memorandum, Current State-of-Practice for PCBs-Containing Building Materials in California. May 9, 2017.

Site History

According to historical property information, the project site was developed predominantly for agricultural use from 1948 to 1960. Prior to 1948, the use of the site is unknown. The existing gas station and auto repair shop was constructed in 1968 and the use of the site has remained the same to the present day.

Environmental Conditions

On-Site

The Phase I ESA identified several recognized environmental conditions (REC) on the site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property; due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The RECs on the site are discussed below.

- The project site has been occupied by a gas station and auto repair shop since 1968. The following features of concern have been noted on-site:

    - The project site is equipped with two 12,000-gallon gasoline Underground Storage Tanks (USTs) and a 550-gallon waste oil UST, which were installed in 1990. The USTs are double-walled, fiberglass-reinforced plastic and equipped with a leak-detection system, which was replaced in 2001. A review of documents by *AEI* did not reveal any reported discharges; however, based on the age of the USTs, a potential release from the USTs that affects the subsurface of the project site cannot be ruled out.

    - The project site is equipped with three below-ground hydraulic lifts. The lifts were presumably installed in 1968, when the building was constructed. Based on the pre-1977 installation of the lifts, the potential exists that the hydraulic fluid within the lift systems previously contained PCBs. Two of the lifts are no longer in use, and one is still in operation. Due to the age of the equipment, the integrity of the equipment is unknown; therefore, the potential exists that a release of hydraulic fluid which may have contained PCBs has occurred on-site.

    - During *AEI's* on-site reconnaissance, evidence of significant staining associated with leakage from the containers was observed within the auto repair bays and the exterior hazardous waste storage area. No storm drains or other subsurface conduits were located in the immediate vicinity of the stains. Based on the presence of the staining, the length of time hazardous materials has been used on the project site, and the lack of secondary containment, a potential release to the subsurface of the project site cannot be ruled out.

    - According to a 2002 Santa Clara County Department of Environmental Health (SCCDEH) Inspection Record and the regulatory database, an oil-water separator existed on the project site. The size and age of the separator was not noted, and no

site maps were on file with the SCCDEH indicating its location. Separators can act as conduits to the subsurface of properties and when utilized to treat wastewater streams, can act as preferential pathways for contaminants in the waste streams. Additionally, the structural integrity of separators and their associated piping can become compromised over time, especially when located in areas prone to high seismic activity. Based on the use of hazardous materials on-site and the presumed length of time the separator system had been in place, there is a potential that oils or other petroleum-based materials present in the wastewater stream could impact the subsurface of the project site if the separator or drain system has been compromised.

- Based on a review of historical sources, the project site was determined to have historically been used for agricultural purposes. There is potential that agricultural chemicals, such as pesticides, herbicides and fertilizers, were used on-site, and that the project site has been impacted by the use of such agricultural chemicals.

The Phase I ESA also identified one controlled recognized environmental condition (CREC) on the site. A CREC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The CREC is discussed below.

- In October 1990, two 10,000-gallon gasoline steel USTs and a 550-gallon waste oil steel UST (installed in 1969) were removed from the project site from the same locations as the existing USTs. Initial soil sampling indicated that elevated levels of total petroleum hydrocarbons as gasoline (TPHg) existed below the former USTs, and additional soil excavation was subsequently performed. In March 1991, three groundwater monitoring wells were installed. A fourth monitoring well (MW4) was installed near the former USTs in 1992. In groundwater from MW-4, TPHg, benzene, toluene, ethylbenzene, and xylene compounds were detected at up to 4,600 µg/L, 430 µg/L, 700 µg/L, 110 µg/L, and 1,800 µg/L, respectively.

  A temporary soil vapor extraction system was operated for a few weeks in 1992, and a groundwater extraction system was operated for 8.5 hours in 1992. Residual contaminant concentrations in soil were noted as follows: 1,900 mg/kg TPHg, 6.4 mg/kg TPH as diesel (TPHd), 1.7 mg/kg benzene, 68 mg/kg toluene, 220 mg/kg ethylbenzene and 33 mg/kg xylenes.

  The Water Board's Tier 1 Environmental Screening Levels (ESLs) for TPHg, TPHd and BTEX (benezene, toluene, ethylbenzene, and xylene) compounds are 100 mg/kg, 260 mg/kg, 0.025 mg/kg, 3.2 mg/kg, 0.43 mg/kg and 2.1 mg/kg, respectively. Thus, some of the detected analyte concentrations exceed the ESLs.

  During the most recent four sampling events (in 1993 and 1994), TPHg and BTEX compounds were not detected in groundwater from wells MW1, MW2, or MW3. Methyl tertiary-butyl ether (MTBE) was detected at up to 60 µg/L. Groundwater from well MW4 was last sampled in October 1992; TPHg and BTEX compounds were detected at 58 µg/L,

1.1 µg/L, 3.8 µg/L, 1.4 µg/L and 11 µg/L, respectively. For comparison, the Water Board's Tier 1 ESLs for these constituents in groundwater are 100 µg/L, 0.42 µg/L, 0.40 µg/L, 3.5 µg/L and 20 µg/L, respectively. The ESL for MTBE in groundwater is five µg/L.

In 1996, the Santa Clara Valley Water District issued a case closure letter stating that based on the available information, including the current land use, that no further action related to the UST release was required.

The Phase I ESA identified two other environmental considerations (OECs) for the project site. OECs are environmental concerns that, while not qualifying as RECs, warrant further discussion. The OECs identified at the project site are discussed below:

- According to a Phase I ESA prepared for the project site in 2013, six soil borings were advanced near the existing fuel and waste oil USTs and fuel dispensers in July 2007. Soil samples collected indicated concentrations of methyl chloride, chromium, lead, nickel and zinc. Groundwater samples indicated concentrations of chromium, nickel and zinc. No TPHg, TPHd, MTBE or BTEX compounds were detected in any of the soil or groundwater samples collected, with the exception of TPHd at 1.1 mg/L. The 2013 Phase I ESA concluded that based on the absence of VOCs and fuel oxygenates above laboratory detection limits in both soil and groundwater samples collected, low concentration of diesel range hydrocarbon in groundwater is not likely to pose a significant environmental concern.

- The existing building on-site is proposed for demolition. Due to its age, there is potential for asbestos and lead-based paints to be present. Construction activities could disturb these materials and pose a health risk to construction workers and adjacent uses.

Off-Site

The surrounding land uses have primarily been used for commercial and residential purposes since as early as 1960. Prior to that, surrounding land uses were comprised mainly of a mix of agricultural and residential land, with commercial developments beginning to be established in 1956.

According to a review of historical sources completed by *AEI*, the adjacent site to the northwest was formerly a gasoline service station from at least 1956 until 1968. The site was not listed on regulatory databases as a current or former UST site; however, based on the former use, it is apparent that USTs were located on-site. The locations of the former USTs at this site are unknown. Based on the lack of a documented release, the groundwater gradient, relative distance, and the fact that the site has undergone redevelopment since that time, the former adjacent gas station is not expected to represent a significant environmental concern.

The Four Seasons Motel at 4320 El Camino Real is listed as having an UST that was last used in 2003. The contents and size have not been reported on any regulatory databases. Based on the lack of documented release and the topographical gradient, the listed UST is not expected to represent a significant environmental concern.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) 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?	☐	☒	☐	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
4) 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, will it create a significant hazard to the public or the environment?	☐	☐	☒	☐
5) 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 public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Operation of the proposed residential development would not routinely transport, use, or dispose of hazardous materials that would pose a significant hazard to the public. The proposed residential project would include the on-site use and storage of cleaning supplies and maintenance chemicals (oil, paint, pesticides, etc.) in small quantities. The transport, use, and disposal of these small quantities of cleaning supplies and maintenance chemical would not pose a risk to site users or adjacent uses. **(Less than Significant Impact)**

Impact HAZ-2:	The project would not 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. **(Less than Significant Impact with Mitigation Incorporated)**

Soil and Groundwater

The project site is developed with a gasoline service station that has operated on the site since 1968. Thus, there is potential for soil and groundwater contamination as a result of the below-ground accumulation of petroleum products and heavy metals. The proposed project would demolish the existing structures on-site and remove two 12,000-gallon gasoline USTs, a 550-gallon waste oil UST, and hydraulic lifts which are presumed to contain PCBs. Accumulation of petroleum products and PCBs in the underlying soil and groundwater can pose a health risk to construction workers.

Based on prior sampling data, residual petroleum hydrocarbon concentrations resulting from the prior USTs (removed in 1990) may remain in on-site soil and/or groundwater at concentrations exceeding published screening levels.

Prior to development and operation of the on-site gasoline service station, the site was used for agriculture. Pesticides may have been applied to crops in the normal course of farming operations. There is potential for residual agricultural chemicals, such as organochlorine pesticides and insecticides, and heavy metals to be persistent in on-site soils. Localized contamination from agricultural materials can pose a health risk when the soils containing them are disturbed. If elevated concentrations of agricultural chemicals are present, mitigation or soil management measures may be required during construction/earthwork activities

As part of the facility closure process for occupants that use and/or store hazardous materials, the DEH and/or Fire Department typically require that a closure plan be submitted by the occupant that describes required closure activities, such as removal of remaining hazardous materials, cleaning of hazardous material handling equipment, decontamination of building surfaces, and waste disposal practices, among others.

Hazardous Building Materials

Due to the age of the on-site structures, building materials may contain asbestos. Because demolition of the building is planned, an asbestos survey is required by local authorities and/or National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable asbestos-containing building materials (ACBM) prior to building demolition or renovation that may disturb these materials.

Some components encountered as part of a building demolition waste stream may contain hazardous materials. Materials that may result in possible risk to human health and the environment when improperly managed include lamps, thermostats, and light switches containing mercury; batteries from exit signs, emergency lights, and smoke alarms; lighting ballasts which contain PCBs; and lead pipes and roof vent flashings. Demolition waste such as fluorescent lamps, PCB ballasts, lead acid batteries, mercury thermostats, and lead flashings have special case-by-case requirements for generation, storage, transportation, and disposal. The Consumer Product Safety Commission banned

the use of lead as an additive in paint in 1978. Based on the age of the existing building, lead-based paint may be present.

Mitigation Measures: The following mitigation measures are recommended to address hazardous materials concerns at the project site:

MM HAZ-2.1: Prior to conducting earthwork activities at the site, soil sampling shall be performed to evaluate if agricultural chemicals (i.e. organochlorine pesticides and associated metals including lead and arsenic) are present.

MM HAZ-2.2: Prior to redevelopment of the site, the USTs and associated piping and dispensers shall be removed. The removal activities shall be coordinated with the Santa Clara County Department of Environmental Health (DEH) and Fire Department. In accordance with the requirements of these agencies, soil quality below the USTs, piping and dispensers shall be evaluated via the collection of soil samples and laboratory analyses.

MM HAZ-2.3: Prior to redevelopment of the site, each of the below-ground lift casings and any associated hydraulic fluid piping and reservoirs shall be removed and properly disposed. An environmental professional shall be retained to observe the removal activities and, if evidence of leakage is identified, soil sampling and laboratory analyses shall be conducted.

MM HAZ-2.4: Facility closure shall be coordinated with the DEH and Fire Department to ensure that required closure activities are completed prior to redevelopment of the site.

MM HAZ-2.5: The DEH shall be contacted to evaluate if any further mitigation measure will be required to facilitate residential development of the site. Any required mitigation measures shall be described in the Site Management Plan (refer to MM HAZ-2.6) or appropriate corrective action/risk management plan (i.e. remedial action plan [RAP], removal action workplan [RAW], etc.).

MM HAZ-2.6: A Site Management Plan (SMP) and Health and Safety Plan (HSP) for the proposed demolition and redevelopment activities shall be prepared by an Environmental Professional. The purpose of these documents will be to establish appropriate management practices for handling impacted soil, soil vapor and groundwater or other materials (such as the reported former oil-water separator) that may potentially be encountered during construction activities. The SMP also shall provide the protocols for accepting imported fill materials and protocols for sampling of in-place soil to facilitate profiling of the soil for appropriate off-site disposal or reuse.

If the sampling recommended in the above measures identifies contaminants at concentrations exceeding applicable published residential screening levels, appropriate mitigation measures shall be implemented under oversight from an appropriate regulatory agency (i.e. DEH, Water Board or California

Department of Toxic Substances Control [DTSC]). All sampling shall be performed by an Environmental Professional following commonly accepted sampling protocols.

MM HAZ-2.7: Prior to issuance of a demolition permit, an asbestos survey shall be conducted and identified ACBM shall be managed and/or removed in accordance with BAAQMD and NESHAP guidelines. Pursuant to BAAQMD regulations, a BAAQMD job number "J#" shall be applied for and obtained prior to demolition.

MM HAZ-2.8: Universal wastes, lubrication fluids, refrigerants and other potentially hazardous building materials shall be removed before structural demolition begins. Before disposing of any demolition waste, the demolition contractor shall determine if the waste is hazardous and ensure proper disposal of waste materials.

MM HAZ-2.9: The removal of lead-based paint is not required prior to building demolition if the paint is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training, air monitoring and dust control, among others. Any debris containing lead shall be disposed appropriately.

Implementation of the mitigation measures described above would reduce potential impacts to the health of construction workers, adjacent uses, future site occupants and the environment to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

There are no schools within a quarter-mile of the project site, and the proposed project would not emit hazardous emissions or handle hazardous materials or substances. The nearest school to the project site is Ellen Fletcher Middle School, located approximately 0.4-mile west of the site. **(Less than Significant Impact)**

Impact HAZ-4:	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. **(Less than Significant Impact)**

The project is not located on a site which is included on a list of a hazardous materials sites compiled pursuant to Government Code Section 65962.5.[43] The project site is listed on several hazardous materials databases due to the presence of USTs and previous removal of USTs; however, the

[43] CalEPA. "Cortese List Data Resources". Accessed April 8, 2019. https://calepa.ca.gov/sitecleanup/corteselist.

regulatory status of the USTs indicate that they do not pose a significant hazard to the public or the environment. **(Less than Significant Impact)**

Impact HAZ-5:	The project would not be located within 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)**

The project site is not located within an airport land use plan. Palo Alto Airport, a general aviation facility, is located approximately 3.5 miles north of the project site. Moffett Federal Airfield, a joint civil-military airport, is located approximately 3.7 miles east of the project site. Norman Y. Mineta San José International Airport is located approximately 10 miles east of the project site. Therefore, the proposed project would not result in a safety hazard or noise impacts due to airport activities. **(No Impact)**

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

The City has adopted an Emergency Preparedness Plan which identifies 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 would not impair implementation of, or physically interfere with, the Emergency Preparedness Plan. **(Less than Significant Impact)**

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

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. For these reasons, implementation of the proposed project would not expose people or structures to wildland fires. **(No Impact)**

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards. The project site is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan or "Basin Plan". The Basin Plan lists the beneficial uses that the RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources

such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit (MRP) that covers the project area. Under provisions of the MRP, redevelopment projects that create or replace 10,000 square feet or more of impervious surface area 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.

In addition to water quality controls, the MRP requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration. Such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious (per the Cities of Los Altos and Los Altos Hills HMP Applicability Map).

PCBs Controls

Provision C.12 of the MRP requires the co-permittee agencies to implement a control program for polychlorinated biphenyls (PCBs) that reduces PCBs loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030. The program must include focused implementation of PCBs control measures (source control, treatment control, and pollution prevention strategies) through a collaborative effort. One of the strategies that has been recently adopted by municipalities region-wide is the updating of their building demolition permitting processes to incorporate the management of PCBs in building materials. The goal is to ensure that PCBs are not discharged to storm drains during demolition of buildings that contain PCBs in building materials (such as certain older caulks, paints, and mastics). Buildings constructed between 1955 and 1978 that are proposed for demolition may now be required to be screened for the presence of PCBs prior to the issuance of a demolition permit. The Bay Area Stormwater Management Agencies Association (BASMAA) is assisting Bay Area municipalities to comply with these new stormwater permit building demolition requirements.

Santa Clara Valley Water District

The Santa Clara Valley Water District (Valley Water) operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

Dam Safety

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail. [44] Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state level. In accordance with the state Dam Safety Act, dams are inspected regularly and detailed evacuation procedures have been prepared for each dam.

Local

City of Los Altos General Plan

The following General Plan hydrology and water quality policies are contained in the Infrastructure and Waste Disposal Element and are applicable to the proposed project.

Policy 3.1: Control surface runoff water discharges into the stormwater system to comply with the National Pollutant Discharge Elimination System Permit and the receiving water limitations assigned by the California Regional Water Quality Control Board.

Policy 3.3: Minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and where feasible maximize on-site infiltration of storm water runoff.

Policy 3.4: Implement pollution prevention methods supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close as possible to the source (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants offsite.

4.10.1.2 *Existing Conditions*

The project site is predominantly covered by impervious surfaces (building/pump island roofs and paved areas). Pervious areas on-site consist of landscaping located in parking lot planters and at the site frontage and perimeter. The project site is estimated to be approximately 97 percent impervious.

Hydrology and Drainage

Four creeks are located within the City of Los Altos, including Adobe Creek, Stevens Creek, Permanente Creek, and Hale Creek. The closest creek to the project site is Adobe Creek, located approximately 800 feet to the west. The approximately 0.66-acre project site is located in the Adobe drainage basin, an approximately 1.8 square mile area which drains to Adobe Creek via a network of connecting stormwater pipes.[45]

[44] State of California. *2013 State Hazards Mitigation Plan*. 2013. Accessed March 20, 2019. http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.
[45] City of Los Altos. *Stormwater Master Plan.* April 2016.

Stormwater from the project site is collected by on-site storm drain inlets and conveyed to the existing storm drain line in El Camino Real. Stormwater is then conveyed through the City's drainage system to a point north of the project site, where it is discharged, untreated, into Adobe Creek. Adobe Creek flows to the San Francisco Bay.

Flooding and Other Hazards

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.[46]

The project site is not located within any dam failure inundation zone.[47] 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.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) 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;	☐	☐	☒	☐

[46] Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06085C0038H.* May 18, 2009.
[47] Santa Clara County of Emergency Services. *Annex to 2010 Association of Bay Area Government Local Hazard Mitigation Plan.* December 2011.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
– 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?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Phase

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system when surface runoff flows across the site. The proposed project would disturb approximately 0.66 acres, which is below the one-acre threshold requiring compliance with the State of California Construction General Permit (Construction General Permit); however, the project will conform to applicable City requirements for construction operations, as specified in Municipal Code Section 10.08.430. The following standard measures (based on RWQCB recommendations) will be included as a condition of project approval to further reduce potential construction-related water quality impacts:

Standard Measures

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains. Silt sacks shall also be installed at all catch basins.
- Earthmoving or other dust-producing activities would be suspended during periods of high winds.
- All exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind would be watered or covered.
- All trucks hauling soil, sand, and other loose materials would be covered and all trucks would be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).

- Vegetation in disturbed areas would be replanted as quickly as possible.
- A construction entrance shall be installed and maintained at all times to prevent sediment tracking.

With implementation of the identified construction measures, construction of the proposed project would have a less than significant impact on water quality. **(Less than Significant Impact)**

Post-Construction Phase

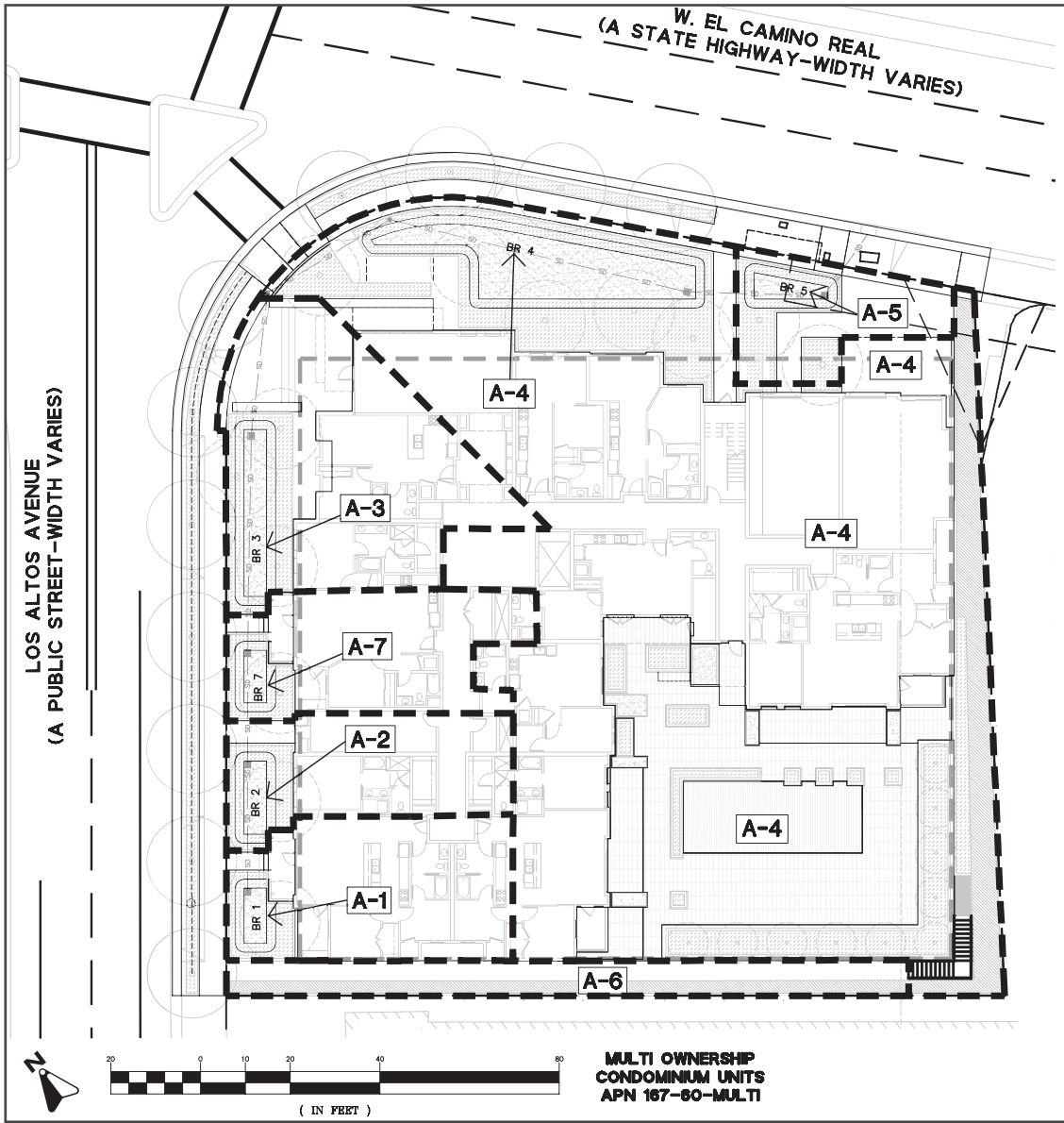
The project would add or replace more than 10,000 square feet of impervious surface area, and would therefore require conformance with Provision C.3 of the MRP. A Conceptual Stormwater Control Plan has been prepared for the project that includes appropriate source control and LID-based treatment control measures to meet Provision C.3 requirements. The Stormwater Control Plan would require third-party verification by a qualified stormwater consultant prior to project approval. In addition, the project would be required to maintain all post-construction treatment control measures, as outlined below, throughout the life of the project.

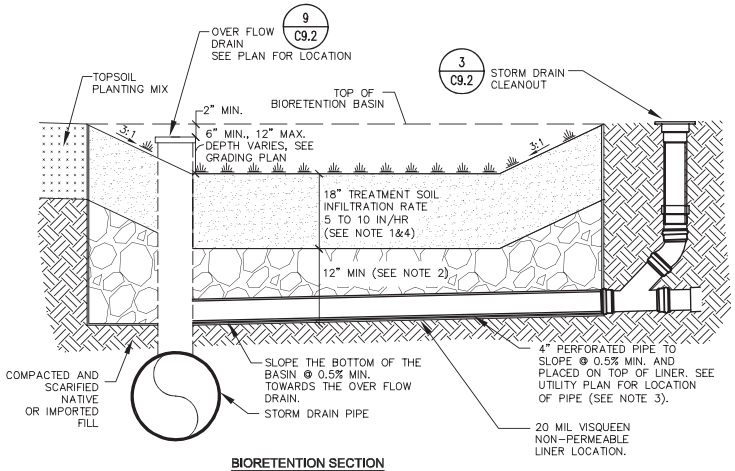
Standard Measures

The following standard measures, based on the RWQCB Best Management Practices (BMPs), would be included in the proposed project as a condition of approval to ensure compliance with NPDES permit requirements to reduce post-construction water quality impacts.

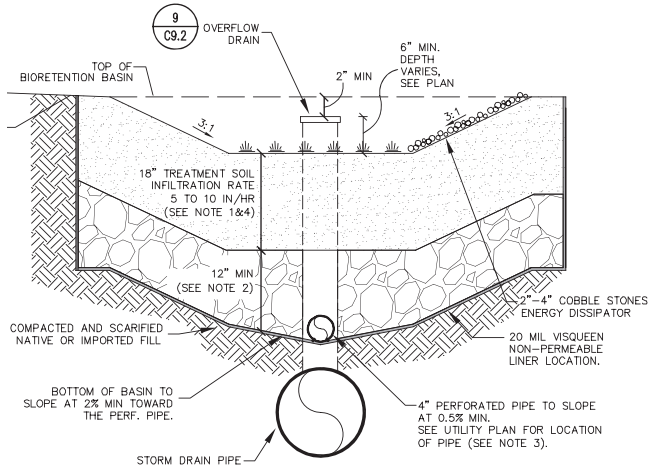
- All post-construction treatment control measures shall be installed, operated, and maintained by qualified personnel. On-site inlets will be cleaned out at a minimum of once per year, prior to the wet season.
- The property owner/site manager shall keep a maintenance and inspection schedule and record to ensure the Treatment Control Measures continue to operate effectively for the life of the project.

The proposed treatment control measures consist of bioretention areas located along the El Camino Real and Los Altos Avenue frontages (refer to Figure 4.10-1 for the Conceptual Stormwater Management Plan). The bioretention areas are located within the perimeter landscape margins and will treat runoff from building roof and hardscape areas. These LID-based treatment measures have been sized in accordance with Provision C.3 standards. The bioretention areas would not only remove pollutants from storm water, but also help to reduce post-construction runoff rates and volumes. The project site is less than one acre in size and is thereby exempt from the hydromodification management requirements of Provision C.3.





BIORETENTION SECTION
(NTS)



BIORETENTION DETAIL

Source: Seidel Architects Inc., 12/05/2018.

CONCEPTUAL STORMWATER MANAGEMENT PLAN | FIGURE 4.10-1

The project applicant would be required to implement and maintain the project's Stormwater Control Plan (SWCP) to ensure compliance with the MRP requirements for reduction of post-construction water quality impacts. The project would therefore have a less than significant impact on water quality. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

The Phase I ESA prepared for the project by *AEI* cited the depth to groundwater at approximately 24 to 28 feet below bgs, with a groundwater flow direction of northeast to east. Groundwater levels at the project site may fluctuate with time due to seasonal conditions and rainfall.

Development of the proposed project would include excavation to construct a two-level, below-ground parking structure, as well as trenching for new utility connections. The excavation required to construct the parking structure could require dewatering of groundwater. In the event that groundwater is encountered during excavation, any construction dewatering that occurs would be required to follow local and regional requirements for safe transport and disposal of dewatered groundwater. Any construction dewatering would be temporary in nature and would not substantially reduce groundwater supplies or affect groundwater quality in the area.

The project site is not located within or adjacent to any groundwater recharge facilities used by the Santa Clara Valley Water District (SCVWD).[48] 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.[49] The proposed project would increase the amount of pervious surfaces on-site by replacing existing hard surfaces with landscaping. Therefore, the proposed project would not interfere with groundwater recharge nor impede sustainable management of groundwater resources in the Santa Clara subbasin. **(Less than Significant Impact)**

Impact HYD-3:	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. **(Less than Significant Impact)**

The proposed project would incrementally reduce the amount of impervious surface area on the site from approximately 97 percent to approximately 73 percent, thereby slightly reducing the amount of post-construction runoff from the site. The project would include site design and post-construction

[48] SCVWD. *2016 Groundwater Management Plan*. Figure 1-3. 2016.
[49] Valley Water. "Groundwater Supply". https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater/groundwater-supply Accessed June 4, 2019.

treatment control measures in compliance with the MRP. Site design measures include landscaping to reduce the amount of treatable impervious surface area, and the treatment control measures consist of bioretention areas, which would reduce the rate, volume and pollutant load of runoff leaving the site and entering the public storm drain system.

The project, as planned, would reduce runoff volumes when compared to the current development on the site, and is not expected to impact the capacity of the existing public storm drain system. The City's Stormwater Master Plan identified 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. In this manner, the proposed project would not result in significant storm drainage impacts. **(Less than Significant Impact)**

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

The project site is located in a Flood Zone X, indicating an area of minimal flood hazard. The project site is not located within any dam failure inundation zones and is not proximate to bodies of water that could inundate the project in the event of a tsunami or seiche. Therefore, the proposed project would not risk release of pollutants due to inundation. **(Less than Significant Impact)**

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

The SCVWD 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 the SCVWD 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 any actions set forth by the SCVWD in its GMP regarding 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. As discussed under HYD-2, the site is not located in proximity to any recharge ponds and creeks. Therefore, the proposed project would not preclude the implementation of the GMP. **(Less than Significant Impact)**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

City of Los Altos General Plan

The City of Los Altos General Plan was adopted in November of 2002 and serves as the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life within the City. Implementation of the General Plan ensures future development is consistent with the community's goals and that adequate urban services are available to meet the needs of new development. The General Plan is divided into eight different elements, each of which provide issues, goals, and policies related to the element topic. The eight elements include Community Design and Historic Resources, Land Use, Housing, Economic Development, Open Space, Conservation and Community Facilities, Circulation, Natural Environment and Hazards, and Infrastructure and Waste Disposal.

The Los Altos General Plan contains several policies that support the City's land use goals, including the following Land Use Element policies, which are applicable to the El Camino Real corridor and the proposed project.

Policy 4.1: Discourage projects, which are exclusively office use.

Policy 4.2: Encourage mixed-use projects with retail, housing, and/or lodging in addition to retail and office uses.

Policy 4.3: Encourage residential development on appropriate sites within the El Camino Real corridor.

Policy 4.4: Encourage the development of affordable housing.

Policy 4.6: Continue to review development proposals to ensure a balance between development rights and impact on surrounding residential neighborhoods.

City of Los Altos Municipal Code

The City of Los Altos Municipal Code contains provisions and laws adopted by the City Council to maintain a healthy and safe community and to preserve the quality of life in Los Altos. Included in the Code are Zoning and Building regulations as well as administrative regulations.

Title 14 of the Municipal Code contains the Zoning Code, where standards for growth and development in the City are codified. The Zoning Code is the primary tool for implementing the policies of the General Plan and addressing physical development standards and criteria for the City. Government Code Section 65860 requires municipalities to maintain consistency between their zoning ordinance and their adopted General Plan. One of the purposes of zoning is to implement the

land use designations set forth in the General Plan. Although the two are distinct documents, the Los Altos General Plan and Zoning Code are closely related, and state law mandates that zoning regulations be consistent with the General Plan maps and policies.

4.11.1.2 *Existing Conditions*

The existing General Plan land use designation of the project site is *Thoroughfare Commercial.* This designation provides for retail, service and office uses that typically rely on automobile traffic and attract customers from a citywide and/or regional trade area. The City allows commercial mixed-use with housing or residential-only development within this land use designation.[50] High-density residential land uses that provide affordable housing are also encouraged within this designation.

The project site is zoned *CT (Commercial Thoroughfare).* Specific purposes of the *CT District* include encouraging a variety of residential developments (including affordable housing), promoting the economic and commercial success of Los Altos, buffering the impacts of commercial and multi-family land uses on neighboring residential properties, and allowing for mixed uses of commercial and residential. Multiple-family housing and single-room occupancy housing projects are conditional uses in this district. The maximum permitted residential density in the *CT District* is 38 dwelling units per net acre of land (du/ac).

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	☐	☐	☐	☒
2) Cause a 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?	☐	☐	☒	☐

Impact LU-1: The project would not physically divide an established community. **(No Impact)**

The proposed project would redevelop the 0.66-acre project site with a five-story, multiple-family residential building. Parking for the project would be provided by a two-story, below-ground parking structure. The land use of the project site would change upon implementation of the proposed project, from a commercial to a residential use; however, this change would not involve the construction of substantial infrastructure, such as highways, freeways, or major arterial streets that would physically divide an existing community. Furthermore, movement of residents to and from the area would not be inhibited by the proposed project due to the alteration of circulation patterns in the site's vicinity or other off-site improvements. For these reasons, the project would not physically divide an established community. **(No Impact)**

[50] City of Los Altos. *Draft 2015-2023 Housing Element.* 2015.

Impact LU-2:	The project would not cause a 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. **(Less than Significant Impact)**

The proposed project would redevelop and intensify the land uses on the project site by providing high density housing on a site currently used for commercial purposes. The project site is located on the El Camino Real, a transportation corridor which has been identified in the General Plan Land Use Element as an area where redevelopment can be focused and where affordable housing can be provided. The proposed project would not conflict with General Plan goals or policies intended to avoid or mitigate environmental impacts, specifically regarding land use compatibility.

The project site has a General Plan land use designation of *Thoroughfare Commercial,* in which high-density residential land uses are encouraged. The project is eligible for a State Density Bonus under California Government Code 65915 and the LAMC, for restricting 28 percent of its residential units (seven units) from the base density to a price that is affordable to families making a very-low or moderate income. The project would provide three very-low income and four moderate income units; this would exceed the City's Affordable Housing Ordinance requirement of at least 15 percent.

The Zoning Code permits a maximum density of 38 dwelling units per acre, which results in an allowable base density of 25 units. But as noted above, the project is eligible for an 88 percent density bonus per California Government Code 65915 and the LAMC, resulting in the maximum density permitted on the project site being 71 dwelling units per acre (47 units), which is what the project proposes. The project requires a Conditional Use Permit (CUP) for multiple-family developments in the CT District. Obtaining a CUP is requisite for consistency with the current zoning. The project applicant has applied for a CUP as part of the development application that is under consideration.

The proposed condominium building would reach a maximum height of 56 feet, which exceeds the allowable building height under the current zoning (45 feet) [51]; therefore, the project proponent has requested an incentive to allow the proposed building height of 56 feet (Los Altos Municipal Code Section 14.28.040C). Pursuant to State Density Bonus law and the City's Affordable Housing Ordinance, the project is eligible for two incentives or concessions, as well as reduced on-site parking requirements.

With the exception of the requested incentives, 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 Multiple-Family Residential developments would ensure that the final design and site layout of the project is consistent with all applicable design findings and CT District specific design controls.

The proposed residential use would be compatible with the adjacent multiple-family residential, commercial, and hotel uses. The project would provide adequate vehicle access from the surrounding

[51] These heights are per the City's Zoning Code, which measures to the top of a building's roof deck. Rooftop mechanical equipment, PV panels, elevator overrun towers and parapet screening walls are allowed to exceed this height.

roadways and on-site parking in conformance with City standards. The project would include new landscaping and street trees to buffer the project from surrounding uses. The project would be designed to comply with the City's noise regulations, as described in *Section 4.13, Noise and Vibration.* For these reasons, implementation of the proposed project would be consistent with established local and regional plans and policies. **(Less than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Existing Conditions*

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mount Hamilton-Diablo Range were exposed by continuous tectonic uplift and regression of the inland sea that had previously inundated the area. As a result of this process, the topography of the City is relatively flat and there are no significant mineral resources. The project site is not located in an area containing known mineral resources.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

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, development of the proposed residential project would not result in a significant impact to mineral resources. **(No Impact)**

Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)**

There are no identified mineral resource recovery sites located within or adjacent to the project site. The project site is currently developed with a gas station and is surrounded by commercial and residential properties. Therefore, the development of the proposed residential project would not result in the loss of a mineral resource recovery site. **(No Impact)**

4.13 NOISE

The following discussion is based on a noise assessment study prepared for the proposed project by *Edward L. Pack Associates, Inc.*, dated August 2, 2018, and a peer review of the noise assessment study prepared by *Illingworth & Rodkin, Inc.*, dated May 13, 2019. The reports are attached to this Initial Study as Appendix D1 and D2, respectively.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and the fluctuation in the noise level during exposure. Noise is measured on a "decibel" scale which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a wide range of intensities. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are almost always expressed using one of several noise averaging methods, such as L_{eq}, DNL, or CNEL.[52] Using one of these descriptors is a way for a location's overall noise exposure to be measured, given that there are specific moments when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In the *Illingworth & Rodkin* report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction-generated vibration for building damage and human complaints.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting

[52] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 p.m. and 10:00 p.m. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as: 1) cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; 2) minor, including limited surface cracking; or 3) major, that may threaten the structural integrity of the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

4.13.1.2 *Regulatory Framework*

State

California Building Standards Code

The California Building Standards Code (CBC) establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 dBA DNL or CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, industrial source or fixed-guideway noise source.

Local

Los Altos General Plan

The Natural Environment & Hazards Element of the City of Los Altos' General Plan contains Noise and Land Use Compatibility Standards policies that are applicable to the project. Residential land uses are considered “normally acceptable” when sites are exposed to noise levels below 60 dBA L_{dn}, “conditionally acceptable” when exposed to noise levels between 60 and 70 dBA L_{dn}, “normally unacceptable" when exposed to noise levels of between 70 and 75 dBA L_{dn} and “clearly unacceptable” when exposed to noise levels above 75 dBA L_{dn}.

The Natural Environment and Hazards Element of the General Plan also contains goals and policies that seek to minimize the amount of noise to which the community is exposed, and the amount of noise created by future development and urban activities. The following policies from the Natural Environment and Hazards Element are applicable to the proposed project:

Policy 7.1: Ensure that new development can be made compatible with the noise environment by utilizing noise/land use compatibility standards and the Noise Contours Map as a guide for future development decisions.

Policy 7.2: Enforce the following maximum acceptable noise levels for new construction of various noise-sensitive uses in an existing noise environment.

- 60 dBA CNEL is the maximum acceptable outdoor noise exposure level for single-family residential areas.
- 65 dBA CNEL is the maximum acceptable outdoor noise exposure level for multiple-family residential areas.
- 70 dBA CNEL is the maximum acceptable outdoor noise exposure level for schools (public and private), libraries, churches, hospitals, nursing homes, parks, commercial, and recreation areas. Excepted from these standards are golf courses, stables, water recreation, and cemeteries.

Policy 7.3: Work to achieve indoor noise levels not exceeding 45 dBA CNEL in the event that outdoor acceptable noise exposure levels cannot be achieved by various noise attenuation mitigation measures.

Policy 7.6: Consider noise attenuation measures to reduce noise levels to City-adopted acceptable levels for any development along roadways.

Policy 7.7: Require the inclusion of design features in development and reuse/revitalization projects to reduce the impact of noise on residential development.

Policy 7.8: Require an acoustical analysis for new construction and in areas with higher than established noise levels.

Policy 7.9: Minimize stationary noise sources and noise emanating from construction activities.

Policy 7.10: Publicize and enforce local noise regulations to reduce nuisance noises related to private developments and residences.

City of Los Altos Municipal Code

The City's Noise Control Ordinance was adopted to control unnecessary, excessive, and annoying noise and vibration within the City. Specifically, Chapter 6.16.50 of the Los Altos Municipal Code establishes exterior noise limits for various zoning districts, as shown on Table 4.13-1.

Table 4.13-1: Exterior Noise Limits
(levels not to be exceeded more than 30 minutes in any hour)

Receiving Land Use Category	Time Period	Noise Level (dBA)
All R1 Zoning Districts	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	45 55
All R3 Zoning Districts	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	50 55
All OA Zoning Districts	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	55 60
All C Zoning Districts	10:00 p.m. – 7:00 a.m. 7:00 a.m. – 10:00 p.m.	60 65

Source: City of Los Altos, 2017

The Municipal Code prohibits the production of noise on one property that would (i) exceed the noise standard on any other property for a cumulative period of more than thirty minutes in any hour; (ii) exceed the noise standard plus five dB on any other property for a cumulative period of more than fifteen minutes in any hour; (iii) exceed the noise standard plus 10 dB on any other property for a cumulative period of more than five minutes in any hour; (iv) exceed the noise standard plus 15 dB on any other property for a cumulative period of more than one minute in any hour; or (vi) exceed the noise standard plus 20 dB or the maximum measured ambient on any other property for any period of time.

The Code states that if the measured ambient level exceeds the maximum permissible noise level within any of the first four noise limit categories, the allowable noise exposure standard shall be increased in five dB increments in each category as appropriate to encompass or reflect such ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. If the noise measurement occurs on a property adjacent to a zone boundary, the noise level limit applicable to the lower noise zone, plus five dB is the applicable noise limit.

To ensure that unnecessary or excessive noise disturbances from specific activities and equipment are avoided, the Noise Control Ordinance sets noise thresholds for musical instruments, loudspeakers, loading and unloading, construction and demolition, and air-conditioning equipment (*Section 6.16.070*). Exceeding those thresholds is considered a prohibited act and would constitute a violation of the Ordinance.

4.13.1.3 *Existing Conditions*

The project site is developed with a gas station and is located in an urbanized area developed with a mix of residential and commercial uses. Long-term noise measurements were completed in August 2018 to characterize the ambient noise levels in the project area. Traffic along El Camino Real is the primary contributor to the existing noise environment. Noise levels were measured at the proposed building's northeast setback from El Camino Real (85 feet from the centerline), along the western setback from Los Altos Avenue, and at the proposed building's exterior common area (155 feet from the El Camino Real centerline). The three noise measurement locations were selected to account for the various locations at which future residents at the site would be exposed to noise from surrounding roadways.

The existing exterior noise exposure was measured at 71 dBA CNEL along the most impacted planned areas at the proposed building's northeast setback from El Camino Real. Existing traffic noise along the western setback from Los Altos Avenue ranged from 63 to 70 dBA CNEL, depending on the distance from El Camino Real. The existing exterior noise exposure in the proposed exterior common area of the project was measured at 64 dBA CNEL. Prior noise assessments along El Camino Real in the vicinity of the project site resulted in comparable exterior noise levels.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) 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 applicable standards of other agencies?	☐	☒	☐	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
3) 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.13.2.1 *Significance Criteria*

The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

Temporary or Permanent Noise Increases in Excess of Established Standards

A significant impact would be identified if project construction or operations would result in a substantial temporary or permanent increase in ambient noise levels at sensitive receivers in excess of the local noise standards contained in the Los Altos General Plan or Municipal Code, as follows:

- **Operational Noise in Excess of Standards.** A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code. The City of Los Altos limits sound levels generated by air-conditioning or air-handling equipment to 50 dBA at residential property lines. Other operational noise sources, such as vehicle trips and circulation, are limited to the levels specified in Table 4.13-1.

- **Permanent Noise Increase.** A significant impact would be identified if traffic generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn}, or b) the noise level increase is three dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater.

- **Temporary Noise Increase.** A significant temporary noise impact would be identified if construction would occur outside of the hours specified in the Municipal Code or if construction noise levels were to exceed the City's construction noise limits at adjacent noise

sensitive land uses. Construction occurring during allowable hours is limited to 75 dBA in single-family residential areas (all R1 Zoning Districts), 80 dBA in multi-family residential areas (all R3 Zoning Districts), and 85 dBA in commercial areas (all OA and C Zoning Districts).

Generation of Excessive Groundborne Vibration

A significant impact would be identified if the construction of the project would generate excessive vibration levels. Groundborne vibration levels exceed 0.3 in/sec PPV would be considered excessive as such levels would have the potential to result in cosmetic damage to buildings.

4.13.2.2 *Noise Impacts*

Impact NOI-1:	The project would not result in 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 applicable standards of other agencies. **(Less than Significant with Mitigation Incorporated)**

Operational Noise

Parking

The majority of 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. Noise associated with on-site circulation and parking for the residential units would be similar to levels generated by use of the current parking lot and below noise levels generated by vehicular traffic traveling along El Camino Real. Therefore, operational parking noise impacts of the project would be less than significant. **(Less than Significant Impact)**

Mechanical Equipment

The proposed project would include mechanical equipment such as heating, ventilation, and air conditioning systems (HVAC). Based on the project plans, dated December 19, 2018, a boiler room and two sets of condensers would be located near the middle of the rooftop. Project plans show that the boiler room would be entirely enclosed, which would provide adequate shielding to reduce levels to be inaudible at off-site locations. In total, the proposed building includes 70 condensers. The condensers would be as close as 58 feet to the nearest shared property line to the southwest and 48 feet to the center of the nearest neighboring patio to the southwest. Condenser equipment was not specified; however, based on data for similar equipment, sound power levels of 56 dBA were estimated for each condenser. Condenser equipment at this sound level would not result in a noise impact to adjacent residences. While the condensers are not expected to exceed the 50 dBA L_{eq} - thresholds for air-conditioning or air-handling equipment at residential property lines, the mechanical equipment has not been specified for the proposed building, and there is significant variability in potential decibel levels of operating units. Mechanical equipment could be selected which generates noise levels that exceed noise thresholds at residential property lines. This would constitute a significant operational noise impact.

Mitigation Measures: Implementation of the following mitigation measures would reduce potential operational noise impacts to adjacent residences from the proposed project's mechanical equipment:

MM NOI-1.1: Prior to the issuance of building permits, 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 specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA Leq residential noise limit at the shared property lines. 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.

Implementation of the mitigation measures described above would ensure that the project's mechanical equipment does not result in an operational noise impact. **(Less than Significant Impact with Mitigation Incorporated)**

Project 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: 1) 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 2) result in a permanent noise increase of five dBA CNEL or greater in a residential area where the resulting 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.

The project's trip generation estimates were reviewed, and it was determined that there would be a significant reduction in the number of daily trips generated by the proposed project in comparison to existing conditions.[53] Traffic noise levels resulting from a decrease in traffic volumes would also decrease. Therefore, project-generated traffic would not result in a noise increase of three dBA CNEL or more on the surrounding roadway network, and the noise impact from project traffic would be less than significant. **(Less than Significant Impact)**

Construction Noise

Chapter 6.16.070 of the City's Municipal Code establishes allowable hours of construction within residentially zoned properties. In these areas, construction is permitted between 7:00 a.m. and 5:30 p.m. Monday through Friday and between 9:00 a.m. and 3:00 p.m. on Saturdays. Construction in all other zoning districts (excluding single-family districts) is permissible between 7:00 a.m. and 7:00 p.m. Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are not permitted 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. The project

[53] Hexagon Transportation Consultants. *4350 El Camino Real Traffic Study.* June 21, 2019.

site is in a commercially zoned area. In addition, where technically and economically feasible, maximum noise levels from construction activities should not exceed those listed in Tables 3 and 4 in Chapter 6.16.070 of the City's Municipal Code.

The City also provides recommended maximum noise level limits, where economically and technically feasible, for mobile construction equipment used on an intermittent basis for less than 10 days, and for stationary sources associated with construction when there are long-term, scheduled construction activities. This analysis utilizes the applicable noise limits to project construction, given that construction would occur for a period greater than 10 days. Construction occurring during allowable daytime hours is limited to 75 dBA in the R1 zoning districts, 80 dBA in the PCF and R3 zoning districts, and 85 dBA in all OA and C zoning districts. The project site is in a "C" zoning district. This code is not explicit in terms of the acoustical descriptor associated with the noise level limit. The City has interpreted this standard as an hourly average L_{eq}.

Noise impacts resulting from construction 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, if the construction occurs in areas immediately adjacent to noise-sensitive land uses, or when construction lasts over extended periods of time. Table 4.13-2 shows typical ranges of construction noise levels at 50 feet. Construction-generated noise levels drop off at a rate of about six dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain can provide an additional five to 10 dBA noise reduction at distant receptors.

Table 4.13-2: Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA)

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	**II**	**I**	**II**	**I**	**II**	**I**	**II**
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.
II - Minimum required equipment present at site.

Source: USEPA, Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

Construction activities would include demolition, excavation, site preparation, grading, building construction, paving, and architectural coating. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. The hauling of excavated materials and construction materials would generate truck trips on local roadways as well. Pile driving is not anticipated as a method of construction.

As shown in Table 4.13-2, construction activities generate considerable amounts of noise, especially during demolition and earth-moving activities when heavy equipment is used. Project construction would occur adjacent to multi-family residential property lines to the southeast and southwest, and across Los Altos Avenue from the Courtyard Marriott Hotel. Construction noise levels would be anticipated to exceed the multi-family residential limit of 80 dBA L_{eq} when heavy construction is located within 80 feet of the shared property line with the multi-family residential uses to the southeast and southwest. Construction noise is not anticipated to exceed 85 dBA L_{eq} at the Courtyard Marriott Hotel or 75 dBA L_{eq} at single-family residences located 175 feet to the southwest and shielded by intervening structures.

Construction of the proposed project would be in compliance with the City of Los Altos' Municipal Code specified hours of construction but would be anticipated to exceed the construction noise limits during some periods of construction when heavy construction is operating adjacent to shared property lines.

Mitigation Measures: Implementation of the following mitigation measures would reduce potential construction noise impacts at adjacent multi-family residential properties to less than significant levels:

MM NOI-1.2: Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise on existing sensitive receptors. 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 7:00 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 6:00 p.m., in accordance with the City's Municipal Code. 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 with adjacent residential uses 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 off-site building facades facing construction sites, if requested by the property owners. 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 neighbors 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.

Implementation of the above best management practices would reduce construction noise levels emanating from the site, limit construction hours beyond what is required in the Municipal Code, and thus minimize disruption and annoyance. With implementation of these measures and recognizing that noise generated by construction activities would occur over a temporary period, the project would result in a less than significant construction noise impact. **(Less than Significant Impact with Mitigation Incorporated)**

4.13.2.3 *Vibration Impacts*

Impact NOI-2:	The project would not result in generation of, excessive groundborne vibration or groundborne noise levels. **(Less than Significant with Mitigation Incorporated)**

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. Historic or very old buildings are not known to exist in the immediate project vicinity.

Project construction may generate perceptible vibration when heavy equipment or impact tools (i.e. jackhammers, hoe rams) are used. Construction activities would include demolition, site preparation, grading and excavation, trenching and foundation, building (exterior), interior/architectural coating and paving. Pile driving is not anticipated for construction of the building foundation.

Table 4.13-3, on the following page, shows typical vibration levels from construction equipment at various distances. Vibration levels would depend on soil conditions, construction methods, and equipment used. Calculations were made to estimate vibration levels at distances of 18, 25, 40, and 80 feet from the site to represent other nearby buildings. As indicated in Table 4.13-3, project construction activities could generate vibration levels exceeding the threshold of 0.3 in/sec PPV at the residential building to the southwest and southeast of the project site; the nearby residential building is setback from the shared southwestern property line by approximately 18 feet. Such vibration levels would be unlikely to cause cosmetic, major, or minor structural damage, but are conservatively identified as significant to provide the ultimate level of protection from construction vibration. Vibration levels at all other buildings in the project's vicinity are calculated to be below the 0.3 in/sec PPV threshold and would not be impacted by project construction-generated vibration.

Table 4.13-3: Vibration Levels for Construction Equipment at Various Distances

Equipment		PPV at 18 ft. (in/sec)	PPV at 25 ft. (in/sec)	PPV at 40 ft. (in/sec)	PPV at 80 ft. (in/sec)
Clam shovel drop		0.290	0.202	0.127	0.056
Hydromill (slurry wall)	in soil	0.011	0.008	0.005	0.002
	in rock	0.024	0.017	0.011	0.004
Vibratory Roller		**0.301**	0.210	0.132	0.058
Hoe Ram		0.128	0.089	0.056	0.025
Large bulldozer		0.128	0.089	0.056	0.025
Caisson drilling		0.128	0.089	0.056	0.025
Loaded trucks		0.109	0.076	0.048	0.021
Jackhammer		0.050	0.035	0.022	0.010
Small bulldozer		0.004	0.003	0.002	0.001

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, October 2018 as modified by Illingworth & Rodkin, Inc., May 2019.

Mitigation Measures: Implementation of the following mitigation measure would reduce potential construction vibration impacts to a less than significant level:

MM NOI-2: A construction vibration-monitoring plan shall be implemented to document conditions at the structure located within 20 feet of 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 within 20 feet of construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for structures located within 20 feet of 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 exterior of said structure. Interior inspections would be subject to property owners' permission.
- Conduct a post-construction 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.

Implementation of the mitigation measures described above would reduce construction vibration impacts to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

4.13.2.4 *Airport Noise Impacts*

Impact NOI-3:	The project would not be 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. The project would not expose people residing or working in the project area to excessive noise levels. **(No Impact)**

There are no airports near the project site that would expose people residing or working in the project area to excessive noise levels. Moffett Federal Airfield, a joint civil-military airport, is located approximately 3.7 miles east of the project site. Palo Alto Airport, a general aviation facility, is located approximately 3.5 miles north of the project site. Norman Y. Mineta San José International Airport is located approximately 10 miles east of the project site. The project site is located outside of the airport land use plan areas of the aforementioned airports. Therefore, the project would not expose people residing or working in the area to excessive noise levels due to airport activities. **(No Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Los Altos has policies that address existing noise conditions affecting a proposed project.

The applicable Los Altos General Plan noise policies were presented in *Section 4.13.1.2*. Policies pertaining to the noise impacts of the existing environment on the proposed residential project are summarized below:

- The City of Los Altos establishes 65 dBA CNEL as the maximum acceptable outdoor noise exposure level for multi-family residential areas.
- The City's acceptable interior noise level is 45 dBA L_{dn} for residential uses.

The proposed project's compliance with the City's exterior and interior residential noise standards is discussed below.

Exterior Noise

The future noise environment at the project site would continue to result from vehicular traffic on El Camino Real and Los Altos Avenue. The proposed project would result in a reduction in the number of daily trips generated at the site in comparison to existing conditions.[54] Future traffic noise levels along El Camino real and Los Altos Avenue are calculated to increase up to one dBA.

A ground-level courtyard is proposed at the southern corner of the site. The courtyard would be well shielded from the surrounding traffic noise sources by the proposed project building. Future exterior noise levels at the courtyard, not taking into account the shielding provided by the proposed building, were calculated to reach up to 64 dB CNEL, and below the maximum acceptable noise level exposure for multi-family residential uses (65 dB CNEL) . At the center of the courtyard, noise levels would be lower due to the shielding provided by the project building.

Future exterior noise exposure at patios and balconies directly facing El Camino Real were reported to reach up to 71 dB CNEL. This would exceed the City of Los Altos' multi-family outdoor noise level standard by up to six dBA. Exterior noise exposures at the patios and balconies along Los Altos Avenue would range from 63 to 70 dB CNEL, exceeding the City of Los Altos' exterior noise standard by up to five dBA.

Interior Noise

Exterior noise levels at residential façades facing El Camino Real and Los Altos Avenue would range from 63 to 71 dBA CNEL. Interior noise levels would vary depending upon the design of the buildings (relative window area to wall area) and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 25 dBA of noise reduction in interior spaces for a newer

[54] Hexagon Transportation Consultants. *4350 El Camino Real Traffic Study.* June 21, 2019.

dwelling. Where exterior noise levels range from 60 to 70 dBA CNEL, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. In noise environments of 70 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

With the exterior-to-interior noise reduction of 15 dBA provided by standard residential construction, the most impacted living spaces closest to El Camino Real would be exposed to interior noise levels of 56 dB CNEL. The most impacted living spaces closest to Los Altos Avenue would be exposed to interior noise levels of 48 to 55 dB CNEL. Noise levels in these areas would exceed the City's interior noise standard for residential uses (45 dB CNEL).

Conditions of Approval: For consistency with General Plan noise policies, the following Conditions of Approval are recommended for consideration by the City.

- Maintain closed at all times all windows and glass doors of living spaces with a direct or side view of El Camino Real, i.e., those on the west, north or east façades on the outer periphery of the building. Noise controls are not required for the windows and glass doors of living spaces viewing directly into the common area. Provide some type of mechanical ventilation for all living spaces with a closed window requirement.

- Install windows and glass doors rated minimum Sound Transmission Class (STC) 35 at the living spaces within 120 feet of the centerline of El Camino Real and with a direct or side view of the roadway.

- Install windows and glass doors rated minimum STC 32 at the living spaces between 85 feet and 260 feet of the centerline of El Camino Real and with a direct or side view of the roadway.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

In order to attain the state housing goal, cities are required to make sufficient suitable land available for residential development, as documented in an inventory, to accommodate their share of regional housing needs. California's Housing Element Law requires all cities to: 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (RHNA); 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis. The City of Los Altos Housing Element and related land use policies were last updated in 2014.

Regional

The Association of Bay Area Governments (ABAG) allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population and Housing (upon which Plan Bay Area is based), which is an integrated land use and transportation plan looking out to the year 2040 for the San Francisco Bay Area.

Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan. It is intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs) and Transit Priority Areas (TPAs). One of the Plan Bay Area policies that supports this objective is to reduce the cost of building new housing in PDAs and TPAs through eased parking minimums and streamlined environmental clearance. Another objective is to increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas to 15 percent. The project site is not located within a PDA but is located in a TPA.[55]

4.14.1.2 *Existing Conditions*

As of January 2020, the City of Los Altos had a total population of approximately 30,876 residents.[56] In 2040 it is estimated that the City will have approximately 32,800 residents.[57]

[55] Metropolitan Transportation Commission. "Priority Development Area (PDA) and Transit Priority Area (TPA) Map for CEQA Streamlining". Accessed April 29, 2019. https://www.planbayarea.org/pda-tpa-map
[56] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2020*. Sacramento, California, May 2020.
[57] City of Los Altos. *City of Los Altos 2015-2023 Housing Element*. May 26, 2014.

The City of Los Altos had an estimated 1.28 jobs for every employed resident in 2010. Although the General Plan focuses on increased housing and the placement of housing near employment, the overall jobs/employed residents ratio is expected to increase to 1.36 by 2040. Some employees who work within the City are, and still would be, required to seek housing outside the community with full implementation of the General Plan.

The project site is currently used for commercial purposes and provides no housing.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(No Impact)**

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project site is currently developed with commercial land uses. The project proposes to demolish the existing gasoline service station and construct a five-story residential building. The proposed building would provide 47 residential units. In 2020, it was estimated that the number of persons per household in Los Altos was 2.76.[58] Using this metric, and assuming full occupancy, the proposed project would increase the local population by approximately 130 persons. While the project would increase the local population, the increase would not be substantial. The project is consistent with the site's General Plan designation and, therefore, is consistent with planned growth set forth in the City's General Plan.

[58] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2020*. Sacramento, California, May 2020.

In its 2015-2023 Housing Element, the City estimated that a total of 190 single-family residential units and 552 multi-family residential units would be added through January of 2023. These estimates are based on a number of factors, including historical production, current market forces, pending Zoning Ordinance Amendments, City housing programs, and state laws and guidelines for density bonuses. The project proposes to provide 47 multi-family residential units, which is included within the expected growth in housing detailed in the Housing Element.

The Department of Housing and Community Development establishes housing production targets, known as regional housing needs assessment (RHNA) targets, to ensure each jurisdiction is doing its fair share to house Californians. According to the City's Annual Housing Report, provided to the City Council on March 26, 2019, the City has made the following progress towards meeting its RHNA targets for 2023:

	Permits	**RHNA Targets**
Extremely-Low Income	0	84
Very-Low Income	4	85
Low Income	30	99
Moderate Income	2	112
Above Moderate Income	427	97
Total	463	477

The project would help the City meet its RHNA target for Very-Low Income and Moderate Income units by developing three Very-Low Income units and four Moderate Income units.

The site is served by existing infrastructure and would not extend roads or other infrastructure to undeveloped or unserved areas. For this reason, and those discussed above, the project would not induce substantial unplanned growth in Los Altos. **(No Impact)**

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

The project would increase the City's housing stock by developing the site with a 47-unit residential building. The project would not displace existing housing or people or require replacement housing to be constructed. Therefore, the project would not result in a housing impact. **(No Impact)**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Quimby Act – Parks

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions, single-family and multiple-family, to dedicate park lands, pay an in-lieu fee, or perform a combination of the two.

School 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.

Local

City of Los Altos General Plan

The City of Los Altos has included policies related to public services in its General Plan that are applicable to the proposed project. The following policies are included in the Open Space, Conservation, and Community Facilities Element.

Policy 1.4: Require park dedication, public open space, or require fees in lieu thereof, for all new subdivisions and multi-family residential development in Los Altos.

Policy 6.1: Promote community order by preventing criminal activity, enforcing laws, and meeting community service demands.

Policy 6.2: Provide community-oriented policing services that are responsive to citizen needs.

Policy 6.3: Provide response times for police and fire protection services emergencies that are comparable to similar jurisdictions in Santa Clara County.

Policy 9.2: Work with private developers to offer cultural activities within the community, such as a community theater and cinema.

Policy 11.4: Encourage private sector provision of facilities and/or services.

Parkland Dedication Ordinance

The City of Los Altos has established a Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code) which requires 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.

Los Altos Parks Plan

The Los Altos Parks Plan, adopted in May of 2012, is intended to create a clear set of goals, policies, and objectives that will provide direction to the City Council and City staff for the development, improvement, and enhancement of the City's park system for the next twenty to thirty years. The Parks Plan was designed to parallel the General Plan's Open Space, Conservation, and Facilities Element by providing specific direction and recommendations related to parks in Los Altos.

4.15.1.2 *Existing Conditions*

Fire and Police Protection Services

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 1.4 miles south of the site.

Police protection services for the project site are provided by the Los Altos Police Department, headquartered at 1 North San Antonio Road, approximately 1.6 miles south of the site. The Department has 30 sworn officers, five reserve officers, and 17 professional civilian staff.

Schools

The project site is located in the Los Altos School District and Mountain View-Los Altos Union High School District. Elementary school students in the project area attend Santa Rita Elementary School, located approximately 0.75 miles southwest of the project site. Middle school students in the project area attend Egan Junior High School, located approximately 0.6 miles south of the project site. High school students in the project area attend Los Altos High School, located approximately 1.2 miles southeast of the project site.[59]

[59] Los Altos School District. http://www.myschoollocation.com/losaltossd/ Accessed March 28, 2019.

Parks

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.

The project site is well served by public park facilities. The closest public park is Terman Park, in the City of Palo Alto, located approximately 0.3-mile southwest of the site. Other park facilities in the vicinity include Del Medio Park, in the City of Mountain View, approximately 0.3-mile northeast of the site, Alta Mesa Memorial Park, in the City of Palo Alto, approximately 0.5-mile southwest of the site, and Briones Park, in the City of Palo Alto, approximately 0.5-mile west of the site. The closest public park in the City of Los Altos is Village Park, approximately 1.6 miles south of the site.

Libraries

The City of Los Altos is served by the Santa Clara County Library District. The closest libraries to the project site include Mitchell Park Library in Palo Alto, approximately 1.2 miles northeast of the site, and Los Altos Library, approximately 1.7 miles south of the site.

Community Centers

There are two community centers located in Los Altos: Grant Park Community Center, located at 1575 Holt Avenue and Hillview Community Center, located at 97 Hillview Avenue. The closest community center – Hillview Community Center – is located approximately 1.7 miles southeast of the project site.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 public services:				
1) Fire Protection?	☐	☐	☒	☐
2) Police Protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other Public Facilities?	☐	☐	☒	☐

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 fire protection services. **(Less than Significant Impact)**

The project proposes to construct one new residential building on the site that would provide a total of 47 residential units. Using the 2020 estimated residential occupancy rate for Los Altos of 2.76 persons per household, the project would result in a permanent population increase of approximately 130 persons. As discussed in *Section 4.13, Population and Housing,* the proposed development is included within planned development levels through the year 2023, per the Housing Element. The project would incrementally increase the local population and associated demand on fire protection services. The incremental increase in demand, however, 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. For these reasons, the project would not significantly impact fire protection services. **(Less than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 police protection services. **(Less than Significant Impact)**

As mentioned, the project would increase the permanent population of the area by approximately 130 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. For these reasons, the project would not significantly impact police protection services. **(Less than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 schools. **(Less than Significant Impact)**

The proposed project would introduce an additional eight students to the area.[60] Students from the proposed project would attend schools in the Los Altos School District and the Mountain View Los Altos Union High School District. 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. In accordance with California Government Code Section 65996, the project applicant shall pay applicable school impact fees to offset the increased demand on school facilities generated by the project. For these reasons, the proposed project would not result in a significant impact on school facilities. **(Less than Significant Impact)**

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 parks. **(Less than Significant Impact)**

The project would increase the residential population in the project area by approximately 130 persons. The new residents could reasonably be expected to use existing parks and recreational facilities in Los Altos and in adjacent cities. This incremental increase in demand, however, 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. 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. 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. For these reasons, the proposed project would not result in a significant impact on parks. **(Less than Significant Impact)**

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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 other public facilities. **(Less than Significant Impact)**

Libraries and community centers are located within one mile of the project site that could reasonably be expected to be used by future residents of the proposed project. The Hillview Community Center is currently undergoing redevelopment and is anticipated to be completed by the end of 2020. While the project would incrementally increase the demand on these 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. For these reasons, the proposed project would not result in significant impacts to libraries, community centers, or other public facilities. **(Less than Significant Impact)**

[60] Hexagon Transportation Consultants, Inc. *5150 El Camino Real Residential Development – Traffic Impact Analysis.* May 24, 2019.

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

City of Los Altos General Plan

The City of Los Altos General Plan contains the following recreation policies in its Open Space, Conservation, and Community Facilities Element.

Policy 1.4: Require park dedication, public open space, or require fees in lieu thereof, for all new subdivisions and multi-family residential development in Los Altos.

Policy 4.1: Provide adequate level of maintenance for City parks, open space, and public property to ensure safety, aesthetics, and recreational enjoyment for Los Altos residents.

Parkland Dedication Ordinance

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.

Los Altos Parks Plan

The Los Altos Parks Plan, adopted in May of 2012, is intended to create a clear set of goals, policies, and objectives that will provide direction to the City Council and City staff for the development, improvement, and enhancement of the City's park system for the next twenty to thirty years. The Parks Plan was designed to parallel the General Plan's Open Space, Conservation, and Facilities Element by providing specific direction and recommendations related to parks in Los Altos.

4.16.1.2 *Existing Conditions*

The City of Los Altos' Department of Recreation and Community Services is responsible for maintaining various parks and recreation facilities, as well as managing special interest programs and classes, senior programs, and community events. Overall, the City maintains a total of 19 parks, nature preserves, gyms, youth centers, and community centers that serve the community.

Near the project site, there are several public parks, including: Terman Park, located approximately 0.3-mile southwest of the site, Del Medio Park, approximately 0.3-mile northeast of the site, Alta Mesa Memorial Park, approximately 0.5-mile southwest of the site, and Briones Park, approximately 0.5-mile west of the site.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
2) 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?	☐	☐	☒	☐

Impact REC-1: The project would not 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. **(Less than Significant Impact)**

The proposed project would incrementally increase the population in the project area. The incremental increase in population and associated demand upon recreational facilities is consistent with and planned for in the City's General Plan (see *Section 4.14, Population and Housing*). 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. Fees collected from the project would contribute to the upkeep of existing park facilities in the City. For these reasons, the proposed project would not increase 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. **(Less than Significant Impact)**

Impact REC-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

The proposed project does not include on-site recreational facilities. It can reasonably be anticipated that residents of the proposed project would use nearby parks, such as Terman Park and Del Medio Park, to meet their recreational needs. The project would increase the local population by approximately 130 persons. The new residents would incrementally increase the demand on local and regional park facilities; however, this increase in demand would not warrant the construction or expansion of recreational facilities in the area. Thus, the impact would be less than significant. **(Less than Significant Impact)**

4.17 TRANSPORTATION

The following discussion is based on a traffic study prepared by *Hexagon Transportation Consultants, Inc.* The report, dated March 19, 2021, is attached to this Initial Study as Appendix E.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill 743 was passed in 2013 and mandated a shift in the metrics used for transportation analysis under CEQA from Level of Service (LOS) to Vehicle Miles Traveled (VMT). The Governor's Office of Planning and Research (OPR) incorporated this requirement into its *Updates to the CEQA Guidelines* in November 2017. Pursuant to the newly established guidelines, transit-oriented development projects located within one-half mile of an existing major transit stop[61] or an existing stop along a high-quality transit corridor[62] would have a less than significant impact on VMT.

The proposed project is located along El Camino Real near local bus routes 22 and 522. The nearest bus stop, which serves bus route 22, is located at the project site's northern boundary. El Camino Real, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, is a high-quality transit corridor. The proposed project, therefore, qualifies as a transit-oriented development project and would be exempt from VMT analysis under SB 743. In addition, under SB 743, parking issues would not be considered CEQA impacts.

Regional

Regional Transportation Planning

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets set by CARB) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 24 years).

[61] A major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (Public Resources Code Section 21064.3)
[62] A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Public Resources Code Section 21155)

Congestion Management Program

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.

Local

City of Los Altos General Plan

The City of Los Altos has established transportation policies in its General Plan that guide continued development of the circulation system and support planned growth. The following policies, contained in the City's Circulation Element, are applicable to the proposed residential project:

Policy 2.2: Make the most use of existing major streets and roads, minimize the need for additional right-of-way and street widening.

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

Policy 2.5: Ensure that new development or redevelopment projects provide adequate property dedication to accommodate future roadway improvements at key intersections and other problem areas.

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

Policy 2.8: Cooperate with adjacent communities to maintain adequate service levels at shared intersections.

Policy 2.17: Maintain adequate emergency access for all land uses.

Policy 2.20: Enhance driving safety in the community.

Policy 3.1: Promote expansion of regional public transportation service and usage to provide alternative means of transportation and help reduce air pollution generated by automobiles.

Policy 4.2: Provide for safe and convenient pedestrian connections to and between Downtown, other commercial districts, neighborhoods and major activity centers within the City, as well as with surrounding jurisdictions.

Policy 4.8: Work with neighboring cities and other jurisdictions to provide safe and adequate pedestrian and bicyclist crossings along major roadways to minimize impediments caused by vehicular traffic, especially along major roadways such as El Camino Real, Foothill Expressway, and San Antonio Road.

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

Policy 5.3: Reduce the amount of on-street parking in single-family residential neighborhoods caused by adjacent non-residential and multi-family residential uses.

City of Los Altos Circulation Element

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.

Los Altos Draft VMT Policy

Pursuant to SB 743, the City of Los Altos has drafted an interim VMT policy. The policy includes the following screening criteria that are relevant to the project:

- Map-Based Screening: Residential and employment land use projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing citywide average VMT, shall be presumed to have a less than significant transportation impact. Citywide average VMT per capita or per employee baseline values are obtained from the Valley Transportation Authority (VTA) and may be amended periodically to reflect the best available data and most relevant base year.

- Screening based on Existing Use: Redevelopment projects that replace existing VMT-generating uses and result in a net decrease in total VMT shall be presumed to cause a less than significant impact. For redevelopment projects that result in a net increase in total VMT, the screening criteria for each land use will be based on the size of the proposed development without any credit for the existing use.

Los Altos Bicycle Transportation Plan

The City of Los Altos Bicycle Transportation Plan recommends a variety of improvements to complete and enhance bicycle and multi-use bicycle pedestrian paths throughout the City. The Bicycle Transportation Plan was updated by the City in 2012 to present new strategies to improve bicycling conditions and increase bicycling rates in Los Altos. The Bicycle Transportation Plan

works to fulfill the City's General Plan Policy 4.1, which calls for the City to develop and maintain a comprehensive and integrated bikeway network.

Los Altos Pedestrian Master Plan

In 2015, the City of Los Altos prepared a Pedestrian Master Plan, which reinforced the City's goals of becoming a more walkable, livable, and healthy city. The Pedestrian Master Plan outlines a broad vision, strategies, and actions for improving the pedestrian environment in Los Altos.

Neighborhood Traffic Management

In 1999, the City of Los Altos established a comprehensive neighborhood traffic management program (NTMP), which has been periodically updated. The NTMP specifies a process for implementing traffic calming measures designed to reduce or manage volumes and travel speeds on local streets.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided via El Camino Real. Local access to the project site is provided via Los Altos Avenue. These roadways are described below.

El Camino Real (SR 82) is a six-lane state arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an east-west direction in the project vicinity. Near the project site, El Camino Real has a raised, landscaped median with left-turn pockets provided at intersections.

Los Altos Avenue is a two-lane local street that extends from West Edith Avenue to El Camino Real. Los Altos Avenue is oriented in a north-south direction in the project vicinity. There are bicycle lanes and sidewalks present along Los Altos Avenue in the vicinity of the site.

Existing Transit Facilities

The VTA operates both bus routes in the project vicinity. Routes 22 and 522 provide transit connections along El Camino Real. Local Route 22 provides service along El Camino Real between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose, with 15- to 20-minute commute hour headways on weekdays and weekends. Express Route 522 provides service between the Palo Alto Transit Center and the Eastridge Transit Center, with 10- to 15-minute commute hour headways on weekdays and 20-minute headways on weekends.

The nearest bus stop, which serves Route 22, is located along El Camino Real at the project site's northern boundary. The nearest bus stop serving Express Route 522 is located approximately ½ -mile west of the site, at El Camino Real and Arastradero Road. Bus stops are located on both sides of El Camino Real in the vicinity of the project site. In addition, the San Antonio Caltrain station is located approximately 0.6-mile northeast of the site.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities in the vicinity of the project site are provided via sidewalks and signalized crossings. Crosswalks with pedestrian signal heads and push buttons are located at the intersections of El Camino Real/Los Altos Avenue and El Camino Real/Del Medio Avenue. Sidewalks are located on both sides of El Camino Real and Los Altos Avenue in the vicinity of the site.

Bicycle facilities in the vicinity of the project site include a bike route and a bikeway. Bike routes are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs or pavement markers. Bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Los Altos Avenue provides a designated bike route (Class III bikeway) marked with "sharrows". The Los Altos – Palo Alto bike path (Class I bikeway) travels in an east-west direction and connects Los Altos Avenue to Arastradero Road. Access to the bike path is provided on Los Altos Avenue, approximately 0.2-mile south of the project site.

Existing Trip Generation

Daily and peak hour trips generated by the existing gas station on the site were counted on Wednesday May 29, 2019. Many of the trips generated by gas stations are referred to as "pass-by" trips. Pass-by trips are intermediate stops on the way from an origin to a destination without diverting to another roadway. Typically, gas stations are an immediate stop along the primary trip destination. Thus, a pass-by trip reduction was applied to the gas station. Taking into account the pass-by trip reduction, the existing gas station generates approximately 378 daily trips.

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☐	☒	☐
2) For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☒	☐

4.17.2.1 *Thresholds of Significance*

The traffic impacts of the project are evaluated against the above-listed criteria (Section 4.17.1.1) to determine whether the impacts are significant. For criterion (2), the CEQA Guidelines provide that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor (i.e., in a TPA) should be presumed to cause a less than significant transportation impact.

The City of Los Altos interim VMT policy includes the following screening criteria relevant to the project:

- Map-Based Screening: Residential and employment land use projects located in areas of low VMT, defined as exhibiting VMT that is 15 percent or greater below the existing citywide average VMT, shall be presumed to have a less than significant transportation impact. Citywide average VMT per capita or per employee baseline values are obtained from the Valley Transportation Authority (VTA) and may be amended periodically to reflect the best available data and most relevant base year.

- Screening based on Existing Use: Redevelopment projects that replace existing VMT-generating uses and result in a net decrease in total VMT shall be presumed to cause a less than significant impact. For redevelopment projects that result in a net increase in total VMT, the screening criteria for each land use will be based on the size of the proposed development without any credit for the existing use.

4.17.2.2 *Transportation Impacts*

Impact TRN-1:	The project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities. **(Less than Significant Impact)**

Transit Facilities

The project site is proximate to bus stops for VTA Routes 22 and 522, with the nearest bus stop located on El Camino Real at the project's northern boundary. The site is located within a high-quality transit corridor and is generally well-served by transit; VTA bus stops are located on both sides of El Camino Real east and west of the site and the San Antonio Caltrain station is located 0.6-mile northeast of the site. The project would not conflict with Los Altos General Plan policies encouraging the use of public transit, nor would the project cause substantial transit delays. For these reasons, the proposed project would not conflict with a plan, policy, program, or ordinance which addresses transit facilities. **(Less than Significant Impact)**

Roadway Facilities

The proposed project's consistency with the Circulation Element of the General Plan is discussed below in *Section 4.17.2.3.* The project would result in a reduction of vehicle trips relative to the existing use of the site and would not result in any operational deficiencies on nearby roadway segments. The project would not interfere with any planned improvements to roadway facilities in

the area or conflict with General Plan policies pertaining to roadway facilities. Thus, the proposed project would not conflict with a plan, policy, program, or ordinance which addresses roadway facilities. **(Less than Significant Impact)**

Bicycle Facilities

The proposed project would provide 30 bicycle spaces in an enclosed bicycle parking area in the garage and four bicycle spaces next to the building lobby. Bicycle access to the project site, provided via the Class II bike lane on Los Altos Avenue and the Los Altos – Palo Alto bike path, would be retained. As discussed in *Section 4.17.1.1*, the City has adopted a Bicycle Transportation Plan to improve bicycling conditions and increase bicycling rates in the City. The proposed project would not preclude the continued use of existing bicycle facilities in the project area nor would it conflict with the Bicycle Transportation Plan or Los Altos General Plan policies promoting continued and expanded bicycle use. **(Less than Significant Impact)**

Pedestrian Facilities

The proposed project would provide sidewalks and street trees along the El Camino Real and Los Altos Avenue frontages to facilitate pedestrian travel in the surrounding area. Existing pedestrian facilities would not be removed by the project, nor would access to existing facilities be inhibited. As discussed in *Section 4.17.1.1*, the City has adopted a Pedestrian Master Plan. 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. 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. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

Senate Bill 743 was passed in 2013 and mandated a shift in the metrics used for transportation analysis under CEQA from Level of Service (LOS) to 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. As described in Section 4.17.1.1 Regulatory Setting, the City of Los Altos' VMT Policy establishes screening criteria for different land uses; projects that meet the screening criteria can be presumed to have a less than significant VMT impact.

As described below in *Section 4.17.2.3*, the proposed project would generate 122 fewer daily vehicle trips compared to the existing gas station. In addition, the project is located along El Camino Real in an area where residential VMT is 15 percent or greater below the existing citywide average VMT. The project would meet both the Screening Based on Existing Use and Map-based Screening criteria set forth in the City's interim VMT Policy. Additionally, the project site is located within a TPA and would qualify as a transit-oriented development. For the reasons stated above, the proposed project would have a less than significant transportation impact per CEQA Guidelines Section 15064.3. **(Less than Significant Impact)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

The project's site circulation and access were evaluated in accordance with generally accepted traffic engineering standards. The various design elements of the site circulation and access are described and analyzed below.

Driveway Design

The project proposes to eliminate two existing driveways on Los Altos Avenue and one existing driveway on El Camino Real, and use one existing driveway on El Camino Real. The reduction in driveways would benefit circulation in the area by reducing the number of potential conflict points and by reducing the potential delays caused by inbound vehicles. Also, the reduction in driveways would represent a safety benefit for pedestrians and bicycles.

The proposed driveway on El Camino Real is the best location for a driveway to the site because El Camino Real is a major arterial that can accommodate driveway traffic. This driveway location would also direct project traffic to El Camino Real and would reduce the effect on the residential area (as opposed to having driveways on Los Altos Avenue). The project driveway on El Camino Real would be 28 feet wide leading in and out of the basement parking garage. This width is adequate for a low-volume, two-way driveway. Sight distance at the project driveway would be adequate provided (1) the landscaping is kept at a low level within 10 feet of the curb face on El Camino Real; and (2) sight distance is not blocked by a stopped bus. However, to further improve sight distance and to prepare for future bike lane implementations, Hexagon recommended that a red curb be painted along the project frontage on El Camino Real to prohibit parking. They also recommended that a stop sign and stop bar be provided where the driveway intersects El Camino Real to help with the safety of pedestrians and bicycles.

Ramp Design

The proposed garage ramps were measured to be approximately 22 feet wide, which meets the minimum width for a two-way drive aisle set forth by the City of Los Altos City Code (Section 14.74.200). Commonly cited parking publications recommend grades of up to 16 percent on ramps where no parking is permitted, but grades of up to 20 percent are cited as acceptable when ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. The garage ramp would be designed with these requirements in mind.

Garage Design

On each level of the parking garage, there would be four rows of parking to the west of the ramp, as well one row against the wall of the garage. On all rows, parking would be provided at 90 degrees to the main drive aisle. The drive aisles through the parking garage are shown to be 24 feet wide, which would provide sufficient room for vehicles to enter or back out of the 90-degree parking stalls. Site access and circulation were evaluated with vehicle turning movement templates for a typical

AASHTO Passenger Car defined in AASHTO handbook 2011.[63] Some examples of this type of vehicle are: 2018 Cadillac Escalade, 2018 GMC Yukon, 2018 Chevrolet Suburban, 2018 Ford Expedition, and 2018 Toyota Sequoia. The turning template check showed that passenger vehicles (18 feet in length) would be able to access, circulation, and exit the garage.

The parking area has dead-end aisles, but all parking in the garage would be assigned. Therefore, residents would not have to make a multi-point turn to find another parking space as the parking space would always be available.

The site plan shows that the parking spaces are nine feet wide by 18 feet long, which meets the LAMC requirements. Per the California Building Code, accessible parking spaces are required to be nine feet wide by 18 feet long with adjacent five-foot wide loading/unloading spaces. The project site plan shows that the accessible parking spaces meet this requirement.

Truck Access

A 20-foot by 27-foot enclosed loading/staging (trash) area is shown adjacent to the garage driveway. Garbage bins would be wheeled from their respective trash rooms to the ground floor trash area. Garbage trucks would park on El Camino Real near the project driveway and wheel the garbage bins from the trash room to the truck and then return them.

Bike Parking

The VTA provides guidelines for bike parking in its publication Bike Technical Guidelines. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this would equate to 16 Class I spaces and four Class II spaces. The project site plan shows 30 Class I spaces in the lower level of the garage and four Class II spaces located next to the lobby of the building. The project meets the VTA bicycle parking space requirements.

Pedestrian Access

The project would provide a paved walkway between the existing sidewalk on El Camino Real and the building entrance. There is an existing bus stop adjacent to the proposed project driveway on El Camino Real. The bus stop makes it convenient for residents and guests to utilize the bus services on El Camino Real.

Generally, the design of the project site circulation and access is consistent with urban design practices. The low traffic volume on-site means that the frequency of vehicle conflicts would be relatively low. The project proposes residential use of the site, which is compatible with surrounding land uses. For these reasons, the proposed project would not increase hazards due to a design feature or incompatible land use. **(Less than Significant Impact)**

[63] American Association of State and Highway Transportation Officials. *AASHTO Green Book – A Policy on Geometric Design of Highways and Streets*. 2011.

Impact TRN-4:	The project would not result in inadequate emergency access. **(Less than Significant Impact)**

The proposed project would have adequate emergency vehicle access from the surrounding roadways, El Camino Real and Los Altos Avenue. The project would not remove or restrict emergency access to the site. Therefore, the project would not result in inadequate emergency access. **(Less than Significant Impact)**

4.17.2.3 *Operational Transportation Issues Not Required Under CEQA*

Per Senate Bill 743, intersection LOS is no longer the metric used to identify transportation impacts under CEQA. Nonetheless, intersection LOS is still required to be analyzed per City policy. The results of the LOS analysis are discussed below.

Intersection Level of Service Analysis

Study Methodology

The traffic study prepared for the proposed project analyzed the intersections of El Camino Real/Los Altos Avenue and El Camino Real/Del Medio Avenue for potentially significant traffic effects resulting from the project. The study conducted a trip generation analysis to identify the change in traffic due to the proposed development. Daily and peak hour trips generated by the existing gas station on the site were counted on Wednesday May 29, 2019. The Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th edition,* was used to estimate the trips generated by the proposed project.

The study intersection level of service was evaluated for General Plan consistency. Traffic conditions at the study intersections were analyzed for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours of commute traffic. Traffic conditions were evaluated for the following scenarios:

Scenario 1: Existing Conditions. Existing traffic volumes were obtained from traffic counts conducted in May 2019 and November 2017.

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

Scenario 3: Near-Term Conditions. Near-term traffic volumes were estimated by applying a growth factor (two percent per year) for five years to existing traffic volumes.

Scenario 4: Near-Term plus Project Conditions. Near-term traffic volumes with the project were estimated by adding to near-term traffic volumes the additional traffic generated by the project. Near-term plus project conditions were evaluated relative to near-term conditions in order to determine potential project impacts.

Data required for the analysis was obtained from field observations, the City of Los Altos, the CMP Annual Monitoring Report, and previous traffic studies. These sources provided the data used to determine intersection traffic volumes, intersection lane configurations, and intersection signal phasing.

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 ITE manual entitled *Trip Generation,* 10th edition. The trip rates for a Multiple-family Housing – Mid-Rise land use were used for the project to estimate total trips generated by the proposed multiple-family building. Daily and peak hour trips generated by the existing gas station on the site were counted on Wednesday May 29, 2019.

Many of the trips generated by gas stations are referred to as "pass-by" trips. Pass-by trips are intermediate stops on the way from an origin to a destination without diverting to another roadway. Typically, gas stations are an immediate stop along the primary trip destination. Thus, a pass-by trip reduction was applied to the gas station. Trips generated by the existing gas station were then compared to the trips that would be generated by the proposed residential development. Project trip generation estimates are shown in Table 4.17-1 below.

Table 4.17-1: Project Trip Generation

		AM Peak Hour Trips				PM Peak Hour Trips				Daily Rate	Daily Trips
Land Use	**Size**	**Rate**	**In**	**Out**	**Total**	**Rate**	**In**	**Out**	**Total**		
Mid-Rise Multifamily Housing[1]	47 units	0.36	4	13	17	0.44	13	8	21	5.44	256
Existing Gasoline/Service Station[2]	12 fuel pumps		-31	-29	-60	-	-44	-43	-87	76.75	-921
Pass-by trip reduction[3]	-		19	18	37	-	25	24	49	-	543
Net Existing Trips	-		*-12*	*-11*	*-23*		*-19*	*-19*	*-55*		*-378*
Net Project Trip Generation			**-8**	**-2**	**-6**		**-6**	**-11**	**-17**		**-122**

Table 4.17-1: Project Trip Generation

Notes:

Trip rates for multifamily and gas station pass-by are from the ITE Trip Generation Manual, 10th Edition, 2017.

[1] Mid-Rise Multifamily Housing (Land Use 221) average rates expressed in trips per dwelling unit (DU) are used.

[2] Existing gas station trips from driveway count 5/29/19.

[3] Average pass-by trip reduction percentage of 62 percent in the AM peak hour and 56 percent in the PM peak hour. Daily reduction percentage is the average of AM and PM peak-hour percentage.

As shown in Table 4.17-1, the existing gas station generates more trips than the proposed residential development. Thus, the project is estimated to eliminate 122 daily trips, including six fewer trips during the AM peak hour and 17 fewer trips during the PM peak hour. The proposed project, therefore, would result in a reduction in traffic at the intersections of El Camino Real/Los Altos Avenue and El Camino Real/Del Medio Avenue.

Level of Service

Project consistency with General Plan LOS thresholds was evaluated relative to both existing traffic volumes and near-term traffic volumes. For the existing plus project scenario, the new net trips generated by the proposed development were added to the existing traffic volumes to derive the existing plus project traffic volumes. For the near-term plus project scenario, the net new trips generated by the proposed development were added to the near-term traffic volumes to derive the near-term plus project traffic volumes. The results of the level of service analysis for existing plus project and near-term plus project scenarios are shown in Table 4.17-2 and 4.17-3, respectively. The intersection level of service calculation sheets are included in Appendix E of this Initial Study.

Table 4.17-2: Existing Plus Project Intersection Levels of Service

Intersections	Peak Hour	Existing		Existing plus Project			
		Delay (sec)	LOS	Delay (sec)	LOS	Δ in Critical Delay	Δ in Critical V/C
1. El Camino Real & Los Altos Avenue	AM PM	21.1 13.5	C+ B	21.2 12.0	C+ B+	0.1 -1.5	0.011 -0.019
2. El Camino Real & Del Medio Avenue	AM PM	29.4 21.5	C C+	29.7 21.8	C C+	0.3 0.2	0.004 -0.001

As shown in Table 4.17-2 above, the proposed project would not increase traffic volumes at affected intersections beyond the City's acceptable LOS standards in the existing plus project scenario.

Table 4.17-3: Near-Term Plus Project Intersection Levels of Service							
Intersections	**Peak Hour**	**Near-Term**		**Near-Term plus Project**			
		Delay (sec)	**LOS**	**Delay (sec)**	**LOS**	**Δ in Critical Delay**	**Δ in Critical V/C**
1. El Camino Real & Los Altos Avenue	AM PM	19.9 12.8	B- B	20.1 11.3	C+ B+	0.2 -1.5	0.011 -0.019
2. El Camino Real & Del Medio Avenue	AM PM	28.3 20.8	C C+	28.6 21.0	C C+	0.3 0.2	0.004 -0.001

As shown in Table 4.17-3 above, the proposed project would not increase traffic volumes at affected intersections beyond the City's acceptable LOS standards in the near-term plus project scenario.

For the reasons discussed above, traffic generated by the proposed project would be consistent with the General Plan and the LOS standards contained therein. The two signalized study intersections would continue to operate at acceptable levels of service under both existing plus project and near-term plus project conditions.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Under AB 52, a TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources[64]
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- A resource determined by the lead agency to be a TCR.

Initial consultation with Native American tribes was conducted for the project. On May 30th, 2019, the Native American Heritage Commission was contacted to request a review of the Sacred Land Files (SLF) for any evidence of cultural resources or traditional properties of potential concern that might be known on lands within or adjacent to the project area. On June 3rd, 2019, the Commission responded that no tribal cultural resources were identified during the SLF review. They also provided a contact list of six Native American individuals/organizations who may know of cultural resources in this area or have specific concerns about the project. Each of these contacts were sent an email with an attachment including a letter describing the project, a map of the project area, and inquiring whether they had any concerns. No responses have been received to date.

Local

Los Altos General Plan

The City of Los Altos General Plan contains the following policies in its Community Design and Historic Resources Element which relate to tribal cultural resources and the proposed project.

[64] See Public Resources Code section 5024.1. The State Historical Resources Commission oversees the administration of the CRHR and is a nine-member state review board that is appointed by the Governor, with responsibilities for the identification, registration, and preservation of California's cultural heritage. The CRHR "shall include historical resources determined by the commission, according adopted procedures, to be significant and to meet the criteria in subdivision (c) (Public Resources Code, Section 5024.1 (a)(b)).

Policy 6.4: Preserve archaeological artifacts and sites found in Los Altos or mitigate disturbances to them, consistent with their intrinsic value.

Policy 6.5: Require an archaeological survey prior to the approval of significant development projects near creeksides or identified archaeological sites.

4.18.1.2 *Existing Conditions*

As described above, in accordance with AB 52, initial consultation with Native American tribes was conducted to determine the presence of tribal cultural resources that could be affected by the project. No tribal cultural resources were identified during initial consultation process. As discussed in *Section 4.5, Cultural Resources*, no archaeological sites are recorded within the project area.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project 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, 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)?	☐	☒	☐	☐
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 this criteria, the significance of the resource to a California Native American tribe shall be considered.	☐	☒	☐	☐

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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). **(Less than Significant Impact with Mitigation Incorporated)**

No tribal cultural resources were identified during initial consultation process. As discussed in *Section 4.5, Cultural Resources*, no archaeological sites are recorded within the project area. Project construction activities, however, have the potential to disturb as-yet undiscovered archaeological resources at the site, which could include tribal cultural resources. The previously described

mitigation measures (**MM CUL-2.1** and **MM CUL-2.2**) detail the appropriate process to be followed to ensure that project implementation does not significantly impact archaeological resources. Adhering to the mitigation measures previously described in *Section 4.5, Cultural Resources* would ensure that project implementation does not result in adverse changes to potentially significant tribal cultural resources. **(Less than Significant Impact with Mitigation Incorporated)**

Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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. **(Less than Significant Impact with Mitigation Incorporated)**

There are no known tribal resources in the project area that would be affected by the project. In the event archaeological resources are discovered during project construction, **MM CUL-2.1** requires construction activity within a 50-foot radius of the find to stop, the Director of Community Development to be notified and an archaeologist to assess the find and make appropriate recommendations, if warranted. The Director's involvement in the process would allow for the City to make a determination of significance regarding any resources that are uncovered during project construction, including tribal cultural resources. By following the archaeologist's recommendations, impacts to these resources would be mitigated to a less than significant level. Therefore, the proposed project would not result in a substantial adverse change to tribal cultural resources that are determined by the City to be significant. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State and Regional

Urban Water Management Plan

Pursuant to the State Water Code, municipal water suppliers serving more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The California Water Service adopted its most recent UWMP for the Los Altos Suburban District in June 2016.

Wastewater

The San Francisco Bay Regional Water Quality Board (RWQCB) includes regulatory requirements that each wastewater collection system agency shall, at a minimum, develop goals for the City's Sanitary Sewer System Master Plan to provide adequate capacity to convey peak flows. The City of Los Altos last updated its Sanitary Sewer Master Plan in February of 2013.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or Assembly Bill 939 (AB 939), established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Senate Bill 1383

Senate Bill (SB) 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include

mandatory measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels.

Local

The City of Los Altos General Plan contains policies pertaining to utilities and service systems in its Infrastructure and Waste Disposal Element. The relevant policies are listed below.

Policy 1.3: Review development proposals to determine whether adequate water pressure exists for existing and new development.

Policy 2.2: Review development proposals to ensure that if a project is approved, adequate sewage collection and treatment capacity is available to support such proposals.

Policy 4.1: Continue to work with infrastructure providers to ensure that the community's current and future infrastructure needs are met.

Policy 4.2: Maintain accurate records of infrastructure usage and needed infrastructure improvements.

Policy 4.3: Continue to require utilities in new developments to be placed underground.

4.19.1.2 *Existing Conditions*

Water Service

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 SCVWD, 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.[65] The LAS District 2015 UWMP found that Cal Water has more than sufficient well capacity to meet the demands unserved by SCVWD purchases through 2040.

The 0.66-acre project site is currently developed with a 1,610-square foot gasoline service station, paved surface parking, and sparse landscaping. The water demand of the existing gasoline service station is estimated to be 244,307 gallons per year, or 669 gallons per day.[66] Water is supplied to the project site by an existing eight-inch water main in El Camino Real.

[65] California Water Service. *2016 Water Quality Service Report.* https://www.calwater.com/docs/ccr/2016/las-las-2016.pdf. Accessed April 2, 2019.
[66] California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates, Gasoline Service Station.* September 2016.

Sanitary Sewer/Wastewater Treatment

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. The City's collection system includes approximately 140 miles of sewer pipes, most of which are six-inch and eight-inch vitrified clay pipe.[67]

The PARWQCP has an annual treatment capacity of 40 million gallons per day (mgd), with the City of Los Altos allocated 3.6 mgd of the plant's treatment capacity (nine percent). In 2015, the average dry weather flow to the PARWQCP was 18.4 mgd, with Los Altos contributing 3.47 mgd.[68]

An existing 15-inch sanitary sewer main in Los Altos Avenue serves the project site. The existing gasoline service station is estimated to generate approximately 207,661 gallons of wastewater per year, or 569 gallons per day.[69]

Storm Drainage

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. Flows from the project site are discharged to Adobe Creek and ultimately, the San Francisco Bay.

Solid Waste

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 November 2019, Newby Island Landfill had approximately 14.6 million cubic yards of capacity remaining and an estimated closure in 2041.[70]

[67] City of Los Altos. "Public Works – Sanitary Sewer." https://www.losaltosca.gov/publicworks/page/sanitary-sewer-0. Accessed December 20, 2018.
[68] California Water Service Company. *2015 Urban Water Management Plan – Los Altos Suburban District.* June 2016.
[69] Based on the California Emissions Estimator Model (CalEEMod) standard wastewater generation rate of 85 percent of total water usage. CalEEMod is a statewide land use emissions computer model designed to quantify criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.
[70] North, Daniel. General Manager, Republic Services, Inc. Personal Communication. November 14, 2019.

The existing gasoline service station on the project site is estimated to generate six tons of solid waste per year. [71]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) 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?	☐	☐	☒	☐
5) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
6) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

[71] California Emissions Estimator Model. Appendix D – Table 10.1 Solid Waste Disposal Rates, Gasoline Service Station. September 2016.

Impact UTL-1:	The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Sanitary Sewer Facilities

The proposed project would connect to the City's existing sanitary sewer system. The existing sanitary sewer lines in Los Altos Avenue would be utilized by the project to convey wastewater flows from the project to the 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.[72] 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 Los Altos Avenue. **(Less than Significant Impact)**

Storm Drainage Facilities

Implementation of the proposed project would marginally decrease the impervious surface area on-site, resulting in a net reduction of runoff volumes and rates. Installation of the proposed flow-through planters and bioretention areas would further reduce post-construction runoff flows, minimizing the project's impacts to the existing storm drain system.

The City of Los Altos' Storm Water Management Master Plan identified various deficiencies in the City's storm drainage system and provided recommendations for follow-up actions to address these deficiencies. The project site is not located adjacent to, or in the vicinity of, identified deficiencies in the storm drainage system.[73] The proposed project would not exacerbate existing storm drainage deficiencies and compared to existing on-site conditions, would reduce the demand placed on the City's storm drainage system by reducing impervious surfaces and implementing BMPs to treat stormwater runoff generated at the site, per the MRP. For these reasons, the proposed project would not require the construction of new storm drainage infrastructure or alteration of the existing system to handle project-generated runoff. **(Less than Significant Impact)**

Water Facilities

The proposed project would connect to an existing eight-inch water main in El Camino Real via a six-inch lateral line that would provide domestic water to the residences. The project also proposes a new fire hydrant which would connect to an existing water main in Los Altos Avenue via a six-inch lateral line. Connections to the City's water delivery system would be constructed during grading and would not result in significant environmental impacts. The project would not require expansion of off-site facilities nor the construction of new water mains aside from the previously mentioned local

[72] City of Los Altos. *Sanitary Sewer System Master Plan Update.* February 2013.
[73] City of Los Altos. *Stormwater Master Plan.* Figure 1-2. April 2016.

connections. Therefore, the project would not result in a significant impact due to the relocation or construction of water facilities. **(Less than Significant Impact)**

Electric Power, Natural Gas, and Telecommunication Facilities

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. **(Less than Significant Impact)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

The proposed project includes construction of a five-story building providing 47 residential units. The proposed project would generate a gross water demand of approximately 4.9 million gallons per year.[74] Relative to the existing water demand on-site, the project would result in a net water demand of 4.7 million gallons per year. The estimated water use of the project is likely overrated because the project would be required to adhere to the 2019 CALGreen Code and Chapter 12.36 of the Municipal Code, which includes water efficient landscape regulations.

The Cal Water LAS District did not identify any substantial supply deficiencies through 2040 in its UWMP. Water is supplied to the LAS District by the SCVWD, which estimated that water demands in its jurisdiction would increase to 435,100 acre-feet per year, or 141,778 million gallons, during an average year in 2040.[75] This increase in demand would be met by estimated supplies of 441,900 acre-feet per year, or 143,994 million gallons per year. Under single and multiply dry year scenarios, there would be supply deficiencies of six percent and 41 percent, respectively. With implementation of water shortage contingency measures outlined in the LAS District UWMP, the LAS District is expected to meet the City of Los Altos' water demands in normal, single-dry and multiple-dry year scenarios. The increase in water demand generated by the project would be marginal in relation to forecasted local and regional water demands. Therefore, the proposed project would not have insufficient water supplies available to serve it during normal, dry and multiple dry years. **(Less than Significant Impact)**

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

The PARWQCP has capacity to treat 40 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. The proposed residential project

[74] California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates.* September 2016.
[75] California Water Service Company. *2015 Urban Water Management Plan – Los Altos Suburban District.* June 2016.

is estimated to generate approximately 13,671 gallons of wastewater per day, or 0.014 mgd. This amounts to a net increase of 13,102 gallons of wastewater per day, or 0.013 mgd, relative to the estimated wastewater generation rates of the existing gas station. The PARWQCP has approximately 0.13 mgd of capacity available to the City of Los Altos; therefore, the increase in wastewater generated by the project would not exceed the capacity of the treatment plant. **(Less than Significant Impact)**

Impact UTL-4:	The project would not 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. **(Less than Significant Impact)**

Solid waste generated by the proposed project would be disposed of at Newby Island Landfill in Milpitas. As of November 2019, Newby Island Landfill had approximately 14.6 million cubic yards of capacity remaining and an estimated closure in 2041.[76] The proposed project is estimated to generate approximately 22 tons of solid waste per year.[77] This amounts to a net increase of 16 tons of solid waste per year compared to the waste generated by the existing gas station on the site. 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. **(Less than Significant Impact)**

Impact UTL-5:	The project would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

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. **(Less than Significant Impact)**

Impact UTL-6:	The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

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

[76] North, Daniel. General Manager, Republic Services, Inc. Personal Communication. November 14, 2019.
[77] CalEEMod. *Appendix D – Table 10.1 Solid Waste Disposal Rates.* September 2016.

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. **(Less than Significant Impact)**

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Existing Conditions*

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).[78] [79] The project site is not located near wildlands that could present a fire hazard.

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
2) 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 a wildfire?	☐	☐	☐	☒
3) 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?	☐	☐	☐	☒
4) 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?	☐	☐	☐	☒

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

[78] CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.
[79] CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area.* October 2008.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
2) 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)?	☐	☒	☐	☐
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact MFS-1: The project does not 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

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 4.3, Air Quality,* implementation of standard measures and mitigation measures (**MM AIR-3.1** and **3.2**) for impacts during project construction would reduce potentially significant air quality impacts to a less than significant level. As discussed in *Section 4.4, Biological Resources,* implementation of mitigation measures (**MM BIO-1.1 – 1.3)** 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 4.5, Cultural Resources* and *Section 4.18, Tribal Cultural Resources*, with implementation of the identified standard measures and mitigation measures (**MM CUL-2.1** and **2.2**), the project would result in a less than significant

impact on archaeological, historic, paleontological, and tribal cultural resources. Significant project-level impacts can all be mitigated to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

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."

Project construction activities could result in air quality, biological, cultural, and noise impacts. As discussed in *Section 4.3, Air Quality*, BAAQMD cumulative source thresholds would be exceeded when considering the combined emissions of TACs from El Camino Real and project construction. However, implementation of Mitigation Measures **MM AIR-3.1** and **3.2** would reduce the cumulative risk of air pollutant exposure to the MEI to a less than significant level.

Biological resource impacts of the project are limited to construction impacts to existing off-site trees, which could provide nesting habitat for migratory birds. Impacts to nesting habitat would not constitute a cumulative impact as there is no shortage of similar nesting habitat in the area.

Demolition and construction activities may result in the loss of unknown subsurface prehistoric resources on-site. Because the project would implement Mitigation Measures **MM CUL-2.1** and **MM CUL-2.2**, the proposed project would not have a cumulatively considerable impact on cultural resources in the project area.

The proposed project would not result in any significant permanent noise impacts. The primary concern related to the noise impacts of the project are construction-generated noise, and these impacts would be sufficiently mitigated to a less than significant level upon implementation of mitigation measures discussed in *Section 4.13, Noise and Vibration* (**MM NOI-1**). Potentially significant impacts from construction-generated vibration on historic and contemporary structures would be sufficiently reduced upon implementation of mitigation measures for vibration impacts (**MM NOI-2**). Therefore, the project would not contribute to a cumulatively considerable noise impact. **(Less than Significant Impact with Mitigation Incorporated)**

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

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 adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in *Section 4.3, Air Quality*, with implementation of mitigation measures **MM AIR-3.1** and **3.2**, project construction activities would not expose sensitive receptors in the project area to health risks associated with mobile and stationary sources of toxic air contaminants above CEQA significance thresholds. The implementation of mitigation measures **MM HAZ-2.1 – 2.9** would reduce potential impacts to construction workers, future residents of the project, and the surrounding environment from hazardous materials. In addition, the construction noise and vibration impacts discussed in *Section 4.13, Noise* would be reduced to less than significant levels with the implementation of mitigation measures **MM NOI-1** and **2**. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

AEI Consultants. *Phase I Environmental Site Assessment.* December 10, 2018.

Bay Area Air Quality Management District. *Annual Bay Area Air Quality Summaries.*

Bay Area Air Quality Management District. *CEQA Guidelines*. May 2011.

CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area*. October 2008.

CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.

California Building Standards Commission. "Welcome to the California Building Standards Commission." Accessed February 14, 2019. http://www.bsc.ca.gov/.

California Department of Natural Resources. *Santa Clara County Important Farmland 2016 Map*.

California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed March 22, 2019. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

California Department of Transportation. California Scenic Highway Mapping System, Santa Clara County. Accessed March 21, 2019. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates.* September 2016.

California Gas and Electric Utilities. *2017 California Gas Report.* Accessed February 21, 2019. https://www.socalgas.com/regulatory/documents/cgr/2017_California_Gas_Report_Supplement_63017.pdf

California Water Service. *2016 Water Quality Service Report.* https://www.calwater.com/docs/ccr/2016/las-las-2016.pdf. Accessed April 2, 2019.

CARB. "Overview: Diesel Exhaust and Health." Accessed March 22, 2019. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

CARB. "The Advanced Clean Cars Program". Accessed March 22, 2019. https://www.arb.ca.gov/msprog/acc/acc.htm.

CEC. “Natural Gas Consumption by County”. Accessed March 22, 2019. http://ecdms.energy.ca.gov/gasbycounty.aspx.

City of Los Altos, Historical Commission. “Historic Inventory”. Accessed March 22, 2019. https://www.losaltosca.gov/historicalcommission/page/historic-inventory

City of Los Altos. *City of Los Altos 2015-2023 Housing Element*. May 26, 2014.

City of Los Altos. *Los Altos General Plan and City Code.*

City of Los Altos. *Sanitary Sewer System Master Plan Update.* February 2013.

City of Los Altos. *Stormwater Master Plan.* April 2016.

Cornerstone Earth Group, Inc. *Summary Review Letter – 4350 El Camino Real, Los Altos, California.* April 15, 2019.

County of Santa Clara. “Williamson Act and Open Space Easement”. September 17, 2018. Accessed March 22, 2019. https://www.sccgov.org/sites/dpd/programs/wa/pages/wa.aspx

Dahl, Zach. Planning Services Manager, Community Development Department, City of Los Altos. Personal Communication. December 5, 2018.

Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06085C0038H.* May 18, 2009.

Hexagon Transportation Consultants, Inc. – *Traffic Report for the Proposed Residential Project at 4350 El Camino Real in Los Altos, California.* March 19, 2021.

Holman & Associates. *Results of a CEQA Archaeological Literature Search and Initial Native American Consultation for 4350 El Camino Real Residential Development in Los Altos, Santa Clara County, California.* June 17, 2019.

Illingworth & Rodkin, Inc. *4350 El Camino Real Operational Noise Assessment.* May 13, 2019.

Illingworth & Rodkin, Inc. *4350 El Camino Real Air Quality and Greenhouse Gas Assessment.* May 28, 2019.

Kelapanda, Achaya. Environmental Manager, Republic Services, Inc. Personal Communication. May 17, 2018.

Los Altos School District. http://www.myschoollocation.com/losaltossd/ Accessed March 28, 2019.

National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Accessed March 21, 2019. http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards.

Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed March 22, 2019. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

Santa Clara County of Emergency Services. *Annex to 2010 Association of Bay Area Government Local Hazard Mitigation Plan.* December 2011.

Santa Clara County. *Santa Clara County Geologic Hazard Zones Map.* October 2012.
Santa Clara Valley Habitat Agency. "Geobrowser". Accessed March 20, 2019.
http://www.hcpmaps.com/habitat/.

Santa Clara Valley Water District. *2016 Groundwater Management Plan*. Figure 1-3. 2016.

Santa Clara Valley Water District. *Flood Inundation Maps*. April 2016.

Seidel Architects, Inc. *4350 El Camino Real, Los Altos, California.* December 19, 2018.

State of California. *2013 State Hazards Mitigation Plan*. 2013. Accessed October 30, 2018.
http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.

U.S. Census Bureau. "QuickFacts". Accessed March 26, 2019.
https://www.census.gov/quickfacts/losaltoscitycalifornia

U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 21, 2019. http://www.afdc.energy.gov/laws/eisa.

U.S. EPA. Office of Superfund Remediation and Technology Innovation. *Close Out Procedures for National Priorities List Sites.* May 2011.

U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed March 22, 2019. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles.

United States Energy Information Administration. *State Profile and Energy Estimates, 2016.* Accessed March 22, 2019. https://www.eia.gov/state/?sid=CA#tabs-2.

US Geological Survey. *Seismic Seiches*. Accessed March 21, 2019.
http://earthquake.usgs.gov/learn/topics/seiche.php>.

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Los Altos – Community Development Department

Laura Simpson, Interim Community and Economic Development Director
Sean Gallegos, Senior Planner

6.2 CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners

Demetri Loukas, Principal Project Manager
Carolyn Neer, AICP, Project Manager
Ryan Osako, Graphic Artist

AEI Consultants, Inc.
Hazardous Materials Consultants

Hexagon Transportation Consultants, Inc.
Traffic Consultants

Holman & Associates
Archaeological Consultants

Illingworth & Rodkin, Inc.
Air Quality and Noise Consultants

ATTACHMENT C

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

Memorandum

DATE: February 16, 2022

TO: Radha Hayagreev, City of Los Altos

FROM: Carolyn Neer, Project Manger
Kristy Weis, Principal Project Manager

SUBJECT: Initial Study/Mitigated Negative Declaration for the 4350 El Camino Real Residential Project – Responses to Comments Received

---

The Notice of Intent to Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the 4350 El Camino Real Residential Project was circulated for 30 days from January 11, 2022, through February 14, 2022. The City received two comment letters were received on the draft IS/MND during the 30-day public comment period from:

- Mountain View Los Altos School District (February 1, 2022)
- California Department of Transportation (Caltrans) (February 9, 2022)

Copies of these comment letters are included in Attachment A. The following pages provide a summary of the written comments with responses to the environmental issues raised. No text revisions to the IS/MND are required.

The comments received do not raise any significant new information or substantial evidence in light of the whole record to warrant recirculation of the MND or preparation of an Environmental Impact Report per CEQA Guidelines 15064 and 15073.5. The City Council will review and consider the comments and responses prior to making a decision on the project.

Comment Letter 1: Mountain View Los Altos High School District (dated February 1, 2022)

Comment 1.1: Please consider these initial public comments as environmental impacts that will affect the MVLA School District. The 47 dwelling units planned for construction will generate four students for the District to house. Based on a per pupil cost of $202,723/student, the total cost to house four pupils is $810,892 with a total impact per sq. ft. of $11.78/sq. ft.

> **Response 1.1:** As noted on pages 116 and 119-120 of the Initial Study, pursuant to California Government Code Section 65996, payment of school impact fees by new development constitutes full and complete mitigation of impacts to school facilities under CEQA. In accordance with this statute, the project applicant shall pay applicable school impact fees to offset increased demand on school facilities generated by the project. The comment does not raise any issues about the adequacy of the IS/MND.

Comment Letter 2: Caltrans (dated February 9, 2022)

Comment 2.1: Travel Demand Analysis. The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

> **Response 2.1:** The comment acknowledges the VMT impact conclusion in the Initial Study. The comment does not raise questions regarding the adequacy of the IS/MND; therefore, no further response is warranted.

Comment 2.2: Construction-Related Impacts. Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: https://dot.ca.gov/programs/traffic-operations/transportation-permits. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

> **Response 2.2:** The project is not proposing new temporary construction-related access points along state facilities. All access during the construction phase of the project shall be provided via existing driveways located along El Camino Real and Los Altos Avenue. Project related construction noise impacts are discussed in Section 4.13 Noise of the IS/MND. The project applicant shall obtain a transportation permit from Caltrans should movement of oversized or excessive load vehicles on State roadways be required. The comment does not raise any issues about the adequacy of the IS/MND.

Comment 2.3: Lead Agency. As the Lead Agency, the City of Los Altos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

> **Response 2.3:** The project does not include any improvements to the State Transportation Network. A draft Mitigation Monitoring and Reporting Program, which identifies required mitigation measures, method of verification for completion, responsibility for verification,

and schedule/timing, has been prepared for the project and would be adopted with the MND. The comment does not raise any issues about the adequacy of the IS/MND.

Comment 2.4: Equitable Access. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Response 2.4: The project shall comply with applicable ADA standards if Caltrans facilities are impacted and maintain bicycle and pedestrian access during construction. The comment does not raise issues about the adequacy of the IS/MND.

Comment 2.5: Encroachment Permit. Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

Response 2.5: If an encroachment permit is required from Caltrans, the project applicant shall complete the encroachment permit submittal process. The comment does not raise any issues about the adequacy of the IS/MND.

MVLA
HIGH SCHOOL DISTRICT
Serving the communities of Mountain View, Los Altos and Los Altos Hills

MOUNTAIN VIEW LOS ALTOS HIGH SCHOOL DISTRICT

BOARD OF TRUSTEES
Sanjay Dave
Phil Faillace, Ph.D.
Debbie Torok
Catherine Vonnegut
Fiona Walter

SUPERINTENDENT
Dr. Nellie Meyer

February 1, 2022

City of Los Altos
Community Development Department
Attention: Sean Gallegos, Senior Planner
One North San Antonio Road
Los Altos, CA 94022

Dear Mr. Gallegos:

The Mountain View Los Altos High School District (MVLA) received a Notice of Intent to Adopt a Mitigated Negative Declaration regarding a development project at 4350 El Camino Real, Los Altos, CA 94022. Please consider these initial public comments as environmental impacts that will affect the MVLA School District.

The 47 dwelling units planned for construction will generate four students for the District to house. Based on a per pupil cost of $202,723/student, the total cost to house four pupils is $810,892 with a total impact per sq. ft. of $11.78/sq. ft. The cost calculations are as follows:

Projected Students

Unit Type	# of Units	Student Generation Rate	Students Projected
Multi-Family	40	0.047	2
Below Market	7	0.312	2
Total	47		4

2022 Cost to Construct New School (land not included)

Construction Cost	School Capacity	Cost Per Student
$121,633,925	600	$202,723

**Kramer Project Development, Quattrochi Kwok Architects*

Cost to House Projected Students

Projected Students	Cost Per Student	Cost
4	$202,723	$810,892

Cost Per Square Foot

Total Square Feet	Cost	Cost Per Square Foot
68,815	$810,892	$11.78

The constituents of the Mountain View Los Altos High School (MVLA) community expect, deserve, and receive a high standard of academic excellence along with a high standard of school facility accommodations to house students. Great schools and high standards are the expectation of those purchasing housing in Los Altos.

Three developers in Mountain View have chosen to voluntarily pay a fee in excess of Level 1 Statutory fees in support of high school housing District standards.

The MVLA High School District shares Level I statutory fees with its feeder districts and collects 33% of the fee. The District requests that developers voluntarily pay a fee of 33.33% of the actual cost of $11.78 per sq. ft. to house 9-12 students as follows:

$11.78 x .3333 = $3.93 per sq. ft. x 68,815 sq. ft. = $270,443

This voluntary provision increases the developer fee and will assist the MVLA District in closing the school construction funding gap.

Thank you,

Mike Mathiesen
Associate Superintendent Business Services

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

February 9, 2022

SCH #: 20220100139
GTS #: 04-SCL-2022-01006
GTS ID: 25249
Co/Rt/Pm: SCL/82/22.1

Radha Hayagreev, Senior Planner
City of Los Altos
1 North San Antonio Road
Los Altos, CA 94022

Re: 4350 El Camino Real Multiple Family Building Mitigated Negative Declaration (MND)

Dear Radha Hayagreev:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 4350 El Camino Real Multiple Family Building Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2021 MND.

Project Understanding
The project proposes to demolish an existing gasoline service station on site and construct a new five-story residential building with two below-ground parking levels. The building would contain 47 residential units, seven of which would be below market rate units. The project would include a courtyard area with seating areas and raised planters, and 12,359 square feet of common open space. Vehicle access to and from the proposed parking garage would be provided via a single driveway on El Camino Real.

Travel Demand Analysis
The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Construction-Related Impacts
Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, visit: https://dot.ca.gov/programs/traffic-operations/transportation-permits. Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Lead Agency
As the Lead Agency, the City of Los Altos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download

the permit application, please visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

DENSITY BONUS REPORT

4350 El Camino Real

May 20, 2022

Summary

This report discusses the project's relationship to the state and local density bonus regulations and presents the applicant's basis for the requested development exceptions, density bonus and parking alteration in number of spaces allowed in accordance with state and local regulations.

The project is a 47-unit, multiple-family condominium building to replace the Unocal 76 gas station at 4350 El Camino Real. The project includes seven affordable housing units and seeks two development incentives and a parking requirement alteration. The two development incentives include an "on-menu" building height incentive, and an off-menu incentive for a reduction in parking space back-up distance. The project also applies a parking space alteration that reduces the total number of required parking spaces in accordance with meeting density bonus regulations.

Project Density Table

PROJECT DENSITY	
Lot Size	28,562 square feet or 0.656 acres
General Plan - Thoroughfare Commercial	38 units per acre
Zoning - Commercial Thoroughfare	38 units per acre
Allowed Density or Base Density	25 units
Affordable Housing Requirement (15%)	4 units
Affordable Housing Provided (28%)	7 units
Density Bonus Units	22 units
Total Number Dwelling Units	47 units

Dwelling Unit Summary Table

DWELLING UNIT SUMMARY			
UNIT TYPES	**Number**	**Size**	**Notes**
1 Bedroom - Total	10	580 to 774 sf	
2 Bedroom - Total	31	767 to 1,449 sf	
3 Bedroom - Total	6	1,023 to 1,675 sf	
Total Units	47		
AFFORDABLE			
Moderate Income	1	3-Bedroom 1,461 sf	First Level
Moderate Income	1	2-Bedroom 767 sf	Second Level
Moderate Income	1	2-Bedroom 767 sf	Third Level
Moderate Income	1	1-Bedroom 580 sf	Third Level
Very-Low Income	1	1- Bedroom 718 sf	First Level
Very-Low Income	1	1-Bedroom 580 sf	Second Level
Very-Low Income	1	1-Bedroom 718 sf	Fourth Level

Affordable Housing Unit Design

The affordable housing units represent similar sizes for their bedroom type in accordance with the City's Housing Element policy. The affordable units also reflect the full range of unit types in the project including one three-bedroom unit, two, two-bedroom units, and four, one-bedroom units. Additionally, as required by the City's Code, the affordable units are dispersed throughout the project located on the Ground, Second, Third and Fourth levels; overall, the integrated affordable housing units are indistinguishable by design and construction.

The project emphasizes affordable one- and two-bedroom units in that they serve smaller households in the one- to three-person range. Such units are intrinsically more affordable by their smaller size, and lacking in supply in the City. We designed the overall project with this in mind having 87 percent one- and two-bedroom units compared to the three-bedroom units.

Affordable Housing and Density Bonus

Under the General Plan and Municipal Code the project is required to provide a base density of 25 housing units, 15 percent of which must be affordable. This means to the project must have at least four affordable housing units. Additionally and uniquely, the City's code requires a project to designate a majority of its affordable units as Moderate Income and any remainder at the Low or Very-Low Income level. Overall, this means the project has a requirement of three, Moderate Income units and one, Very-Low or Low Income unit. The project greatly exceeds this minimum by providing four Moderate Income units and three Very-Low Income units. The overall affordable percentage of 28 percent exceeds the City's requirement by three affordable units.

The state regulations require using a single affordable income category (e.g., Very-Low Income in this case) from which to base the resulting affordable housing percentage and corresponding density bonus percentage. The City's affordable housing regulations are unique requiring a majority of the affordable housing as Moderate Income and any remainder as lower income. Since an applicant must choose either the Moderate or the Lower income categories from which to base the density bonus and development incentives, this has the effect of reducing the number of affordable units in the project that qualify for the density bonus, which lowers the effective density bonus allowed in the state regulations.

Under the density bonus regulations, the project's three, Very-Low Income units totaling 12 percent of the project's base density, qualifies the project for a minimum 38.75 percent density bonus, or at least 10 additional market rate units, and two development incentives or concessions (discussed below). The City may grant additional density bonus units at its discretion. As an effect of the City's unique regulations splitting the income categories, the project includes four affordable units that are not counted towards development incentives or a density bonus.

Since the project provides three additional affordable housing units over the minimum City requirement—a significant community benefit, especially when the City is not on track to meet its affordable housing mandate—and four of the affordable housing units are not automatically considered for incentives and a bonus—an increased density bonus is requested to provide 12 additional density bonus units. From a developer's perspective the 47 project units is necessary to reduce the overall risk, to provide a safety net because of the very-high cost of land, to help address the very-high cost of construction trending even higher over time, and to help recognize the uncertain nature of the housing market when the project units will be delivered several years in the future.

As mentioned above, the City's affordable housing regulations require a split in income types, which when combined with the state law, reduce the effective density bonus percentage in any single category. In accordance with Section 65915 (r) of the Government Code, the density bonus regulations shall be interpreted liberally in favor of producing the maximum number of units possible. Since the affect of the City's

affordable housing regulations reduces the overall density bonus otherwise available by state law by splitting (diluting) the income percentage of the required affordable units, the qualifying on-menu height incentive allows the project to make up key building area in the fifth story that helps defray the cost of providing such units.

We feel this approach helps the community achieve more affordable housing units than it would otherwise, which is a public benefit in itself, especially when the City is underperforming on its affordable housing goals with the state.

Height Incentive

The project's height incentive allows the fifth floor at an overall height of 56 feet (45 feet plus 11 feet). As designed, however, the project only uses nine feet of the allowed 11 feet for an overall building height of 54 feet. This minimizes the overall height of the building by two feet under what is allowed by the on-menu incentive. Even though the City has predetermined that its on-menu height incentive does not have a specific adverse impact, the project's two-foot reduction in possible height further minimizes potential impacts from the height incentive.

The height incentive is necessary to allow the project to make up floor area dedicated to the affordable housing units and to achieve nine additional units at the fifth story. The nine-unit fifth story is roughly equal to the 10 density bonus units minimally allowed by local code. The building area from the on-menu height incentive helps the project provide additional units thus reducing the cost per-square-foot to deliver the project; and most importantly, it furthers the applicant's ability to provide the affordable housing units. The statutory intent of granting the development incentive is to help make up for the cost to provide the affordable housing units.

At the time of project submittal we determined it would cost approximately $5,032,000 to construct the seven affordable housing units at $900 per-square-foot. Based on current development trends, however, where construction costs are significantly higher and expected to continue rising, it will likely cost 20 to 30 percent more to build the affordable housing units when the project is ultimately delivered. Based on this forecast, the project will likely suffer a loss of approximately $3,900,000 to provide the affordable units making the additional market rate units necessary to subsidize the additional cost to the project.

Affordable housing units are restricted to below market prices depending on the designated income category and unit size. At the time of application, according to the City's affordable housing administrator, the affordable prices were as follows: a one-bedroom, Very-Low Income unit was restricted to $149,649; a one-bedroom, Moderate Income unit was $480,255; a two-bedroom, Moderate Income unit was $553,351; and the restricted value of the one, three-bedroom Moderate Income unit was estimated at approximately $630,000.

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

Government Code Section 65915 (d) (4) provides that the city, county, or city and county shall bear the burden of proof for the denial of a requested incentive. The requested height incentive would not have a specific, adverse impact, upon health, safety, or the physical environment since the height incentive is a previously determined appropriate on-menu local incentive. The reduced back-up dimension for the parking spaces is supported by a professional transportation report (Traffic Report by Hexagon Transportation Consultants, Inc., dated June 21, 2019). Neither requested incentive is contrary to state or federal law. The traffic report is provided by reference in the project's environmental Initial Study/Mitigated Negative Declaration.

Parking Incentive

The parking back-up distance incentive—to allow for 24 feet of back up area versus the required 26 feet—allows for a more economical parking garage by reducing its overall dimensions by four feet in the east/west direction and two feet in the north/south direction; this reduces the construction costs of soil removal and concrete needed and costs of other building materials. The reduced back-up dimension is supported by the project's transportation report. The parking back-up distance incentive equates to an unquantified actual and specific project cost reduction.

Parking Alteration

This project uses the parking alteration allowed by Government Code Section 65915 (p) (2) and by Los Altos Municipal Code (LAMC) Section 14.28.040 (G) (2) (b). The project provides 84 parking spaces which meets the requirement of 84 spaces allowed by the primary state density bonus regulations. Although we are not electing it, the project far exceeds the secondary density bonus parking standard allowing 45 parking spaces (0.5 spaces per bedroom) since the project includes a maximum number of Very-Low Income units and is located adjacent to a major transit stop. In a sense, since we are electing to build twice as much parking as could be allowed from a development perspective to meet market conditions our parking component is more expensive on a relative per unit basis thus adding to the need of the development incentives.

May 20, 2022

Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

SUBJECT: 4350 EL CAMINO REAL – REVISIONS

Dear Honorable Chair Doran:

Thank you for the opportunity to present our project on April 7, 2022. We appreciated hearing the Planning Commission, Complete Streets Commission, staff and public concerns and present to you a substantially revised project. We addressed building design and site planning concerns as well as our affordable housing program. This letter discusses the changes in broad detail; please also see our architect's summary of changes for a more technical description.

Building Design Changes

We modified the building corner to make it more welcoming and reduce its massing. We added a steel and wood canopy over the newly enhanced entry area; the landscaped entry plaza incorporates special paving, bench seating and lighting. The distinctive canopy also provides an attractive location for the building address. Above the corner element we recessed the parapet and opened up the canopy over the fifth floor providing more transparency, lowering the height and reducing the building mass at the corner. We also lightened the color of the stone material, which further reduces the bulk.

Addressing the newly adopted design standards we carried the main stone material around the base of the building to help emphasize its base as well as break up the four-story elevations facing our neighbors at Peninsula Real. On the other sides the fourth story overhangs were redefined and additional articulation added to emphasize the middle of the building. The overhangs and glazing at the fifth story were coordinated with changes to the parapet to reduce the appearance of the upper floor and to create a distinctive top to the building. We also redesigned and recessed the stairway tower on Los Altos Avenue to minimize and recess the height of that element and emphasize the intermediate bay of the building.

We added metal sunshades, horizontal metal railings, projecting precast sills, and recessed the remaining windows for a more residential appearance. We also changed the window frames to metal. The same elements were incorporated into the stoops on Los Altos Avenue where possible to improve their detailing.

We reviewed the privacy impacts of the closest building wings to our neighbors. We reaffirmed that the main windows facing Peninsula Real are set high up on the wall maintaining privacy. We found an opportunity to reduce the closet windows in those units to very small windows further enhancing the privacy between the buildings. We also reaffirmed our landscape approach to enhance privacy as much as practical in the multiple-family context by planting strategically located trees complementing our neighbor's landscape and installing perimeter hedging.

Added Building Amenities

We added a bar-be-cue, herb garden, and sculptural seating "pebbles" to the courtyard. Our desire is to maintain the courtyard as a mostly passive element; however, adding the BBQ adds a desirable community element. The addition of seating pebbles serve as a playful element that invites more imaginative yet passive uses.

We added a more adult-oriented rooftop deck to the northwestern corner of the roof. The rooftop deck will afford spectacular views as well as a small community seating area and BBQ.

Site Plan Changes

We aligned the garage door opening to provide a simplified vehicular entry and loading area. We adjusted the landscape plan to incorporate an on-site loading space to facilitate deliveries to the building and recessed the bus stop pad to improve the bus stop safety and to provide better sight-visibility from the driveway. The pedestrian safety is also enhanced by a new Stop Bar at the sidewalk.

Since the bus stop is set into the landscape, we are working with the VTA to design a custom bus stop enclosure to reflect the quality of the new project and to enhance the entry to the City. We are also including a new bus parking pad improving the roadway.

In response to a comment from a concerned neighbor, we reaffirmed that our grading and drainage plan is appropriately designed to contain as much water on site as practical, appropriately treat any runoff to the street, and avoid any runoff onto our neighbor's property.

Affordable Housing Changes

We refined the mix and distribution of the seven proposed affordable housing units. We replaced a two-bedroom, Moderate unit with a three-bedroom, Moderate unit, which is located at the first-level facing Los Altos Avenue. We kept the location and designation of the

second- and third-floor below-market-rate units. And, we improved the location of the fourth-floor affordable unit to face the interior courtyard.

Overall we propose four Moderate Income units (one, three-bedroom, two, two-bedroom, and one, one-bedroom), and three Very-low Income units (three, one-bedroom units). Please see Pages A0.0.1 and A2.2 through A2.5 of the plans for their locations. The three, Very-low Income units maintain our potential for two development incentives and a density bonus.

By including a three-bedroom BMR unit we believe our affordable housing program better reflects the mix of units and includes the potential for housing a larger family affordably. The remaining two, two-bedroom BMR units and the four, 1-bedroom units demonstrates our project intention to provide more affordable housing opportunities at the entry level. The upper level remains market rate to help underwrite the development risk of project—even more uncertain now due to market changes—and to help make up the cost of providing the affordable units as discussed in the Density Bonus Report.

Administrative Story Pole

We continue to work with the staff to resolve concerns related to the Story Pole requirements per the City Council's direction. We previously updated the pedestrian-level and 3D flyover to include more information about the sidewalk widths, the proposed development and the adjacent buildings. We resolved the link on the billboard QR codes so they point to the flyover and 3D models. We reaffirmed the photorealistic image on Billboard No. 1 is correct to reflect the input from the Council ad hoc subcommittee and the Peninsula Real HOA. Finally, we are presently adjusting the location of Billboard No. 1 to address safety and visibility concerns.

Sincerely,

Angie and Greg Galatolo
Owner/Applicant
4350 El Camino Real

Encl: Letter from Seidel Architects, dated May 11, 2022
Revised Density Bonus Report, dated May 20, 2022

4350 El Camino Real – April 7th, 2022 Staff Report – Responses

Seidel Architects- May 11, 2022

Complete Streets Commission

On October 23, 2019, the Complete Streets Commission (CSC) held a duly noticed public meeting to consider the Project. Pursuant to Section 14.78.090 of the Zoning Code, an application for the City Council design review shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation such as but not limited to bicycle, pedestrian, parking, traffic impacts on public streets, and/or public transportation. The CSC members expressed the following concerns regarding the project which in turn have been reflected in the draft Conditions of Approval in Attachment B, which are recommended if the project is approved.

1. Install a "STOP" sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway.
   Response: A "STOP" sign and bar will be installed at the driveway. See C2.0

2. The outbound garage ramp shall have a maximum slope of 2 percent within 20 feet of the top of the ramp.
   Response: The garage ramp has been recessed further into the building and a "level" (2%) grade extends from the ramp to the property line. See A1.0, A 2.2, A 3.5, C3.0

3. No parking shall be permitted along the El Camino Real frontage.
   Response: no parking is planned on the El Camino Real frontage.

4. The truck loading space shall be no less than ten (10) feet wide by twenty-five (25) feet long.
   Response: A 10'x25' truck loading space has been provided adjacent to the garage entrance. An interior pedestrian ramp has been provided in the trash staging/loading area for deliveries to the building. See A1.0, C2.0, C3.0

5. The loading space shall be accessible from a public street, and it shall not interfere or conflict with the driveway for the below-grade parking garage.
   Response: The loading space is accessible from El Camino Real and does not conflict with the vehicular driveway. See A1.0, C2.0

6. Replace existing shelter with a new VTA standard shelter (17' Full Back with Ad panel) consistent with VTA direction.
   Response: Space for the standard VTA shelter has been provided. See A1.0, C2.0, L1.0

7. Locate the shelter out of the sidewalk by pushing it into the landscaping; provide a 7'x25' shelter pad consistent with VTA direction. This will improve sight distance from the driveway entrance if the driveway is not relocated.
   Response: A 7'x25' shelter pad has been located consistent with VTA standards, further back from the curb. See A1.0, L1.0, C2.0

8. Install a new bus pad 10'x75' minimum per VTA Standards (see attachment "VTA Bus Stop Passenger Fac Standards 2010 (37)")
   Response: A 10'x 75' bus pad has been located in the El Camino Real right of way. See A 1.0, A2.2, L1.0, C2.0

9. Remove street tree and landscaping adjacent to bus stop area consistent with VTA direction.
   Response: Landscaping and tree locations have been redesigned for consistency with the new bus shelter location. See A1.0, L1.0

Following the discussion, the CSC voted 4-0 to recommend approval of the Project to the Planning Commission and City Council. The CSC agenda report and minutes is contained in Attachment D.

Design Review Permit

B. (pg. 14) The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design.

Staff review: The proposal is taller by an entire floor in relationship with the neighboring structures. Its bulk can be reduced further by articulating the vertical facade more, providing appropriate scale back using design as detailed in the design control chapter of the CT district.

Response: The building has been designed as a series of Primary Bays ranging from 24' to 34' wide, that are punctuated by narrower intermediate bays ranging from 9' to 10'. The Primary Bays are clad in either plaster or weathering metal, and the bays are clad in masonry, wood, or color contrasting plaster.

The ground level facades facing El Camino Real and Los Altos Avenue have been redesigned to have a strong masonry base expression with a precast water table course, as well as a projected precast belt course at the level of the second floor window sills. Additional sun shades have also been added at the windows along the street level frontages. See A3.1, A 3.0 a through e

The stoops at the individual unit entries facing Los Altos Avenue have been redesigned with decorative painted metal railings standing on masonry stem walls, providing a welcoming appearance. Decorative lighting has bee added at the stoop entries. See A3.1, 3.0c

The base is now clearly differentiated from the building mid-section, as well as the set back, and more transparent 5th floor. Additional articulation added in the mid-section includes setting back all the windows in the Primary bays, adding projected precast window sills at the recessed windows (1, 2 on A7.2), and providing painted metal railings in place of most of the glass railings in the previous submission (4 on A7.1). The projecting eaves at the top of the fourth level have been emphasized, and projecting metal cap detail (for shadow) has been added at the fourth floor parapets (2 on A 7.1). See A3.1, A3.0 a through d

We note the Design Controls discourage the smaller bays projecting in plane above the primary bays, and therefore we reconfigured the exit stair along Los Altos Avenue setting it back further from the street to create a deeper intermediate bay, as well as lowered its height to the standard parapet height. See A 3.1, A3.0c, A2.2 through A2.7

A distinctive Top to the building is emphasized by setbacks, more transparent glazing and projecting horizontal eaves. The parapet planes have now been staggered in plan so that parapets do not exceed 25' in a single run. At the corner of Los Altos Avenue and El Camino Real the parapet height has been significantly reduced to lower the profile at this important corner. See A 3.1, A3.0a, A2.7

C. (pg. 14) Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays, and balconies.

Staff review: The vertical and horizontal articulation of the building mass can be further detailed and broken down, as addressed in the Design Control section of the CT zone. The pedestrian entrances and vehicular entrances are not detailed with elements that distinguish the spaces other than the stairs and a door. The use of architectural elements can help break up the massing further in these areas and made more inviting. There are large vertical surfaces that extend five stories, that results in a more bulky appearance and massing. Design elements could be incorporated to break down these planes into smaller elements which would provide for a less bulky and less massive appearance.

Response: The primary building entrance at the corner of El Camino Real and Los Altos Avenue has been provided with additional design and detailing. A projected steel and wood canopy has been added to emphasize the front door and provide welcoming dappled sun and protection. The building address is planned on the canopy. Enhanced paving is now planned creating an intimate plaza at the building entrance. Landscaping pots and a bench will enhance the plaza. The projecting canopy at the 5th story has also been redesigned similar to the first floor canopy and now contains spaced wood elements through which the sky can be viewed, lightening the effect of the building at the corner. A number of additional horizontal sunshades have been added further modulating vertical walls, as do the projected sills and belt courses. The stair that formerly rose vertically to the roof, is now broken

into 3 separate stepped back planes to mitigate it's verticality. The expression of the building base as a distinct element also reduces effective height. See A3.0a, A3.0d, A3.1

Among the updated details that reflect a strong residential character are recessed windows, projected precast sills, painted metal railings, additional sunshades, precast belt courses, detailed stoop entries, and decorative lighting. See A3.1, A7.1, A7.2

On the elevations facing the side and rear property lines, the masonry base has been extended on the first floor, similar to the street frontages. As discussed in the CT Design Controls, no primary spaces have full size windows facing the property line or adjacent residential building. The windows in the center of these facades have been further reduced in size. See 3.2

D. (pg. 14) 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.

Staff Review: The current material and finishes include a limestone base with stone and wood siding material for most of the primary street facades. The corner of the building has a portion of the façade finished in Corten Steel panels and aluminum storefront windowpanes for the corner lobby entrance leading to the mailbox. The upper stories have vinyl windows which result in a lower quality appearance and is a less durable material than other exterior window materials available and as compared to the metal cladded windows. The rear of the building is shown to be finished in plaster. While there are several quality materials proposed, the use of these materials on the facades are not entirely serving to reduce the height, mass and bulk because of the lack of articulation and consistent visual elements to read base, body, parapets and other structural elements. The design can be articulated further to provide some relief between upper floors, body of the project and base level details.

Response: As discussed above, the articulation of the base body and top have been revised to emphasize variation between the levels, provide further articulation in massing as well as detailing. Metal windows are now proposed in lieu of vinyl windows. The typical balcony railing has been revised to painted metal for a more fine grained residential appearance.

The varied exterior material palate, including masonry, plaster, wood, weathering steel (Corten), precast sill details, and painted metal architectural details will provided a rich and high quality appearance for this residential community. See A3.1, A3.0 a through e, A7.1, A7.2

E. (pg. 14) 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

surrounding streetscape. Landscaping includes substantial street canopy, either in the public right-of-way or within the project frontage.

Staff Review: Landscaping is generous and inviting, however, the project could incorporate more hardscape features at the lobbies and entrances to signify entry elements. The tree canopy is substantial along the street sides. The landscaped courtyard area could include additional amenities to be used for active and passive open space areas for the residents living in the development which may include families and children.

Response: Architectural and Landscape improvements at the building main entry are discussed above including a new entry canopy, enhanced paving, lighting, planting and benches. Additional amenities have been added in the resident courtyard including a grill for outdoor cooking, edible herb plantings, and sculptural "pebbles" that can also serve as a children's play area. A small roof top deck has been added at the corner of the building facing El Camino Real. See L1.0, L1.1, L1.3, L1.4, A1.0

F. (pg. 15) Signage is designed to complement the building architecture in terms of style, materials, colors and proportions.

Staff Review: Staff has not received a signage package for review. If the project is approved, this would be a made a condition of project approval. However, most likely signs would be limited to address and directional signs.

Response: A signage package will be provided. The address signage has been conceptually added to the elevations. See A3.1, A3.0a

G. (pg.15) Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing.

Staff Review: The rooftop mechanical and other mechanical equipment are not shown in the drawings. If the project is approved, screening of rooftop mechanical equipment could be a made a condition of project approval.

Response: The roof top mechanical is shown on the Roof Plan A 2.7. Mechanical screening is shown on A 7.1 "Exterior Details."

H. (pg. 15) Service, trash and utility areas area screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

Staff Review: The garbage staging area on the first floor is screened and is consistent with the building architecture.

Response: Noted. The garage entry has been revised to a single opening for more convenient access. See A2.2, A3.0b

Community Development Department
One North San Antonio Road
Los Altos, California 94022

April 11th 2022

Gregory and Angela Galatolo
Via Email: angiegalatolo@gmail.com
4350 El Camino Real
Los Altos, CA 94022

Subject: 4350 EL CAMINO REAL (Application No. 19-D-01, 19-UP-01 and 19-SD-01) Planning Commission feedback

Dear Mr. and Mrs. Galatolo:

This letter is an update to the April 7th, 2022 hearing with the Los Altos Planning Commission, detailing the required changes and edits to the proposed plans and documentation for the Design Review, Use Permit and Subdivision applications for a new multiple-family building at 4350 El Camino Real.

This letter is a list of the items that will need to be addressed or provided at a minimum of 30 days prior to scheduling another Planning Commission meeting. This allows staff to review the revised proposal, publish a staff report, and notify the community members prior to the hearing.

On April 7th, the Planning Commission Motioned to continue the hearing of the proposed project with certain conditions to be met by the applicant prior to bringing it back to another hearing.

Link to the April 7th - Planning Commission meeting is here - https://www.losaltosca.gov/planningcommission/page/planning-commission-meeting-0

Link to the published report – click here –

The requested list of conditions which need to be addressed is listed below:

1. **Design Review update:**

Revise the design to address issues listed in the Discretionary Permit Findings detailed in page 13-17 of the Planning Commission staff report.
Respond to Commissioner's input on the project design by listening to the meeting again. Provide clear responses to requested design changes and improvements including but not limited to: changing glass railings, addressing corner entrance details, providing articulation of material on facades, reducing large bulky facades at the rear of the property, among others listed in the Findings sections of the staff report.

Comment No. 1:

Please see our revised plans, Architect's May 11, 2022 Letter, and our letter to the Planning Commission dated May 20, 2022.

Comment No. 2:

Please our letter to the Planning Commission dated May 20, 2022 for changes to the affordable housing.

2. <u>Inclusionary Housing</u>

Revise the distribution of the affordable units to address the inconsistencies in the staff report and respond to Planning Commission's suggestions for equitable distribution. Provide a revised density bonus report.

3. <u>Story Pole Conformance.</u>

Provide a letter documenting conformance to all conditional requirements of the approved modified story pole for your project. Using clear photographs and a line-item response to the required condition in the letter for story pole compliance.

Comment No. 3:

Please our letter to the Planning Commission dated May 20, 2022 on our conformance with the story pole requirements.

Please note that our engineer's certification of the height and location of the story pole elements is on file with the City.

Your timely response to these comments will help expedite your project's review. For questions regarding the following comments from the Planning Division, please contact Radha Hayagreev, Consulting Senior Planner at (408) 796-4370

Sincerely,

4.12.22

Radha Hayagreev
Consulting Senior Planner

Cc: Architect

4350 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

PROJECT DESCRIPTION

Currently occupied by a gas station, 4350 El Camino Real is planned to be redeveloped as a 47 unit residential community. The corner site is located at the intersection of El Camino Real and Los Altos Avenue in the Commercial Thoroughfare zone. It is adjoined on the two other sides by the Peninsula Real, a 3 story multifamily condominium development. Several hotels are located across the streets, as well as a new 5 story multifamily development across El Camino Real.

The project features landscaped setbacks on both street frontages, and provides an intimate pedestrian plaza at the main building lobby at the intersection of the two streets. Additional individual residence stoop entries are located on Los Altos Avenue. The plan is configured in an “L” shape creating a large sheltered landscaped courtyard within the site that will provide outdoor amenities for the residents, as well as providing pleasant vistas for residents of the adjacent property. The open space provided on site significantly exceeds the amount required by the zoning. Privacy for the adjacent residents has been protected by carefully locating out looks from primary rooms so they do not directly face the neighbors in the locations close to property lines.

The vehicular and bike entrance is located off of El Camino Real, as well as a truck loading zone for convenient deliveries and pick up. A new VTA bus shelter meeting current standards will be located in the landscaped set back along El Camino Real.

The 5 story building exceeds the zoning by 1 story, and a 9’ increase above the 45’ height limit is requested in this proposal. The building design incorporates both horizontal and vertical articulation to create an appropriate scale and character for the project. The 5th floor has been setback from the face of the building and has been given a more glazed character to reduce the mass. Exterior materials including masonry, plaster, wood siding, and weathering steel (Corten) provided variety and articulate the massing into residential scaled elements.

The design team has been working with the planning staff to reflect updated aspects of the Los Altos planning code, including differentiating the base, body and top of the building, and incorporating residential details including recessed windows, projected precast sills and belt courses, ornamental metal railings, architectural sunshades, and painted metal windows to imbue the community with high quality residential character.

An 84 space 2 level parking garage is located entirely below grade. A resident bike storage and maintenance facility is also located within the garage. The project seeks a garage aisle width reduction to 24’ from the 26’ standard.

DRAWING INDEX

A0.0	COVER SHEET
A0.0.1	PROJECT INFORMATION
A0.1	CONTEXT PLAN
A0.2	CLIMATE ACTION PLAN CHECKLIST
A1.0	SITE PLAN
A2.0	LOWER GARAGE PLAN
A2.1	UPPER GARAGE PLANS
A2.2	FIRST FLOOR PLAN
A2.3	SECOND FLOOR PLAN
A2.4	THIRD FLOOR PLAN
A2.5	FOURTH FLOOR PLAN
A2.6	FIFTH FLOOR PLAN
A2.7	ROOF PLAN
A2.8	ENLARGED BICYCLE ROOM AND DETAILS
A3.0a	PERSPECTIVE VIEW @ EL CAMINO REAL + LOS ALTOS AVE.
A3.0b	PERSPECTIVE VIEW FROM EAST ON EL CAMINO REAL
A3.0c	PERSPECTIVE VIEW FROM SOUTH ON LOS ALTOS AVE.
A3.0d	PERSPECTIVE VIEW ON LOS ALTOS AVE LOOKING NORTH EAST
A3.0e	COURTYARD PERSPECTIVE VIEW FROM EAST
A3.1	ELEVATIONS
A3.2	ELEVATIONS
A3.3	STREETSCAPE ELEVATIONS
A3.3a	ADJACENT BUILDING HEIGHT EXHIBITS
A3.4	BUILDING SECTIONS
A3.5	ENLARGED TRASH AREA
A4.1	FLOOR AREA DIAGRAMS
A4.2	FLOOR AREA DIAGRAMS
A4.3	OPEN SPACE DIAGRAM
A5.1	MATERIAL BOARD
A6.1	UNIT PLANS
A6.2	UNIT PLANS
A6.3	UNIT PLANS
A6.4	UNIT PLANS
A6.5	UNIT PLANS
A7.1	EXTERIOR DETAILS
A7.2	EXTERIOR DETAILS
A8.0	SCHEMATIC FIRE APPARATUS DIAGRAMS
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE PLAN
L2.0	LANDSCAPE PLAN
TM	VESTING TENTATIVE MAP
C1.0	EXISTING CONDITIONS PLAN
C2.0	SITE PLAN
C3.0	GRADING & DRAINAGE PLAN
C4.0	UTILITY PLAN
C5.0	STORMWATER CONTROL PLAN
CM1.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
CM2.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
CM3.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN

PROJECT TEAM

APPLICANT / OWNER
ANGIE & GREG GALATOLO
4350 El CAMINO REAL
LOS ALTOS, CA

ARCHITECT
SEIDEL ARCHITECTS
109 STEVENSON STREET, 6TH FLOOR
SAN FRANCISCO, CA 94105
P: 415.397.5535

LANDSCAPE ARCHITECT
REED GILLIAND
1060 CORONA ROAD
PETALUMA, CA 94594
P: 707.765.9582

CIVIL ENGINEER
BKF ENGINEERS
1730 NORTH FIRST STREET, SUITE 600
SAN JOSE, CA 95112
P: 408.467.9192

VICINITY MAP

PROJECT SITE

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

PROJECT INFORMATION

GENERAL PLAN DESIGNATION:
THOUROUGHFARE COMMERCIAL (TC)

ZONING:
COMMERCIAL THOROUGHFARE (CT)

APN:
167-11-041

LOT AREA:
.656 ACRES / 28,562 SF

BUILDING COVERAGE:
48%

RESIDENTIAL UNITS:
47

DENSITY:
25 PERMITTED (38 DU/AC)
47 PROVIDED (72 DU/AC)
(INCL. DENSITY BONUS)

SETBACKS (SEE A1.0 & A2.2):	REQUIRED
FRONT:	25'-0" MIN.
EXTERIOR SIDE (LOS ALTOS AVE):	15'-0" AVG., 4' MIN.
INTERIOR SIDE (GROUND LEVEL)	7'-6" AVG
REAR:	0'-0"

	PROPOSED
FRONT:	25'-0"
EXTERIOR SIDE (LOS ALTOS AVE):	15'-0"
INTERIOR SIDE (GROUND LEVEL):	42'-11"
1 REAR:	7'-6 1/2"

OCCUPANCY CLASSIFICATIONS:
R-2 RESIDENTIAL
S-2 PARKING GARAGE

CONSTRUCTION TYPE:
TYPE IA (GARAGE)
TYPE IIIA (RESIDENTIAL)

INCENTIVES (PER LAMC 14.28.040):
11' HEIGHT INCREASE ABOVE 45'
24' PARKING AISLE VERSUS 26'

USE:
CURRENT: SERVICE STATION
CONVENIENCE STORE

PROPOSED: FIVE STORY RESIDENTIAL
AND TWO SUBGRADE
PARKING LEVELS

COMMON OPEN SPACE (SEE A4.3):
1 REQUIRED: 2,400 SF
PROVIDED: 12,103 SF

PRIVATE OPEN SPACE (SEE A4.3):
REQUIRED: 50 SF/ UNIT
PROVIDED: 63 SF/ UNIT

1
PROPOSED UNIT MIX

10	ONE BEDROOM UNITS	(580-774 SF)
31	TWO BEDROOM UNITS	(767-1449 SF)
6	THREE BEDROOM UNITS	(1023-1675 SF)
47	TOTAL UNITS	

PROPOSED BMR UNIT MIX

1	ONE BEDROOM UNITS	(MODERATE INCOME)
3	ONE BEDROOM UNITS	(VERY LOW INCOME)
2	TWO BEDROOM UNITS	(MODERATE INCOME)
1	THREE BEDROOM UNITS	(MODERATE INCOME)
7	TOTAL BMR UNITS	

PROPOSED BEDROOM COUNT

79	MARKET RATE	
11	BELOW MARKET RATE	
90	TOTAL BEDROOMS	

FIRE DEPARTMENT COMMENTS:

#2: Fire sprinklers will be provided and installed throughout per CFC sections 903.2.1 through 903.2.18 whichever is more restrictive. A state of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a complete permit application and appropriate fees to the fire department for review and approval prior to beginning the work.

#4: Standpipes shall be provided and installed in accordance with CFC Sec. 905 and NFPA 14.

#6: Emergency Responder Radio Coverage shall be provided.

#7: A Two-way Communication System shall be designed and installed in accordance with NFPA 72, the California Electrical Code, the California Fire Code, the California Building Code, and the city ordiances where two way system is being installed, policies, and standards. Other standards containing design/instllation criteria for specific life safety related equipment are referred to in NFPA 72.

#8: Fire Alarm System shall be provided in accordance with CFC # 907.2.9.

#9: See sheet C2.0 for the the Red Curb Marking note which identifies the location of the Fire Lane at Los Altos Avenue. See Landscape Site Plan on 1/ L1.0 and Fire Aparatus Clearance Diagram on 1/A8.0 indicating how the landscaping has been redesigned to accommodate aerial access.

PARKING TABULATION

PARKING REQUIREMENTS			
	1 SPACE PER 1 BEDROOM	2 SPACES PER 2-3 BEDRROM	
Parking Required (LAMC Chapter14.24.040; G2)	10 UNITS X 1 SPACE = 10	37 UNITS X 2 SPACES = 74	84
Parking Provided	10	74	**84**

***LMAC14.28.040C;G2 (PARKING REQUIREMENT ALTERATION STANDARDS) SUPERSEDES LMAC 14.74.080 (PARKING REQUIREMENT FOR A RESIDENTIAL DEVELOPMENT IN A CT DISTRICT). THIS DEVELOPMENT IMPLEMENTS THE STATE DENSITY BONUS REQUIREMENTS.**

EVCS REQUIREMENTS

ELECTRIC VEHICLE CHARGING SPACE (EV SPACE) REQUIREMENTS	
Cal Green 4.106.4.2	3% of Total Parking Spaces
EV Spaces Required	84 UNITS * 3% = 2.52
EV Spaces Provided	**5**

BIKE PARKING TABULATION

BIKE PARKING REQUIREMENTS		
Per VTA Technical Guidelines (Table10-3)	1 Class 1 Space Per 3 Units	1 Class 2 Space Per 15 Units
Bike Parking Required	47 UNITS / 3 = 15.67	47 UNITS / 15 = 3.13
Bike Parking Provided	**40**	**4**

UNIT TABULATION

1

	1 BEDROOM						2 BEDROOM								3 BEDROOM				
Unit Type	**1A**	**IA****	**1B**	**1C**	**1D***	**1D****	**2A**	**2B**	**2B-2**	**2C**	**2C-2**	**2D**	**2D***	**2E**	**3A**	**3A-2**	**3B**	**3C***	**TOTALS**
RANGE	*580-774*						*767-1449*								*1023-1675*				
SF*	718	718	764	774	580	580	1022	1449	1184	1326	1146	767	767	1343	1675	1601	1023	1461	
Ground floor		1	1	1				1		2				1				1	8
2nd floor	1					1	1	3		2			1		1				10
3rd floor	1				1			3		2			1		1		1		10
4th floor	1	1					1	3		2		1			1				10
5th floor	1						1		4		2					1			9
	4	2	1	1	1	1	3	10	4	8	2	1	2	1	3	1	1	1	
Totals	**10**						**31**								**6**				**47**
Unit Mix (% Units)	21.3%						66.0%								12.8%				

*SQUARE FOOTAGE IS MEASURED FROM OUTSIDE FACE OF EXTERIOR & CORRIDOR WALLS, AND CENTERLINE OF PARTY WALLS, AND DOES NOT INCLUDE DECKS.

(*) DENOTES MODERATE INCOME AFFORDABLE BELOW MARKET RATE UNIT)

(**) DENOTES VERY LOW INCOME AFFORDABLE BELOW MARKET RATE UNIT)

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A0.1

CONTEXT PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

Best Management Practice		Applicable to	Project Compliance		
3.1 Reduce and Divert Waste					
☑	Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	Yes	No	N/A
3.2 Conserve Water					
☑	Reduce turf area and increase native plant landscaping.	All new projects	Yes	No	N/A
3.3 Use Carbon-Efficient Construction Equipment					
☑	Implement applicable Bay Area Air Quality Management District construction site and equipment best practices. *Tables 8-1 and 8-2 in the District's Air Quality Guidelines (see separate handout).*	All new projects	Yes	No	N/A
4.1 Sustain a Green Infrastructure System and Sequester Carbon					
☑	Create or restore vegetated common space.	Projects over 10,000 sq ft	Yes	No	N/A
☐	Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 sq ft	Yes	No	N/A
☐	Plant at least one well-placed shade tree per dwelling unit.	New residential projects	Yes	No	N/A

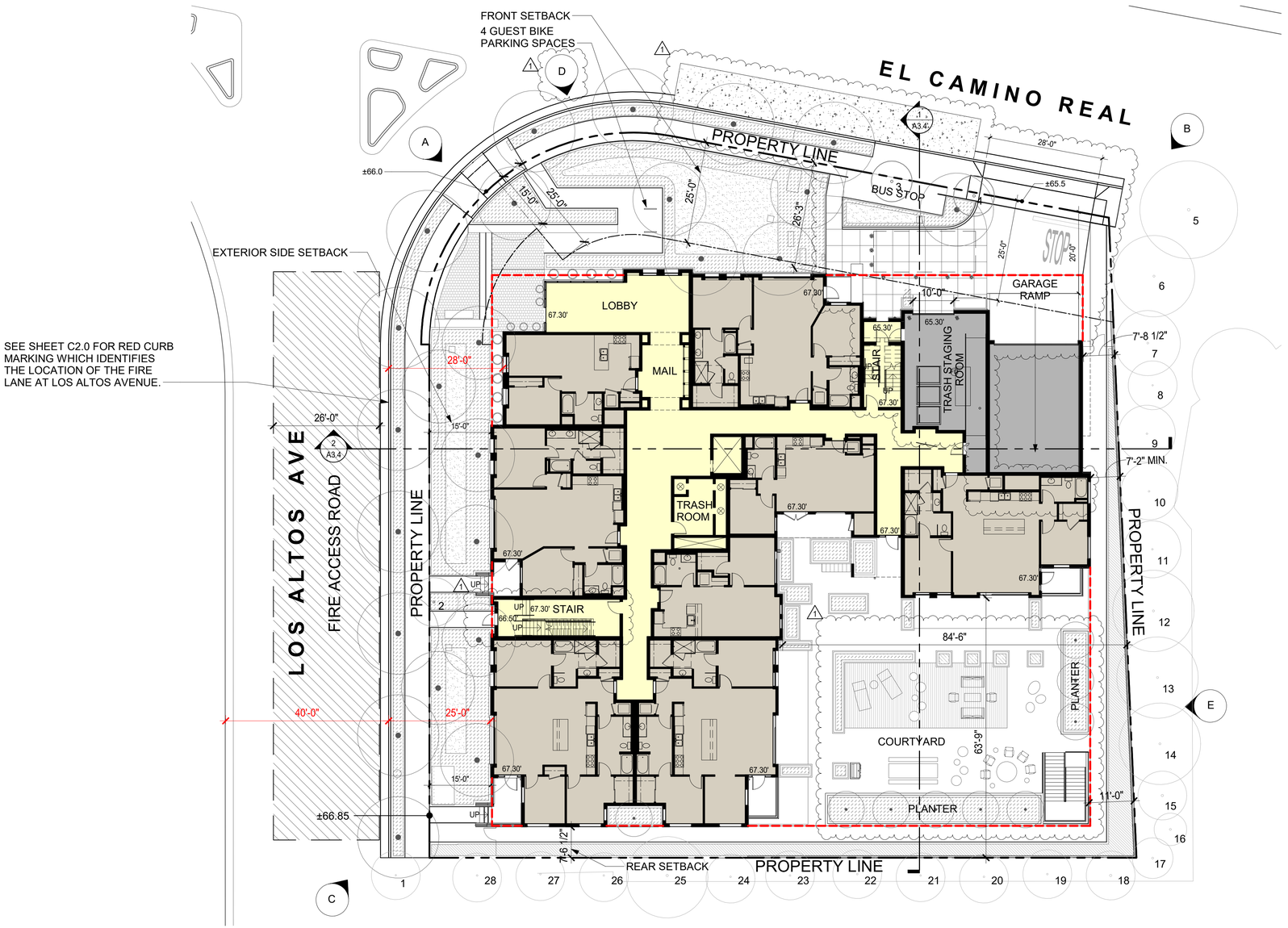
City of Los Altos
Planning Division
(650) 947-2750
Planning@losaltosca.gov

NEW DEVELOPMENT CLIMATE ACTION PLAN CHECKLIST

As required in the Los Altos Climate Action Plan, which was adopted in December of 2013, new development shall demonstrate compliance with all applicable best management practices outlined in the checklist below. This list should be included in the project plans and, for all applicable best management practices, provide a description for how the project will complying.

Best Management Practice		Applicable to	Project Compliance		
1.1 Improve Non-Motorized Transportation					
☐	Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
☐	Connect to and include non-motorized (bicycle and pedestrian) infrastructure on-site.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
☐	Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
1.2 Expand Transit and Commute Options					
☐	Develop a program to reduce employee vehicle miles traveled (VMT).	Nonresidential projects over 10,000 square feet *(or over 50 employees)*	Yes	No	N/A
1.3 Provide Alternative-Fuel Vehicle Infrastructure					
☑	Provide electric vehicle (EV) pre-wiring and/or charging stations.	All projects	Yes	No	N/A
2.2 Increase Energy Efficiency					
☑	Install higher-efficiency appliances.	All new construction	Yes	No	N/A
☑	Install high-efficiency outdoor lights.	All new construction	Yes	No	N/A
☐	Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.	All new nonresidential construction	Yes	No	N/A

© SEIDEL ARCHITECTS INC, 2022
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



TREE IDENTIFICATION

NO.	RADIUS	SPECIES
1	6'-0"	MAYTEN *(MAYTENUS BOARIA)*
2	6'-0"	JUNIPER, HOLLYWOOD *(JUNIPERUS CHINENSIS)* - TO BE REMOVED*
3	5'-0"	JUNIPER, HOLLYWOOD *(JUNIPERUS CHINENSIS)* - TO BE REMOVED*
4	5'-0"	JUNIPER, HOLLYWOOD *(JUNIPERUS CHINENSIS)* - TO BE REMOVED*
5	12'-0"	LONDON-PLANE *(PLATANUS ACERIFOLIA)*
6	10'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
7	8'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
8	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
9	7'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
10	7'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
11	7'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
12	10'-0"	BRISBANE BOX *(LOPHOSTEMON CONFERTUS)*
13	10'-0"	BRISBANE BOX *(LOPHOSTEMON CONFERTUS)*
14	10'-0"	BRISBANE BOX *(LOPHOSTEMON CONFERTUS)*
15	6'-0"	PINE, CANARY ISLAND *(PINUS CANARIENSIS)*
16	4'-0"	BRISBANE BOX *(LOPHOSTEMON CONFERTUS)*
17	5'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
18	6'-0"	PINE, CANARY ISLAND *(PINUS CANARIENSIS)*
19	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
20	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
21	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
22	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
23	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
24	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
25	10'-0"	PINE, CANARY ISLAND *(PINUS CANARIENSIS)*
26	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
27	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*
28	6'-0"	CRAPE MYRTLE *(LARGERSTOEMIA INDICA)*

GRAPHIC LEGEND:

- EXTENT OF GARAGE BELOW
- A — DIRECTION OF RENDERED PERSPECTIVE VIEW. SEE SHEETS A3.0x

NOTES:

1. THERE ARE NO OVERHEAD UTILITY LINES THAT IMPEDE ACCESS TO THE BUIDLING FROM THE FIRE ACCESS ROAD.

2. THE FIRE ACCESS ROAD EXCEEDS 26' IN WIDTH (IT IS APPROXIMATELY 40' WIDE).

3. THE SIDE OF THE BUILDING FACING LOS ALTOS AVENUE IS MORE THAN 15' AND LESS THAN 30' FROM THE FIRE ACCESS ROAD.

PROJECTS HAVING A GROSS BUILDING AREA OF UP TO 124,000 SQUARE FEET MAY HAVE A SINGLE APPROVED FIRE APPARATUS ACCESS ROAD WHEN ALL BUILDINGS ARE EQUIPPED THROUGHOUT WITH APPROVED AUTOMATIC SPRINKLER SYSTEMS. THE BUILDING IS EQUIPPED WITH AN APPROVED SPRINKLER SYSTEM, AND THEREFORE ONE FIRE ACCESS ROAD IS REQUIRED.

TRUE N

0' 15' 30'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

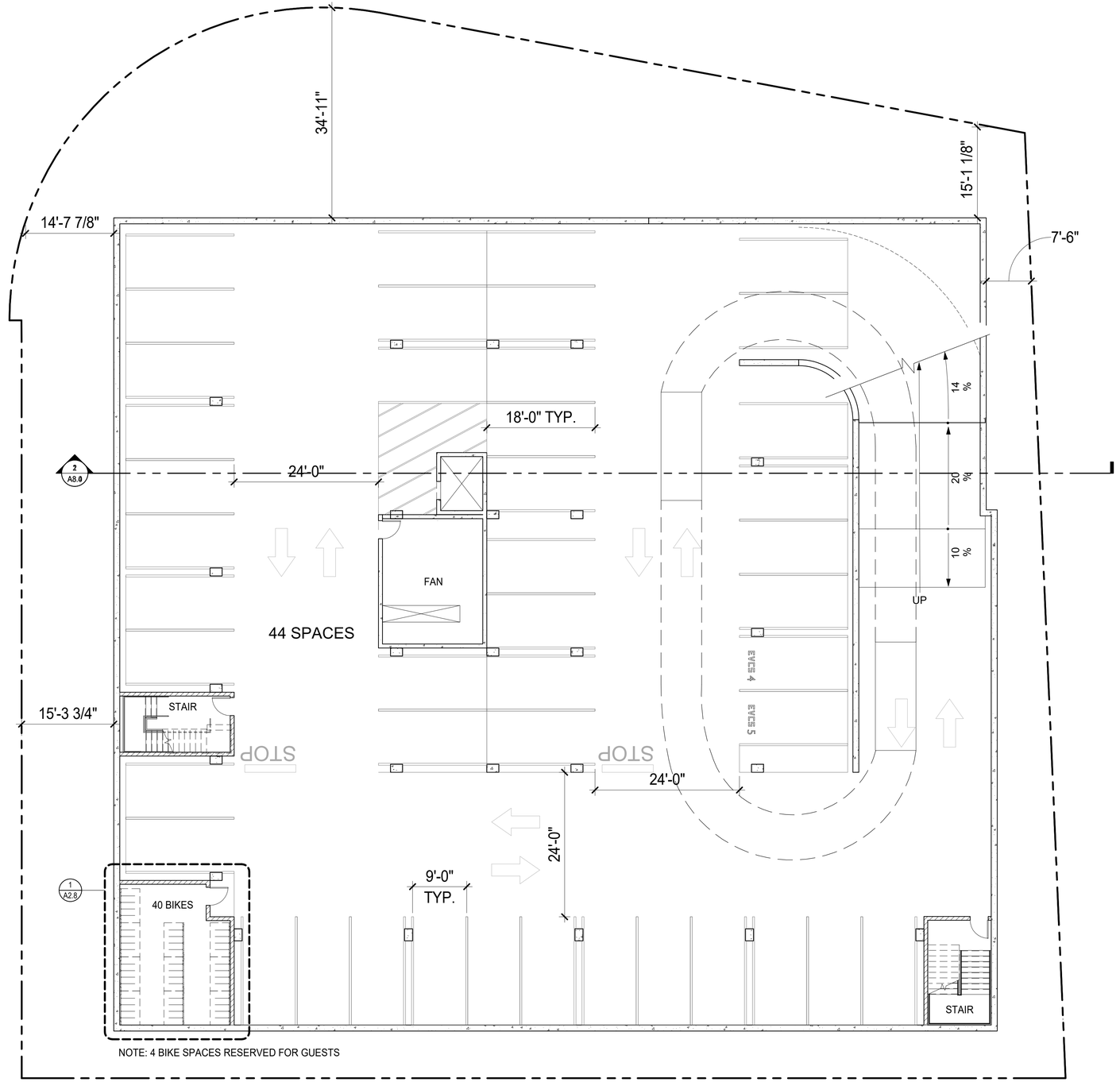
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A1.0
SITE PLAN
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

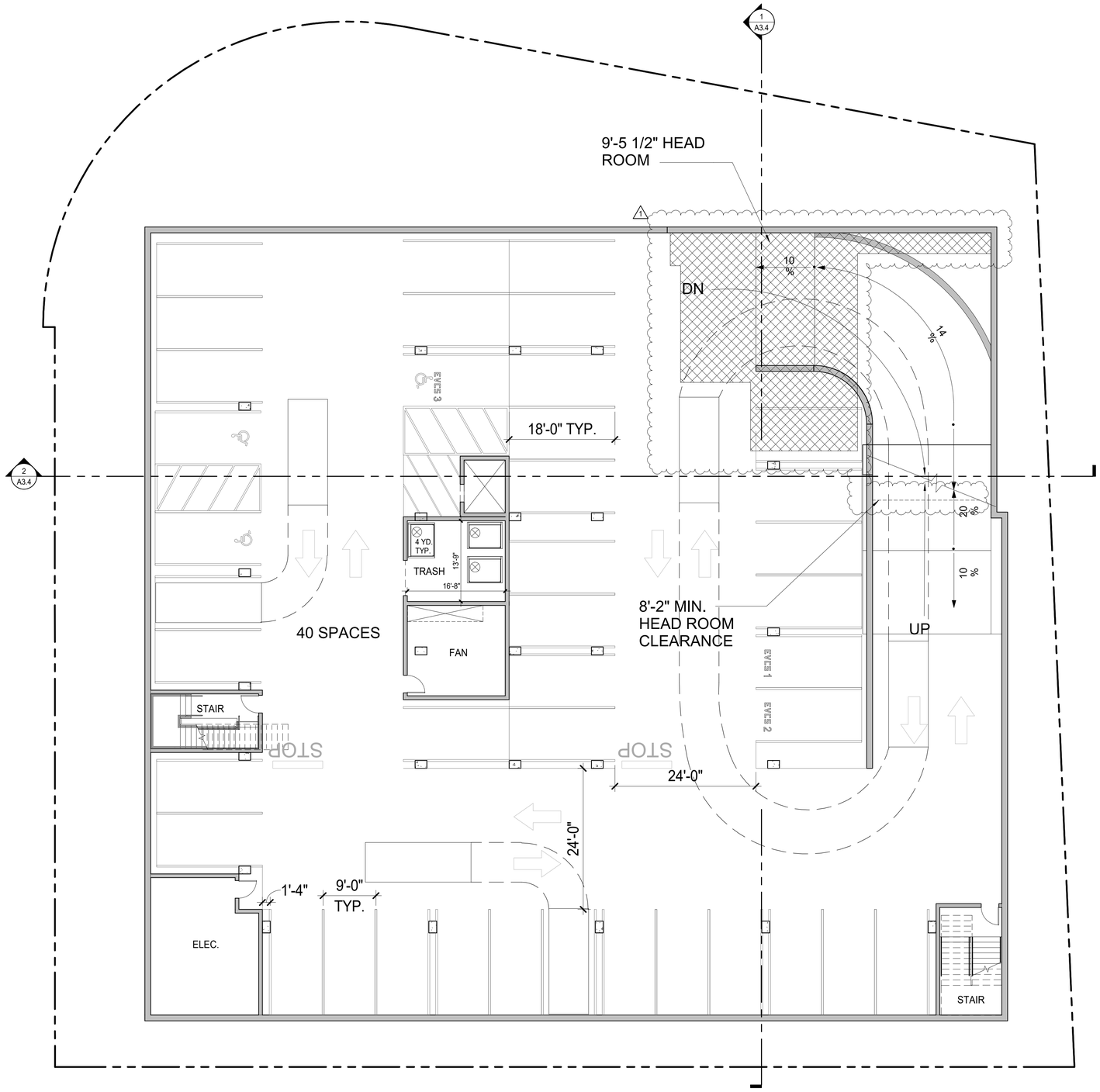
A2.0

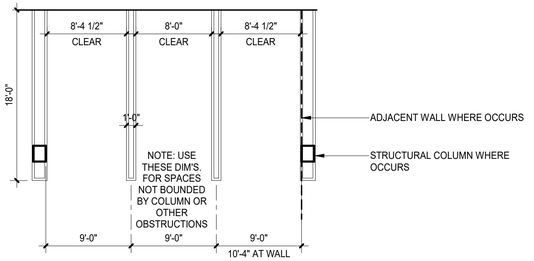
LOWER GARAGE PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.





PARKING DIMENSIONS AND STRIPING (NON-ACC)

NOTE: TRASH BINS TRANSPORTED BY OWNER TO THE AT GRADE TRASH STAGING ROOM USING THE CUSHMAN UTILITY VEHICLE.

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A2.1

UPPER GARAGE PLANS

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

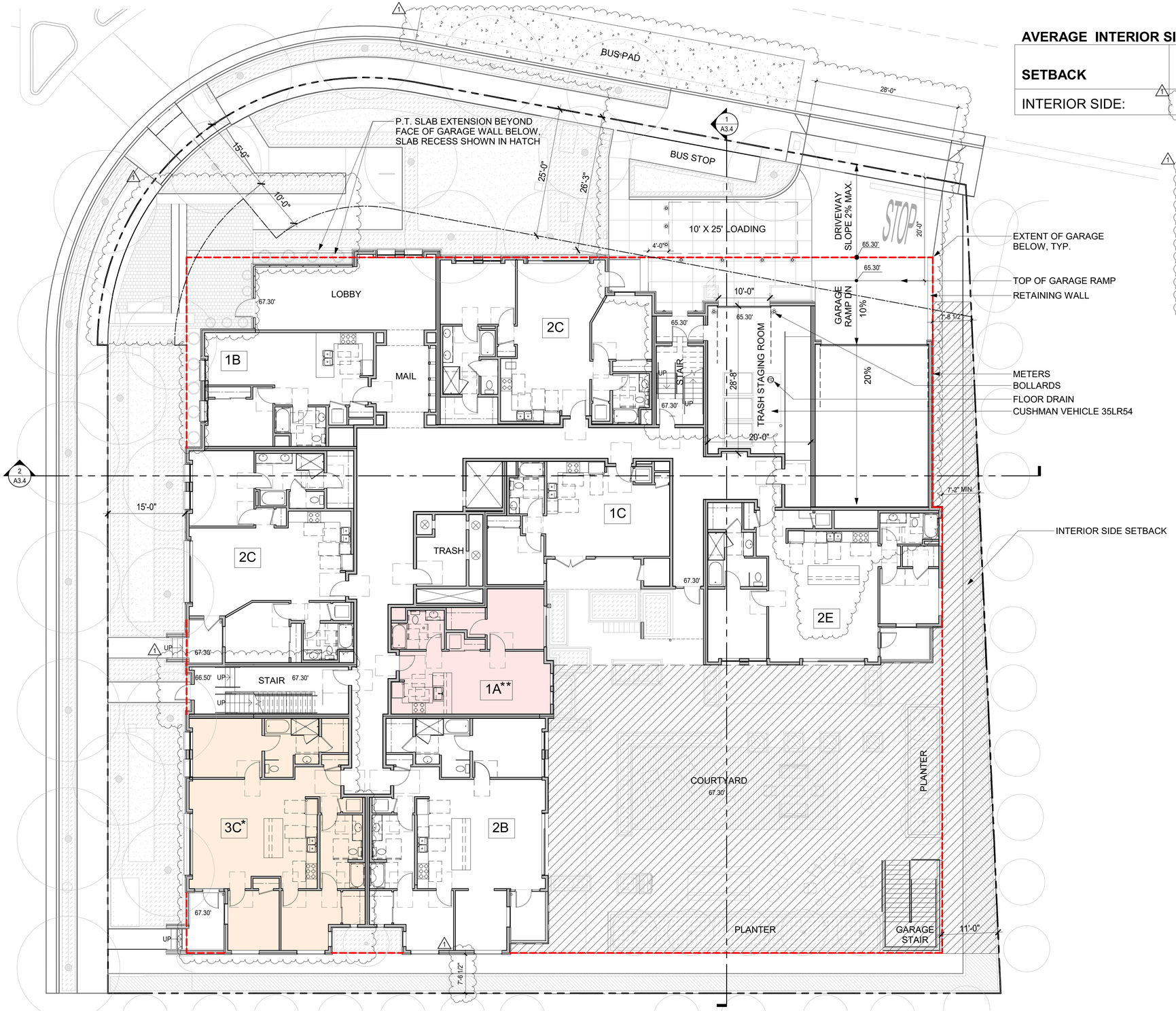
AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,432	126'-8"	42'-11"

SF / LENGTH = AVG. SETBACK

COLOR LEGEND

- VERY LOW INCOME UNIT
- MODERATE INCOME UNIT



NOTE: (*) DENOTES AFFORDABLE UNIT IN UNIT DESIGNATION

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A2.2

FIRST FLOOR PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,417	126'-8"	42'-9 1/4"

SF / LENGTH = AVG. SETBACK

1

COLOR LEGEND

VERY LOW INCOME UNIT

MODERATE INCOME UNIT

NOTE: (*) DENOTES AFFORDABLE UNIT IN UNIT DESIGNATION

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

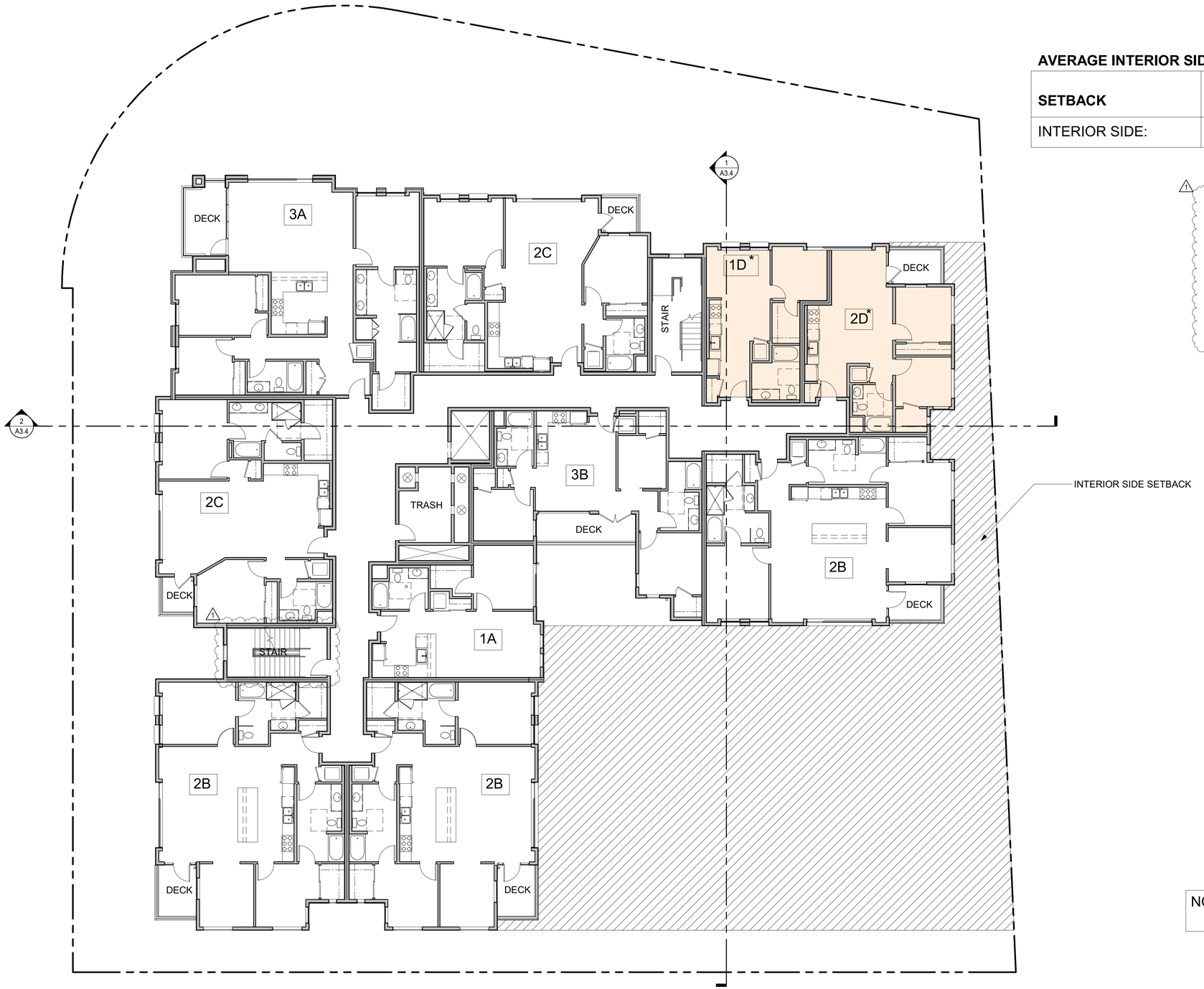
A2.3

SECOND FLOOR PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,417	126'-8"	42'-9 1/4"

SF / LENGTH = AVG. SETBACK

COLOR LEGEND

- VERY LOW INCOME UNIT
- MODERATE INCOME UNIT

NOTE: (*) DENOTES AFFORDABLE UNIT IN UNIT DESIGNATION

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

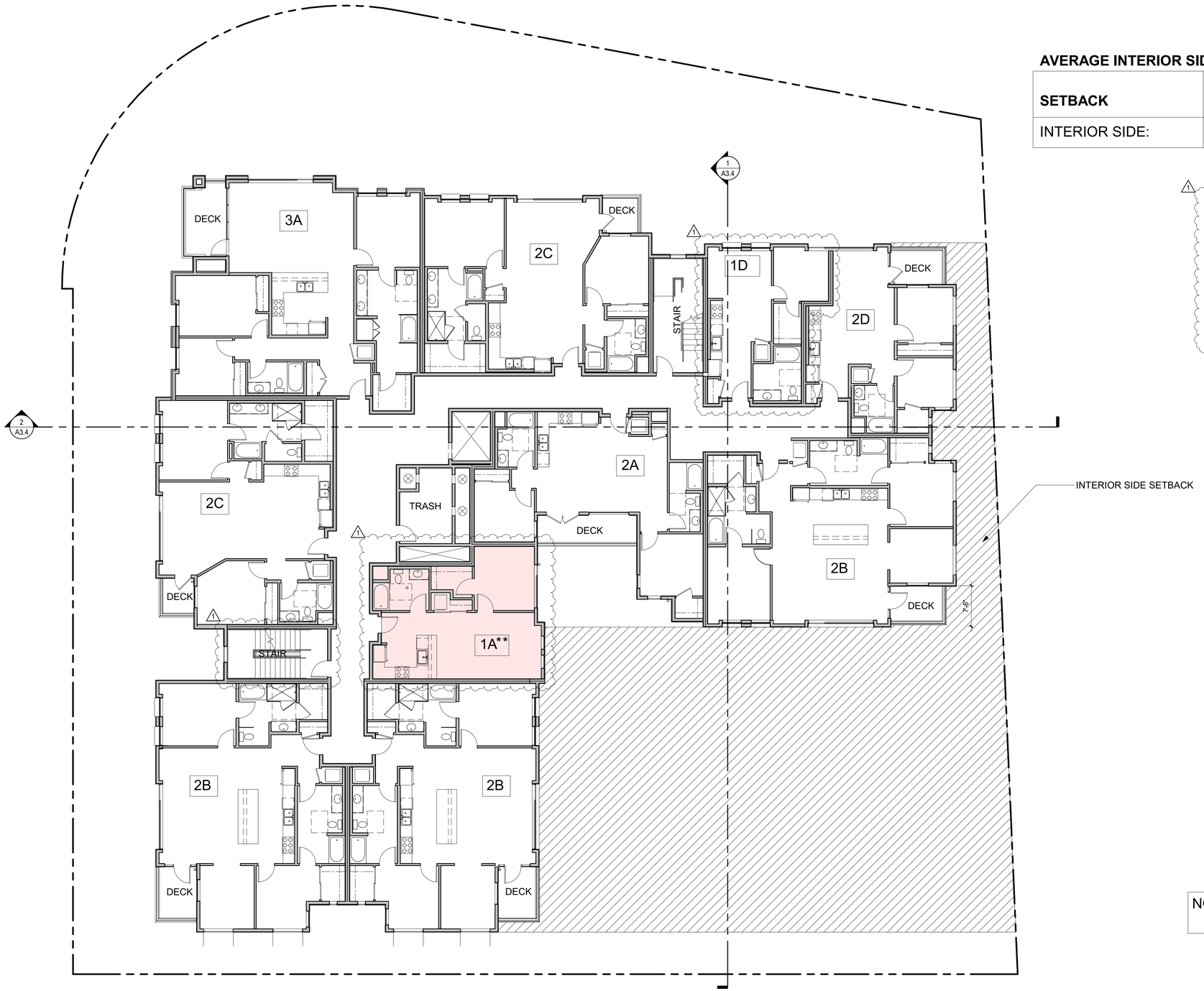
A2.4

THIRD FLOOR PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,417	126'-8"	42'-9 1/4"

SF / LENGTH = AVG. SETBACK

COLOR LEGEND

VERY LOW INCOME UNIT	
MODERATE INCOME UNIT	

NOTE: (*) DENOTES AFFORDABLE UNIT IN UNIT DESIGNATION

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

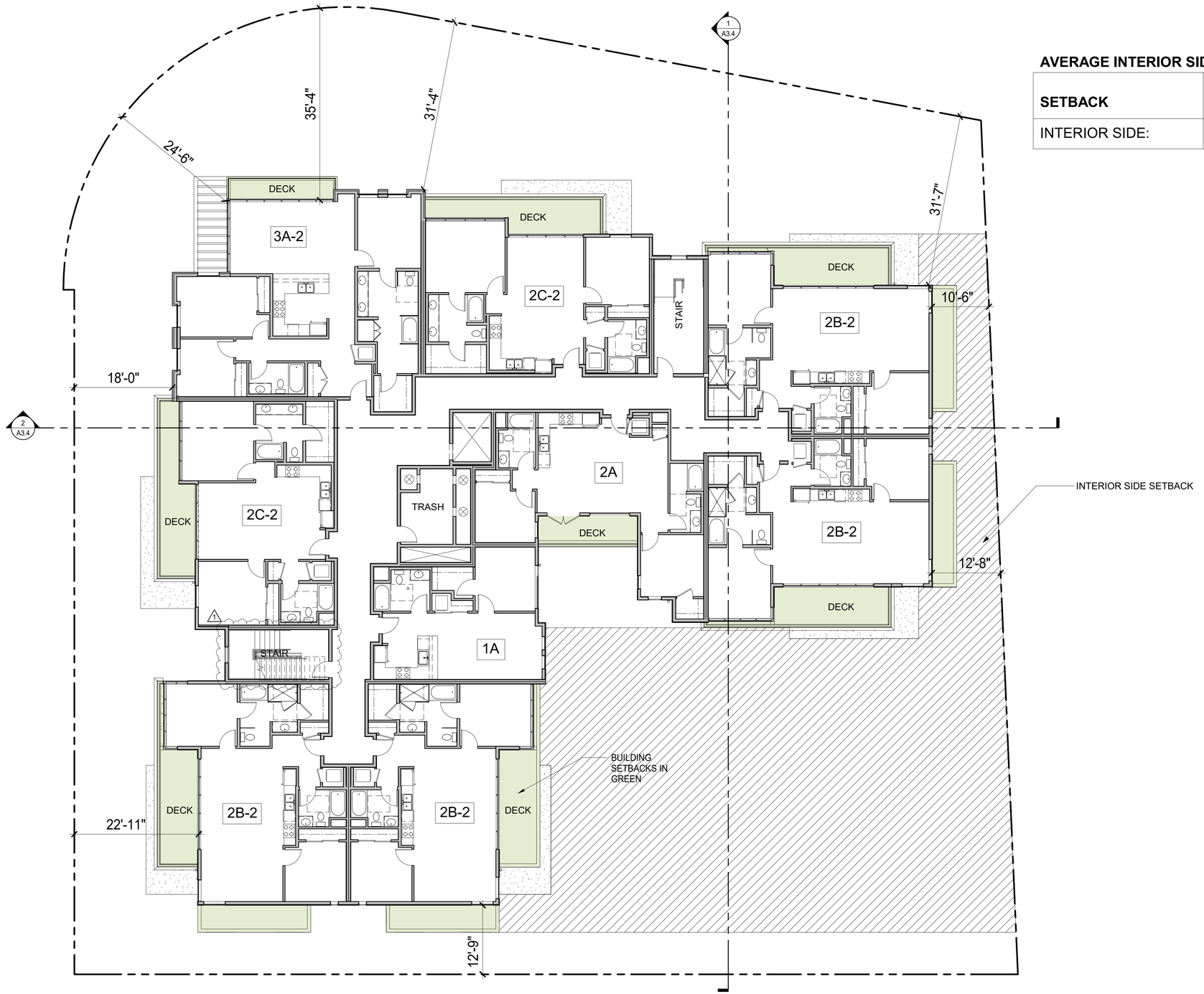
4350 EL CAMINO REAL

A2.5

FOURTH FLOOR PLAN

5/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,445	128'-6"	42'-4 1/2"

SF / LENGTH = AVG. SETBACK

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

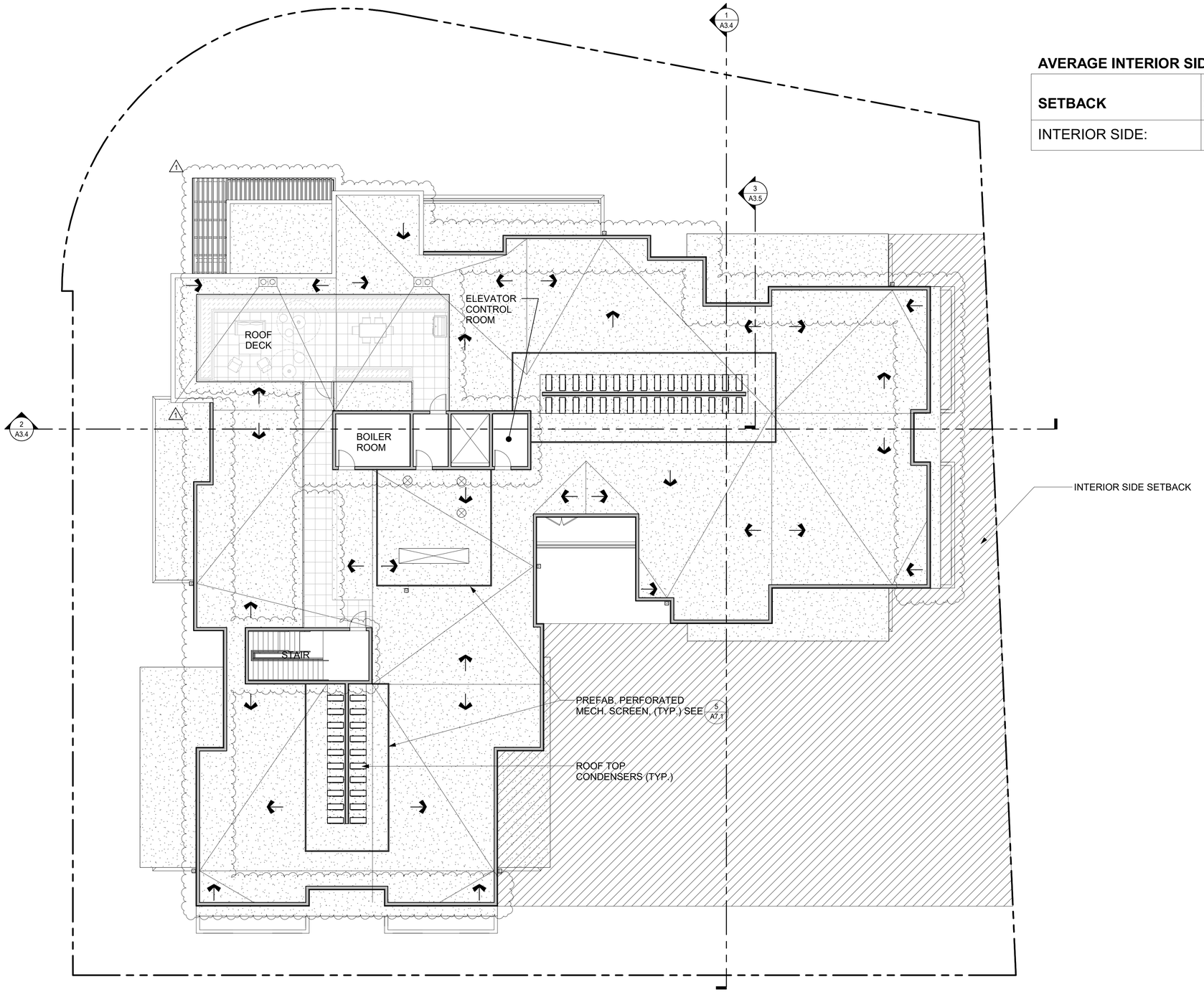
A2.6

FIFTH FLOOR PLAN

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



AVERAGE INTERIOR SIDE SETBACK CALC.

SETBACK	SF	LENGTH	AVG. SETBACK
INTERIOR SIDE:	5,488	123'-8"	44'-4 1/2"

SF / LENGTH = AVG. SETBACK

TRUE N

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A2.7

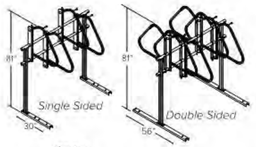
ROOF PLAN

5/05/2022

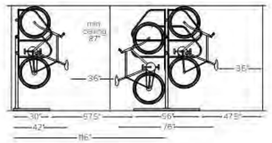
© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

ULTRA SPACE SAVER SQUARED
Submittal Sheet



Wall Mount



Optional wheel stops are available for an additional cost.

CAPACITY
Modular construction
1 biker per arm

MATERIALS
Hanger is 1" square tube with steel slider head with tamperproof locking bolts.
Upright is 2" square tube.
Feet are AISI C3 x 4.1 galvanized steel channel. Crossbeams are 2" sched. 40 galvanized pipe.

FINISHES

☐ **Powder Coat (Interior Use)**
Our interior powder coat finish assures a high level of adhesion and durability for indoor use by following these steps:
1. Sandblast
2. Final thick TGIC polyester powder coat

☐ **Powder Coat (Exterior Use)** *Additional Cost*
Our exterior powder coat finish assures a high level of adhesion and durability for outdoor or exposed air use by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat

☐ **Galvanized**
An after fabrication hot-dipped galvanized finish is our standard option.

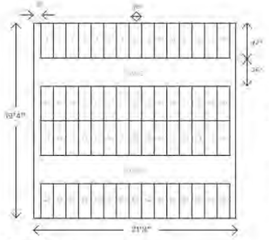
MOUNT OPTIONS

☐ **Floor Mount** Ultra Space Saver Squared have steel channel feet (30" for single sided and 56" for double sided units) which must be anchored to the floor.

☐ **Wall Mount**
A wall mounted unit which contains special brackets is also available for CMU or solid concrete walls. Cannot be used on sheetrock without additional support.

WHEEL STOPS

☐ Include optional wheel stops



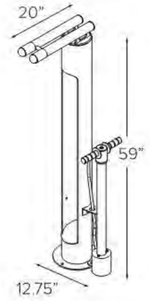
As a general guideline, this space can fit approximately 60 bicycles.

The Ultra Space Saver Squared parks one bike every 16" with a typical bike extending out 40" from the wall.

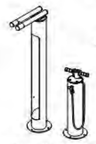
DERO A PLAYCORE Company
www.dero.com | 1-888-337-6729

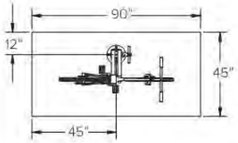
© 2018 Dero

FIXIT
Submittal Sheet



Fixit with Air Kit 2


Fixit with Air Kit 3



Minimum Footprint

CAPACITY
1 Bike

MATERIALS
Main body: 6"x .154" tube
Bike Hanger: 1.5" sch. 40 pipe, ¼" plate
Foot: 10" dia. x .25" plate
Tool tethers: 5/32" stainless steel cable
Manual air pump
Hand tools:
- Philips and flat head screwdrivers
- 2.5, 3, 4, 5, 6, 8mm Allen wrenches
- Headset wrench
- Pedal wrench
- 8, 9, 10, 11mm box wrenches
- Tire levers (2)

FINISHES

☐ **Galvanized**
An after fabrication hot dipped galvanized finish is our standard option.

☐ **Powder Coat**
Our powder coat finish assures a high level of adhesion and durability by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat

☐ **Stainless**
Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

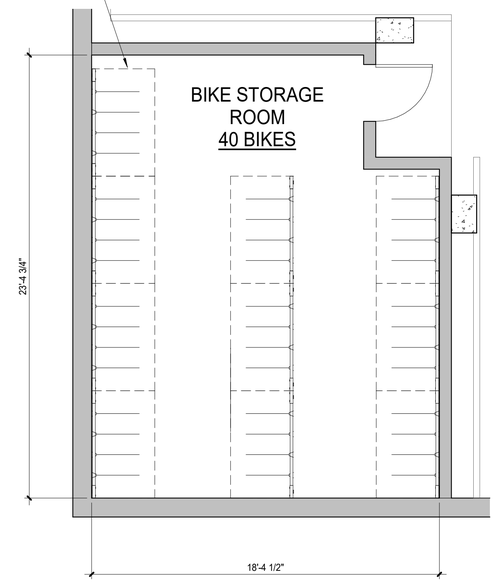
MOUNT OPTIONS

☐ **Surface**
Has 10" diameter x .25" foot with four anchors per foot.

DERO A PLAYCORE Company
www.dero.com | 1-888-337-6729

© 2018 Dero

DERO - ULTRA SPACE SAVER SQUARED BIKE RACK, TYP.



1 / A2.8 LOWER GARAGE BIKE PARKING AREA
1/4" = 1'-0"

SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

4350 EL CAMINO REAL

A2.8
ENLARGED BICYCLE ROOM AND DETAILS
5/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A3.0a

PERSPECTIVE VIEW @ EL CAMINO REAL + LOS ALTOS AVE.

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

4350 EL CAMINO REAL

A3.0b

PERSPECTIVE VIEW FROM EAST ON EL CAMINO REAL

5/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A3.0c

PERSPECTIVE VIEW FROM SOUTH ON LOS ALTOS AVE.

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

4350 EL CAMINO REAL

A3.0d

PERSPECTIVE VIEW ON LOS ALTOS AVE LOOKING NORTH EAST

5/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A3.0e

COURTYARD PERSPECTIVE VIEW FROM EAST

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

EL CAMINO REAL ELEVATION

LOS ALTOS AVE ELEVATION

0' 4' 8' 16'

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A3.1

ELEVATIONS

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

EAST ELEVATION

SOUTH ELEVATION

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A3.2
ELEVATIONS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

STREETSCAPE ELEVATION - ECR

STREETSCAPE ELEVATION - LOS ALTOS AVE

0' 8' 16' 32'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

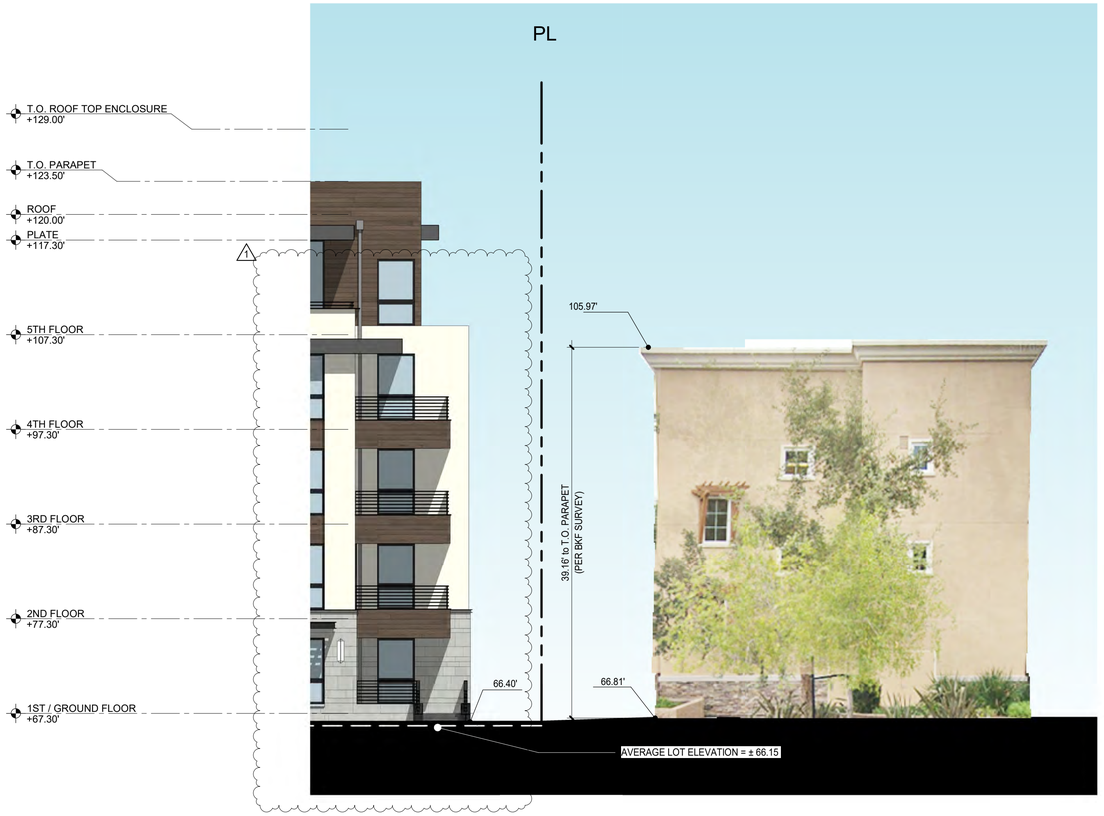
A3.3

STREETSCAPE ELEVATIONS

5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



ADJACENT BUILDING HEIGHT EXHIBIT - LOS ALTOS AVE.

ADJACENT BUILDING HEIGHT EXHIBIT - ECR

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

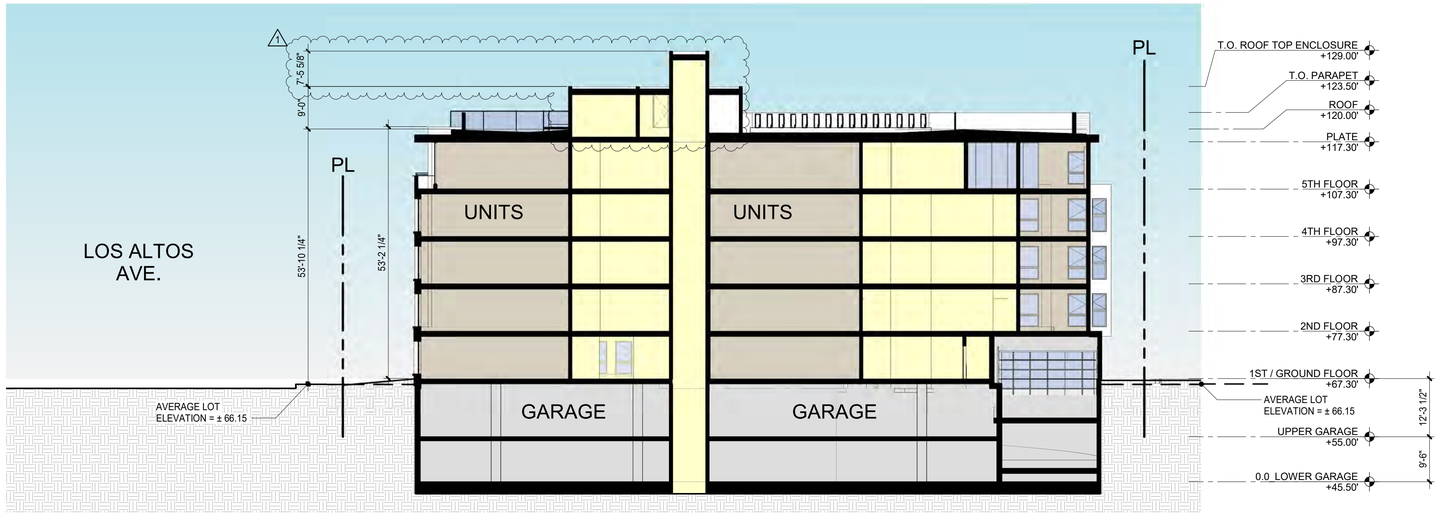
A3.3a

ADJACENT BUILDING HEIGHT EXHIBITS

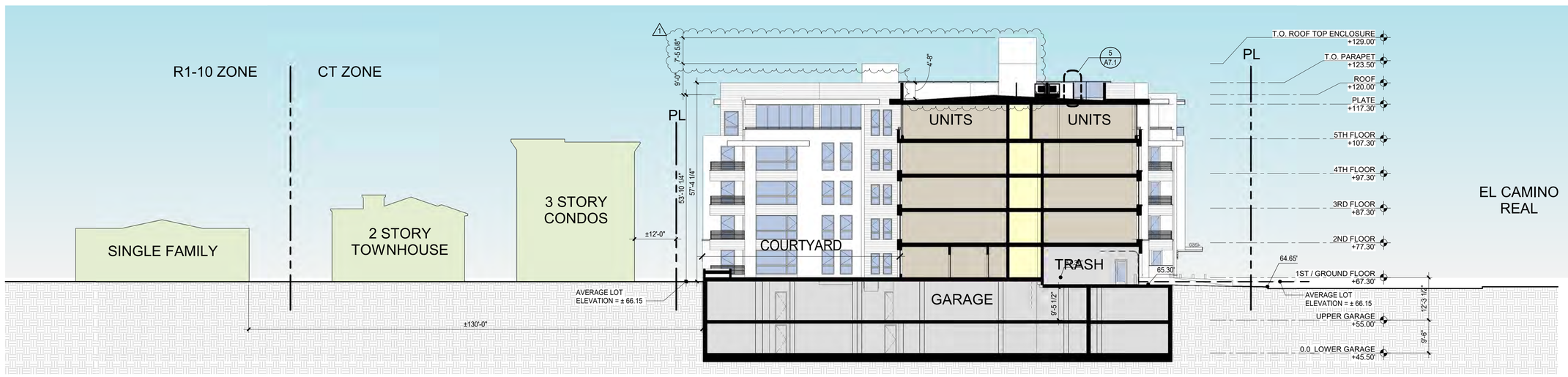
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



2 / A3.4 EAST WEST SECTION
1/16" = 1'-0"



1 / A3.4 NORTH-SOUTH SECTION
1/16" = 1'-0"

0' 8' 16' 32'

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

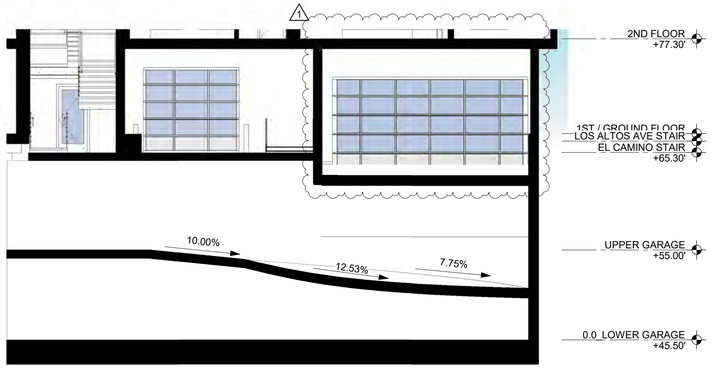
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

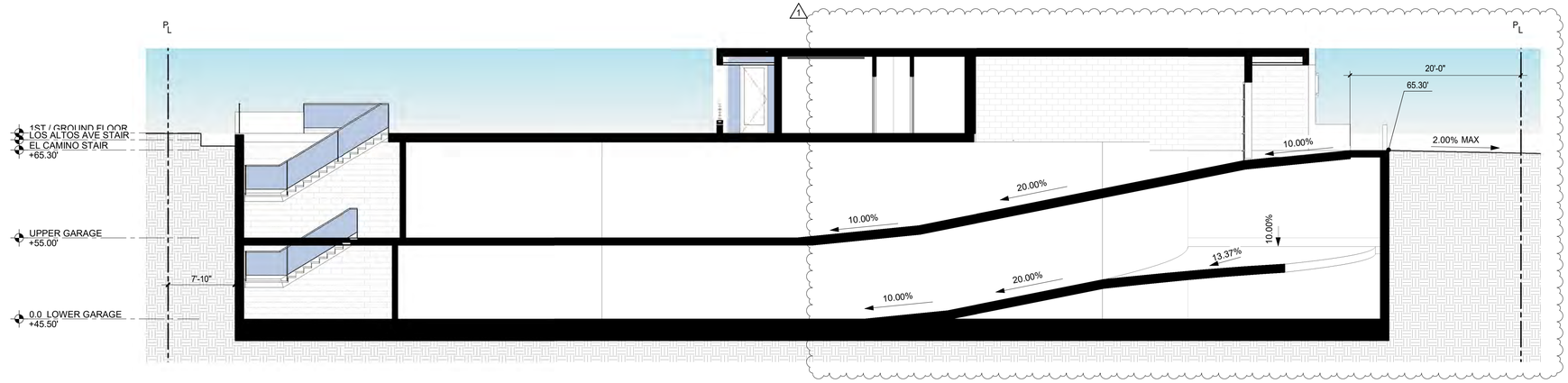
A3.4
BUILDING SECTIONS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

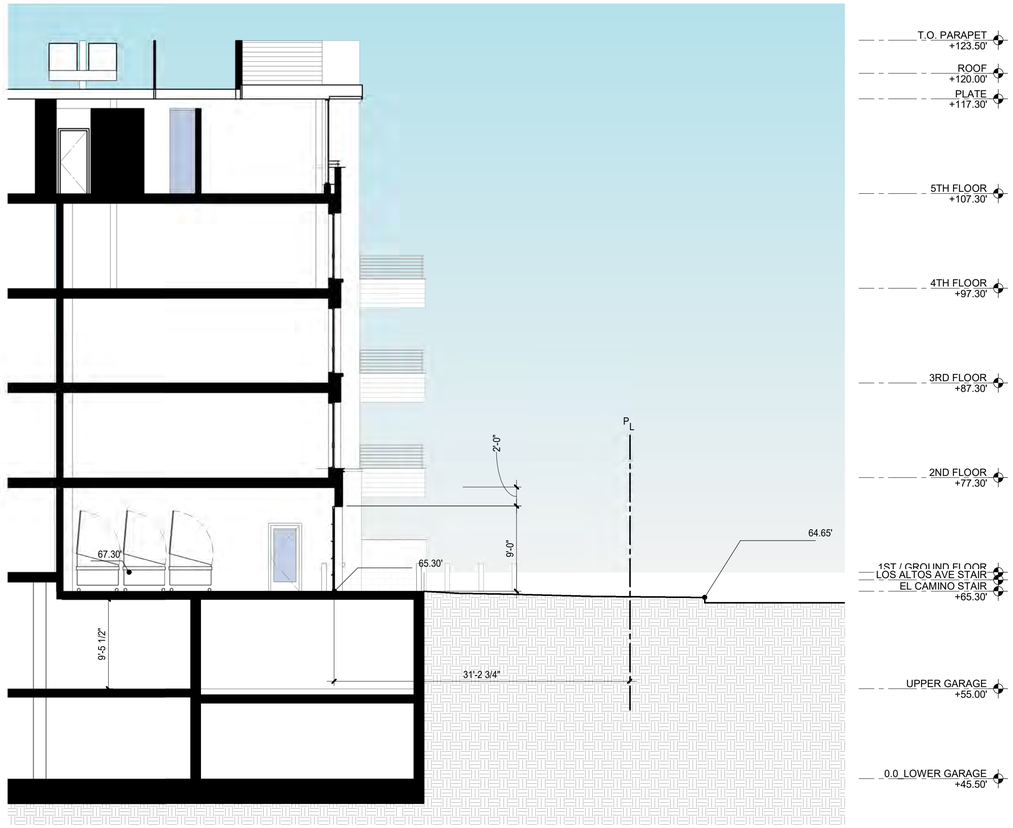
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



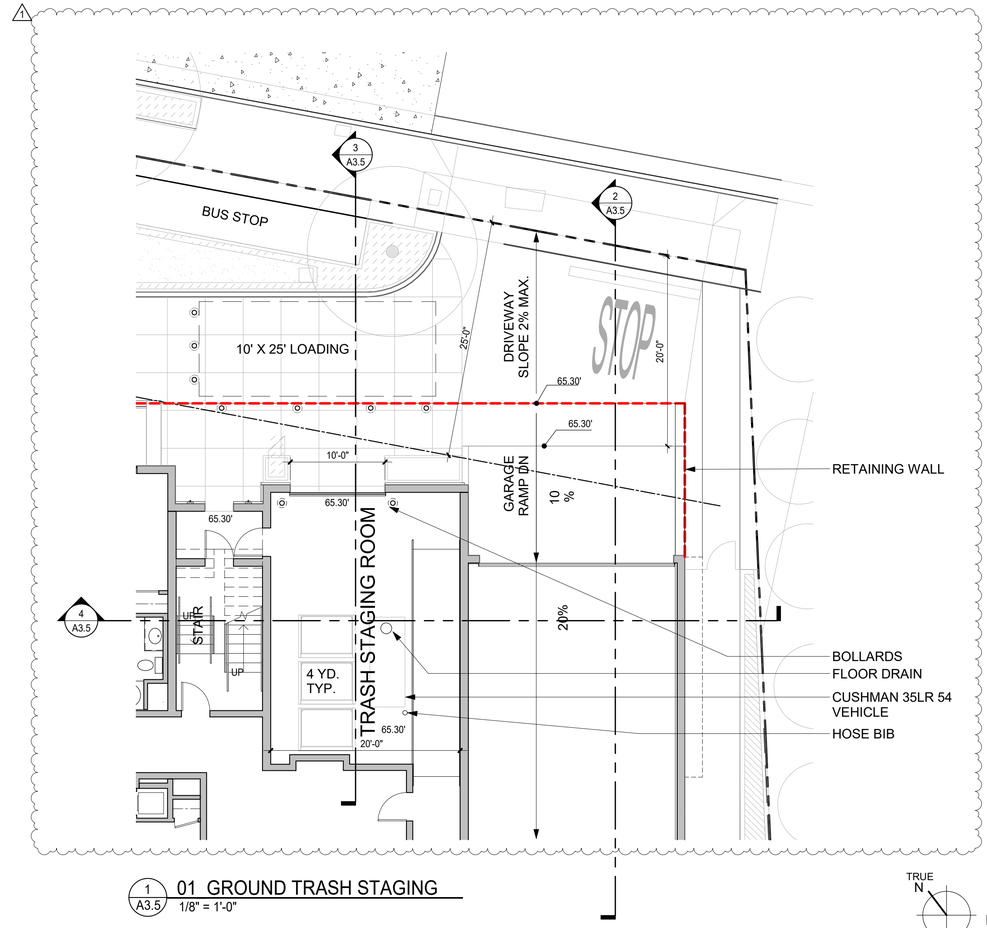
4 A3.5 EAST-WEST GARAGE SECTION AT ENTRANCE RAMP
1/8" = 1'-0"



2 A3.5 NORTH-SOUTH GARAGE SECTION AT ENTRANCE RAMP
1/8" = 1'-0"



3 A3.5 SECTION AT TRASH STAGING ROOM
1/8" = 1'-0"



1 A3.5 01 GROUND TRASH STAGING
1/8" = 1'-0"

SEIDEL ARCHITECTS
BkF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

4350 EL CAMINO REAL

A3.5
ENLARGED TRASH AREA
5/05/2022

1

GROSS FLOOR AREA SCHEDULE

LEVEL	AREA
1ST / GROUND FLOOR	13,695 SF
2ND FLOOR	13,946 SF
3RD FLOOR	13,958 SF
4TH FLOOR	13,959 SF
5TH FLOOR	12,375 SF
PLATE	644 SF
	68,577 SF

GARAGE FLOOR AREA

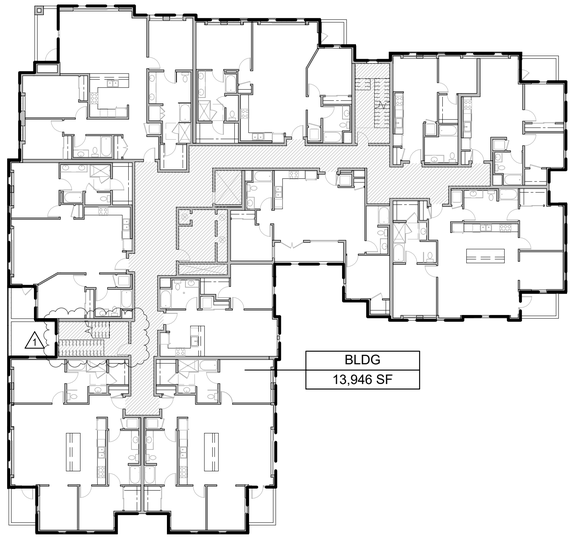
LEVEL	AREA
0.0_LOWER GARAGE	19,041 SF
UPPER GARAGE	17,805 SF
	36,845 SF

BUILDING COVERAGE

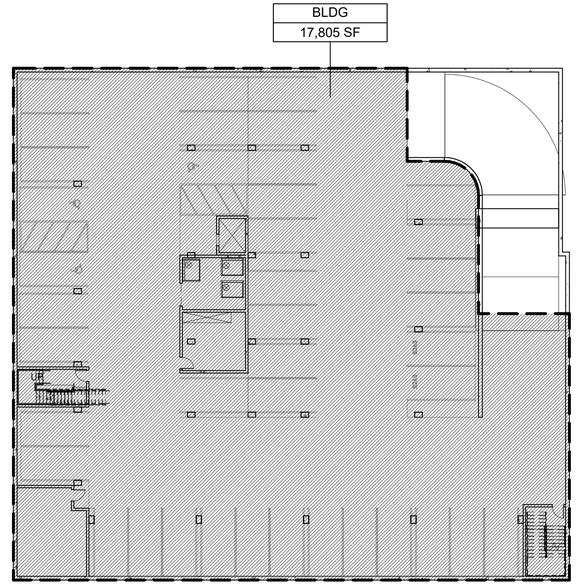
1ST / GROUND FLOOR	13,695 SF
	13,695 SF / 28,562 SF = 48 %

GROSS AREA	68,577SF
NET RENTABLE	54,952 SF
CIRCULATION / OTHER	13,625 SF

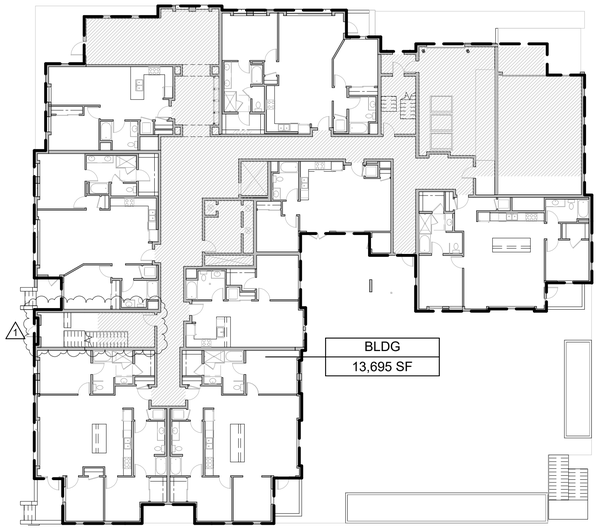
NET RENTABLE	54,952 SF
CIRCULATION/OTHER	13,625 SF
GARAGE	36,845 SF
TOTAL	105,422 SF



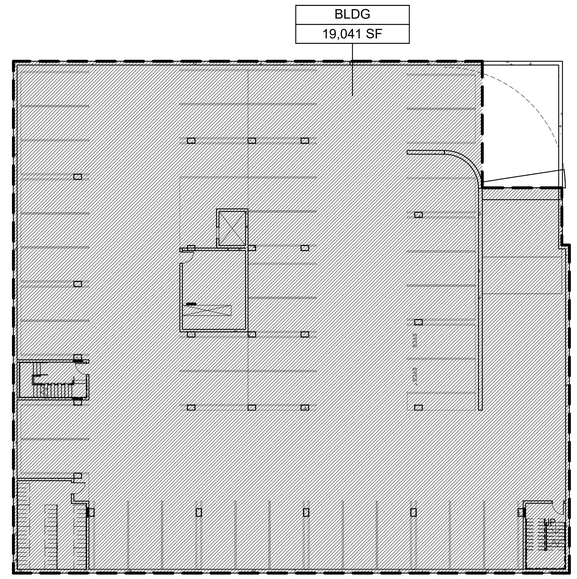
4 / A4.1 2ND FLOOR
1" = 20'-0"



2 / A4.1 UPPER GARAGE
1" = 20'-0"



3 / A4.1 1ST / GROUND FLOOR
1" = 20'-0"



1 / A4.1 0.0 LOWER GARAGE
1" = 20'-0"

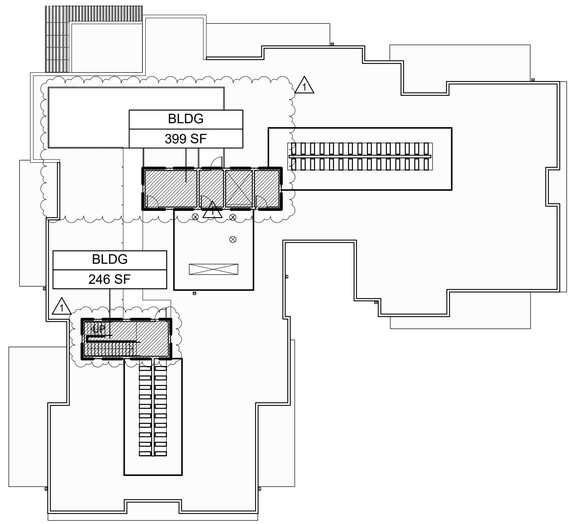
SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

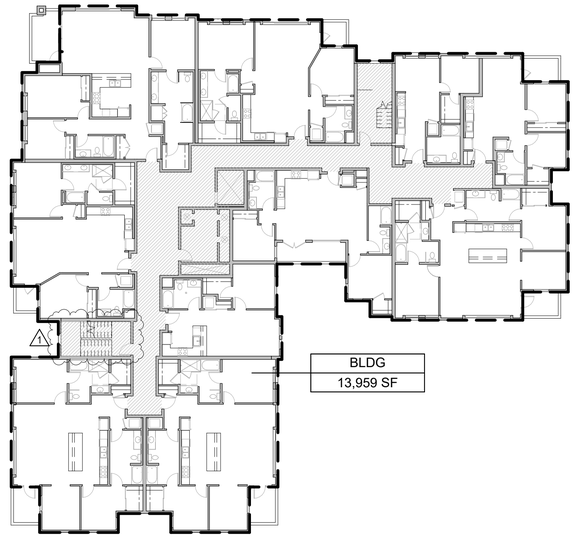
4350 EL CAMINO REAL

A4.1
FLOOR AREA DIAGRAMS
5/05/2022

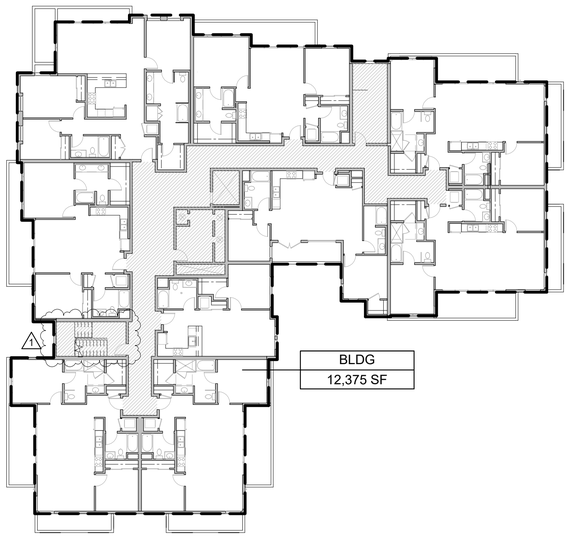
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



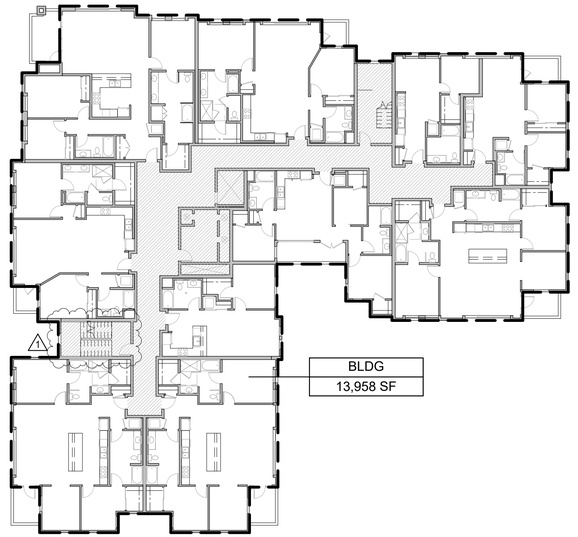
4 A4.2 ROOF PLATE
1" = 20'-0"



2 A4.2 4TH FLOOR
1" = 20'-0"



3 A4.2 5TH FLOOR
1" = 20'-0"



1 A4.2 3RD FLOOR
1" = 20'-0"

SEIDEL ARCHITECTS
BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

© SEIDEL ARCHITECTS INC, 2022

4350 EL CAMINO REAL

A4.2
FLOOR AREA DIAGRAMS
5/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

PRIVATE OPEN SPACE SCHEDULE	
AREA	Name
83 SF	1.1 DECK
60 SF	1.2 DECK
41 SF	1.3 DECK
70 SF	1.4 DECK
105 SF	1.5 DECK
75 SF	1.6 DECK
62 SF	2.1 DECK
37 SF	2.2 DECK
75 SF	2.3 DECK
40 SF	2.4 DECK
59 SF	2.5 DECK
60 SF	2.6 DECK
91 SF	2.7 DECK
64 SF	2.8 DECK
64 SF	3.1 DECK
37 SF	3.2 DECK
95 SF	3.3 DECK
40 SF	3.4 DECK
59 SF	3.5 DECK
60 SF	3.6 DECK
93 SF	3.7 DECK
64 SF	3.8 DECK

PRIVATE OPEN SPACE SCHEDULE	
AREA	Name
63 SF	4.1 DECK
37 SF	4.2 DECK
95 SF	4.3 DECK
40 SF	4.4 DECK
58 SF	4.5 DECK
60 SF	4.6 DECK
93 SF	4.7 DECK
64 SF	4.8 DECK
143 SF	5.1 DECK
161 SF	5.2 DECK
64 SF	5.3 DECK
158 SF	5.4 DECK
142 SF	5.5 DECK
143 SF	5.6 DECK
93 SF	5.7 DECK
143 SF	5.8 DECK

2,989 SF / 47 UNITS = 63.59 SF PER UNIT

PRIVATE OPEN SPACE REQUIRED: 50 SF PER UNIT
PROVIDED: 63.59SF PER UNIT

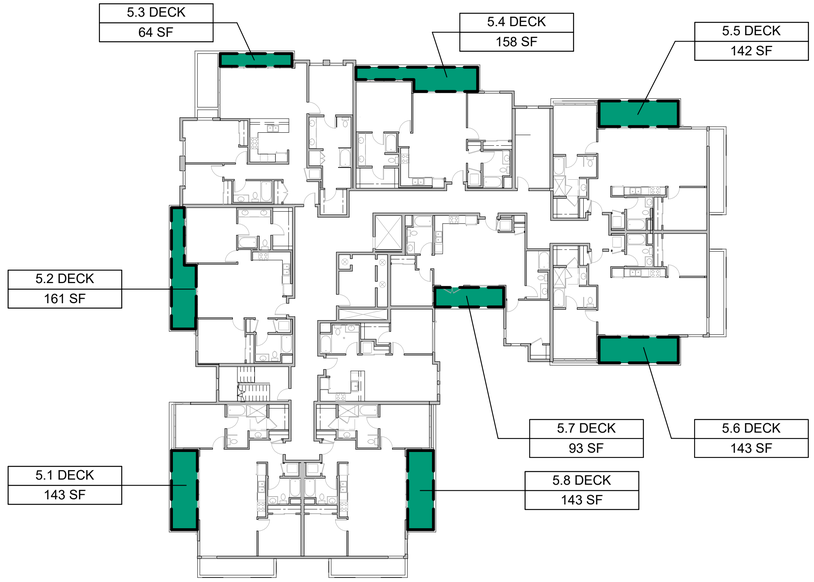
*PRIVATE AND COMMON OPEN SPACE REQUIREMENTS FOR MULTIFAMILY RESIDENTIAL PROJECTS PER LOS ALTO MUNICIPAL CODE SECTION 14.50.150 - OPEN SPACE (TC)

1

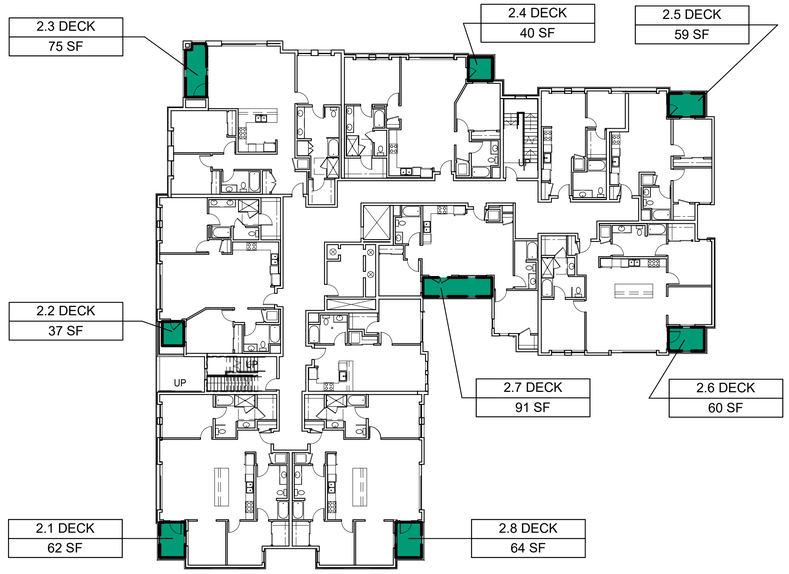
COMMON OPEN SPACE SCHEDULE PE...	
AREA	Name
6,126 SF	COURTYARD
5,225 SF	FRONT YARD
753 SF	ROOF DECK

12,103 SF

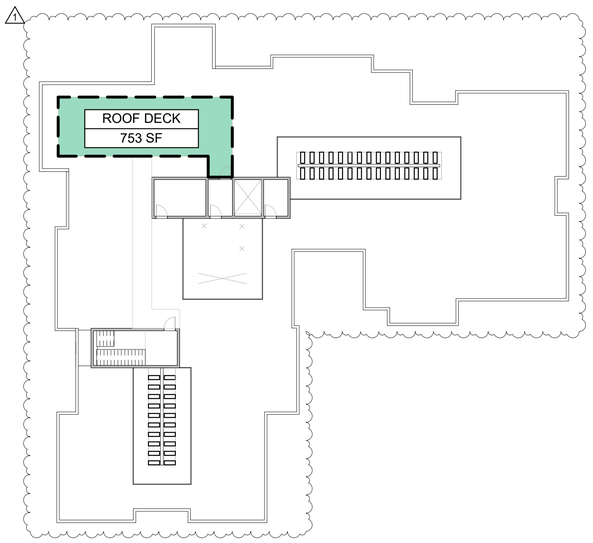
COMMON OPEN SPACE REQUIRED: 2,400 SF
PROVIDED: 12,103 SF



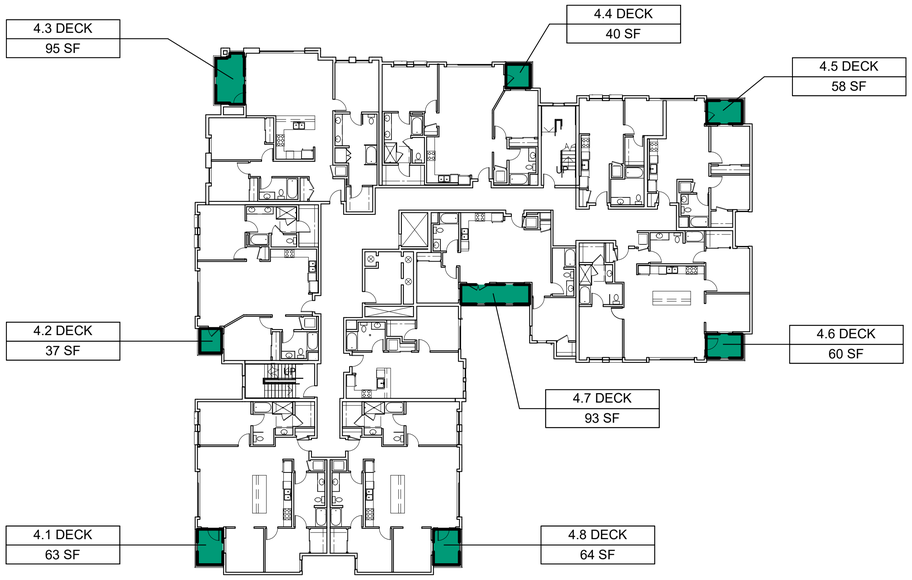
5 A4.3 5TH FLOOR
1" = 20'-0"



2 A4.3 2ND FLOOR
1" = 20'-0"



3 A4.3 ROOF
1" = 20'-0"



4 A4.3 3RD AND 4TH FLOOR
1" = 20'-0"

1 A4.3 1ST / GROUND FLOOR
1" = 20'-0"

SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

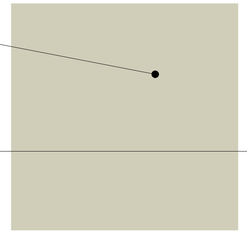
© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

4350 EL CAMINO REAL

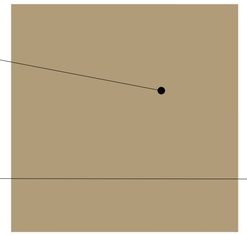
A4.3
OPEN SPACE DIAGRAM
5/05/2022

PLASTER 1
BAY SALT
DET642

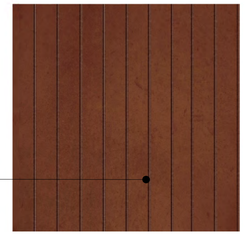


PLASTER 2
BEAMING SUN
DE5218

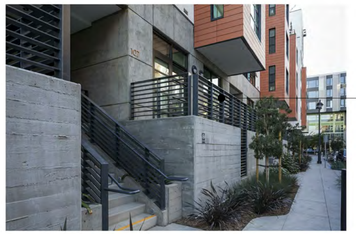
PLASTER 3
WOODED ACRE
DE6130



CORTEN STEEL PANEL

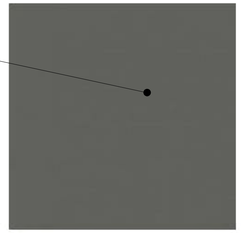


WOOD SIDING
TRESPA PURA
AGED ASH



HORIZONTAL FLAT BAR RAILING

STEEL SUNSHADES AND METAL FASCIA
CHARCOAL SMUDGE
DE6370



GLASS GUARDRAIL

STONE SIDING
EQUITONE
TE10

ALUMINUM STOREFRONT
BRONZE

ALUMINUM WINDOW
BRONZE

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

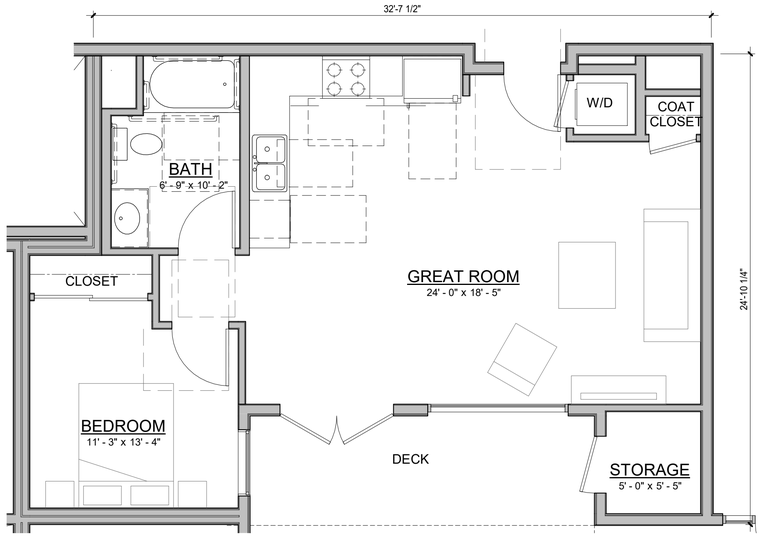
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

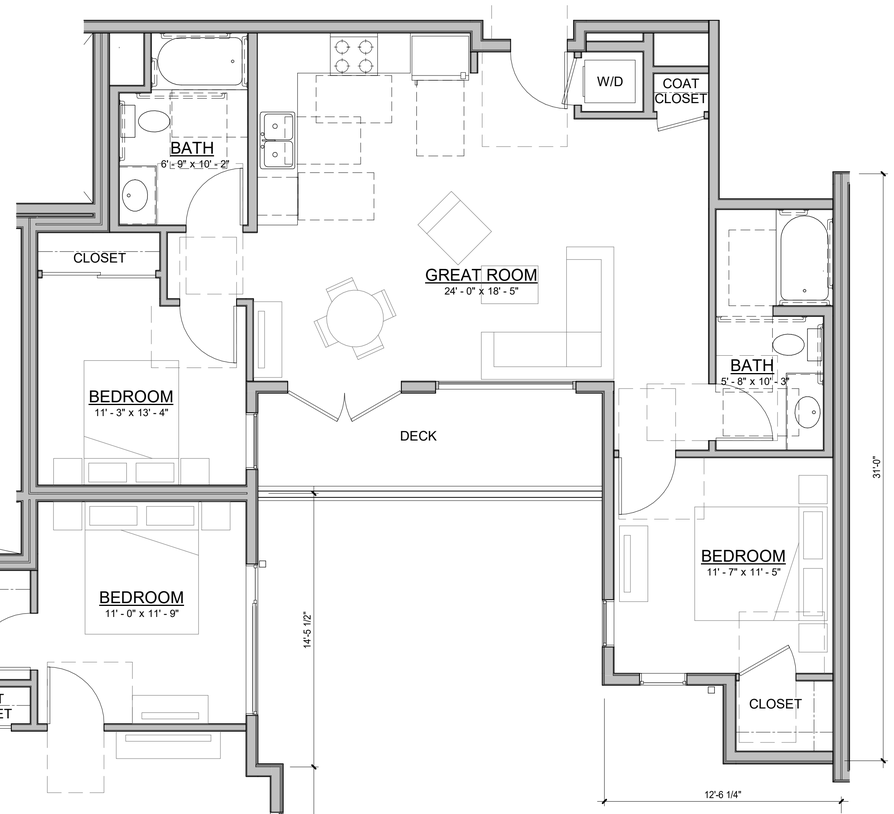
A5.1
MATERIAL BOARD
5/05/2022

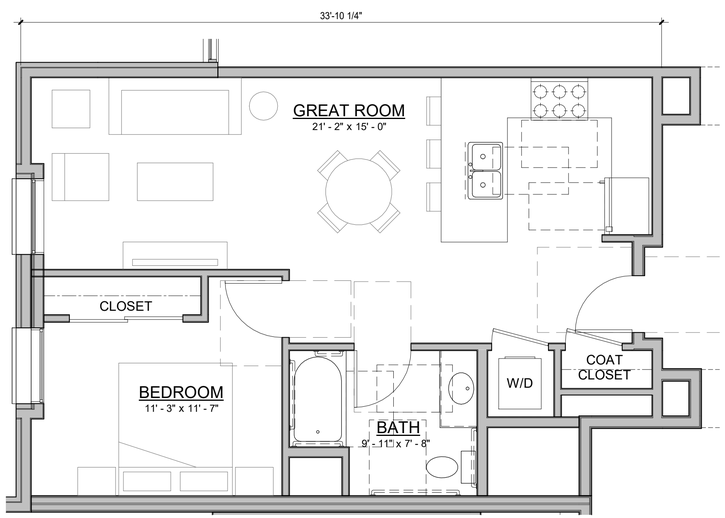
© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



UNIT 1C
774 SF





UNIT 1B
764 SF

UNIT 1A & 2A
718 SF & 1022 SF

0' 2' 4' 8'

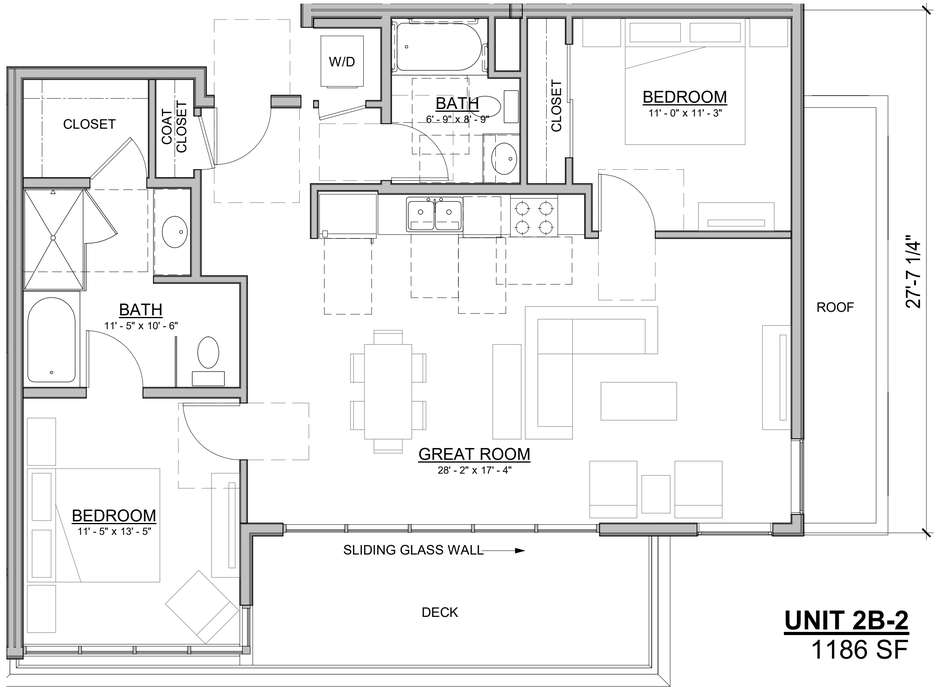
SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

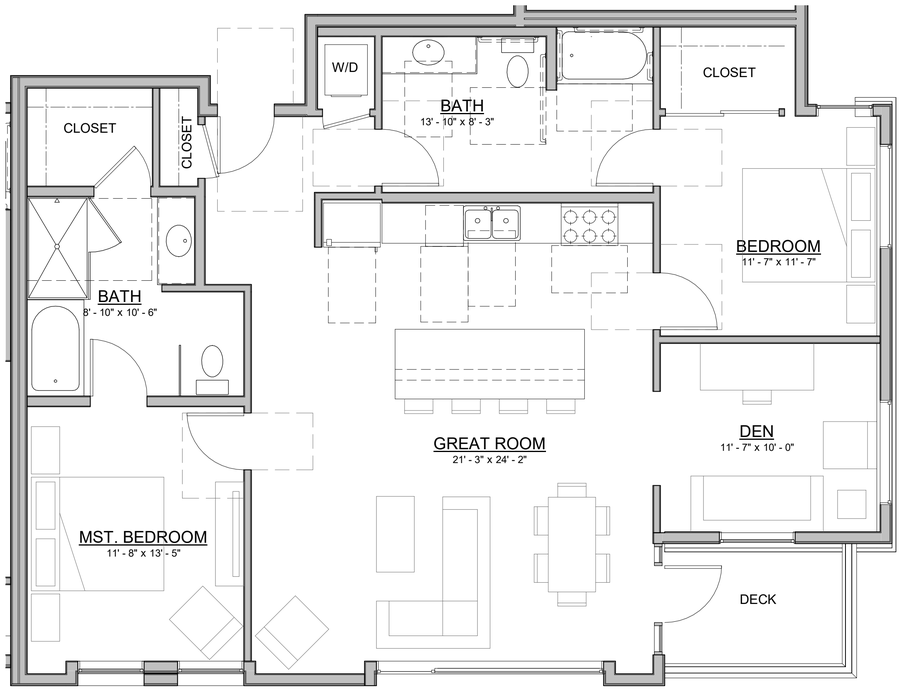
A6.1
UNIT PLANS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

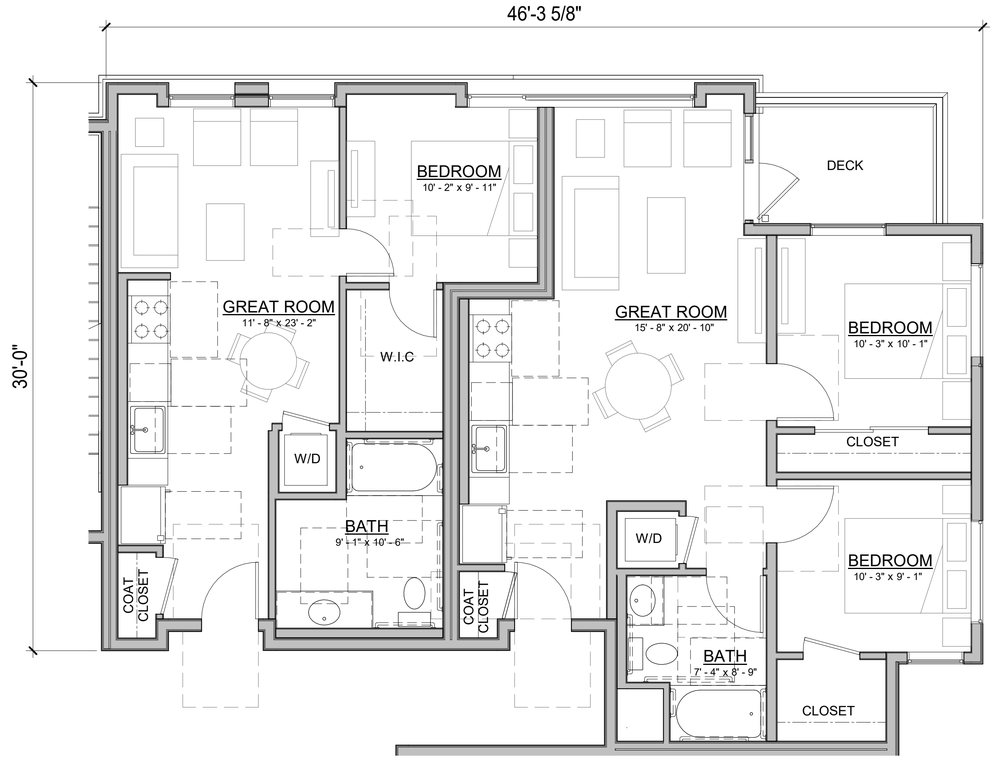
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



UNIT 2B-2
1186 SF



UNIT 2B
1449 SF



UNIT 1D + 2D
580 & 767 SF

0' 2' 4' 8'

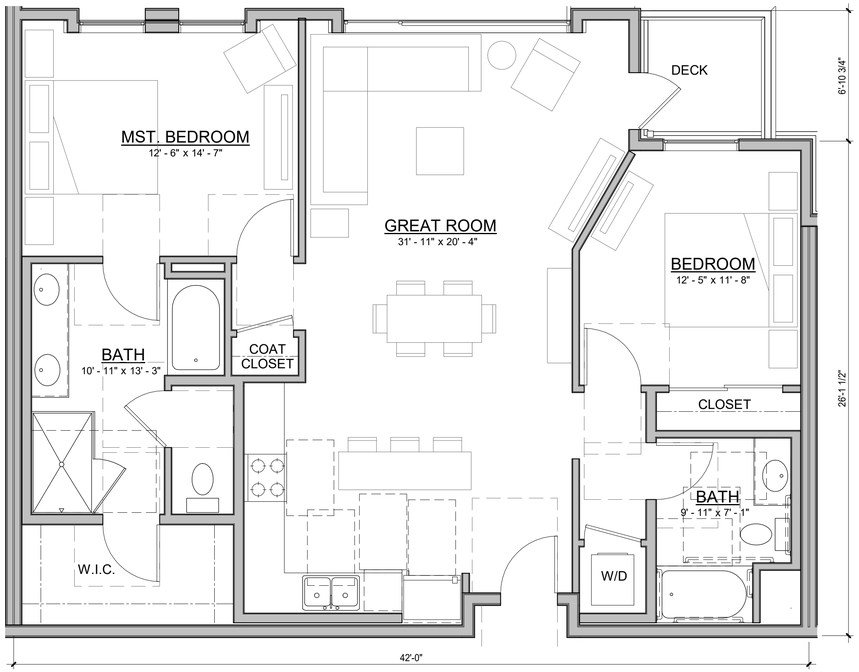
SEIDEL ARCHITECTS
BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

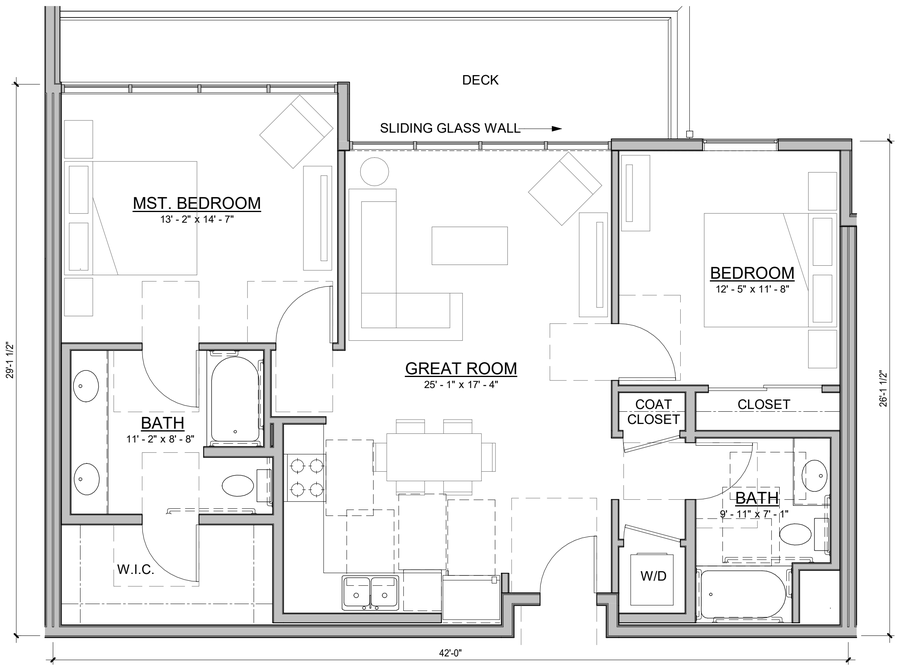
A6.2
UNIT PLANS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



UNIT 2C
1326 SF



UNIT 2C-2
1146 SF

0' 2' 4' 8'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

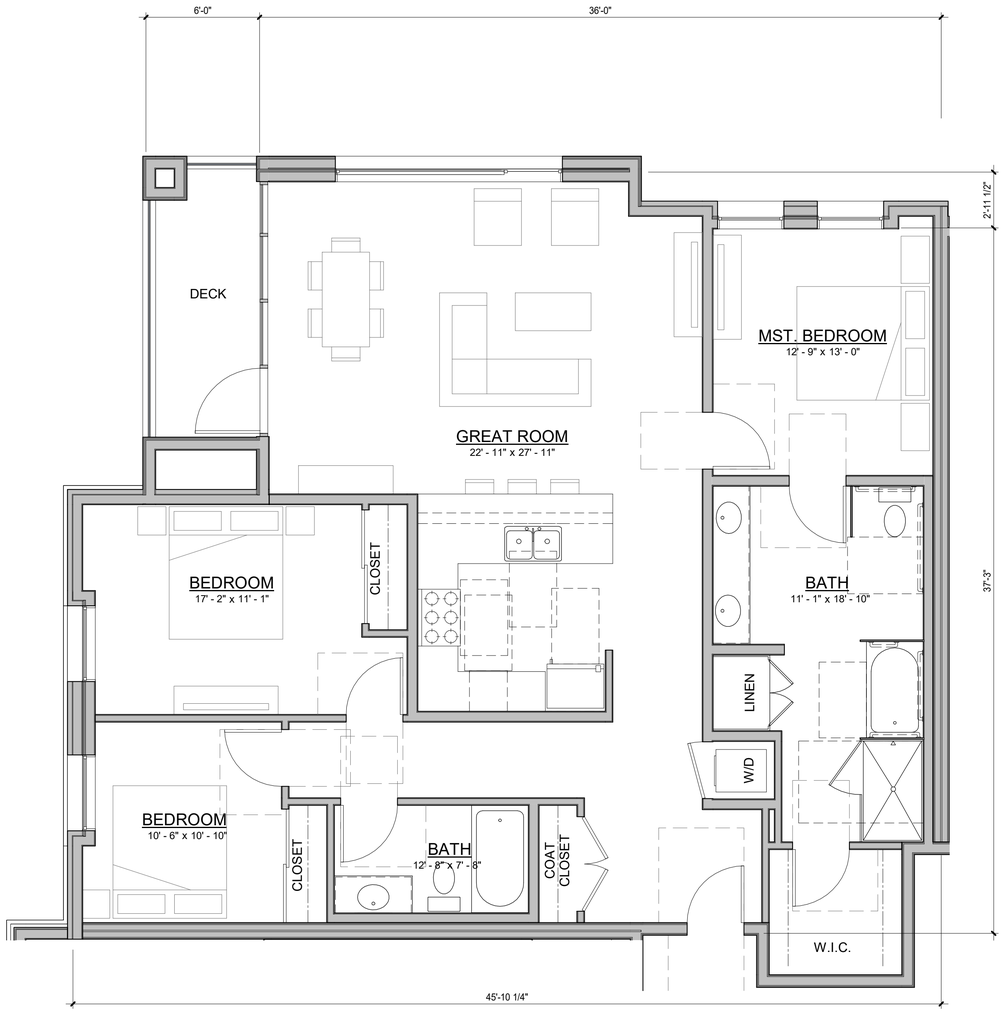
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

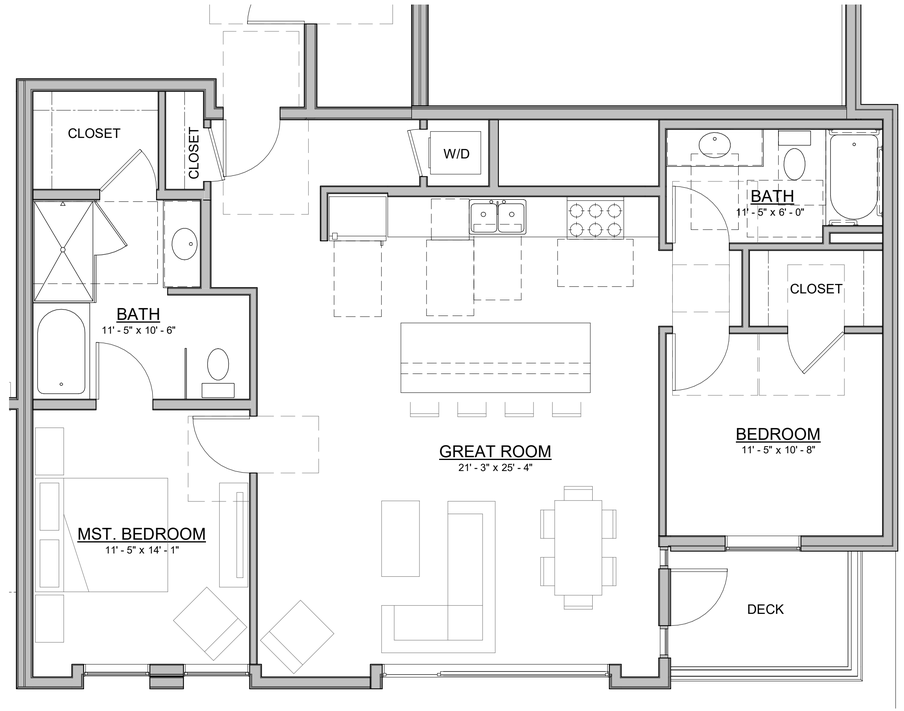
A6.3
UNIT PLANS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



UNIT 3A
1675 SF



UNIT 2E
1325 SF

0' 2' 4' 8'

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS

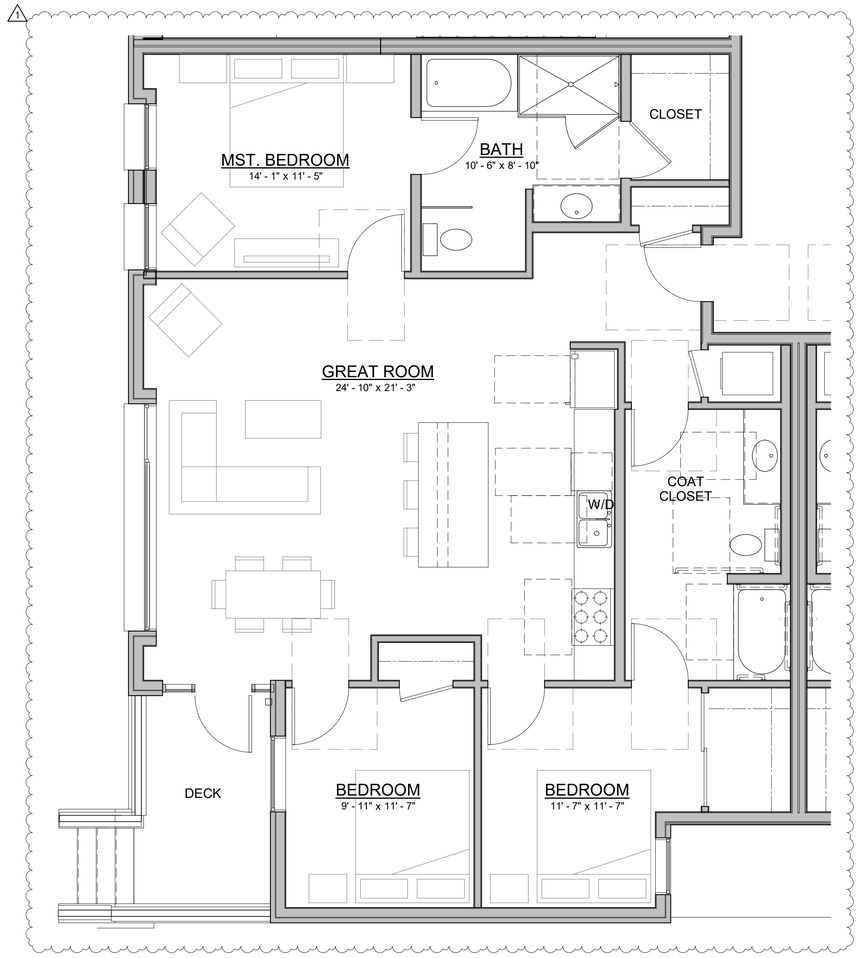
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

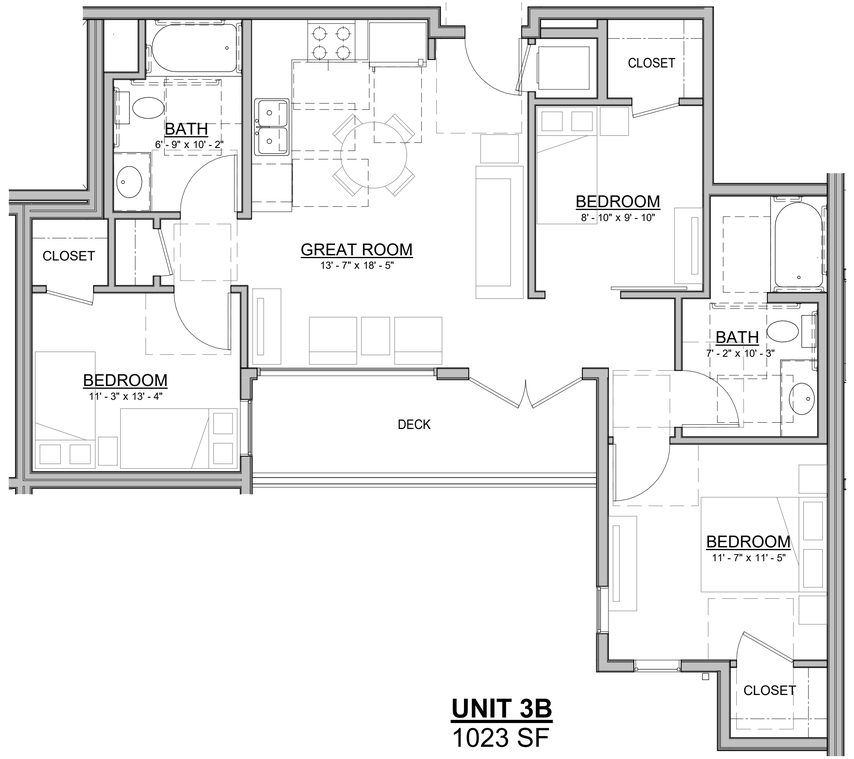
A6.4
UNIT PLANS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



UNIT 3C
1461 SF



UNIT 3B
1023 SF

0' 2' 4' 8'

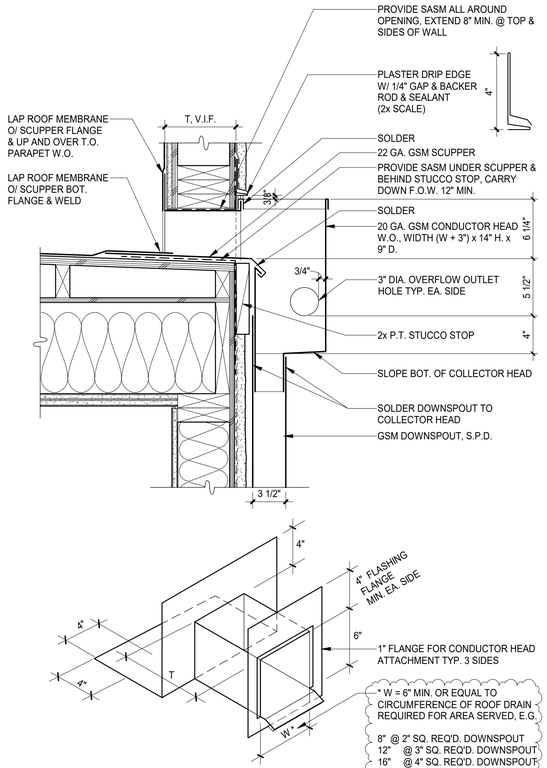
SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

A6.5
UNIT PLANS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

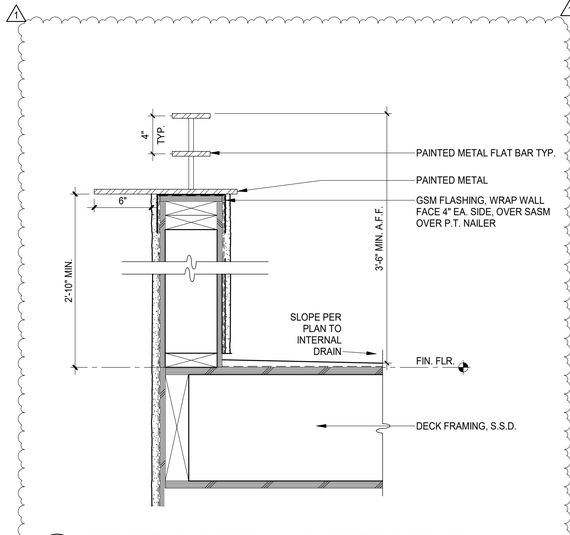
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



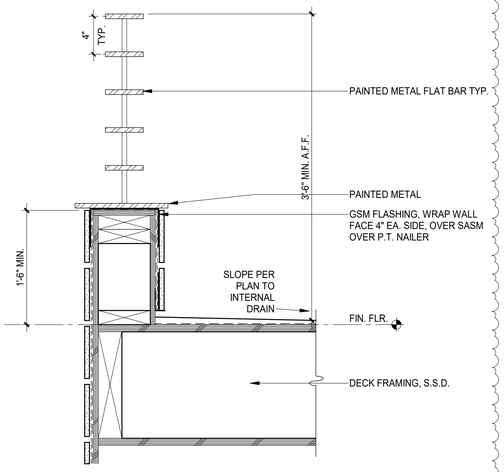
NOTES:

1. SOLDER ALL JOINTS WATERTIGHT.
2. SHOP GALVANIZE ALL COMPONENTS.
3. SCUPPER MAT'L. TO BE COMPATIBLE WITH ROOM MEMBRANE. WELD ROOF MEMBRANE TO SCUPPER AT ALL LOCATIONS WHERE THEY OVERLAP.

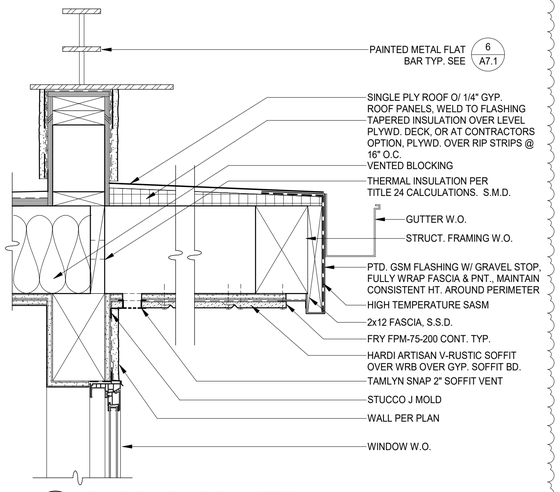
7 A7.1 ROOF SCUPPER & CONNECTION HEAD
1 1/2" = 1'-0"



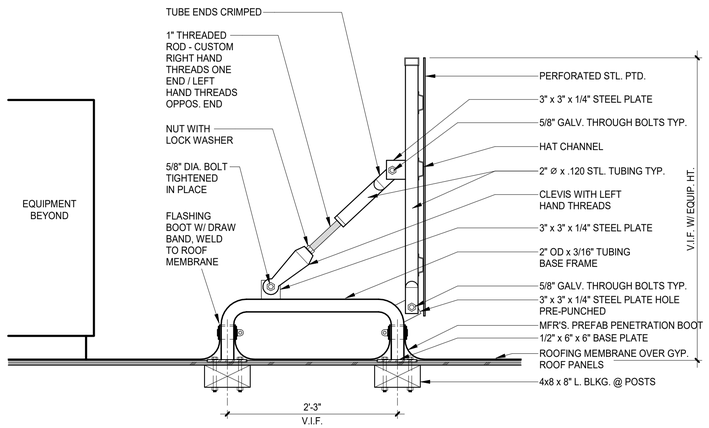
6 A7.1 GUARDRAIL @ DECK W/ PLASTER @ 5TH FL.
1 1/2" = 1'-0"



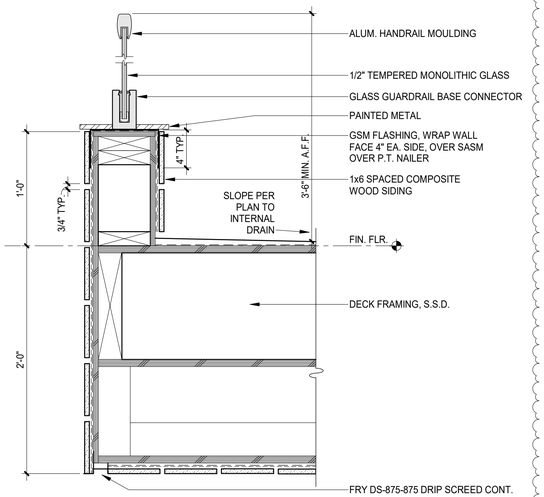
4 A7.1 GUARDRAIL @ DECK W/ PLASTER
1 1/2" = 1'-0"



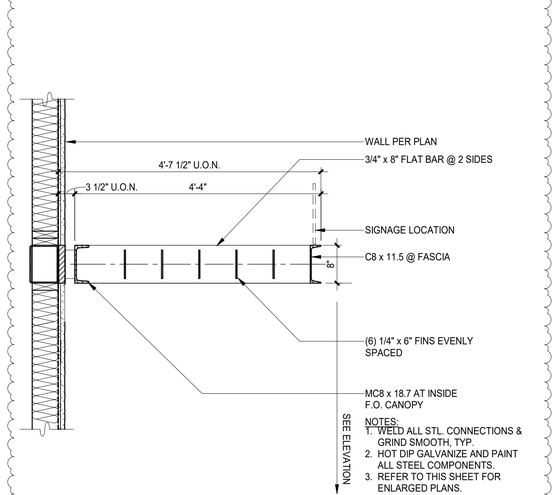
2 A7.1 FLAT EAVE AT PLASTER WALL
1 1/2" = 1'-0"



5 A7.1 EQUIPMENT SCREEN
1" = 1'-0"



3 A7.1 GUARDRAIL @ DECK W/ WOOD
1 1/2" = 1'-0"



1 A7.1 STEEL SUNSHADE - OUTRIGGER
3/4" = 1'-0"

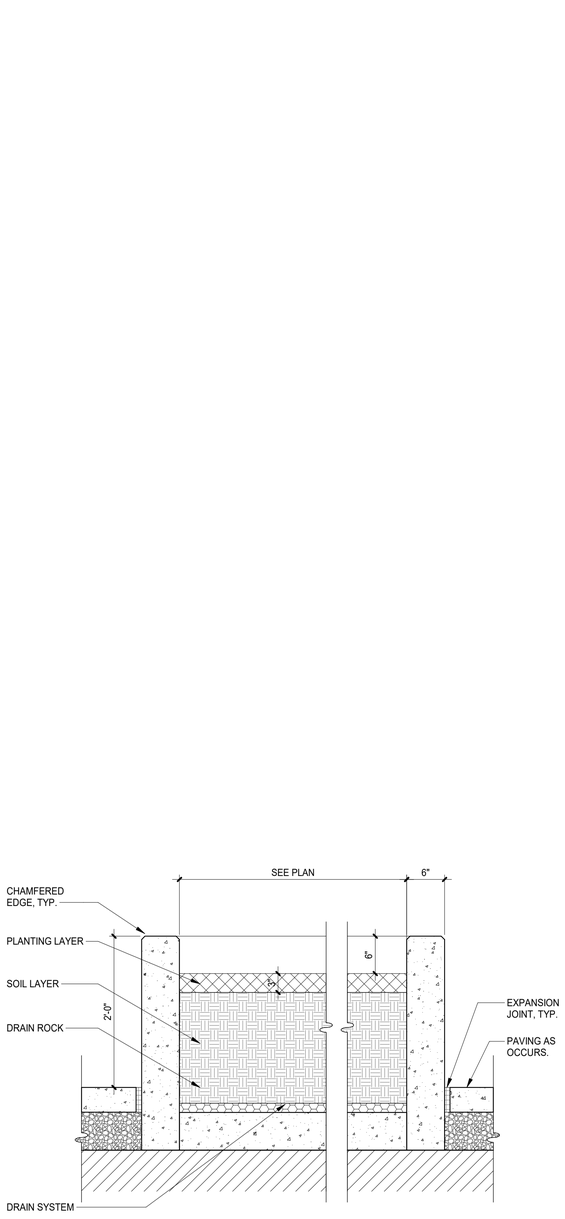
SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

4350 EL CAMINO REAL

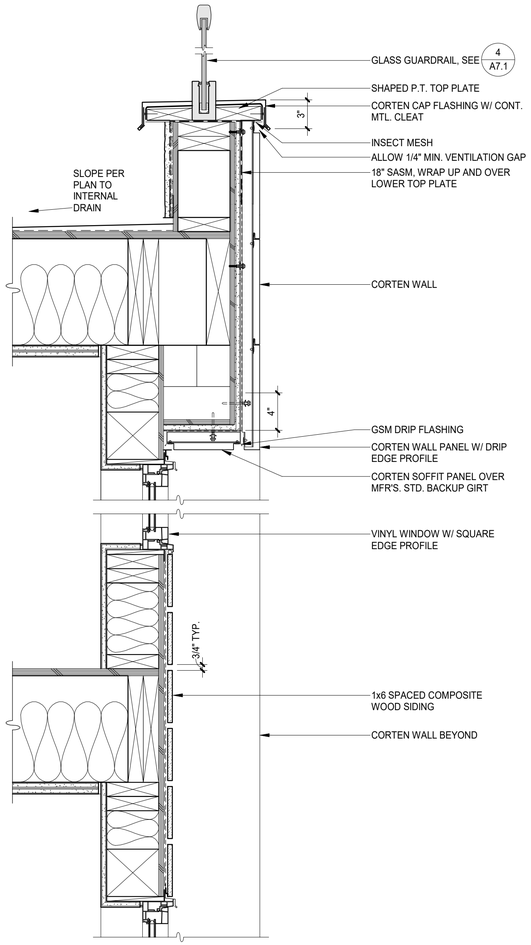
A7.1
EXTERIOR DETAILS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

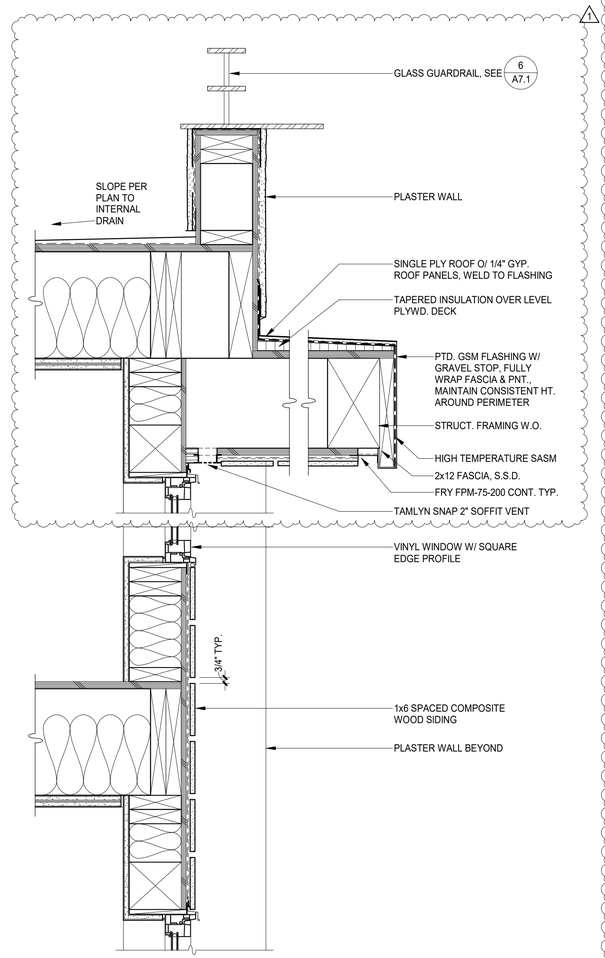
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



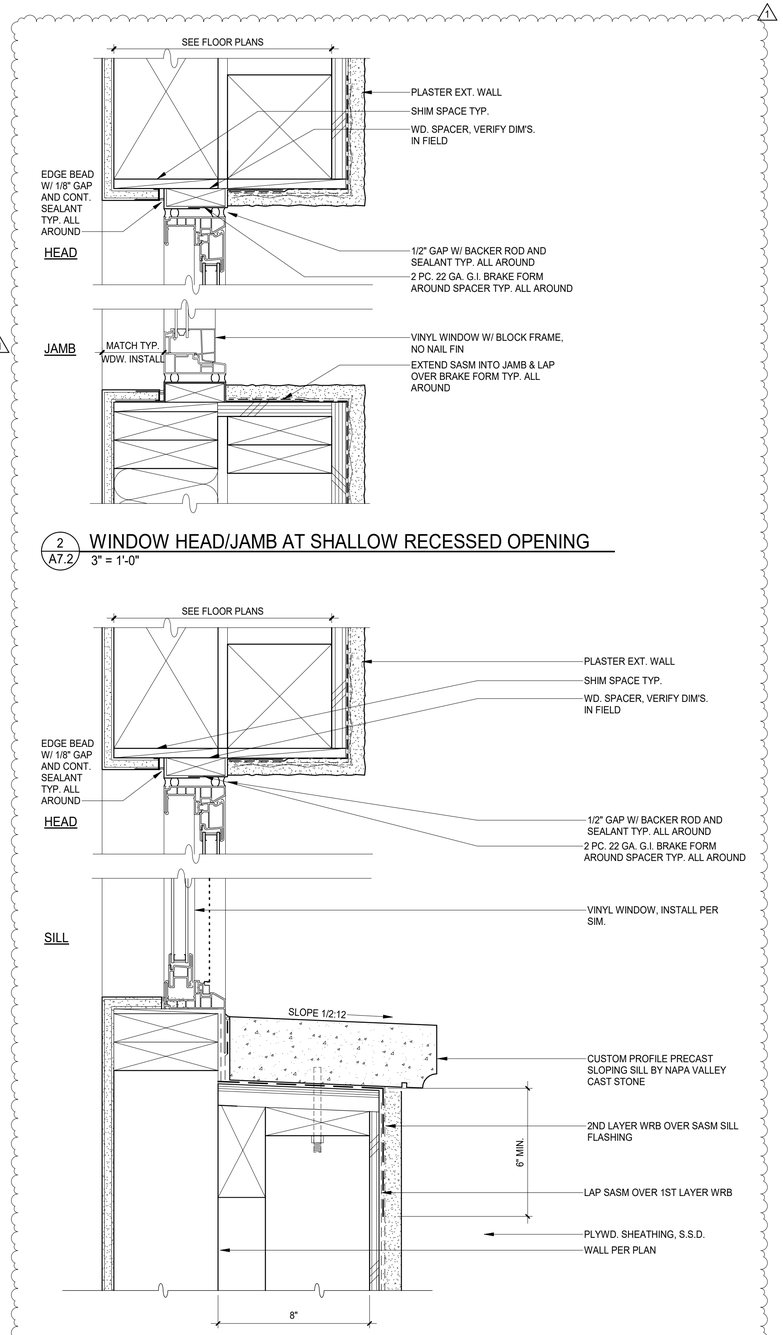
5 A7.2 CAST IN PLACE CONCRETE PLANTER
1" = 1'-0"



4 A7.2 CORTEN CLADDING @ RECESSED WINDOWS
1 1/2" = 1'-0"



3 A7.2 RECESSED WINDOWS W/ WOOD SPANDRELS
1 1/2" = 1'-0"



2 A7.2 WINDOW HEAD/JAMB AT SHALLOW RECESSED OPENING
3" = 1'-0"

1 A7.2 WINDOW HEAD/JAMB AT SHALLOW RECESSED OPENING WITH PRECAST SILL
3" = 1'-0"

SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

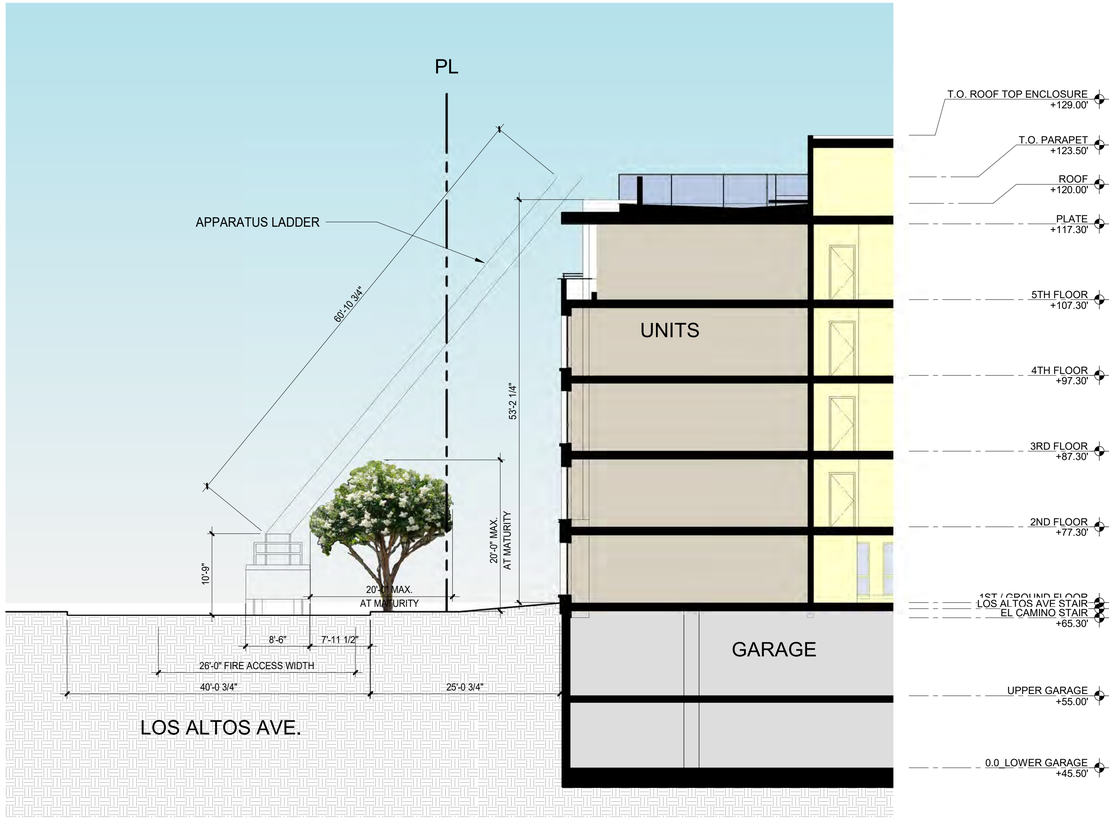
4350 EL CAMINO REAL

A7.2
EXTERIOR DETAILS
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.

NOTE: CREPE MYRTLE STREET TREE TO BE MAINTAINED AT MAXIMUM 20' HEIGHT BY PROPERTY OWNER



1/A8.0 EAST WEST SECTION - FIRE APPARATUS CLEARANCE DIAGRAM

0' 5' 10' 20'

SEIDEL ARCHITECTS

BKF 100 YEARS ENGINEERS SURVEYORS PLANNERS

reedgilliland Landscape Architecture

4350 EL CAMINO REAL

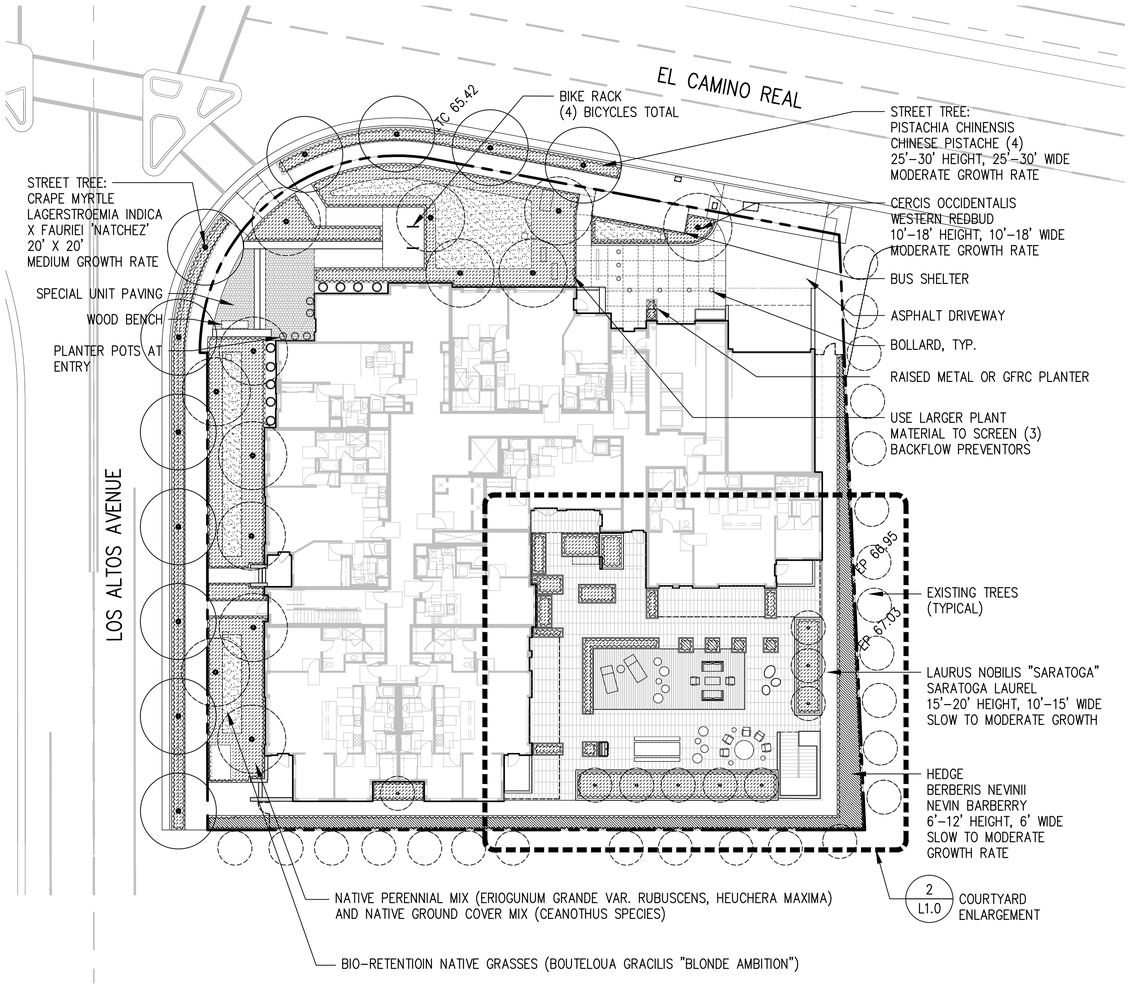
A8.0

SCHEMATIC FIRE APPARATUS DIAGRAMS

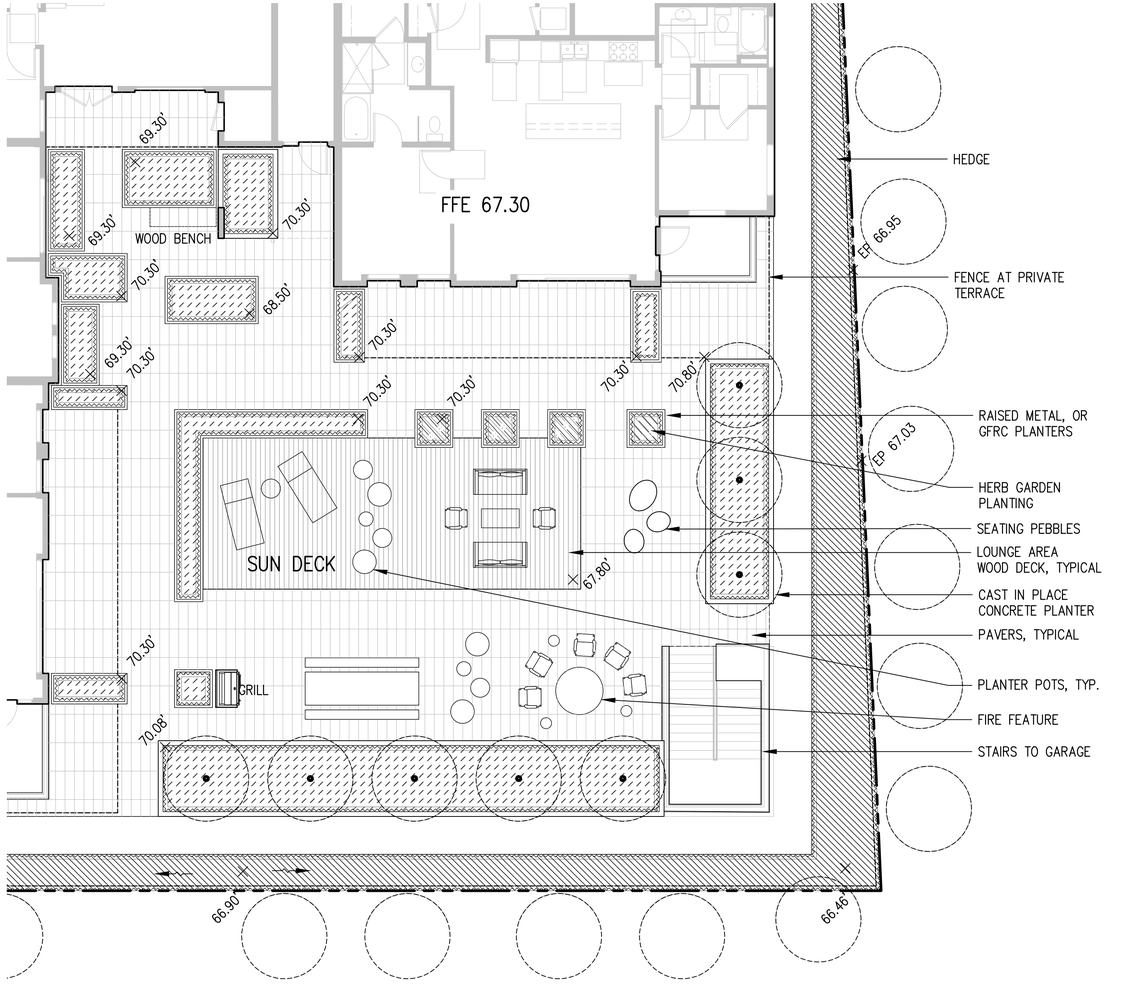
5/05/2022

© SEIDEL ARCHITECTS INC, 2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2022.



1 LANDSCAPE SITE PLAN
1" = 20'



2 COURTYARD ENLARGEMENT
1" = 8'

CRAPE MYRTLE

PISTACHE CHINENSIS

CERCIS OCCIDENTALIS

BERBERIS NEVINII

LAURUS NOBILIS "SARATOGA"

LANDSCAPE AREA TABULATION

FRONT SETBACK		
LANDSCAPE	4,833 SF	
HARDSCAPE	4,806 SF	
		9,639 SF
OFF SITE		
LANDSCAPE	906 SF	
HARDSCAPE	1,848 SF	
		2,754 SF
ON STRUCTURE		
LANDSCAPE	1,164 SF	
HARDSCAPE	4,401 SF	
		5,565 SF

SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018

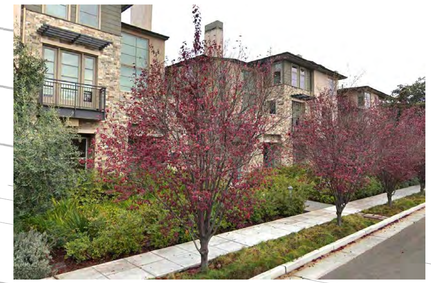
4350 EL CAMINO REAL

LOS ALTOS, CA

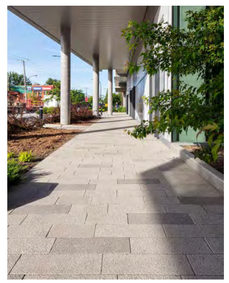
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

L1.0
LANDSCAPE PLAN
05/05/2022

1 ILLUSTRATIVE SITE PLAN
1" = 16"

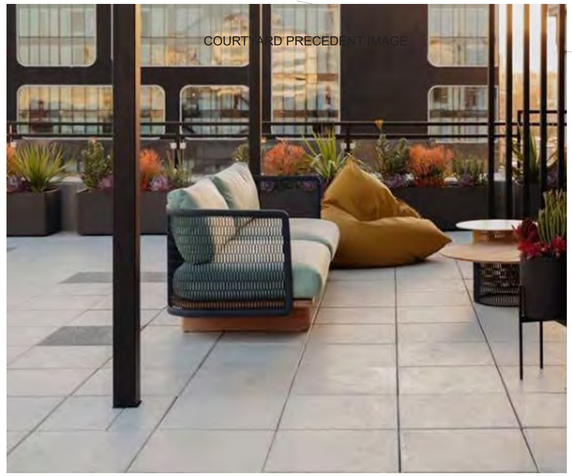


STREETSCAPE PRECEDENT IMAGES



ENTRY PAVERS

COURTYARD PRECEDENT IMAGES



COURTYARD PAVERS

COURTYARD SEATING PEBBLES

FIRE FEATURE

WOOD DECK

SEIDEL ARCHITECTS
BKF ENGINEERS SURVEYORS PLANNERS 100 YEARS
reedgilliland Landscape Architecture

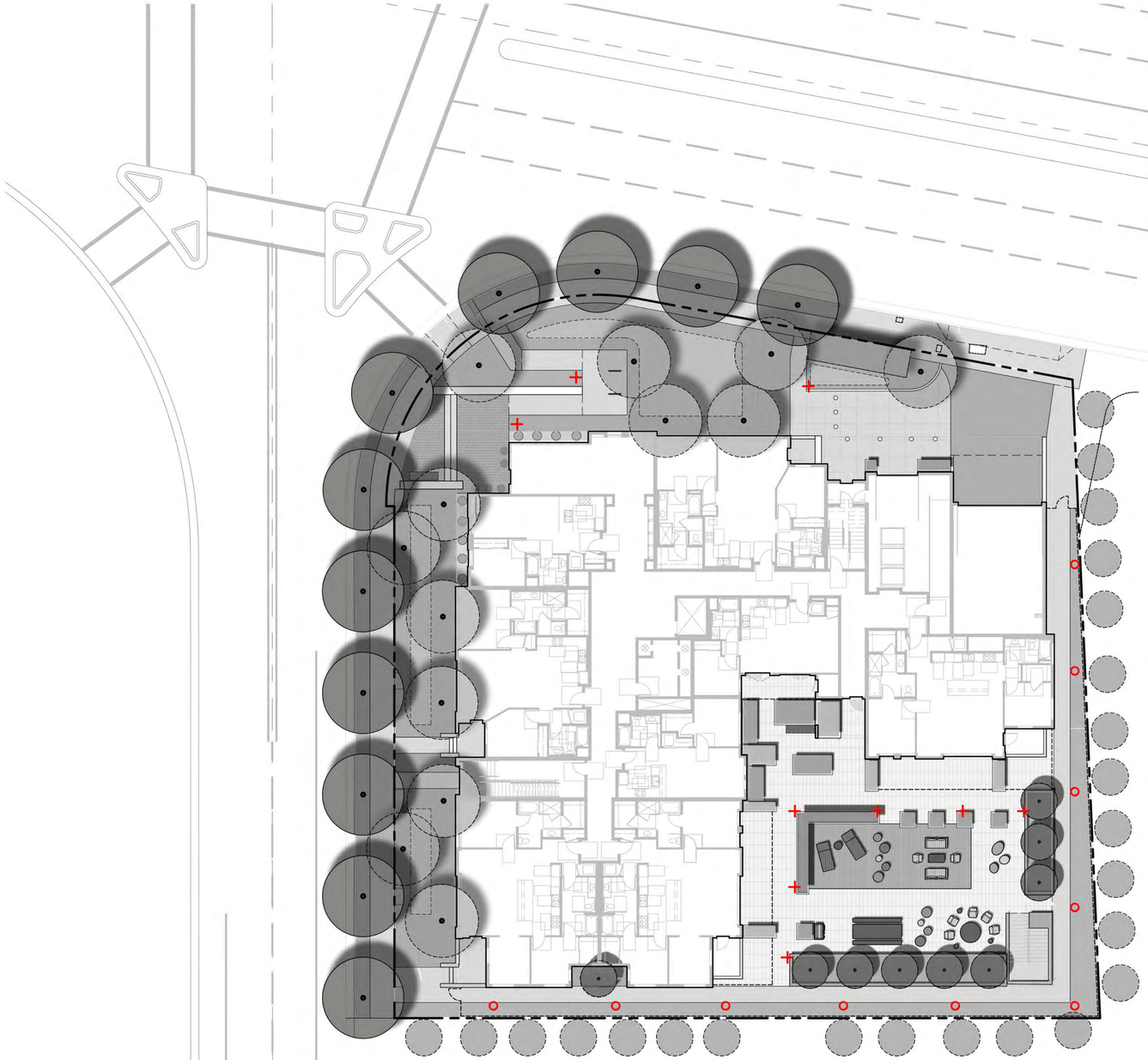
©SEIDEL ARCHITECTS INC, 2018

4350 EL CAMINO REAL

LOS ALTOS, CA

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

L1.1
LANDSCAPE PLAN
05/05/2022



1 ILLUSTRATIVE SITE PLAN
1" = 16"

+ ENTRY AND COURTYARD BOLLARD LIGHTS

○ EMERGENCY PATH BOLLARD LIGHTS

SEIDEL ARCHITECTS
BkF ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

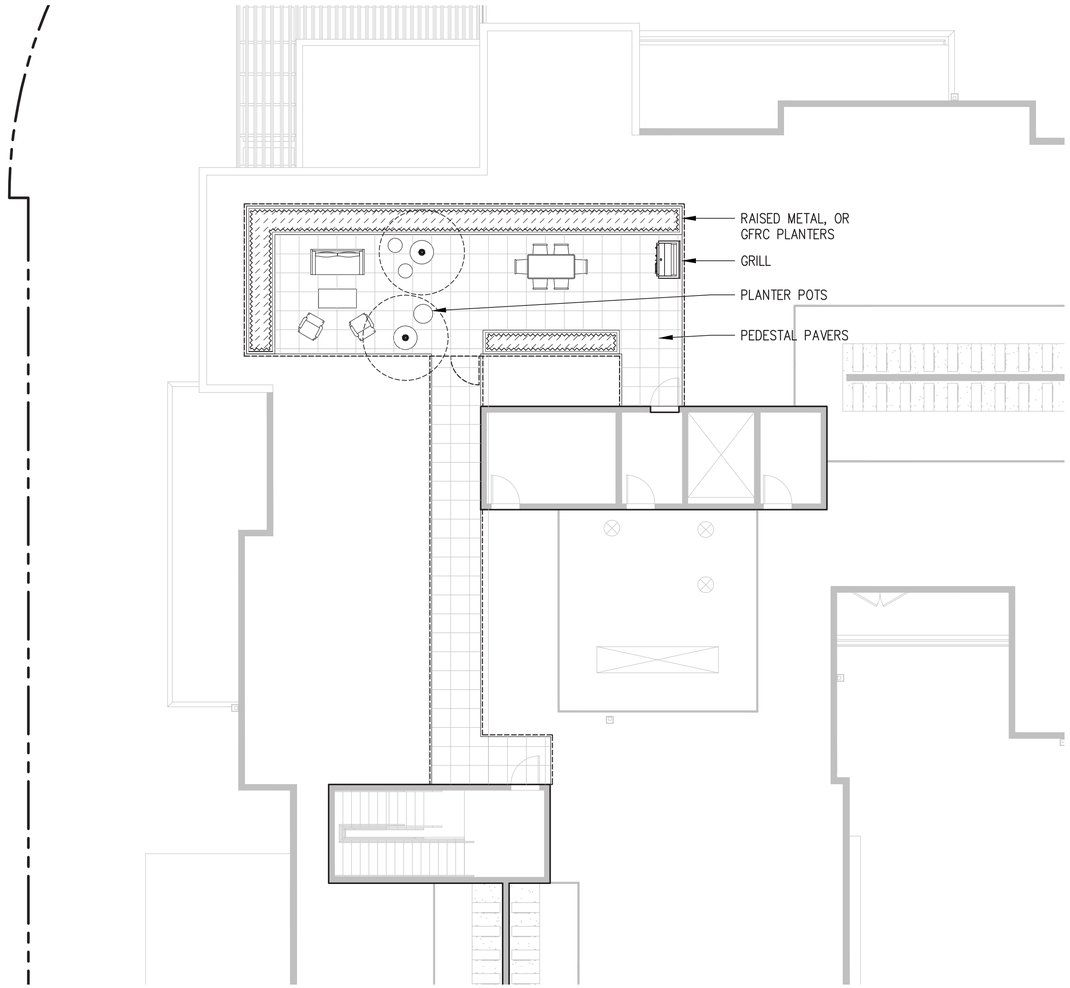
©SEIDEL ARCHITECTS INC, 2018

4350 EL CAMINO REAL

LOS ALTOS, CA

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

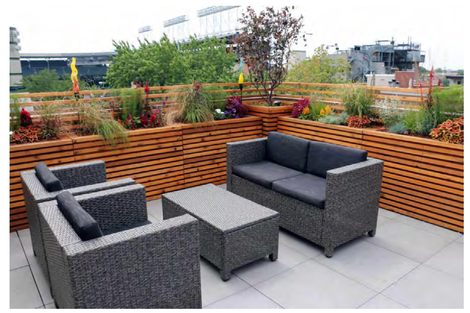
L1.2
LANDSCAPE PLAN
05/05/2022



1 ROOF DECK ENLARGEMENT
1" = 8'

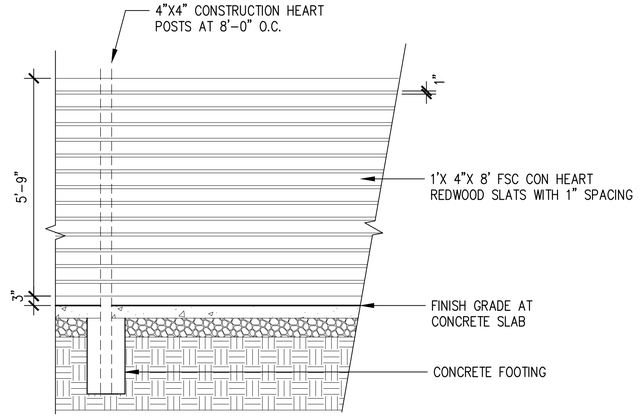
ROOF DECK PRECEDENT IMAGES

ROOF DECK PEDESTAL PAVERS

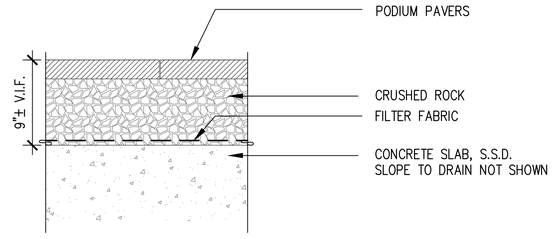


ROOF DECK PRECEDENT IMAGES

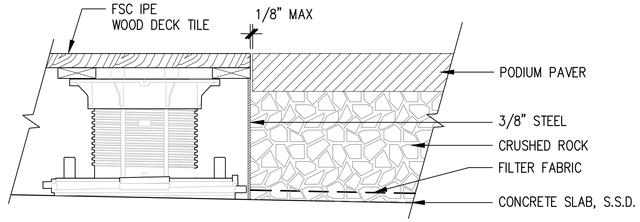
©SEIDEL ARCHITECTS INC, 2018
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.



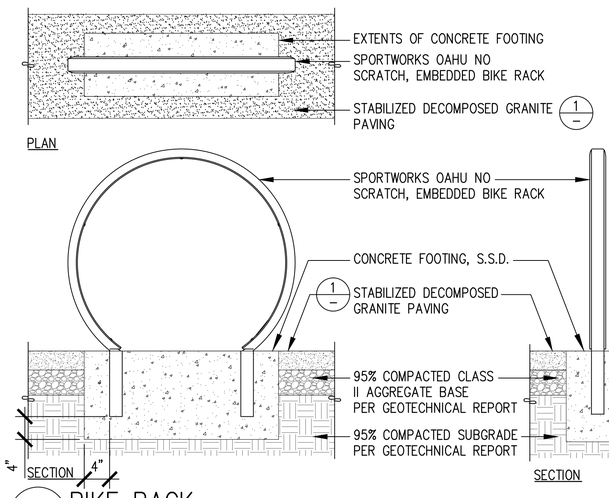
04 WOOD FENCE
1/2" = 1'-0"



01 PAVERS ON SAND ON PODIUM
1 1/2"=1'-0"



02 WOOD DECK TILE/PODIUM PAVER
3"= 1'-0"



03 BIKE RACK
1"=1'-0"

SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS 100 YEARS reedgilliland Landscape Architecture

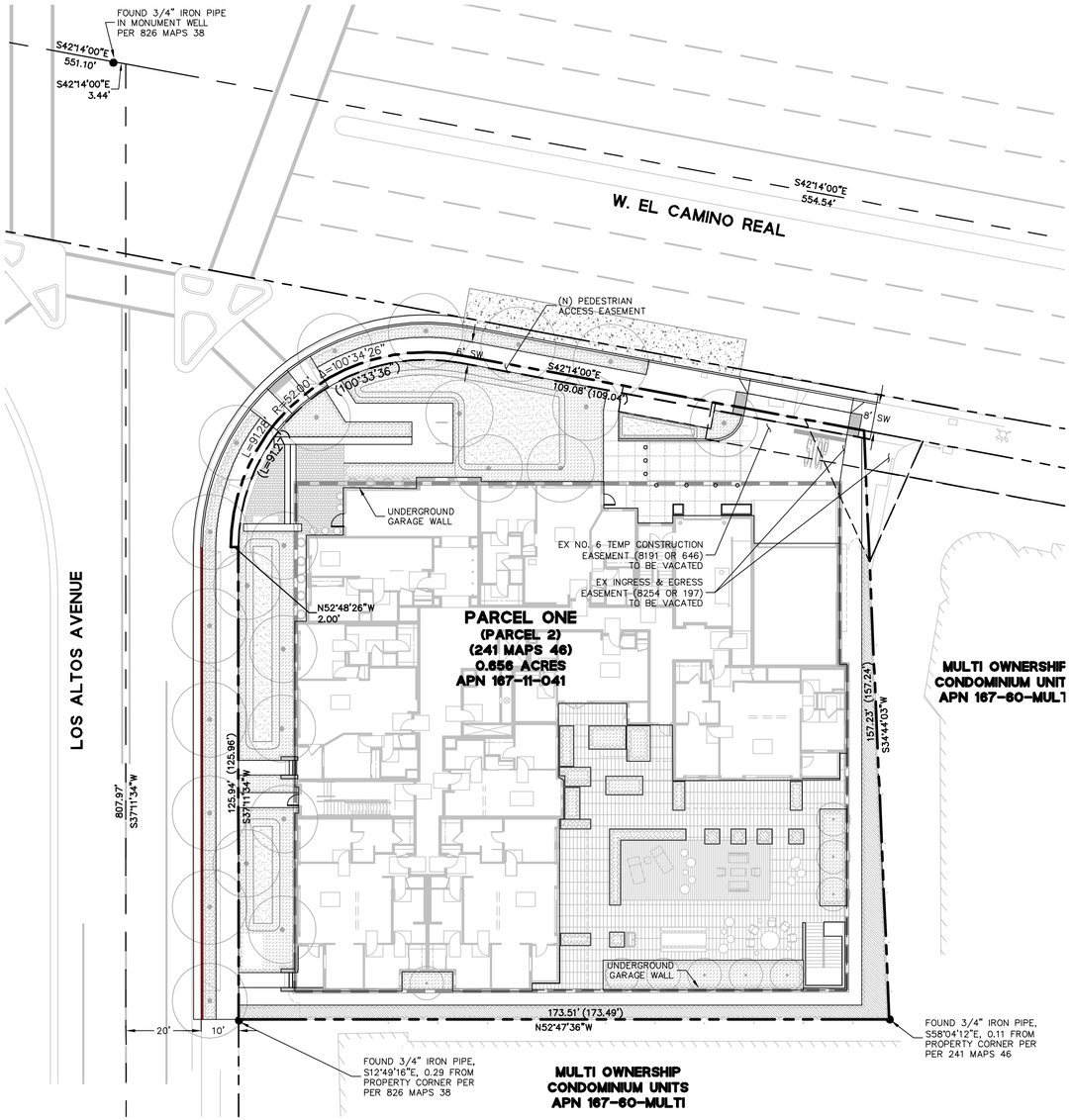
4350 EL CAMINO REAL

LOS ALTOS, CA

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

L2.0
LANDSCAPE DETAILS
05/05/2023

VESTING TENTATIVE MAP
FOR CONDOMINIUM PURPOSES



LEGEND

- PROPERTY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- PODIUM WALL
- CURB, GUTTER, AND DETACHED SIDEWALK
- DRIVEWAY PER CITY STD

ABBREVIATIONS

C&G	=	CURB & GUTTER
CLA	=	CITY OF LOS ALTOS
ESMT	=	EASEMENT
EVAE	=	EMERGENCY VEHICLE ACCESS EASEMENT
EX	=	EXISTING
PG&E	=	PACIFIC GAS & ELECTRIC COMPANY
DTL	=	DETAIL
DWY	=	DRIVEWAY
LSC	=	LANDSCAPE
(N)	=	NEW
PAE	=	PUBLIC ACCESS EASEMENT
PEAE	=	PEDESTRIAN ACCESS EASEMENT
PGE	=	PACIFIC GAS & ELECTRIC EASEMENT
PUE	=	PUBLIC UTILITY EASEMENT
R/W	=	RIGHT OF WAY
S.A.D	=	SEE ARCHITECTURAL DRAWINGS
SSE	=	SANITARY SEWER EASEMENT
STD	=	STANDARD
SW	=	SIDEWALK
TYP	=	TYPICAL
( )	=	RECORD DATA PER 241 MAPS 46

GENERAL NOTES

1. VESTING PRELIMINARY PARCEL MAP: THIS VESTING PRELIMINARY PARCEL MAP IS BEING FILED IN ACCORDANCE WITH ARTICLE 2, SECTION 86452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT.
2. AREA: THE BOUNDARIES OF THIS SUBDIVISION CONTAIN 0.656± ACRES.
3. UTILITIES: A UTILITY EASEMENT IN THE FAVOR OF PACIFIC GAS & ELECTRIC WILL BE CREATED TO FACILITATE MAINTENANCE OF GAS METERS AND ELECTRICAL SERVICES. SANITARY AND WATER SERVICE LATERALS BETWEEN THE BUILDINGS AND THE CLEANOUTS AND/OR WATER METERS WILL BE PRIVATELY OWNED AND MAINTAINED. THE STORM DRAINAGE SYSTEM WILL ALSO BE PRIVATELY OWNED AND MAINTAINED OR AS DESIGNATED.
4. THE PROPERTY OWNER WILL BE RESPONSIBLE FOR SANITARY SEWER INFRASTRUCTURE IN PRIVATE STREETS
5. ALL EXISTING WATER, SANITARY, AND STORM SERVICES ARE TO BE ABANDONED/REMOVED PER CITY OF LOS ALTOS STANDARDS AND SPECIFICATIONS.

SHEET INDEX

TM	VESTING TENTATIVE MAP
C1.0	EXISTING CONDITIONS
C2.0	CONCEPTUAL SITE PLAN
C3.0	CONCEPTUAL GRADING AND DRAINAGE PLAN
C4.0	CONCEPTUAL UTILITY PLAN
C5.0	CONCEPTUAL STORMWATER CONTROL PLAN
CM1.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
CM2.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN
CM3.0	CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN

PROJECT DATA

1.	OWNER:	GALATOLO GREGORY P AND ANGELA K 4350 EL CAMINO REAL LOS ALTOS, CA 94022 CONTACT: (650) 704-8168
2.	CIVIL ENGINEER:	BKF ENGINEERS 1730 N FIRST STREET, SUITE 600 SAN JOSE, CA 951121 CONTACT: ISAAC KONTOROVSKY (408) 467-9100
3.	PROPERTY:	THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ALTOS, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS: PARCEL ONE: PARCEL 2, AS SHOWN UPON THAT CERTAIN MP ENTITLED "PARCEL MP OF PORTIONS OF LOT 7 OF THE HARRINGTON SUBDIVISION IN THE CITY OF LOS ALTOS, CALIFORNIA, FOR S. STEPHEN NKSHIMA", WHICH MP WS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, ON AUGUST 26, 1968 IN BOOK 241 OF MAPS AT PAGE 46. PARCEL TWO: AN EASEMENT FOR INGRESS AND EGRESS OVER A PARCEL OF LAND DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST EASTERLY CORNER OF THE ABOVE DESCRIBED PARCEL OF LEND; THENCE FROM SAID POINT OF BEGINNING AND ALONG THE PROLONGATION OF THE NORTHEASTERLY LINE OF THE ABOVE DESCRIBED PARCEL OF LAND S. 42° 14 E. 16.00 FEET TO A POINT; THENCE WESTERLY IN A DIRECT LINE TO A POINT ON THE SOUTHEASTERLY LINE OF THE FIRST ABOVE DESCRIBED PARCEL OF LEND DISTANT THEREON, S. 340 44 241 W. 35.00 FEET FROM THE MOST EASTERLY CORNER THEREOF; THENCE ALONG THE SOUTHEASTERLY LINE OF THE FIRST ABOVE DESCRIBED PARCEL OF LAND, N. 34° 44' 24" E. 35.00 FEET TO THE POINT OF BEGINNING.
4.	ASSESSORS PARCEL NO.	167-11-041
5.	GENERAL PLAN:	THOROUGHFARE COMMERCIAL
6.	EXISTING ZONING:	SERVICE STATION/CONVENIENCE STORE
7.	PROPOSED ZONING:	CT COMMERCIAL THOROUGHFARE ZONING DISTRICT
8.	EXISTING USE:	SERVICE STATION/CONVENIENCE STORE
9.	PROPOSED USE:	FIVE-STORY MUTIPLE-FAMILY RESIDENTIAL CONDOMINIUM BUILDING WITH TWO LEVELS OF BELOW GRADE PARKING
10.	GROSS AREA:	0.656± ACRES
11.	NUMBER OF PARCELS:	1 PARCEL FOR CONDOMINIUM PURPOSES
12.	NUMBER OF CONDO UNITS:	47 RESIDENTIAL CONDOMINIUM UNITS
13.	UTILITIES:	
	A. WATER:	
	PUBLIC STREETS:	CALIFORNIA WATER SERVICE
	PRIVATE STREETS:	PROPERTY OWNER
	B. SANITARY SEWER:	
	PUBLIC STREETS:	CITY OF LOS ALTOS
	PRIVATE STREETS:	PROPERTY OWNER
	C. STORM DRAIN:	
	PUBLIC STREETS:	CITY OF LOS ALTOS
	PRIVATE STREETS:	PROPERTY OWNER
	D. GAS/ELECTRIC:	PACIFIC GAS & ELECTRIC
	E. TELEPHONE:	AT&T
	F. CABLE TV:	COMCAST
14.	BENCHMARK:	THE ELEVATIONS SHOWN ON THIS SURVEY WERE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). A PROJECT BENCHMARK WAS ESTABLISHED IN THE ISLAND AT THE NORTH SIDE OF THE SITE SAID ISLAND ALSO BEING AT THE SOUTH CORNER OF LOS ALTOS AVE AND EL CAMINO REAL. MAG NAIL AND WASHER SET IN CONCRETE, ELEVATION= 66.21 FEET.
15.	FLOOD ZONE:	THIS PROPERTY IS LOCATED WITHIN ZONE X AS SHOWN IN FLOOD INSURANCE RATE MAP NO. 06085C0038H
16.	PARCEL SIZE:	28,562 SF (0.656± ACRES-GROSS)

GRAPHIC SCALE

20 0 10 20 40 80

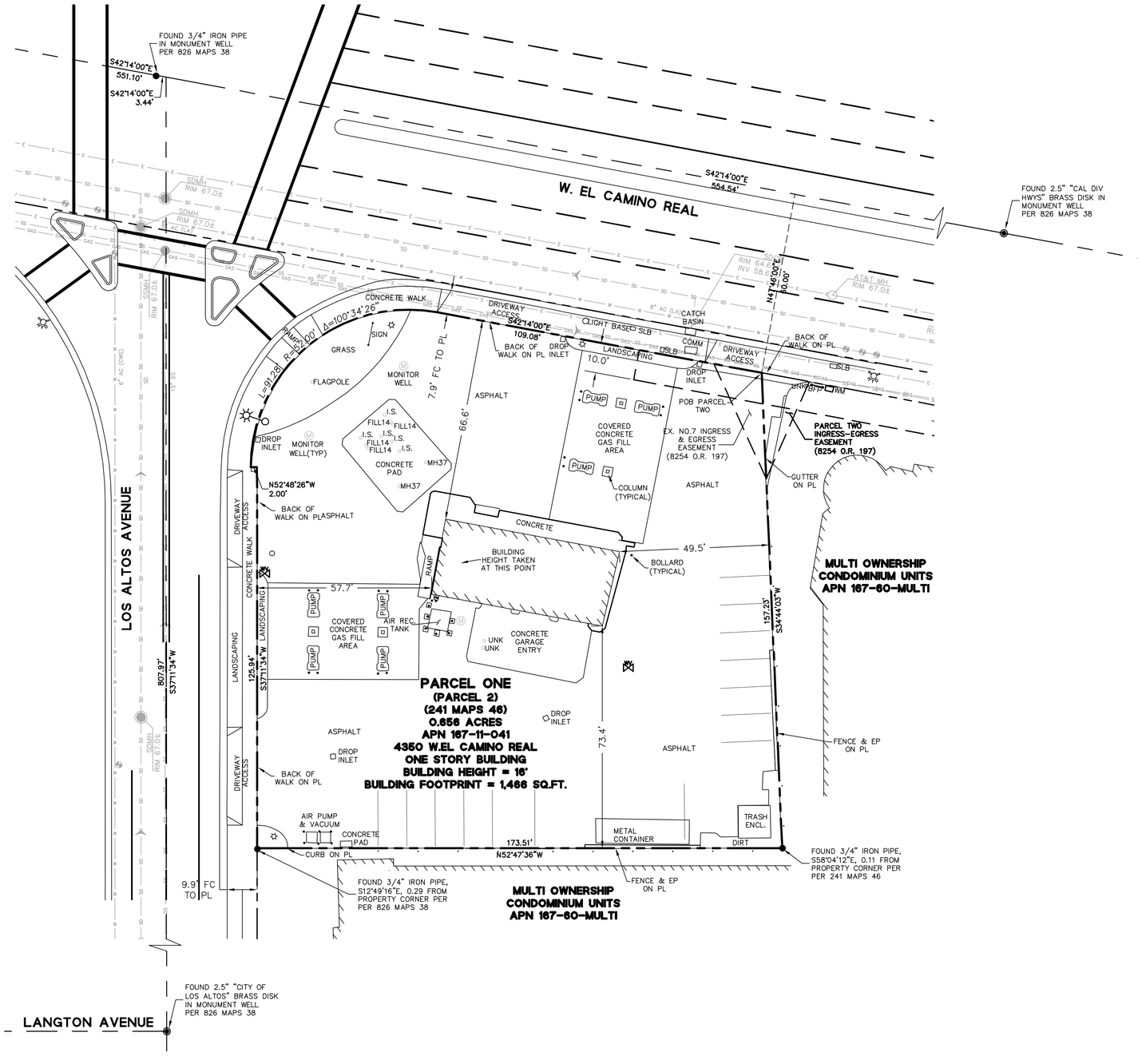
(IN FEET)
1 inch = 20 ft.

SEIDEL ARCHITECTS
BKF 100+ YEARS ENGINEERS SURVEYORS PLANNERS
reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

4350 EL CAMINO REAL
LOS ALTOS, CA

TM
VESTING TENTATIVE MAP
05/05/2022



LEGEND

- PROPERTY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- STORM DRAIN LINE
- SANITARY SEWER LINE
- DOMESTIC WATER LINE
- ELECTRICAL LINE
- GAS LINE
- FENCE
- CURB, GUTTER, AND SIDEWALK WITH DRIVEWAY
- STORM DRAIN INLET
- STORM DRAIN CATCH BASIN
- STORM DRAIN MANHOLE (SDMH)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER CLEANOUT (CO)
- WM WATER METER (WM)
- WATER VALVE
- BFP BACKFLOW PREVENTER (BFP)
- FIRE HYDRANT
- STREET LIGHT
- SLB STREET LIGHT BOX (SLB)
- COMM COMMUNICATION BOX
- GAS METER

NOTE:

BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY BKF ENGINEERS DATED MAY XX, 2018, BY DAVID JUNGMANN, PLS 9267.

BENCHMARK:

THE ELEVATIONS SHOWN ON THIS SURVEY WERE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). A PROJECT BENCHMARK WAS ESTABLISHED IN THE ISLAND AT THE NORTH SIDE OF THE SITE SAID ISLAND ALSO BEING AT THE SOUTH CORNER OF LOS ALTOS AVE AND EL CAMINO REAL. MAG NAIL AND WASHER SET IN CONCRETE, ELEVATION= 66.21 FEET.

BASIS OF BEARINGS:

THE BEARING OF NORTH 42°14'00" WEST BETWEEN THE TWO FOUND MONUMENTS ON THE MONUMENT LINE OF EL CAMINO REAL AS SHOWN, PER THAT CERTAIN TRACT MAP NO. 10,000 RECORDED ON AUGUST 18, 2008 IN BOOK 826 OF MAPS AT PAGES 38-39, SANTA CLARA COUNTY.

TREE NOTE:

NO EXISTING TREES ON SITE

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

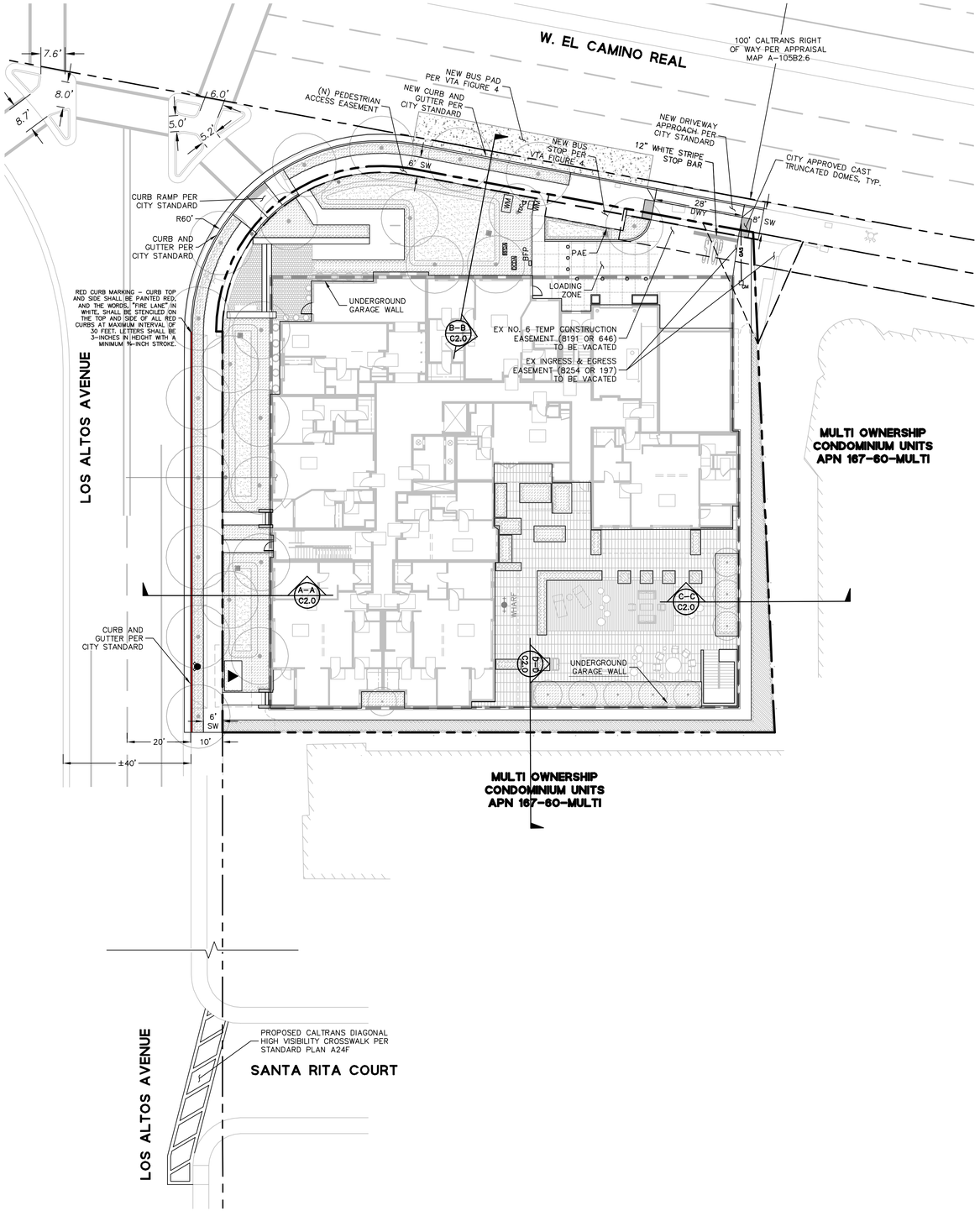
4350 EL CAMINO REAL

LOS ALTOS, CA

C1.0

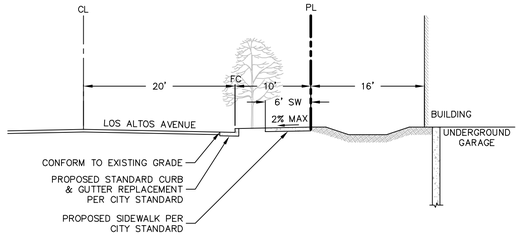
EXISTING CONDITIONS PLAN

05/05/2022

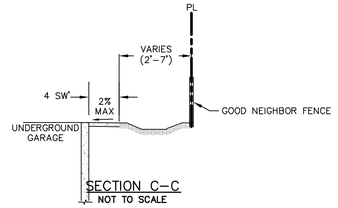


LEGEND

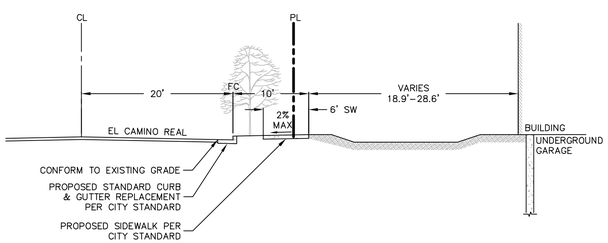
- PROPERTY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- PODIUM WALL
- CURB, GUTTER, AND DETACHED SIDEWALK
- DRIVEWAY PER CITY STD
- TREATMENT BASIN



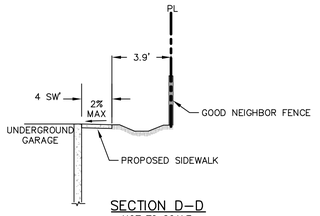
SECTION A-A
NOT TO SCALE



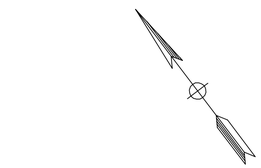
SECTION C-C
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION D-D
NOT TO SCALE



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

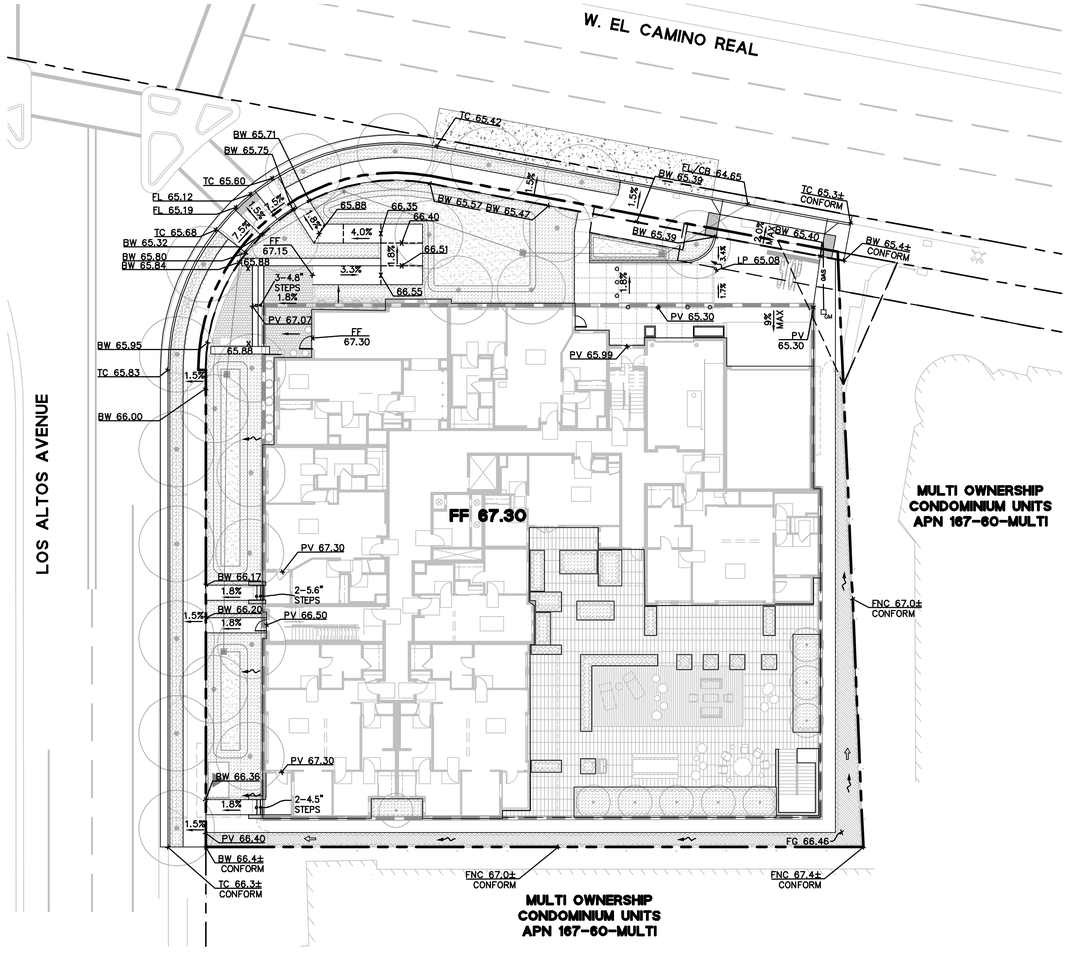
©SEIDEL ARCHITECTS INC, 2018

4350 EL CAMINO REAL

LOS ALTOS, CA

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

C2.0
SITE PLAN
05/05/2022



LEGEND

- PROPERTY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- PODIUM WALL
- GRADE BREAK
- OVERFLOW DRAIN (OFD)
- STORM DRAIN CLEANOUT (SDCO)
- SANITARY SEWER CLEANOUT (SSCO)
- SLOPE TO DRAIN
- SLOPE TO DRAIN (LANDSCAPE)
- OVERLAND RELEASE
- TREATMENT BASIN

ABBREVIATIONS

FF	FINISHED FLOOR
FG	FINISHED GROUND
FL	FLOWLINE
FNC	FENCE
LP	LOW POINT
HP	HIGH POINT
PV	PAVEMENT
SW	SIDEWALK
TH	THRESHOLD

BENCHMARK

THE ELEVATIONS SHOWN ON THIS SURVEY WERE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). A PROJECT BENCHMARK WAS ESTABLISHED IN THE ISLAND AT THE NORTH SIDE OF THE SITE SAID ISLAND ALSO BEING AT THE SOUTH CORNER OF LOS ALTOS AVE AND EL CAMINO REAL. MAG NAIL AND WASHER SET IN CONCRETE, ELEVATION= 66.21 FEET.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

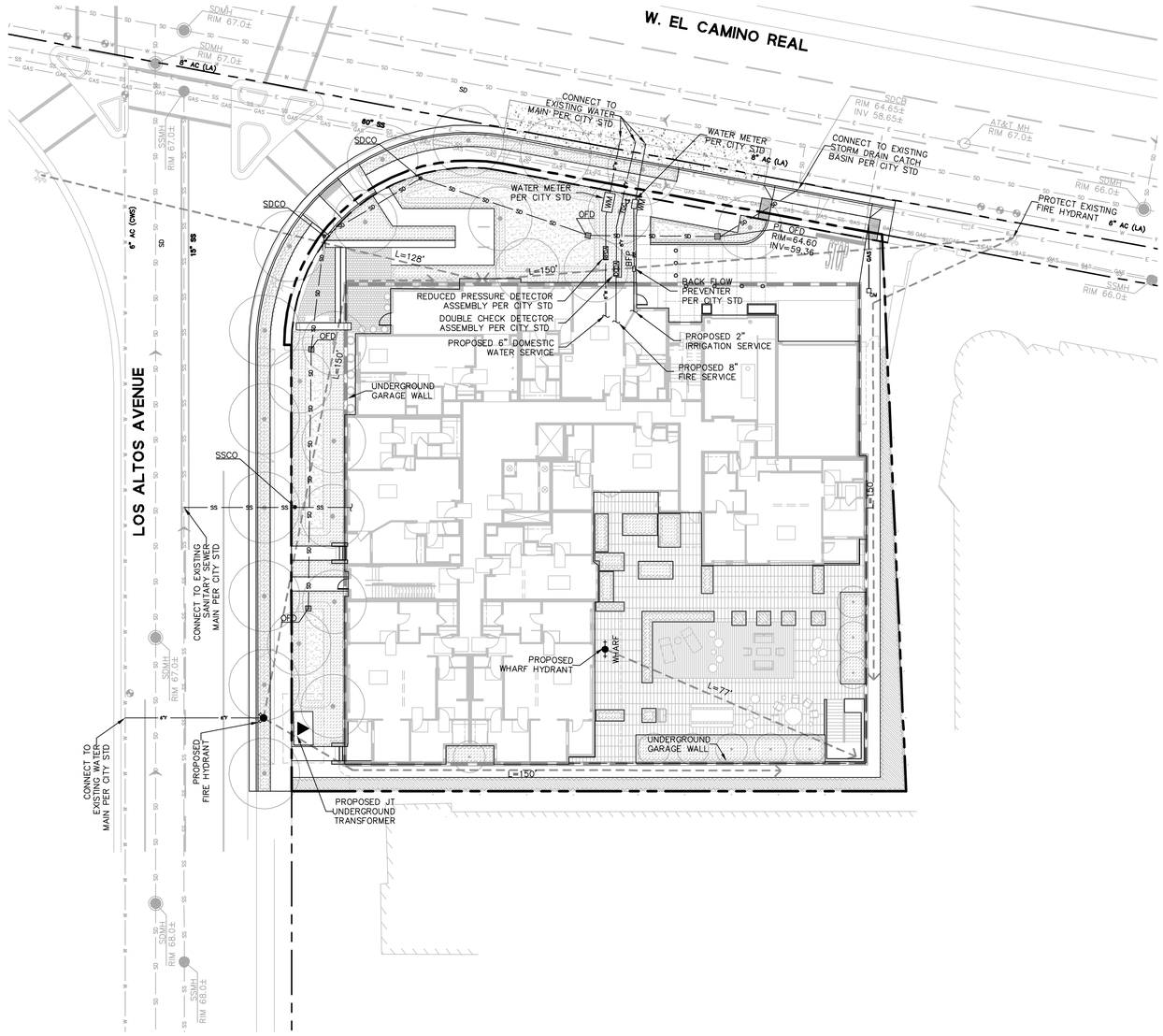
4350 EL CAMINO REAL

LOS ALTOS, CA

C3.0

GRADING AND DRAINAGE PLAN

05/05/2022



LEGEND

- PROPERTY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- PODIUM WALL
- STORM DRAIN LINE
- SANITARY SEWER LINE
- DOMESTIC WATER LINE
- FIRE WATER LINE
- IRRIGATION LINE
- GAS LINE
- STORM DRAIN OVERFLOW DRAIN (OFD)
- STORM DRAIN CLEANOUT (SDCO)
- SANITARY SEWER CLEANOUT (SSCO)
- WATER METER (WM)
- REDUCED PRESSURE DETECTOR ASSEMBLY (RPDA)
- GAS METER
- WHARF HYDRANT
- BACKFLOW PREVENTER (BFP)
- DOUBLE CHECK DETECTOR ASSEMBLY (DCDA) WITH FIRE DEPARTMENT CONNECTION (FDC)
- BELOW GRADE TRANSFORMER
- TREATMENT BASIN
- FIRE HOSE REACH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SEIDEL ARCHITECTS

BKF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

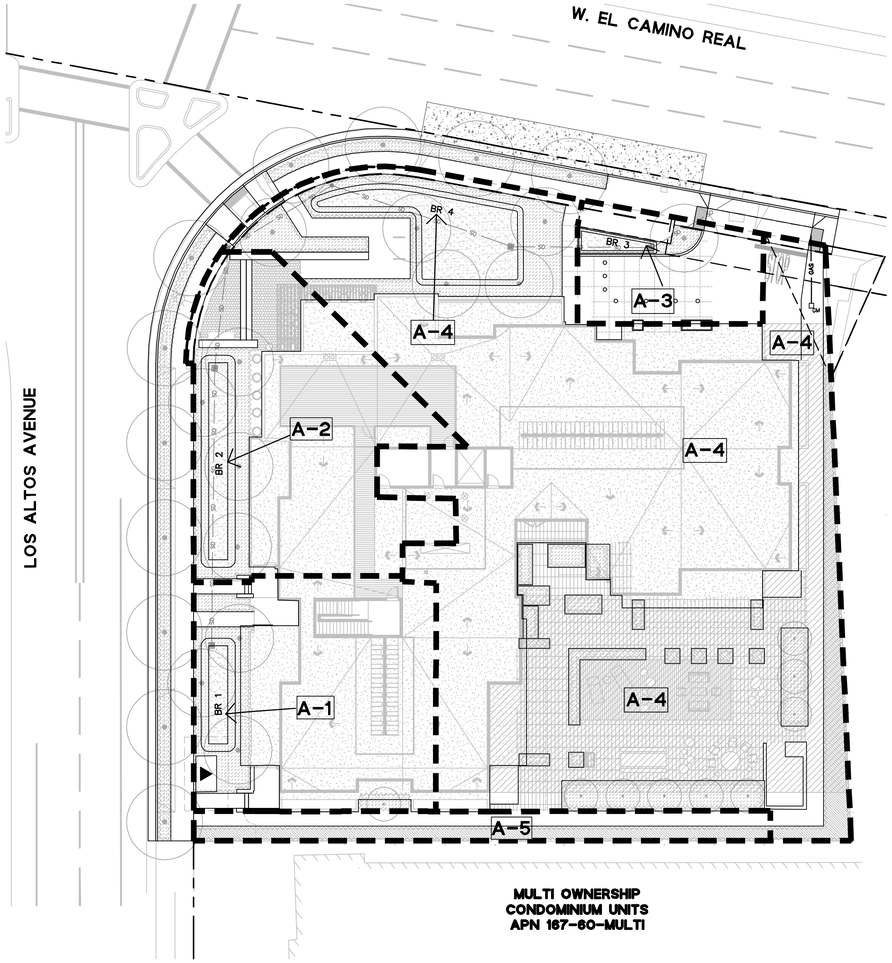
©SEIDEL ARCHITECTS INC, 2018

4350 EL CAMINO REAL

LOS ALTOS, CA

C4.0
UTILITY PLAN
05/05/2022

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.



MULTI OWNERSHIP CONDOMINIUM UNITS APN 167-60-MULTI

LEGEND

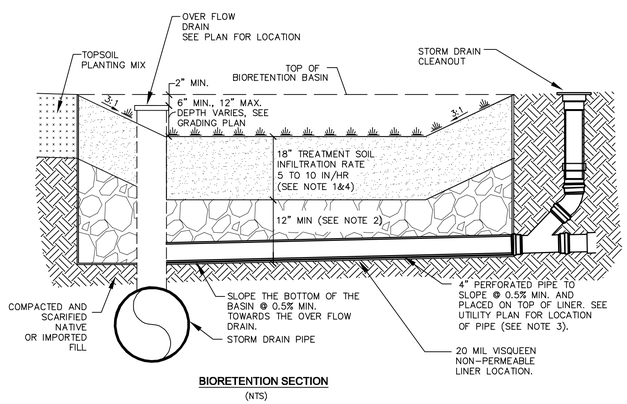
- PROPERTY LINE
- A–X — DRAINAGE BOUNDARY AREA
- TREATMENT BASIN
- OVERFLOW DRAIN (OFD)
- STORM DRAIN CLEANOUT (SDCO)

TREATMENT CONTROL MEASURE SUMMARY											
AREAS DRAINAGE	DRAINAGE AREA SIZE (SF)	PERVIOUS SURFACE (SF)	TYPE OF PERVIOUS SURFACE	IMPERVIOUS SURFACE (SF)	TYPE OF IMPERVIOUS SURFACE	TREE CREDIT (100 SF/1 DECIDUOUS) (200 SF/1 EVERGREEN)	IMPERVIOUS AREA W/ TREE CREDIT (SF)	WATER QUANTITY		PROPOSED TREATMENT NO.	CONFORMS TO SIZE STANDARD?
								REQUIRED (SF)	PROVIDED (SF)		
A–1	3,928	770	LANDSCAPE	3,158	ROOF	0	3,158	126	143	BR 1	YES
A–2	4,348	947	LANDSCAPE	3,401	ROOF/PAVEMENT	0	3,401	136	270	BR 2	YES
A–3	1,008	226	LANDSCAPE	782	PAVEMENT	0	782	31	41	BR 3	YES
A–4	18,087	3,625	LANDSCAPE	14,462	ROOF/PAVEMENT	0	14,462	578	595	BR 4	YES
A–5	1,189	618	LANDSCAPE	571	ROOF/PAVEMENT	0	571	286	618	BR 5	YES

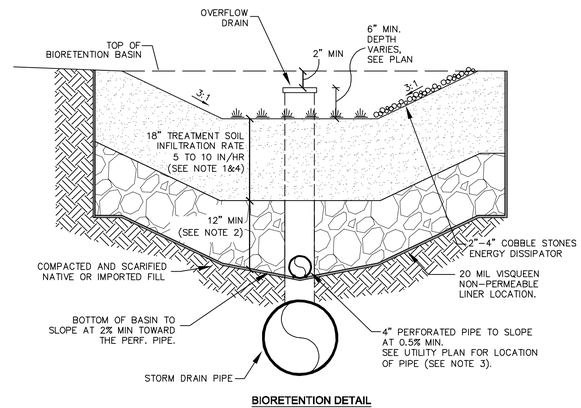
4% METHOD USED FOR WATER QUANTITY UNLESS OTHERWISE NOTED

*COMBINATION FLOW AND VOLUME METHOD

**2:1 RATIO OF IMPERVIOUS AREA TO PERVIOUS AREA



BIORETENTION SECTION
(NTS)



BIORETENTION DETAIL

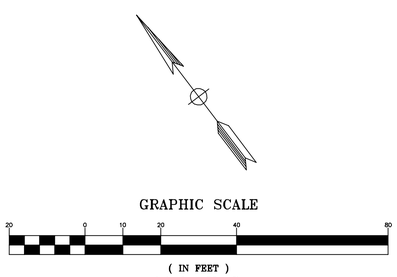
NOTES

1. SOIL MIX SHALL MEET REQUIREMENTS AS SPECIFIED IN THE SANTA CLARA VALLEY URBAN RUNOFF POLLUTION PREVENTION PROGRAM C.3 STORMWATER HANDBOOK DATED 2016 IN APPENDIX C.

2. PERMEABLE MATERIAL SHALL BE CLASS II PER CALTRANS STANDARD SECTION 68–1.025. THE MATERIAL SHALL BE WASHED AND FREE FROM CLAY OR ORGANIC MATERIAL.

3. PERFORATED PIPE SHALL BE PVC SDR 35, WITH ½" PERFORATIONS ON THE BOTTOM. THE PERFORATIONS SHALL BE FACED DOWN. LOCATION OF THE PIPE VARIES, SEE PLAN.

4. THE BIOTREATMENT SOIL MIX USED IN ALL BIORETENTION AREAS SHALL COMPLY WITH THE SPECIFICATIONS IN ATTACHMENT L OF THE RWQCB MUNICIPAL REGIONAL PERMIT. IF THE BIOTREATMENT SOIL MIX SUPPLIER IS INCLUDED ON SCVURPPP'S "BIOTREATMENT SOIL MIX SUPPLIER LIST" (SUPPLIER LIST), A BIOTREATMENT SOIL MIX SUPPLIER CERTIFICATION STATEMENT (CERTIFICATION STATEMENT) SHALL BE COMPLETED BY THE SUPPLIER AND SUBMITTED TO THE CITY OF MOUNTAIN VIEW/PROJECT ENGINEER A MINIMUM OF 14 DAYS PRIOR TO DELIVERY OF THE MATERIAL TO THE JOB SITE. IF THE BIOTREATMENT SOIL MIX SUPPLIER IS NOT INCLUDED ON THE SUPPLIER LIST, A BIOTREATMENT SOILS MIX VERIFICATION CHECKLIST (VERIFICATION CHECKLIST) SHALL BE COMPLETED BY THE SUPPLIER AND SUBMITTED TO THE CITY OF MOUNTAIN VIEW/PROJECT ENGINEER A MINIMUM OF 14 DAYS PRIOR TO DELIVERY OF THE MATERIAL TO THE JOB SITE. COPIES OF THE SUPPLIER LIST, CERTIFICATION STATEMENT AND VERIFICATION CHECKLIST CAN BE DOWNLOADED FROM THE COUNTYWIDE PROGRAM'S WEBSITE AT HTTP://WWW.SCVURPPP-W2K.COM/ND_WP.SHTML



SEIDEL ARCHITECTS
BkF ENGINEERS SURVEYORS PLANNERS 100+ YEARS
reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

4350 EL CAMINO REAL

LOS ALTOS, CA

C5.0
STORMWATER CONTROL PLAN
05/05/2022

CONSTRUCTION MANAGEMENT PLAN
4350 EL CAMINO REAL
November 1, 2019

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.

Angela and Gregory Galatolo 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

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.

PROJECT TOTAL EQUIPMENT HOURS

Equipment	dBA		
Excavators	81	480	hours
Trucks	79	1736	hours
Loaders	85	280	hours
Backhoe	85	260	hours
Compactor/Roller	74	60	hours
Mobile Crane	83	544	hours
Air Compressor	81	60	hours
Generator	81	800	hours
Concrete Boom Pump	82	320	hours
Concrete Trucks	83	320	hours
Concrete Trailer Pump	82	240	hours
Misc. Hand Tools	74	3360	hours
Personnel Hoist	75	1440	hours
Fork Lifts	83	3040	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 EL CAMINO REAL

DELIVERIES ARE ANTICIPATED ONLY BETWEEN 7:00 AM - 4:00 PM WEEKDAYS AND 10:00 AM - 2:00 PM ON SATURDAY

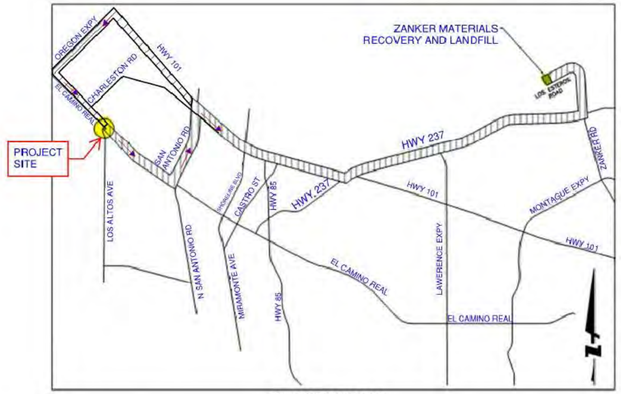
OFF-SITE TRUCK STAGING FOR MATERIAL DELIVERIES THAT REQUIRE MULTIPLE TRUCKS AT ANY ONE TIME (CONCRETE, BUILDING MATERIALS, ETC.) WILL BE DETERMINED WITH CITY STAFF PRIOR TO CONSTRUCTION COMMENCING

SITE PARKING AND STAGING

The following outlines general methods to reduce construction impact on the surrounding neighbors:

1. Parking during basement excavation and construction is anticipate to be limited to the project frontage on El Camino Real and on Los Altos Avenue 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 on El Camino Real at the proposed basement parking entry.
6. Material location is per sheet CM2.0.

NOTE: Contractor shall not be permitted to park on Los Altos Avenue or other residential neighborhood streets beyond project frontage.

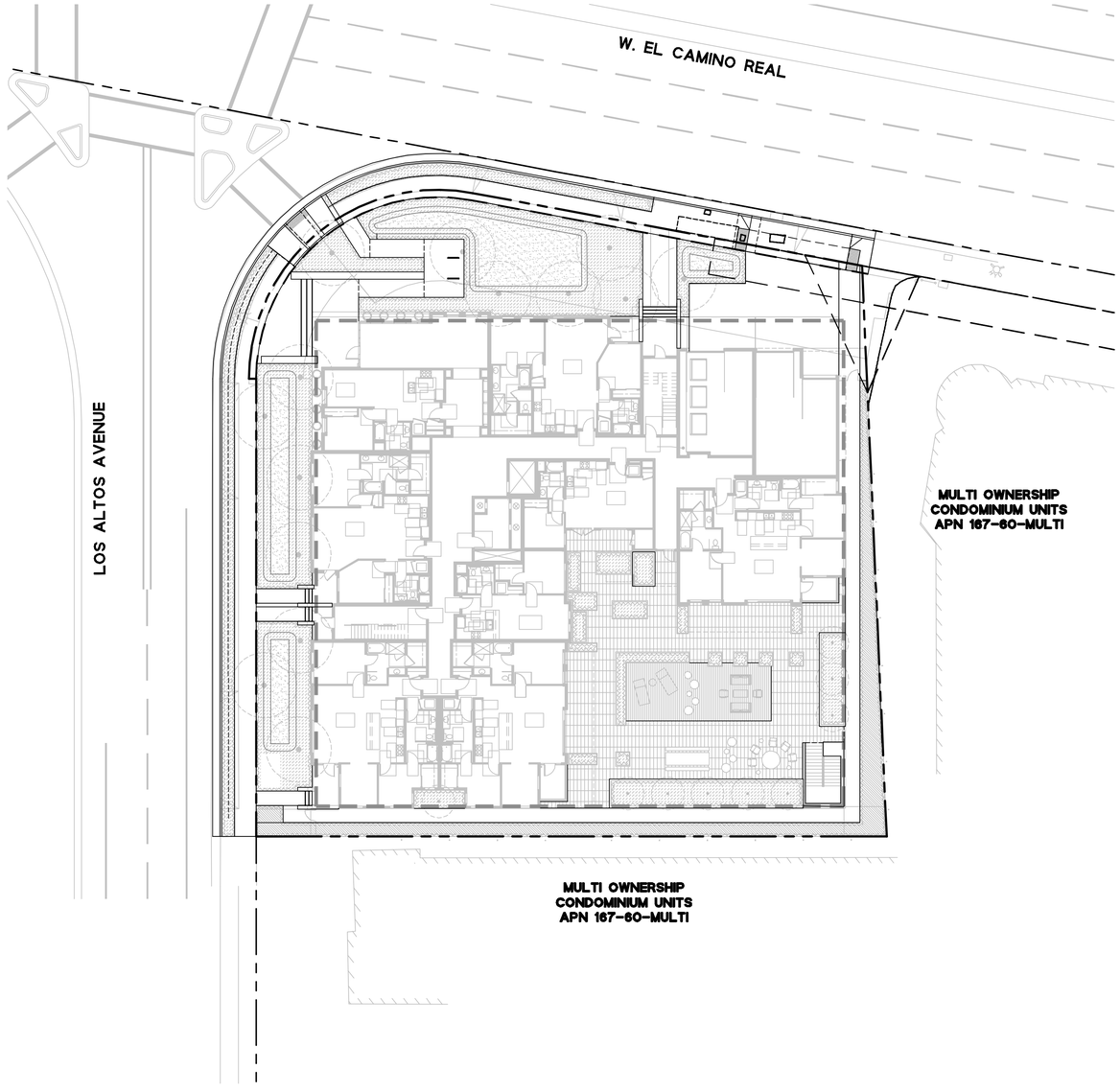


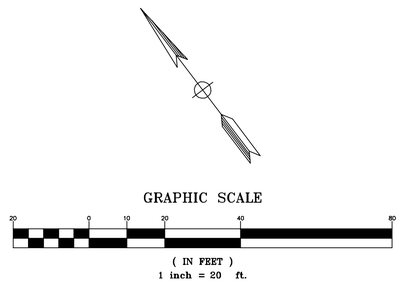
TRUCK ROUTE MAP
NOT TO SCALE

FROM 101 HIGHWAY:
1) EXIT TO WESTBOUND OREGON EXPRESSWAY
2) TURN LEFT ON TO SOUTHBOUND EL CAMINO REAL

TO 101 HIGHWAY:
1) FROM SOUTHBOUND EL CAMINO REAL, TURN LEFT TO EASTBOUND SAN ANTONIO ROAD
2) TURN RIGHT TO SOUTHBOUND CHARLESTON ROAD

©SEIDEL ARCHITECTS INC, 2018
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.





SEIDEL ARCHITECTS

BkF ENGINEERS SURVEYORS PLANNERS 100+ YEARS

reedgilliland Landscape Architecture

©SEIDEL ARCHITECTS INC, 2018

4350 EL CAMINO REAL

LOS ALTOS, CA

No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

CM2.0

CONSTRUCTION MANAGEMENT PLAN

02/12/2021

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.

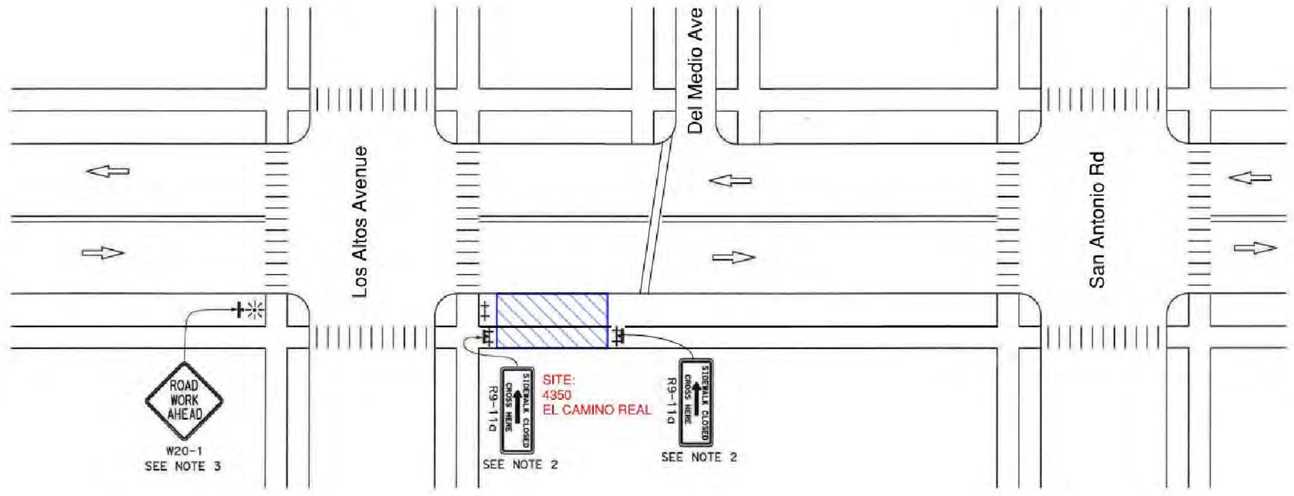
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

Atifa Ferouz
REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVAL DATE

Atifa Ferouz
No. C80402
Exp. 3-31-19
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

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.



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"

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

TEMPORARY PEDESTRIAN ACCESS ROUTES
TYPICAL SIDEWALK CLOSURE
AND PEDESTRIAN DETOUR

NO SCALE

T30

1-29-18

2018 STANDARD PLAN T30

296

©SEIDEL ARCHITECTS INC, 2018
No Copies, transmissions, reproductions, or electronic manipulation of any portion of these drawings in whole or in part are to be made without the express permission of SEIDEL ARCHITECTS INCORPORATED. All design indicated within these drawings are property of SEIDEL ARCHITECTS INCORPORATED. All copyrights reserved © 2018.

DATE: April 7, 2022

AGENDA ITEM #

AGENDA REPORT

Meeting Date: April 7, 2022

Subject: 4350 El Camino Real – New Multiple-Family Development

Prepared by: Radha M. Hayagreev, Consulting Senior Planner

Reviewed by: Steve Golden, Interim Planning Service Manager
Laura Simpson, Interim Community Development Director
City Attorney's Office

Initiated by: Angela and Gregory Galatolo, Property Owner and Applicant

RECOMMENDATION:
Recommend denial to the City Council of Multiple-Family Design Review, Conditional Use Permit, Vesting Tentative Map, Density Bonus and Development incentives Application for 19-D-01, 19-UP-01 and 19-SD-01 – 4350 El Camino Real per the findings and conditions contained in the resolution.

ATTACHMENTS:

A. ~~Draft Resolution with Findings 2022_XX~~
B. ~~Initial Study and Mitigated Negative Declaration, duly noticed and circulated~~
C. ~~Comments received and responses to comments for the IS-MND~~
D. Complete Streets Study Session Reports and Minutes (August 28, 2019, and October 23, 2019) and PC Study session minutes (October 18, 2018)
E. Modified Story Pole Plan, on-site Story Pole Installation and Story Pole Certification.
F. Density Bonus Report and letter
F1: Cover letter (March 9, 2022)
G. ~~Architectural plan set~~
H. Project Consistency letter
I. Project Completeness letter per Permit Streamlining Act
J. Santa Clara County Fire Department Comments / Conditions
K. Public Correspondences
L. Public notice map
M. ~~Draft Conditions of Approval exhibit~~

ENVIRONMENTAL REVIEW:

The Notice of Intent to Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the 4350 El Camino Real Residential Project was circulated for 30 days from January 11, 2022, through February 14, 2022. The City received two comment letters for the draft IS/MND during the 30-day public comment period from:

- Mountain View Los Altos School District (February 1, 2022)
- California Department of Transportation (Caltrans) (February 9, 2022)

Copies of these comment letters are included in Attachment-C. Attachment C also provides a summary of the written comments with responses to the environmental issues raised. No text revisions to the IS/MND are required.

The comments received do not raise any significant new information or substantial evidence in light of the whole record to warrant recirculation of the MND or preparation of an Environmental Impact Report per CEQA Guidelines 15064 and 15073.5. The City Council will review and consider the comments and responses prior to making a decision on the project. City Council adoption of the MND and Mitigation and Monitoring Program will be required to approve the project, but no action on the MND is required if the City Council decides to disapprove the project. Refer to Attachment B and C of this staff report for more details.

PROJECT LOCATION:
The project site is a 0.66-acre parcel located at 4350 El Camino Real, which is at the southeast corner of the intersection of El Camino Real and Los Altos Avenue in northern Los Altos. The Assessor's Parcel number for the project site is 167-11-041.

The site is currently occupied by a gasoline service station, surface parking, and perimeter landscaping. The gasoline service station includes a 1,466 square-foot gasoline service station building comprising a convenience market and an auto repair shop and there are pump islands for outdoor fueling covered by canopies.

PROJECT DESCRIPTION:
The project site is designated as 'Thoroughfare Commercial' in the General Plan and zoned CT (Commercial Thoroughfare.) The project proposes to demolish the existing gasoline service station buildings, and pump islands and canopies, and remove the asphalt paving and landscaping, and the underground fuel and oil storage tanks, and construct a new five-story residential building with two below-ground parking levels.

The Applicant requests approval applications for Design Review, Conditional Use permit, and a Tentative Parcel Map for a new multiple-family development on a 0.66-acre (28,562 sq. ft.) site at 4350 El Camino Real. The proposal includes 47 for-sale condominium units in 53.85 feet tall, five-story building with two levels of underground parking and a ground level common area at the rear of the building. The proposed design provides 40 new market-rate condominium residences, and seven affordable residences. The Project unit distribution includes ten one-bedroom, 32 two-bedroom, and 5 three-bedroom units. The one-bedroom units would range in size from 580 to 774 square feet, the two-bedroom units would range from 767 to 1,449 square feet, and the three-bedroom units would range from 1,023 to 1,675 square feet.

With regards to common space and private open space, the project includes new street trees planted in park strips along the El Camino Real and Los Altos Avenue frontages and landscape areas between the sidewalks and unit entrances on the ground floor, as well as perimeter landscaping along the southern and eastern property lines. A courtyard area that includes seating areas and raised planters is located on the ground floor of the building and provides approximately 12,359 square feet of common open space for project residents. Each unit provides approximately 64 square feet of private open

space in the form of either a balcony or patio. The conceptual architectural site plans, elevation and landscape plans are shown in Attachment-G of this staff report.

BACKGROUND:

SB330

Development project applications submitted after January 1, 2020 are subject to SB-330, the Housing Crisis Act of 2019. The application was submitted on December 27, 2018; therefore, the project is not considered an SB-330 project.

Story Pole Installation

On January 26, 2021, the City Council approved a modified story pole installation for this project. The modified story pole installation that was approved requires the applicant to install and certify four poles and three balloons. The modified plan also required billboard signs to be installed on-site printed with QR codes that when scanned with a mobile device, opened walkthrough 3D elevation models of the proposed project that the applicant was to publish on the internet. The details of the modified story pole and billboard signs are available in Attachment-E, E1 and E2.

On February 13, 2022, the applicant installed all the approved story poles per the approved exemption plans.

On February 15, 2022, staff received a certified story pole installation for three of the six required story poles as verified by the Applicant's civil engineer/surveyor, also part of Attachment E.

On February 21, 2022, staff conducted a site visit to also confirm that only three of the story poles were installed on site. Staff also observed an inconsistency with the approved billboard signs since the installed billboard signs did not have the required QR codes as approved by the City Council and there was no link to the 3D walkthroughs.

On February 25, 2022, staff received final certification of all of the required story poles (see Attachment E).

On March 24, 2022, staff received confirmation that the billboard signs had an illegible QR code that did not link to the 3D model/walkthroughs per the approved story pole modification plan.

On March 29, 2022, staff received a communication from the applicant that one of the story poles had fallen.

On March 31, 2022, staff received confirmation that a revised QR code was placed on the billboard sign per the requirements and properly linked to the 3D models/walk throughs (Attachment E1 and E2).

Planning Commission Study Session

On October 18, 2018, the Planning Commission conducted a study session to receive the project proposal and provide early feedback to the applicant on the project proposal. Detailed minutes of the study session is available for review in Attachment D.

Complete Streets Commission

On October 23, 2019, the Complete Streets Commission (CSC) held a duly noticed public meeting to consider the Project. Pursuant to Section 14.78.090 of the Zoning Code, an application for City Council design review shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation such as but not limited to bicycle, pedestrian, parking, traffic impacts on public streets, and/or public transportation. The CSC members expressed the following concerns regarding the project which in turn have been reflected in the draft Conditions of Approval in Attachment B, which are recommended if the project is approved.

1. Install a "STOP" sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway.

2. The outbound garage ramp shall have a maximum slope of 2 percent within 20 feet of the top of the ramp.

3. No parking shall be permitted along the El Camino Real Street frontage.

4. The truck loading space shall be no less than ten (10) feet wide by twenty-five (25) feet long.

5. The loading space shall be accessible from a public street, and it shall not interfere or conflict with the driveway for the below-grade parking garage.

6. Replace existing shelter with a new VTA standard shelter (17' Full Back with Ad panel) consistent with VTA direction.

7. Locate the shelter out of the sidewalk by pushing it into the landscaping; provide a 7'x25' shelter pad consistent with VTA direction. This will improve sight distance from the driveway entrance if the driveway is not relocated

8. Install a new bus pad 10'x75' minimum per VTA Standards (see attachment "VTA Bus Stop Passenger Fac Standards 2010 (37)")

9. Remove street tree and landscaping adjacent to bus stop area consistent with VTA direction.

Following the discussion, the CSC voted 4-0 to recommend approval of the Project to the Planning Commission and City Council. The CSC agenda report and minutes is contained in Attachment D.

DISCUSSION / ANALYSIS:

Housing Accountability Act

Pursuant to the Housing Accountability Act, Government Code Section 65589.5, if a housing development project complies with all applicable objective standards imposed by the City, then the City has limited discretion to condition the project, and it may not deny a conditional use permit or other discretionary entitlement for the project or approve the project at a lower density unless the approval authority finds that the project "would have a specific, adverse impact upon the public health or safety." A "specific, adverse impact" means "a significant, quantifiable, direct, and unavoidable

impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete." Here, however, the project does not comply with the City's objective standards.

The proposed project does not conform to several objective standards that are part of the Commercial Thoroughfare zoning district and the inclusionary housing obligations for unit distribution as described in various sections of this staff report. Therefore, the City has discretion to disapprove the project or condition it in a manner that would reduce density. Staff provided details of the project's inconsistencies with objective standards to the applicant in a letter dated October 22, 2021(Revised on October 23, 2022), Staff's correspondence is included in Attachment H and I.

Zoning District and other Development Standards

Table-1 below shows the objective standards required by the Municipal code Chapter 14.50 Commercial Thoroughfare District for this proposal.

The following information summarize the project's technical details:

GENERAL PLAN DESIGNATION:	Thoroughfare Commercial
ZONING:	Commercial Thoroughfare
PARCEL SIZE:	28,562 square feet (0.66-acres)
MATERIALS:	Plaster, composite wood siding, glass, stone finish material, Corten steel, metal and wood sunshade structures on ground floor.

Table-1 Zoning Development Standard

Chapter 14.50 unless specified otherwise.	**Standard**	**Proposed**	**Conforms (Yes/No)** **Notes**
SITE AREA:	Min area = 20,000 sq. ft. Min. Site Frontage – 75ft.	Site area = 28.562 sq. ft. Site Frontage along El Camino Real = 109.04 ft.	Yes
DENSITY:	38 du/ acre	75 du/ac	**No, unless Optional Density Bonus is Granted**[1]
ALLOWED UNITS:	25 units	47 units (88% density bonus)	**No, unless Optional density**

[1] Applicant is requesting additional density bonus Per 14.28.040 E. 7. Optional Density bonus is requested. See Density bonus section and Attachment-F of this report for more details. *Chapter 14.28.040 E Density Bonus Standards 7. Optional density bonuses. Nothing in this section shall be construed to prohibit the city from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section.*

			bonus request is granted.
AFFORDABLE HOUSING	Required 15% of base units – 4 units	Provided 7 units (4 Moderate, 3 Very-Low income)	Yes
SETBACKS: Front yard Rear yard Side yard	 25 Feet 0 feet 7.5 average	 25 feet[2] 8.1 7.75 feet	 Yes Yes No
HEIGHT: Top of roof deck	Not more than 45 feet	53.85 feet [3]	**Yes, if Concession-1 is approved.**
HEIGHT Top of Elevator Override	Not more than 12ft above max. floor height	8ft over the roof deck.	Yes
OPEN SPACE: Private Open Space	Optional 50 sq. ft., immediately accessible from the unit it serves.	Providing average of 72.33 sq. ft on 1st Floor, 63.87 sq. ft. on upper floors	Yes
Common Open Space	For 26 to 50 units a min of 2,400 sq. ft.	6,126 sq. ft. courtyard and 6,233 sq. ft. front yard	Yes
OFF STREET PARKING:	84 spaces [4]	84 spaces	Yes, parking is consistent with the Density Bonus Law's parking ratios.
PARKING STANDARD	9ft by 18ft per space	9ft by 18ft	Yes
PARKING AISLE WIDTH	26 ft for 90-degree parallel parking	24 ft [5]	**Yes, if Concession-2 is approved.**

As seen in Table-1 above, the project does not meet objective design standards because it exceeds the allowed density and is not entitled to the requested 88 percent density bonus as of right.

Prior to presenting this project to the city elected officials, staff has, on multiple occasions, informed the applicant via email and letters and verbal clarification the inconsistencies of the project proposal. On October 22, 2021, staff has provided an inconsistency letter to the applicant and is made available for reference in Attachment H.

[2] CT district front setback requires minimum 50% landscaping.
[3] Refer to page-A3.1 &A3.2 of Attachment-G Architectural Plan set of this staff report.
[4] Density Bonus Law provisions: 0-1 BR – 1 space per unit, 2-3 BR – 1.5 spaces / unit, 4+ BR – 2.5 spaces / unit
[5] Per Chapter 14.74.200 A. 1. Parking Standards Exhibit-A - https://www.losaltosca.gov/sites/default/files/fileattachments/community_development/page/41491/parking_standards_exhibit_a.pdf

Since the project has not been revised to address inconsistencies and inconsistencies with zoning code development standards, the project can be denied and/or density can be reduced to be consistent with the required objective standards for projects in the CT zoning district.

Design Control Standards (Ct District)

On September 23, 2021(revised on October 27, 2021), the Project was deemed complete as detailed in Attachment-I of this staff report. Per Ordinance number 2021-478 of the LAMC, all projects deemed complete prior to the adoption of the Objective Design Standards effective October 16, 2021, are not subject to the Objective Design Control Standards codified in Chapter 14.50.170 – Design control for the CT zoning district. Although the specific Design Control standards are not applicable to this project because the project was deemed complete before the effective date of the ordinance, there are several design review findings that the City Council needs to make such as architectural integrity and appropriate design to address mass and bulk appearances. The inconsistencies with the design review findings are discussed in the heading 'Discretionary Entitlement Review' section of this report.

Inclusionary Housing, Density Bonus and Unit Distribution

Inclusionary Housing

The City's Affordable Housing Ordinance (LAMC Chapter 14.28.020) 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. Under the City's Affordable Housing Ordinance, the project would require a minimum of four affordable units. The applicant is proposing forty-seven units in total, seven units are designated to be affordable units, and of those a majority of four units are dedicated to moderate-income level units and three very-low-income level units, which is consistent with the inclusionary ordinance.

Unit Distribution and Bedroom Count

LAMC 14.28.030.C states that: "Unless otherwise approved by the City Council, all affordable units in a project shall be constructed concurrently with market rate units, shall be dispersed throughout the project, and shall not be significantly distinguishable by size, design, construction, or materials." The project does not comply with this standard because the project's affordable units are not dispersed throughout the project, and they will be significantly distinguishable from the market rate units by size and type of unit, as indicated in the following tables:

Table-3: Dwelling Unit Summary

UNIT TYPES	Number	Size	Notes
1 Bedroom - Total	10 (21%)	580 to 774 sf	
2 Bedroom - Total	32 (68%)	767 to 1,449 sf	
3 Bedroom - Total	5 (10%)	1,023 to 1,675 sf	
Moderate Income (4 total, 16 percent)	1	1-Bedroom (764 sf	Ground Level
	1	1-Bedroom 580 sf)	Third Levels
	1	2-Bedroom (767 sf)	Second Level
	1	2-Bedroom (767 sf)	Third Level
Very-Low Income (3 total, 12 percent)	1	1- Bedroom (718 sf)	Ground Level

	1	1-Bedroom (580 sf)	Second Level
	1	1-Bedroom (580 sf)	Fourth Level

From the Table-3 above, there are no BMR units on the fifth floor and there are no 3-bedroom units in the BMR mix in this proposal.

See Table-4 below for the significant discrepancies between the unit sizes of the BMR units to the overall project unit sizes noting the comparison of one-bedroom and two-bedroom units between each category.

Table-4: Comparison of Below Market Rate (BMR) Unit Sizes to Overall Project

	BMR Units	**Overall Project**
Number and Percent of 1 BR Units	5 Units (3 VLI, 2 MI) 71% of BMR Units 100% of VLI Units	10 Units 21% of Total
Number and Percent of 2 BR Units	2 Units (2 MI) 29% of BMR Units	32 Units 68% of Total
Number and Percent of 3 BR Units	0 units 0% of BMR Units	5 Units 11% of Total
Median Size	767 Square Feet	1,326 Square Feet

Note that of the total 89 bedrooms being proposed in the project, only 10.11 percent or 9 bedrooms are dedicated to BMR. The larger 3-bedroom unit has been excluded from the below market rate housing mix entirely. If most BMR units are dedicated to 1-2 person households, the larger families are left out in the availing a housing option through this inequitable mix.

Density Bonus

Under the State's density bonus regulations (Section 65915 of the California Government Code) and the City's Affordable Housing Ordinance, the project qualifies for a density bonus based on very-low-income units if it provides at least five percent very-low-income units. With three affordable units at the very-low-income level (12 percent), the project qualifies for a density bonus of 38.75%. However, the applicant is requesting an 88% bonus, as reflected in the table below.

Table-2 – Project Density

Lot Size	28,562 square feet, or 0.656 acres
General Plan	Thoroughfare Commercial 38 units per acre
Zoning	Commercial Thoroughfare 38 units per acre
Allowed Density -	Base Density 25 units
Affordable Housing Requirement	(15%) 4 units
Affordable Housing Provided	7 units (4 Moderate Income, 3 Very-Low Income)
Eligible Density Bonus	38.75% =9.69 ~ 10 units
Eligible Gross Density	35 units
Additional Density Bonus Units Proposed	22 units
Total Number Dwelling Units Proposed	47 units
Percent Density Bonus Requested	88%

In the Applicant's density bonus letter (Attachment F), the report states the 88% density bonus is necessary because: "the project provides three additional affordable housing units over the minimum City requirement, the developer's perspective that the number of overall project units is necessary to reduce the risk and provide a safety net because of the very high cost of land, the very high cost of construction trending even higher over time, and the uncertain nature of the housing market in the future when the project units will be delivered."

According to Section 14.28.040.E of the Zoning Code, the City's ordinance allows the City discretion to grant "a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section." The granting of a larger density bonus would be in the Council's discretion. Without it, the project does not comply with the objective standards so that the Housing Accountability Act does not apply.

While the Applicant has advised the increased density bonus is necessary due to the inherent risk due to the cost of land and construction and the uncertainty of the market, the applicant has not substantiated this assertion.

Moreover, the Applicant has not identified any significant community benefit of the project that might justify a discretionary bonus. The Applicant claims that the provision of the affordable housing warrants as a community benefit which is not substantial for the requested 22-unit bonus.

As described below under the heading "Unit Distribution", the project also does not comply with the City's affordable housing requirements in that it is requires the units shall be dispersed throughout the project, and shall not be significantly distinguishable by size, design, construction, or materials. The fact that the unit type and size of the proposed affordable units is not consistent with the proportionality of the other units in the project, in violation of the City's affordable housing policies, is an additional basis to deny the applicant's request for a discretionary density bonus.

Under these circumstances, staff does not recommend granting a discretionary density bonus of 88 percent because nothing about the project warrants granting the Applicant's request.

Concessions

Since the project dedicates 12 percent of affordable units to very-low-income level units, pursuant to Chapter 14.28.040 of LAMC and Government Code section 65915 (2) (B), if approved the project would qualify for up to two incentives or concessions ("concessions")[6]. As detailed in Table-1 the project seeks a height concession and a concession for parking aisle width reduction
Per Government Code 65915(d)

(1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city a proposal for the specific incentives or concessions that the applicant requests pursuant to this section and may request a meeting with the city. The city shall grant the concession or incentive requested by the

[6] The term "incentives or concessions" in the statute can cause confusion because it suggests that incentives and concessions are different, when in fact the entire term "incentives or concessions" refers to a single concept. For ease of reference, this report generally uses the term "concessions" instead.

applicant unless the city makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety 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.

(C) The concession or incentive would be contrary to state or federal law.

Concession-1: Height

The maximum allowable height in the CT Zone is 45ft. The maximum height of the proposed project structure is 53.84 feet to the top of the roof deck (Refer to page-A3.1 &A3.2 of Attachment G Architectural Plan) set of this staff report, which is 8.84 feet over the max. allowable height.

Per chapter 14.28.040 F 1. (d) of the LAMC, the request for height increase is an on-menu concession. The height increase is within the max. allowed on-menu concession of 11ft increase as approved by the Council.

The request for the height increase does not result in adverse impact on public health or safety based on the objective standards or conditions, it is not inconsistent with State or Federal Law and can be granted if the project is approved

Concession-2: Parking Aisle Reduction

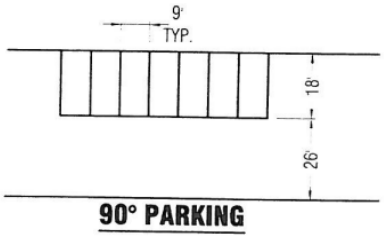


Figure-1: LAMC parking Appendix-A

The applicant requests a concession for a reduced parking aisle width of 24 feet whereas the standard parking aisle drive width for a 90-degree parking stall is 26 feet as shown in Figure-1 above, per the off-street parking standards in LAMC Appendix-A.

Per the density bonus report, "The back-up distance incentive to allow 24 feet versus the required 26 feet allows for a more economical parking garage by reducing its overall dimensions by four feet in the east/west direction and two feet in the north/south direction, which reduces construction costs of soil removal and concrete and costs of other building materials. The reduced back-up dimension is supported by the project's transportation report. The back-up distance incentive equates to an unquantified actual and specific project cost reduction."

Please find below the Garage Design summary excerpt from traffic report for clarification on the 24-foot aisle width analysis:

> On each level of the parking garage, there would be four rows of parking to the west of the ramp, as well one row against the wall of the garage. On all rows, parking would be provided at 90 degrees to the main drive aisle. The drive aisles through the parking garage are shown to be 24 feet wide, which would provide sufficient room for vehicles to enter or back out of the 90-degree parking stalls. Site access and circulation were evaluated with vehicle turning movement templates for a typical AASHTO Passenger Car defined in AASHTO handbook 2011. Some examples of this type of vehicles are: 2018 Cadillac Escalade, 2018 GMC Yukon, 2018 Chevrolet Suburban, 2018 Ford Expedition, and 2018 Toyota Sequoia. The traffic report section of Attachment- B has Figure 8A and 8B which show the circulation patterns and turning templates for the proposed garage and reduced aisle widths.

The request for this reduced size in the parking garage does not result in adverse impact on public health or safety based on the objective standards or conditions, it is not inconsistent with State or Federal Law and can be granted if the project is approved.

General Plan

The General Plan contains goals and policies for the El Camino Real Corridor under the Special Planning Area in the Land Use Element, Community Design and Historic Resources Element, Housing Element and Economic Development Element. Together these elements discourage exclusive office use and promote inclusion residential development, encourage affordable housing projects, increased height for residential development, intensification of development to be compatible to the opposite side of the El Camino Real Corridor and streetscape improvement and pedestrian friendly streetscape designs.

Some of the Housing Element Goals are not consistent with the project proposal. Below are some Goals with which the project is inconsistent.

> Goal 2, Policy 2.1.1 Encourage diversity of housing. Require diversity in the size of units for projects in mixed-use or multifamily zones to accommodate the varied housing needs of families, couples, and individuals. Affordable housing units proposed within projects shall reflect the mix of community housing needs.
>
> In this case, however, the Below Market Rate (BMR) units are generally smaller than the market rate units in the project, and therefore do not reflect community need. As indicated above, 71% of the BMR units are one-bedroom units, which are not designed to meet the needs of more diverse household sizes.
>
> Goal 4, Policy 4.3.2: Implement Chapter 14.28 of the Municipal Code, which defines the number of required BMR units by development size and type and requires on larger projects (greater than 10 market-rate units) that the BMR units generally reflect the size and number of bedrooms of the market rate units. Again, the project does not meet this goal.

Although the proposed project is not consistent with the above General Plan policies, it is generally consistent with the following goals and objectives of the General Plan:

> Community and Historic Resources Element
>
> Goal 4: Policy 4.2: Evaluate site development and design to ensure consistency in site design.
>
> Goal 4: Policy 4.3: Evaluate development application to ensure compatibility with residential neighborhoods south of the corridor.
>
> Land Use Element
>
> Since this corridor is a six-lane arterial road with contiguous commercial development along the City's northern boundary, abutting cities of Mountain View and Palo Alto, there are significant opportunities for land use intensification and revitalization of the corridor without jeopardizing the small-town character of the community.
>
> Goal 4: Policy 4.1: Discourage projects, which are exclusively office uses.
>
> Goal 4: Policy 4.3: Encourage residential development on appropriate sites within the El Camino Real Corridor
>
> Goal 4: Policy 4.4: Encourage the development of affordable housing.
>
> Economic Development Element.
>
> Goal 4: Policy 4.3: Promote the development of mixed-use commercial and residential developments within the El Camino Real Area to provide housing opportunities within the community.
>
> Goal 4: Policy 4.5: Designate El Camino Real as the principal area of intensification of commercial and residential development.
>
> ED4:1. Allowing land use intensification throughout the area consistent with the land use and economic development policies outlined in the General Plan
>
> ED4:2. Promote the development of mixed-use commercial and residential and discourage development of exclusively office uses:
>
> ED4: 3. Implementing the Sherwood Gateway Specific Plan and the Thoroughfare commercial (CT) Zoning District.

Parking

Table-5 below shows the required parking standards per zoning code standards (section 14.78.080) and the parking reduction provisions pursuant to State Density Bonus Laws[7]

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

Table-5 Required Residential Parking

Type of unit	No. of Units	Bedroom Count	Required Parking Ratio per Zoning Code 14.74.080	Required Parking Spaces Per Zoning Code	State Law Density Bonus reduced Parking Ratio	Required Parking Spaces Per Density Bonus	Proposed parking
Three Bedrooms	5	15	2/unit	10	1.5/unit	7.5	
Two Bedrooms	32	64	2/unit	64	1.5 /unit	48	
One Bedroom	10	10	1.5/unit	15	1 /unit	10	
Guest Parking			1 per 4 units	12	None	-	
			Total Parking:	**101**		**65.5 (66)**	**84**

The parking spaces normally required in the Zoning Code are shown in the table above are for reference purposes only. Projects that qualify for a density bonus are entitled to the parking ratios in the Density Bonus Law, which are set forth in the table above. Using those ratios, the project is required to provide only 66 spaces, compared to the 84 spaces provided.

Each parking space is 9 feet by 18 feet, which conforms to the off-street parking code requirement.

Discretionary Entitlements

Under the Housing Accountability Act, if a project complies with all applicable objective standards, the project must be approved at the density proposed, but it may be conditioned in ways that do not have the effect of a denial or reduction in project density. If the discretionary density bonus is granted, or if the project is modified to comply with the City's objective standards, conditions of approval that do not have the effect of a denial or reduction of density may be proposed so that all the findings of approval discussed in this section can be made.

Design Review Permit

Per Chapter 14.76.060 – Design Review Findings, The City Council needs to make the following findings for the approval of the Design Review Permit. As indicated above, note that because the project does not comply with all the City's objective standards, the City Council has discretion to deny the project or to approve it at a lower density based upon these findings.

A. The proposal meets the goals, policies and objectives of the general plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area.

   Staff review: The project does not meet all the objectives standards of the zoning ordinance in the CT zoning district as detailed in Table-1 of this staff report, which is why a denial is recommended.

B. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design.

Staff review: The proposal is taller by an entire floor in relationship with the neighboring structures. Its bulk can be reduced further by articulating the vertical façade more, providing appropriate scale back using design as detailed in the design control chapter of the CT district.

C. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays, and balconies.

Staff review: The vertical and horizontal articulation of the building mass can be further detailed and broken down, as addressed in the Design Control section of the CT zone. The pedestrian entrances and vehicular entrances are not detailed with elements that distinguish the spaces other than stairs and a door. The use of architectural elements can help break up the massing further in these areas and made more inviting. There are large vertical surfaces that extend five stories, that results in a more bulky appearance and massing. Design elements could be incorporated to break down these planes into smaller elements which would provide for a less bulky and less massive appearance.

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.

Staff review: The current material and finishes include a limestone base with stone and wood siding material for most of the primary street facades. The corner of the building has a portion of the façade finished in Corten Steel panels and aluminum storefront windowpanes for the corner lobby entrance leading to the mailbox. The upper stories have vinyl windows which result in a lower quality appearance and is a less durable material than other exterior window materials available and as compared to the metal cladded windows. The rear of the building is shown to be finished in plaster. While there are several quality materials proposed, the use of these materials on the facades are not entirely serving to reduce the height, mass and bulk because of the lack of articulation and consistent visual elements to read base, body, parapets and other structural elements. The design can be articulated further to provide some relief between upper floors, body of the project and base level details.

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.

Staff review: Landscaping is generous and inviting, however, the project could incorporate more hardscape features at the lobbies and entrances to signify entry elements. The tree canopy is substantial along the street sides. The landscaped courtyard area could include additional amenities to be used for active and passive open space areas for the residents living in the development which may include families and children.

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

Staff review: Staff has not received a signage package for review. If the project is approved, this would be a made a condition of project approval. However, most likely signs would be limited to address and directional signs.

G. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material and detailing.

Staff review: The rooftop mechanical and other mechanical equipment are not shown in the drawings. If the project is approved, screening of rooftop mechanical equipment could be a made a condition of project approval.

H. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

Staff review: The garbage staging area on the first floor is screened and is consistent with the building architecture.

Conclusion: Because all the foregoing findings cannot be made, staff recommends denial of the Design Review Permit.

Conditional Use Permit

With regard to Conditional Use Permit UP19-001, to approve the permit the City Council would need to find the following in accordance with Chapter 14.80.060 of the LAMC.

A. That the proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare.

Staff review: Based upon the Initial Study/Negative Declaration (IS/MND) for the project, there is no evidence that the project will have an undesirable impact on the physical environment of the surrounding community.

B. That the proposed location of the conditional use is in accordance with the objectives of the zoning plan as stated in Chapter 14.02 of this title;

Staff review: The project will not have a significant environmental impact and it will meet many of the goals and objectives of the General Plan. However, it does not comply with the City's inclusionary housing requirements, exceeds the allowed density, and as proposed does not meet all of the City's design policies and objectives, as set forth above with respect to the Design Review Permit findings. Therefore, the project does not fully comply with all the objectives set forth in Section 14.02.020 of the Los Altos Municipal Code.

C. That the proposed location of the conditional use, under the circumstances of the particular case, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity;

Staff review: Because the project will not cause a significant environmental impact, as indicated in the IS/MND, the development of a housing project in the corner location of El Camino and Los Altos Ave. will not be detrimental to the health and safety. The project will not be injurious to property or improvements in the vicinity because of the proposed mitigated measures detailed in the IS/MND to take necessary precautions during the time of construction.

D. That the proposed conditional use will comply with the regulations prescribed for the district in which the site is located and the general provisions of Chapter 14.02;

Staff review: The specific use of a multi-family residential project does not fully comply with the regulations prescribed for the CT district as detailed in the staff report analysis and development standards Table-1.

Conclusion: Because all the foregoing findings cannot be made, staff recommends denial of the Conditional Use Permit.

Subdivision

With regard to Subdivision TM19-0001, to approve the map, the City Council would be required to determine that none of the following findings can be made, 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.

Staff review: *This Finding can be made.* The proposal remains inconsistent with Housing Element Goal 2, Policy 2.1.1 and Goal 4, Policy 4.3.2. in that the proposal does meet required diversity in the size of units and that the affordable housing units are seventy one percent one-bedroom units and are generally smaller than the market rate units in the project.

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

Staff review: *This Finding can be made.* The proposal remains inconsistent with Housing Element Goal 2, Policy 2.1.1 and Goal 4, Policy 4.3.2 because the proposal does not meet the required distribution of unit type, size and diversity of units in the affordable housing mix.

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

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

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

Staff review: *This Finding can be made*. The site is not physically suitable for the proposed density of development because it exceeds the maximum allowable density of 45 du/acre by eighty eight percent which it is not entitled by right.

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.

Staff review: *This Finding cannot be made*. The design of the subdivision and the proposed improvements would not cause substantial environmental damage, or substantially injure fish or wildlife if mitigation measures recommended in the Initial Study/Mitigated Negative Declaration ("IS/MND") prepared for the project are implemented, as indicated in the IS/MND.

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

Staff review: *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.

G. 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.

Staff Review: *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.

Conclusion: Because all the foregoing findings cannot be made, staff recommends denial of the Subdivision Permit.

PUBLIC NOTIFICATION AND CORRESPONDENCE:

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to 332 property owners and current tenants within 1,000 feet of the site (Attachment L). A public notice billboard with color renderings was installed along the project's El Camino Real frontage and story poles to represent the walls and roof line of the building were installed in conformance with the City Council approved modified story pole installation for this project as detailed in Attachment E and discussed above.

At the time of report publication, 4 public correspondences were received and included as Attachment K. Staff will forward any additional correspondence received to the Commission.

ATTACHMENT D

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS, HELD ON WEDNESDAY, OCTOBER 23, 2019 AT 7:00 PM AT THE GRANT PARK COMMUNITY CENTER, 1575 HOLT AVENUE, LOS ALTOS, CALIFORNIA

PRESENT: Nadim Maluf (Chair), Stacy Banerjee, Randy Kriegh, Jenny Lam, Tom Madalena (Staff Liaison)

ABSENT: Suzanne Ambiel (Vice Chair), Paul Van Hoorickx, Herprit Mahal.

PUBLIC COMMENTS

None.

ITEMS FOR CONSIDERATION/ACTION

1. Minutes

   Approve Minutes of regular meeting on August 28, 2019

   Upon motion by Commissioner Banerjee, seconded by Commissioner Lam, the Commission approved the Minutes of regular meeting on August 28nd with the following comments.

   - Location of the meeting should be Los Altos City Hall – Community Chambers, not Los Altos Youth Center.
   - Add the following to Commissioner Reports and Comments section: City Council and CUSD held a Subcommittee meeting which included safe routes related discussion.

   Approved with the following vote:
   AYES: 4. NOES: 0. ABSTAIN:0. ABSENT: 3. Passed 4-0

2. Fremont Avenue Pavement Rehabilitation

   Jaime Rodriguez, City's transportation consultant, along with Daniel Leary and Anoop Admal from Bellecci and Associates presented the item to the Commission. Bellecci and Associates is the selected consultant team responsible for project design.

   Commission was introduced to the project's work scope of pavement rehabilitation on Fremont Avenue, and the City's intent to take this opportunity to implement striping, signage and other safety improvements. Since a portion of the project is funded by grant from the One Bay Area Grant (OBAG) program, the project will have to go through an environmental review process with Caltrans, which is estimated to take approximately 10 months. City staff conducted a community open house prior to this meeting to give a chance for the community to look at the design and provide comments.

PowerPoint presentation included the following information:

- Map of Project Environment: predominantly residential neighborhood, few churches, Stanford medicine, and highway 85.
- Pavement Dig-out repair areas: Explanation of asphalt repair areas and indicated location of existing pedestrian pathways and crosswalks.
- City's traditional pavement rehabilitation methods and newer methods were considered for this project with the introduction of Cold in-place recycling, a more expensive but sustainable repair method.
- Bike lane considerations: A look at existing bike lane and consideration for solid green and dashed green street markings.
- Construction staging and detour route during construction.
- Project schedule:
    - Design phase: Spring 2020.
    - Caltrans review: Summer 2020.
    - Project bid: Winter 2020.

City staff plans to return with this item with completed design in February 2020. City Staff seeks input from the Commission to advise design phase following the presentation.

Question from Commission:

- What kind of topics are included in the Caltrans Review? Will there be any traffic studies?
    - Caltrans will require types of study depending on project environment and work scope. Project close to a creek may require study for wildlife impact, excavation depth may trigger research on tribal burial areas. Traffic studies are usually only required when there are proposed changes of the roadway configuration such as lane reduction. Traffic study requirement for this project is not anticipated at this time.
- Is this one of the segments that will be looked at with the Complete Streets Master Plan? Will the work be coordinated?
    - Concept plan line for the Complete Streets Master Plan will not include Fremont Avenue anymore since this project will take care of it.
- Will traffic accident data on Fremont Avenue be reviewed for the development of the design?
    - Yes, speed, volume and accident data has been collected and will be brought to presentation in the February meeting.
- What are the criteria that are used to determine the type of pavement treatment option?
    - In addition to the survey that determined percentage of roadway failure, the team also took samples of roadway surface by "coring" down from the surface. Using all the data, the design team will draft a report with recommendation for a single treatment.

- Is there any trade-off when we are considering environmental options?
    - When it comes to environmental effort required by Caltrans, City will have no choice but to follow their instruction. When we are looking at environmental considerations for pavement options, it is up to the City and Community to determine how environmentally friendly we would want to be with added construction cost to do pavement recycling. Cold in-place recycling is a relatively new method, and there are not much data that supports the estimated pavement life of 12-15 years so far.
- Commission would like more data on recycling method to be able to weigh the trade-off in February.
- Is there any consideration for pedestrian in this project?
    - Yes, there is. Existing pathways and crosswalks are looked at as part of the project, and staff will pick up any inputs from the community.
- With the grant funding of $336,000 in mind, what does our budget look like with the options presented?
    - It is roughly estimated that it will be around $800,000 for microsurfacing, $1.3 Million for overlay, and $1.9 Million for cold in-place recycling.
- What is meant by Complete Streets consideration on the report? What aspects of the project contributes to Complete Streets?
    - Buffered bike lane, green striping, high visibility crosswalks, and improvements on existing pedestrian pathways are all considered Complete Streets improvements.
- How we keep track of the project and its progress?
    - There will be a project website with updates on project. www.losaltosca.gov/FremontAvePavementRehab

Public Comments:

- Concerned with the quality of existing roadway on Fremont Avenue. Multiple utility patching and cracks over the roadway. Would like to see pedestrian pathway improvements as well. Wider range of community should be notified about the project.
- Concerned about the work scope changing from simple paving job into something different especially with Federal grant involved.

Comments and Feedback from Commission:

- Good opportunity to look at Complete Streets options. Think about connectivity if we are doing bike lane. Agree with the previous public speaker's point, adding Complete Streets treatments to this project may come short.
- Would like broader public outreach notification. Looking forward to the completed design with presented Complete Streets improvements.

- Encourage staff to continue collecting feedback from the community.
- Fremont Avenue is very congested during peak time. Although this is not part of work scope, this should be looked at.
- Cut through traffic issue.
- Fremont Avenue is very difficult to cross.
- Bike lane issue through corridor and at each of project limits.
- Public outreach is very important for a project to be successful. Encourage staff to not lose track of the community during the elongated design and review process.

3. Development Project Review: 4350 El Camino Real

Associate Planner Seam Gallegos presented the design review application for a new five-story multifamily development with 47 units. This item was brought back in order to address comments received from the Commission in the August meeting.

Presentation included consideration of the following topics:

- Driveway design and location.
- Removal of right turn lane on Los Altos Avenue.
- Parking restriction.
- Number of on-site parking spaces.
- Loading zone consideration.
- VTA bus stop modifications.
- On-site bicycle facilities.
- Elevator size to accommodate bicycle users.
- Landscape improvements.

Question and comments from Commission included the following topics:

- Delivery and moving truck access.
- Number of bicycle storage.
- Impact from new no parking zone.
- Number of parking spaces per ordinance.
- Landscaping plan and El Camino Real streetscape plan.
- VTA shelter and loading zone.
- Driveway location.
- New EV charging regulation.

Motion made by Commissioner Banerjee, seconded by Commissioner Lam to forward the item to the Planning Commission and the City Council with the following recommendation:

- Follow staff recommendation in the staff report.

- Follow the number of parking under the City Ordinance.
- Remove parking on El Camino Real.
- Review trash pick-up area for safety.
- EV readiness on for parking lot.
- Additional bicycle storage: 60 Class I bicycle parking.

Approved with the following votes: AYES:4 NOES:0 ABSTAIN:0 ABSENT:3. Passed 4-0

4. Complete Streets Master Plan
   Verbal update from Staff Liaison Tom Madalena on the status of Complete Streets Master Plan RFP. Staff received a total of 1 proposal and is planning to start review and selection process shortly.

5. Cuesta Drive – Arboleda Drive Traffic Calming Project
   Verbal update from Transportation Consultant Jaime Rodriguez on the design of Cuesta Drive – Arboleda Drive Traffic Calming Project. Comments on 65% design were sent back to Alta Planning. New all way "STOP" at Cuesta Drive and Clark Avenue to be installed by City Staff prior to project construction. 95% design is expected November 2019.

   Question and comments from Commission:
   - Will the new "STOP" sign installation change any aspect of the design?
     - No.
   - Will there be any improvements on shoulder/swale area?
     - That will not be part of this project. Shoulder/swale area is under property owner's responsibility to maintain.
   - Encourage staff to revisit the shoulder area in question (revisit Jim Fenton's question from past meeting).

   Public Comments:
   - Appreciate staff's effort and looking forward to the project.
   - Comments on cut-through issue and pedestrian safety.

6. Capital Improvement Program (CIP) – Transportation Projects Update
   Verbal update from Jaime Rodriguez on Transportation CIP. Next update at the January meeting with quarterly updates moving forward.

   Question and Comments from Commission:
   - Clarification on Fremont Avenue Pavement Rehabilitation CIP budget.
   - Some CIPs were not on the list, would it come to Complete Streets Commission?

  - Some CIPs such as First Street Streetscape project is lead by other Department within the City and is not included in the list provided.
- How many projects are on Schedule? How do we keep track of project delivery responsibility?
  - Many projects are far off from original proposed schedule such as Cuesta Drive. Staff is open for suggestion for project tracking system.

7. Complete Streets Commission Work Plan
   Verbal update from Tom Madalena. This will be brought back to Commission with the Quarterly update.

INFORMATIONAL ITEMS

8. Monthly Staff Report
   - Proposed date change for November 27th meeting since it is a Thanksgiving holiday.
   - Open house meeting similar to this evening will take place almost every month for the next 6~8 months.
   - Tom Madalena will be taking over the role of Staff Liaison as Jaime Rodriguez will shift focus to project design.

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

- Quarterly meeting with Police Department.
- Work plan and next year's agenda items.
- Forming subcommittee.

ADJOURNMENT

Chair Nadim adjourned the meeting at 9:55 PM

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, OCTOBER 18, 2018 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT:	Vice Chair Samek, Commissioners Ahi, Bodner, Lee, Meadows and Mosley
ABSENT:	Chair Bressack
STAFF:	Community Development Director Biggs and Planning Services Manager Dahl

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. Planning Commission Minutes
Approve the minutes of the September 20, 2018 Regular Meeting and Study Session.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission approved the minutes from the September 20, 2018 Regular Meeting and Study Session as amended.
The motion was approved (4-0-2) by the following vote:
AYES: Bodner, Lee, Meadows and Samek
NOES: None
ABSENT: Bressack
ABSTAIN: Ahi and Mosley

SPECIAL ITEM

2. Commission Reorganization
Election of Chair and Vice Chair

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission nominated Vice-Chair Samek as Chair.
The motion was approved (6-0) by the following vote:
AYES: Ahi, Bodner, Lee, Meadows, Mosley and Samek
NOES: None
ABSENT: Bressack

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission nominated Commissioner Lee as Vice Chair.
The motion was approved (6-0) by the following vote:
AYES: Ahi, Bodner, Lee, Meadows, Mosley and Samek
NOES: None
ABSENT: Bressack

DRAFT

STUDY SESSION

3. 18-PPR-06 – Gregory and Angela Galatolo – 4350 El Camino Real

Design Review Study Session for a new multiple-family development at the corner of El Camino Real and Los Altos Avenue. The proposal includes 45 condominium units in a five-story building with two levels of underground parking. *Project Planner: Dahl/Gallegos*

Planning Services Manager Dahl presented the staff report.

Project applicant Angie Galatolo Project architect Alex Siedel presented the project, providing an overview of the architectural design, noting that it is a good location for high density housing and will have a similar density to other nearby projects on El Camino Real.

Public Comment

Eric Steinle, resident and president of the Peninsula Real Homeowner's Association, expressed concern that the proposed five-story height is inconsistent with the surrounding context and noted that the proximity of the project's driveway could conflict with the existing driveway of their multi-family building and that the trash pick-up should be located along Los Altos Avenue.

Eric Noveutube, neighboring resident, noted the project incorporated a good use of materials, but expressed concern that the driveway on El Camino Real could create issues and that the project could create shadows and glare.

Commission Discussion

The Commission discussed the project and provided the following comments:

- Vice-Chair Lee:
  - Good scale/mass breakdown;
  - Good focus on corner design;
  - Use a better wood material;
  - Concerned about scale and overall height;
  - Too tall and needs a better relationship to surroundings - four stories would be a better transition to neighboring properties;
  - The garage entry on the El Camino Real is a concern;
  - Provide better landscaping between adjacent buildings – more detail on the plans; and
  - Need to better understand the function/purpose of the proposed porches on Los Altos Avenue.

- Commissioner Meadows:
  - An initial study should be done since it is a gas station site – potential for contaminants needs to be explored;
  - More details needed on courtyard – show that project meets minimum open space requirements;
  - Look at material treatments on all elevations;
  - Likes Corten steel elements;
  - Needs more benefits/amenities to support an 80 percent density bonus;
  - Evaluate the entry at the street corner a bit more;
  - Consider privacy for side/rear facing windows;
  - Need to provide for loading spaces; and
  - Improve mix of BMRs (size/beds) and identify the amenities project provides.

DRAFT

- Commissioner Bodner:
  - Rethink the driveway on El Camino Real – will have circulation impacts;
  - Explore a better location for garbage on El Camino Real;
  - Use more interesting landscaping;
  - Good mix of materials;
  - Look at a delivery area on Los Altos Avenue;
  - Placement of courtyard next to the adjoining multi-family is a good location;
  - Expressed concern with size of density bonus;
  - Review window reflectivity on neighbors; and
  - Improve prominence of entry.

- Commissioner Mosley:
  - Study garage entrance on El Camino Real;
  - Concerned about five-story height; significantly taller than adjacent buildings; and
  - Need more affordable units – improve size and number of bedrooms in the affordable unit mix.

- Commissioner Ahi:
  - Consider a mixed-use project;
  - Concerned about size of density bonus;
  - Concerned about side yard setbacks – improve placement of balconies;
  - Provide a solar study to evaluate shadows on adjacent properties;
  - More attention needed for the side/rear elevations;
  - Work on the corner element adjacent to the street intersection;
  - Study the driveway location; and
  - Use the courtyard space as a buffer to neighboring properties.

- Chair Samek:
  - Make sure the context elevations are to-scale;
  - Look at newer adjacent buildings;
  - Okay with height in this context/setting;
  - Density should be balanced with more BMR units and amenities; and
  - Work on placement of the parking garage driveway.

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

None.

ADJOURNMENT

Chair Samek adjourned the meeting at 8:38 P.M.

Jon Biggs
Community Development Director

DRAFT

ATTACHMENT E

February 25, 2022
BKF No. 20180481

Angela Galatolo
4350 El Camino Real
Los Altos, CA 94022
Transmitted Via Email

Subject: 4350 El Camino Real, Los Altos
Story Pole Certification

Angela:

This is to state that in accordance with the City of Los Altos building code, BKF Engineers, on February 9, 2022, has staked the location of six story poles. Subsequently on February 24, 2022, BKF Engineers surveyed the top elevation of the story poles.

Top story pole elevations:

Story Pole Number 9001 – 123.53 feet
Story Pole Number 9002 – 123.51 feet
Story Pole Number 9003 – 124.03 feet
Story Pole Number 9004 – 123.66 feet
Balloon Number 9005 – 123.56 feet
Balloon Number 9006 – 123.58 feet

(See attached exhibit for location of story poles.)

The staking was performed under the direction of the undersigned.

Sincerely,

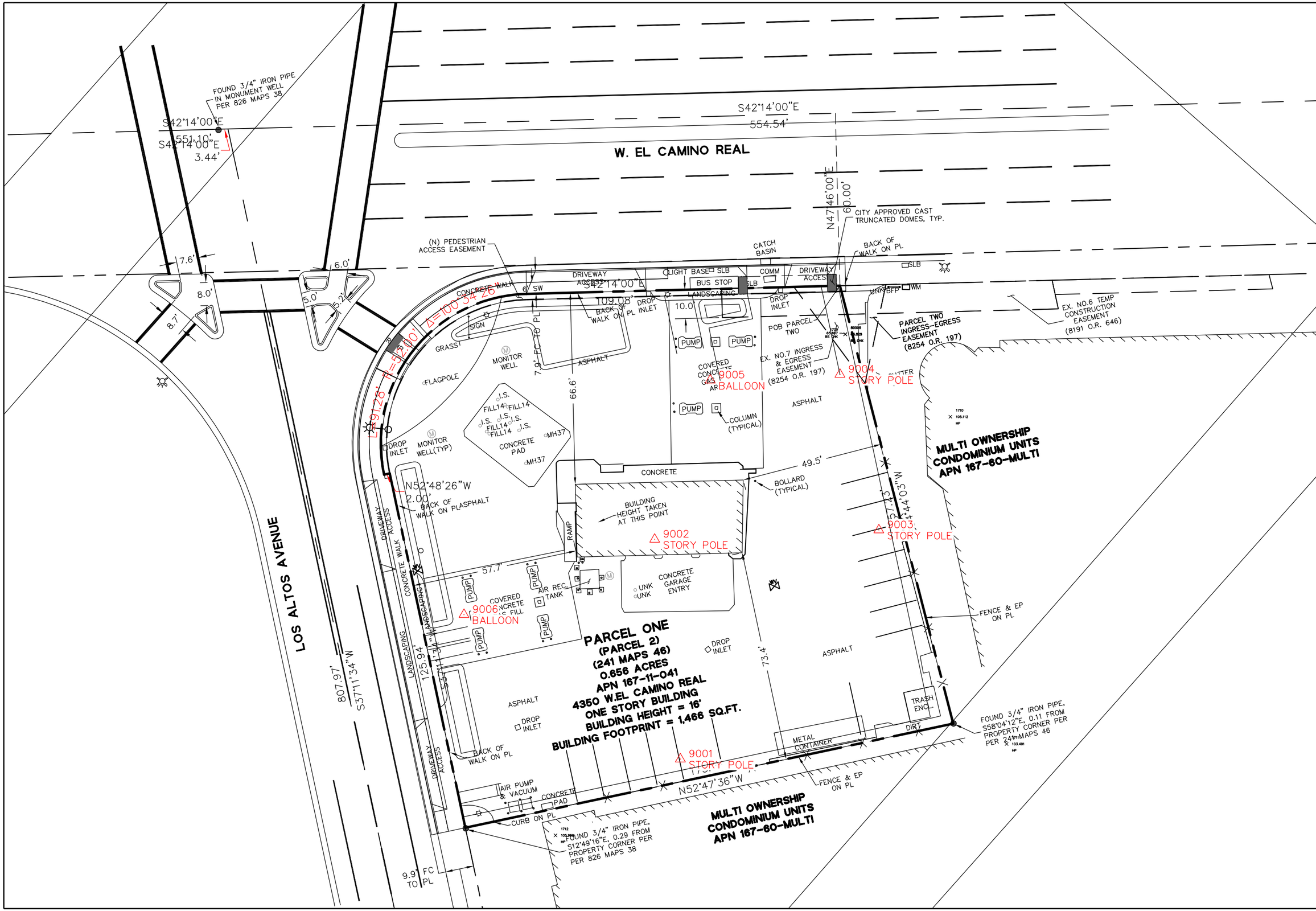
BKF Engineers

Jose Gonzalo Garcia
Project Surveyor
P.L.S. No. 8315

PROFESSIONAL LAND SURVEYOR
JOSE GONZALO GARCIA
L.S. 8315
STATE OF CALIFORNIA

©BKF Engineers

Item 2.



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

4350 EL CAMINO REAL

STORY POLES

SANTA CLARA

LOS ALTOS

CA

No.	Revisions

Date 02-08-22
Scale 1"=30'
Design
Drawn
Approved
Job No

Sheet Number:
1 OF 1

293

DRAWING NAME: K:\2018\180481_4350 ECR Los Altos\SUR\DWG\STAKING\4350 ECR - STAKING.dwg
PLOT DATE: 02-16-22 PLOTTED BY: lopc

MINUTES OF THE REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS 7:00 P.M., TUESDAY, JANUARY 26, 2021

HELD VIA VIDEO/TELECONFERENCE

MEETING CALLED TO ORDER

At 7:05 p.m., Mayor Fligor called the meeting to order.

ESTABLISH QUORUM

PRESENT: Mayor Fligor, Vice Mayor Enander, Council Members Lee Eng, Meadows, and Weinberg
ABSENT: None

PLEDGE OF ALLEGIANCE TO THE FLAG

Stella Berger-Morris led the Council in the Pledge of Allegiance.

REPORT ON CLOSED SESSION

1. Conference with Legal Counsel – Existing Litigation
   Pursuant to Government Code Section 54956.9(d)(1)
   Name of Case: *Satish Ramachandran v. City of Los Altos, et al.*
   United States District Court, Northern District of California
   Case No. 5:18-cv-01223-HRL

2. Conference with Legal Counsel – Existing Litigation
   Pursuant to Government Code Section 54956.9(d)(1)
   Name of Case: *Satish Ramachandran v. Best, Best and Krieger, a limited liability Partnership; Christopher Diaz; Christina Hickey; Kirk Ballard; David Kornfield; Christopher Jordan; Pamela Jacobs, and Does 1-20 United States District Court, Northern California District*
   Case number: 5:20-cv-03963-NC

3. Conference with Labor Negotiators:
   Pursuant to Government Code Section 54957.6:
   Employee organizations: Los Altos Peace Officers Association
   Agency designated representatives: Lisa Charbonneau of Liebert Cassidy Whitmore and Jennifer Leal, Human Resources Manager

Mayor Fligor reported that the City Council met in closed session prior to the meeting and had nothing to report.

SPECIAL ITEMS

- Recognition of Santa Clara Valley Science and Engineering Fair Association's 2020 Synopsys Championship Participants and Award Winners from the City of Los Altos

Mayor Fligor recognized the following Los Altos youth for their participation in the 2020 Synopsys Championship and presented each with certificates of recognition - Yash Golwala, Kallie Wang, Elie Meir Bodner, Arnav Swaroop, Aadit Golwala, Ben Freda-Eskenazi, Emma Biswas, Sidharth Ganapathi Dharmasanam, Nesyah Sarah Galatin, Vivek Bharati, Deven C Shah, Olivia Anne Colace, Russel James Michael Arbore, Audrey Xing-Yun Chang, Anushka Sanyal, Julia Biswas, Sophie Meiyang Wang, Josh Sanyal, Arthi Vaidyanathan, Sreoshi Sarkar, Michaela Ho-Young Yip, Alexander Guh-Siesel, Luke Almazan Sage and Carissa Wu.

Dr. Chaudhuri, Santa Clara Valley Science and Engineering Fair Association (SCVSEFA) Board Member, commented.

CHANGES TO THE ORDER OF THE AGENDA

There were no changes to the order of the agenda.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None

CONSENT CALENDAR

1. Council Minutes: Approve the (corrected) Minutes of the January 12, 2021 Regular Meeting.
2. Final Map Approval: Authorize the Interim City Manager to execute the Subdivision Improvement Agreement and approve Tract Map #10547 of 389 First Street

Council Member Lee Eng noted the corrected minutes and moved that the City Council approve the Consent Calendar. The motion was seconded by Council Member Weinberg and the motion passed 5-0 with the following roll call vote:

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

PUBLIC HEARINGS

3. Resolution No. 2021-04: Story Pole Policy Exception Request for 4350 El Camino Real Development: Adopt Resolution No. 2021-04 to grant or deny an exception from the City's Story Pole Policy to the proposed development at 4350 El Camino Real.

Council Member Lee Eng reported that she had had ex parte communications with the applicant and with Planning Commissioner Steinle

Vice Mayor Enander reported that she also had had ex parte communications with the applicant and with Planning Commissioner Steinle.

Sean Gallegos, Associate Planner, provided a staff report and answered questions from the Council.

Applicant Angela Galatolo provided information and answered questions from the Council as well as her architect Alex Seidel.

Mayor Fligor opened the Public Hearing.

The following individuals commented: Erik Forslin, Mehruss Ahi, Salim Damerdji, Pierre Bedard, Eric Steinle.

There were no further public comments. Mayor Fligor closed the Public Hearing.

The applicant was given an opportunity to respond to comments and answer additional questions from the Council.

Following discussion, Vice Mayor Enander moved that the Council make the following modifications (to the resolution) and adopt Resolution No. 2021-04 to granting an exception from the City's Story Pole Policy to the proposed development at 4350 El Camino Real with the following conditions, and with concurrence of the applicant, that the previously established subcommittee comprised of Council Member Lee Eng and Vice Mayor Enander work with the applicant and the staff with the goal of making several changes to the plan as presented by improving the flyover and the street level/pedestrian video; adding Quick Response (QR) codes to each billboard linking the videos; with respect to billboard #1 remove and replace the text with another photo and discuss with the adjacent Homeowners Association its location andlook at repositioning of billboard # 1 so that it is more proximate to and visible from the sidewalk with due respect for safety concerns and as determined and discussed with the staff and the applicant. The motion was seconded by Council Member Lee Eng and the motion passed 5-0 with the following roll call vote:

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

At 8:50 p.m., Mayor Fligor called for a brief recess. At 9:00 p.m., Mayor Fligor reconvened the meeting.

DISCUSSION ITEMS

4. Emergency Measures for Addressing COVID-19: Receive an update from the Deputy City Manager and provide direction on additional potential measures to address COVID-19.

Deputy City Manager Maginot provided a presentation and answered questions from the Council.

Council Member Meadows provided additional information.

Resident Freddie Wheeler commented.

No action was taken.

5. Resolution No. 2021-05: North County Library Authority Joint Powers Agreement (JPA) Amendment: Adopt Resolution No. 2021-05 amending the North County Library Authority Joint Powers Agreement

Mayor Fligor provided background information on the matter.

Courtenay Corrigan and Pierre Bedard commented.

Discussion commenced.

Vice Mayor Enander moved to adopt Resolution No. 2021-05 amending the North County Library Authority Joint Powers Agreement. The motion was seconded by Council Member Weinberg and the motion passed 5-0 with the following roll call vote:

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

Vice Mayor Enander moved to direct staff that should the North County Library Authority seek reimbursement related to third party consultants(for administrative support) from any funds from the City of Los Altos that the matter be researched by staff and brought to Council for action. The motion was seconded by Council Member Lee Eng and the motion passed 5-0 with the following roll call vote:

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

INFORMATIONAL ITEMS ONLY

- Police Department Memo – Police Radio Encryption

  Police Chief Galea provided information and answered questions from the Council.

- Community Center Construction Monthly Update – Month of December

  Jim Sandoval, Engineering Services, and Project Manager Maslo provided an update and answered questions from the Council.
- Tentative Council Calendar

  Council Members commented on the calendar.

Vice Mayor Enander and Council Member Lee Eng expressed support, as they did at the January 12, 2021 meeting, for placing on a future agenda a presentation on housing by the Embarcadero Institute. Discussion commenced. Mayor Fligor, Council Members Meadows and Weinberg did not support, at this time, inviting the organization to a Council meeting for a housing presentation. Vice Mayor Enander requested that the Council Members watch a short video of a presentation by the Embarcadero Institute to which she would provide a link.

COUNCIL/STAFF REPORTS AND DIRECTIONS ON FUTURE AGENDA ITEMS

The Council Members reported on attendance at and matters related to their various Commissions, Committees and Boards, as assigned.

Council Member Lee Eng requested that the Legislative Committee review SB 9 and 10 and bring back a position letter to the Council. In addition, she requested a matter be placed on the agenda for discussion of the RHNA numbers assigned to Los Altos and the various options including appealing the numbers and/or providing staff direction.

Council Member Weinberg requested that on a future agenda the Council consider reconstituting the city's parking task force. Vice Mayor Enander suggested the matter be considered at the upcoming Council retreat. Council Member Weinberg agreed and withdrew his request.

Several other matters were brought up and there was consensus to discuss the matters at the upcoming City Council retreat.

ADJOURNMENT

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

Neysa Fligor, MAYOR

Andrea M. Chelemengos MMC, CITY CLERK

4350 El Camino Second SP Failure

Angela Galatolo <angiegalatolo@gmail.com>

Mon 3/28/2022 2:02 PM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>;Sean Gallegos <sgallegos@losaltosca.gov>

Hi Sean,
Please see photo below. A different SP landed on three of our customers cars.
Angie

Sent from my iPhone

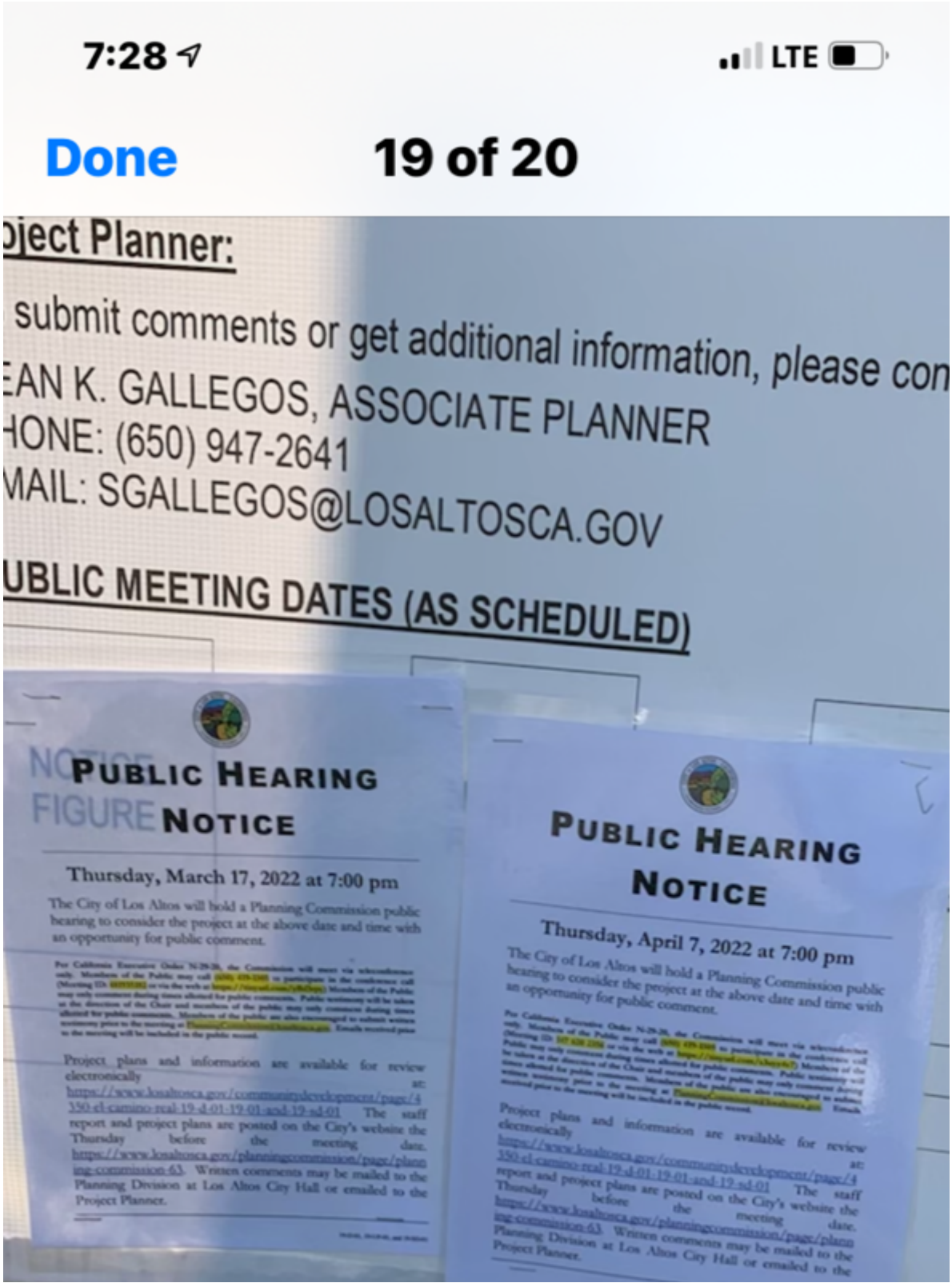
4350 El Camino QR Code & Notification

Angela Galatolo <angiegalatolo@gmail.com>

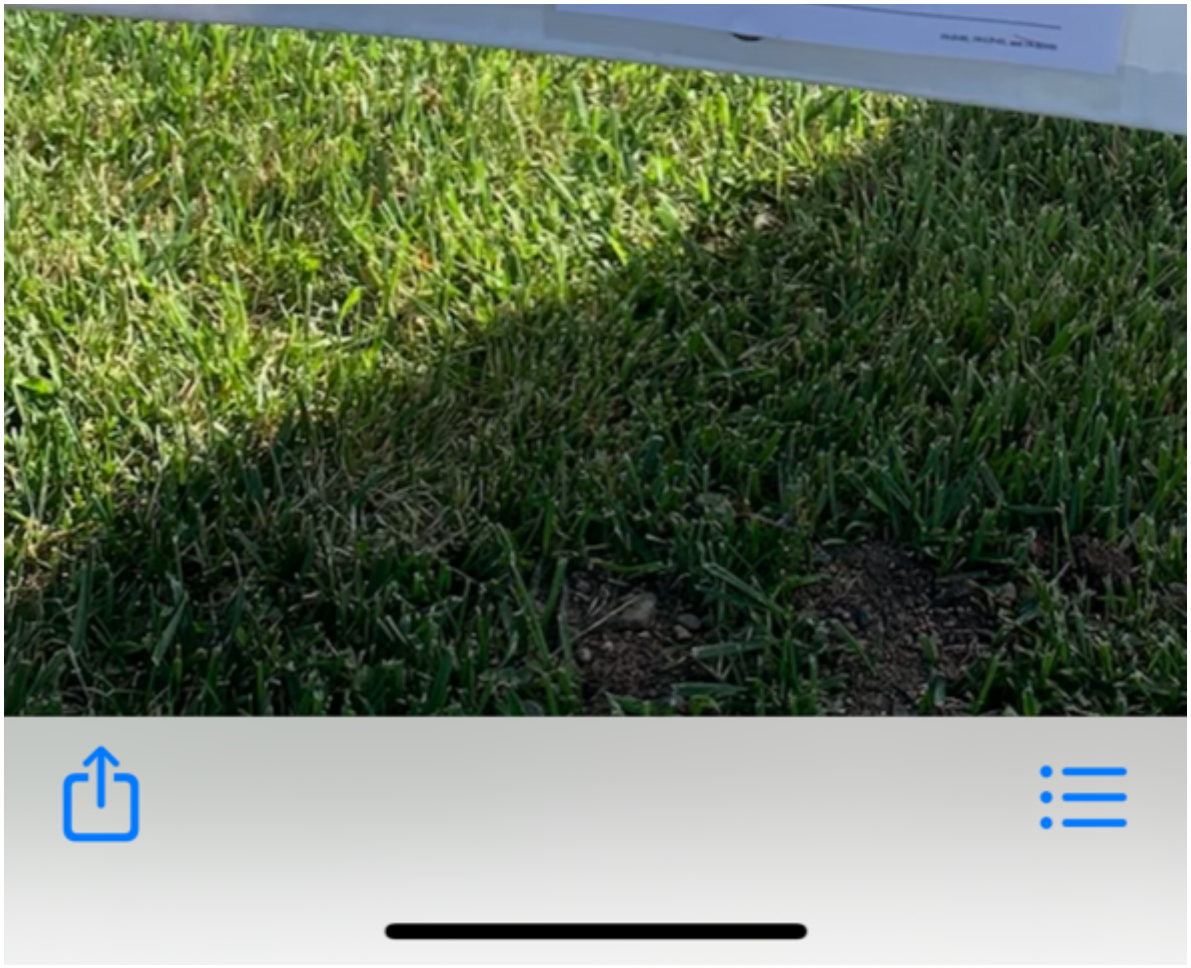
Thu 3/24/2022 10:45 AM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>;Sean Gallegos <sgallegos@losaltosca.gov>

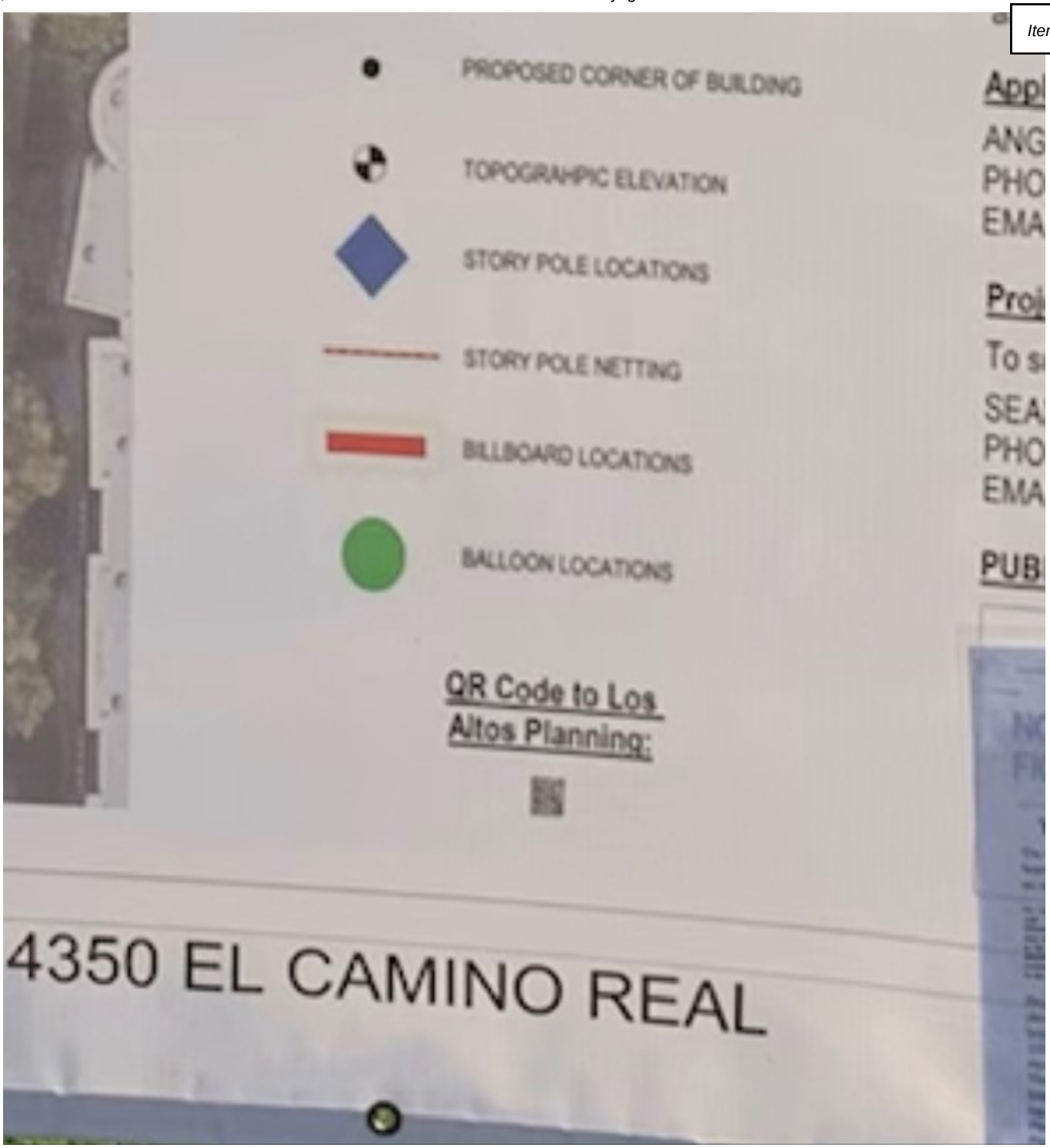
Please see snapshots below: The QR code on billboards and notification posted yesterday. Thanks, Angie



Item 2.



GRAPHIC LEGEND:
PROPOSED BUILDING FOOTPRINT
VEHICULAR SITE ACCESS



Sent from my iPhone

Public Notice Posted on 4350 El Camino

Angela Galatolo <angiegalatolo@gmail.com>

Mon 3/7/2022 4:53 PM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>;Sean Gallegos <sgallegos@losaltosca.gov>

Hi Sean and Radha,

Please see snapshots below. Public Notice is posted.

Thanks!

Angie

Sent from my iPhone

RESOLUTION NO. 2021-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS GRANTING AN EXCEPTION FROM THE CITY'S STORY POLE POLICY TO THE PROPOSED DEVELOPMENT AT 4350 EL CAMINO REAL AND MAKING FINDINGS OF CEQA EXEMPTION

WHEREAS, the City Council adopted an Open Government Policy that included a requirement for all multi-story commercial, multiple-family, mixed-use and public facility development projects subject to Planning Commission and City Council review to erect story poles as part of the application and public review process (the "Story Pole Policy"); and

WHEREAS, the purpose of the Story Pole Policy is to help demonstrate for the public and decision-makers a proposed project's height, massing and profile in the context of the actual environment and provide a "visual notice" of the same; and

WHEREAS, the Story Pole Policy establishes specific, minimum objective standards and requirements for installation and duration of such poles' erection; and

WHEREAS, the City Council may grant exceptions to the Story Pole Policy due to a public health or safety concern, or if such an installation would impair the use of existing structure(s) or the site to the extent it would not be able to be occupied and the existing business and/or residential use would be infeasible; and

WHEREAS, by letters dated September 4, 2019, October 4, 2019, February 3, 2020, and April 4, 2020 the applicant for the proposed development at 4350 El Camino Real submitted a request for an exception from the City's Story Pole Policy due to public health and safety concerns and impairment of the existing structures and site related to placement of story poles in close proximity to drive aisles; and

WHEREAS, this action is exempt from CEQA each as a separate and independent basis, pursuant to CEQA Guidelines Section 15303 (new construction of small structures) and CEQA Guidelines Section 15061(b)(3), in that there is no possibility that the action will have a significant effect on the environment.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby approves the applicant's request for an exception from the installation of story poles per the City's Story Pole Policy based on the following finding:

1. There is a public health and safety concern or impairment of the existing site or buildings due to the placement of the story poles and guy wires posing a threat of physical harm to users and a safety concern if a story pole or guy wire were to cause damage to personal property or result in personal injury to an individual attempting to access the site; and

2. Installation of story poles per the City's Story Pole Policy would impair the use of the structure on the site to the extent that operation of the existing gasoline service station would be infeasible.

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 26th day of January 2021 by the following vote:

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

Neysa Fligor, MAYOR

Attest:

Andrea Chelemengos, MMC, CITY CLERK

EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**
   The project approval is based upon the plans received on November 17, 2020, except as modified by these conditions.

2. **Story Pole Submittal Revisions**
   The City Council Subcommittee shall work with applicant and staff on the following revisions to the story pole plan:

   a. 3D Model
   The pedestrian-level and flyover 3D digital models shall be revised to include more information, such as sidewalk widths, and the proposed development and adjacent buildings within the broader streetscape area that represent the three-dimensional qualities of the proposed building within the existing context of the site's surroundings.

   b. Public Notice Billboards - Quick Response (QR) Code
   The public notice billboards shall be revised to provide a QR Code that links to a webpage for the pedestrian-level and flyover 3 D digital models.

   c. Public Notice Billboard No. 1 - Photorealistic Rendering
   The public notice billboard No. 1 text shall be replaced with a photorealistic rendering, based on input from the Peninsula Real Homeowner's Association.

   d. Public Notice Billboard No. 1 - Location
   The public notice billboard No. 1 shall be relocated to be closer and better angled to the sidewalk to improve its visibility for pedestrians, with consideration of safety concerns.

4350 El Camino QR Code larger with Two Flyover Links

Angela Galatolo <angiegalatolo@gmail.com>

Thu 3/31/2022 2:56 PM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>;Sean Gallegos <sgallegos@losaltosca.gov>

Hi Radha and Sean,
See below enlarged QR Code with both flyovers linked.
Thanks!
Angie

Item 2.

n stoops leading to direct exterior entries, enhancing the
by is located at the corner, and features a unique massing treatment
xterior building materials include stone, plaster, cementitious siding,
re recessed providing 3-dimensional articulation to the building.

landscaped amenity space for the residents. The east and south sides
ees on the adjacent property lines, provide effective screening and
this project.

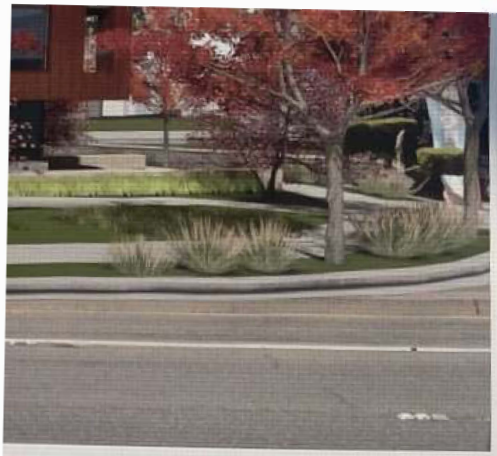
spaces, as well as secure bike parking.

QR Code to Los Altos Planning:

nner:

comments or get additional information, please contact:

GALLEGOS, ASSOCIATE PLANNER
(650) 947-2641
GALLEGOS@LOSALTOSCA.GOV



the height limit of 45' per LAMC 14.28.040 and an incentive to propo wide parking drive aisles.

The average set back along El Camino Real exceeds the required setback due to the "staggered" massing related to the angle of the roadway permitting an enhanced landscape frontage and robust articulation of the façade. The top floor has deeper setbacks on both El Camino Real and L Altos Avenue reducing the scale and adding attractive character to the massing.

Along Los Altos Avenue, the ground floor residences are provided v stoops leading to direct exterior entries, enhancing the pedestrian charact of the street. A glassy, transparent building lobby is located at the corner, features a unique massing treatment above with projected wood balconie and corten elements. Other exterior building materials include stone, pla cementitious siding, glass railings, and ornamental metal work. Many of windows are recessed providing 3-dimensional articulation to the building

The resident courtyard has been designed to provide a pleasant landscaped amenity space for the residents. The east and south sides the courtyard are lined with trees, which combined with the trees on the adjacent property lines, provide effective screening and privacy for both adjacent residents, as well as the residents of this project.

The 2 level below grade parking garage provides 84 parking space as well as secure bike parking.

GRAPHIC LEGEND:

- PROPOSED BUILDING FOOTPRINT
- VEHICULAR SITE ACCESS
- PROPOSED CORNER OF BUILDING
- TOPOGRAHPIC ELEVATION
- STORY POLE LOCATIONS
- STORY POLE NETTING
- BILLBOARD LOCATIONS
- BALLOON LOCATIONS

QR Code to Los Altos Planning:

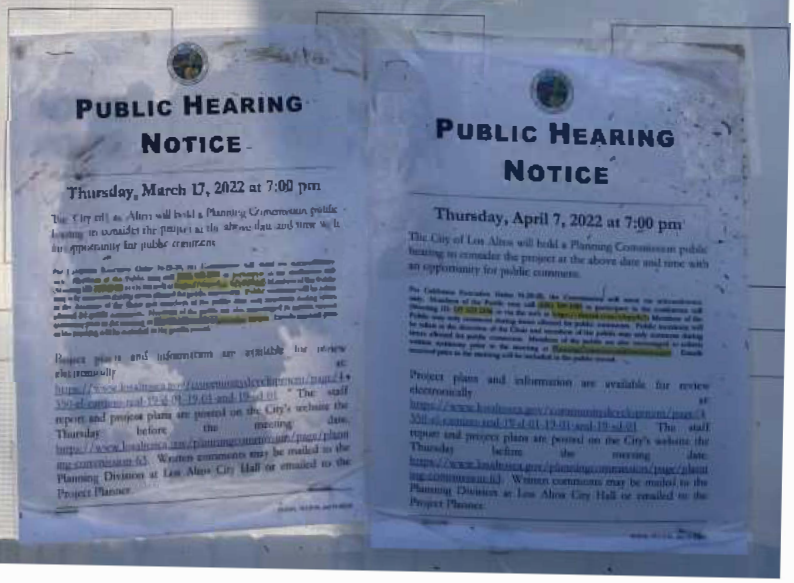
Applicant / Property Owner:

ANGIE GALATOLO
PHONE: (650) 275-2163
EMAIL: ANGIEGALATOLO@GMAIL.COM

Project Planner:

To submit comments or get additional information, please contact:
SEAN K. GALLEGOS, ASSOCIATE PLANNER
PHONE: (650) 947-2641
EMAIL: SGALLEGOS@LOSALTOSCA.GOV

PUBLIC MEETING DATES (AS SCHEDULED)



AMINO REAL

Sent from my iPhone

DENSITY BONUS REPORT

4350 El Camino Real

Revised October 25, 2019

Summary

The intent of this report is to outline the project's relationship to the state and local density bonus regulations and present the basis from the applicant's perspective.

The project is a 47-unit multiple-family condominium building to replace the Unocal 76 gas station at 4350 El Camino Real. The project includes seven affordable housing units and qualifies for at least a 35 percent density bonus and two development incentives. The project relies on two development incentives: an "on-menu" building height incentive, and an off-menu incentive for a reduction in parking space back-up distance. The project also applies parking space alterations consistent with state and local density bonus regulations.

The remainder of this report summarizes the project density, dwelling unit sizes and make up, costs to provide the affordable units, density bonus, development incentives and the applied parking alteration.

Project Density Table

PROJECT DENSITY	
Lot Size	28,562 square feet, or 0.656 acres
General Plan - Thoroughfare Commercial	38 units per acre
Zoning - Commercial Thoroughfare	38 units per acre
Allowed Density - Base Density	25 units
Affordable Housing Requirement (15%)	4 units
Affordable Housing Provided (28%)	4 Moderate Income, 3 Very-Low Income
Density Bonus Units	22 units
Total Number Dwelling Units	47 units

Dwelling Unit Summary Table

DWELLING UNIT SUMMARY			
UNIT TYPES	**Number**	**Size**	**Notes**
1 Bedroom - Total	10	580 to 774 sf	
2 Bedroom - Total	32	767 to 1,449 sf	
3 Bedroom - Total	5	1,023 to 1,675 sf	
Moderate Income (4 total, 16 percent)	2	1-Bedroom (764 sf and 580 sf)	Ground and Third Levels
	1	2-Bedroom (767 sf)	Second Level
	1	2-Bedroom (767 sf)	Third Level
Very-Low Income (3 total, 12 percent)	1	1- Bedroom (718 sf)	Ground Level
	1	1-Bedroom (580 sf	Second Level
	1	1-Bedroom (580 sf)	Fourth Level

Proposed Affordable Housing Units and Costs

The project provides four Moderate Income and three Very-Low Income units in representative sizes for their type. The affordable units are dispersed throughout the project located on the Ground, Second, Third and Fourth levels. The affordable units are indistinguishable by design.

The City's Density Bonus Regulations handout requests applicant's to provide information concerning the "identifiable and actual cost reductions" that result from the requested incentives. Even though the City of Los Altos has the burden to demonstrate that a requested incentive or waiver would not result in an identifiable and actual cost reduction, rather than the applicant's burden to demonstrate that it would, we provide the following cost analysis for the CIty's information.

The project recovers $2,516,176 against a gross cost of $4,280,400 resulting in a net loss of value of $1,764,224 to produce the affordable housing units. The gross cost of the proposed affordable housing units is $900 per square foot for the net living area including hard, soft and land value in current dollars. The net living area of the seven affordable units is 4,756 square feet. Thus, the gross cost of providing affordable housing units is $4,280,400. Due to rising construction costs it is reasonable to expect

that such costs will be at least six to eight percent higher when the project is constructed in 2020 or 2021.

The restricted value of the three, one-bedroom, Very-Low Income units is $448,964 ($149,649 each). The restricted value of the two, one-bedroom, Moderate Income units is $960,510 ($480,255 each). The restricted value of the two, two-bedroom, Moderate Income units is $1,106,702 ($553,351 each).

An advantage of providing affordable one- and two-bedroom units is that they serve smaller households in the one- to three-person range. Such units are intrinsically more affordable by their smaller size. And it should be pointed out that the project is 90 percent one- and two-bedroom units.

Affordable Housing and Density Bonus

Under the General Plan and Municipal Code the project is required to provide a base density is 25 housing units and four affordable housing units (15 percent). By local Code a project must designate a majority of its affordable units as Moderate Income and the remainder at the Low or Very-Low Income level. This equates to a requirement of three Moderate Income units and one Very-Low or Low Income unit. The project provides four Moderate Income units and three Very-Low Income units with an overall affordable percentage of 28 percent, exceeding the City's requirement by 13 percent.

The three Very-Low Income units, equaling 12 percent of the base units, qualifies the project for at least a 35 percent density bonus under state and local regulations. The minimum density bonus for the Low-Income units allows at least nine additional market-rate units for a minimum total of 34 units. Since the project provides three additional affordable housing units over the minimum City requirement an additional density bonus is requested to provide for a total of 47 units. From a developer's perspective the number of overall project units is necessary to reduce the risk and provide a safety net because of the very high cost of land, the very high cost of construction trending even higher over time, and the uncertain nature of the housing market in the future when the project units will be delivered.

The City's affordable housing regulations require a split in income types that when combined with the state law reduces the effective density bonus percentage in any single category. In accordance with Section 65915 (r) of the Government Code, the density bonus regulations shall be interpreted liberally in favor of producing the maximum number of units possible. Since the affect of the City's affordable housing regulations reduces the overall density bonus otherwise available by state law by splitting the income types of the required affordable units, the qualifying on-menu height incentive allows the project to make up the minimally afforded nine density bonus units and the remainder of the project otherwise maximizes the number of units within the permitted building envelope, which yields generally smaller and more intrinsically affordable market-rate units.

We feel this approach helps the community achieve more affordable housing units which is a benefit in itself in addition to more and more affordable market rate units that helps the City meet its overall housing goals with the state. The following section outlines the project's development incentives and the actual and specific cost reductions by granting such incentives.

Incentives for Height and Parking Space Back-Up

With the three proposed Very-Low Income units, equaling 12 percent of the base units, the project qualifies for two development incentives under state and local regulations. The project requires two incentives. The first incentive is a local "on-menu" height incentive to add 11 feet of height to the project. The second is to allow a 24-foot back-up distance for the parking spaces in the parking garage, which is an off-menu incentive.

The height incentive allows the fifth floor at an overall height of 56 feet (45 feet plus 11 feet). As designed the project uses only nine feet of the allowed 11 feet for an overall building height of 54 feet. This minimizes the overall height of the building by two feet over what is allowed by the on-menu incentive. Even though the City has predetermined that its on-menu height incentive does not have a specific adverse impact, the project's two foot reduction in potential height further minimizes potential impacts from the height incentive. The height incentive is necessary to allow the project to make up floor area dedicated to the affordable housing units and to achieve nine additional units, which is exactly equal to the nine density bonus units minimally allowed by local code, and to defray cost to provide the affordable housing units.

The on-menu fifth floor equates to an actual and specific project cost reduction to the project by allowing a location for the required nine density bonus units and by providing an associated increase in project floor area and revenue thereby helping to make up the cost differential to provide the affordable housing units as follows:

A. The gross cost of building a conforming four-story building is $40,085,100 assuming $900 per square foot for hard and soft costs for 44,539 square feet of living area;

B. The gross cost of building the five-story building is $49,417,200 assuming $900 per square foot for hard and soft costs for 54,908 square feet of living area;

C. The gross cost of building the fifth floor is $9,332,100 assuming $900 per square foot for hard and soft costs for 10,369 square feet of living area;

D. The gross revenue of the fifth floor is $12,961,250 assuming a sales cost of $1,250 per square foot for the 10,369 square feet of living area;

E. The gross profit of the fifth floor is $3,629,150 subtracting the gross cost from the gross revenue of the fifth floor; and

F. The net profit of the fifth floor is $1,864,926 when subtracting the net cost (or lost value) of $1,764,224 to the developer to provide the seven affordable housing units.

It should be underscored that the aforementioned analysis of the actual and specific project cost reduction by the on-menu height incentive is conservative from a developer's perspective given the trend of rising construction costs and the uncertainties of the housing market since the project is ultimately delivered in several years. The fifth floor helps increase the number of units to an appropriate threshold thereby reducing the developer's risk and ensuring the project's narrow margin of return.

The back-up distance incentive to allow 24 feet versus the required 26 feet allows for a more economical parking garage by reducing its overall dimensions by four feet in the east/west direction and two feet in the north/south direction, which reduces construction costs of soil removal and concrete and costs of other building materials. The reduced back-up dimension is supported by the project's transportation report. The back-up distance incentive equates to an unquantified actual and specific project cost reduction.

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

Government Code Section 65915 (d) (4) provides that the city, county, or city and county shall bear the burden of proof for the denial of a requested incentive. The requested height incentive would not have a specific, adverse impact, upon health, safety, or the physical environment since the height incentive is a previously determined appropriate on-menu local incentive. The reduced back-up dimension for the parking spaces is supported by a professional transportation report (Traffic Report by Hexagon Transportation Consultants, Inc., dated June 21, 2019). Neither requested incentive is contrary to state or federal law. The traffic report is provided by reference in the project's environmental Initial Study/Mitigated Negative Declaration.

Parking Alteration

This project uses the parking alteration allowed by Government Code Section 65915 (p) (2) and by Los Altos Municipal Code (LAMC) Section 14.28.040 (G) (2) (b). The project provides 84 parking spaces which meets the requirement of 84 spaces required by the Govt. Code. Under the LAMC the project far exceeds the minimum parking of 45 parking spaces (0.5 spaces per bedroom) since the project includes a maximum number of Very-Low Income units and is located adjacent to a major transit stop.

March 9, 2022

Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

SUBJECT: APPLICATION COVER LETTER FOR 4350 EL CAMINO REAL

Dear Honorable Chair Bodner:

It's been a long road to your dais after applying in late 2018 – and we are pleased to be here. As longtime residents raising our family here, owning and operating three small businesses (gas stations) and practicing as a top real estate professional, we have a deep commitment and exceptional knowledge of the community.

We made a family decision to redevelop one of our gas station properties into housing. This decision will allow a better use of our resources at our two remaining stations to help them survive; and it will help invest in our future, as well as the City's, by providing necessary housing and affordable housing. As you know, we are in a housing crisis! Housing is in such short supply and prices are so high, currently for a single-family residence the average sales price is $4.1M. Children are no longer reasonably able to attain housing in the community they grew up in and love. Unless mitigated, this cycle will have a profound affect on the character of the community and likely affect the enduring and underlying family values and connections that are the foundation supporting Los Altos as a great place to live and raise a family.

In our view, the project location at 4350 El Camino Real is perfect for housing as the site is located in the City's most intensive Thoroughfare Commercial general plan area. The general plan highlights the El Camino Real Corridor as a Special Planning Area, and as such, "one of the few areas with underutilized land and potential to redevelop or intensify existing development without jeopardizing the small-town residential character.[1] As a presently underdeveloped in-fill site, our project will fit in nicely with the surrounding taller buildings, reasonably maximize the development potential, and equally important, help preserve the small-town residential character. The nearby single-family district to the south is progressively buffered from the

[1] Community Design & Historic Resources Element, Los Altos General Plan 2002-2020, page 8.

project's visual impacts by virtue of the adjacent three-story condominiums and two-story townhouses.[2]

Our project will remove and clean-up the service station and create 47 high quality condominiums including seven affordable units. The building will contain a mix of unit types and sizes to help serve the varied needs of the community including those households that want to downsize, move up, and/or enjoy a more walkable, urban context. A highlight of the project is its open space: the approximately 6,100-square-foot, outdoor living room courtyard behind the building offers community connections and a generous amount of open space, light and air to the project and to the surrounding three-story, multiple-family building; the project exceeds the minimum open space requirement by 500 percent, which we feel is appropriate to help balance the more urban context and provide a quality befitting Los Altos. By foot, the project's residents may enter through an attractive lobby set behind the generously landscaped corner.

The project's residents will access an underground parking garage from El Camino Real via a wide driveway ramp concentrating the project's traffic impacts on the major thoroughfare. The 84 parking spaces located in the parking garage meets the City's regulations, especially so when considering that the project could apply an even more generous density bonus provision requiring only 0.5 parking spaces per unit for the transit oriented development.[3] The parking garage has a secure, well appointed bicycle storage area with room for 40 bikes and tools. The bike storage exceeds the Valley Transportation Authority's requirement by 200 percent.

To help ensure the most appropriate and compatible building design we hired Alex Seidel, an architect with excellent experience designing successful, urban and mixed-use residential projects in the City. Seidel Architects has designed some of the most accomplished and contextually challenging projects in the City including 4750 El Camino Real (Colonnade) and 960 N. San Antonio Road (De Anza Properties).

---

[2] See Context Plan, Sheet A0.1 and North-South Section, Sheet A3.4 of the project plans for relationship to adjacent single-family district.

[3] Per Section 65915 (p) (2) (A) of the Government Code.

The prominent corner site, located at a minor entry point to the City, is bordered by a three-story, multiple-family building to the east and south; across Los Altos Avenue is a three-story hotel; and, across El Camino Real immediately nearby are new five story buildings. To respond to this infill site, we designed a five-story ell shaped building. The ell shape provides an opportunity for a significant open space courtyard element behind it. The building's average setback along El Camino Real exceeds the required setback due to the staggered massing relating to the angle of the roadway. This helps achieve a robust articulation of the building face and respond to the mixture of scales evident in the area.

The staggered massing also allows for more landscape areas along the main frontage. The top floor has deeper setbacks on both the El Camino Real and Los Altos Avenue frontages reducing the scale and adding attractive character to the massing. A generous and inviting landscape plan takes advantage of both frontages to enhance the character of the building and to help create a more pedestrian friendly environment. The project's ground floor stoops enliven the character of Los Altos Avenue frontage by allowing occupants direct exterior access to the street.

The landscape plan includes pedestrian friendly elements such as wider sidewalks, street trees, light standards and a new Bus Stop; as well as including appropriate courtyard platings and buffer screening benefiting the adjacent multiple-family residential building.

An open feeling, transparent building lobby helps to define the corner. The lobby offers a distinctive massing treatment above with projected wood balconies and weathered, corten steel elements. Other high-quality building materials include natural limestone, plaster, composite wood siding, glass railings, and ornamental steel sunshades and metal fasciae help define the architectural elements and soften the building massing.

The proposed building relates very well to the adjacent buildings.[4] Looking at it from El Camino Real, the second through fourth floor massing nearest Peninsula Real is defined with a similar plaster material and height as the adjacent building parapet. The effect of this element (and other similar ones) create a strong design relationship

[4] See Perspective Views, Sheets A3.0a through A3.0c, and Streetscape Elevations, Sheet A3.3 of the project plans.

between the buildings. From the Los Altos Avenue perspective, the approach to define the fourth story is similar; also shown well from Los Altos Avenue is how the building's fifth floor massing is softened by the horizontal siding and setback from the lower floors. From both elevations the building design reflects a balanced rhythm of building elements: the building is divided vertically into thirds with each element defined by a different material; horizontally the building is defined by projecting wood and metal elements adding a fine grained pattern to the walls; the use of smaller scaled and deeply recessed windows and projecting balconies help add a richness and distinctive residential quality.

The design maintains a reasonable degree of privacy and exceeds expectations in a typical multiple-family context.[5] For example, windows are minimized on the closest ends of the building facing its neighbor. The main windows facing the interior are buffered by a very large courtyard and landscape elements.

Overall we feel the architecture presents an interesting, cohesive design that appropriately reflects the context and character of the area and community.

One of the greatest project benefits is affordable housing. The project provides seven affordable housing units, or 28 percent of the project, greatly exceeding the 15 percent minimum. Exceeding the minimum is important since the City is not on track to meet its regional housing needs assessment. This project has two, one-bedroom Moderate Income units, two, two-bedroom Moderate Income units and three, one-bedroom, Very-low Income units. The affordable units generally reflect the size and number of bedrooms of the market rate units in accordance with the general plan. The project's three, Very-Low Income units qualify the project for a density bonus and two development incentives; this is addressed in specific detail in the project's Density Bonus Report.

In addition to helping the City meet its affordable housing needs, the project benefits Los Altos in other ways. The 47 new households to the area will help support the neighborhood businesses and economic vitality by adding approximately 100

[5] See Perspective View, Sheet A3.0c, and Courtyard Perspective Views, Sheets A3.0e through A3.0h of the project plans.

persons to the area.[6] The City will receive a significant increase in ongoing property tax revenue from the net increase in property value from the new housing units. The City's parks will benefit by the project's parkland by dedicating $1,668,500 in park impact fees. The project will also benefit traffic programs in the City contributing $177,519 in traffic impact fees.

We look forward to the Planning Commission's favorable response to our project. We also welcome your conversation to address concerns should they arise.

Sincerely,

Angie and Greg Galatolo
Owner/Applicant
4350 El Camino Real

[6] This assumes 1.7 persons per multiple-family household.

Community Development Department
One North San Antonio Road
Los Altos, California 94022

October 22, 2021 (Revised on October 23, 2021)

Gregory and Angela Galatolo
Via Email: agalatolo@apr.com
4350 El Camino Real
Los Altos, CA 94022

Subject: 4350 EL CAMINO REAL (Application No. 19-D-01, 19-UP-01 and 19-SD-01)

Dear Mr. and Mrs. Galatolo:

This letter is being provided pursuant to Government Code Section 65589.5(j)(2), and is in response to the plans and documentation for the Commercial Design Review, Use Permit and Subdivision applications for a new multiple-family building at 4350 El Camino Real. Based on City staff review, this letter is a list of the consistency items that should be addressed or provided for the application.

Your timely response to these comments will help expedite your project's review. For questions regarding the following comments from the Planning Division, please contact Sean Gallegos, Associate Planner at 650-947-2641.

Consistency with City Ordinances, Policies, and Guidelines

This application has been reviewed for consistency with the following City documents. The remaining comments in this letter are based on the following:

- General Plan
- Other City Policies
- Zoning Ordinance
- Water Conservation in Landscaping Ordinance
- Multi Family Design Review Submittal Requirements
- Density Bonus Report Requirements
- Story Pole Requirements – New Development
- Construction Management Plan Submittal Requirements
- Public Art Impact Fee handout

As proposed, the project is **inconsistent** with applicable objective standards. Staff recommends the following additional comments be addressed to maintain consistency with the Zoning Ordinance, General Plan, Density Bonus Report and Other City Policies and Requirements:

1. **Chapter 14.50.180 (Off-Street Loading for Residential (CT)**

   In order to accommodate the delivery or shipping of goods at a multiple-family residential project, on-site loading/unloading space shall be provided:

   A. There shall be at least one loading/unloading space provided, which shall have minimum dimensions of at least ten (10) feet by twenty-five (25) feet, with fourteen (14) feet of vertical clearance;
   B. Loading and unloading spaces shall be located and designed so that the vehicles intended to use them can maneuver safely and conveniently to and from a public right-of-way without interfering with the orderly movement of traffic and pedestrians on any public way and complete the loading and unloading operations without obstructing or interfering with any parking space or parking lot aisle;
   C. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any of off-street parking area be used to satisfy the area requirements for loading and unloading facilities;
   D. A loading/unloading space may be located in the front yard setback, but shall comply with other required setbacks;
   E. All loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street;
   F. Loading spaces shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained by the property owner/tenant in a clear and visible manner at all times; and
   G. Adequate signage shall be provided that directs delivery vehicles to the loading space.

   As specified in the Zoning Code (Sec. 14.74.200), truck loading spaces shall not be less than ten (10) feet wide by twenty-five (25) feet long and each parking and loading space shall be accessible from a public street or alley. The project plans do not show a designated loading zone for the property. The site plan does not show the location of a truck loading spaces that does not interfere with access to the below grade garage, which would be required for trash collection or deliveries.

2. **Chapter 14.72.020 (Maximum Fence Heights)**
   The maximum height of any fence, wall, or other similar structure erected, constructed, or maintained in the city shall not exceed six feet. A fence detail is shown in the project plans, but the location of the fence is not shown in the plan set. Therefore, staff is unable to determine if plans are consistent with the maximum permitted fence height Chapter 14.72.020 of the Zoning Code. The site plan shall be updated to reflect compliance with the maximum permitted fence heights of Chapter 14.72.020 of the Zoning Code.

3. **Table LU-1 of the Land Use Classification System of the Land Use Element permits a maximum floor area ratio per net acre of 2.0:1 for a residential use.**

   Table B-40 of the Housing Element establishes a maximum density of 38 dwelling units per acre for sites in the Commercial Thoroughfare district.

Program 4.3.4 of the Housing Elements encourages the City to comply with maximum codified densities in the zones that allow multifamily housing.

Density Bonus Report: Any applicant requesting a density bonus and any incentive(s), waiver(s), or parking reductions provided by State Density Bonus Law shall submit a Density Bonus Report as described below concurrently with the filing of the planning application for the first discretionary permit required for the housing development.

The Land Use Element encourages a maximum floor area per net acre of 2.0 as a measure of intensity of the residential use in the Thoroughfare Commercial land use. The project proposes a floor area per net acre of 2.4:1. Staff recommends the project Information Table be updated to include the building Floor Area, which shall be related to the floor area ratio. The applicant shall address the floor area per net acre inconsistency in the density bonus letter.

The Housing Element encourages maximum densities of residential development as well as facilitating affordable housing. The permissible density is 38 dwelling units per acre, or a maximum of 25 dwelling unit. The project proposes 47 units or a density of 72 dwelling units per acre, which exceeds the permissible density of 38 dwelling units per acre.

The City's Affordable Housing Ordinance (LAMC Chapter 14.28) 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. Under the City's Affordable Housing Ordinance, the project would require a minimum of four affordable units. The applicant is proposing seven affordable units, with four moderate-income level units and three very-low-income level units, which is consistent with the inclusionary ordinance.

Under the State's density bonus regulations (Section 65915 of the California Government Code) and the City's Affordable Housing Ordinance, the project qualifies for a density bonus based on very-low income units if it provides at least five percent very-low-income units. With three affordable units at the very-low-income level and four affordable units at the moderate level (7 affordable units total), the project is providing 28 percent of its base density as affordable, with 12 percent of its base density affordable at the very-low-income level. By providing 12 percent of its units as affordable at the very-low-income level, the project qualifies for a 38.75 percent density bonus Government Code 65915(f)(2)., or a total of 35 multiple family units. However, the applicant proposes a project with 47 units or a density of 72 dwelling units per acre. To achieve a total of 47 units, the applicant is requesting an 88% density bonus.

In the applicant's density bonus letter, the report state the 88% density bonus is necessary due to: "the project provides three additional affordable housing units over the minimum City requirement, the developer's perspective that the number of overall project units is necessary to reduce the risk and provide a safety net because of the very high cost of land, the very high cost of construction trending even higher over time, and the uncertain nature of the housing market in the future when the project units will be delivered."

According to Section 14.28.040.E of the Zoning Code, the multiple-family affordable housing codes does not "prohibit the city from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that

do not meet the requirements of this section." The granting of a larger density bonus would be in the Council's discretion, but as proposed, the project does not comply with the objective standards.

While the applicant has advised the increased density bonus is necessary due to the inherent risk due to the cost of land and construction and the uncertainty of the market, the applicant has not provided any technical reports or evidence to support the claims related to land costs, constructions costs, real estate risks, or any other factor related to the unsubstantiated claims from the applicant for the density bonus of 88 percent.

A development with a density bonus greater than 35 percent should be based upon an increased number of BMR units consistent with the multiple-family affordable housing ordinance (Chapter 14.28 of the Zoning Code). As currently proposed, the project is not consistent with the Zoning Code (Chapter 14.28) and the objective standards of the Zoning Code. Staff recommends the density bonus report be revised to address the above listed items, or staff will recommend denial if/when it is scheduled for Planning Commission review. Overall, the project does not reflect a desired and appropriate development intensity for the CT District and the El Camino Real corridor.

4. **Section 14.28.030 (Standards) of the Multiple-Family Affordable Code requires that all affordable units in a project shall be constructed concurrently with market rate units, shall be dispersed throughout the project, and shall not be significantly distinguishable by size, design, construction or materials.**

The applicant proposes a 47-unit multiple-family development with 21 percent of the development with one-bedroom market-rate units (10 total units), 68 percent of the development with two-bedroom market-rate units (32 total units), and ten percent of the development with three-bedroom market-rate units (5 total units). The applicant proposes seven affordable units, with 71 percent of the affordable units being one bedroom (total of five), and 29 percent of the affordable units being two-bedroom units (total of 2), and the affordable units are distributed on floors one through three.

As currently proposed, multiple-family development is not consistent with Section 14.28.030 due to the affordable units not being dispersed throughout the development on all floors, and the two-story units being significantly distinguishable due to the size of the units being 767 square feet, while 90 percent of the market-rate units having a median unit size of 1,326 square feet. Consistent with Section 14.28.030 of the Zoning Code, staff recommends the applicant distribute the affordable units through all five floors, the percentage of affordable units be designed to not be distinguishable from the percentage of one-, two- and three-bedroom market-rate units, and the size of the affordable units not be significantly distinguishable from the market-rate units.

INCONSISTENCIES WITH CITY REQUIREMENTS (Resolved with Conditions)

In order to enable staff to provide useful feedback, staff has provided comments outlining inconsistencies with City requirements that will be dealt with through conditions of approval. The following items will not be used to determine completeness; however, these items are recommended in order to enhance staff's understanding of the project.

1. **Section 14.74.160 (Off-Street Loading Spaces) requires that loading spaces shall be provided on the site of each of the permitted uses in the Commercial Thoroughfare (CT) district when found by the commission to require the receipt or distribution of materials by vehicles or when found to be necessary for the public safety or welfare. The number of spaces shall be determined on the basis of the number of anticipated truck movements.**

   Since, the project's compliance with off-street loading spaces requirement is a matter of confirming consistency. Staff recommends the applicant provide information regarding the number of anticipated truck movements to assess whether the truck loading space for deliveries is necessary based on Section 14.74.160. At a future Planning Commission meeting, staff will request the commission consider whether loading spaces are required for deliveries.

2. **Construction Management Plan**

   The proposed preliminary construction plan does not comply with the Construction Management Plan handout, and it must be incorporated into the plan set as directed in the Submittal Requirements handout for Commercial or Multiple-Family Design Review. We previously found the proposed CMP did not provide sufficient details for off-site truck staging for material deliveries that require multiple trucks at any one time (concrete, building materials, etc.). A Condition of Approval will be required for an updated CMP consistent with the Submittal Requirements Construction Management Plan handout, including providing greater detail on the truck staging for material deliveries that require multiple trucks at any one time (concrete, building materials, etc.) prior to the Building Permit being issued for the development. The Construction Management Plan handout is provided below:

   https://www.losaltosca.gov/sites/default/files/fileattachments/community_development/page/41491/construction_management_plan_submital_requirements_and_example.pdf

3. **Vesting Tentative Map**

   The Vesting Tentative Map requires the vacating of the ingress/egress easement on the subject site and a separate ingress/egress easement on the adjacent site (APN 167-60-MULT). Staff previously advised the vesting tentative map was incomplete due to lacking a letter from the neighboring property (APN 167-60—MULI) agreeing to vacating the easements. As Condition of Approval, evidence that an instrument has been recorded vacating the ingress/egress easement will be required prior to recordation of the Final Map.

4. **Signs**

   No signs were proposed for the project. Any potential signage must comply with Chapter 14.68 (Signs on Private Property). The web link to the Sign Ordinance is provided below:

   https://library.municode.com/ca/los_altos/codes/code_of_ordinances?nodeId=TIT14ZO_CH14.68SIPRPR

5. **California Department of Transportation Standard Specifications and the American Public Works Association Standard Specifications for Public works for construction Section 21 (Street Trees)**

   The furnishing and installation of street trees shall be in accordance with the plans and the specific standards of Section 21, Street Trees. The project plans are not consistent with Section 21, and the furnishing and installation of street trees shall be required as a Condition of Approval consistent with Section 21, Street Trees. The Section 21 standard is provided at the below link:

   https://www.losaltosca.gov/sites/default/files/fileattachments/Public%20Works/page/210/guidance_technical_specification_-_section_21.pdf

6. **Public Infrastructure Repairs**

   The public infrastructure shall be repaired consistent the specific standards of the Engineering Division if there are damaged to 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 infrastructure and sidewalk improvements shall be required as a Condition of Approval consistent with Engineering Standards in the attached surface improvement exhibit

   https://www.losaltosca.gov/publicworks/page/surface-improvements

7. **Stormwater Management**

   The applicant shall submit a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). The SWMP must be reviewed and approved by a City approved third party consultant and the City Engineer at the applicant's expense. The project plans and submittal are not consistent with the Municipal Regional Stormwater NPDES Permit (MRP), but a Condition of Approval shall be required to obtain a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated. The Stormwater Pollution Prevention measures (Chapter 10.16) are provided at the following web link:

   https://library.municode.com/ca/los_altos/codes/code_of_ordinances?nodeId='TIT10PUSE_CH10.16STPOPRME

8. **Sidewalk Lights**

   The new light fixture to be installed along El Camino Real in the vicinity of the existing bus stop shall be consistent with the Engineering Division Electrolier Specification (SL-1 and SL-2B). The project plans are not consistent with the City's Street Lighting requirements, but any sidewalk light improvements shall be required as a Condition of Approval consistent with the Street Lighting Standard Details provided at the below web link:

   https://www.losaltosca.gov/publicworks/page/street-lighting

ADDITIONAL COMMENTS (Not Related to Completeness of the Application)

In order to enable staff to provide useful feedback, it is recommended that additional information beyond the minimum requirements is provided for review. The following items will not be used to determine completeness; however, these items are recommended in order to enhance staff's understanding of the project.

1. **Community Design Policy 1.7 addresses the enhancement of neighborhood character by promoting architectural design of and residential developments that is compatible in the context of surrounding neighborhoods.**

   Community Design Policy 4.2 requires projects improve the visual character of El Camino Real commercial area by ensuring compatibility with residential neighborhoods to the south of the corridor.

   CDHR 1: Community Identity and Character: Enhance the City's unique identity and character by:
   a. Maintaining the low density, low profile residential character of the community through zoning regulations and design guidelines.
   b. Promoting site planning and project design with an emphasis on small town scale and pedestrian friendly development.
   c. Ensuring compatibility between residential and non-residential development through zoning regulations and design review.

   As currently designed, the project does not meet the goals, policies and objectives of the General Plan and the Zoning Code design criteria for the CT District:

   - The project does not have architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design. The project requires a mixture of scales in building design, it should relate to the human scale, both horizontally and vertically, and be compatible and reflect the scale of surrounding structures, including the neighborhoods to the south of the corridor. The project given its prominent location on a corner lot, the design should provide lower scale elements and create more of a pedestrian scale on both of its street facing frontages.

   - The horizontal and vertical building mass is not sufficiently articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls; and the residential elements that signal habitation such as entrances, stairs, porches, bays and balconies. The proposed building's five stories and height is not compatible with the lower scale of immediately adjacent properties, and it needs to improve its transition with adjacent lower-scaled two and three-story structures.; and

   - The landscaping is not generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy.

ENVIRONMENTAL REVIEW

The City of Los Altos, as the Lead Agency, has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the 4350 El Camino Real project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos, California.

Date(s)	Required Actions
October 21, 2021 to December 5, 2021 (Tentative)	AB52 Consultation: Tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. A 30-day review period is proscribed by Public Resources Code section 21080.3.1, subd. (d), the tribal entity.
December 5, 2021 to December 19, 2021	Upon completion of AB52 Tribal Consultation, if these comments include substantial evidence that a potential environmental effect may occur despite the project revisions or mitigation measures included in the MND, the Lead Agency must either require further revisions to the project which would effectively avoid or mitigate that effect.
To be Determined	Notice of Intent to Adopt a Mitigated Negative Declaration to be mailed to required parties, noticed in a paper of general circulation, and posted at City Hall and the Santa Clara County Clerks Office, and any additional noticing will occur as required under Section 15072 of the California Environmental Quality Act.
To Be Determined	A 30-day public review and comment period for the Initial Study and Mitigated Negative Declaration, as required under Section 15.073 of the California Environmental Quality Act. During this period, the IS and MND will be available to local, state, and federal agencies and to interested organizations and individuals for review

Date(s)	Required Actions
To Be Determined	The City, as Lead Agency, will consider the comments it receives during the review period prior to adopting an MND. If these comments include substantial evidence that a potential environmental effect may occur despite the project revisions or mitigation measures included in the MND, the Lead Agency must either require further revisions to the project which would effectively avoid or mitigate that effect, or if that is not possible, prepare an EIR.
To Be Determined	Planning Commission Meeting
To Be Determined	Planning Commission Meeting
To Be Determined	City Council Meeting

As the project planner assigned to this project, you may contact me directly at (650) 947-2641 or sgallegos@losaltosca.gov if you have any questions.

Sincerely,

Sean K. Gallegos
Associate Planner

Guido Persicone, AICP
Planning Services Manager

Cc: Architect

Community Development Department
One North San Antonio Road
Los Altos, California 94022

September 23, 2021 (Revised October 27, 2021)

Gregory and Angela Galatolo
Via Email: agalatolo@apr.com
4350 El Camino Real
Los Altos, CA 94022

Subject: 4350 EL CAMINO REAL (Application No. 19-D-01, 19-UP-01 and 19-SD-01)

Dear Mr. and Mrs. Galatolo:

This letter is an updated response to the plans and documentation for the Commercial Design Review, Use Permit and Subdivision applications for a new multiple-family building at 4350 El Camino Real. Based on City staff review, the application has been deemed **complete** for processing pursuant to the Permit Streamlining Act (California Government Code section 65920). This letter is a list of the items that will need to be addressed or provided in order for the application to be deemed complete.

The text in **black** pertains to the incompleteness letter June 30, 2019, and the comments in **red** reflect the City's new comments related to the updated submittal materials dated August 21, 2020 and the traffic report dated July 9, 2020. The City's comments in **green** reflect the new comments related to the updated submittal materials dated October 12, 2020. The City's comments in **blue** reflect the new comments related to the updated submittal materials dated November 17, 2020 and November 24, 2020. The City's comments in **brown** reflect the new comments related to the updated submittal materials dated January 27, 2021. The City's comments in **pink** reflect the new comments related to the updated submittal materials dated May 17, 2021. The City's comments in **purple** reflect the new comments related to the updated submittal materials dated July 7, 2021. The City's comments in orange reflect the comments related to the updated submittal materials dated August 23, 2021.

In this letter, we have included comments from the Planning Division. Your timely response to these comments will help expedite your project's review. For questions regarding the following comments from the Planning Division, please contact Sean Gallegos, Associate Planner at 650-947-2641.

Per Zoning Code Section 14.78.050, all necessary plan revisions, documentation and information to address the comments in this letter must be submitted within **180 days** of the date of this letter in order to avoid this application from being deemed expired. This application will be deemed expired on March 16, 2021. If additional time is necessary to fully address the City's comments, you may submit a written request for an extension of up to an additional 180 days. The request should include justification for the extension and outline the circumstances that have caused a delay in the submittal of the required information.

Public Meeting Schedule
The dates for the required public meetings before the Planning Commission and the City Council have not yet been scheduled and are contingent upon the application being deemed complete and publication of the environmental initial study.

Compliance with City Ordinances, Policies, and Guidelines

This application has been reviewed for compliance with the following City documents. The remaining comments in this letter are based on the following:

- General Plan
- Other City Policies
- Zoning Ordinance
- Water Conservation in Landscaping Ordinance
- Multi Family Design Review Submittal Requirements
- Density Bonus Report Requirements
- Story Pole Requirements – New Development
- Construction Management Plan Submittal Requirements
- Public Art Impact Fee handout

Multi-Family Design Review

The comments from other City Departments are included as enclosures and the comments from the Planning Division are outlined in this letter. Consistent with 14.78.050 (Initial Application Review) of the Los Altos Municipal Code (LAMC), the following additional comments shall be addressed to comply with the Submittal requirements for Multi-Family Design Review and the Los Altos Municipal Code:

<u>Planning Division</u> (Sean K. Gallegos, 650-947-2641)

List of Incompleteness Items

Consistent with 14.78.050 (Initial Application Review) of the Los Altos Municipal Code (LAMC), the following additional comments shall be addressed to comply with the Submittal requirements for Multi-Family Design Review and the Los Altos Municipal Code:

1. <u>Story Pole Exception - Incompleteness Items</u>

As specified in the Zoning Code (Sec. 14.78.050), the following additional comments shall be addressed to comply with the Submittal requirements for Multi-Family Design Review. The story pole submittal must be revised to comply with the submittal requirements and City Council conditions of approval from the January 26, 2021 meeting. The City Council Direction conditions include the following:

The City Council Subcommittee shall work with applicant and staff on the following revisions to the story pole plan:

a. 3D Model
The pedestrian-level and flyover 3D digital models shall be revised to include more information, such as sidewalk widths, and the proposed development and adjacent buildings within the broader

streetscape area that represent the three-dimensional qualities of the proposed building within the existing context of the site's surroundings.

Response from the City: The City has not received a revised story pole submittal to address the comment. Therefore, the incompleteness issue has NOT been addressed by the applicant.

Response from the City: The City has not received a revised story pole submittal to address the incompleteness item. Therefore, the incompleteness issue has NOT been addressed by the applicant. The applicant's response letter received on July 7, 2021, states the City Council accepted the pedestrian-level and flyover 3D at its meeting on April 14, 2020. However, the minutes of the regular meeting of the City Council on Tuesday, January 26, 2021, states that "Council Member Lee Eng and Vice Mayor Enander shall work with the applicant and staff with the goal to make several changes to the plan by improving the flyover and street level/pedestrian video." The attached minutes indicate the City Council has not accepted the 3D models, and staff must again request the applicant work with Council Members Lee Eng and Vice Mayor Enander and staff to update the pedestrian-level and flyover 3D models. We must request the applicant provide confirmation the Council subcommittee has agreed to the proposed revisions to the 3-D digital model.

Response from the City regarding the submittal materials dated August 23, 2021: The previous incompleteness item has been resolved by the applicant. The item is now complete.

b. Public Notice Billboard No. 1 - Photorealistic Rendering

The public notice billboard No. 1 text shall be replaced with a photorealistic rendering, based on input from the Peninsula Real Homeowner's Association.

Response from the City: The City has not received a revised story pole submittal to address the comment. Therefore, the incompleteness issue has NOT been addressed by the applicant. For further clarification, the photorealistic rendering should be consistent with the perspective on Sheet A3.0a of the project plans dated November 17, 2020. The following text required from the Public Notice Sign Requirements for New Commercial Multi-Family and Mixed-Use Projects Handout shall be located along the top of the billboard:

- 4350 El Camino Real

The following text shall be added at the bottom quarter (or less) of the billboard:

- Project Description: The proposed design for 4350 El Camino Real provides 40 new market rate condominium residences, and 7 affordable residences.
- Applicant/owner name, applicant/owner phone number and applicant/owner email address
- Project planner name, project planner phone number and project planner email address.

Response from the City: The City has not received a revised story pole submittal that addresses the incompleteness item from the letter dated June 26, 2021. For further clarification, the incompleteness letter dated June 26, 2021 required the photorealistic rendering be consistent with the perspective on Sheet A3.0a of the project plans dated November 17, 2020. In the resubmittal, the billboard No. 1 includes three perspectives with the required text, including the perspective on Sheet A3.0a. However, the incompleteness letter requested that billboard No. 1 shall have a (one) photorealistic rendering, which shall be consistent with perspective on Sheet A3.0a of the project plans dated November 17, 2020 with the required text.

Therefore, the applicant has not addressed the incompleteness issue. We must request the billboard be revised consistent with the incompleteness letter dated June 26, 2021. As stated in the incompleteness letter dated June 26, 2021, and the City Council minutes of January 26, 2021, the applicant was required to work with the Council subcommittee, comprised of Council Member Lee Eng and Enander related to the billboard. We must request the applicant provide confirmation the Council subcommittee has agreed to the proposed revisions to the story pole plan.

Staff does acknowledge the billboard provides the correct text on the billboard, and no further action is required for the billboard text.

Response from the City regarding the submittal materials dated August 23, 2021: The previous incompleteness item has been resolved by the applicant. The item is now complete.

c. Public Notice Billboard No. 1 - Location

The public notice billboard No. 1 shall be relocated to be closer and better angled to the sidewalk to improve its visibility for pedestrians, with consideration of safety concerns.

Response from the City: The incompleteness issue has NOT been addressed by the applicant.

Response from the City: The City has not received a revised story pole submittal to address the comment. Therefore, the incompleteness issue has NOT been addressed by the applicant. For further clarification, billboard No. 1 shall be located along the eastern edge of the gas station (the one abutting PRLA), and it should be closer and better angled to the sidewalk to improve its visibility for pedestrians, with consideration of safety concerns.

Response from the City: As advised in the previous incompletes letter dated June 16, 2021, billboard No. 1 was to be revised to improve its visibility for pedestrian, with considerations for safety. In the City Council minutes of January 26, 2021, the applicant was to discuss the billboard's location with the adjacent Homeowners Association and look at the repositioning of billboard No. 1 to be more proximate and visible from the sidewalk, with due respect for safety concerns and as determined and discussed with the staff and applicant. In your response, you indicate the location of billboard No. 1 was adjusted to 1) provide the greatest visibility from the street and sidewalk; 2) recognize the safety concerns of both adjacent driveways; and allow for staff approval of the actual location prior to installation. In the resubmittal received by the City on July 7, 2021, the billboard plan continues to show billboard No. 1 in the same location as considered by the City Council on January 26, 2021.

In reviewing the Council direction from the January 26, 2021, you were directed to discuss the billboard's location with the HOA. In the resubmittal, staff did not receive documentation to confirm compliance with the incompleteness item, including proof of discussions with the HOA. However, staff separately has an email between an HOA representative, Eric Steinle and the applicant, Angie Galatalo. In the email, Mr. Steinle requested the following related to sign No. 1: the location shall be along "the eastern edge of the gas station (the one abutting PRLA) should have no text at all, and it should have a large picture showing what the building is expected to look like." In reviewing the billboard No. 1 location in the story pole plan, staff confirms the billboard is located along the eastern property line consistent with the direction from the HOA. Therefore, the applicant has resolved the incompleteness item related to the location of billboard No. 1, and no further action is required for the billboard text. As stated in your response to the City's incompleteness letter, staff will approve the actual location prior to installation.

Response from the City regarding the submittal materials dated August 23, 2021: The previous incompleteness item has been resolved by the applicant. The item is now complete.

ADDITIONAL COMMENTS

Environmental Review

The City of Los Altos, as the Lead Agency, has prepared an Initial Study (IS) and Mitigated Negative Declaration (MND) for the 4350 El Camino Real project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos, California.

Timeline, Process and Resubmittal

Based on City staff review, the Commercial Design Review, Use Permit and Subdivision applications for a new multiple-family building at 4350 El Camino Real is deemed **complete** for processing pursuant to the Permit Streamlining Act (California Government Code section 65920).

Based on the determination of completeness, staff can provide the following preliminary and tentative schedule for the project:

Date(s)	Required Actions
September 28, 2021 to November 5, 2021 (Tentative)	AB52 Consultation: Tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. A 30-day review period is proscribed by Public Resources Code section 21080.3.1, subd. (d), the tribal entity.
November 5, 2021 to November 19, 2021	Upon completion of AB52 Tribal Consultation, if these comments include substantial evidence that a potential environmental effect may occur despite the project revisions or mitigation measures included in the MND, the Lead Agency must either require further revisions to the project which would effectively avoid or mitigate that effect.
To be Determined	Notice of Intent to Adopt a Mitigated Negative Declaration to be mailed to required parties, noticed in a paper of general circulation, and posted at City Hall and the Santa Clara County Clerks Office, and any additional noticing will occur as required under Section 15072 of the California Environmental Quality Act.
To Be Determined	A 30-day public review and comment period for the Initial Study and Mitigated Negative Declaration, as

Date(s)	Required Actions
	required under Section 15.073 of the California Environmental Quality Act. During this period, the IS and MND will be available to local, state, and federal agencies and to interested organizations and individuals for review
To Be Determined	The City, as Lead Agency, will consider the comments it receives during the review period prior to adopting an MND. If these comments include substantial evidence that a potential environmental effect may occur despite the project revisions or mitigation measures included in the MND, the Lead Agency must either require further revisions to the project which would effectively avoid or mitigate that effect, or if that is not possible, prepare an EIR.
To Be Determined	Planning Commission Meeting
To Be Determined	Planning Commission Meeting
To Be Determined	City Council Meeting

In order to maintain the potential hearing dates, the following shall be submitted:

- 12 half-sized plan sets; and
- One digital version of plan set;

If you have any questions, please do not hesitate to contact me at (650) 947-2641 or by email at sgallegos@losaltosca.gov.

Sincerely,

Sean K. Gallegos
Associate Planner

Guido Persicone, AICP
Planning Services Manager

Cc: Architect

19-D-01 19-UP-01 and 19-SD-01 - 4350 ECR - Completeness Letter_revised 10.27.21

Final Audit Report 2021-10-27

Created:	2021-10-27
By:	Sean Gallegos (sgallegos@losaltosca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAACIBNRIyDyLvSnObRWCy2wyVTaHS85MNf

"19-D-01 19-UP-01 and 19-SD-01 - 4350 ECR - Completeness Letter_revised 10.27.21" History

Document created by Sean Gallegos (sgallegos@losaltosca.gov)
2021-10-27 - 7:16:34 PM GMT- IP address: 73.71.169.206

Document e-signed by Sean Gallegos (sgallegos@losaltosca.gov)
Signature Date: 2021-10-27 - 7:17:15 PM GMT - Time Source: server- IP address: 73.71.169.206

Document emailed to Guido Persicone (gpersicone@losaltosca.gov) for signature
2021-10-27 - 7:17:19 PM GMT

Email viewed by Guido Persicone (gpersicone@losaltosca.gov)
2021-10-27 - 9:33:38 PM GMT- IP address: 207.140.44.2

Document e-signed by Guido Persicone (gpersicone@losaltosca.gov)
Signature Date: 2021-10-27 - 9:33:49 PM GMT - Time Source: server- IP address: 207.140.44.2

Agreement completed.
2021-10-27 - 9:33:49 PM GMT

ATTACHMENT J

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 2452

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

Plans and Scope of Review:

This project shall comply with the following:

The California Fire (CFC) & Building (CBC) Code, 2016 edition, as adopted by the City of Los Altos Municipal Code (LAMC), California Code of Regulations (CCR) and Health & Safety Code.

The scope of this project includes the following:

Proposed new 105,660 SF five-story, 47-unit condominium development with two levels of underground parking.

Plan Status:

Plans are **APPROVED with the following conditions**. *(Rev. 06/09/21 KB)*

Plan Review Comments:

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

2. **Fire Sprinklers Required:** *(As noted on Sheet A0.0.1)* Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2 as adopted and amended by LOSPMC.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IIIA/IA	Gregory & Angela Galatolo	06/08/2021	1 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
5+2UG	105,660		Commercial Development	Design Review

NAME OF PROJECT	LOCATION
MULTI-FAMILY DWELLING	4350 El Camino Real Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 2452

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

3. **Water Supply Requirements:** *(As noted on Sheet C4.0)* Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2019 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.

4. **Standpipes Required:** *(As noted on Sheet A0.0.1)* Standpipe systems shall be provided in new buildings and structures in accordance with this section. Fire hose threads used in connection with standpipe systems shall be approved and shall be compatible with fire department hose threads. The location of fire department hose connections shall be approved. Standpipes shall be manual wet type. In buildings used for high-piled combustible storage, fire hose protection shall be in accordance with Chapter 32. Installation standard. Standpipe systems shall be installed in accordance with this section and NFPA 14 as amended in Chapter 47. CFC Sec. 905.

5. **Public/Private Fire Hydrant(s) Required:** *(As noted on Sheet C4.0)* Provide public fire hydrant (s) at location(s) to be determined jointly by the Fire Department and San Jose Water Company. Maximum hydrant spacing shall be 500 feet, with a minimum single hydrant flow of 1,500 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C.

6. **Emergency responder radio coverage in new buildings:** *(As noted on Sheet A0.0.1)* All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

7. **Two-way communication system:** *(As noted on Sheet A0.0.1)* Two-way communication systems shall be designed and installed in accordance with NFPA 72 (2016 edition), the California Electrical Code (2013 edition), the California Fire Code (2016 edition), the California Building Code (2016 edition), and the city ordinances where two way system is being installed, policies, and

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IIIA/IA	Gregory & Angela Galatolo	06/08/2021	2 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
5+2UG	105,660		Commercial Development	Design Review

NAME OF PROJECT	LOCATION
MULTI-FAMILY DWELLING	4350 El Camino Real Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 2452

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

standards. Other standards also contain design/installation criteria for specific life safety related equipment. These other standards are referred to in NFPA 72.

8. **Fire Alarm System Requirement:** *(As noted on Sheet A0.0.1)* The building shall be provided with a fire alarm system in accordance with CFC #907.2.9.

9. **Required Aerial Access:** *(As noted on Sheet A8.0)* Where required: Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. 2. Width: Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. 3. Proximity to building: At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572) and a maximum of 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building, as approved by the fire code official. CFC Chp. 5 and SCCFD SD&S A-1. *Fire Lane shall be provided along the full length of the Los Altos Avenue side of the structure.*

10. **Fire Lanes Required:** *(As noted on Sheet C2.0)* Required fire apparatus access roads to include areas required for aerial apparatus access, *shall be designated and marked as a fire lane* as set forth in Section 22500.1 of the California Vehicle Code.

11. **Required Fire Dept. Access:** *(As shown on Sheet C4.0)* Commercial and Industrial Developments 1. **Buildings exceeding three stories or 30 feet in height.** Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have a least two means of fire apparatus access for each structure. 2. Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 mm) shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having a gross building area of up to 124,000 square feet (11520 mm) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems. CFC Sec.903 as adopted and amended by LOSMC.

12. **Fire Department Connections:** *(As noted on Sheet C4.0)* Fire department connections shall be located within 10' of the main PIV and 100' of a public hydrant and with respect to hydrants, driveways, buildings and landscaping, shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. They shall be in a

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IIIA/IA	Gregory & Angela Galatolo	06/08/2021	3 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
5+2UG	105,660		Commercial Development	Design Review

NAME OF PROJECT	LOCATION
MULTI-FAMILY DWELLING	4350 El Camino Real Los Altos

TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

SANTA CLARA COUNTY FIRE DEPARTMENT
14700 Winchester Blvd., Los Gatos, CA 95032 | (408) 378-4010 | www.sccfd.org

PLAN REVIEW No. 21 2452

BLDG PERMIT No.

DEVELOPMENTAL REVIEW COMMENTS

visible location on the street address side of the building and be immediately accessible and without obstructions at all times. A working space of not less than 36 inches, both in width and depth and 78 inches in height shall be provided and maintained. Physical protection in accordance with Section 312 shall be provided if subject to impact by a motor vehicle. Signs shall be provided and mounted on the FDC and shall indicate the location and connection they are serving. [CFC Section 912] [SCCFD SP-2 and W-3].

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

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

This review shall not be construed to be an approval of a violation of the provisions of the California Fire Code or of other laws or regulations of the jurisdiction. A permit presuming to give authority to violate or cancel the provisions of the Fire Code or other such laws or regulations shall not be valid. Any addition to or alteration of approved construction documents shall be approved in advance. [CFC, Ch.1, 105.3.6]

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LOS	☒	☐	☒	☐	☒	R-2/S-2	IIIA/IA	Gregory & Angela Galatolo	06/08/2021	4 OF 4

SEC/FLOOR	AREA	LOAD	PROJECT DESCRIPTION	PROJECT TYPE OR SYSTEM
5+2UG	105,660		Commercial Development	Design Review

NAME OF PROJECT	LOCATION
MULTI-FAMILY DWELLING	4350 El Camino Real Los Altos

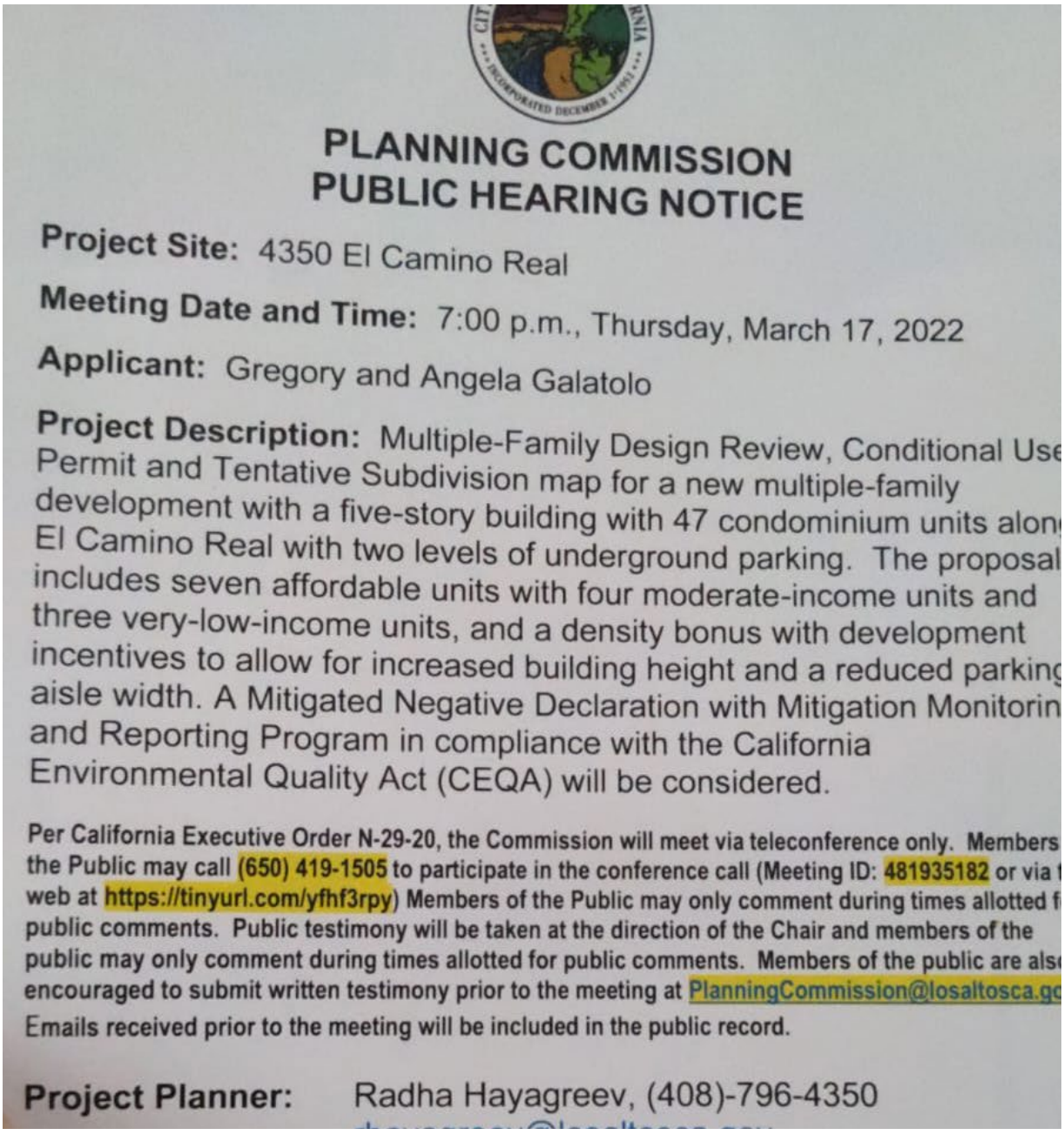
TABULAR FIRE FLOW	REDUCTION FOR FIRE SPRINKLERS	REQUIRED FIRE FLOW @ 20 PSI	BY
4750	75%	1500	Baker, Kathy

From: Neeraj Paliwal
To: Los Altos Planning Commission
Subject: We don't support apartments on 4350 El Camino
Date: Thursday, March 17, 2022 3:42:35 PM

City Planner,

We appreciate the opportunity to share our opinion on the topic. We oppose this apartment development project.

Neeraj Paliwal
975 Mercedes Ave



PLANNING COMMISSION
PUBLIC HEARING NOTICE

Project Site: 4350 El Camino Real

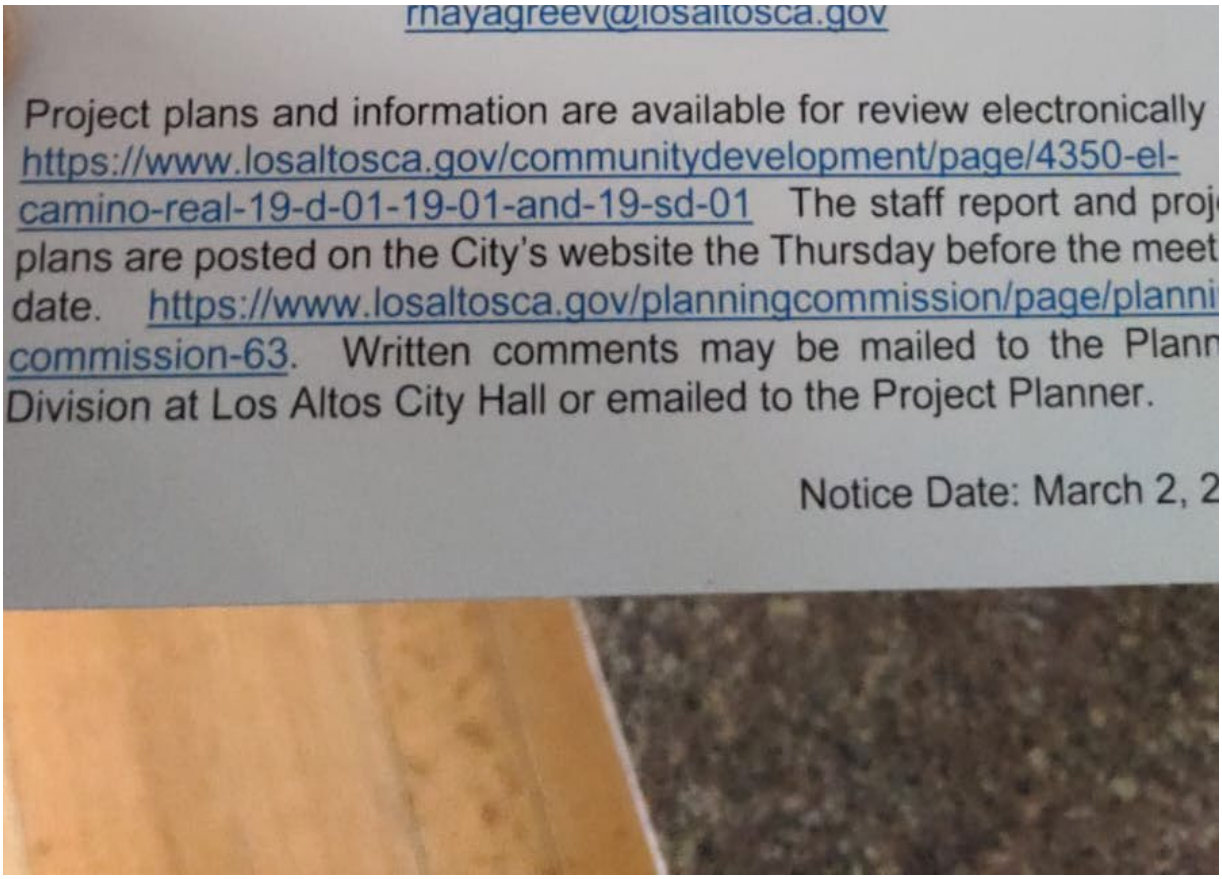
Meeting Date and Time: 7:00 p.m., Thursday, March 17, 2022

Applicant: Gregory and Angela Galatolo

Project Description: Multiple-Family Design Review, Conditional Use Permit and Tentative Subdivision map for a new multiple-family development with a five-story building with 47 condominium units along El Camino Real with two levels of underground parking. The proposal includes seven affordable units with four moderate-income units and three very-low-income units, and a density bonus with development incentives to allow for increased building height and a reduced parking aisle width. A Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program in compliance with the California Environmental Quality Act (CEQA) will be considered.

Per California Executive Order N-29-20, the Commission will meet via teleconference only. Members of the Public may call (650) 419-1505 to participate in the conference call (Meeting ID: 481935182 or via the web at https://tinyurl.com/yfhf3rpy) Members of the Public may only comment during times allotted for public comments. Public testimony will be taken at the direction of the 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. Emails received prior to the meeting will be included in the public record.

Project Planner: Radha Hayagreev, (408)-796-4350


rhayagreev@losaltosca.gov
Project plans and information are available for review electronically
https://www.losaltosca.gov/communitydevelopment/page/4350-el-camino-real-19-d-01-19-01-and-19-sd-01 The staff report and proj
plans are posted on the City's website the Thursday before the meet
date. https://www.losaltosca.gov/planningcommission/page/planni
commission-63. Written comments may be mailed to the Plann
Division at Los Altos City Hall or emailed to the Project Planner.
Notice Date: March 2, 2

From: Parveen Panwar
To: Los Altos Planning Commission
Subject: We don’t support apartments on 4350 El Camino
Date: Thursday, March 17, 2022 4:13:50 PM

---

we don't support this project

Parveen Panwar
83 alma ct, los altos

--
Stay Humble, Stay Happy and Stay ACTIVATED

Best Regards,

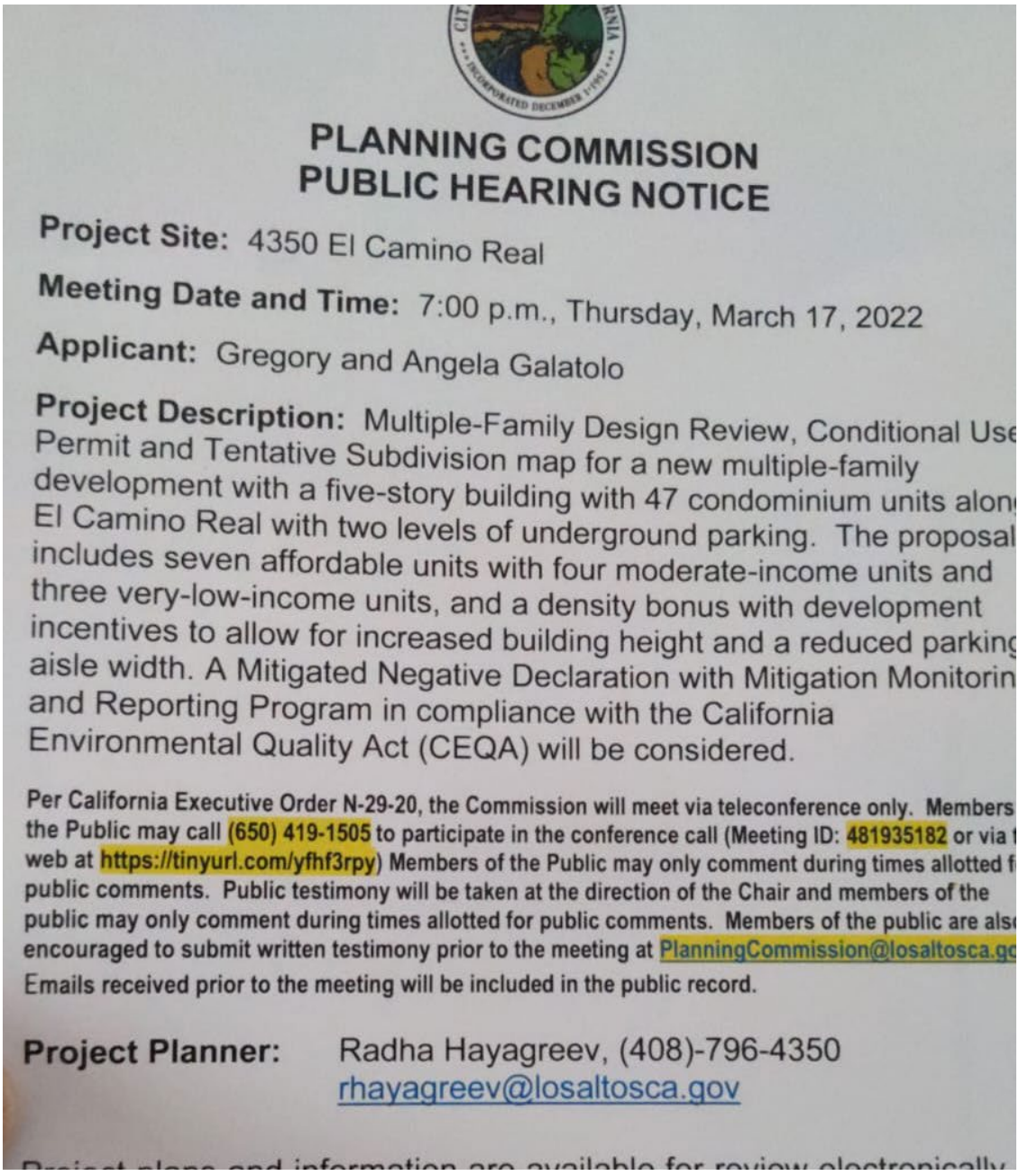
Parveen Panwar

From: Soniya Paliwal
To: Los Altos Planning Commission
Subject: We say NO to the apartments on 4350 El Camino
Date: Thursday, March 17, 2022 3:54:52 PM

City Planner,

We appreciate the opportunity to share our opinion on the topic. We oppose this apartment development project.

Soni Paliwal
975 Mercedes Ave



PLANNING COMMISSION
PUBLIC HEARING NOTICE

Project Site: 4350 El Camino Real

Meeting Date and Time: 7:00 p.m., Thursday, March 17, 2022

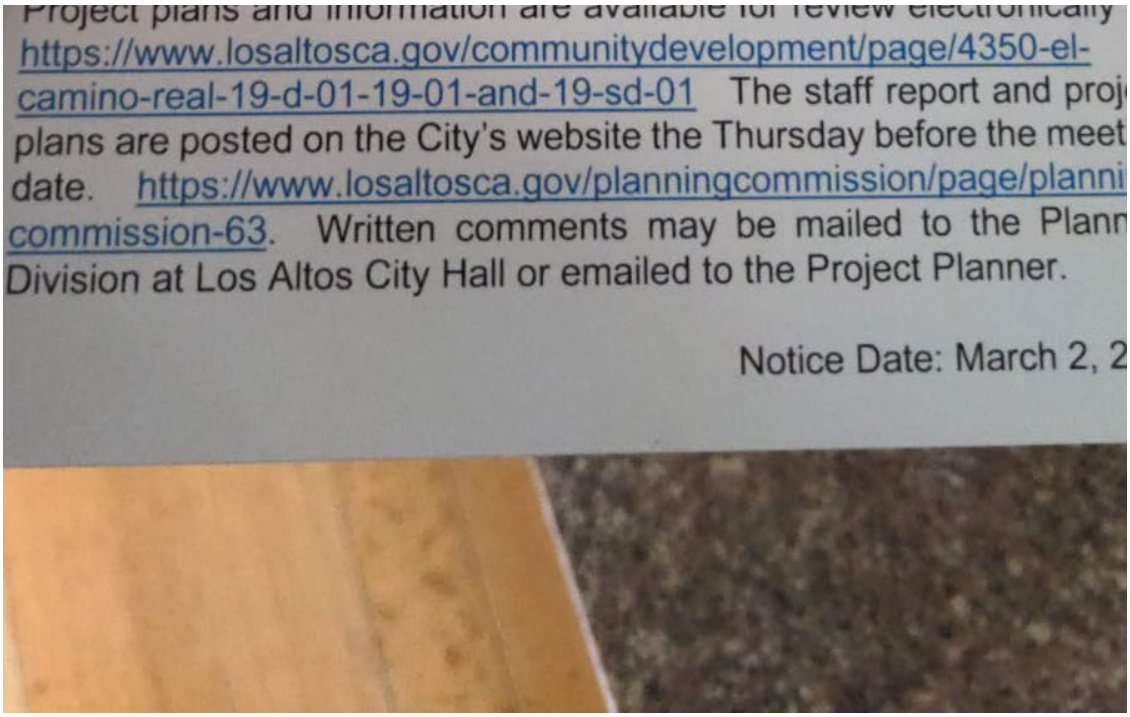
Applicant: Gregory and Angela Galatolo

Project Description: Multiple-Family Design Review, Conditional Use Permit and Tentative Subdivision map for a new multiple-family development with a five-story building with 47 condominium units along El Camino Real with two levels of underground parking. The proposal includes seven affordable units with four moderate-income units and three very-low-income units, and a density bonus with development incentives to allow for increased building height and a reduced parking aisle width. A Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program in compliance with the California Environmental Quality Act (CEQA) will be considered.

Per California Executive Order N-29-20, the Commission will meet via teleconference only. Members the Public may call (650) 419-1505 to participate in the conference call (Meeting ID: 481935182 or via t web at https://tinyurl.com/yfhf3rpy) Members of the Public may only comment during times allotted f public comments. Public testimony will be taken at the direction of the 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.go Emails received prior to the meeting will be included in the public record.

Project Planner: Radha Hayagreev, (408)-796-4350
rhayagreev@losaltosca.gov

Project plans and information are available for review electronically


Project plans and information are available for review electronically
https://www.losaltosca.gov/communitydevelopment/page/4350-el-camino-real-19-d-01-19-01-and-19-sd-01 The staff report and proj plans are posted on the City's website the Thursday before the meet date. https://www.losaltosca.gov/planningcommission/page/planni commission-63. Written comments may be mailed to the Plann Division at Los Altos City Hall or emailed to the Project Planner.

Notice Date: March 2, 2

Radha Hayagreev

From: manoj vittal <manojvittal1@gmail.com>
Sent: Friday, March 11, 2022 2:20 PM
To: Los Altos Planning Commission
Cc: Radha Hayagreev
Subject: 4350 El Camino project

Dear Sir/Madam,

I am a Los Altos resident and would like to convey my objection to the project at 4350 El Camino. It greatly increases congestion in our neighborhood in an already congested area. There are stricter rules in our city for even 2-storeyed single family home remodeling or construction, however I see many of these multi-storey buildings popping up along el camino. Yet another one is definitely not good for our neighborhood and city. Once again I strongly oppose the permit for such a project,
Thanks

Manoj

Fw: Testimony for 4350 El Camino Real - 19-D-01, 19-UP-01 and 19-SD-01 on March 17, 2022

Diana Tong <diktong@hotmail.com>

Mon 3/14/2022 1:13 PM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>

3 attachments (7 MB)

test-los-altos-0314.pdf; test-los-altos-0314.pptx; losaltos-planningcomm-notice-4350-el-camino.pdf;

Resend for to correct the email address.

From: Diana Tong
Sent: Monday, March 14, 2022 1:07 PM
To: PlanningCommission@losaltosca.gov <PlanningCommission@losaltosca.gov>
Cc: rhayagreev@losaltoca.gov <rhayagreev@losaltoca.gov>
Subject: Testimony for 4350 El Camino Real - 19-D-01, 19-UP-01 and 19-SD-01 on March 17, 2022

Title: Testimony for 4350 El Camino Real - 19-D-01, 19-UP-01 and 19-SD-01 Public Hearing on March 17, 2022

To: Los Altos City Planning Commission (PlanningCommission@losaltosca.gov)

From: Diana Leung (Resident and Homeowner of 4388 El Camino Real, Los Alto, CA 94022)

cc: Radha Hayagreev Los Altos City Project Planner (rhayagreev@losaltoca.gov)

Data: March 14, 2022

My name is Diana Leung. I am a resident and homeowner of a condominium unit from
4388 El Camino Real Los Altos CA 94022. The property is just located next to the planning project. At least 24 units of 4388 El Camino Real Los Alto are seriously impacted by
this plan project *4350 El Camino Real - 19-D-01, 19-UP-01 and 19-SD-01* project request.

I ***object to the 4350 El Camino project plan*** for the following reasons listed in the attached documents
which are in both power point and pdf formats:

1. Existing 4388 El Camino Real Property

2. My Unit & Planning Project Interaction

3. Impact Street View from My Unit

4. Affect Air Flow & Sunlight To My Unit

5. Preserve My Unit Privacy

6. Rain Runoff Spill onto my balcony

7. Affect Existing Landscape

8. Decrease Property Value

9. Summary

I can be reached via email diktong@hotmail.com. Please let me know if you have any questions.

Sincerely,
Diana Leung

diktong@hotmail.com

Public Testimony for 4350 El Camino Real - 19-D-01, 19-UP-01 and 19-SD-01 Public Hearing on March 17, 2022

To: City of Los Altos CA Planning Commission (PlanningCommission@losaltosca.gov)

By: Diana Leung (resident & homeowner of 4388 El Camino Real) on March 14, 2022

Contents

1. Existing 4388 El Camino Real Property
2. My Unit & Planning Project Interaction
3. Impact Street View from My Unit
4. Affect Air Flow & Sunlight to My Unit
5. Preserve My Unit Privacy
6. Rain Runoff May Spill on to My Unit Balcony
7. Affect Existing Landscape
8. Decrease Property Value
9. Summary

1. Existing 4388 El Camino Real Property

- Developed in 2009; Property Height is 38 feet
- Property is located next to planning project (which is currently a gas station site)
- Up to 24 units in this property are seriously impacted by the plan project

1. Existing 4388 El Camino Real Property (cont'd)

- Picture of affected units facing from El Camino east side

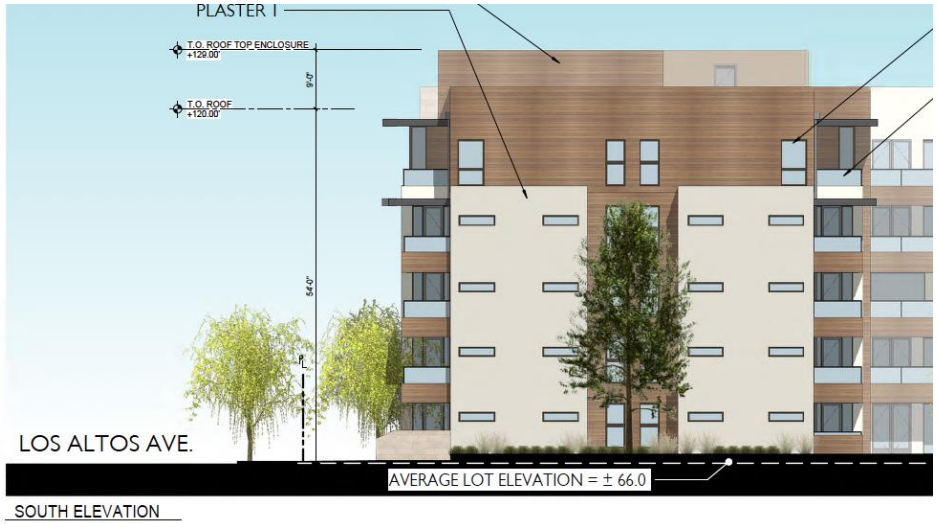
Picture 1
(South Side Bldg Property Line Pole)

2. My Unit & Plan Project Interaction

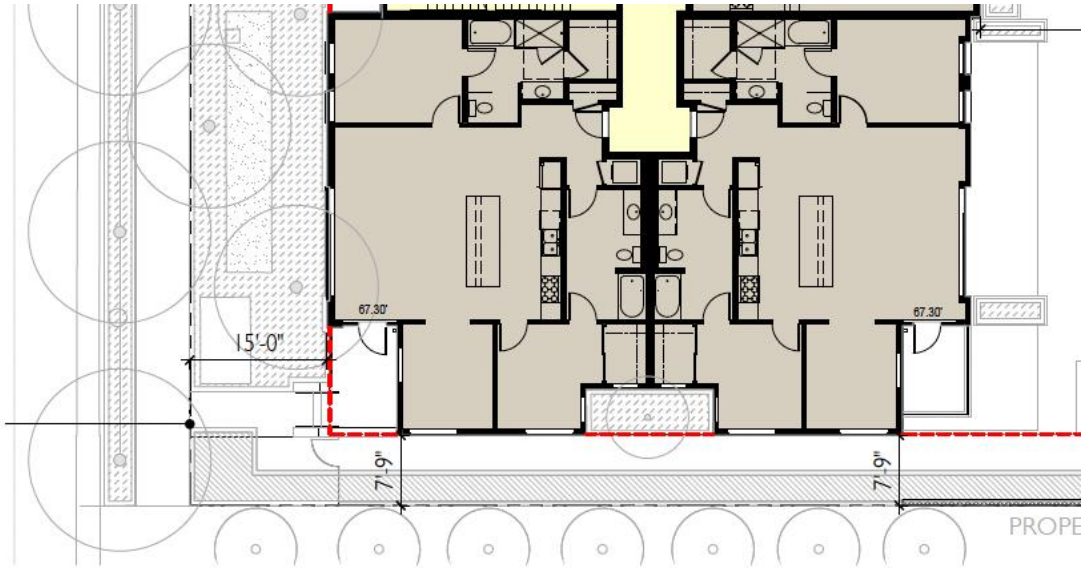
- My unit's window and balcony is facing El Camino Real east and is the 1st unit from Los Alto Ave
- My unit has 2 2x4 windows and 1 balcony facing El Camino Real east. And they are only source of air and sunlight to my units
- According to project planning document

  (attach_b_-_4350_ecr_complete_street_commission_plan_set_8.20.19.pdf)
  - A.3.2 SOUTH ELEVATION (Los Altos Ave) Height of Building is 65 feet
  - A.1.0 SOUTH ELEVATION (Los Altos Ave) Building is built from property line is 7 feet 9 inches

2. My Unit & Planning Project Interaction (cont'd)



Picture 2



Picture 3

2. My Unit & Planning Project Interaction (cont'd)

- Planning project south building with 7 feet 9 inches distance from property line
- The distance between my unit building and new south building will be less than 16 feet and the height of the new south building is 65 feet which is almost double the height of my property building

3. Impact Street View from My Unit

- Existing street view from my unit

Picture 4
From my window

Picture 5
From my balcony

3. Impact Street View from My Unit (cont'd)

- With the south side building plan, the existing street view from my unit is all gone
- My unit street view will be completely blocked by the new project plan south side building

4. Affect Air Flow & Sunlight to My Unit

- Project planning south side building is built in front of my unit is less than 16 feet
- As mentioned in previous slides that east side window & balcony is the only source of fresh air and sunlight to my unit
- No direct air flow can be come to my unit with the project plan

4. Affect Air Flow to My Unit

- Project planning south side building is built in front of my unit
- As mentioned in previous slides that east side window & balcony is only source of fresh air to my unit.
- No direct air flow can be come to my unit. As a result, it will affect our health.

5. My Unit Privacy

- Distance between project plan south side building and my unit is less than 16 feet
- My existing privacy is lost due to project plan south side building is a 5-floor building; each floor has two units. Each unit has windows and balcony facing my unit
- Noise is another concern due to two buildings are so closed to each others
- During nighttime, light from new building's units affects my unit privacy

6. Rain Runoff May Spill into My Balcony

- Distance between project planning south side building and my unit is less than 16 feet
- Height of south side building is 65 feet and height of my unit building is 38 feet
- Rain runoff spill on to my balcony and water damage to my unit building can occur

7. Affect Existing Landscape

- Distance between project planning south side building and my unit is less than 16 feet
- Deprive the trees of sunlight that is needed for their survival

8. Decrease Property Value

- Height and property line of project plan south side building **DECREASES** the value of my property

8. Summary

I object to the existing project plan on 4350 El Camino Real due to the following reasons:

- Loss of Street View
- Loss of Sunlight
- Loss of Fresh Air Flow
- Loss of Privacy
- Affects Existing Landscape
- Loss of Property value
- Water damage to my unit property

Fwd: Proposed Development at 4350 El Camino Real

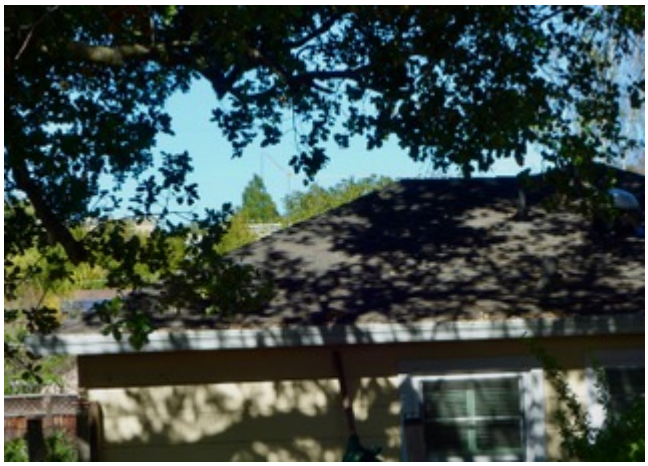
carol redfield <carol.redfield@gmail.com>

Tue 3/22/2022 4:06 PM

To: Radha Hayagreev <rhayagreev@losaltosca.gov>

Cc: **Los Altos Planning Commission <PlanningCommission@losaltosca.gov>**

View of flags for the proposed development from our kitchen window.



Begin forwarded message:

From: carol redfield <carol.redfield@gmail.com>
Subject: Proposed Development at 4350 El Camino Real
Date: March 22, 2022 at 7:58:16 AM PDT
To: rhayagreev@losaltosca.gov
Cc: planningcommission@losaltosca.gov

Dear Ms Hayagreev -

We were sorry to miss your meeting on March 17 concerning the Galatolo development at 4350 El Camino Real.

We have lived at 1101 Los Altos Ave for 27 years. During this time, we have obviously seen a tremendous change in the neighborhood along the El Camino corridor near us. Most of the changes have been very positive and we are generally in support of the development at 4350 El Camino. We have one general concern about increased high rise development in this area and one specific concern about hte proposed plans for the site.

In general, the ambient noise level from air conditioners at these multi-unit sites has fundamentally changed our outdoor environment. We used to live in a quiet zone at night, but the regular hum of air conditioning noise is now present three seasons of the year. We would ask that you do everything possible to mitigate air conditioning noise in the new development. We have a clear line of site to the proposed new roofline indicating that we will have no buffer from any air conditioning noise from the roof.

Specifically, we are opposed to the unnecessary allowance for extra height being offered to the site which seems in every possible way an unnecessary aspect of the development which is harmful to the local community. We support the inclusion of high density and low income units, but only within the zoning restrictions that exist for a reason. We see no reason to make an exception for this development and ask that you require changes to the proposed plans to keep the development within the current zoning restrictions.

The flags defining the proposed roofline are clearly visible from our kitchen window but I can't seem to get them to show up in a photo. I will try at another time of day and will forward the photo to you if I can get them show.

We appreciate your consideration and would be happy to discuss this further with you.

Chris and Carol Redfield
1101 Los Altos Ave
Los Altos, CA 94022
650-862-6958

Radha Hayagreev

From: manoj vittal <manojvittal1@gmail.com>
Sent: Friday, March 11, 2022 2:20 PM
To: Los Altos Planning Commission
Cc: Radha Hayagreev
Subject: 4350 El Camino project

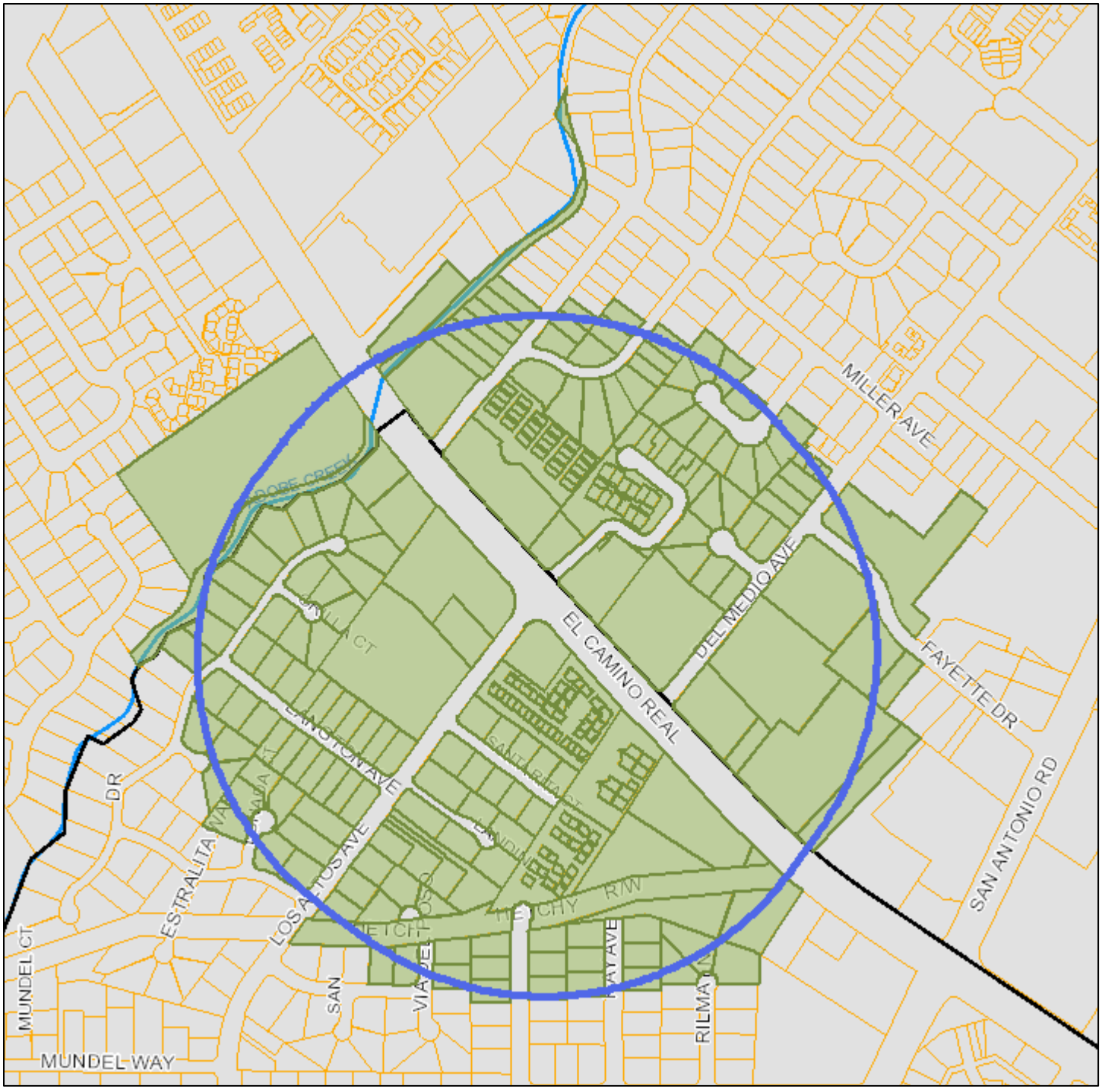
Dear Sir/Madam,

I am a Los Altos resident and would like to convey my objection to the project at 4350 El Camino. It greatly increases congestion in our neighborhood in an already congested area. There are stricter rules in our city for even 2-storeyed single family home remodeling or construction, however I see many of these multi-storey buildings popping up along el camino. Yet another one is definitely not good for our neighborhood and city. Once again I strongly oppose the permit for such a project,
Thanks

Manoj

ATTACHMENT L

Notification Map



Print Date: December 14, 2020

1:7,236

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

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

The information on this map was derived from the City of Los Altos' GIS. The City of Los Altos does not guarantee data provided is free of errors, omissions, or the positional accuracy, and it should be verified.

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, APRIL 7, 2022 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) 419-1505 to participate in the conference call (Meeting ID: 147 620 2356 or via the web at https://tinyurl.com/s3uyy4v7) Members of the Public may only comment during times allotted for public comments. Public testimony will be taken at the direction of the 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 PCpubliccomment@losaltosca.gov. Emails received prior to the meeting will be included in the public record.

ESTABLISH QUORUM

PRESENT:	Chair Doran and Vice-Chair Mensinger, Commissioners Ahi, Roche, Bodner
ABSENT:	Commissioners Marek and Steinle
STAFF:	Interim Planning Services Manager Golden, Contract Planner Hayagreev, and Deputy City Attorney Ramakrishnan

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Peter Mills of Solana Drive provided SB9 Objective Standards comments and stated his concern about narrow streets and access. He invited the commissioners to walk his street with him to show his concerns.

ITEMS FOR CONSIDERATION/ACTION

CONSENT CALENDAR

1. **Planning Commission Minutes**
   Approve minutes of the Study Session and Regular Meeting of March 17, 2022.

Action: Upon motion by Commissioner Bodner, seconded by Commissioner Ahi, the Commission recommended approval of the minutes from the March 17, 2022 Study Session and Regular Meeting with a correction by Commissioner Bodner that she joined before the first item of the Regular Meeting. The motion was approved (5-0) by the following vote:
AYES: Chair Doran and Vice-Chair Mensinger, Commissioners Ahi, Bodner and Roche,
NOES:
ABSENT: Steinle, Marek

PUBLIC HEARING

2. **19-D-01, 19-UP-01 and 19-SD-01 – Gregory and Angela Galatolo – 4350 El Camino Real**
   Multiple-Family Design Review, Conditional Use Permit and Tentative Subdivision map for a new multiple-family development with a five-story building with 47 condominium units

DRAFT

along El Camino Real with two levels of underground parking. The proposal includes seven affordable units with four moderate-income units and three very-low-income units, and a density bonus with development incentives to allow for increased building height and a reduced parking aisle width. A Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program in compliance with the California Environmental Quality Act (CEQA) will be considered. *Project Planner: Hayagreev* THIS ITEM WAS RECOMMENDED TO BE CONTINUED FROM THE MARCH 17, 2022 PLANNING COMMISSION MEETING.

Chair Doran noted that Commissioner Steinle had to recuse himself because he has a conflict of interest because he lives within 500 feet of the project at 4350 El Camino Real.

STAFF PRESENTATION

Contract Planner Hayagreev presented the staff report recommending Planning Commission denial to the City Council of Multiple-Family Design Review, Conditional Use Permit, Vesting Tentative Map, Density Bonus and Development incentives Applications for 19-D-01, 19-UP-01 and 19-SD-01 for 4350 El Camino Real per the findings and conditions contained in the resolution and gave a brief overview.

Deputy City Attorney Ramakrishnan said that the Planning Commission should not deliberate over the conformance of story pole installation.

COMMISSION QUESTIONS OF STAFF

Commissioner Bodner asked about the density bonuses of other projects that were approved along El Camino Real.

Interim Planning Services Manager Golden said that is some research that staff could do and bring back to the Commission.

Deputy City Attorney Ramakrishnan said the maximum density bonus was 35% under state law and above that is discretionary unless you are 100% affordable. The project would have to conform to the objective standards in order to get the protection of the Housing and Accountability Act if they were resubmit under SB330.

APPLICANT PRESENTATION

Applicant Angie Galatolo introduced the project and provided a presentation.

Project Architect Michael Rizza provided a project presentation and went over the project details.

COMMISSION QUESTIONS OF APPLICANT

Commissioner Ahi

- What is the color supposed to be on the equitone stone siding on the entryway?
    - Answer Michael Rizza: Gray colored stone.
- Garage ramp with two doors, one doesn't seem wide enough, and why is one pushed back and not one opening?
    - Answer Michael Rizza: They are on two different planes, one is 10 feet wide and the other is 8.5 feet.
    - Answer Michael Rizza and Alex Seidel: It has an adequately sized width for one-way traffic but could be looked at and adjusted if needed.

DRAFT

- Why do the bedrooms face the neighboring complex, questioned the windows in the closets of the bedroom and if there are egress windows?
    - Alex Seidel Answer: This is a five-story building that is Type III construction and does not need egress windows.
    - Alex Seidel Answer: There are recessed windows against Peninsula Real.
    - Alex Seidel Answer: He will look into the "closet" window and can adjust it as needed.

Vice-Chair Mensinger

- What other El Camino Real projects is the density bonus of 86% consistent with?
    - Answer Project applicant Angie Galatolo: The density bonus she is asking for is comparable to the 4898 and 4656 El Camino Real projects that were approved.
- Are you open to change in distribution of the Below Market Rate (BMR) units?
    - Answer Angie Galatolo: Have discussed with staff in the past. The fifth floor pays for the construction of the extra three BMR units they are providing but would explore.
- Surprised the project is not meeting the objective standards after staff conveyed the inconsistencies.
    - Answer Angie Galatolo: We had to keep the inconsistencies to make the project viable for construction given the current economics.

Deputy City Attorney Ramakrishnan stated standard means any standard, including density that is quantifiable and objective.

Chair Doran

- Where will the mechanical HVAC systems be located?
    - Answer Alex Seidel: Split system HVAC and condensers are located on the rooftop.
- Is the risk safety net the fifth floor of market rate units?
    - Answer Angie Galatolo: That is correct.

Commissioner Bodner

- Density bonus questions on this project vs. past projects?
    - Answer Deputy City Attorney Ramakrishnan: Do not know what was done two years ago, but the density standard has been the same and the State density bonus has increased. Also, the type of BMR unit distribution for this project does not meet the current inclusionary standards of density bonus law for affordable housing.

Commissioners Bodner and Ahi note their confusion with the density bonuses previously approved for projects and this one.

Deputy City Attorney Ramakrishnan stated this is a discretionary bonus.

Vice-Chair Mensinger asked a clarification question on how to calculate the density bonus being allowed. Is it based on the number of units provided, not on the square footage of those units?

Deputy City Attorney Ramakrishnan stated the density bonus is based on units and not square footage and separate from that is the City's inclusionary ordinance standards.

Interim Planning Services Manger Golden commented on the previous project approved on El Camino Real and stated that mix of types of BMR units and categories were different compared to

DRAFT

4350 El Camino Real. The City accepted a higher number of low- and very-low-income units over moderate-income for those projects. This project proposes four moderate income units and three low-income units.

PUBLIC COMMENT

Resident Terri Couture gave her support for the project and the additional housing along El Camino Real.

Resident Diana Leung from 4388 El Camino Real stated there is lots of development in the area; traffic light timing is getting longer with so many residential units being added; it is hard to find parking especially on trash collection day; is concerned about the loss of the gas station; the removal of the gas station and its hazardous chemicals; the extra noise and pollution from construction; and about setbacks due to loss of fresh air, natural light and privacy that will be impacted.

Resident Don Gardner stated concern with the five-story tall building being put in front of a three-story building, the privacy impacts, and the developer maximizing profit with a five-story building when it should only be three-stories.

Resident Anne Paulson stated that the applicant should follow the rules about the number/type of the affordable BMR units and distribution of them as the other previously approved projects, and if they do, give the density bonus to them.

Resident Cindy of 4388 El Camino Real and Los Altos High student stated concerns about the environment and impacts to the surrounding residents, general pollution (wildlife, noise, light, etc.), from the project as well as CO2 emissions from construction.

APPLICANT REBUTTAL

Project Applicant Angie Galatolo stated that the gas station has pollution if it remains, the site would be remediated after removal of the gas station and environmental issues removed, and the land value will increase with this project.

THE PUBLIC COMMENT CLOSED.

COMMISSION DISCUSSION

Commissioner Roche

- Could benefit from a comparison of data for BMR and density approvals granted on other projects.
- Concerned about the height, size and bulk of the building, and the lack of human scale.
- Concerned about parking and that there is no guest parking being provided.
- Concerned about the type, size, and distribution of the BMR units in the building.

Vice-Chair Mensinger

- Appreciates staff's recommendation and staff report.
- Cannot support project as presented.
- The project should have a different distribution of BMR housing units that meet our standards.

Commissioner Bodner

DRAFT

- Should apply our standards equitably to different projects for consistency.
- Conflicted about how to review this project and staff's recommendation that seems inconsistent.
- Need to have more discussion about the design of the project.
- Concerned about the mix of density and distribution of the affordable BMR units.

Chair Doran

- Concerned that the economics of the project is the reason why the fifth floor is needed, and the expensive units are exclusively on the top floor and the affordable BMR units on the lower floors.
- Should revisit and look at the distribution of BMR affordable housing units.
- Relook at visitor parking.
- Suggested moving the project forward and conditioning the project for approval.

Commissioner Ahi

- Ok with the density bonus request.
- Height and access concessions are fine.
- Get advice on the unit distribution of BMR housing from industry experts.
- Architecture
    - The corner condition is not designed in an effective way.
    - Entryway should have more distinguishable features such as awnings over the lobby, a building number and more visible lobby.
    - More landscaping needed in the front.
    - The dark gray and the size of the pattern of the siding makes it look too heavy. Use larger panels or a lighter color for that portion of the building.
    - Driveway should be modified to have one single entry.
    - Does not endorse the glass railings.
    - Concerned about the areas facing the neighboring buildings on page A3.2 of the plan because of the dark and heavy materials. Need to break the material up and reduce the verticality.
    - Could condition the project and move it forward as they have in the past.

Interim Planning Services Manager Golden and Deputy City Attorney Ramakrishnan clarified the actions needed for this project at tonight's meeting.

Commissioner Bodner asked about the specific design recommendations by staff in the report.

Contract Planner Hayagreev responded, explained the recommendations in the staff report, and pointed out the design findings that need to be made for the project.

Project applicant Angela Galatolo said she is willing to look at the design issues and the BMR unit distribution and make revisions.

Commissioner Ahi stated concern about moving this project forward with so many of the elements needing change.

Vice-Chair Mensinger said she would prefer the project return to the Planning Commission.

Commissioner Bodner said she would prefer the project return to the Planning Commission, staff should have housing experts weigh in with the correct mix of affordable housing units, and change some of the design elements of the project.

Commissioner Roche said he prefers that the project return to the Planning Commission.

Chair Doran said she preferred to continue the project.

Action: Upon a motion by Commissioner Doran, seconded by Commissioner Bodner the Commission recommends continuance of Multiple-Family Design Review, Conditional Use Permit, Vesting Tentative Map, Density Bonus and Development incentives Applications 19-D-01, 19-UP-01 and 19-SD-01 for 4350 El Camino Real with the following direction:

- Address the design comments on pages 13-17 of the staff report; and
- Revise the size, mix, and distribution of the BMR units, including getting advice from a housing expert.

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

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

NOES: None

RECUSAL: Steinle

ABSENT: Marek

COMMISSIONERS' REPORTS AND COMMENTS

None.

POTENTIAL FUTURE AGENDA ITEMS

Chair Doran, Commissioners Roche and Ahi asked to put the Joint Commission subcommittees for SB9 on a future agenda for discussion.

Interim Planning Services Manager Golden gave an overview of future agenda items.

Staff is looking at mechanical parking lifts in late spring/early summer for field visits with the Commission.

Chair Doran asked to have a discussion on the application of modular construction for mid-rise and high-rise buildings and the design elements.

ADJOURNMENT

Chair Doran adjourned the meeting at 9:08 PM.

Steve Golden
Interim Planning Services Manager

DRAFT

LEAGUE OF WOMEN VOTERS®
OF LOS ALTOS-MOUNTAIN VIEW AREA

June 14, 2022

Chair Doran and Members of the Planning Commission
City of Los Altos
1 N. San Antonio Road
Los Altos, CA 94022

Re: Agenda Item #2 – 4350 El Camino Real Development, Planning Commission meeting June 16th

Dear Chair Doran and Members of the Planning Commission:

The LWV supports inclusionary zoning as a method to increase the supply of safe, decent, adequate housing for all Californians. We have consistently commended Los Altos for its below-market-rate (BMR) program as it has been the key way that Los Altos has been providing affordable housing.

One of the main tenets of BMR programs is that the affordable units are dispersed throughout the housing developments and are not able to be distinguished from the market-rate units. Therefore, we are pleased to see that the developers of 4350 El Camino Real have improved the proposed mix of BMR units since the earlier proposal discussed by the Planning Commission on April 7th. However, we agree with Staff that two of the one-bedroom BMR units should be converted to two-bedroom units to better reflect the mix of the project, as well as including one BMR on the fifth floor. We appreciate Staff and the Planning Commission paying close attention to implementation of the BMR ordinance.

(Please send any questions about this email to Sue Russell at susan.russell75@gmail.com.)

Karin Bricker, President LWV of Los Altos/Mountain View Area
Cc: Gabe Engeland. Nick Zornes Steve Golden Radha Hayagreev Angel Rodriguez

PLANNING COMMISSION
AGENDA REPORT

Meeting Date: June 16, 2022

Subject: Consider Proposed Modification to the Vesting Tentative Map and State Density Bonus for a 196-Unit Multiple-Family Development at 5150 El Camino Real; consider finding that no further review under the California Environmental Quality Act (CEQA) is required for the project because the findings in CEQA Guidelines Section 15162 cannot be made.

Prepared by: Sean K. Gallegos, Senior Planner

Initiated by: Applicant – Michael Ducote, Prometheus Real Estate Group, Inc.

Attachments:
A. Draft Resolution
B. Applicant Materials
   - Density Bonus Report
C. Project Plans
D. December 10, 2019, City Council Staff Report, Attachments and Plans
   https://www.losaltosca.gov/citycouncil/page/city-council-regular-meeting-16
E. City Council Resolution 2019-43
   https://www.losaltosca.gov/sites/default/files/fileattachments/ordinance/66571/resolution_no._2019-43.docx.pdf

Staff Recommendation:
Recommend to the City Council:
1. Approval of a modification to the Vesting Tentative Map and State Density Bonus MOD22-0003 per the findings and conditions contained in the resolution (Attachment A).

Environmental Review:
An Initial Study and Mitigated Negative Declaration (IS/MND) was previously prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project were adopted for the project by the City on December 10, 2019, and for reasons set forth in further detail later in this report, a subsequent MND is not required under State CEQA Guidelines Section 15162.

Project Description:
On December 10, 2019, the City Council approved a multiple-family condominium residential development with 196 units, common areas and one level of underground parking. The applicant

requests to modify the approved Vesting Tentative Map which created one lot for condominium purposes into a two-lot subdivision. Lot 1 includes the two five-story buildings along El Camino Real with 172 rental units and Lot 2 will include the townhouse buildings with 24 units that will be further subdivided by a condominium plan to create for-sale units. The applicant also requests to modify the previously approved 28 affordable units (12 moderate and 16 very-low) to 29 low-income affordable units (or 20% of the 145 base units), to satisfy the City's requirements for rental projects. The applicant also proposes maintaining the 35 percent density bonus, development concessions and waivers it is eligible under State Density Bonus Law and the Los Altos Municipal Code (LAMC), but the project will need an additional development waiver for the required 75-foot site frontage requirement for Lot 2.

The draft resolution contained in Attachment A includes the project's findings and conditions of approval. The project's Density Bonus Report is included in Attachment B. The following tables summarize the project's technical details:

Fiscal Impact:

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

- Park in-Lieu Fees: $6,958,000 ($35,500/multiple-family dwelling unit)
- Traffic Impact Fees: $815,164 ($4,159/multiple-family dwelling unit)
- Los Altos Public Art Fund: (one percent of construction costs, up to $200,000)

GENERAL PLAN DESIGNATION:	Thoroughfare Commercial		
ZONING:	CT (Commercial Thoroughfare)		
PARCEL SIZE:	3.8 acres (165,345 square feet)		
	Existing	**Proposed**	**Required/Allowed**
SETBACKS – LOT 1 (APARTMENTS)			
Front (north)	-	25 feet	25 feet
Rear (south)	-	119 feet (min.)	100 feet
Left side (east)	-	49.8 feet (min.)	7.5 feet (avg.)
Right side (west)	-	45 feet (min.)	7.5 feet (avg.)
SETBACKS – LOT 2 (TOWNHOMES)			
Front (west)	-	48 feet	25 feet
Rear (east)	-	45 feet	40 feet
Left side (north)	-	48 feet	40 feet
Right side (south.)	-	8 feet	7.5 feet (avg)
HEIGHT (Condo Bldgs.)			
Top of roof deck	30 feet[1]	56 feet	45 feet
Top of parapet wall	40 feet[1]	62 feet	57 feet
Stair towers	-	68 feet	57 feet
Elevator tower	-	68 feet	57 feet
HEIGHT (Townhome Bldgs.)			

Top of roof deck	-	30 feet	30 feet
Top of parapet wall	-	33.5 feet	42 feet
PARKING	291 spaces	290 spaces	169 spaces[2]
DENSITY			
Base density units	-	145 units	145 units (38 du/ac)
Density bonus units	-	51 units	51 units (35%)
Total units	-	196 units	196 units (52 du/ac)
Affordable units	-	29 units (20%)	29 units (20%)
OPEN SPACE			
Private	-	67 square feet/unit	50 square feet/unit
Public	-	62,880 square feet	3,200 square feet

[1] The 30-foot height, as allowed by the Zoning Code at the time, is measured from the site's highest grade, along the rear property line, to the mid-point of the building's sloping roof. The actual building height from adjacent grade to top of parapet wall is approximately 40 feet.

[2] The Zoning Code (Section 14.28.046.C) allows for reduced on-site parking (0.5 spaces/bedroom) when a project provides affordable housing and is within ½ mile of a major transit stop.

Background

City Council

On December 10, 2019, the City Council approved resolution No. 2019-43 making the findings, adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting program consistent with the California Environmental Quality Act, and approving the design review, use permit and subdivision applications for a new 196-unit multiple-family development at 5150 El Camino Real. The project included the development of two five-story condominium buildings along El Camino Real with 172 units and two three-story townhouse buildings along the rear with 24 condominium units. The approved project included 28 affordable units – 12 moderate and 16 very-low – in exchange for a 35 percent density bonus, an on-menu development incentive to allow for increased height and an off-menu incentive for reduced parking stall widths in the underground garage, and a waiver for a reduced percentage of landscaping in the front yard setback area.

Discussion/Analysis

General Plan

The General Plan contains goals and policies for the El Camino Real Corridor in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element, and Housing Element which emphasize increasing commercial vitality, intensification of development, developing housing, including affordable housing, improving the streetscape of the El Camino Real corridor and ensuring compatibility with adjacent residential land uses and nearby single-family neighborhoods.

The Housing Element encourages maximum densities of residential development as well as facilitating affordable housing. The Project maintains a density of 52 units per acre, which would exceed the maximum density allowed for the El Camino Real corridor (38 dwellings per acre) and includes 29 affordable dwelling units. The site is identified as an opportunity site in the Housing

Element, with realistic potential to achieve 144 units. So, the proposed 196 units, with 29 affordable units, would meet and exceed the General Plan's Housing Element housing projection target for this site.

The Land Use Element encourages intensification along the El Camino Real corridor while also requiring that new development be compatible with nearby residential land uses. Since the site is adjacent to a multiple-family building to the west and single-family properties to the south, the Project includes increased setbacks along the right side and rear property lines, including a significant amount of landscaping and evergreen screening trees. In addition, the lower scale townhouses at the rear of the site provide a transition between the single-family residential uses and the taller condominium buildings along El Camino Real.

Zoning

The proposed subdivision includes two proposed lots. Lot 1 is proposed to be 2.4 acres and is considered a conforming interior lot according to CT zoning district and the "lot" definitions in Chapter 14.02 of the LAMC with the front lot line abutting El Camino Real. Lot 2 is a 1.4 acre lot that complies with the minimum 20,000 square foot area requirement of the CT zoning district (Section 14.50.070 LAMC), but does not have the required 75-foot site frontage along a public street. In lieu of satisfying this requirement, the project is eligible for a development waiver under State Density Bonus Law and the city's Multi-Family Affordable Housing Ordinance (Chapter 14.28).

Since Lot 2 does not have the required 75-foot site frontage, it would be considered a "flag lot" per Section 14.02.070 due to having access to a street by means of a corridor of land not meeting the requirements for site width. Lot 2 is accessible by a 26-foot-wide emergency vehicle access easement and public access utility easement, and a four- to seven-foot-wide pedestrian access easement across Lot 1 from El Camino Real.

Additionally, with regards to the lot orientation for a flag lot, Section 14.02.070 of the LAMC states that the "front lot" line is the "interior lot line most parallel to and nearest the street from which the means of access is obtained, except that where the average width of a flag lot exceeds its average depth and the longer dimension is considered the depth, the front lot line will be the property line from which the front yard is measured." Furthermore, Section 14.02.070 LAMC states that a "front lot" line may be assigned or designated by the City Planner.

For Lot 2, the lot line most parallel to El Camino real is 574.4 feet long. Since the lot's width of 574.4 feet exceeds its depth of 108 feet, the lot's 574.4-foot width is reoriented to be the lot's depth. Due to the lot's width becoming the lot's depth, the City Planner determined that the "front lot" line may be reoriented to either the east or west property lines. Staff determined that the west property line to be the front lot line. This is consistent with similar flag lot determinations on residential lots, would allow the project to maintain the yard relationships, required landscaping areas, and the approved building setbacks that exist with the approved site and design plans without any further changes.

While the applicant has not pursued a waiver under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.046(C) from the definition of "flag lot" or "front lot" line for lot No. 2, a waiver request appears appropriate and reasonable for a project of this size and scope.[1] To provide appropriate vehicular and pedestrian access from El Camino Real to lot No. 2, the lot would have appropriate and reasonable access and entry spaces to the townhouse with 26-foot-wide lanes with emergency vehicle access easement (EVAE) and private access and utility easement (PAUE) easement, and four- to seven-foot wide pedestrian assessment easement along the east and west sides of lot No. 1. The orientation of the front lot line along the west property line would not be inconsistent with the development approved by the City Council on December 10, 2019, and it would result in the least adverse impacts to adjoining properties.

Thus, if the applicant requested a waiver, staff believes the requested waiver 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 low income households.

The density bonus, incentive and development waiver are discussed in the *Affordable Housing* section below.

Traffic and Circulation

A full Transportation Impact Analysis (TIA) was prepared and considered by the City Council on December 10, 2019. The TIA analyzed potential impacts to pedestrians, bicycles, and transit services from the project, vehicle queuing at intersections, traffic added to Distel Drive and Clark Avenue due to cut-through and school related trips, site access and on-site circulation. There are no substantial changes to the project which will require revisions of the previous TIA that would increase in the severity of previously identified significant effects. Therefore, staff does not believe a subsequent addendum to the TIA is required under State CEQA Guidelines Sections 15162.

Parking

With regard to on-site parking, since the project is providing affordable housing and is located within ½ mile of a major transit stop, it is eligible for reduced on-site parking standards as specified in Section 14.28.046(D). The project is required to have 0.5 on-site parking spaces per bedroom in each unit. With a total of 338 bedrooms in the condominium and townhouse units, a minimum of 169 on-site parking spaces are required for this project. The City Council previously approved the project with a total of 290 parking spaces including 236 spaces in the underground parking garage for the rental units, 48 spaces in the townhouse garages and six surface level guest spaces along the access road (three on Lot 1 and three on Lot 2). In addition, two loading spaces (10 feet x 25 feet) are provided along the access road. The modification to the Vesting Tentative Map does not modify the number of parking spaces (290) approved by the City Council on December 10, 2019.

[1] A project is entitled to a waiver if the findings for the waiver can be made, even if the waiver is not requested by the applicant. See *Bankers Hill 150 v. City of San Diego*, (2022) 74 Cal.App.5th 755, 770 ("[A] city must offer a waiver or reduction of development standards that would have the effect of physically precluding the construction of a development at the density, or with the requested incentives, permitted by the Density Bonus Law.")

Bicycle and Pedestrian Amenities
There are no proposed modifications to the previously approved bicycle and pedestrian amenities. Overall, the project's pedestrian amenities and improvements continue to meet or exceed all applicable City policies and guidelines.

Affordable Housing - Density Bonus and Development Incentives
The City Council previously approved a total of two development incentives and one waiver in exchange for providing affordable housing for the 196-unit condominium development.
The proposed modification to the Vesting Tentative Map subdivides the lot into two lots for condominiums, with the two five-story building with 172 rental units on Lot 1, and the townhouse buildings with 24 for-sale condominium units on Lot 2. Due to the five-story buildings on Lot 1 being for rental purposes, the City's Affordable Housing Ordinance (LAMC Chapter 14.28) requires a minimum of 20 percent of the units be affordable, with twenty (20) percent designated as affordable at the low-income level or fifteen (15) percent designated as affordable at the very-low income level.

With a base density of 145 units, the project must provide 29 affordable units. Since the applicant is proposing 29 low-income units, the project is in compliance with the City's Affordable Housing Ordinance. The following table breaks down the proposed unit types and sizes for both the affordable and market rate units for the project approved by the City Council and the proposal being reviewed by the Planning Commission:

Condominium Units				**Townhouse Units**			
		Approved 12/10/19	Proposed			Approved 12/10/19	Proposed
Affordable	1-bedroom	12	14	Affordable	2-bedroom	2	-
	2-bedroom	13	15		3-bedroom	1	-
Market Rate	1-bedroom	68	66	Market Rate	2-bedroom	2	4
	2-bedroom	77	75		3-bedroom	15	16
	3-bedroom	2	2		4-bedroom	4	4
Total		**172**	**172**			**24**	**24**

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 addition, the Multiple-Family Affordable Housing Ordinance requires that all affordable units in a project be constructed concurrently with market rate units, be dispersed throughout the project, and not be significantly distinguishable by size, design, construction or materials. The project's Density Bonus Report (Attachment B) provides exhibits that show where the affordable units will be throughout the two five-story rental buildings, with no affordable proposed for the townhouse buildings. Condition No. 3 has been

added to specify the breakdown of affordable units by income level, that the units shall be provided at the location on the approved plans, and that they shall not be significantly distinguishable with regard to design, construction or materials. Thus, as designed and conditioned, the proposed affordable housing units appear to meet the intent of the City's affordable housing requirements.

Under the State's density bonus regulations (Section 65915 of the California Government Code), the project qualifies for a 35 percent density bonus with at least 20 percent low-income units.

With regard to incentives or concessions, since the project is providing 20 percent of its units as affordable at the low-income level, it continues to qualify for two incentives per State Law and City Ordinance. The City Council approved the original project on December 10, 2019, with a height incentive to allow the project to exceed the maximum height limit of 45 feet by 11 feet (on-menu) and a six-inch reduction in the required parking stall width for the spaces in the underground parking garage (off-menu). The proposed project is not requesting to modify the previously approved incentives and waivers.

The project is seeking a new waiver under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.046(C) to not require the 75-foot site frontage for lot No. 2, which is required under 14.50.070 of the Zoning Code. Per State Law and City Ordinance, the City must grant a requested waiver or development standard reduction unless it can make one or more the following findings:

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

None of these findings can be made. To provide appropriate vehicular and pedestrian access from El Camino Real to Lot 2, they will have 26-foot-wide lanes with emergency vehicle access easement (EVAE) and private access and utility easement (PAUE) easements, and four- to seven-foot wide pedestrian assessments along the east and west sides of Lot 1. Thus, the requested waiver 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 low-income households.

A Density Bonus Report that supports the requested density bonus, development incentives and waiver requests was prepared by the Applicant and is included in Attachment B.

For reference, the low-income housing units would be limited in cost to be affordable to a household that makes no more than 80 percent of the County's median income. The County's median family income for FY 2021 is $151,300 per HCD calculations.

Subdivision

The project includes a modified Vesting Tentative Map to create a two-lot subdivision. Lot 1 is proposed to be 2.4 acres and will include the two five-story building for 172 rental units along El Camino Real with associated private and common areas and Lot 2 is proposed to be 1.4 acres and will be further subdivided with a condominium plan for the townhouse buildings with 24 for-sale units and associated private and common areas. The subdivision conforms to the permitted General Plan and Zoning Code densities as modified by State law. The subdivision is not injurious to public health and safety, and is suitable for the proposed type of development, and the subdivision provides proper access easements for ingress, egress, public utilities and public services. A comprehensive list of findings and approval conditions for the subdivision modification are contained in the resolution found in Attachment A.

While the applicant requests to modify the 196-unit development to eliminate the phased construction of the project, based on City Council previous concerns that affordable housing and parking should be provided during the phases of construction or if (for unforeseen circumstances) the completion of the project could not be realized by the applicant. To address this, the following condition has been proposed in the Resolution:

> Condition No. 4: The condition shall supersede Condition No. 5 in Resolution No. 2022-043. Once construction is initiated by the developer, there shall be continuous progress without phasing of the development. The project shall provide the resident and guest parking spaces required for the rental and townhouse units
>
> Condition No. 5: The condition shall supersede Condition No. 5 in Resolution No. 2022-043. Once construction is initiated by the developer, there shall be continuous progress without phasing of the development.
>
> Condition No. 7: The condition shall supersede Condition No. 24 in Resolution No. 2022-043, Upon completion of the townhouses on Lot No. 2, five townhouses shall not be sold for five years from the date of occupancy and shall be held by an entity controlled by Prometheus Real Estate Group, Inc. If 172 rental units on Lot No. 1 are not initiated within five years from completion of townhouses, the five unsold townhouse units shall be dedicated as affordable units. If the 172 rental units on Lot No. 1 are initiated within five years from the completion of the townhouses, the condition for five unsold townhouse units be dedicated as affordable will terminate.

Environmental Review

CEQA requires analysis of agency approvals of discretionary "Projects." A "Project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (State CEQA Guidelines Section 15378). The proposed Project is a project under

CEQA. State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations) provides that when a mitigated negative declaration (MND) is adopted for a project, no subsequent MND shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are new significant environmental effects due to a change in the project or circumstances, or there is new information of substantial importance as identified in State CEQA Guidelines Section 15162(a)(3). The project was evaluated in 2019 with the approval of the 196-unit multiple-family development. A Mitigated Negative Declaration (MND) was prepared and certified for the project titled the 5150 El Camino Real Residential Development MND (SHC# 2019079050) and was adopted in December 2019.

The proposed project requests a modification to the approved vesting tentative map to subdivide the property from one lot to two lots. The tentative map does not involve any physical changes in the environment and hence does not have the potential for causing a significant effect on the environment. No potential new impacts related to the Project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the 5150 El Camino Real Residential Development MND. No other special circumstances exist that would create a reasonable possibility that the Project will have a significant adverse effect on the environment. Therefore, no further environmental review is required.

Public Contact and Correspondence
For this meeting, a public hearing notice was published in the *Town Crier* and mailed to the 454 property owners and business tenants within 1,000 feet of the site. A public notice billboard with color renderings was installed along the project's El Camino Real frontage.

To-date, staff has not received comment letters on the project, including the CEQA related comment letters.

Options
The Planning Commission may recommend approval, approval with modifications, or denial of the proposed project. Any recommendation made by the Commission should be supported by the required findings contained in the Resolution. Once the Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.

RESOLUTION NO. 2022-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS MAKING FINDINGS, APPROVING A SUBDIVISION MODIFICATION APPLICATION FOR A 196-UNIT MULTIPLE-FAMILY DEVELOPMENT AT 5150 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from Michael Ducote of Prometheus Real Estate Group, Inc. (Applicant), for a modification to a 196-unit multiple-family residential development at 5150 El Camino Real that includes a modification to a Subdivision MOD22-0003 application, referred to herein as the "Project"; and

WHEREAS, said Project is located in the CT District, which allows multiple-family housing as a conditional use at a maximum density of 38 dwelling units per net acre of land; and

WHEREAS, said Project has a net site area of 3.80 acres (165,345 square feet), which will allow for a base residential density of 145 dwelling units; and

WHEREAS, the Applicant is offering 29 low-income affordable housing units for sale as part of the Project; and

WHEREAS, the Applicant's proposed unit mix would consist of 20 percent of its base density as affordable, with 20 percent of the units affordable at the low-income level, thereby entitling the project to qualify for a density bonus, two incentives and additional concessions pursuant to Los Altos Municipal Code Section 14.28.046 and Government Code Section 65915, *et seq*.; and

WHEREAS, the City Council on December 10, 2019 by Resolution 2019-43 approved two incentives under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.046 to allow: a) the two condominium buildings along El Camino Real to have a primary height of 56 feet, where the Code allows for 45 feet; and b) an on-site parking stall width of 8.5 feet for the parking spaces in the underground garage, where the Code requires an on-site parking stall width of nine feet on December 10, 2019; and

WHEREAS, the Applicant is eligible for and has requested a 35 percent density bonus to allow development of the Project pursuant to Government Code 65915 and Los Altos Municipal Code Section 14.28.046 and Table A in the Appendix to the Affordable Housing Ordinance; and

WHEREAS, the City Council approved on December 10, 2019 by Resolution 2019-43, a parking requirement alteration under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.046 to allow for a reduction in the parking requirement, inclusive of handicapped and guest parking, to allow for a reduction in the parking requirement to: 1) zero to one bedroom units, one onsite parking space, 2) two to three bedroom units, two onsite parking spaces, and for four and more bedroom units, two and one-half parking space on December 10, 2019; and

WHEREAS, the Applicant is eligible for and has requested a waiver from the 75-foot site frontage requirement under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.046 to not require a minimum site frontage where Section 14.50.070 requires a minimum 75-foot site frontage for lot No. 2; and

WHEREAS, the Project qualifies as a project under the California Environmental Quality Act (CEQA), Public Resource Code §§21000-21189.3 but no further environmental review is necessary; and

WHEREAS, State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations) provides that when an EIR has been certified or negative declaration adopted for a project, no subsequent EIR or negative declaration shall be required for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are new significant environmental effects due to a change in the project or circumstances, or there is new information of substantial importance as identified in CEQA Guidelines Section 15162(a)(3); and

WHEREAS, the subject property was evaluated in 2019 with the approval of the 196-unit multiple-family development at 5150 El Camino Real. A Mitigated Negative Declaration (MND) was prepared for the project; and

WHEREAS, an MND was prepared and certified by the City Council as part of the 5150 El Camino Real Residential Development MND (SHC# 2019079050) on December 10, 2019; and

WHEREAS, based on staff's review of the Project, no special circumstances exist that would create a reasonable possibility that the Project will have a significant effect on the environment beyond what was previously analyzed and disclosed; and

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

WHEREAS, on June 16, 2022, the Planning Commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Planning Commission recommended that the City Council approve the Project; and

WHEREAS, on _____, the City Council held a duly noticed public meeting as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

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

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

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

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

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 16th day of June 2022 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Anita Enander, MAYOR

Attest:

_____
Angel Rodriguez, CITY CLERK

EXHIBIT A

FINDINGS

1. FINDING: Finding that no further environmental review is necessary under CEQA pursuant to State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations).

   CEQA requires analysis of agency approvals of discretionary "Projects." A "Project," under CEQA, is defined as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (State CEQA Guidelines Section 15378).

   The proposed Project is a project under CEQA. State CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations) provides that when a mitigated negative declaration (MND) adopted for a project, no subsequent EIR or MND shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are new significant environmental effects due to a change in the project or circumstances, or there is new information of substantial importance as identified in State CEQA Guidelines Section 15162(a)(3). The project was evaluated in 2019 with the approval of the 196-unit multiple-family development. A Mitigated Negative Declaration (MND) were prepared and certified for the project titled the 5150 El Camino Real Residential Development MND (SHC# 2019079050), which was adopted in December 2019.

   The proposed Project requests a modification to the approved vesting tentative map to subdivide the property from one lot to two lots. The tentative map does not involve any physical changes in the environment and hence does not have the potential for causing a significant effect on the environment. No potential new impacts related to the Project have been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed in the 5150 El Camino Real Residential Development MND. No other special circumstances exist that would create a reasonable possibility that the Project will have a significant adverse effect on the environment. Therefore, no further environmental review is required.

2. SUBDIVISION FINDINGS. With regard to Subdivision MOD22-0003, the City Council finds, in accordance with Section 66474 of the Subdivision Map Act of the State of California, as follows:

   a. The proposed subdivision is not consistent with the General Plan;

      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 Thoroughfare Commercial and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided into 196 condominium units include Land Use Element Policies 2.2, 4.3 and 4.4, 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 El Camino Special Planning

b. The Project site is not physically suitable for this type and density of development in that the project meets all applicable Zoning requirements except where a density bonus, and development incentives have been granted;

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 Commercial Thoroughfare and allows for higher density residential development. Specific applicable policies of the General Plan for creating one parcel to be further divided in 196 residential condominium units include Land Use Element Policies 2.2, 4.3 and 4.4, 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 El Camino Special Planning Area within the Land Use Element. The subdivision is not within an area adopted as specific plan area.

c. The design of the subdivision and the proposed improvements are likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;

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;

d. The design of the subdivision or type of improvements is likely to cause serious public health problems.; and

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.

e. 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 the 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.

3. AFFORDABLE HOUSING AND DENSITY BONUS FINDINGS. With regard to the offered below market rate units and requested density bonus, and incentives and parking

requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.046, as follows:

a. The Applicant is offering 29 affordable units for rent at the low income, which is 20 percent of the Project's base density, and qualifies the Project for a 35 percent density bonus, two incentives, and a parking requirement alteration, as well as development standard waivers;

b. Per Table DB 3 in Section 14.28.040(C)(1)(b), a project that offers 20 percent of its total units (base density) as low income restricted affordable units shall be granted a density bonus of 35 percent, and per Table DB4 in Section 14.28.040(C)(1)(b), a project that offers 17 percent or more of its total units (base density) as low income restricted affordable units shall be granted two (2) incentives. Since the Project is providing 20 percent of its total units as affordable at the low income level, the City shall grant a density bonus of at least 35 percent and two (2) incentives;

c. Per Government Code Section 65915(e) and Section 14.28.046, 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 density bonus and incentives permitted by the Code. Consistent with these requirements, the applicant is requesting a complete waiver from the requirement for a 75-foot street frontage for lot No. 2.

With regard to the waiver, it can be supported by the fact that implementation of this Zoning Code standard physically precludes the construction of the development and the facilities. The waiver request appears appropriate and reasonable for a project of this size and scope. To provide appropriate vehicular and emergency vehicle access to the site, appropriate and reasonable access and entry spaces to the ground level townhouse, 26-foot wide lanes with emergency vehicle access (EVAE) and private access and utility easement (PAUE) easements, and four- to seven-foot wide pedestrian assessments along the east and west sides of lot No. 1 for pedestrian access to lot No. 2. Thus, the requested waiver 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.

a. The proposed project provides for a variety of housing types in a variety of income categories, including low-income units, and retaining the affordability of these units for 99 years allows the conservation of the City's affordable housing stock for the long term.

b. The proposed project, as conditioned, provides for the long-term affordability of housing units that further the Goals, Policies, and Programs of the 2015-2023 Housing Element of the Los Altos General Plan.

EXHIBIT B

CONDITIONS

GENERAL

1. **Conditions in Resolution No. 2022-043**
   The below conditions shall supplement and not supersede the conditions of approval in resolution No. 2022-42, unless specified otherwise in the below conditions.

2. **Approved Plans**
   The condition shall supersede Condition No. 1 in Resolution No. 2022-043, the project approval is based upon the plans and documentation received on May 20, 2022, except as modified by these conditions.

3. **Affordable Housing**
   The condition shall supersede Condition No. 2 in Resolution No. 2022-043, and the project shall provide the City 29 below market rate units as follows:
   a. Fourteen (14) one-bedroom condominium units at the low-income level; and
   b. Fifteen (15) two-bedroom condominium units at the low-income level;

4. **Phased Parking**
   The condition shall supersede Condition No. 5 in Resolution No. 2022-043. Once construction is initiated by the developer, there shall be continuous progress without phasing of the development. The project shall provide the resident and guest parking spaces required for the rental and townhouse units

5. **Phase Development**
   The condition shall supersede Condition No. 5 in Resolution No. 2022-043. Once construction is initiated by the developer, there shall be continuous progress without phasing of the development.

6. **Indemnity and Hold Harmless**
   The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

7. **Affordable Units**
   Condition No. 24 in Resolution No. 2022-043 shall supersede Condition No. 24 in Resolution 2022-043. The Project's below market rate units shall be constructed concurrently with the market rate units.

8. **Parkland Dedication**

The condition shall supersede Condition No. 26 in Resolution No. 2022-043. The applicant and City shall enter into good faith negotiations toward executing a memorandum of understanding (MOU) or Exclusive Negotiating Agreement (ENA) prior to issuance of the project's first building permit. The agreement would allow the city and applicant/developer to negotiate the terms of an agreement that will provide a public park at 745 Distel Drive, and shall:

a. Provide for a "turn key" park and detail the process by which the park design will be developed and approved.
b. Provide for payment to the city of the difference between the total cost of the park and the in-lieu park fee amount that would otherwise be paid.
c. Require the payment of the estimated difference between the total cost of the park and the otherwise required in-lieu fee at the time of issuance of the first building permit for the project.
d. Include an "opt-out" clause.

In the event that an MOU or ENA is not executed by the parties prior to issuance of the project's first building permit, the applicant shall instead pay the applicable in lieu park fee.

PRIOR TO FINAL MAP RECORDATION

9. Pedestrian Access Easement

The condition shall supersede Condition No. 33 in Resolution No. 2022-043, and the applicant shall dedicate the portion of the public sidewalk along the El Camino Real frontage that is on the project site and along the east and west side of the two-five-story buildings and along the townhouses to the City of Los Altos for use as a pedestrian access easement. Applicant shall submit documentation to the City for review and approval for the recordation of the public easement to the City of Los Altos.

10. Emergency Vehicle Access Easement

The applicant shall dedicate the roadway along the east and west side of the two-five-story buildings and along the townhouses to the City of Los Altos for use as an emergency vehicle access easement. Applicant shall submit documentation to the City for review and approval for the recordation of the public easement to the City of Los Altos.

PRIOR TO ISSUANCE OF BUILDING PERMIT

11. 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.

12. Affordable Housing Agreement

The condition shall supersede Condition No. 40 in Resolution No. 2022-043, and the Applicant shall execute and record an Affordable Housing Agreement, in a form approved by the City Attorney and signed by the Community Development Director, that offers 29 below market rate rental units affordable to low-income households in 99 years, as defined in Condition No.

2. The below market rate units shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regard to design, construction or materials. Upon completion of the townhouses on Lot No. 2, five townhouses shall not be sold for five years from the date of occupancy and shall be held by an entity controlled by Prometheus Real Estate Group, Inc. If 172 rental units on Lot No. 1 are not initiated within five years from completion of townhouses, the five unsold townhouse units shall be dedicated as affordable units. If the 172 rental units on Lot No. 1 are initiated within five years from the completion of the townhouses, the condition for five unsold townhouse units be dedicated as affordable will terminate.

13. Affordable Housing

The Condition No. 41 as stated in the following sentence in Resolution No 2022-41 shall be deleted. ~~Within 30 clays of project approval, the applicant shall enter into a Memorandum of Understanding with a third-party affordable housing developer to use best efforts to explore and effectuate financing options for the purchase and management of up to an additional 58 market-rate units in the Project to be dedicated as affordable rental units.~~

14. Grading and Drainage Plan

The applicant shall submit detailed plans for on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for review and approval by the City Engineer.

DENSITY BONUS REPORT

PER CALIFORNIA GOVERNMENT CODE SECTION 65915 ET SEQ. ("DENSITY BONUS LAW")

CALCULATION

- Lot Size: 3.8 acres
- Per General Plan Maximum Density allowed: 38 du/ac = 145 units
- Per Los Altos Municipal Code Required Affordable Housing (20%) = 145 units x 20% BMR = 29 BMR units (29 Low Income units)
- 20% Low Income units are required to qualify for the 35% State Density Bonus and 2 Incentives = 20% BMR x 145 units = 29 Low income units.

(Per Los Altos Municipal Code Section 14.28.040C(b)ii)

PROVIDED

- Total BMR: 29 Below-Market-Rate units (29 Low Income Units)
- 145 Units + 35% State Density Bonus = 196 units (172 rental units/24 townhomes)

REQUESTED INCENTIVES

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 foot increase = 56 feet)
- Reduction in parking stall width dimension to (8.5 feet x 18 feet versus 9 feet x 18 feet)

REQUESTED DEVELOPMENT STANDARD WAIVERS/REDUCTIONS

- Reduction of the 75-foot site frontage requirement identified in Planning Comment F.6. As requested by Staff, the project's revised site plan [see sheet APO.27*]* will depict the project's site frontages for both lots, which will demonstrate how the City's 75-foot site frontage requirement would physically preclude development of the project as proposed.

REQUESTED PARKING REDUCTION

- Per California Government Code Section 65915(p)(2) & per Los Altos Municipal Code Section §14.28.040 G2(B)

  "Development includes the maximum percentage of low-income ... units ... and is located within one-half mile of a major transit stop,...city and county shall not impose a vehicular parking ratio, ... that exceeds 0.5 spaces per bedroom."

PROJECT DATA

Address:	5150 El Camino Real, Los Altos, CA 94022
Site Area:	3.8 Acres
General Plan Designation:	Thoroughfare Commercial (38 du/ac)
Zoning Designation:	CT Commercial Thoroughfare District
Current Use:	Los Altos Plaza – Approximately 77,000 square feet of office
Entitlements Requested:	Vesting Tentative Tract Map, State Density Bonus
Proposed Program:	24 townhomes and 172 apartments – Total 196 units (52 du/ac)
Affordable Housing:	29 Below Market Rate Units: 29 Low Income Units
Construction Type:	Four separate buildings:

	Two buildings of 3-story townhomes at grade, Type V wood-framed construction.
	Two buildings of 5-story, Type III wood-framed apartments over one level of underground parking, Type I concrete.
Proposed Height:	Max. 30-ft height for townhomes;
	Max. 56-ft height for apartment buildings

RESPONSE TO STAFF QUESTIONS

1. For the parking requirement alteration, it is noted that "The project is located within 1/4–miles from a major transit station, a regional bus stop, and providing maximum affordable units." However, per our discussion, it appears that the nearest major transit stop is the Showers Transit Center, which is approximately ½ mile away. Please update this discussion to provide more specific in- formation to support the findings necessary to grant the reduce parking requirements.

   Traffic consultants have made the determination that our project qualifies as a transit priority project as the site is located within ¼ mile from a regional bus stop. "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours." The project is located along El Camino Real, which is a transit corridor with bus service from VTA Routes 22 and 522. A bus stop with routes 22 and 522, is located in front of our project site. Therefore, our site is located 0 miles or within ¼ mile from a regional bus stop.

2. For the two requested incentives, provide information and/or documentation to demonstrate how they result in identifiable and actual cost reductions to provide the affordable housing.

REQUESTED INCENTIVES

- Height of apartment building 1&2 increase by 11 feet (45 feet allowed + 11 feet = 56 feet)
- Reduction in parking stall dimension to (8.5 feet x 18 feet)

a. Increased height allows for more units which then reduces the actual construction cost

b. Lower parking ratios allow for the same, an increase in units which then translates into lower construction costs.

Table 1.0

	Without Incentives	With Incentives	Delta # of dwelling units
a. Building Height – Apt. Buildings1&2	45 feet maximum buildings 1&2	56 feet buildings 1&2	
	4-story building = 149 units	5-story buildings 1&2 = 172 units	1 less floor = - 33 (15 + 18) dwelling units
b. Apt. Parking (structured parking garage)	Parking dimension 9 feet wide x 18 feet long	Reduced parking dimension to 8.5 feet wide x 18 feet long	
	147 units or 226 beds	172 units or 264 beds	- 19 cars possible = - 38 beds, or ~ 25 dus*

Table 1.0 above compares total number of units between "with" and "without" incentive scenarios for both incentives under consideration:

***172 du/264 b=x du/226 b = 147 beds or equivalent of 25 dwelling units loss**

RESPONSE TO STAFF QUESTIONS

COST IMPLICATIONS IN TERMS OF DOLLARS

Cost Savings gaining 33 units with additional building height (same logic applies to both incentives): Assuming construction hard costs on a $/sf basis are fixed, and not at a discount with the added scale; Land Costs (fixed) = +/- $50k per door spread throughout the project @ 196 units

Site Work (fixed) = +/- $18k per door spread throughout the project @ 196 units Soft Costs (variable) = +/- 13% per door spread throughout the project @ 196 units

With vertical hard construction costs staying the same at 163 units and 196 units, the above calculations represent +/- $70k average savings per unit, or +/- $13.7mm. This value helps offset the reduced rental rates of the 29 affordable units.

COMMENT REGARDING APPLICANT'S BURDEN

Please note that a recent appellate case, *Schreiber v. City of Los Angeles* (2021) 69 Cal. App. 5th 549, examined the financial requirement for incentives, and explained that there is a presumption that an incentive will result in cost reductions and that an applicant therefore "is not required to establish that cost reductions will result." (Id. at 555.) Instead, a city must approve the request unless it makes one of the written findings set forth in Section 65915(d)(1). (Ibid.) "By requiring the city to grant incentives unless it makes particular findings, the statute places the burden of proof on the city to overcome the presumption that incentives will result in cost reductions." (Id. at 556.)

BELOW MARKET RATE UNITS – LOW INCOME

Rental Units:

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
A1	2	777	13%	1,554
A2	4	877	29%	3,508
A3	4	874	29%	3,496
A4	4	1,015	29%	4,060
Total 1-bedroom units	**14**	**3,543**	**100%**	**12,618**
B1	2	1,135	13%	2,270
B2	1	1,299	7%	1,299
B3	1	1,347	7%	1,347
B4	0	0	0%	0
B5	0	0	0%	0
B6	3	1,520	20%	4,560
B7	6	1,486	40%	8,916
B8	0	0	0%	0
B9	2	1,474	13%	2,948
B10	0	0	0%	0
Total 2-bedroom units	**15**	**8,261**	**100%**	**21,340**
Total	**29**	**11,804**	**100%**	**33,958**

Low Income Rental
Units: (14) 1 - BED
(15) 2 – BED
Total Units:29

MARKET RATE UNITS

Rental Units:

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
A1	36	777	55%	27,972
A2	0	0	0%	0
A3	1	874	1%	874
A4	29	1,015	44%	29,435
Total 1-bedroom units	**66**	**3,426**	**100%**	**59,041**
B1	8	1,135	10%	9,080
B2	3	1,299	4%	3,897
B3	13	1,347	17%	17,511
B4	5	1,292	7%	6,640
B5	19	1,350	25%	25,650
B6	7	1,520	9%	10,640
B7	8	1,486	11%	11,888
B8	5	1,322	7%	6,610
B9	3	1,474	4%	4,422
B10	4	1,403	6%	5,612
Total 2-bedroom units	**75**	**13,628**	**100%**	**101,950**
C1	**1**	**1,923**	**50%**	**1,923**
C2	**1**	**2,030**	**50%**	**2,030**
Total 3-bedroom Pent unit	**2**	**3,953**	**100%**	**3,953**
Total	**143**	**21,007**	**100%**	**164,944**

TOWNHOMES – MARKET RATE FOR SALE

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
B8	4	2,122	17%	8,488
C3	4	2,358	17%	9,432
C4	12	2,639	50%	31,668
D1	4	3,172	16%	12,688
Total	**24**	**10,291**	**100%**	**62,276**

STREET LEVEL PLAN

AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 2 PLAN

AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

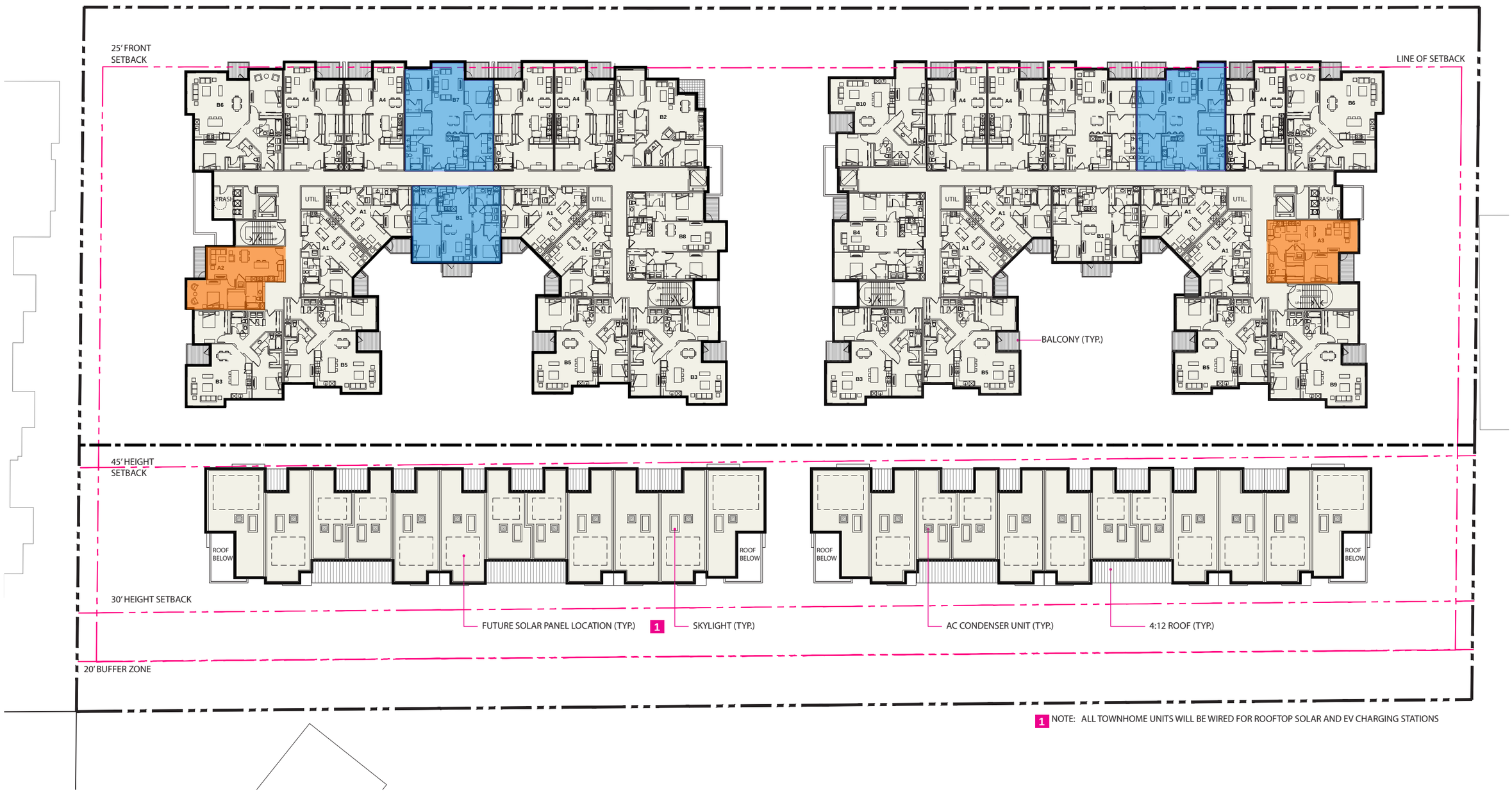
LEVEL 3 PLAN

AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 4 / TOWNHOME ROOF PLAN



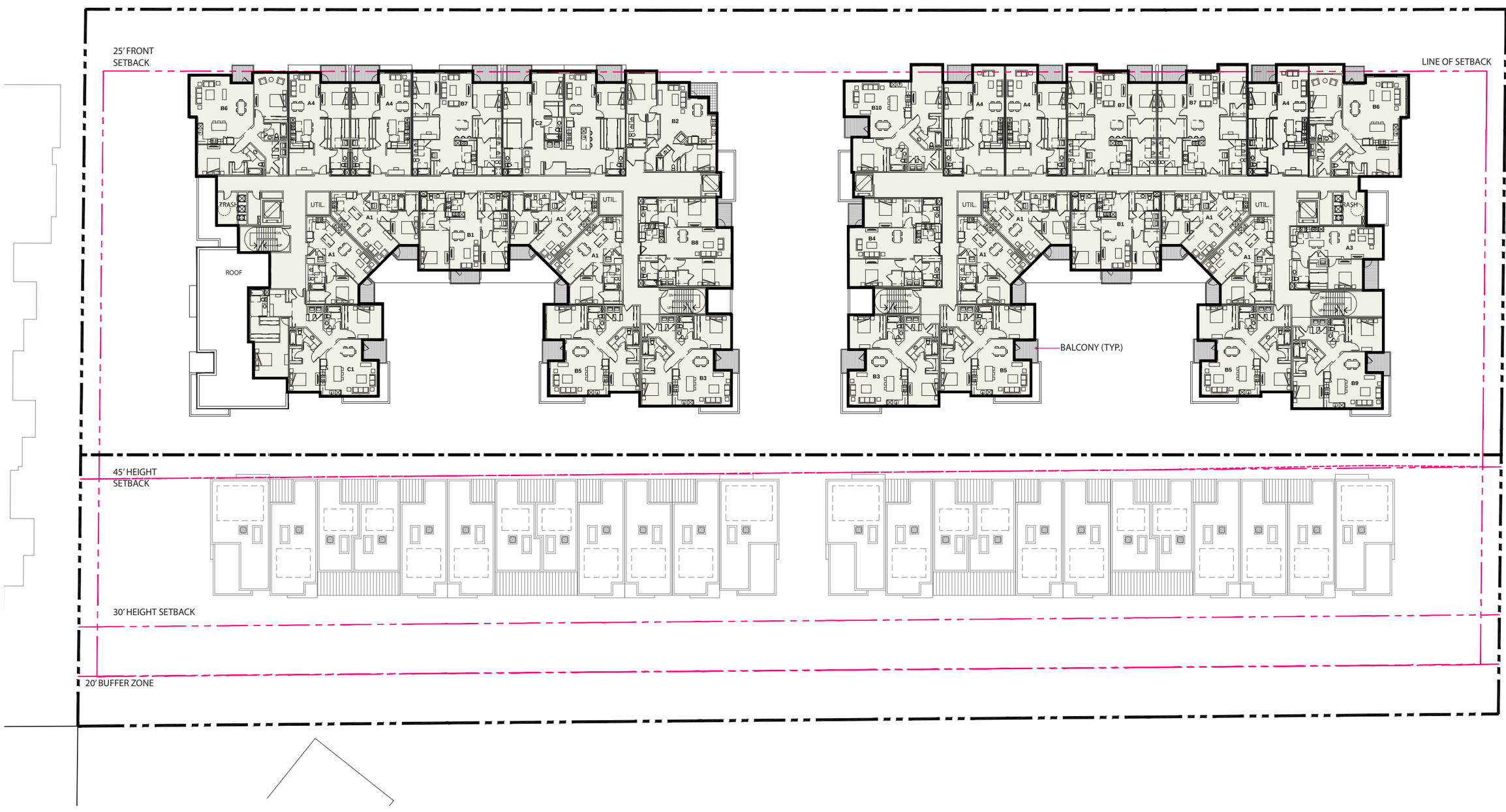
1 NOTE: ALL TOWNHOME UNITS WILL BE WIRED FOR ROOFTOP SOLAR AND EV CHARGING STATIONS

AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 5 PLAN

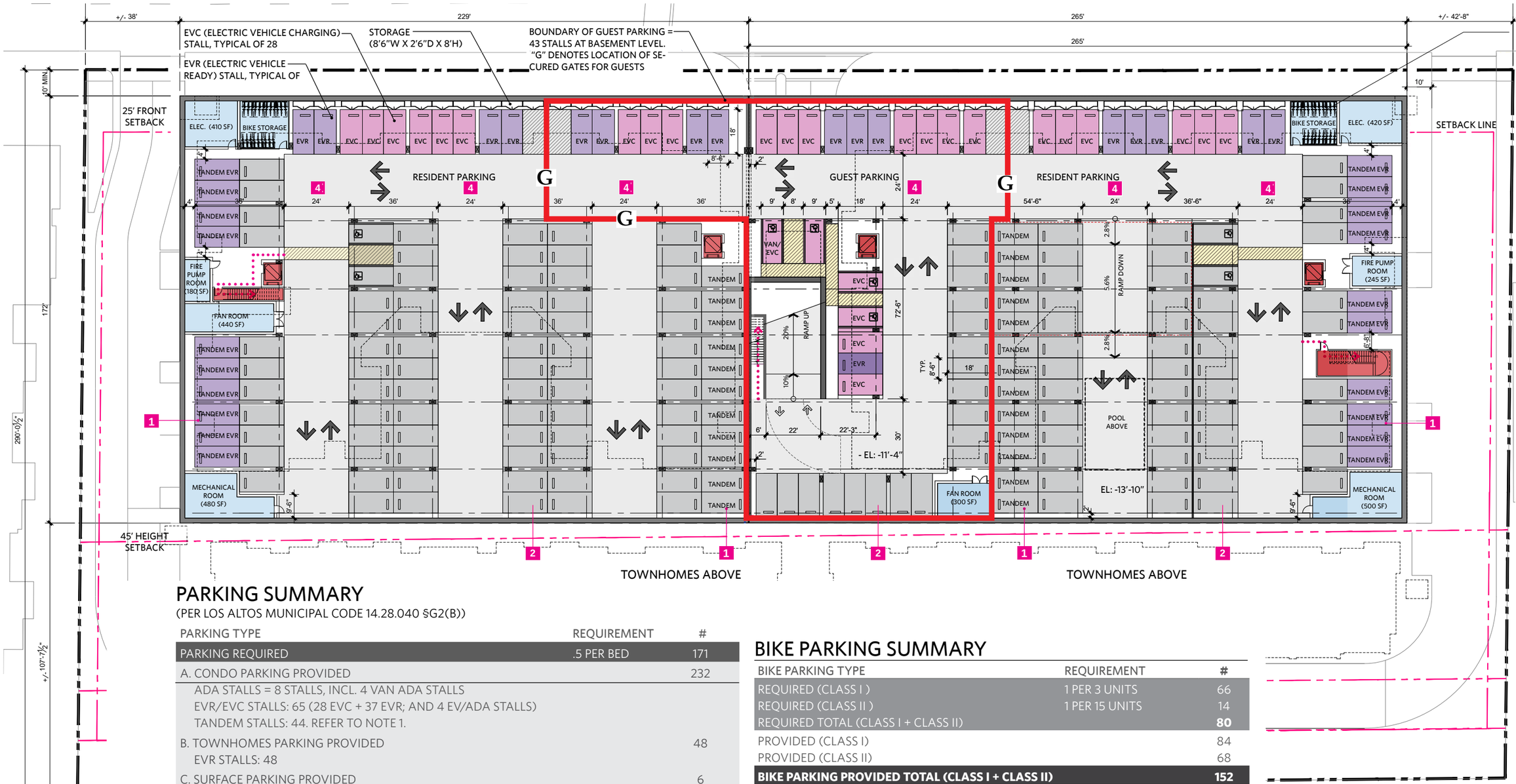


AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

SUBTERRANEAN GARAGE PLAN



PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

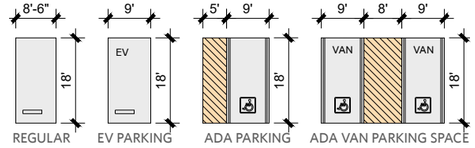
PARKING TYPE	REQUIREMENT	#
PARKING REQUIRED	.5 PER BED	171
A. CONDO PARKING PROVIDED		232
ADA STALLS = 8 STALLS, INCL. 4 VAN ADA STALLS EVR/EVC STALLS: 65 (28 EVC + 37 EVR; AND 4 EV/ADA STALLS) TANDEM STALLS: 44. REFER TO NOTE 1.		
B. TOWNHOMES PARKING PROVIDED EVR STALLS: 48		48
C. SURFACE PARKING PROVIDED		6
PARKING PROVIDED TOTAL **EVR/EVC STALLS: 115 (30 EVC + 85 EVR)**		**286**

GUEST PARKING	REQUIREMENT	#
GUEST PARKING REQUIRED	N/A	0
GUEST PARKING PROVIDED:		
CONDO GUEST PARKING		43
SURFACE GUEST PARKING		6
GUEST PARKING PROVIDED TOTAL		49

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	#
REQUIRED (CLASS I)	1 PER 3 UNITS	66
REQUIRED (CLASS II)	1 PER 15 UNITS	14
REQUIRED TOTAL (CLASS I + CLASS II)		**80**
PROVIDED (CLASS I)		84
PROVIDED (CLASS II)		68
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		**152**

TYPICAL PARKING SPACE DIMENSIONS



1. TANDEM CONFIGURATION WILL BE ASSIGNED TO THE SAME UNIT
2. REQUESTED INCENTIVE: REDUCTION IN PARKING STALL WIDTH DIMENSION TO 8.5 FEET X 18 VERSUS 9 FEET X 18 FEET
3. REQUESTED WAIVER: REDUCTION OF THE SUBTERRANEAN PARKING STRUCTURE DRIVE WIDTH FROM 26 FEET TO 24 FEET

LEGEND

- G SECURITY GATE
- EVC ELECTRIC VEHICLE CHARGING STALL
- EVR ELECTRIC VEHICLE READY STALL
- EGRESS PATH

NOTE: THE GARAGE GROSS FLOOR AREA IS 83,640SF.

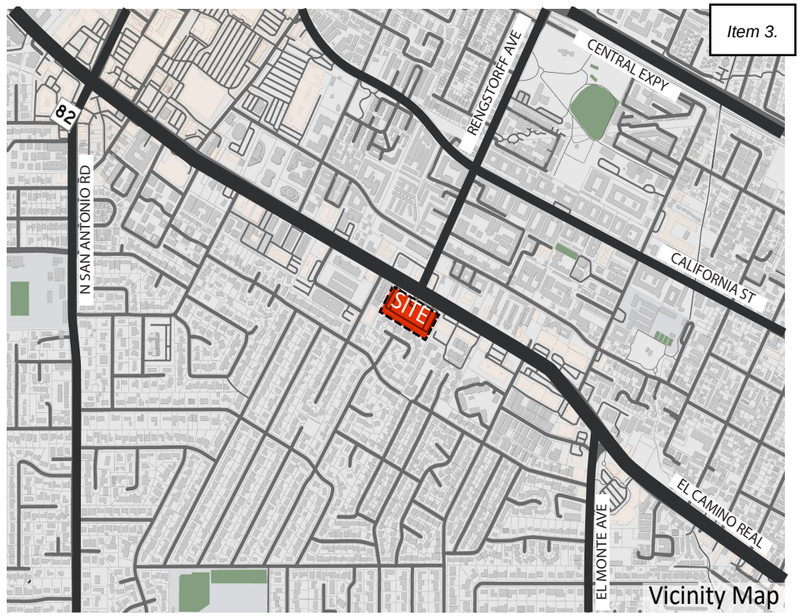
PROJECT NARRATIVE

Prometheus envisions a community-enhancing development project. This project will do its part to help solve Los Altos's (and the overall region's) need for market-rate housing while respecting the fabric of the existing neighborhood. The design takes into account special consideration for the single-family property owners to the south of the property and to the project's overall interaction with El Camino Real. The goal is to create a great place to live while promoting sustainability, walkability and the use of mass transit.

The site is located at 5150 El Camino Real, on the south side of the street at the terminus of Rengstorff Avenue. To the west of the property is a high-density residential development. To the east of the property is the Mountain View, KinderCare and Taekwon Kids facility. To the south are six existing single family homes. The property is located mid-block. Overall, the property is located in a desirable urban area of Silicon Valley. The neighborhood has great transportation linkages to the South Bay and Peninsula as well as the greater Bay Area and is convenient to major employment areas. Residential support services such as schools, recreational areas and shopping are considered above average.

Apartment Buildings A & B
Apartment Buildings A & B front El Camino Real at the gateway into Los Altos from Rengstorff Ave. Apartment Buildings A & B are five-story buildings, housing 85 and 87 units above one level of underground parking. The buildings consist of mostly one and two bedroom units, with a select number of three bedroom units. The average area of the units is 886 square feet for one-bedroom units, 1,355 square feet for two-bedroom units and 1,977 square feet for three bedroom penthouses. Two main entry lobbies with elevators for residents front El Camino Real. There is ample bicycle parking within the parking garage as well as throughout the property. The building design features a contemporary design with strong vertical massing, contrasting rich body colors and materials, and high quality architectural detailing.

Townhomes
The townhome component of the project meets the required front, rear and side setbacks and heights described in the zoning designation. These buildings do not exceed 30 feet in height and are located no closer than 40 feet from the rear property line. The townhomes will be built at grade and will each have a two car parking garage. The average square footage for the townhomes is 2,595 square feet.



PROJECT TEAM

Client:
Prometheus Real Estate Group, Inc.
1900 South Norfolk Street
San Mateo, CA 94403
Contact: Michael Ducote
mducote@prometheusreg.com

Architect:
BDE Architecture
950 Howard Street
San Francisco, CA 94103
Contact: Brenna Weaver
bweaver@bdearch.com

Civil Engineer:
CBG
2633 Camino Ramon, Suite 350
San Ramon, CA 94583
Contact: Lee Rosenblatt
lrosenblatt@cbandg.com

Landscape Architect:
The Guzzardo Partnership Inc.
181 Greenwich Street
San Francisco, CA 94111
Contact: Kurt Culver
kculver@TGP-INC.com

TABLE OF CONTENTS

AP0.00	PROJECT INFORMATION
AP0.01	CITY CONTEXT
AP0.02	EXISTING SITE PHOTOS
AP0.03	SITE CONTEXT
AP0.04	CONSTRUCTION MANAGEMENT PLAN
AP0.05	FIRE ACCESS DIAGRAM
AP0.06	SUBTERRANEAN LEVEL GARAGE PLAN
AP0.07	STREET LEVEL PLAN
AP0.08	SECTION PERSPECTIVE
AP0.09	SECTION PERSPECTIVE
AP0.10	LEVEL 2 PLAN
AP0.11	LEVEL 3 PLAN
AP0.12	LEVEL 4 PLAN / TOWNHOME ROOF PLAN
AP0.13	LEVEL 5 PLAN
AP0.14	APARTMENT ROOF PLAN
AP0.15	STREETSCAPE ELEVATIONS
AP0.16	BUILDING A - NORTH ELEVATION
AP0.17	BUILDING B - NORTH ELEVATION
AP0.18	TOWNHOME SOUTH ELEVATION
AP0.19	TOWNHOME NORTH ELEVATION
AP0.20	WEST ELEVATION
AP0.21	EAST ELEVATION
AP0.22	ILLUSTRATIVE BUILDING SECTION
AP0.23	BUILDING SECTIONS A-A, B-B, & C-C
AP0.24	BUILDING SECTIONS D-D & E-E
AP0.25	COLORS AND MATERIALS
AP0.26	SHADOW STUDY
AP0.27	OPEN SPACE CALCULATION
AP0.28	BIKE PARKING - DERO DECKER OR SIMILAR
C0.0	VESTING TENTATIVE MAP COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	CIVIL SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY PLAN
C5.0	PRELIMINARY STORMWATER MGMT PLAN
C6.0	BASEMENT VEHICULAR TRUCK TURNING
C6.1	BASEMENT VEHICULAR TRUCK TURNING
L-1.0	SCHEMATIC LANDSCAPE PLAN
L-2.0	PLANT PALETTE and IMAGES
L-3.0	IRRIGATION ZONING DIAGRAM
L-4.0	TREE DISPOSITION PLAN
L-5.0	ARBORIST REPORT
L-6.0	SCHEMATIC LANDSCAPE ENLARGEMENTS

PROJECT DATA

Address:	5150 El Camino Real, Los Altos, CA 94022
Site Area:	3.8 Acres (Lot 1 - 2.4 Acres, Lot 2 - 1.4 Acres)
Lot Coverage:	41.12% (Lot 1 - 45.47%, Lot 2 - 33.60%)
Building Floor Area:	67,994 SF (Lot 1 - 47,610 SF, Lot 2 - 20,384 SF)
General Plan Designation:	Thoroughfare Commercial (38 du/ac)
Zoning Designation:	CT Commercial Thoroughfare District
Current Use:	Los Altos Plaza – Approximately 77,000 square feet of office
Entitlements Requested:	Vesting Tentative Tract Map, State Density Bonus
Requested Incentives:	-Height of apartments building A and B increase by 11 feet -Reduction in parking stall width dimension to 8.5 feet x 18 versus 9 feet x 18 feet
Requested Waivers:	-Reduction of the 75-foot site frontage requirement for Lot 2
Proposed Program:	(24) Townhomes and (172) Apartments – Total (196) units (52 du/ac)
Affordable Housing:	(29) Below Market Rate Units: (29) Low Rate Income Units
Construction Type:	Four separate buildings: Two buildings of 3-story townhomes, at grade, Type V wood-framed construction. Two buildings of 5-story, Type III wood-framed apartments over one level of underground parking, Type I concrete.
Proposed Height:	Max. 30-ft height for townhomes Max. 56-ft height for apartment buildings (45 feet allowed + 11 feet increase = 56 feet)

PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

PARKING TYPE	REQUIREMENT	#
PARKING REQUIRED	.5 PER BED	171
A. PARKING PROVIDED - APART PARKING ADA STALLS = 8 STALLS, INCL. 4 VAN ADA STALLS EVR/EVC STALLS: 65 (28 EVC +37 EVR; AND 4 EV/ADA STALLS) TANDEM STALLS: 44		232
B. PARKING PROVIDED - TOWNHOMES PARKING EVR STALLS: 48		48
C. PARKING PROVIDED - SURFACE PARKING		6
PARKING PROVIDED TOTAL **EVR/EVC STALLS: 115 (30 EVC + 85 EVR)**		**286**

GUEST PARKING

GUEST PARKING	REQUIREMENT	#
GUEST PARKING REQUIRED	N/A	0
GUEST PARKING PROVIDED: APART GUEST PARKING SURFACE GUEST PARKING		43 6
GUEST PARKING PROVIDED TOTAL		**49***

* AT A RATIO OF 1 STALL PER 4 DWELLING UNITS

PROJECT SUMMARY

BASE UNIT COUNT	145 UNITS
INCLUDING STATE DENSITY BONUS	196 UNITS
DENSITY	52 DU/AC

PODIUM APARTMENTS

UNIT TYPE	QUANTITY	AVERAGE SQUARE FEET
A1	38	777
A2	4	877
A3	5	874
A4	33	1,015
TOTAL 1-BEDROOM UNITS	80	886
B1	10	1,135
B2	4	1,299
B3	14	1,347
B4	5	1,292
B5	19	1,350
B6	10	1,520
B7	14	1,486
B8	5	1,322
B9	5	1,474
B10	4	1,403
TOTAL 2-BEDROOM UNITS	90	1,355
C1	1	1,923
C2	1	2,030
TOTAL 3-BEDROOM PENTHOUSE UNITS	2	1,977
TOTAL	**172**	**1,144**

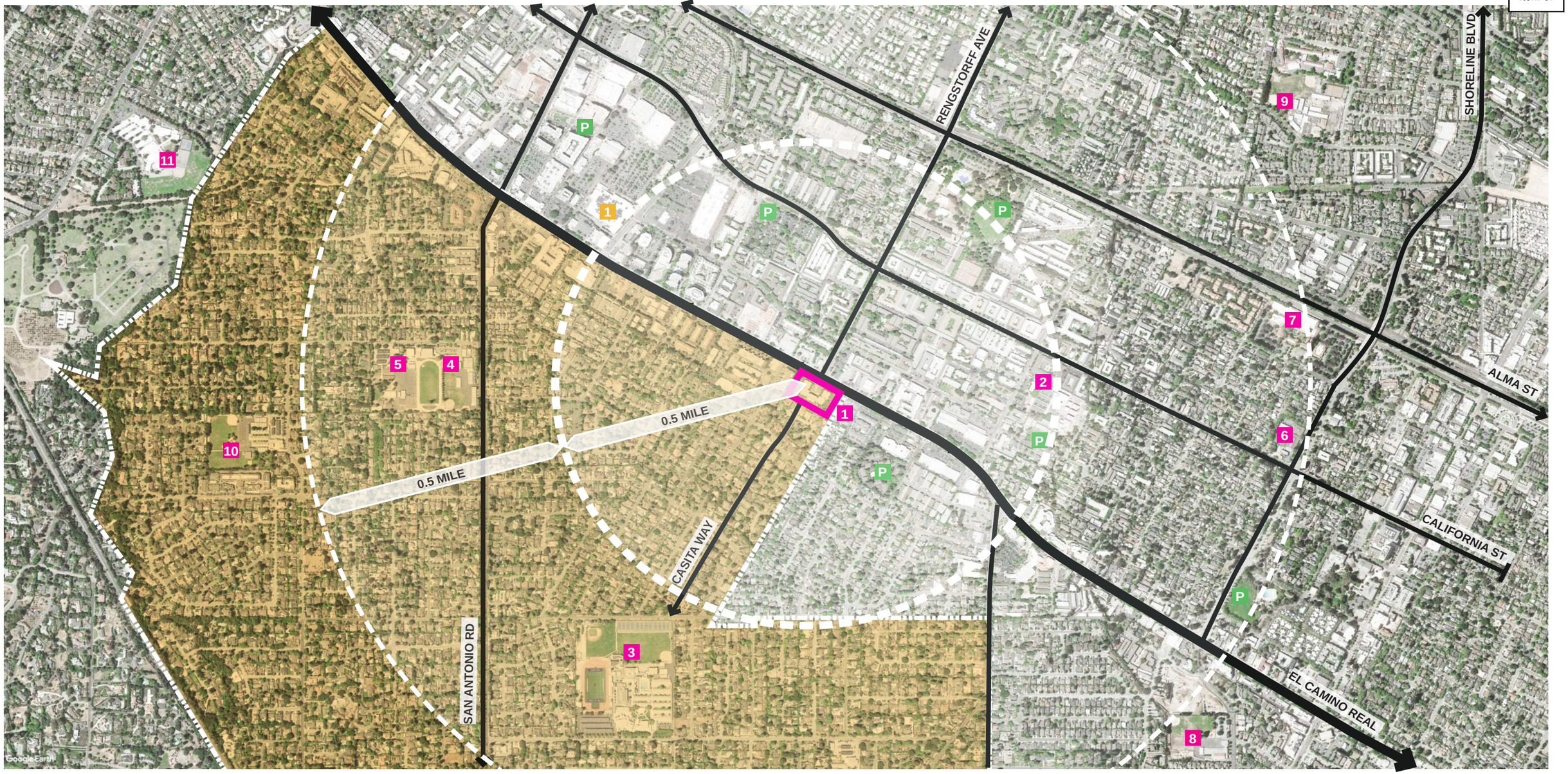
TOWNHOMES

UNIT TYPE	QUANTITY	AVERAGE SQUARE FEET
B8 (2BR)	4	2,122
C3 (3BR)	4	2,358
C4 (3BR)	12	2,639
D1 (4BR)	4	3,172
TOTAL	**24**	**2,595**

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	#
REQUIRED (CLASS I)	1 PER 3 UNITS	66
REQUIRED (CLASS II)	1 PER 15 UNITS	14
REQUIRED TOTAL (CLASS I + CLASS II)		80
PROVIDED (CLASS I)		84
PROVIDED (CLASS II)		68
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		**152**

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



PROJECT SITE
LOS ALTOS CITY BOUNDARY

1 SAN ANTONIO SHOPPING CENTER
P PARK / PLAZA

1 MOUNTAIN VIEW KINDERCARE
2 MARIANO CASTRO ELEMENTARY SCHOOL
3 LOS ALTOS HIGH SCHOOL
4 BULLIS CHARTER SCHOOL

5 EGAN JUNIOR HIGH SCHOOL
6 MOUNTAIN VIEW ACADEMY
7 KHAN LAB SCHOOL
8 ST JOSEPH CATHOLIC SCHOOL

9 STEVENSON ELEMENTARY SCHOOL
10 SANTA RITA ELEMENTARY SCHOOL
11 ELLEN FLETCHER MIDDLE SCHOOL
1 FUTURE GOOGLE CAMPUS

BDE ARCHITECTURE
PROMETHEUS

5150 EL CAMINO REAL

CITY CONTEXT

LOS ALTOS, CALIFORNIA

AP0.01

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

1. 5100 ECR - LANDSCAPE/SIDEWALK ALONG EL CAMINO REAL

2. VIEW OF EXISTING BUILDINGS AT RENGSTORFF AVE. TERMINUS

3. TREES/ SIDEWALK ALONG EL CAMINO REAL

8. WEST PROPERTY LINE AND 5100 ECR BEYOND

PHOTO KEY MAP

4. ON-GRADE PARKING AT EAST

7. FENCE AND PARKING IN REAR

6. FENCE AT REAR PROPERTY LINE

5. PARKING LOT OF SOUTH-EAST CORNER

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

SITE CONTEXT

AP0.03

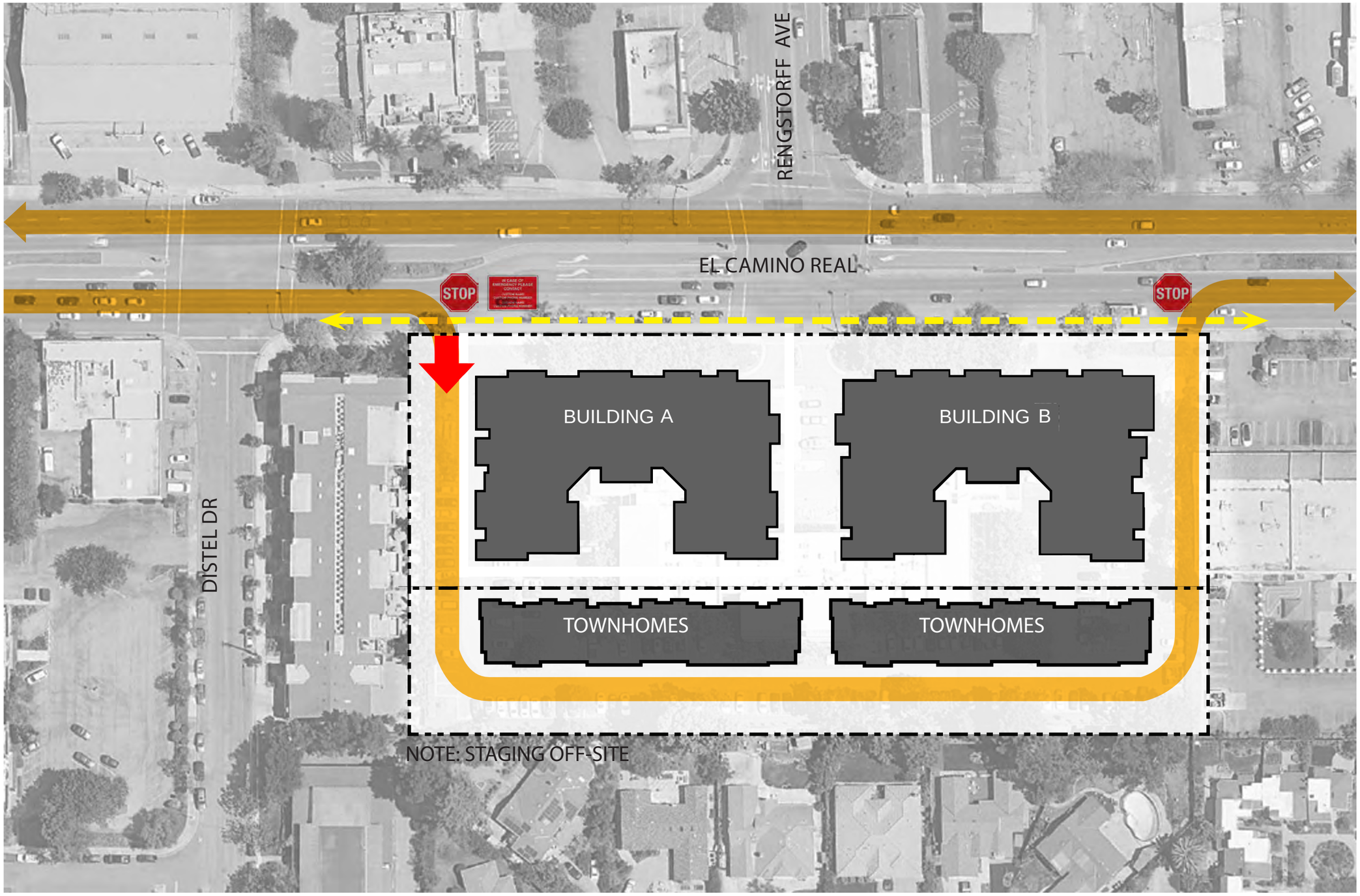
5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

BDE ARCHITECTURE

PROMETHEUS



All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

APARTMENT BUILDING A (TYPE III / 5-STORY) ON PODIUM

APARTMENT BUILDING B (TYPE III / 5-STORY) ON PODIUM

TOWNHOMES (TYPE V / 3-STORY)

TOWNHOMES (TYPE V / 3-STORY)

26™ EVA

15™

17™

20™

17™

17™

26™ EVA

100™

50™

80™

80™

50™

100™

150™

150™

100™

100™

70™

R27 , INSIDE

R53 , OUTSIDE

R27 , INSIDE

R53 , OUTSIDE

26™ EVA

26™ EVA

LEGEND

- FIRE TRUCK ROUTE
- FIRE FIGHTER TRAVEL PATH
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- TRUCK STAGING (15™ TO 30™ DISTANCE FROM BUILDING FACE)
- ROOF ACCESS
- FIRE LADDER PADS

FIRE ACCESS DIAGRAM

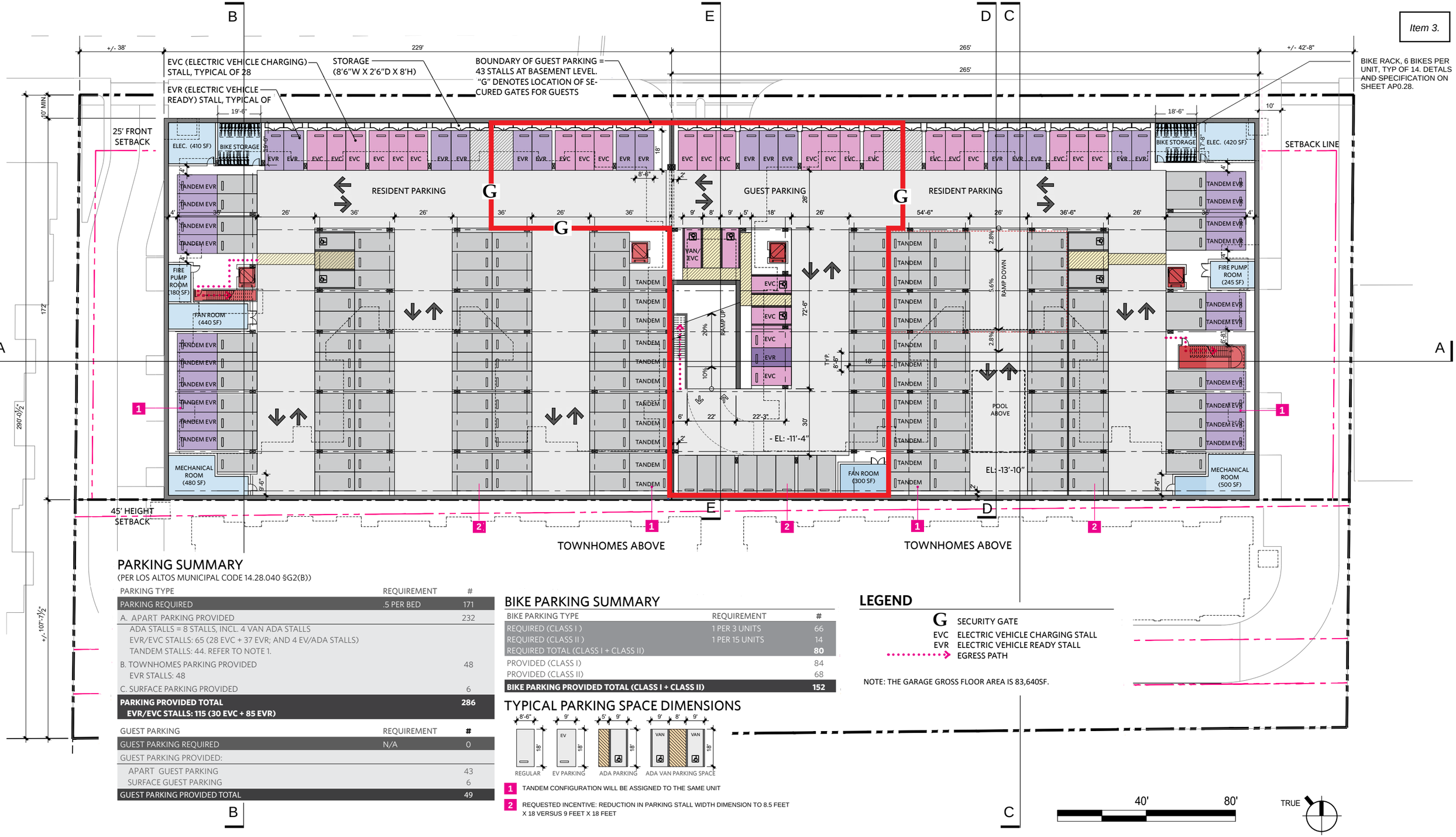
AP0.05

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

PARKING TYPE	REQUIREMENT	#
PARKING REQUIRED	.5 PER BED	171
A. APART PARKING PROVIDED		232
ADA STALLS = 8 STALLS, INCL. 4 VAN ADA STALLS EVR/EVC STALLS: 65 (28 EVC + 37 EVR; AND 4 EV/ADA STALLS) TANDEM STALLS: 44. REFER TO NOTE 1.		
B. TOWNHOMES PARKING PROVIDED EVR STALLS: 48		48
C. SURFACE PARKING PROVIDED		6
PARKING PROVIDED TOTAL **EVR/EVC STALLS: 115 (30 EVC + 85 EVR)**		**286**

GUEST PARKING	REQUIREMENT	#
GUEST PARKING REQUIRED	N/A	0
GUEST PARKING PROVIDED:		
APART GUEST PARKING		43
SURFACE GUEST PARKING		6
GUEST PARKING PROVIDED TOTAL		49

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	#
REQUIRED (CLASS I)	1 PER 3 UNITS	66
REQUIRED (CLASS II)	1 PER 15 UNITS	14
REQUIRED TOTAL (CLASS I + CLASS II)		**80**
PROVIDED (CLASS I)		84
PROVIDED (CLASS II)		68
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		**152**

TYPICAL PARKING SPACE DIMENSIONS

LEGEND

- G — SECURITY GATE
- EVC — ELECTRIC VEHICLE CHARGING STALL
- EVR — ELECTRIC VEHICLE READY STALL
- EGRESS PATH

NOTE: THE GARAGE GROSS FLOOR AREA IS 83,640SF.

1 TANDEM CONFIGURATION WILL BE ASSIGNED TO THE SAME UNIT

2 REQUESTED INCENTIVE: REDUCTION IN PARKING STALL WIDTH DIMENSION TO 8.5 FEET X 18 VERSUS 9 FEET X 18 FEET

40' 80'

TRUE

SUBTERRANEAN GARAGE PLAN AP0.06

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 202

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

STREET LEVEL PLAN

AP0.07

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

EL CAMINO REAL FRONTAGE

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

UNIT | PATIO | LANDSCAPING | SIDEWALK WITH TREE GRATES | LANDSCAPE BUFFER | EL CAMINO REAL

SECTION PERSPECTIVE AP0.08

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 202

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

PASEO

SECTION PERSPECTIVE

AP0.09

BDE ARCHITECTURE

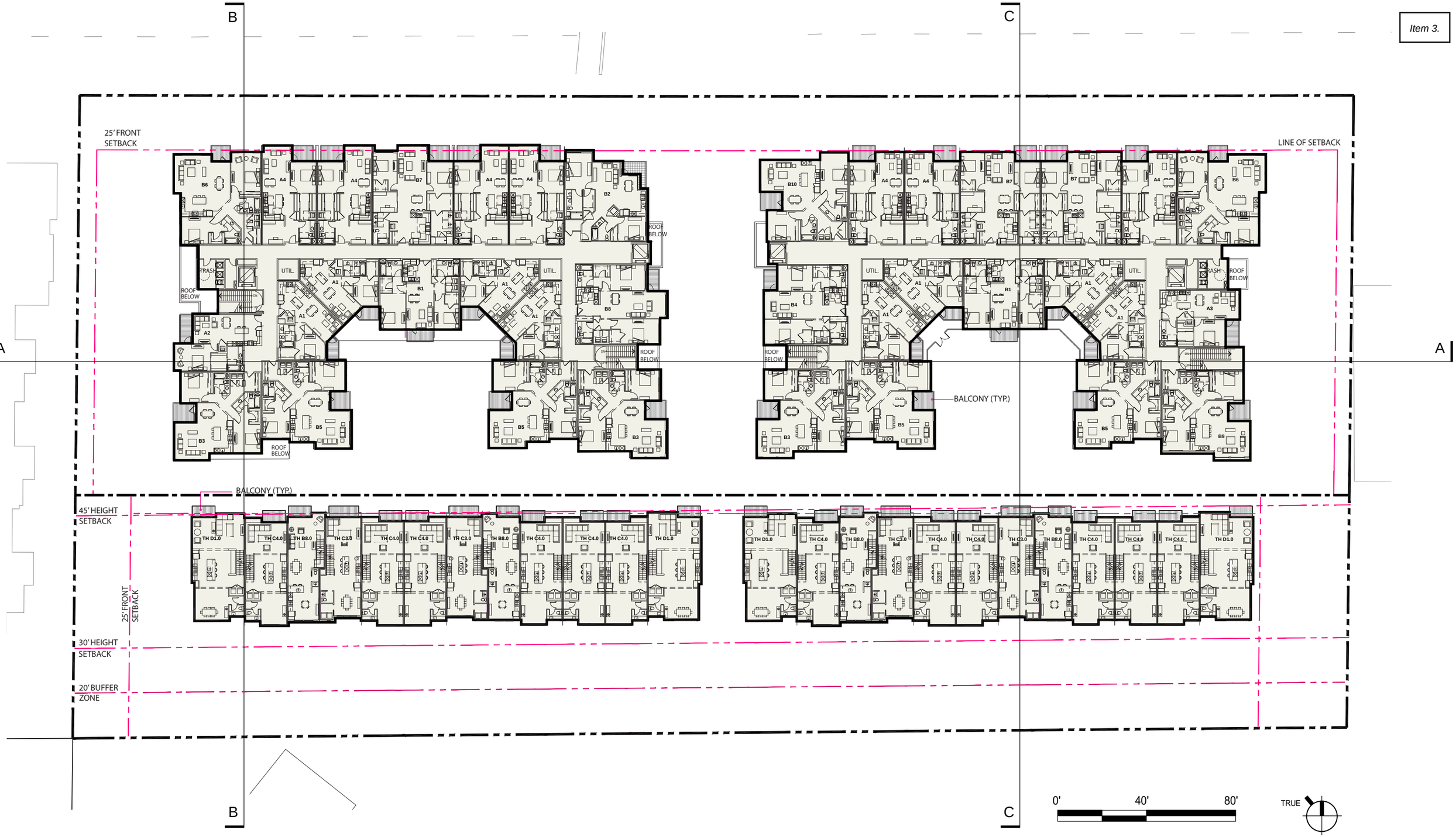
PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



LEVEL 2 PLAN

AP0.10

5150 EL CAMINO REAL

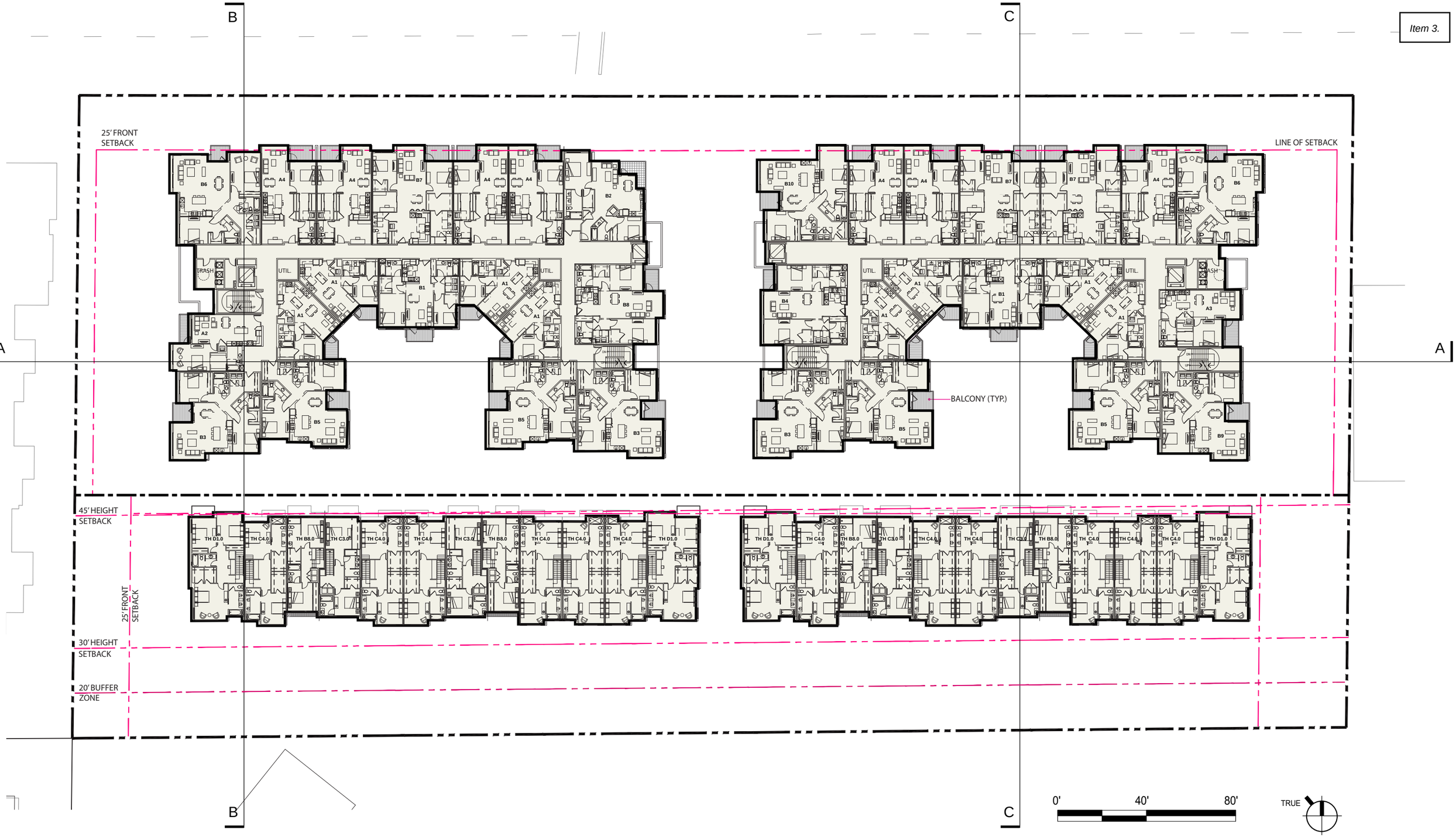
LOS ALTOS, CALIFORNIA

MAY 20, 2022

BDE ARCHITECTURE

PROMETHEUS

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



LEVEL 3 PLAN

AP0.11

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

B

C

A

A

25' FRONT SETBACK

LINE OF SETBACK

45' HEIGHT SETBACK

25' FRONT SETBACK

30' HEIGHT SETBACK

20' BUFFER ZONE

ROOF BELOW

ROOF BELOW

ROOF BELOW

ROOF BELOW

FUTURE SOLAR PANEL LOCATION (TYP.) 1

SKYLIGHT (TYP.)

AC CONDENSER UNIT (TYP.)

4:12 ROOF (TYP.)

BALCONY (TYP.)

1 NOTE: ALL TOWNHOME UNITS WILL BE WIRED FOR ROOFTOP SOLAR AND EV CHARGING STATIONS

0' 40' 80'

TRUE

LEVEL 4 / TOWNHOME ROOF PLAN AP0.12

BDE ARCHITECTURE

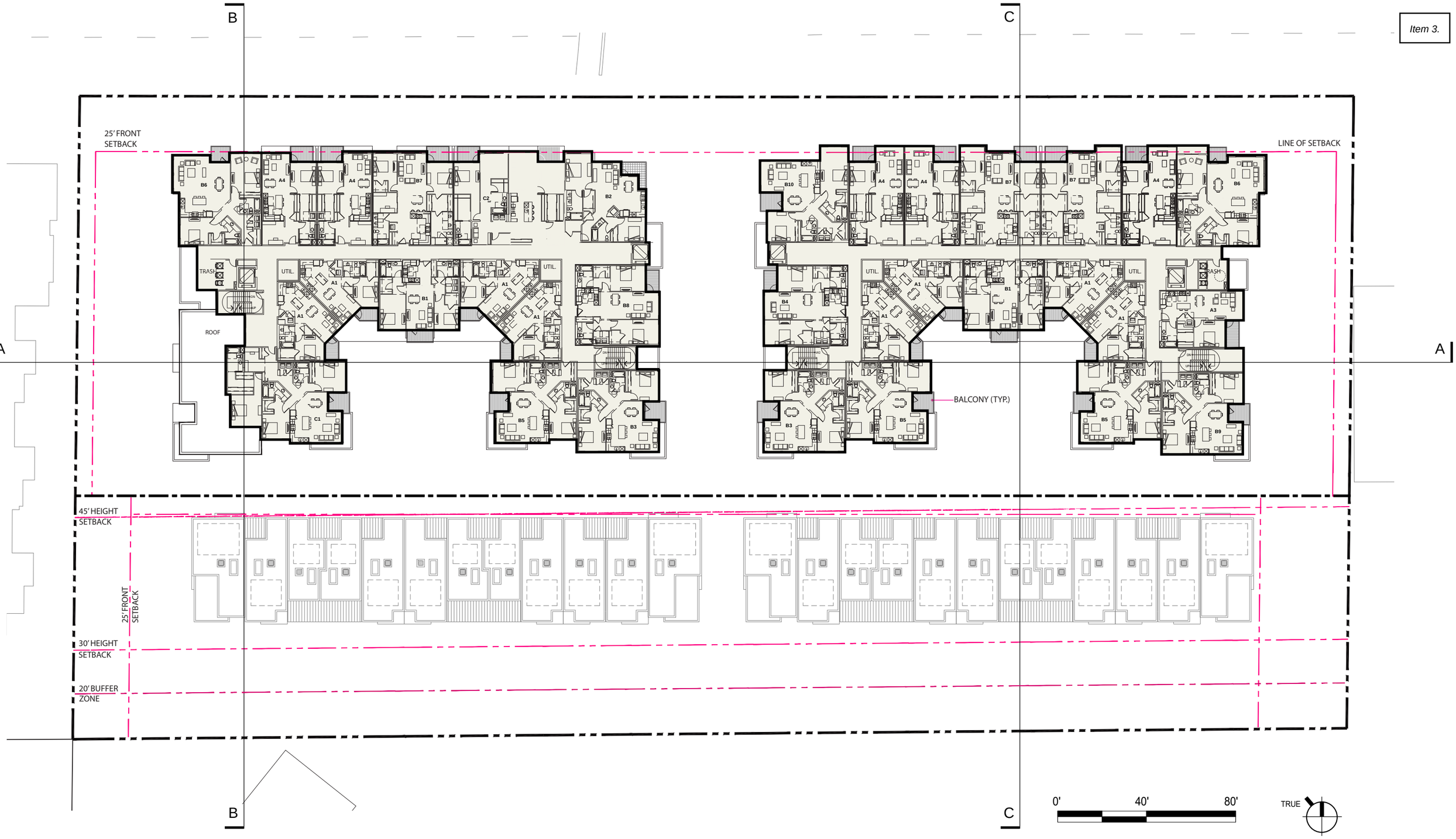
PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



LEVEL 5 PLAN

AP0.13

ARCHITECTURE

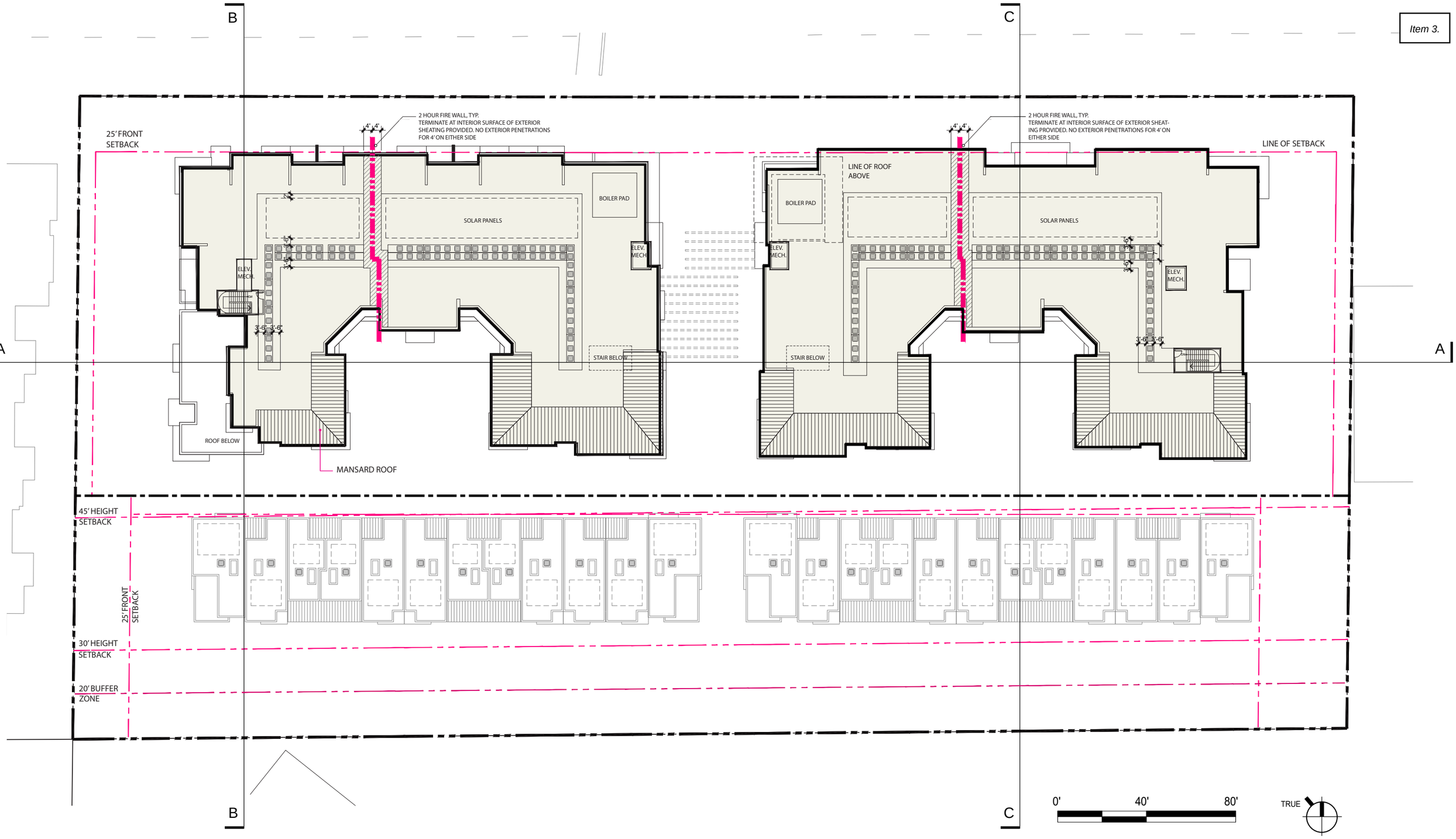
PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



APARTMENT ROOF PLAN

AP0.14

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

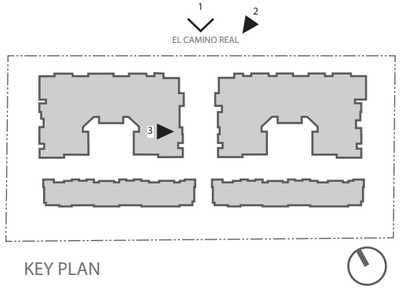
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

EL CAMINO REAL STREETSCAPE ELEVATION

EL CAMINO REAL FRONTAGE - NORTH ELEVATION

2 | MID-BLOCK PLAZA

3 | AERIAL VIEW OF MID-BLOCK PLAZA



KEY PLAN

STREETSCAPE ELEVATIONS

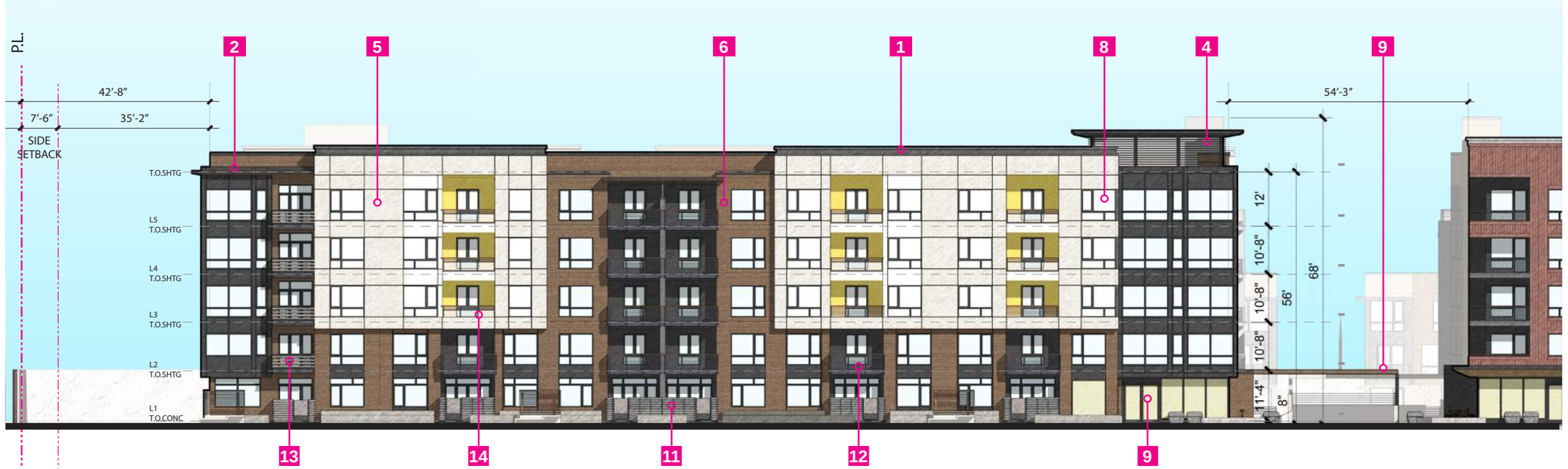
AP0.15

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

BUILDING B - NORTH - EL CAMINO REAL

2 | MID-BLOCK PLAZA

3 | NORTH EAST CORNER

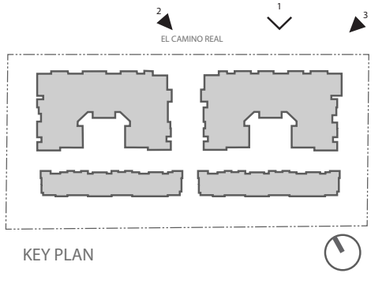


1 | NORTH(EL CAMINO REAL) ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

BUILDING A - NORTH ELEVATION AP0.16

BDE ARCHITECTURE | PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

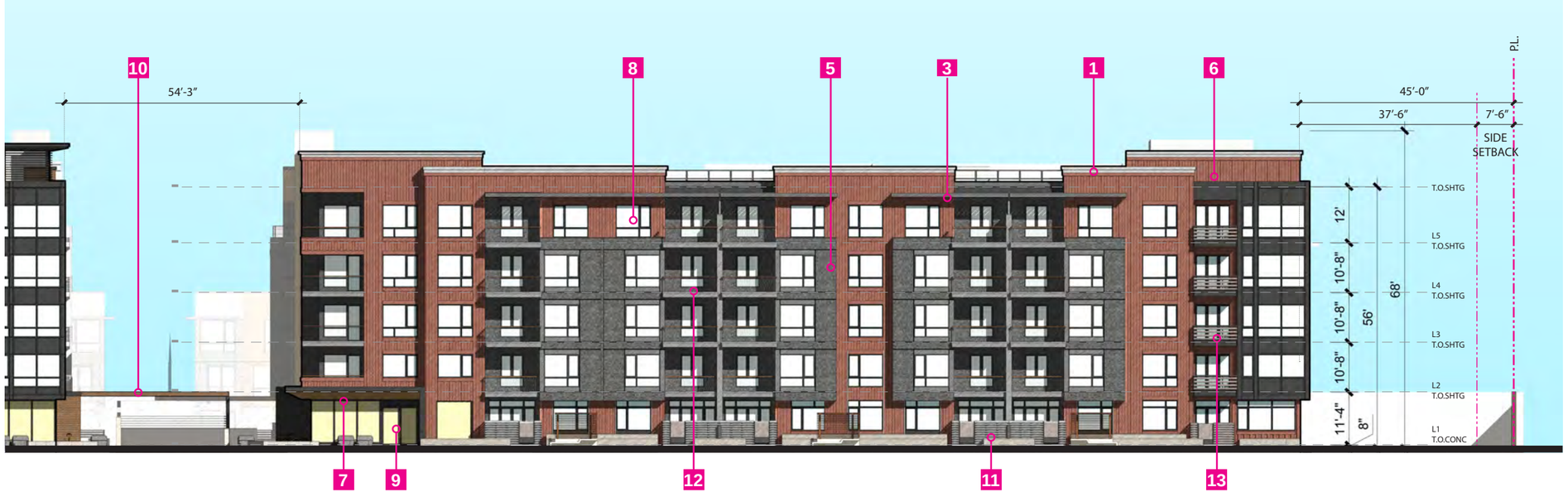
MAY 20, 202

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

BUILDING A - NORTH - EL CAMINO REAL

2 | VIEW FROM ECR (EL CAMINO REAL)

3 | VIEW FROM ECR (EL CAMINO REAL)

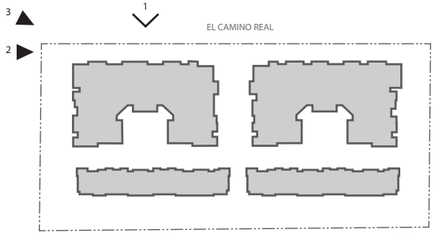


1 | NORTH (EL CAMINO REAL) ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

BUILDING B - NORTH ELEVATION

AP0.17

BDE ARCHITECTURE | PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

TOWNHOME ELEVATION - SOUTH

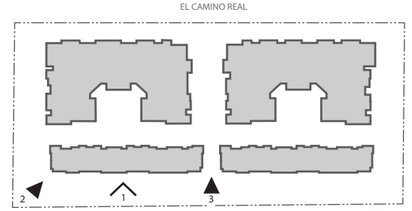
2 | TOWNHOME SOUTH FACADE

1 | TOWNHOME SOUTH ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

TOWNHOME SOUTH ELEVATION AP0.18

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

TOWNHOME ELEVATION - NORTH

2 | TOWNHOME NORTH FACADE

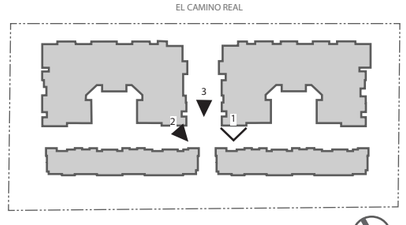
3 | AERIAL VIEW OF PASEO

1 | TOWNHOME NORTH ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

TOWNHOME NORTH ELEVATION

AP0.19

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

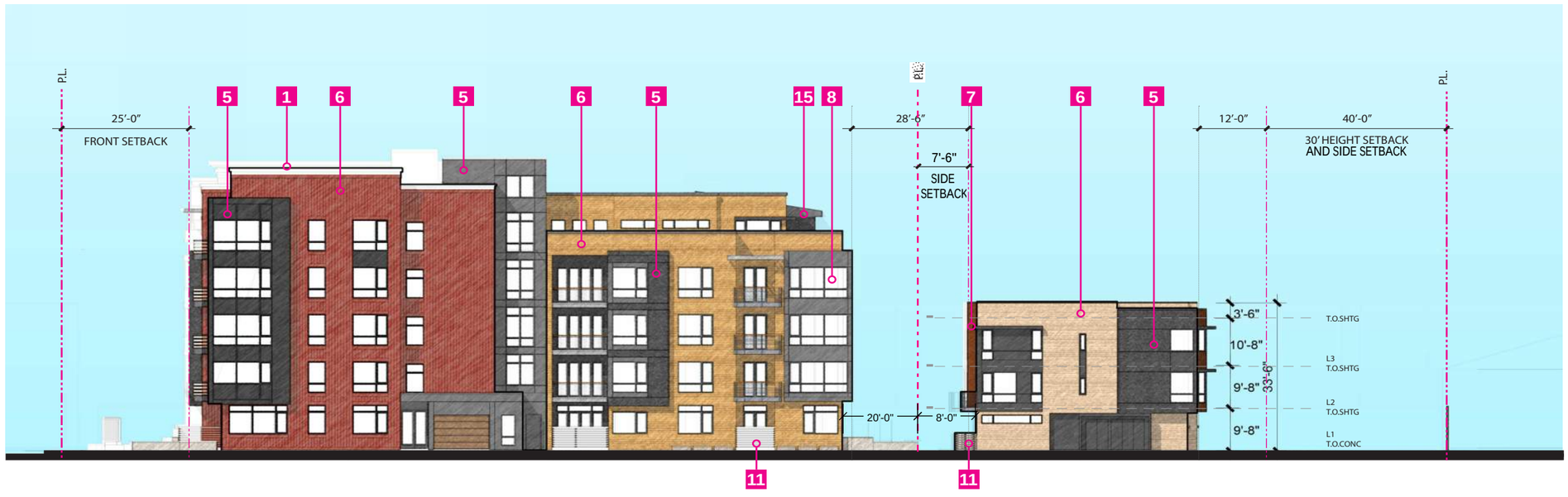
MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

WEST ELEVATION

2 | AERIAL VIEW

3 | WEST FACADE

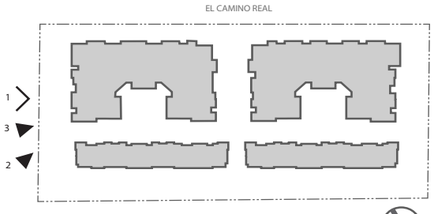


1 | WEST ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

WEST ELEVATION

AP0.20

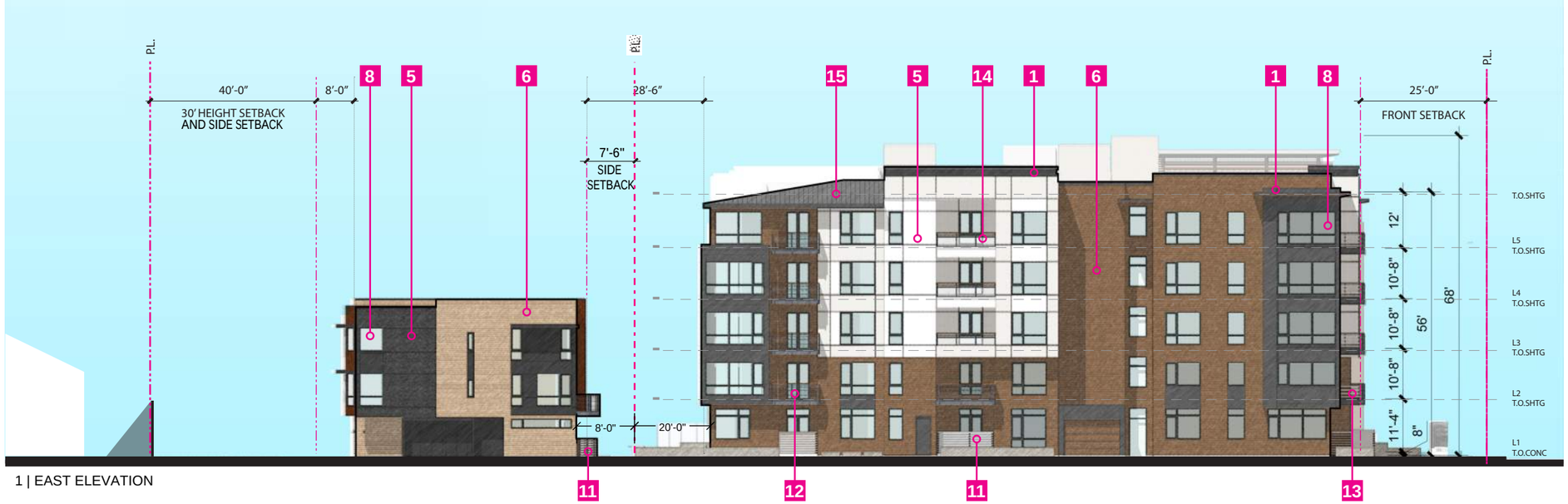
MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

EAST ELEVATION

2 | VIEW OF PASEO AND POOL

3 | VIEW OF PASEO

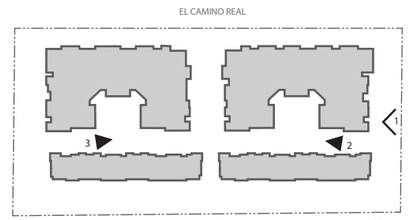


1 | EAST ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

BDE ARCHITECTURE

PROMETHEUS

5150 EL CAMINO REAL

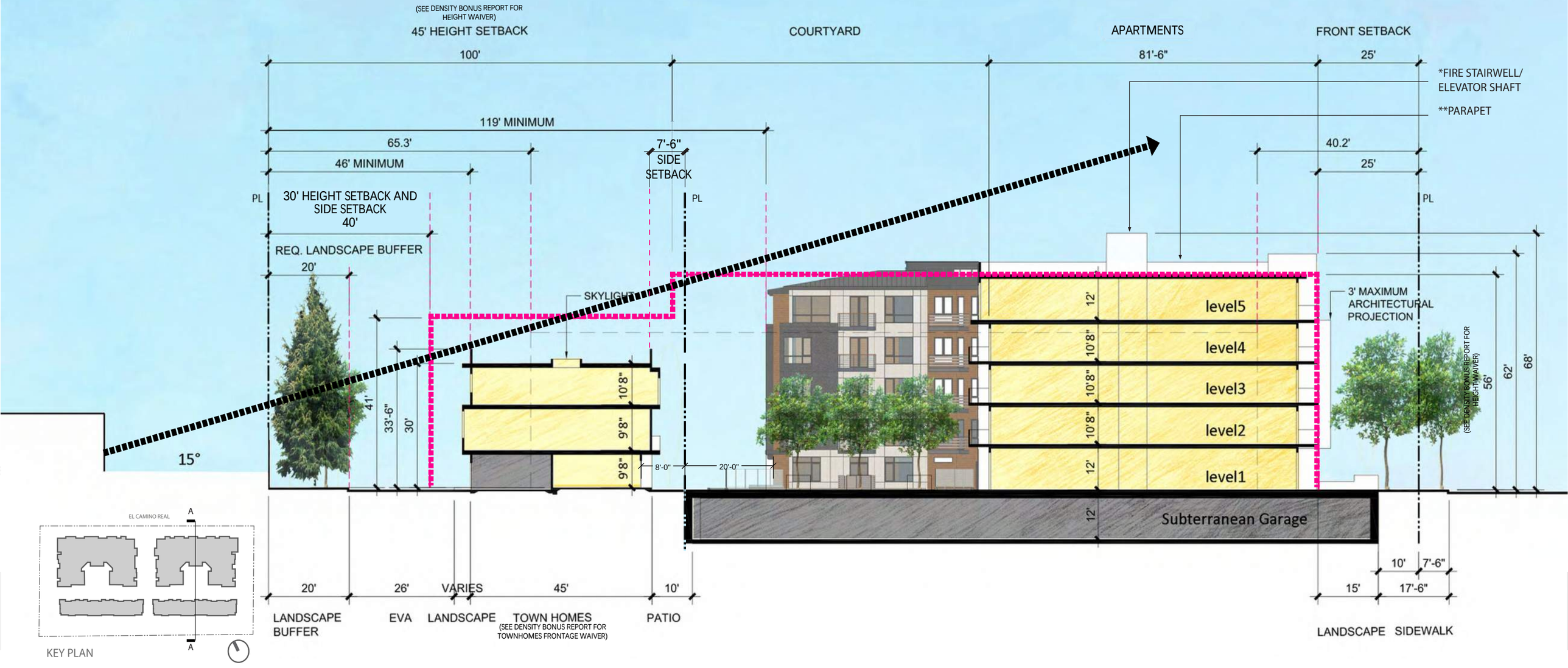
LOS ALTOS, CALIFORNIA

EAST ELEVATION

AP0.21

MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



ILLUSTRATIVE BUILDING SECTION AP0.22

BDE ARCHITECTURE

PROMETHEUS

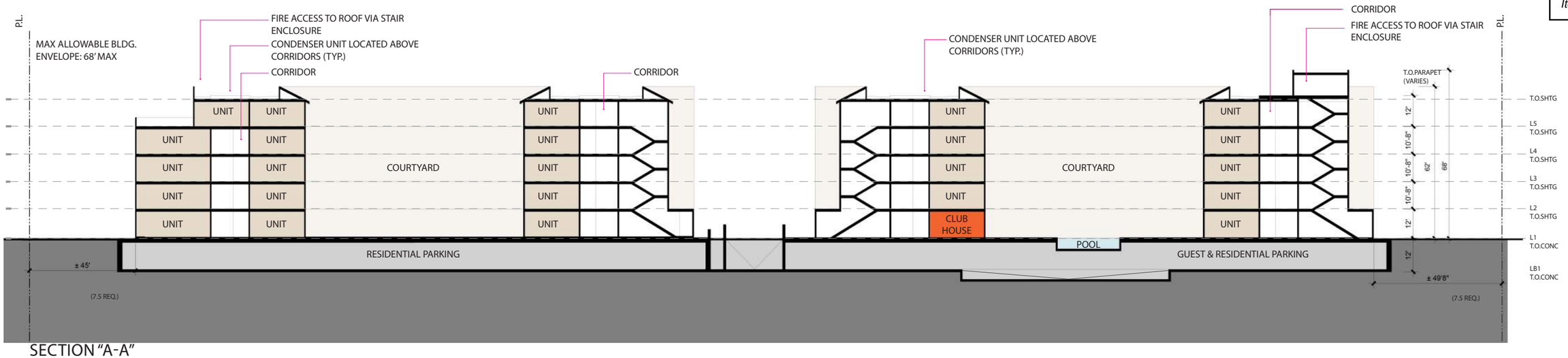
5150 EL CAMINO REAL

LOS ALTOS, CALIFORNIA

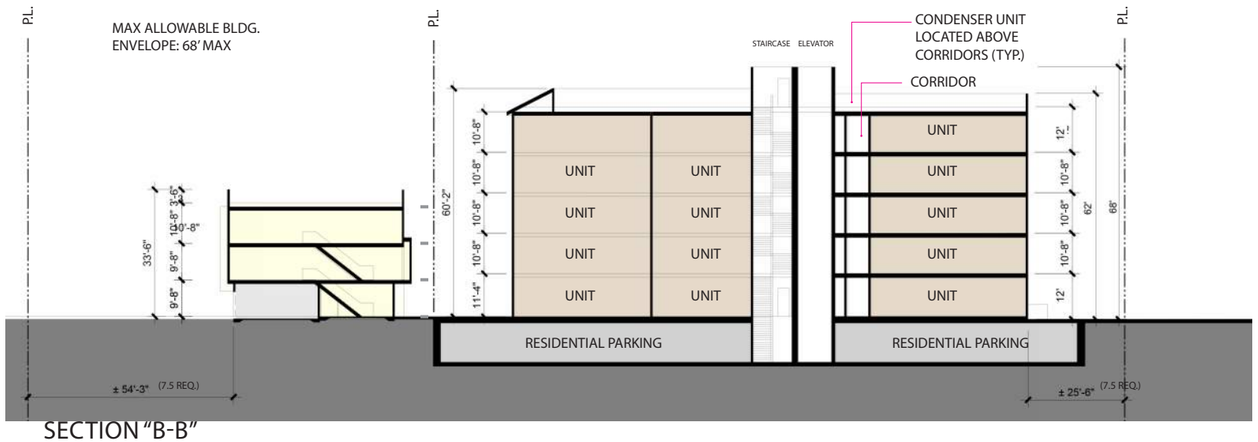
MAY 20, 2022

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

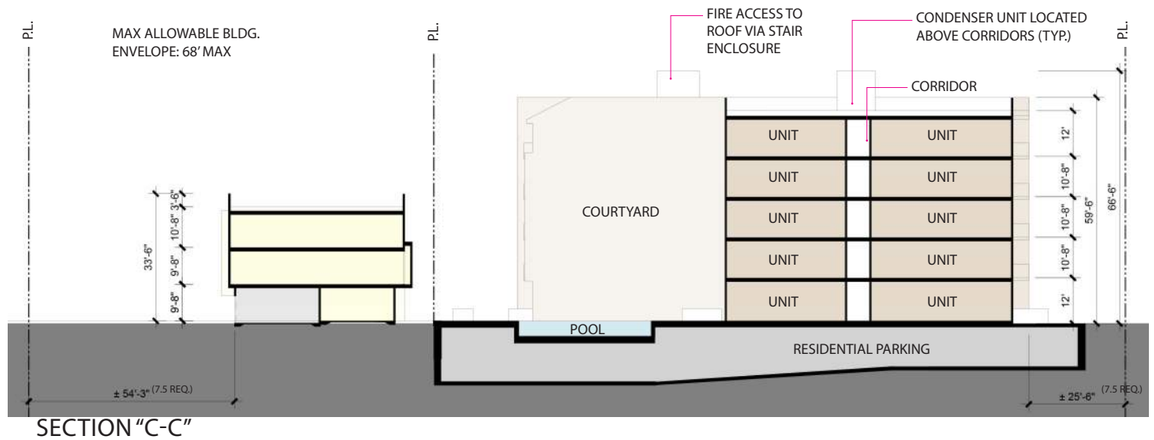
BUILDING SECTIONS A-A, B-B, & C-C



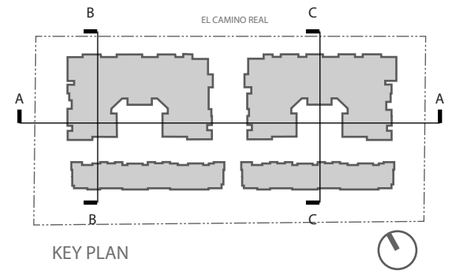
SECTION "A-A"



SECTION "B-B"



SECTION "C-C"



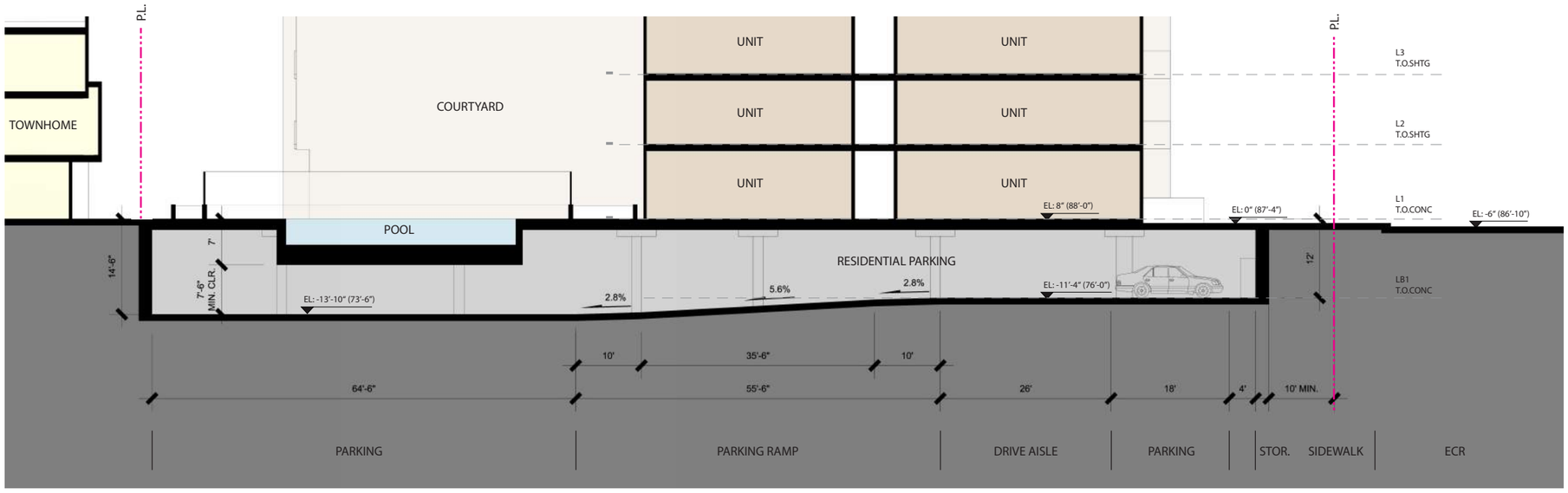
KEY PLAN

BUILDING SECTIONS

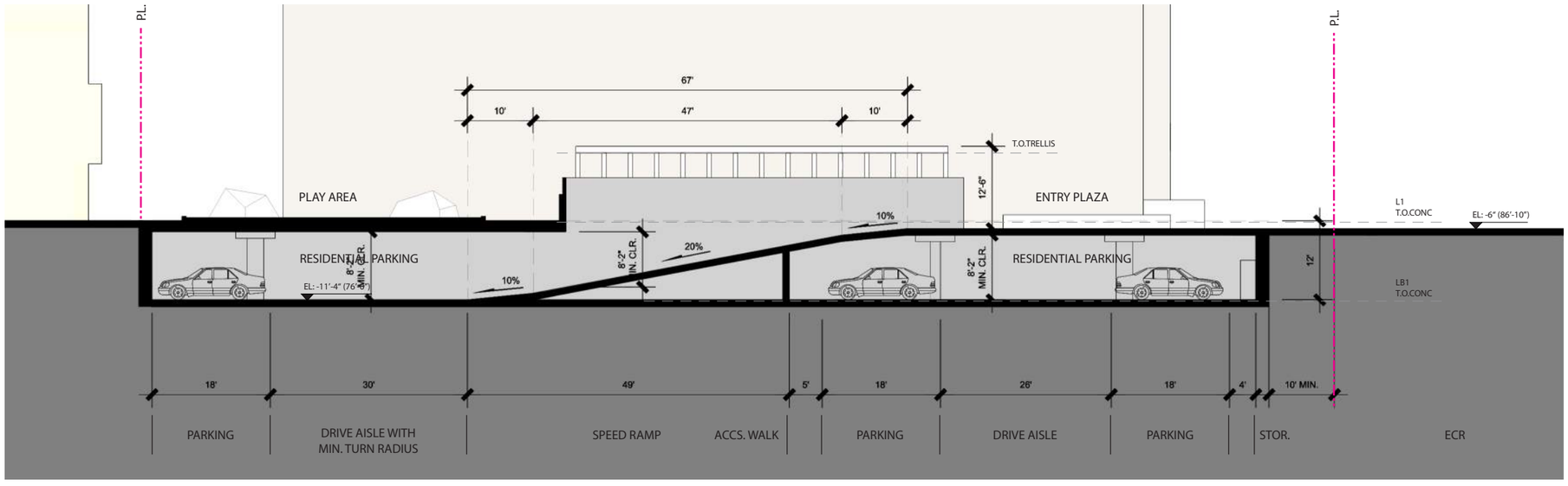
AP0.23

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

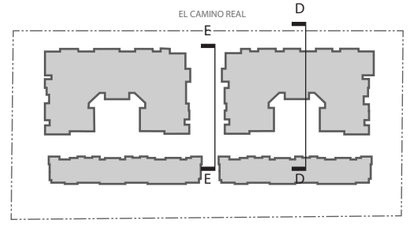
BUILDING SECTIONS D-D & E-E



SECTION "D-D"



SECTION "E-E"



KEY PLAN

BUILDING SECTIONS **AP0.24**

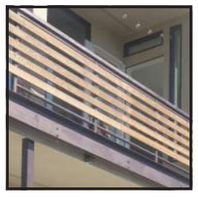
5150 EL CAMINO REAL LOS ALTOS, CALIFORNIA MAY 20, 202

BDE ARCHITECTURE PROMETHEUS

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

COLORS & MATERIALS

STUCCO COLOR #1
(SMOOTH TROWELED)



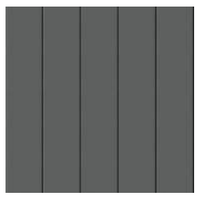
STEEL CABLE RAILING W/ BOARD

BOARD & BATTEN

EXTERIOR PLASTER #2
(SMOOTH TROWELED)

METAL AWNING

HORIZONTAL SIDING



VERTICAL SIDING

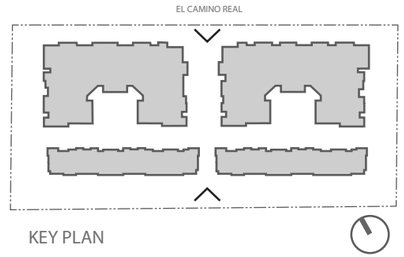
METAL TRELLIS/ CANOPY

METAL RAILING (TYP.)

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

SHADOW STUDY

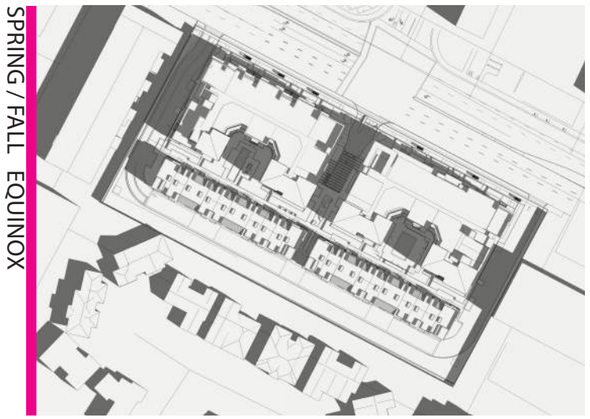
SUMMER SOLSTICE

JUNE 21 AT 9:00 AM

JUNE 21 AT 12:00 PM

JUNE 21 AT 3:00 AM

SPRING / FALL EQUINOX

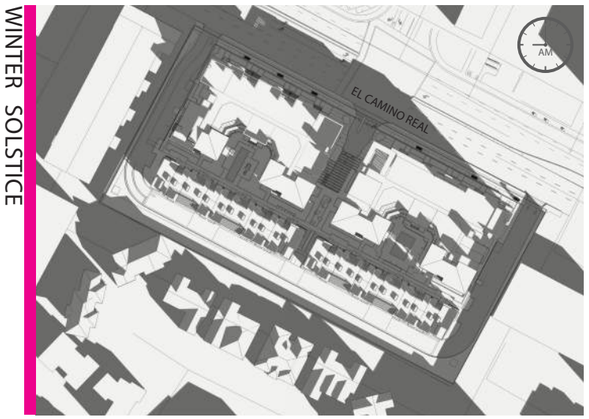


MARCH / SEPTEMBER 21 AT 9:00 AM

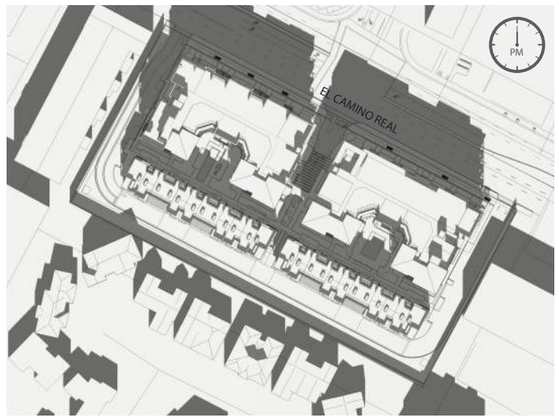
MARCH / SEPTEMBER 21 AT 12:00 PM

MARCH / SEPTEMBER 21 AT 3:00 PM

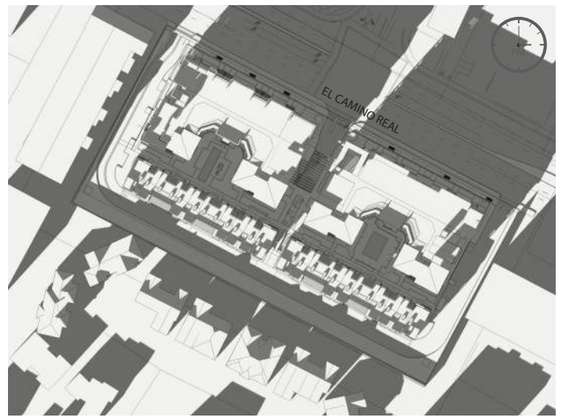
WINTER SOLSTICE



DECEMBER 21 AT 9:00 AM

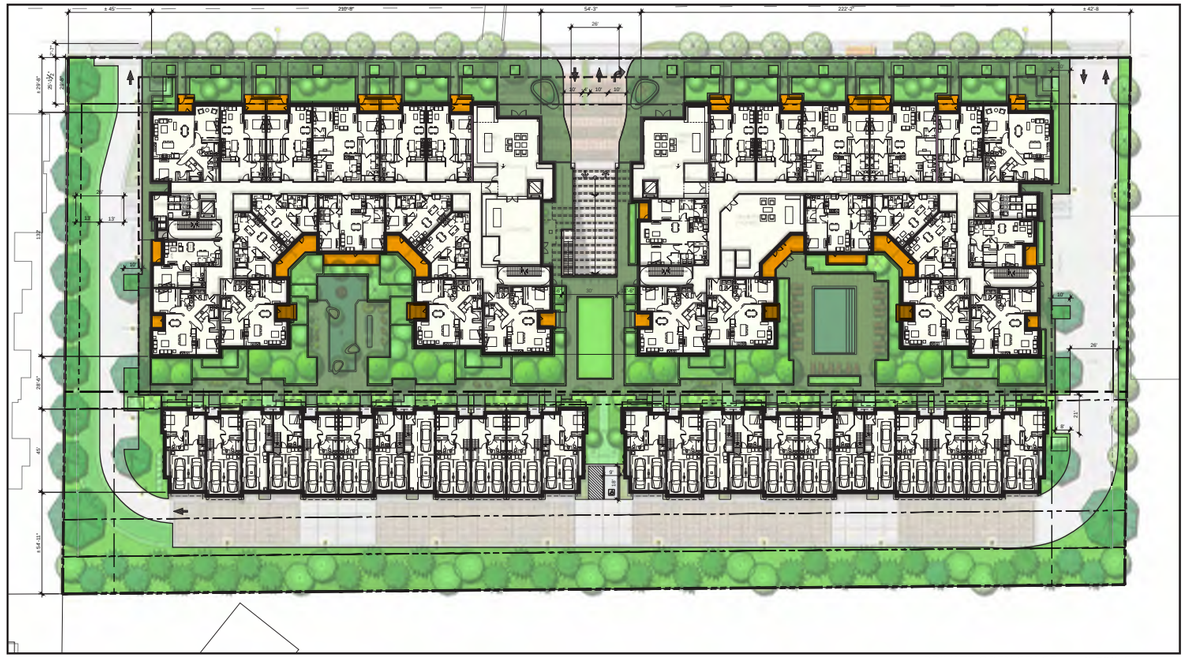


DECEMBER 21 AT 12:00 PM



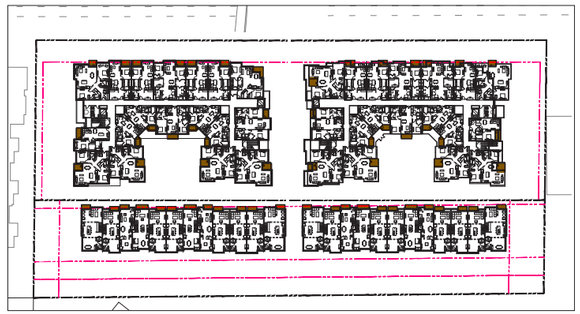
DECEMBER 21 AT 3:00 PM

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



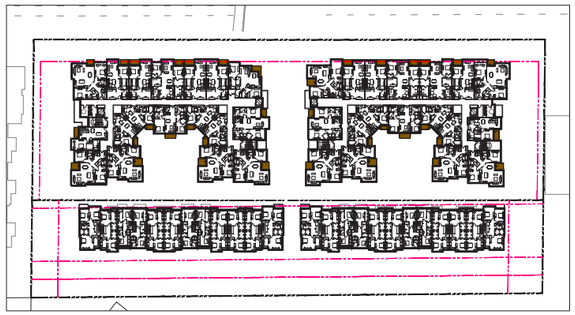
GROUND FLOOR

PRIVATE OPEN SPACE : 3,500 SF
COMMON OPEN SPACE: 62,880 SF



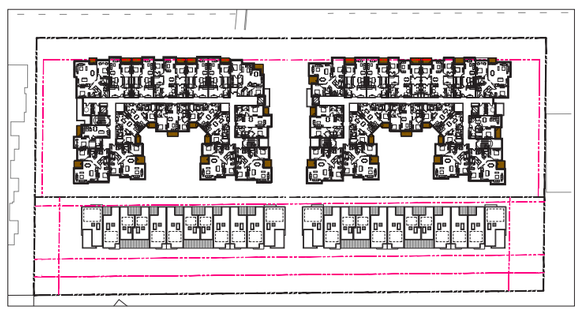
2ND FLOOR

PRIVATE OPEN SPACE : 3,350 SF



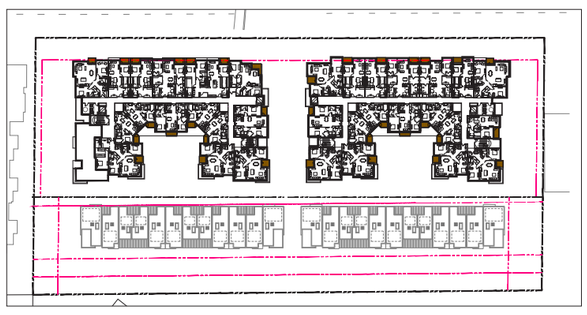
3RD FLOOR

PRIVATE OPEN SPACE : 2,150 SF



4TH FLOOR

PRIVATE OPEN SPACE : 2,150 SF



5TH FLOOR

PRIVATE OPEN SPACE : 2,000 SF

LEGEND

- TOTAL PRIVATE OPEN SPACE
- COMMON OPEN SPACE (NON-PERMEABLE SURFACE)
- COMMON OPEN SPACE (PERMEABLE SURFACE)

FRONT SETBACK LANDSCAPE REQUIREMENT

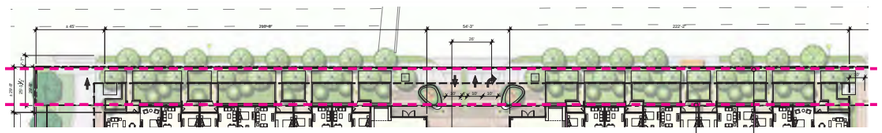
PER LOS ALTOS MUNICIPAL CODE SECTION 14.50.090

FRONT SETBACK LANDSCAPE REQUIRED

- The minimum front yard depth shall be twenty-five (25) feet, with a minimum of fifty (50) percent of which shall be landscaped

APARTMENTS

14,380 SF	REQUIRED	PROVIDED
FRONT SETBACK LANDSCAPE AREA	7,190 SF	7,190 SF

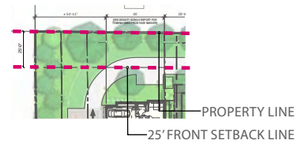


FRONT SETBACK LANDSCAPE PROVIDED

- The total frontyard setback area is 14,380 sf
- The total landscape area is 7,190 sf, which is 50% of this setback area
- Project is in compliance of setback area requirement.

TOWNHOMES

2,711 SF	REQUIRED	PROVIDED
FRONT SETBACK LANDSCAPE AREA	1,356 SF	1,505 SF



FRONT SETBACK LANDSCAPE PROVIDED

- The total frontyard setback area is 2,711 sf
- The total landscape area is 1,505 sf, which is 55% of this setback area
- Project is in compliance of setback area requirement.
- See Density Bonus Report for townhomes frontage waiver.

OPEN SPACE CALCULATION

PER LOS ALTOS MUNICIPAL CODE SECTION 14.50.150 (CT DISTRICTS)

196 UNITS	REQUIRED	PROVIDED	
PRIVATE OPEN SPACE	9,800 SF	13,150 SF	
NON-PERMEABLE SURFACE		20,176 SF	32%
PERMEABLE SURFACE		42,704 SF	68%
COMMON OPEN SPACE	3,200 SF	62,880 SF	100%

PRIVATE OPEN SPACE REQUIRED

- An average of fifty (50) square feet of private open space shall be provided for the total number of dwelling units within a project.
- 196 units X 50 sf = 9,800 sf

PRIVATE OPEN SPACE PROVIDED

- The average private open space per apartment unit is 69.5 sf. 172 units X 69.5 sf = 11,950 sf.
- The average private open space per town 24 townhomes X 50 sf = 1,200 sf
- The total private open space is 13,150 sf.

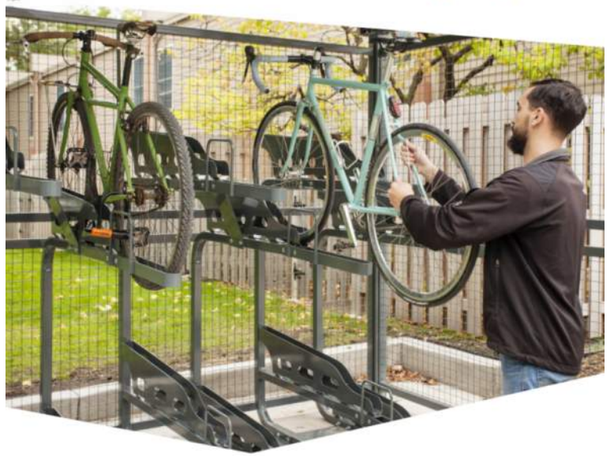
COMMON OPEN SPACE REQUIRED

- Fifty-one (51) or more units: a minimum of three thousand two hundred (3,200) square feet of common open space shall be provided.
- Common open space areas shall be surfaced with any practical combination of landscaping, paving, decking, concrete, or other serviceable material with no more than fifty (50) percent of the area at grade level covered with a non-permeable surface.

COMMON OPEN SPACE PROVIDED

- The total non-permeable surface area is 20,176 sf (32%)
- The total permeable surface area is 42,704 sf (68%)
- The total common open space is 62,880 sf

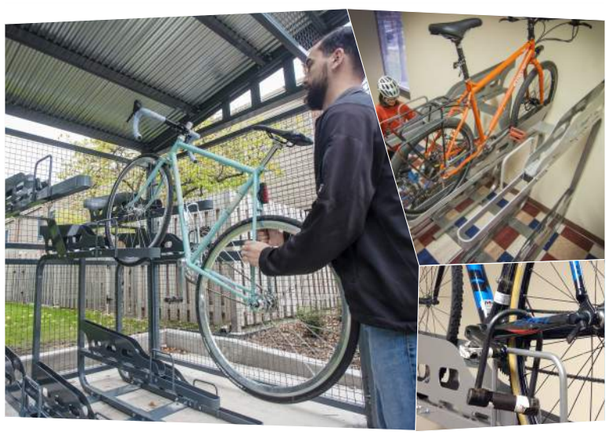
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi



Dero **Duplex**

The Dero Duplex doubles the capacity of your bike parking area with secure, efficient, and orderly storage. Its staggered design means that bikes enter and exit easily without entanglement. Sturdy trays with high sides keep bikes from slipping off while loading or unloading and also make the Duplex compatible with most standard u-locks.

Fixant 21768.545



FINISH OPTIONS

Galvanized

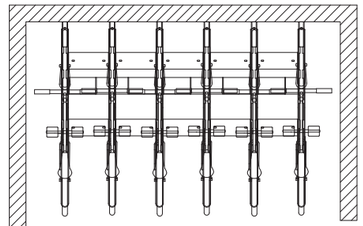
Stainless

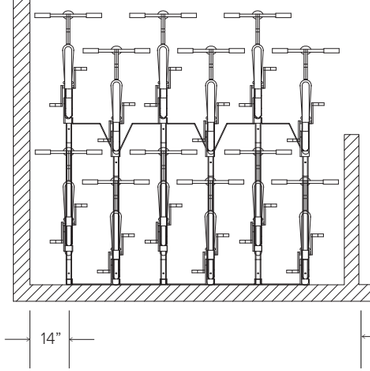
Powder Coat

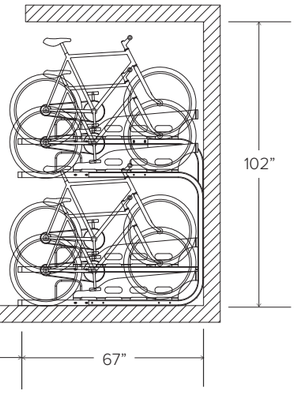
White · Black · Light Gray RAL 7042 · Deep Red RAL 3003 · Yellow RAL 1023
CNH Bright Yellow · Orange RAL 2004 · Beige RAL 1001 · Iron Gray RAL 7011 · Hunter Green RAL 6005
Light Green RAL 6018 · Green RAL 6016 · Sepia Brown RAL 8014 · Blue RAL 5005 · Sky Blue RAL 5015
Dark Purple · Flat Black · Wine Red RAL 3005 · Bronze · Silver RAL 9007

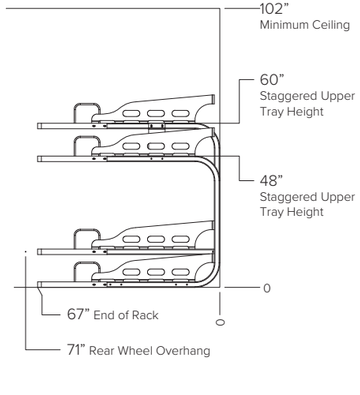
©2021

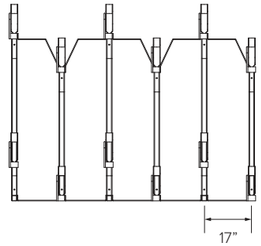
Dero **Duplex**



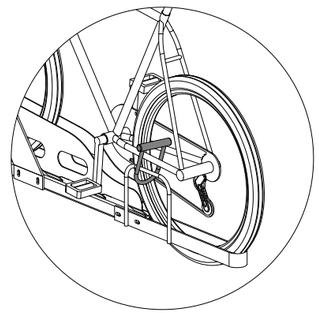








CAPACITY	Varies per configuration Minimum 6 bike system required for stability
MATERIALS	**Main frame tube:** 2” 11g square tube **Connector plates:** 1/4” plate **Bike trays:** 11g plate
FINISHES	☐ **Galvanized** An after fabrication hot dipped galvanized finish is our standard option. ☐ **Powder Coat** Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat ☐ **Stainless** 304 grade stainless steel material with external surfaces polished to a satin finish. All surfaces passivated.
MOUNT OPTIONS	**Surface only** Each connector plate accepts 3/8” wedge anchors.



U-lock compatible

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the archi

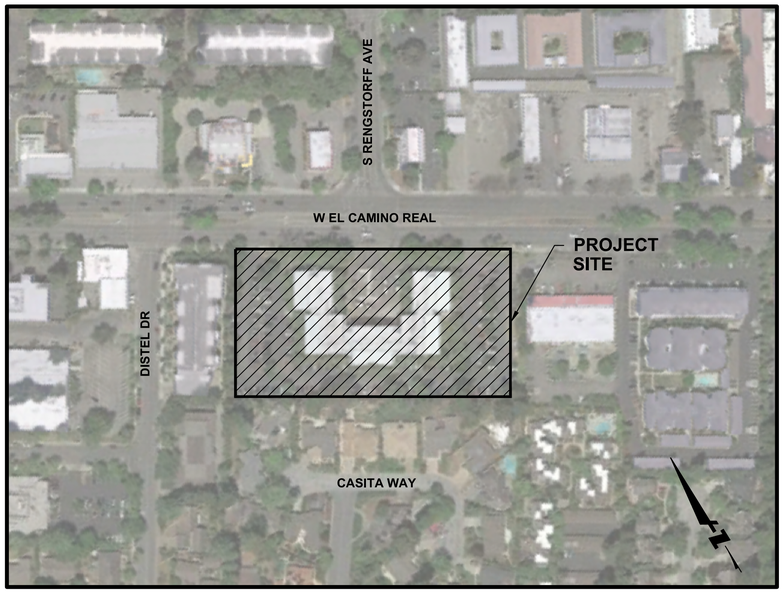
PROPOSED VESTING TENTATIVE MAP CONFORMS TO THE ORIGINAL APPROVED VESTING TENTATIVE MAP PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT TO SUBDIVIDE THE PROPERTY INTO TWO PARCELS, MODIFICATIONS OF UNIT TYPES, AND REPLACEMENT OF ENGINEER AND OWNER (IDENTIFIED WITH AN *).

VESTING TENTATIVE MAP APPLICATION
FOR CONDOMINIUM PURPOSES
*PROMETHEUS REAL ESTATE GROUP, INC.
5150 EL CAMINO REAL
CITY OF LOS ALTOS
SANTA CLARA COUNTY, CALIFORNIA

GENERAL PROJECT INFORMATION

* 1.	OWNER/SUBDIVIDER:	PROMETHEUS REAL ESTATE GROUP, INC. 1900 SOUTH NORFOLK STREET, SUITE 150 SAN MATEO, CA 94403
* 2.	ENGINEER:	CARLSON, BARBEE & GIBSON 2633 CAMINO RAMON, SUITE 350 SAN RAMON, CA 94583 TEL (925) 866-0322
3.	SUBDIVIDED AREA:	165,345 SQ FT (APPROX. 3.80 ACRES)
4.	UTILITIES:	
	WATER SUPPLY:	CAL WATER
	FIRE PROTECTION:	SANTA CLARA COUNTY FIRE
	SEWAGE DISPOSAL:	CITY OF LOS ALTOS
	STORM DRAIN:	CITY OF LOS ALTOS
	GAS & ELECTRIC:	PACIFIC GAS & ELECTRIC
	TELEPHONE:	AT&T
	CABLE TELEVISION:	COMCAST
5.	APN:	170-04-066
6.	ZONING:	CT COMMERCIAL THOROUGHFARE
7.	LAND USE:	THOROUGHFARE COMMERCIAL
8.	GENERAL PLAN:	EL CAMINO REAL
9.	FLOOD ZONE DESIGNATION:	ZONE X PER MAP #0685C0038H AREA OF 0.2% ANNUAL CHANCE FLOODPLANE
* 10.	NUMBER OF LOTS:	2
* 11.	NUMBER OF RESIDENTIAL APARTMENTS	172
* 12.	NUMBER OF RESIDENTIAL TOWNHOME STYLE CONDOMINIUMS:	24



VICINITY MAP
NTS

ABBREVIATIONS

SYMBOL	DESCRIPTION
APN	ASSESSOR PARCEL NUMBER
APPROX	APPROXIMATE
BFP	BACK FLOW PREVENTION DEVICE
BLDG	BUILDING
BW	BACK OF WALK
C&G	CURB AND GUTTER
CB	CATCH BASIN
CD	CURB DRAIN
CI	CURB INLET
CONC	CONCRETE
CY	CUBIC YARDS
DEMO	DEMOLITION
DI	DROP INLET
DW	DOMESTIC WATER
DW, D/W, DWY	DRIVEWAY
E, ELEC	ELECTRIC
(E), EX, EXIST	EXISTING
EB	ELECTRIC BOX
EG	EXISTING GROUND
EL, ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
FC	FACE OF CURB
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISHED SURFACE
GB	GRADE BREAK
GM	GAS METER
HC/HCR	HANDICAP RAMP

SYMBOL	DESCRIPTION
HDPE	HIGH DENSITY POLYETHYLNE
HP	HIGH POINT
INV	INVERT
IRR	IRRIGATION
JP	JOINT POLE
JT	JOINT TRENCH
LF	LINEAR FOOT
LG	LIP OF GUTTER
LP	LOW POINT
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
MON	MONUMENT
(N)	NEW
NO.	NUMBER
NTS	NOT TO SCALE
PG&E	PACIFIC GAS & ELECTRIC
PGE	PG&E EASEMENT
PGETLE	PG&E TOWER LINE EASEMENT
PIV	POST INDICATOR VALVE
P/L	PROPERTY LINE
POC	POINT OF CONNECTION
PR, PROP	PROPOSED
PRV	PRESSURE REDUCING VALVE
PSE	PUBLIC SURVEY EASEMENT
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RE	ROADWAY EASEMENT
RIM	RIM ELEVATION
R/W, R-O-W	RIGHT OF WAY
RTE	RAIL TRACK EASEMENT
RUE	ROAD UTILITY EASEMENT
S	SLOPE
SD	STORM DRAIN

SYMBOL	DESCRIPTION
SDCB	STORM DRAIN CATCH BASIN
SDCI	STORM DRAIN CURB INLET
SDCO	STORM DRAIN CLEANOUT
SDE	STORM DRAIN EASEMENT
SDJB	STORM DRAIN JUNCTION BOX
SDMH	STORM DRAIN MANHOLE
SHT	SHEET
SL	STREET LIGHT
SQFT	SQUARE FEET
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
SW, S/W	SIDEWALK
STD	STANDARD
SWE	SIDEWALK EASEMENT
TC	TOP OF CURB
TEL, TELE	TELEPHONE
TG	TOP OF GRATE
THRU	THROUGH
TM	TENTATIVE MAP
TOS	TOP OF SLAB
TRANS	TRANSFORMER
TS	TRAFFIC SIGNAL
TSB/TSPB	TRAFFIC SIGNAL BOX
TTA	TOP OF TREATMENT SOIL
TYP	TYPICAL
UB	UTILITY BOX
UE	UTILITY EASEMENT
USD	UNION SANITARY DISTRICT
VCP	VITRIFIED CLAY PIPE
W	WATER
WL	WATER LINE
WM	WATER METER
WV	WATER VALVE
W/	WITH

TABLE OF CONTENTS

NUMBER	DESCRIPTION
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	CIVIL SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY MAP
C5.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
C6.0	BASEMENT VEHICULAR TRUCK TURNING
C6.1	BASEMENT VEHICULAR TRUCK TURNING

BENCHMARK

BRASS DISK NEAR THE SOUTHEASTERLY CORNER OF THE NORTHEAST HEADWALL AT CALIFORNIA AVENUE AND PERMANENTE CREEK. CITY OF MOUNTAIN VIEW
ELEVATION = 78.20

BASIS OF BEARINGS

THE BEARING OF NORTH 47°16'42" EAST ALONG THE CENTERLINE OF MURCHISON DRIVE AS SHOWN ON THE SUBDIVISION MAP FILED FOR RECORD ON MAY 5, 1954, IN BOOK 38 OF MAPS AT PAGES 48 & 49, ORIGINAL RECORDS OF SAN MATEO COUNTY, WAS TAKE AS THE BASIS OF BEARINGS FOR THIS SURVEY.

LEGEND

	PROPOSED	EXISTING
PROPERTY LINE		
EASEMENT LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		
FIRE LINE		
BIORETENTION AREA		
PERVIOUS TURF BLOCK		
FIRE HYDRANT	FH	
FIRE DEPARTMENT CONNECTION		
FIRE WATER BACKFLOW PREVENTER		
DOMESTIC WATER BACKFLOW PREVENTER		
POST INDICATOR VALVE		
WATER BOX (WB)		
WATER VALVE (WV)		
AREA LIGHT		
TRAFFIC SIGNAL (TS)		
TRAFFIC SIGNAL BOX (TSB)		
STREET LIGHT		
STREET LIGHT BOX (SLB)		
ELECTRICAL BOX (EB)		
CURB STORM DRAIN INLET (SDDI)		
STORM DRAIN OVERFLOW INLET		
MANHOLE		
SANITARY SEWER MANHOLE (SSMH)		S
STORM DRAIN MANHOLE (SDMH)		
AREA DRAIN		
MONITORING WELL		
CLEAN OUT		

SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM
PLANNERS · SURVEYORS · CIVIL ENGINEERS
cbg
* Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

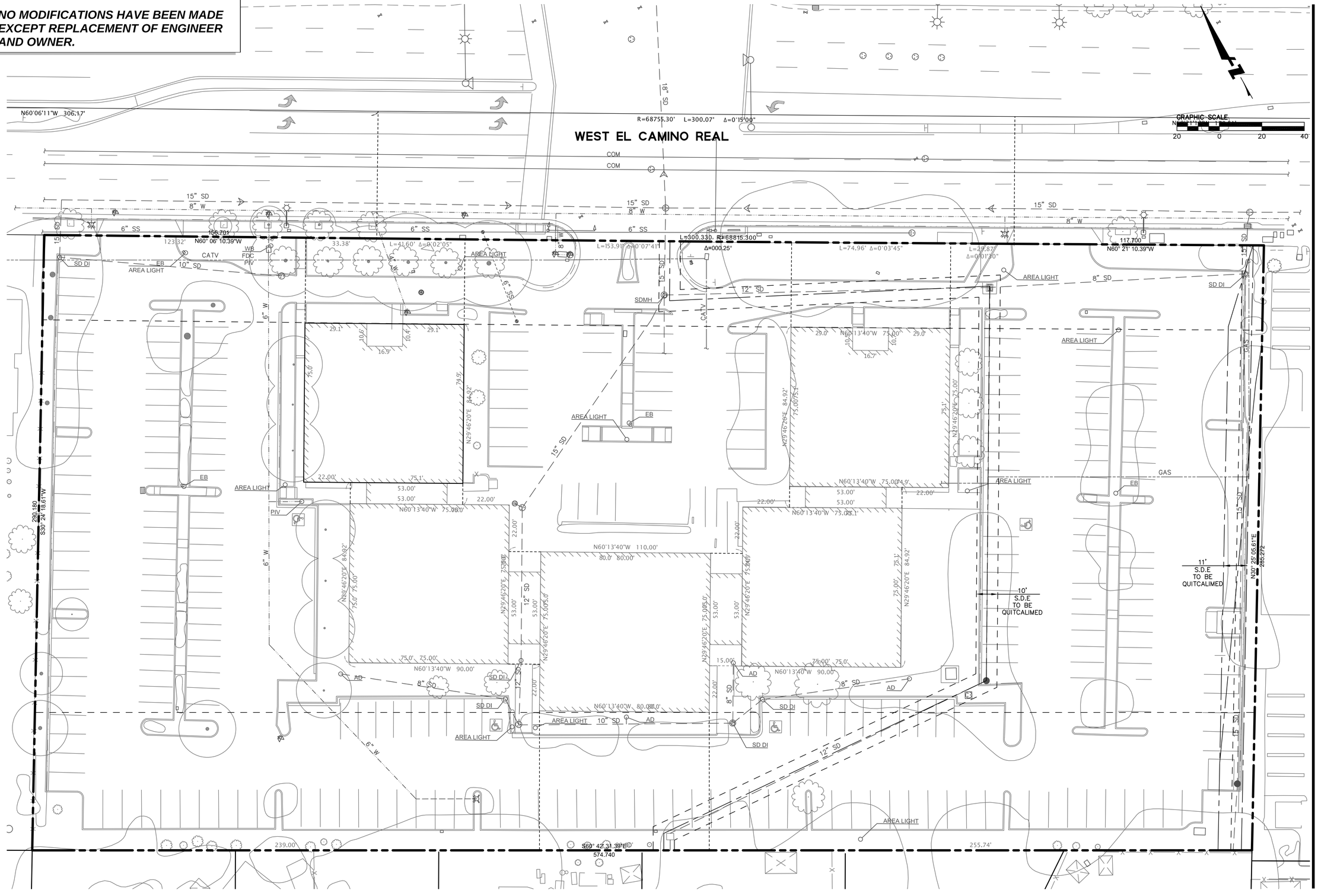
Sheet Title:
VESTING TENTATIVE MAP COVER SHEET

Job No. 3165
Date: 05/20/2022
Scale: AS SHOWN
Drawn By: MA

Sheet No:
C0.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT REPLACEMENT OF ENGINEER AND OWNER.



SAN RAMON • (925) 866-0322
SACRAMENTO • (916) 375-1877
WWW.CBANDG.COM

cbg

CIVIL ENGINEERS • SURVEYORS • PLANNERS

Prometheus Real Estate Group, Inc.

5150 El Camino Real, Los Altos, CA

Sheet Title:

EXISTING CONDITIONS

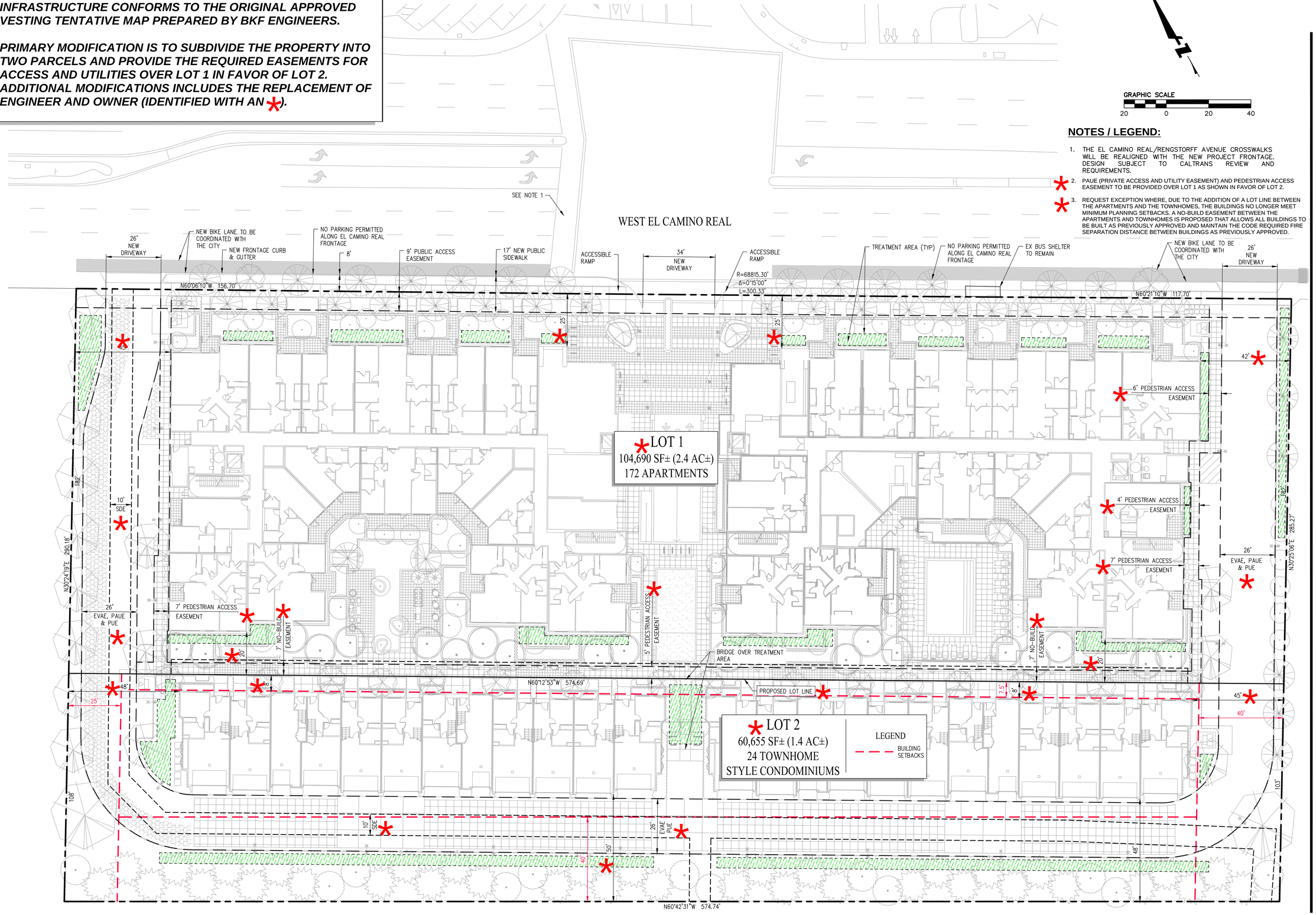
Job No.	3165
Date:	05/20/2022
Scale:	AS SHOWN
Drawn By:	MA

Sheet No:

C1.0

BUILDING FOOTPRINTS, ROADWAYS AND OTHER INFRASTRUCTURE CONFORMS TO THE ORIGINAL APPROVED VESTING TENTATIVE MAP PREPARED BY BKF ENGINEERS.

PRIMARY MODIFICATION IS TO SUBDIVIDE THE PROPERTY INTO TWO PARCELS AND PROVIDE THE REQUIRED EASEMENTS FOR ACCESS AND UTILITIES OVER LOT 1 IN FAVOR OF LOT 2. ADDITIONAL MODIFICATIONS INCLUDES THE REPLACEMENT OF ENGINEER AND OWNER (IDENTIFIED WITH AN *).



GRAPHIC SCALE
20 0 20 40

NOTES / LEGEND:

1. THE EL CAMINO REAL/RENGSTORFF AVENUE CROSSWALKS WILL BE REALIGNED WITH THE NEW PROJECT FRONTAGE. DESIGN SUBJECT TO CALTRANS REVIEW AND REQUIREMENTS.
2. * PAUE (PRIVATE ACCESS AND UTILITY EASEMENT) AND PEDESTRIAN ACCESS EASEMENT TO BE PROVIDED OVER LOT 1 AS SHOWN IN FAVOR OF LOT 2.
3. * REQUEST EXCEPTION WHERE, DUE TO THE ADDITION OF A LOT LINE BETWEEN THE APARTMENTS AND THE TOWNHOMES, THE BUILDINGS NO LONGER MEET MINIMUM PLANNING SETBACKS. A NO-BUILD EASEMENT BETWEEN THE APARTMENTS AND TOWNHOMES IS PROPOSED THAT ALLOWS ALL BUILDINGS TO BE BUILT AS PREVIOUSLY APPROVED AND MAINTAIN THE CODE REQUIRED FIRE SEPARATION DISTANCE BETWEEN BUILDINGS AS PREVIOUSLY APPROVED.

SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM
cbg
CIVIL ENGINEERS · SURVEYORS · PLANNERS

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

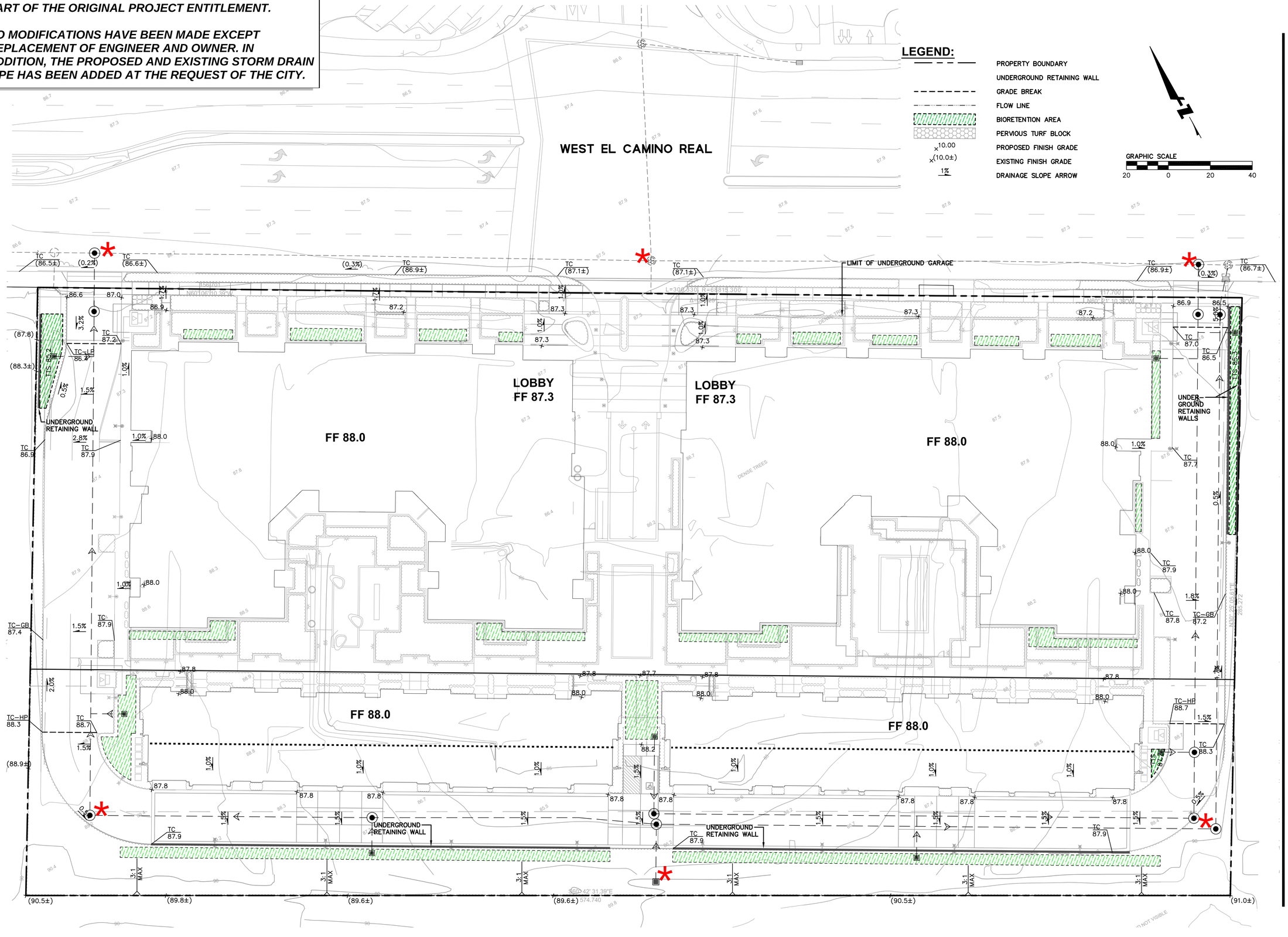
Sheet Title:
CIVIL SITE PLAN

Job No.	3165
Date:	05/20/2022
Scale:	AS SHOWN
Drawn By:	MA

Sheet No:
C2.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT REPLACEMENT OF ENGINEER AND OWNER. IN ADDITION, THE PROPOSED AND EXISTING STORM DRAIN PIPE HAS BEEN ADDED AT THE REQUEST OF THE CITY.



SAN RAMON • (925) 866-0322
SACRAMENTO • (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS • SURVEYORS • PLANNERS
cbg

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

Sheet Title:

PRELIMINARY GRADING AND DRAINAGE PLAN

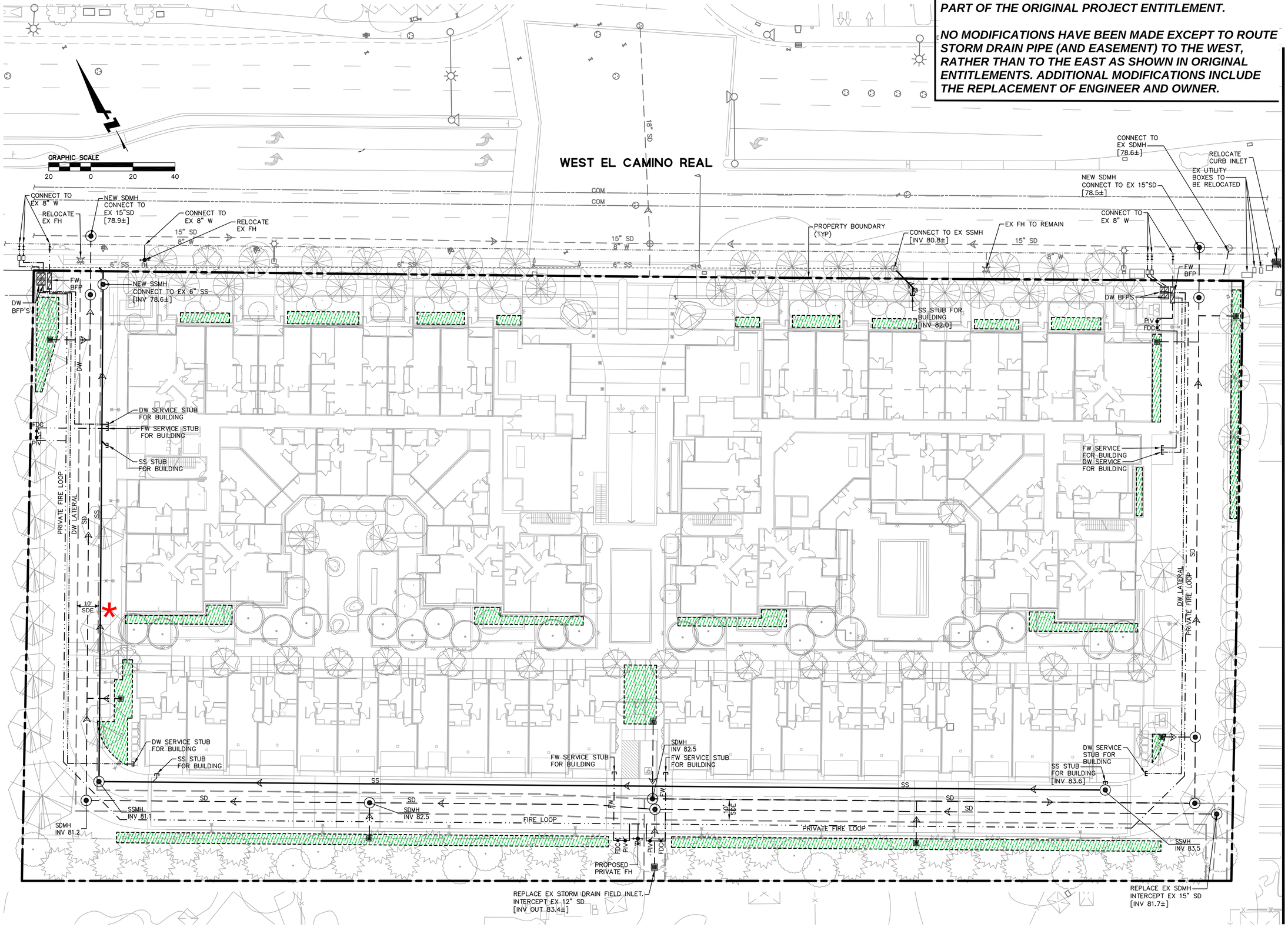
Job No. 3165
Date: 05/20/2022
Scale: AS SHOWN
Drawn By: MA

Sheet No:

C3.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT TO ROUTE STORM DRAIN PIPE (AND EASEMENT) TO THE WEST, RATHER THAN TO THE EAST AS SHOWN IN ORIGINAL ENTITLEMENTS. ADDITIONAL MODIFICATIONS INCLUDE THE REPLACEMENT OF ENGINEER AND OWNER.



SAN RAMON • (925) 866-0322
SACRAMENTO • (916) 375-1877
WWW.CBANDG.COM
cbg
CIVIL ENGINEERS • SURVEYORS • PLANNERS

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

Sheet Title:

PRELIMINARY UTILITY PLAN

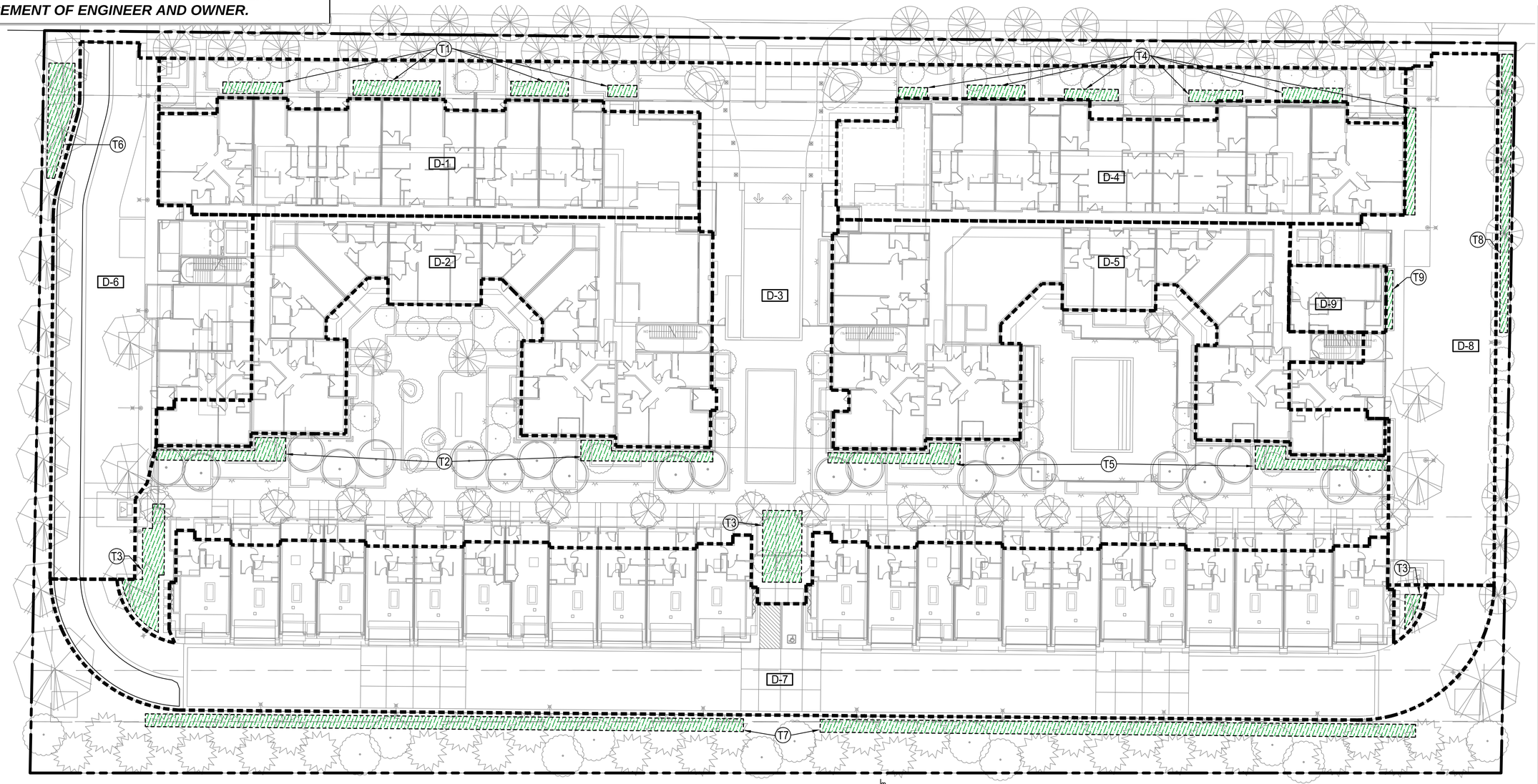
Job No.	3165
Date:	05/20/2022
Scale:	AS SHOWN
Drawn By:	MA

Sheet No:

C4.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT REPLACEMENT OF ENGINEER AND OWNER.

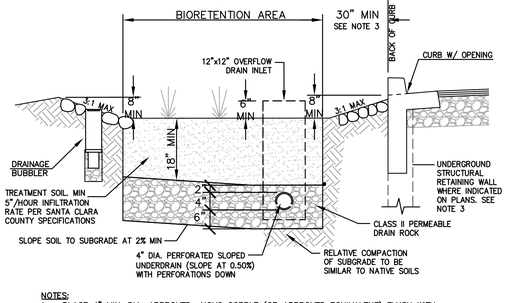


LEGEND:

- DRAINAGE AREA BOUNDARY
- BIORETENTION AREA
- PERVIOUS TURF BLOCK
- D-7 — DRAINAGE MANAGEMENT AREA DESIGNATION
- T3 — BIORETENTION AREA DESIGNATION

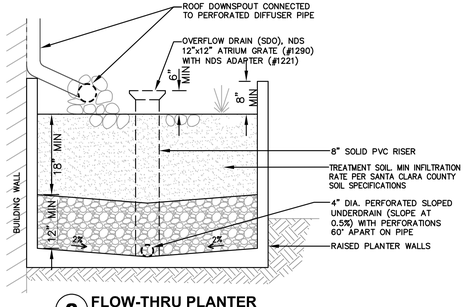
STORMWATER MANAGEMENT TABLE							
DRAINAGE AREA DESIGNATION	DRAINAGE AREA (SF)	PERVIOUS AREA (SF)	WEIGHTED CUMULATIVE DRAINAGE AREA (SF)	TREATMENT AREA DESIGNATION	TREATMENT AREA TYPE	REQUIRED TREATMENT AREA (SF)	PROVIDED TREATMENT AREA (SF)
D-1	9,101	0	9,101	T1	FLOW-THRU	364	478
D-2	12,199	0	12,199	T2	FLOW-THRU	488	518
D-3	22,228	0	22,228	T3	BIORETENTION	889	895
D-4	9,760	0	9,760	T4	FLOW-THRU	390	667
D-5	12,354	0	12,354	T5	FLOW-THRU	494	521
D-6	10,552	2,087	8,674	T6	BIORETENTION	347	359
D-7	33,923	687	33,305	T7	BIORETENTION	1332	2,331
D-8	8,538	0	8,538	T8	BIORETENTION	342	390
D-9	983	0	983	T9	BIORETENTION	39	63

**FLOW THRU PLANTERS AND BIORETENTION AREAS ARE SIZED FOR 4% OF THE IMPERVIOUS AREA DRAINING TO THEM PER THE FLOW TREATMENT SIZING METHOD.



NOTES:
1. PLACE 4" MIN. DIA. APPROVED NOYO COBBLE (OR APPROVED EQUIVALENT) FLUSH WITH CHANNEL SURFACE AROUND ALL STRUCTURES WITHIN BIORETENTION AREA (DRAINAGE BUBBLERS, OVERFLOW DRAINS, SIGNS, LIGHT POSTS, IRRIGATION BOXES, ETC.), EXTENDING 12" FROM EDGE OF STRUCTURE.
2. TREATMENT SOIL TO BE UNCOMPACTED AT FINAL CONDITION. KEEP HEAVY EQUIPMENT OUT OF TREATMENT AREAS.
3. STRUCTURAL BIORETENTION RETAINING WALL WITH FOOTING OR CROSS-BRACING REQUIRED AT ALL LOCATIONS WHERE BIORETENTION BASINS ARE LESS THAN 3' FROM CURB OR WALL.

1 BIORETENTION AREA
NTS



2 FLOW-THRU PLANTER
NTS

GRAPHIC SCALE
20 0 20 40

cbg
CIVIL ENGINEERS - SURVEYORS - PLANNERS
SAN RAMON - (925) 866-0322
SACRAMENTO - (916) 375-1877
WWW.CBANDG.COM

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

Sheet Title:
PRELIMINARY STORMWATER MANAGEMENT PLAN

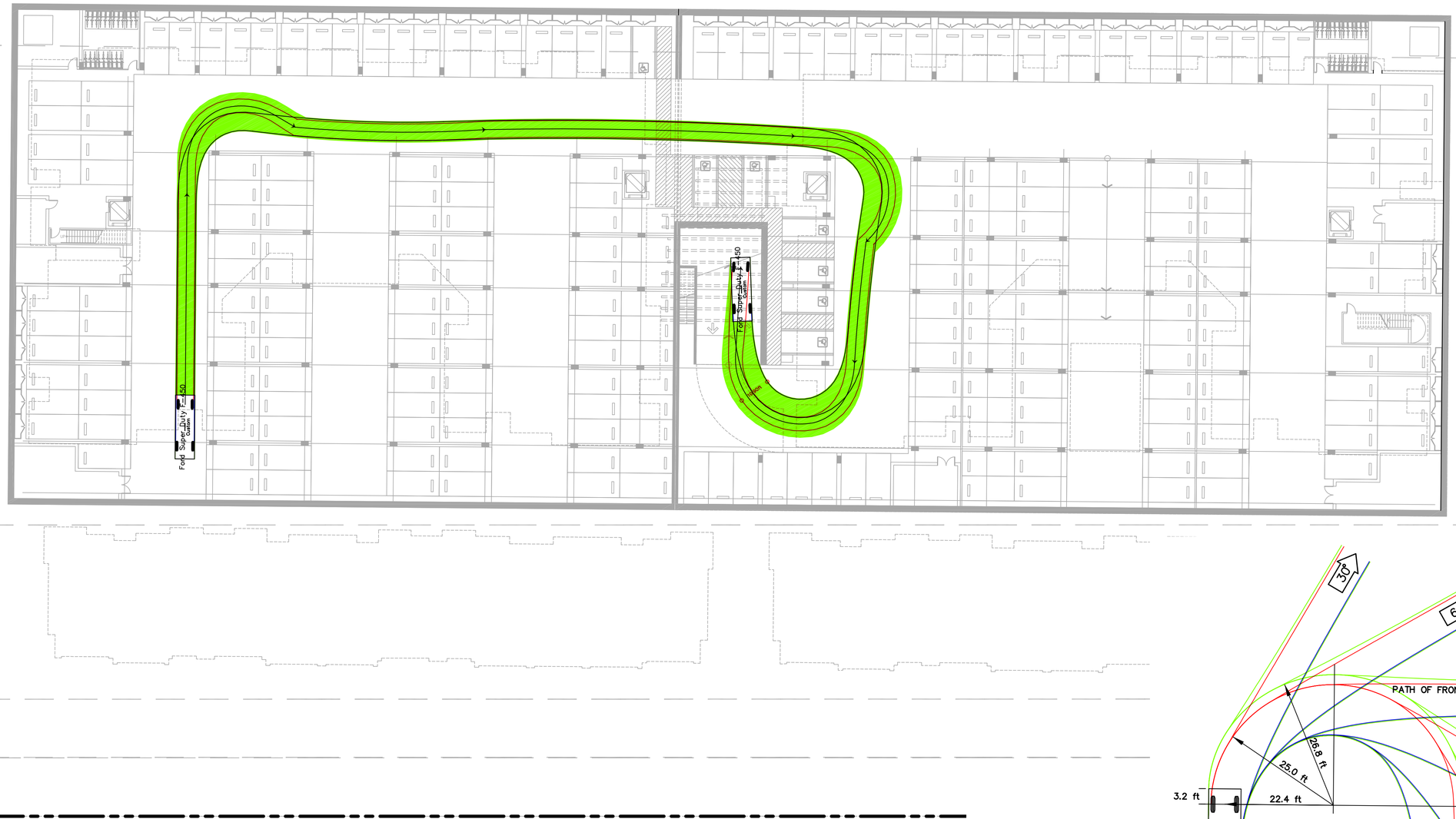
Job No. 3165
Date: 05/20/2022
Scale: AS SHOWN
Drawn By: MA

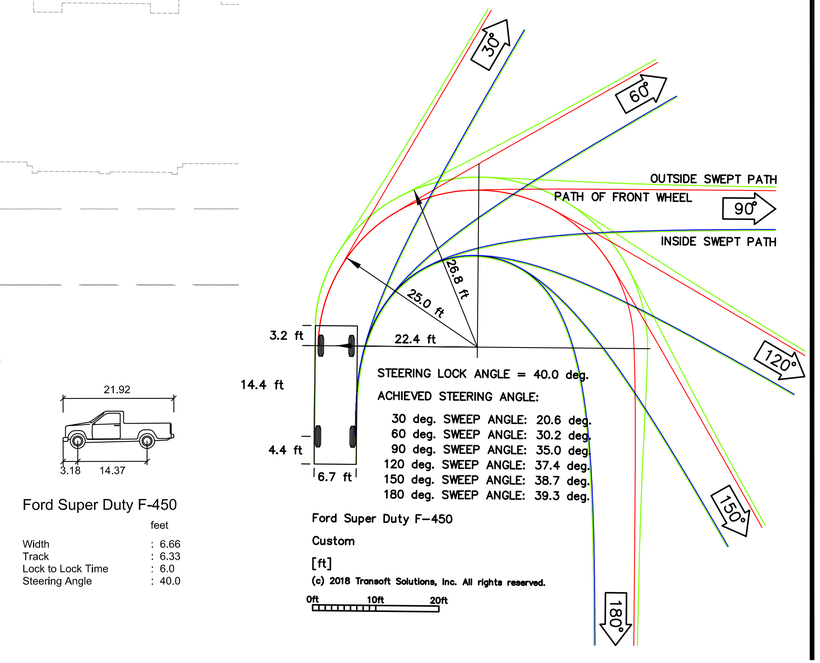
Sheet No:
C5.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT REPLACEMENT OF ENGINEER AND OWNER.

GRAPHIC SCALE
20 0 20 40





Ford Super Duty F-450

	feet
Width	: 6.66
Track	: 6.33
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS · SURVEYORS · PLANNERS
cbg

Item 3.

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

Sheet Title:
BASEMENT VEHICULAR TRUCK TURNING

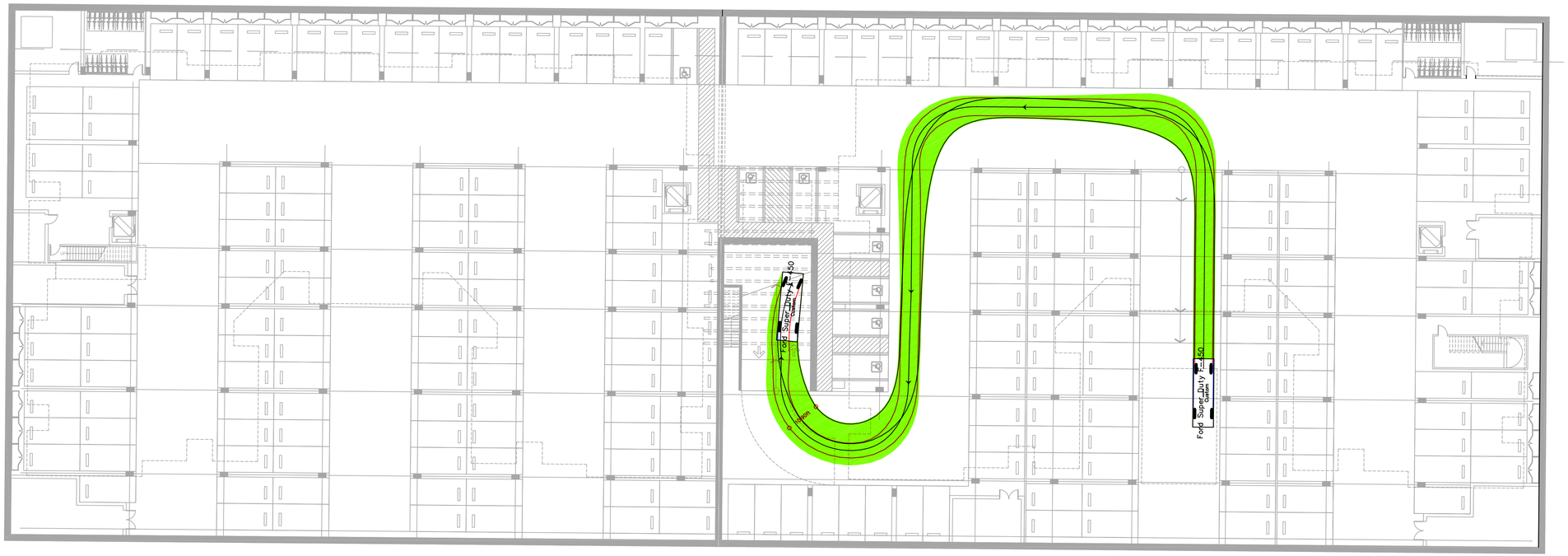
Job No.	3165
Date:	05/20/2022
Scale:	AS SHOWN
Drawn By:	MA

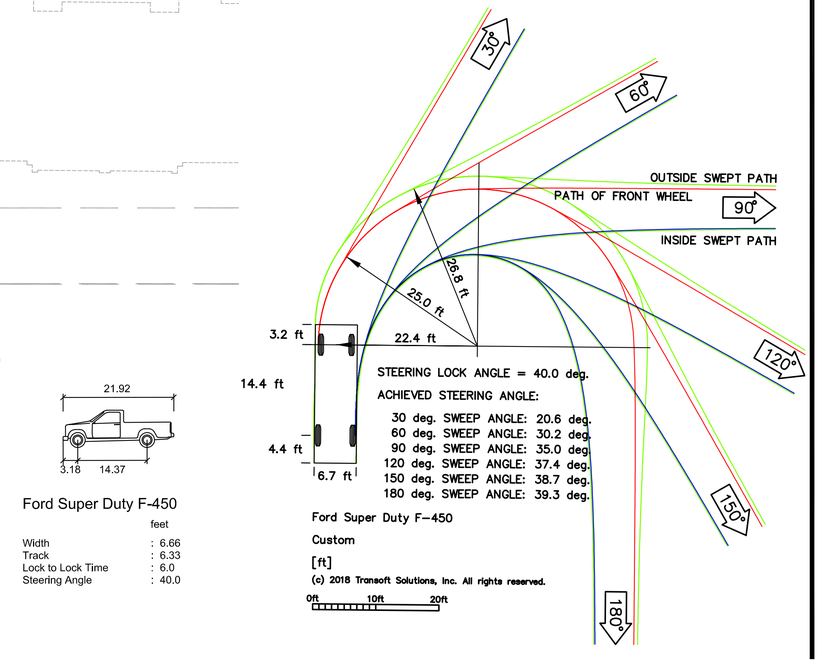
Sheet No:
C6.0

THIS PAGE WAS PREPARED BY BKF ENGINEERS AS A PART OF THE ORIGINAL PROJECT ENTITLEMENT.

NO MODIFICATIONS HAVE BEEN MADE EXCEPT REPLACEMENT OF ENGINEER AND OWNER.

GRAPHIC SCALE
20 0 20 40





Ford Super Duty F-450

	feet
Width	: 6.66
Track	: 6.33
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

SAN RAMON · (925) 866-0322
SACRAMENTO · (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS · SURVEYORS · PLANNERS
cbg

Item 3.

Prometheus Real Estate Group, Inc.
5150 El Camino Real, Los Altos, CA

Sheet Title:
BASEMENT VEHICULAR TRUCK TURNING

Job No.	3165
Date:	05/20/2022
Scale:	AS SHOWN
Drawn By:	MA

Sheet No:
C6.1

SCHEMATIC LANDSCAPE PLAN

Scale: 1" = 20'
North
0 10 20 40

L-1

BDE ARCHITECTURE

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners

5150 EL CAMINO REAL, LOS ALTOS

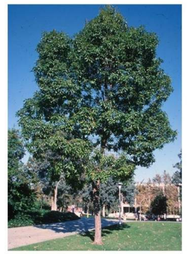
05/20/22

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

EVERGREEN SCREENING TREES

Live Oak

Afghan Pine


Brisbane Box

Incense Cedar

Fern Pine

STREET AND SHADE TREES

Sweet Bay

Maidenhair Tree

Pyramidal European Hornbeam

London Plane Tree

Red Maple

SHRUBS AND GROUNDCOVERS

Leucadendron

Blue Flame Agave

Lion's Tail

Sweet Pea Shrub

Creeping Coprosma

Myers Asparagus Fern

Kaffir Lily

Euphorbia

Hot Lips Sage

Mexican Heather

Cape Rush

New Zealand Flax

Compact Breath of Heaven

Winter Blooming Bergenia

Lily Turf

PLANT PALETTE

TREES * 24" box standard unless notes otherwise.

SIZE	BOTANICAL NAME	COMMON NAME	MAT. SIZE	GR. RATE
*	Acer palmatum	Japanese Maple	20'x20'	Slow
*	Acer r. 'Red Sunset'	'Red Sunset' Maple	15'x45'	Fast
*	Arbutus 'Marina'	Strawberry Tree	30'x30'	Slow
*	Calocedrus decurrens	Incense–Cedar	50'x35'	Fast
*	Cornus kousa	Kousa Dogwood	20'x20'	Medium
*	Chamaerops humilis	Med. Fan Palm	20'x15'	Slow
*	Cupressus s 'Stricta'	Italian Cypress	50'x10'	Medium
*	Fraxinus uhdei	Evergreen Ash	60'x40'	Fast
*	Ginkgo b. 'Fairmount'	Maidenhair Tree	40'x20'	Slow
*	Lagerstroemia 'Natchez'	Crepe Myrtle	25'x20'	Fast
*	Laurus 'Saratoga'	Sweet Bay	25'x15'	Slow
*	Lophostemon confertus	Brisbane Box	40'x25'	Fast
*	Magnolia g. 'Little Gem'	Southern Magnolia	20'x15'	Slow
*	Magnolia s. 'Lilliputian'	Saucer Magnolia	18'x15'	Slow
*	Olea e. 'Swan Hill'	Fruitless Olive	25'x25'	Slow
*	Pinus eldarica	Afghan Pine	50'x25'	Fast
*	Pistacia c. 'Keith Davey'	Chinese Pistache	45'x45'	Medium
*	Platanus a. 'Columbia'	London Plane Tree	60'x35'	Fast
*	Podocarpus gracilior	Fern Pine	40'x15'	Slow
*	Quercus f. 'Schmidt'	Hungarian Oak	50'x30'	Fast
*	Quercus virginiana	Southern Live Oak	60'x60'	Slow
*	Washingtonia filifera	California Fan Palm	50'x20'	Fast

SHRUBS

SIZE	BOTANICAL NAME	COMMON NAME
5 gal	Anigozanthos 'Bush Gold'	Yellow Kangaroo Paw
5 gal	Acacia cognata 'Cousin Itt'	Little River Wattle
5 gal	Asparagus d. 'Meyers'	Myers Asparagus Fern
5 gal	Acanthus mollis	Bears Breech
5 gal	Arctostaphylos 'John Dourley'	Manzanita
5 gal	Buxus s. 'Green Beauty'	Boxwood
5 gal	Callistemon 'Little John'	Dwarf Weeping Bottlebrush
5 gal	Ceanothus 'Concha'	California Lilac
5 gal	Chondropetalum tectorum	Cape Rush
5 gal	Clivia mimata	Kaffir Lily
5 gal	Coleonema p. 'Compacta'	Compact Breath of Heaven
5 gal	Coleonema p. 'Sunset Gold'	Gold Breath of Heaven
5 gal	Dietes bicolor	Fortnight Lily
5 gal	Dianella 'Little Rev'	Dwarf Flax Lily
5 gal	Dianella t. 'Variegata'	Varegated Flax Lily
5 gal	Euphorbia x martini	Euphorbia
5 gal	Elaeagnus p. 'Variegata'	Yellow–Edge Elaeagnus
5 gal	Fatsia j. 'Moseri'	Compact Japanese Aralia
5 gal	Feijoa sellowiana	Pineapple Guava
5 gal	Grevillea rosmarinifolia 'Dwarf'	Grevillea
5 gal	Hypericum moseranum	Gold Flower

SIZE	BOTANICAL NAME	COMMON NAME
15 gal	Juniperus s. 'Cologreen'	Juniper 'Cologreen'
5 gal	Lavatera t. 'Barnsley'	Tree Mallow
5 gal	Leymus c. 'Canyon Prince'	Wild Rye
5 gal	Leonotis leonuris	Lion's Tail
5 gal	Lomandra 'Lime Tuff'	Dwarf Mat Rush
5 gal	Leucadendron 'Pisa'	Leucadendron
5 gal	Nephrolepis cordifolia	Sword Fern
5 gal	Olea e. 'Little Ollie'	Dwarf Olive
5 gal	Pittosporum t. 'Cream de Mint'	Dwarf Tobira
5 gal	Phlomis fruticosa	Sweet Pea Shrub
5 gal	Photinia x f. 'Indian Princess'	Chinese Photinia
15 gal	Podocarpus e. 'Monmal'	Icee Blue Yellow Wood
5 gal	Polygala x dalmaisiana	Sweet Pea Shrub
5 gal	Phormium 'Duet'	New Zealand Flax
5 gal	Phormium 'Firebird'	New Zealand Flax
5 gal	Phormium 'Sea Jade'	New Zealand Flax
5 gal	Phormium 'Yellow Wave'	New Zealand Flax
5 gal	Rhaphiolepis i. 'Clara'	Indian Hawthorn
5 gal	Rhaphiolepis u. minor	Yedda Hawthorn
5 gal	Rosa 'White Simplicity'	White Simplicity Rose
5 gal	Rosmarinus 'Tuscan Blue'	Upright Rosemary
5 gal	Salvia m. 'Hot Lips'	Hot Lips Sage
5 gal	Salvia l. 'Santa Barbara'	Mexican Sage
5 gal	Strelitzia reginae	Bird of Paradise

GROUNDCOVER

SIZE	BOTANICAL NAME	COMMON NAME
1 gal	Agapanthus 'Queen Anne'	Lily of the Nile
5 gal	Arctostaphylos 'Pacific Mist'	Manzanita
1 gal	Bergenia crassifolia	Winter Blooming Bergenia
5 gal	Ceanothus g. h. 'Yankee Point'	Yankee Point Ceanothus
5 gal	Cuphea llavea	Mexican Heather
1 gal	Coprosma x kirkii	Creeping Coprosma
1 gal	Convolvulus mauritanicus	Ground Morning Glory
5 gal	Grevillea 'Fanfare'	Grevillea
5 gal	Lavandula intermedia	Lavender
1 gal	Liriope m. 'Big Blue'	Lily Turf
5 gal	Myrtus c. 'Compacta'	Dwarf Myrtle
5 gal	Mahonia repens	Creeping Mahonia
5 gal	Nandina 'Harbour Dwarf'	Dwarf Heavenly Bamboo
1 gal	Rubus p. 'Emerald Carpet'	No Common Name
5 gal	Rosa 'Flower Carpet Amber'	Amber Carpet Rose

VINES

SIZE	BOTANICAL NAME	COMMON NAME
5 gal	Clytostoma callistegioides	Voilet Trumpet Vine
5 gal	Rosa 'Sally Holmes'	Sally Holmes Rose

BDE ARCHITECTURE

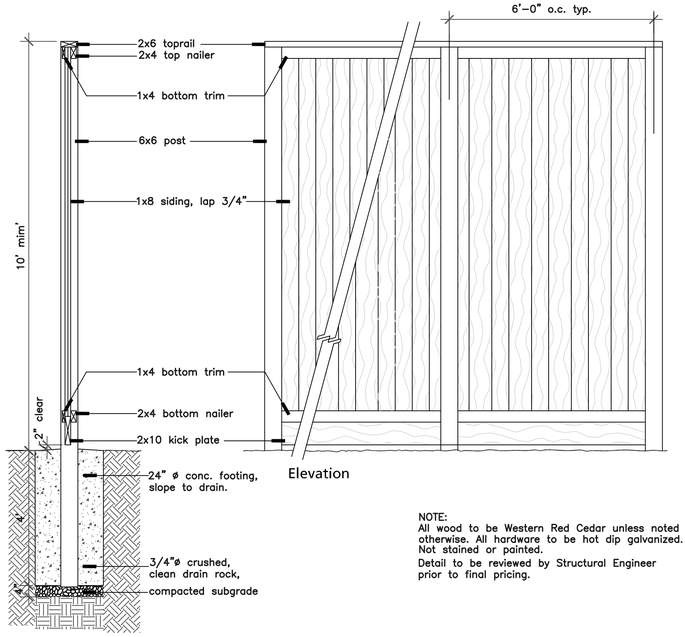
THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners

PLANT PALETTE and IMAGES L-2

5150 EL CAMINO REAL, LOS ALTOS

05/20/22

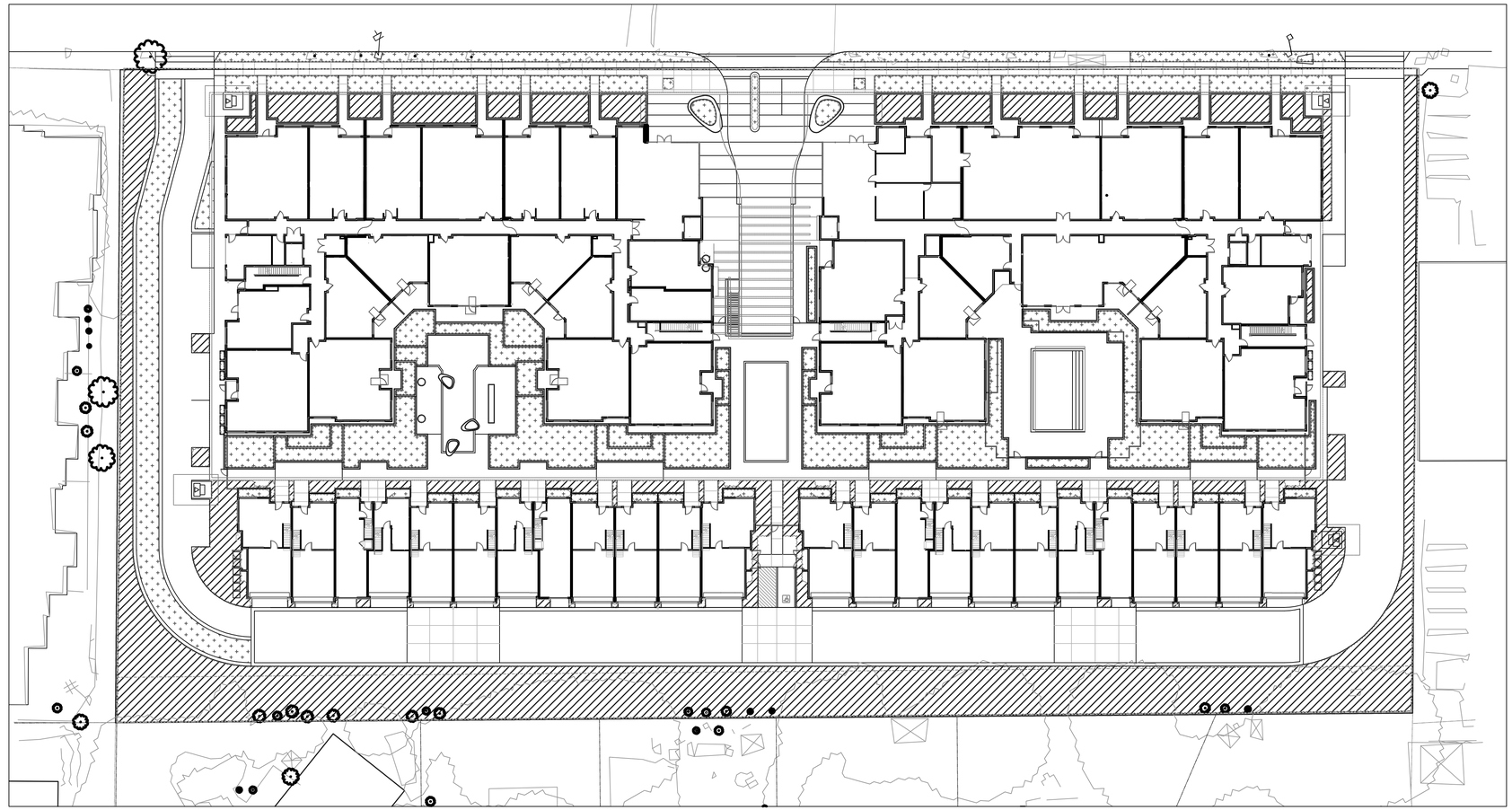
All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

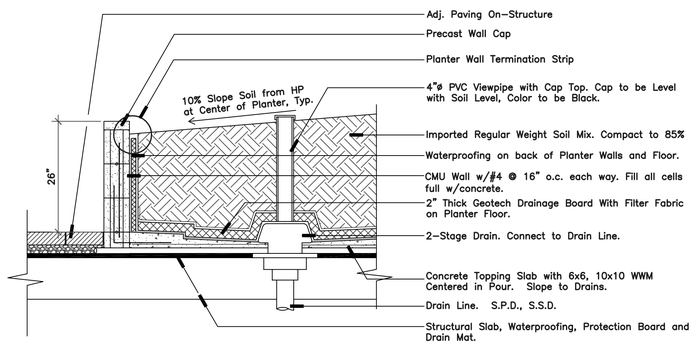


NOTE:
All wood to be Western Red Cedar unless noted otherwise. All hardware to be hot dip galvanized. Not stained or painted.
Detail to be reviewed by Structural Engineer prior to final pricing.

Good Neighbor Fence

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





Planter Wall on Structure

Scale: 3/4" = 1'-0"

WATER USE LEGEND

Key	Wucols Category	Area
	Low Water Use	26,614 sf
	Medium Water Use	13,606 sf
	High Water Use	650 sf

Scale: 1" = 30'
0 15 30 60

North

IRRIGATION ZONING DIAGRAM

L-3

5150 EL CAMINO REAL, LOS ALTOS

05/20/22

BDE ARCHITECTURE

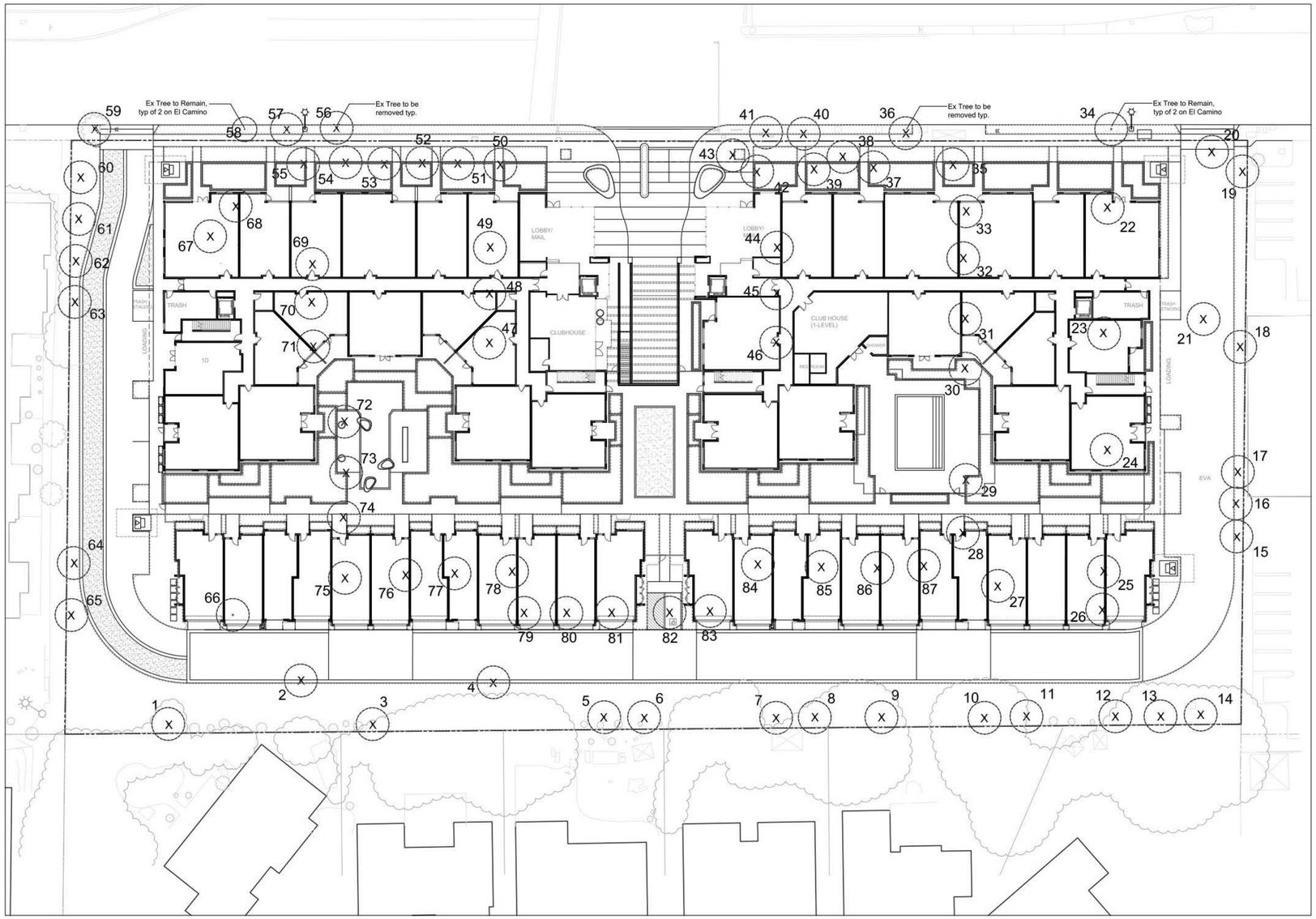
THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

TREE MITIGATION CHART

Total Existing Trees on Site	87
Existing Trees to be Removed	85
Minimum Replacement Trees Required at 1:Unit	196
Total Proposed Trees	199

Note: Newly planted, unsurveyed trees along east and west property lines will be saved if proposed site improvements allows.



TREE DISPOSITION PLAN

L-4

5150 EL CAMINO REAL, LOS ALTOS

05/20/22

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

BDE ARCHITECTURE

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners

2/15/2022

Tree Survey

Kevin R. Kielty
Certified Arborist
650-224-1158

5150 El Camino Real, Los Altos

Tree #	Species	Botanical Name	DBH (inches)	Condition	Ht./ Spread	Comments
1	Monterey pine	*Pinus radiata*	7.5	45%	25/20	Fair vigor, Poor form, Leans northeas
2	Privet	*Ligustrum japonicum*	12.1	50%	25/25	Poor to fair vigor, Poor form, Poor crotches @ 4
3	Monterey pine	*Pinus radiata*	21.4	55%	50/35	Fair vigor, Fair form, Tall for DBH
4	Privet	*Ligustrum japonicum*	5	45%	20/20	Poor to fair vigor, Poor form, In parking landscape finge
5	Monterey pine	*Pinus radiata*	24.1	45%	40/40	Poor to fair vigor, Poor form, Leans east, Bark beetles
6	Coast live oak	*Quercus agrifolia*	13.4	45%	35/30	Good vigor, Poor form, Leans eas
7	Monterey pine	*Pinus radiata*	19.1	40%	40/35	Poor to fair vigor, Poor form, Bark beetles
8	Monterey pine	*Pinus radiata*	16.1	45%	40/35	Fair vigor, Poor form, Trunk bends eas
9	Privet	*genus Ligustru*	8	55%	30/30	Fair vigor, Fair form, Codominant @ 6
10	Monterey pine	*Pinus radiata*	15.4	40%	40/25	Fair vigor, Poor form, Topped in pas
11	Monterey pine	*Pinus radiata*	13.9	45%	40/35	Poor to fair vigor, Poor form, Bends eas
12	Monterey pine	*Pinus radiata*	15.1	35%	40/35	Poor to fair vigor, Poor form, Codominant @ 20', Poor crotch
13	Monterey pine	*Pinus radiata*	14.8	45%	40/30	Poor to fair vigor, Poor form, Codominant @ 20
14	Monterey pine	*Pinus radiata*	21.6	50%	35/35	Fair vigor, Poor form, Leans southeas
15	Monterey pine	*Pinus radiata*	27.2	55%	50/45	Good vigor, Fair form, Restricted root zone
16	Monterey pine	*Pinus radiata*	17.1	45%	40/35	Poor to fair vigor, Poor form, Restricted root zone
17	Monterey pine	*Pinus radiata*	16.8	50%	40/35	Poor to fair vigor, Poor form, Restricted root zone
18	Monterey pine	*Pinus radiata*	13.9	45%	40/30	Poor vigor, Fair form, Restricted root zone
19	Monterey pine	*Pinus radiata*	24.8	55%	45/40	Fair vigor, Fair form, Restricted root zone
20	Monterey pine	*Pinus radiata*	26.6	55%	45/45	Fair vigor, Fair form, Heavy lateral limb
21	Privet	*Ligustrum japonicum*	7.6	45%	20/20	Poor vigor, Fair form, in parking landscape finge
22	Carob	*Ceratonia siliqua*	18.8	60%	20/30	Good vigor, Fair form, Restricted root zone
23	Carob	*Ceratonia siliqua*	18.8	60%	20/30	Good vigor, Fair form, Restricted root zone
24	Carob	*Ceratonia siliqua*	11.6	55%	15/20	Good vigor, Fair form, Leans south
25	Carob	*Ceratonia siliqua*	7.8	60%	15/20	Good vigor, Fair form, Restricted root zone
26	Carob	*Ceratonia siliqua*	14.4	55%	15/20	Good vigor, Fair form, Restricted root zone, in parking landscape finger
27	London plane	*Platanus orientalis*	13.3	70%	35/40	Good vigor, Fair form, Codominant @ 10
28	London plane	*Platanus orientalis*	11.6	65%	35/40	Good vigor, Fair form, Codominant @ 10
29	London plane	*Platanus orientalis*	13.2	65%	35/25	Fair vigor, Fair form, Sycamore scale
30	London plane	*Platanus orientalis*	14.5	70%	35/25	Good vigor, Fair form, Sycamore scale
31	London plane	*Platanus orientalis*	10.8	55%	35/25	Fair vigor, Fair form, Roots cut for handicap ramp
32	London plane	*Platanus orientalis*	11.4	60%	35/30	Fair vigor, Fair form, Trunk bends southeas
33	London plane	*Platanus orientalis*	12.8	55%	35/30	Fair vigor, Fair form, Roots cut for sidewall
34	London plane	*Platanus orientalis*	12.6	55%	35/40	Fair vigor, Fair form, Spreading

2/15/2022

Tree Survey

Kevin R. Kielty
Certified Arborist
650-224-1158

Tree #	Species	Botanical Name	DBH (inches)	Condition	Ht./ Spread	Comments
35	London plane	*Platanus orientalis*	15.6	60%	35/40	Good vigor, Fair form, Heavy over bus stop
36	Chinese pistache	*Pistacia chinensis*	11.5	50%	30/30	Good vigor, Poor form, Leans southeas
37	London plane	*Platanus orientalis*	11.3	55%	35/30	Fair vigor, Fair form, Sycamore scale
38	London plane	*Platanus orientalis*	14.7	60%	35/40	Fair vigor, Fair form, Spreading
39	London plane	*Platanus orientalis*	11.8	55%	35/30	Fair vigor, Poor to fair form, Upright
40	Chinese pistache	*Pistacia chinensis*	8.5	45%	30/25	Good vigor, Poor form, Suppressed
41	Chinese pistache	*Pistacia chinensis*	10.2	60%	30/40	Good vigor, Fair form, Heavy over stree
42	London plane	*Platanus orientalis*	13.5	60%	35/35	Fair vigor, Fair form, Tussock moth
43	London plane	*Platanus orientalis*	18.3	60%	35/40	Fair vigor, Fair form, Tussock moth
44	London plane	*Platanus orientalis*	13.1	60%	35/25	Fair vigor, Fair form, Tussock moth
45	London plane	*Platanus orientalis*	10.9	50%	40/30	Fair vigor, Poor to fair form, Leans northeas
46	London plane	*Platanus orientalis*	12.4	60%	35/35	Fair vigor, Fair form, Tussock moth
47	London plane	*Platanus orientalis*	11.4	55%	40/30	Fair vigor, Poor to fair form, Tall for DBH
48	London plane	*Platanus orientalis*	9.8	60%	35/30	Good vigor, Fair form, Heavy to south
49	London plane	*Platanus orientalis*	14.6	65%	40/35	Good vigor, Fair form, Heavy over parking
50	London plane	*Platanus orientalis*	20.4	65%	40/40	Good vigor, Fair form, Spreading canopy
51	London plane	*Platanus orientalis*	14.6	60%	40/40	Good vigor, Fair form, Spreading canopy
52	London plane	*Platanus orientalis*	15.9	60%	40/40	Good vigor, Fair form, Spreading canopy
53	London plane	*Platanus orientalis*	13.1	60%	35/35	Good vigor, Fair form, Spreading canopy
54	London plane	*Platanus orientalis*	12.3	55%	35/35	Fair vigor, Poor form, Trunk bends eas
55	London plane	*Platanus orientalis*	16.4	60%	35/35	Fair vigor, Fair form, Roots cut for handicap ramp
56	Liquidambar	*Liquidambar styraciflua*	12.9	55%	45/35	Fair vigor, Poor form, Poor crotch @ 12
57	Liquidambar	*Liquidambar styraciflua*	13.5	55%	45/35	Fair vigor, Poor form, Poor crotch @ 12
58	London plane	*Platanus orientalis*	3.3	20%	20/15	Good vigor, Fair form, Newly planted
59	Liquidambar	*Liquidambar styraciflua*	11.4	55%	35/30	Good vigor, Poor to fair form, Spreading
60	Monterey pine	*Pinus radiata*	26	60%	45/40	Good vigor, Fair form, Restricted root
61	Monterey pine	*Pinus radiata*	26	55%	45/40	Fair vigor, Fair form, Restricted root zone
62	Monterey pine	*Pinus radiata*	15	55%	40/40	Fair vigor, Fair form, Restricted root zone
63	Monterey pine	*Pinus radiata*	14	50%	35/30	Fair vigor,Poor form, Poor crotch @ 30
64	Monterey pine	*Pinus radiata*	13	50%	30/30	Good vigor, Poor form, Heavy lateral
65	Monterey pine	*Pinus radiata*	16	55%	40/35	Fair vigor, Fair form, Pine pitch canke
66	Carob	*Ceratonia siliqua*	14.5	55%	25/30	Fair vigor, Poor to fair form, Restricted root zone
67	Carob	*Ceratonia siliqua*	19.9	60%	30/40	Good vigor, Fair form, Restricted root zone
68	Carob	*Ceratonia siliqua*	16.1	60%	30/40	Good vigor, Fair form, Restricted root zone
69	London plane	*Platanus orientalis*	10.5	65%	35/25	Good vigor, Fair form, Roots cut for sidewall
70	London plane	*Platanus orientalis*	8.8	65%	35/25	Good vigor, Fair form, Roots cut for sidewall
71	London plane	*Platanus orientalis*	7.8	65%	35/25	Good vigor, Fair form, Roots cut for sidewall

2/15/2022

Tree Survey

Kevin R. Kielty
Certified Arborist
650-224-1158

Tree #	Species	Botanical Name	DBH (inches)	Condition	Ht./ Spread	Comments
72	London plane	*Platanus orientalis*	10.4	65%	35/25	Fair vigor, Fair form, located top of slope
73	London plane	*Platanus orientalis*	8.6	65%	35/25	Fair vigor, Fair form, located top of slope
74	London plane	*Platanus orientalis*	9.5	60%	35/25	Fair vigor, Fair form, located top of slope
75	London plane	*Platanus orientalis*	10.2	65%	35/25	Fair vigor, Fair form, located top of slope
76	London plane	*Platanus orientalis*	9.9	60%	35/25	Fair vigor, Fair form, located top of slope
77	London plane	*Platanus orientalis*	10.7	60%	35/25	Fair vigor, Fair form, located top of slope
78	London plane	*Platanus orientalis*	9.2	60%	35/25	Fair vigor, Fair form, Sycamore scale
79	London plane	*Platanus orientalis*	7.3	65%	30/30	Fair vigor, Fair form, Sycamore scale
80	London plane	*Platanus orientalis*	9.3	60%	35/30	Fair vigor, Poor form, Poor live crown ratio
81	London plane	*Platanus orientalis*	9.1	60%	35/30	Fair vigor, Poor form, Poor live crown ratio
82	London plane	*Platanus orientalis*	8.3	60%	35/30	Fair vigor, Poor form, Poor live crown ratio
84	London plane	*Platanus orientalis*	8.4	55%	35/25	Fair vigor, Poor form, Trunk bends
85	London plane	*Platanus orientalis*	11.1	65%	40/35	Good vigor, Fair form, Multi @ 20'
86	London plane	*Platanus orientalis*	11.4	55%	40/30	Fair vigor, Poor to fair form, Tussock moth
87	London plane	*Platanus orientalis*	10.2	55%	40/30	Fair vigor, Poor to fair form, Mildew

Kielty Arborist Services LLC
Certified Arborist WE#0476A
P.O. Box 6187
San Mateo, CA 94403
650-515-9783

May 8, 2018

Stotler Design Group
Attn: Mr. Scott Stotler
349 First Street
Los Altos, CA 94022

Site: 5150 El Camino Real, Los Altos, CA

Dear Mr. Stotler,

As requested on Monday, May 7, 2018, I visited the above site to inspect and comment on the trees. Construction is planned for this site and your concern as to the health and safety of the trees has prompted this visit.

Method:
All inspections were made from the ground; the trees were not climbed for this inspection. The trees in question were located on a to scale map provided by you. The trees were then measured for diameter at 48 inches above ground level (DBH or diameter at breast height). The trees were given a condition rating for form and vitality. The trees condition ratings are based on 50 percent vitality and 50 percent form, using the following scale.

1 - 29 Very Poor
50 - 69 Fair
70 - 89 Good
90 - 100 Excellent

The height of the trees was measured using a Nikon Forestry 550 Hypsometer. The spread was paced off. Comments and recommendations for future maintenance are provided.

Summary:
The trees on site are all imported trees with the exception of the coast live oak #6. The trees are all part of the landscape plan when the site was developed. The majority of the trees are in the parking lot in planting fingers. The health of the imported trees are in fair to good condition with the exception of the poor performing pines.

The pines are declining due to pine pitch canker and bark beetle and will eventually die. The years of drought, pitch canker and bark beetle has killed thousands of pines on the peninsula. The pines will be eventually be removed. The following tree protection plan will help to reduce impacts to the trees on site.

Tree Protection Plan:
Tree protection zones should be established and maintained throughout the entire length of the project. Fencing for the protection zones (near construction) should be 6-foot-tall metal chain link type supported by 2-inch diameter metal poles pounded into the ground to a depth of no less than 2 feet. The support poles should be spaced no more than 10 feet apart on center. The location for the tree protection fencing should be placed at the trees driplines where possible. Where not possible tree protection should be placed as close as possible to the proposed work while still allowing room for construction to safely continue. Signs should be placed on fencing signifying "Tree Protection Zone - Keep Out". No materials or equipment should be stored or cleaned inside the tree protection zones. When fencing needs to be reduced for access the unprotected area underneath the tree dripline should be protected by a landscape buffer. The trees in the landscape fingers should be wrapped with orange plastic fencing.

Landscape Buffer
Where tree protection does not cover the entire root zone of the trees, or when 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 foot traffic is expected to be heavy. The landscape buffer will help to reduce compaction to the unprotected root zone.

Tree Trimming
During construction any trimming will be supervised by the site arborist and must stay underneath 25% of the trees total foliage. At this time no tree trimming is proposed.

Root Cutting
Any roots to be cut should be monitored and documented. Large roots or large masses of roots to be cut should be inspected by the site arborist. The site arborist may recommend irrigation or fertilizing at that time. Cut all roots clean with a saw or loppers. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.

Trenching and Excavation
Trenching for irrigation, electrical, drainage or any other reason, should be hand dug when beneath the dripline of desired trees. Hand digging and careful placement of pipes below or beside protected roots will dramatically reduce root loss, thus reducing trauma to desired trees. Trenches should be back filled as soon as possible using native materials and compacted to near original levels. Trenches to be left open with exposed roots shall be covered with burlap and kept moist. Plywood laid over the trench will help to protect roots below.

Irrigation
Only the imported trees on site will require supplemental irrigation. The native oak tree survives off of annual rainfall and does not need supplemental irrigation. Irrigating oaks during dry summer months increasing the trees risk of developing oak root fungus infections and should be avoided at all cost. The only time irrigation should be applied to an oak tree on site is if its root zone is traumatized or during the winter months if rainfall is sparse.

Inspections
The site will be inspected after the tree protection measures are installed and before the start of construction. The inspections will be documented with inspection letters being provided to the owner and contractor. Other inspections will be carried out on an as needed basis. It is the contractor's responsibility to notify the site arborist when construction is to start, and whenever there is to be work performed within the dripline of a protected tree on site at least 48 hours in advance. The contractor also must notify the site arborist when the excavation work is to take place in order to properly document the work. During the site visits the site arborist will offer mitigation measures specific to the work completed. Kielty Arborist Services can be reached at 650-515-9783(Kevin), 650-532-4418(David), or by email at kkarbor0476@yahoo.com

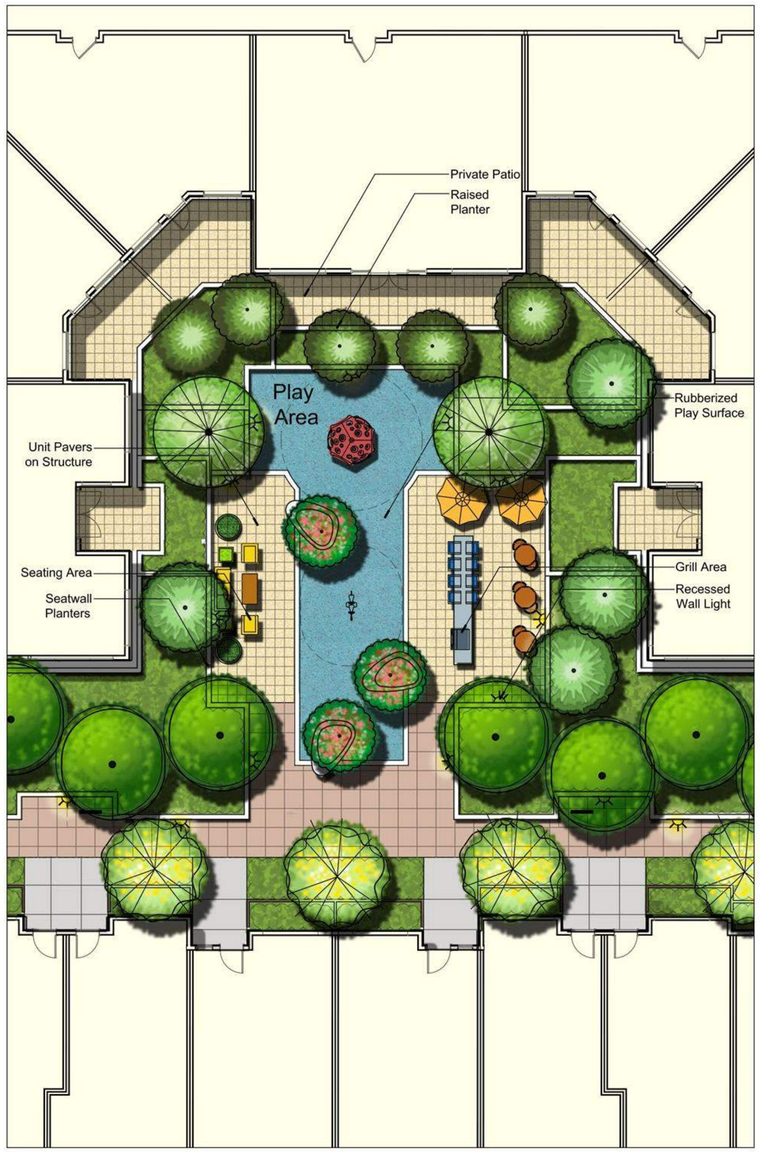
This information should be kept on site at all times. The information included in this report is believed to be true and based on sound arboricultural principles and practices.

Sincerely,

Kevin R. Kielty
Certified Arborist WE#0476A

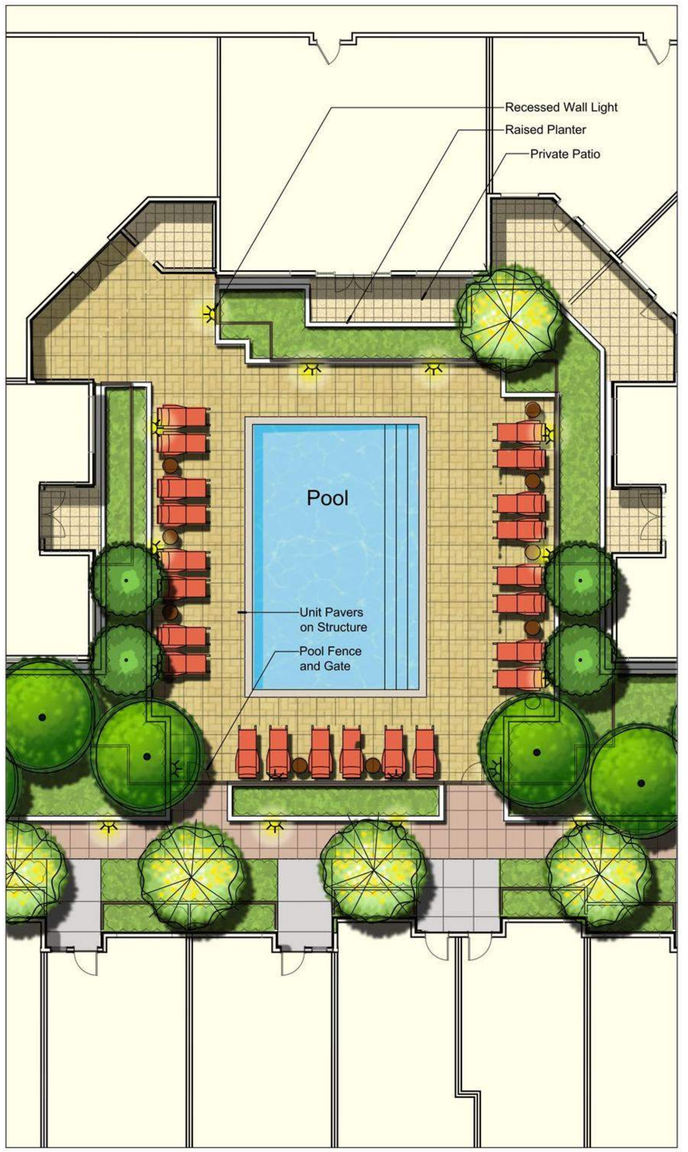
David P. Beckham
Certified Arborist WE#10724A

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

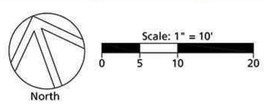


WEST COURTYARD

CENTRAL COURTYARD



POOL COURTYARD



BDE ARCHITECTURE

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects • Land Planners

SCHEMATIC LANDSCAPE ENLARGEMENTS L-6

5150 EL CAMINO REAL, LOS ALTOS

05/20/22

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.

LEAGUE OF WOMEN VOTERS®
OF LOS ALTOS-MOUNTAIN VIEW AREA

June 15, 2022

Chair Doran and Members of the Planning Commission
City of Los Altos
1 N. San Antonio Road
Los Altos, CA 94022

Re: Agenda Item #3 – 5150 El Camino Real Development, Planning Commission meeting June 16th

Dear Chair Doran and Members of the Planning Commission:

The LWV supports inclusionary zoning as a method to increase the supply of safe, decent, adequate housing for all Californians. We have consistently commended Los Altos for its below-market-rate (BMR) program as it has been the main way that Los Altos has been providing affordable housing.

One of the basic tenets of BMR programs is that the affordable units are **dispersed throughout the housing development** and are not able to be distinguished from the market-rate units. Therefore, we are concerned that the new proposal for 5150 El Camino Real does not include any BMR units in the ownership component.

The calculations for the density bonus/BMR units are a bit difficult to follow now that the developer wants to split the project into two lots. Our recommendation is that the developer provide a total of 29 BMRs, as the Staff Report suggests; this is fairly consistent with the Dutchints proposal approved earlier. However, a proportion of these BMRs should be in the townhouse component The closest ratio would appear to be dispersing 25 BMRs throughout the rental portion at low-income (LI) levels and 4 units within the ownership project. To be consistent with the Los Altos inclusionary ordinance, the majority of these ownership units (3) should be moderate income and one should be (LI).

However, to be consistent with the Staff Report recommendation and the benefits of State Density Bonus Law perhaps all the BMR ownership units, like the rental BMRs, should be LI. Another option would be to allow Prometheus to provide all the BMRs as rentals, since Los Altos has fewer rental BMRs compared to ownership and rental BMRs are typically more manageable than ownership. If the City opts to go this route, we recommend that some of the BMRs be very low-income (VLI) units and ask Staff to determine what percentage of LI and VLI would be equivalent to the cost to the developer of providing the ownership BMRs.

We appreciate Staff and the Planning Commission paying close attention to appropriate implementation of the BMR ordinance as well as density bonus law. We are also pleased to see that most of the units will be rental as Los Altos has been building very few rental units; rentals are more affordable to those with lower incomes, and we support providing a range of housing types.

(Please send any questions about this email to Sue Russell at susan.russell75@gmail.com.)

Karin Bricker, President LWV of Los Altos/Mountain View Area
Cc: Gabe Engeland. Nick Zornes Sean Gallegos Angel Rodriguez