



# PLANNING COMMISSION REGULAR MEETING AGENDA

**November 6, 2025 - 6:00 PM**  
**Community Meeting Chambers,**  
**Los Altos City Hall**  
**1 North San Antonio Road, Los Altos, CA**

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**PARTICIPATION:** Members of the public may participate by being present at the Los Altos Community Meeting Chambers at Los Altos City Hall located at 1 N. San Antonio Rd, Los Altos, CA during the meeting. Public comment is accepted in person at the physical meeting location, or via email to [PCPublicComment@losaltosca.gov](mailto:PCPublicComment@losaltosca.gov).

**REMOTE MEETING OBSERVATION:** Members of the public may view the meeting via the link below, but will not be permitted to provide public comment via Zoom or telephone. Public comment will be taken in-person, and members of the public may provide written public comment by following the instructions below.

<https://tinyurl.com/5c6xrpxb>

**Telephone: 1-669-900-9128 / Webinar ID: 946 3674 4186 / Passcode: 242017**

**SUBMIT WRITTEN COMMENTS:** Verbal comments can be made in-person at the public hearing or submitted in writing prior to the meeting. Written comments can be mailed or delivered in person to the Development Services Department or emailed to [PCPublicComment@losaltosca.gov](mailto:PCPublicComment@losaltosca.gov).

Correspondence must be received by 2:00 p.m. on the day of the meeting to ensure distribution prior to the meeting. Comments provided after 2:00 p.m. will be distributed the following day and included with public comment in the Planning Commission packet.

## AGENDA

### 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

### CONSENT CALENDAR

#### 1. **Planning Commission Meeting Minutes**

Approval of the DRAFT minutes of the Planning Commission meeting of September 4, 2025.

## **PUBLIC HEARING**

### **2. D22-0013, CUP22-0003 and TM22-0005 – 996 Loraine LLC – 996 Loraine Avenue**

1. Adopt a Resolution approving Design Review (Application No. D22-0013) and Conditional Use Permit (Application No. CUP22-0003) for the construction of a (3) three-story, mixed-use development with twelve (12) residential units and 962 square feet of ground-floor commercial space utilizing State Density Bonus with a concession and waivers at 996 Loraine Avenue, per the recommended findings and conditions of approval; and find the project is statutorily exempt from environmental review pursuant to Public Resources Code (PRC) Section 21080.66 - Attachment 1.
2. Recommend the City Council adopt a Resolution approving a Vesting Tentative Map (Application No. TM22-0003) to create thirteen (13) condominium lots and one (1) common lot at 996 Loraine Avenue, per the recommended findings and conditions of approval; and find the project is statutorily exempt from environmental review pursuant to Public Resources Code (PRC) Section 21080.66 - Attachment 2.

### **3. D25-0004, CUP25-0001 and TM25-0001 – Subhendu Datta – 4898 El Camino Real**

1. Adopt a Resolution approving Design Review (Application No. D25-0004) and Conditional Use Permit (Application No. CUP25-0001) for the construction of an eight (8) story, multi-family development with eighty-five (85) residential units utilizing State Density Bonus with waivers at 4898 El Camino Real, per the recommended findings and conditions of approval; and find the project is categorically exempt from environmental review pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) - Attachment 1.
2. Recommend the City Council adopt a Resolution approving a Vesting Tentative Map (Application No. TM25-0001) to create eighty-five (85) condominium lots and one (1) common lot at 4898 El Camino Real, per the recommended findings and conditions of approval; and find the project is categorically exempt from environmental review pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) - Attachment 2.

## **SPECIAL ITEM**

### **4. Election of Chair and Vice-Chair**

Nominate and elect a Chair and Vice-Chair to serve until October 2026.

## **COMMISSIONERS' REPORTS**

## **POTENTIAL FUTURE AGENDA ITEMS**

## **ADJOURNMENT**

## **SPECIAL NOTICES TO THE PUBLIC**

In compliance with the Americans with Disabilities Act and California Law, it is the policy of the City of Los Altos to offer its programs, services and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact department staff.



Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Agendas, Staff Reports and some associated documents for the Planning Commission items may be viewed on the Internet at <https://ca-losaltos.civicplus.com/524/Planning-Commission>.

Decisions of the Planning Commission are final unless appealed by filing an appeal with the City Clerk within 14 calendar days of the decision. No building permits shall be issued during this 14-day period.



**CITY OF LOS ALTOS  
PLANNING COMMISSION MEETING  
MINUTES  
THURSDAY, SEPTEMBER 04, 2025  
6:00 p.m.  
1 N. San Antonio Road, Los Altos, CA**

*Joe Beninato, Chair  
Richard Roche, Vice Chair  
Mehruddin Jon Ahi, Commissioner  
Susan Mensinger, Commissioner  
Eric Steinle, Commissioner*

**CALL MEETING TO ORDER:** Richard Roche, Vice Chair, called the meeting to order at 6:04 p.m.

**ESTABLISH QUORUM:** Chair, Joe Beninato, was not present.

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

No public comments were received.

**CONSENT CALENDAR**

**1. Planning Commission Meeting Minutes**

Approval of the DRAFT minutes of the Planning Commission meeting of August 7, 2025.

Motion by Commissioner Mensinger and Second by Commissioner Steinle to approve the consent calendar. **Motion carried unanimously by roll call vote.**

**PUBLIC HEARING**

**2. D22-0013, CUP22-0003 and TM22-0005 – 996 Loraine LLC – 996 Loraine Avenue**

Request for Design Review and Conditional Use Permit to construct a three-story mixed-use development with 12 residential units and 962 square feet of ground floor commercial with a State Density Bonus with a concession and waivers and a Tentative Map application to create 13 condominium lots and one common lot. The project site is located on the southwest corner of Loraine Avenue and Miramonte Avenue. The Project meets all the criteria pursuant to Pub. Res. Code § 21080.66 statutory exemption and is thus exempt from the California Environmental Quality Act (CEQA). *Project Planner: Gallegos*

Item was continued to a future meeting.

**ADJOURNMENT** – The meeting adjourned at 6:09 p.m.

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Stephanie Williams  
Development Services Deputy Director

The Planning Commission Meeting recording may be viewed via the following external website: <https://www.youtube.com/@CityofLosAltosCA>. The City of Los Altos does not own or operate YouTube. The video referenced on these minutes were live at the time the minutes were published.



## PLANNING COMMISSION STAFF REPORT

**Meeting Date** November 6, 2025

**Subject** 996 Loraine Avenue – Mixed-Use Development

**Prepared by:** Sean Gallegos, Senior Planner

**Initiated by:** 996 Loraine LLC, Applicant

### **Attachments:**

1. Draft Resolution – Design Review and Conditional Use Permit
2. Draft Resolution – Vesting Tentative Map
3. Project Plans
4. Density Bonus Report
5. Public Comment Letters

### **Recommendation**

1. Adopt a Resolution approving Design Review (Application No. D22-0013) and Conditional Use Permit (Application No. CUP22-0003) for the construction of a three (3) story, mixed-use development with twelve (12) residential units and 962 square feet of ground floor commercial space utilizing State Density Bonus with a concession and waivers at 996 Loraine Avenue, per the recommended findings and conditions of approval; and find the project is statutorily exempt from environmental review pursuant to Public Resources Code (PRC) Section 21080.66 - Attachment 1.
2. Recommend the City Council adopt a Resolution approving a Vesting Tentative Map (Application No. TM22-0003) to create thirteen (13) condominium lots and one (1) common lot at 996 Loraine Avenue, per the recommended findings and conditions of approval; and find the project is statutorily exempt from environmental review pursuant to Public Resources Code (PRC) Section 21080.66 - Attachment 2.

### **Background**

#### Property Description

The approximately 0.2-acre project site is located on the southwest corner of Loraine Avenue and Miramonte Avenue. The project site is currently developed with an approximately 2,240 square-foot, single-story commercial building, landscaping, and surface parking spaces.

Surrounding land uses include residences to the north and west, a day care use to the south, and along the east property line Miramonte Avenue, with a single-family residence and commercial uses (including a U.S. Post Office) located across the street.

### Preliminary Application

A preliminary application under Housing Crisis Act (SB 330) allows a developer to “freeze” applicable fees and development standards as of the submission date, provided that a formal project application is filed within 180 days and the project scope remains substantially consistent. A Preliminary application was filed on December 22, 2021 and discussed by the Planning Commission at a study session on March 17, 2022. No formal application was filed within 180 days of the preliminary filing;

therefore, the preliminary application is deemed expired under the SB 330. A new preliminary application pursuant to SB 330 was submitted by the developer on November 2, 2022.



*Figure 1: Location Map*

### Formal Application

On November 8, 2022, a formal application was submitted, within the required 180-day period of the preliminary application. Accordingly, the project is eligible to “freeze” the fees and standards in effect as of November 2, 2022. The project has been reviewed under the zoning regulations in effect at the time of project submittal and is subject to Design Review under former Chapter 14.78 of the Los Altos Zoning Code, as well as a Use Permit for mixed use development, and a Tentative Map under Chapter 14.44.

At its meeting of September 4, 2025, the Planning Commission continued this item after staff confirmed that the required public notice sign was not posted at the project site. The applicant has since posted the sign, meeting Planning Division site posting requirements.

### Project Overview

The project proposes to demolish the existing one-story commercial building and construct a three-story, approximately 17,674 square foot mixed-use building. The new development provides 962 square feet of ground floor commercial space and twelve (12) multiple-family residential units on the two upper floors. The residential mix includes four (4) one-bedroom units and eight (8) two-bedroom units, of which two (2) units will be affordable for low-income households. On site parking is provided at grade with sixteen (16) spaces, including twelve (12) for residents and four (4) for the commercial use (Attachment 3 – Project Plans).

Adjacent to the commercial space, the first floor contains 924 square feet of residential support facilities and a partially enclosed parking garage with sixteen (16) vehicle spaces. Long-term bicycle parking for five bicycles will be provided in a secure indoor storage room, and two short-term bicycle spaces will be located outside the building.

The proposed building will have a contemporary mixed-use design that integrates high-quality, durable materials to provide visual interest, reduce the perception of mass, and reinforce its architectural character. At the ground level, the commercial space is designed with large dark bronze anodized aluminum storefront glazing framed by smooth troweled plaster in Dover White and Portico, accented with stone veneer to create an inviting and transparent commercial frontage along the street. Metal canopies and recessed entries establish a comfortable pedestrian scale and provide weather protection.



*Figure 21: Perspective from Miramonte Avenue*

The second and third floors will feature smooth plaster in Dover White, Portico, and Hammered Silver combined with horizontal stained wood siding, introducing warmth and texture to the upper levels. The building will be articulated through vertical and horizontal modulation, alternating materials, and changes in color tone to break up the building mass. Projecting balconies with metal railings will add depth and shadow, while varied window placement and balcony recesses will further enhance visual interest.

The roofline will be defined by sloped standing seam metal roofing and vertical metal siding in a muted gray finish, which will frame and partially screen mechanical areas. A level rooftop terrace will offer 1,824 square feet of landscaped resident amenity space.

The site design provides vehicle and pedestrian access while maintaining an active public frontage. Pedestrian entries to the commercial space and residential lobby are from existing sidewalks along Miramonte Avenue. Streetscape improvements include new sidewalks, accessible curb ramps with truncated domes, and landscaped planters to enhance the transition from the public right of way to



building entrances. Vehicular access is provided by a single full-access driveway on Loraine Avenue leading to the parking garage.

The project will remove three (3) existing trees on site, none of which meet the definition of a protected tree under Chapter 11.08.050 of the Municipal Code, while preserving four (4) trees on adjacent properties. Ground-level landscaping will feature ornamental shrubs, grasses, and flowering plants along the Loraine Avenue and Miramonte Avenue frontages, with raised planters at the building base and a six-foot-tall wood fence along the southern and western boundaries. In total, nine new trees will be planted at the ground level, contributing to shade, greenery, and visual interest along the public edges of the site.

The rooftop terrace will provide 1,824 square feet of landscaped resident amenity space, including planters with five (5) small ornamental trees, drought-tolerant shrubs, and flowering plants. Seating areas, open gathering spaces, and integrated shade elements will create a comfortable and functional outdoor environment. Plantings are arranged to frame outward views, add privacy between seating areas, and soften the upper profile of the building when viewed from surrounding properties.

Mechanical equipment is located on the rooftop and screened from public view by mansard roof forms integrated into the building's design. Trash and utility areas are enclosed within the building near the parking area, with an internal trash room on the lower floor.

## **Analysis**

### General Plan Consistency

The project is consistent with the General Plan's Neighborhood Commercial (NC) Land Use Designation, which supports neighborhood-serving retail, service, commercial, and office uses. The designation also encourages higher-density residential uses in appropriate locations to promote walkability and support local businesses. By providing ground-floor commercial space with residential units above, including affordable units, the project aligns with these objectives and contributes to a vibrant, pedestrian-oriented environment. The project will contribute towards the City's Regional Housing Needs Assessment (RHNA) and is aligned with the City's recently adopted 6th Cycle Housing Element by adding twelve (12) units to the City's housing stock, two (2) of which will be low-income units.

The project complies with the following General Plan policies:

- LU Policy 1.1: Maintain flexibility of standards and procedures to accommodate changing trends in retail, housing, and office uses.
- LU Policy 2.3: Continue to conduct design review of residential and non-residential development applications to ensure compatibility with surrounding property and neighborhoods.
- LU Policy 3.1: Encourage residential development above the ground floor that includes affordable housing units.

- LU Policy 4.2 Encourage mixed-use projects with retail, housing, and/or lodging in addition to retail and office uses.
- LU Policy 4.4 Encourage the development of affordable housing.
- Housing Policy 1.1: The City will encourage a diverse range of both market-rate and affordable housing sizes and residential densities to accommodate the varied housing needs of families, couples, and individuals.
- Housing Policy 1.2: The City will encourage mixed-use development in designated zoning districts.
- Housing Policy 2.1 The City will facilitate the development of new affordable housing units.

### Zoning Consistency

The project complies with the Zoning Standards of the CN Zoning District, except as modified by State Density Bonus Law. An analysis of the project's compliance with CN Standards is provided in the table below:

| <b>CN Zoning District Zoning Standards</b> |                    |                    |                                                                                        |
|--------------------------------------------|--------------------|--------------------|----------------------------------------------------------------------------------------|
|                                            | <u>Requirement</u> | <u>Proposal</u>    | <u>Project Compliance</u>                                                              |
| Density                                    | N/A                | 12 units (60du/ac) | Project Complies                                                                       |
| Front Setback                              | 40' at R Zones     | 0'                 | SDBL Waiver; additional information provided under "Density Bonus Request" section     |
| Interior and Exterior Side Setback         | 40' at R Zones     | 0'                 | SDBL Waiver; additional information provided under "Density Bonus Request" section     |
| Rear Setback                               | 20'                | 20'                | Project Complies                                                                       |
| Height                                     | 30'                | 41'1"              | SDBL Concession; additional information provided under "Density Bonus Request" section |
| <b>Off-Street Parking Zoning Standards</b> |                    |                    |                                                                                        |
| Residential Use                            | 16 spaces          | 12 spaces          | SDBL Waiver; additional information provided under "Density Bonus Request" section     |

| CN Zoning District Zoning Standards                      |                                                                                                     |                                                                                     |                  |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------|
| Commercial Use                                           | 4 spaces                                                                                            | 4 spaces                                                                            | Project Complies |
| Parking Space Size, vertical clearance and back up space | Space size: At least 9' by 18'<br><br>Aisle Width: for perpendicular parking with 26' back up space | Space size of 9 feet by 18 feet<br><br>Aisle Width: 26 feet                         | Project Complies |
| Bicycle Parking                                          |                                                                                                     |                                                                                     |                  |
| Residential Use                                          | 1 Short-term (Class-II) bicycle parking space.<br><br>4 Long-term (Class-I) bicycle parking spaces  | 1 short-term (Class-II) bicycle space<br><br>4 long-term (Class-I) bicycle g spaces | Project Complies |
| Commercial Use                                           | 1 Short-term (Class-II) bicycle parking space.<br><br>1 Long-term (Class-I) bicycle parking space.  | 1 short-term (Class-II) bicycle space.<br><br>1 long-term (Class-I) bicycle space.  | Project Complies |

Under Senate Bill 330, the City's review is limited to applying adopted objective standards. Concerns regarding neighborhood character, precedent, aesthetic preferences, economic viability, and requests for optional studies are not enforceable absent measurable standards. Transportation, parking, rooftop operations, construction management, and public notice are addressed through existing objective thresholds, policies, and permit stage requirements, except as modified by State Density Bonus Law, which the project meets or will be required to meet as conditions of approval.

#### Objective Design Control Standards for CN Zoning District

The project must comply with the City's Objective Design Control Standards, as outlined in Los Altos Municipal (LAMC) Sections 14.40.150 for the CN Zoning District and 14.66.280 for all multiple-family and mixed-use projects. Except for the Density Bonus waivers requested by the applicant to deviate from some of the objective standards, the project is found consistent with all objective design control standards. The waivers requested for the objective design control standards are provided under the "Density Bonus Request" section.

#### Density Bonus Request

The subject site has a gross lot area of 0.20 acres (8,898 square feet). The Neighborhood Commercial (NC) General Plan designation and zoning district do not specify a maximum dwelling unit density. Consistent with California's Density Bonus Law (Government Code Section



65915 et seq.), the base density is therefore determined in accordance with LAMC Section 14.28.050.2, which calculates density based on a hypothetical code-compliant development using an average unit size consistent with the proposed project.

The project's base density was calculated assuming a development consistent with all applicable standards, resulting in a base density of 39 dwelling units per acre, or eight (8) units for the site. Under California's Density Bonus Law (Government Code Section 65915), the applicant proposes two low-income units, which qualifies the project for a 50 percent density bonus. This allows four (4) additional units, for a total of twelve units on the site. A Density Bonus Report (Attachment 4) has been submitted documenting compliance with state and local requirements, including the requested concession and waivers.

### *Concession*

The applicant requests a single density bonus concession under LAMC §14.44.120 to increase the maximum building height in the Neighborhood Commercial (CN) district from 30 feet to 41 feet, as shown in the project plans. The additional height is needed to accommodate two residential stories above the ground floor, achieve the project's density objectives, and include affordable units consistent with State Density Bonus Law. The request qualifies as an "on-menu" concession under the LAMC.

### *Waivers*

Under the Density Bonus Law, eligible projects may request unlimited waivers of development standards. The requested waivers are necessary to avoid physical preclusion of the project as proposed, including the density bonus and required affordable units. All other applicable objective standards are met. The applicant requests seven such waivers, described below.

1. Front Setback: LAMC §14.40.080 requires a minimum front yard setback of 40 feet when a site is located across from a residential district. The project proposes a zero-foot front setback, as shown on plans. The required setback would reduce the developable area by approximately 6,942 square feet (2,314 square feet per floor), substantially limiting the building envelope and preventing the project from achieving the permitted density.
2. Side Yard Setback: LAMC §14.40.090 requires a minimum side yard setback of 40 feet for sites across from a residential district. The project proposes a zero-foot side yard setback, as shown on plans. Compliance would reduce the developable area by approximately 8,142 square feet (2,714 square feet per floor), significantly decreasing the building envelope and precluding the proposed density.
3. Third Story Step-back: LAMC §14.40.150.B.1.a requires a minimum 10-foot step-back from the ground floor façade for upper stories exceeding 30 feet in height along front and street sides. The project proposes a step-back less than 10 feet, as shown on plans. Compliance would reduce the developable area by approximately 1,087 square feet, limiting residential unit layout and density.

4. Third Story Step-back: LAMC §14.40.150.B.2.a requires a minimum 10-foot step-back for the third story when adjacent to an R-1 district. The project proposes a step-back less than 10 feet, as shown on plans. Compliance would reduce the developable area by approximately 1,300 square feet, constraining building design and unit count.
5. Building Recesses: LAMC §14.40.150.B.5.a.ii requires building recesses at least 10 feet wide by 15 feet deep for exterior façades longer than 48 feet abutting an R-1 district. The project proposes to omit or reduce recess dimensions, as shown on plans. Compliance would reduce the developable area by approximately 1,350 square feet (450 square feet per floor), decreasing usable floor space and residential density.
6. Orientation of Principal Windows and Balconies: LAMC §14.40.150.B.6.a/b requires that principal windows and balconies of living spaces along a side setback be oriented toward the front or rear of the building. The project proposes to orient certain living spaces and balconies toward the side yard to maintain functional layouts. Due to site constraints and interior layout needs, compliance would require eliminating balconies and reducing private open space by 238 square feet (119 square feet per residential floor), making it infeasible without reducing unit count.
7. Parking and Loading Space Requirements: LAMC §14.74 requires the provision of parking and loading spaces consistent with zoning standards. The project proposes providing parking at ratios shown on plans, which are below standard requirements. Compliance would require 21 parking spaces and providing these spaces while meeting setback standards would limit the project to 8 units, thereby eliminating 4 units and undermining the affordable housing objective.

### Subdivision

The project includes a Vesting Tentative Map for condominium purposes. The subdivision will divide the site into twelve (12) individual residential condominium units, one (1) commercial condominium unit, and a common lot. The subdivision conforms to the General Plan, Subdivision Ordinance, and provisions of the Subdivision Map Act as substantiated in the Draft Resolution recommending approval of the Vesting Tentative Map (Attachment 2).

### **Bankers Hill 150 v. City of San Diego**

Bankers Hill 150, the developer (Greystar), applied to construct a 20-story mixed-use project, at a building height of 223 feet, that would include 204 dwelling units, office space, a large courtyard, and underground parking. The proposed project qualified as a Density Bonus project because it set aside 18 dwelling units as affordable for very low-income residents. Accordingly, the City of San Diego granted Greystar a density bonus to exceed the zone's maximum density of 147 units, as well as incentives to exceed the City's 65-foot building height limit, eliminate requirements for a 15-foot setback and on-site truck loading and reduce private storage areas.

Two community groups, Bankers Hill 150 and Bankers Hill/Park West Community Association, filed a petition for writ of mandate challenging the City's approval of the project application, alleging that the project is inconsistent with the City's development standards for that

neighborhood. The trial court denied the Association's writ petition because it fatally failed to address the application of the Density Bonus Law.

The Court of Appeal affirmed the trial court's denial of the writ petition. The court emphasized that, under the Density Bonus Law, absent very limited exceptions, the project is entitled to the waiver of any development standards that would have precluded the project's construction as designed, including those with which the Association alleged the project is inconsistent. Furthermore, the waiver or reduction in development standards is in addition to the incentives and concessions mandated by the Density Bonus Law.

The Association argued that the project could be redesigned to yield a shorter and less bulky building by eliminating a courtyard. Reaffirming the holding in *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, the court rejected the Association's argument. According to the court, the City could not demand that Greystar redesign its building to better meet City development standards even if a design existed that would allow fewer deviations from the City's requirements.

### **Housing Accountability Act (HAA)**

The Housing Accountability Act (HAA) (Government Code Section 65589.5), establishes the state's overarching policy that a local government may not deny, reduce the density of, or make infeasible housing development projects (projects resulting in more than two (2) housing units or resulting parcels) which includes subdivision of land that are consistent with objective local development standards. Before doing any of those things, local governments must make specified written findings based upon a preponderance of the evidence that a specific, adverse health or safety impact exists. Legislative intent language indicates that the conditions that would give rise to such a specific, adverse impact upon the public health and safety would occur infrequently.

The proposed project is protected under the Housing Accountability Act (HAA) as it creates additional housing stock within the City of Los Altos. Additionally, the proposed project meets all applicable objective design standards, except as modified by State Density Bonus Law.

### **Environmental Review**

On June 30, 2025, Governor Newsom signed Assembly Bill 130 (AB 130), which included a new statutory exemption for qualifying housing projects. AB 130 became effective on June 30, 2025, and is codified in the Public Resources Code (PRC) Section 21080.66.

The proposed mixed-use project meets the requirements for this exemption. The 0.2-acre site is infill, surrounded by urban uses, previously developed, and contains no sensitive habitat or historic resources. The project is consistent with the General Plan and Commercial Neighborhood (CN) zoning as modified through the State Density Bonus Law (SDBL) and is not located in any environmentally sensitive area identified in PRC Section 21080.66(a)(6). Tribal consultation has

been completed, environmental site assessments are prepared, and any required remediation will be completed.

Under Senate Bill 743, transportation effects under CEQA are evaluated using vehicle miles traveled (VMT). A screening memo prepared by Hexagon Transportation Consultants confirms that the project is screened out under the City's VMT Policy; therefore, transportation impacts are presumed less than significant and a detailed VMT analysis is not required.

The City retains the existing level of service policy in the General Plan and continues to require development projects to conduct non-CEQA transportation analyses to evaluate and manage a project's adverse effects on local roadways by imposing conditions related to operational improvements during the project review and permitting phases. Under the adopted City policy, a Local Transportation Analysis (LTA) is required for projects adding 50 or more net new daily trips. A trip generation memo was prepared by Hexagon Transportation Consultants and found the project results in an estimated net decrease of approximately five daily trips from the existing on site commercial use, so an LTA is not required and no site-specific operational intersection analysis is required. The project includes no roadway capacity expansions or other features that would induce additional trips and construction traffic will be managed through a construction management plan and any required encroachment permits.

### **Public Notification**

A public meeting notice was mailed to property owners and commercial business tenants within (300) feet of the project site and published in the newspaper. The applicant also posted the site with a public notice sign in conformance with the Planning Division posting requirements.

At the time of preparation of this report, the Planning Division received four written public comment letters for the September 4, 2025 hearing that was continued: three individual letters and one collective objection letter signed by eight nearby residents and are included as Attachment #5.

### **Next Steps**

The Planning Commissions decision on the Design Review and Conditional Use Permit applications are final. The Planning Commission's consideration and recommendation on the Vesting Tentative Map application will be forwarded to Council for consideration at a future meeting and will be noticed separately.

## **RESOLUTION NO. PC 2025-XX**

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS APPROVING A DESIGN REVIEW AND CONDITIONAL USE PERMIT FOR THE CONSTRUCTION OF A THREE-STORY, MIXED-USE DEVELOPMENT WITH 12 RESIDENTIAL UNITS AND 962 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE WITH A STATE DENSITY BONUS WITH A CONCESSION AND WAIVERS AT 996 LORAIN AVENUE**

**WHEREAS**, an application has been submitted by 996 Loraine LLC for a Design Review Permit (Application No. D22-0013) and Conditional Use Permit (Application No. CUP22-0003) to construct a three-story mixed-use building at 996 Loraine Avenue (APN 189-15-0186), consisting of 962 square feet of ground-floor commercial space and twelve residential units on the upper floors; and

**WHEREAS**, the approximately 0.20-acre site is currently developed with a single-story commercial building and surface parking and is located within the Neighborhood Commercial (NC) General Plan Land Use Designation and the Commercial Neighborhood (CN) Zoning District; and

**WHEREAS**, the NC general plan designation supports neighborhood-serving commercial uses and encourages the integration of higher-density residential units in appropriate locations to promote walkability, support local businesses, and foster a vibrant pedestrian-oriented environment; and

**WHEREAS**, the Neighborhood Commercial (NC) designation and Commercial Neighborhood (CN) zoning district do not establish a fixed maximum dwelling unit density, and pursuant to Los Altos Municipal Code §14.28.050.2, the base density was determined through a hypothetical development meeting all applicable development standards and using an average unit size consistent with the project, resulting in a base density of eight (8) dwelling units (39) units per acre. This affordable housing contribution supports the City's housing goals and complies with the density bonus requirements outlined in Government Code Section 65915; and

**WHEREAS**, the Applicant proposes two low-income units (25% of base units), qualifying the project for a 50% density bonus under Government Code §65915, allowing four (4) additional units for a total of twelve (12) units, along with one (1) concession. The Applicant has requested one (1) concession to increase the building height to 41 feet, exceeding the 30-foot maximum allowed in the CN District under Section 14.40.1400 of the LAMC. This height increase qualifies as an "on-menu" concession, which is eligible for ministerial approval as specified by the Municipal Code; and

**WHEREAS**, the Applicant has elected to utilize waivers under Government Code Section 65915(e) to allow deviations from: front and side setbacks, third-story step-backs, building recesses, orientation of certain balconies and windows, and modifications to parking ratios, which are necessary to physically accommodate the project as designed; and

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

**WHEREAS**, the Planning Commission held a duly noticed public hearing to consider the Project on November 6, 2025, and considered the written record and all public comment; and

**WHEREAS**, all the requirements of the Public Resources Code (PRC), the State California Environmental Quality Act (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 Planning Commission 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**, approval of the project is statutorily exempt from environmental review under Public Resources Code Section 21080.66 as a qualifying mixed use housing project on an infill site consistent with the General Plan Neighborhood Commercial (NC) designation and the Commercial Neighborhood (CN) zoning district, as modified by the State Density Bonus Law. The site is developed, served by utilities, surrounded by urban uses, and not located in any environmentally sensitive area identified in Section 21080.66(a)(6). The property is not a historic resource, tribal consultation has been completed, environmental site assessments prepared with remediation to occur before occupancy, and the site is more than 500-feet from the nearest freeway. The project therefore meets all criteria for the statutory exemption.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Los Altos hereby approves Design Review Permit (Application No. D22-0013) and Conditional Use Permit (Application No. CUP22-0003) for a mixed-use development based on the findings attached hereto as “Exhibit A” and conditions of approval attached hereto as “Exhibit B” and incorporated by this reference.

## EXHIBIT A

### Findings

#### **Design Review**

With regard to the design review for the Project, the Planning Commission finds the following pursuant to Section 14.78.060 of Los Altos Municipal Code (LAMC):

- A. The proposal meets the goals, policies and objectives of the general plan and any specific plan, objective design guidelines and ordinance design criteria adopted for the specific district or area because the project provides a pedestrian-oriented mixed-use development with ground floor commercial uses and upper story residential units consistent with the Neighborhood Commercial land use designation. The project meets applicable zoning standards except where deviations are granted through one concession and waivers in accordance with Government Code Section 65915 (Density Bonus Law).
- 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 because the building exhibits contemporary architectural character consistent with the neighborhood. While the project exceeds the 30-foot CN height limit through a density bonus concession, the massing is consistent with other larger-scale commercial and mixed-use buildings in the vicinity. The building's proportions, roof forms, and façade articulation create a compatible and harmonious relationship with the surrounding context.
- 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 because the project incorporates identifiable residential elements such as recessed entries, balconies, and roof forms, and includes primary and secondary bays with changes in materials to break up the façade. Ground-level storefront glazing and canopies provide transparency and visual interest for pedestrians, while projecting balconies and awnings above create a layered, human-scale composition.
- 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 Project along the ground floor incorporates durable materials such as stone veneer and smooth cement plaster. Upper levels are finished in fiber cement panels and horizontal wood siding, complemented by metal railings and standing seam metal roofing for the gable elements. The varied textures and muted, complementary color palette create visual interest and reinforce compatibility with nearby commercial and mixed-use structures.
- 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 tree canopy, either in the public right-of-way or within the project frontage. Landscaping at the ground level is designed



to complement the building and integrate with the surrounding streetscape. Nine new trees will be planted, including three along Miramonte Avenue, two along Loraine Avenue, and four along the west property line adjacent to the parking lot. Plantings of ornamental shrubs, grasses, and flowering plants will be paired with raised planters at the building base and a six-foot tall wood fence along the southern and western boundaries. Ground level improvements also include new sidewalks, curbs, and gutters that enhance the public edges of the site.

- F. Signage is designed to complement the building architecture in terms of style, materials, colors and proportions because no signage is proposed with the submittal. If signage is introduced, it will be reviewed under Chapter 14.68 sign regulations to ensure compatibility with the building's architecture, including style, materials, colors, and proportions, to maintain architectural cohesion.
- 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 Project fully screens all mechanical equipment from public view with parapet walls that complement the building's design. These parapets, constructed from the same materials as the building, feature metal coping details that match the accent colors and finishes, ensuring a cohesive and integrated 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. Service, trash, and utility areas are fully concealed within the building's design, with trash facilities located on the ground floor and electrical equipment enclosed in the garage. A PG&E transformer is placed along Loraine Avenue and screened to minimize visibility to preserve the integrity of the facade
- I. The Project is statutorily exempt from environmental review under Public Resources Code (PRC) Section 21080.66 as an infill housing development that meets all applicable criteria. The site is within city limits, less than five acres, previously developed, and substantially surrounded by urban uses. It contains no habitat for protected species, is not located in an environmentally sensitive area, and is not listed on a historic register. The project will be served by existing utilities and public services, and tribal consultation has been completed consistent with PRC Section 21080.66.

### **Use Permit**

With regard to the conditional use permit for the Project, the planning commission the Planning Commission finds the following pursuant to Section 14.80.060 of Los Altos Municipal Code (LAMC)

- A. That the proposed location of the conditional use is desirable or essential to public health, safety, comfort, convenience, prosperity, or welfare because the Project provides twelve new residential units, including two low-income units under the State Density Bonus Law, advancing the City's housing goals and RHNA obligations. The project location offers walkable access to retail, services, and transit, reducing vehicle trips. Ground-floor commercial space supports neighborhood businesses, while high-quality architecture and streetscape improvements enhance comfort, safety, and visual appeal.

- 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 because the Neighborhood Commercial (CN) zoning district encourages a mix of residential and commercial uses. The Project provides ground-floor commercial space with upper-floor housing. The Project complies with CN district regulations except for one concession and seven waivers granted under the State Density Bonus Law, consistent with State housing mandates and zoning objectives.
- 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 because the project design reduces potential impacts on neighboring properties through appropriate massing, articulation, and high-quality materials. The building scale is compatible with the neighborhood, traffic impacts are acceptable, and site access is adequate for vehicles and pedestrians. The inclusion of affordable units supports housing diversity, while landscaping and screening of utilities maintain compatibility with adjacent properties.
- 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 because the project meets CN district standards except for one concession and seven waivers permitted under the State Density Bonus Law, which are necessary to achieve the proposed density and provide affordable units. All other standards, including lot coverage, landscaping, and design guidelines, are satisfied, and the project is consistent with the General Plan.

## EXHIBIT B

### CONDITIONS OF APPROVAL

#### PLANNING DIVISION

1. **Approved Plans:** The project shall be developed in substantial compliance with the design plans, support materials, and technical reports approved as part of the project, except as modified by these conditions as specified below.
2. **Expiration:** This Permit is valid for a period of two years and will expire on November 6, 2027, unless prior to the date of expiration, a building permit is issued, or an extension is granted pursuant to the procedures and timeline for extensions in the Zoning Code.
3. **Revisions to the Approved Project:** Minor revisions to the approved plans which are found to be in substantial compliance with the approved plans may be approved by the Development Services Director.
4. **Notice of Right to Protest:** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day period in which you may protest these fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a) began on the date of approval of this project. If you fail to file a protest within this 90-day period complying with all the requirements of Section 66020, you will be legally barred from later challenging such exactions.
5. **Indemnity and Hold Harmless:** The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project. The City may withhold final maps and/or permits, including temporary or final occupancy permits, for failure to pay all costs and expenses, including attorney's fees, incurred by the City in connection with the City's defense of its actions.
6. **Certification Of Building Permit Plans:** In a letter, the project architect shall certify the architectural design shown in the building permit plans match the approved plans. Any changes or modifications must be clearly noted in writing and shown on redlined plan sheets. The project architect shall also certify the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
7. **Affordable Housing Agreements:** All applicable affordable housing agreements for the project shall be executed and recorded on a form provided by the City to the satisfaction of the Development Services Director and City Attorney prior to the issuance of the final map.

8. **Commercial Linkage Fee:** Prior to the issuance of the building permit, the applicant shall pay a Commercial Linkage fee based on the net new-floor area and the adopted fees in effect at the time of building permit issuance.
9. **Single-Phase Development:** Construction of the project shall be done in a single phase and shall not be considered a multi-phased development.
10. **Tenant Improvements:** Details of interior tenant improvements are to be shown on building permit drawings and shall be reviewed for consistency with the operational characteristics of the approved project prior to building permit issuance.
11. **Roof Deck Operations:** The approved hours of operation for the rooftop common area shall be limited to 7:00 a.m. to 9:00 p.m. and shall not allow amplified music.
12. **Floor Area Ratio (Far) Diagram:** Building permit drawings must include a floor area ratio (FAR) diagram for each structure on-site, clearly identifying each level of the structure(s) and the gross area(s) which count toward floor area per required zoning calculations.
13. **Exterior Materials:** High-quality materials and finishes shall be used throughout the project and shall remain in compliance with the materials identified in the approved plans, except as modified by the conditions of approval herein. Details regarding all color and architectural details shall be provided in the building permit plan submittal and shall be subject to review and approval by the Development Services Director or their designee prior to the issuance of building permits.
14. **Trim Materials:** Trim materials throughout the project shall be wood or high-density foam trim. Details of the specific placement, utilization, and finish of the trim materials shall be provided with the building permit drawings. Final trim design details shall be subject to review and approval by the Development Services Director or their designee prior to the issuance of building permits.
15. **Special Paving Materials:** The color, material, design, and product specifications for the special paving materials used on-site shall be submitted with the building permit drawings. Final paving design details shall be subject to review and approval by the Development Services Director or their designee prior to the issuance of building permits.
16. **Windows:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit in the building permit drawings for review and approval by the Development Services Director or their designee prior to the issuance of building permits.
17. **Paint Color-Coding:** Color-coded elevations of each side of the building(s) detailing the location of all paint and stain colors, manufacturer, and color names shall be included in the building permit plans.
18. **Rooftop Equipment Screen:** All rooftop equipment must be concealed behind opaque (solid) screening designed to complement the building design such that rooftop equipment is not visible from any elevation. Details of the rooftop equipment and roof screens shall be

included in the building permit drawings and shall be equal to, or taller than the equipment it is intended to screen.

19. **Outdoor Storage:** There is to be no outdoor storage without specific Development Review approval by the Planning Division.
20. **Fences and Walls:** All fencing and walls are to be shown on building plan drawings, including details on height, location, and material finish. No fence or wall shall exceed six feet in height, measured from adjacent grade to the top of the fence or wall. The design and location must be approved by the Development Services Director or their designee and comply with all setback and traffic visibility area requirements prior to building permit issuance.
21. **Lighting Plan:** A detailed lighting plan shall be included in building permit drawings demonstrating compliance with Chapter 14.91 (Lighting Performance Standards) of the Los Altos Municipal Code. This plan should include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. The design and location of outdoor lighting fixtures shall ensure there will be no light spillover to surrounding properties, which is demonstrated with photometric contours extending beyond the project property lines. The lighting plan submitted with building permit drawings must be approved by the Development Services Director or their designee prior to building permit issuance.
22. **Landscaping:** Detailed landscape plans encompassing on- and off-site plantable areas out to the street curb must be included in building permit drawings. Minimum plant sizes are flats or one-gallon containers for ground cover, five-gallon for shrubs, and 24" box for trees. The drawings must be approved by the Development Services Director or their designee prior to building permit issuance and implemented prior to occupancy. All plans should be prepared by a licensed Landscape Architect and shall comply with the City's Water Efficient Landscape Ordinance (WELO) pursuant to Chapter 12.36 of the Municipal Code. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate planting coverage and/or screening.
23. **Landscape Screening:** All utility meters, lines, transformers, backflow preventers, etc., on-site or off-site, must be shown on all site plan drawings and landscape plan drawings. All such facilities shall be located so as to not interfere with landscape material growth and shall be screened in a manner which respects the building design and setback requirements. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate plant screening.
24. **Signage:** No signs are approved as part of this application. Any new signage will require separate planning and/or building permits and shall be designed in compliance with Chapter 14.68 of the Los Altos Municipal Code. Prior to the issuance of the building permit for the project, the applicant shall apply for and get approval of a Sign Permit from the Planning Division.
25. **Parking Management Plan:** Prior to building permit issuance, the applicant shall develop a parking management plan describing parking allocation for residents, guests, and/or commercial uses on the project site, subject to administrative approval by the Development Services Director or their designee.

26. **Loading/Delivery Plan:** Prior to building permit issuance, the applicant shall develop a plan specifying measures to manage on-site deliveries and loading, which may include measures to tailor delivery hours and/or days to limit conflicts with peak traffic times or adjacent land uses.
27. **Solid Waste and Recyclables Disposal Plan:** The applicant shall submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.
28. **Site-Specific Building Acoustical Analysis:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A)L<sub>dn</sub> or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.
29. **Construction Noise Reduction:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
30. **Mechanical Equipment:** Prior to issuance of a building permit, the applicant shall show the location of any mechanical equipment which complies with the requirements of Chapter 11.14 (Mechanical Equipment) and Chapter 6.16 (Noise Control) of the Los Altos City Code.

31. **Acoustical Report for Mechanical Equipment:** Prior to issuance of a building permit, the applicant shall submit a report from an acoustical engineer/consultant ensuring that the rooftop mechanical equipment meets the City's Noise Control Ordinance (Chapter 6.16).
32. **Remediation:** The applicant shall work with City staff, the necessary oversight agency (e.g., the U.S. Environmental Protection Agency, the State Department of Toxic Substances Control, State Regional Water Quality Control Board, County of Santa Clara Department of Environmental Health, etc.), and responsible parties, if necessary, to address any site remediation or building design/construction requirements to ensure appropriate on-site improvements in accordance with the oversight agency standard practice; local, State, and Federal regulations; and City Code requirements. Design of remediation equipment, equipment placement, or remediation activities will need to be reviewed and may require approval by all parties. Prior to the issuance of any building or fire permits, the applicant shall either: (a) submit written proof of an approval from the oversight agency of remediation activity and/or building and site design as deemed consistent with the remediation activity; or (b) provide written proof the work is not subject to approval from an oversight agency. A Certificate of Occupancy cannot be issued until final inspections have been completed by the City and the oversight agency, if required.
33. **Vapor Barrier:** A vapor barrier shall be installed beneath all structures to mitigate any issues associated with the potential for vapor intrusion within the structure. Specifications for the vapor barrier included in the Site Management Plan shall include thickness, type, durability, and diffusion rates for VOCs of concern and shall be included in the building permit submittal. The specifications shall also describe the effectiveness of the liner over the life of the building. An evaluation shall also be conducted to determine if a positive pressure HVAC system is appropriate to enhance protection against vapor intrusion, with a vapor barrier.
34. **Air Quality:** The applicant is required to secure a permit from the Bay Area Air Quality Management District or provide written assurance that no permit is required prior to issuance of a building permit.
35. **Basic Air Quality Construction Measures:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; (f) idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points; and (g) all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

36. **Discovery of Contaminated Soils:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) the contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) the contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) the contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) the contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) the contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
37. **Discovery of Archaeological Resources:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
38. **Discovery of Human Remains:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, the Coroner shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Development Services Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Development Services Director.
39. **Discovery of Paleontological Resources:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent



discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.

40. **Indoor Formaldehyde Reductions:** If the project utilizes composite wood materials (e.g., hardwood plywood, medium density fiberboard, particleboard) for interior finishes, then only composite wood materials that are made with CARB approved, no-added formaldehyde (NAF) resins, or ultra-low emitting formaldehyde (ULEF) resins shall be utilized (CARB, Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products, 17 CCR Section 93120, *et seq.*, 2009-2013).

## **BUILDING DIVISION**

41. **Building Permit:** A building permit is required for the project and building design plans shall comply with the latest applicable adopted standards. The applicant shall submit supplemental application materials as required by the Building Division to demonstrate compliance.
42. **Conditions of Approval:** Incorporate the conditions of approval into the Building Permit submittal plans and provide a letter which explains how each condition of approval has been satisfied and/or which sheet of the plans the information can be found.
43. **Green Building Verification:** The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
44. **School Fee Payment:** In accordance with Section 65995 of the California Government Code, and as authorized under Section 17620 of the Education Code, the property owner shall pay the established school fee for each school district the property is located in and provide receipts to the Building Division. Payments shall be made directly to the school districts.
45. **Payment of Impact and Development Fees:** The applicant shall pay all applicable development and impact fees in accordance with State Law and the City of Los Altos current adopted fee schedule. All impact fees not paid prior to building permit issuance shall be required to provide a bond equal to the required amount prior to issuance of the building permit.
46. **Work Hours/Construction Site Signage:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 5:30 p.m., Monday through Friday, from 9 a.m. to 3 p.m. Saturday, and no work is permitted on Sunday or any City observed holiday. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours and contact information, including an after-hours contact.
47. **Disturbance Coordinator:** The applicant shall designate a “disturbance coordinator” who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require reasonable measures warranted to correct the problem be

implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.

48. **Change of Address:** A “Request for Address Assignment or Change” form must be submitted to the Building Division to correlate with the addition of any new units or tenant spaces on the property.
49. **California Water Service Upgrades:** You are 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 size 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.
50. **Americans with Disabilities Act:** All improvements shall comply with Americans with Disabilities Act (ADA). The latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way. Compliance with all ADA requirements shall be shown on all building permit plans.
51. **Public Utilities:** The applicant shall contact electric, gas, communication, and water utility companies regarding the installation of new utility services to the site.
52. **Geotechnical Report:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for back draining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.
53. **Green Building Verification:** The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.

## **ENGINEERING DIVISION**

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

55. **Construction Management Plan:** The applicant shall submit a construction management plan for review and approval by the Development Services Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regards to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. Sidewalks, parking and travel lanes along Miramonte Avenue shall not be closed for the full duration of the project. Closures will be reviewed and approved with Encroachment Permit submittals. The applicant shall be required to have a pre-construction meeting with all abutting property owners to discuss the project schedule and to prominently display a sign with the single point of contact the community should interface with for any construction related impacts from the project.
56. **Maintenance Bond:** A one-year, ten-percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
57. **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.
58. **Label Catch Basin Inlets:** The applicant shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the “NO DUMPING - FLOWS TO ADOBE CREEK” logo as required by the City.
59. **Payment of Impact and Development Fees:** The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in lieu fees, traffic impact fees, public art impact fee, and map check fee as required by the City of Los Altos Municipal Code prior to issuance of a building permit.
60. **Public Improvements:** Install or reconstruct standard public improvements along the project frontages of Miramonte Avenue and Loraine Avenue, as directed by the City Engineer. Required improvements include curb, gutter, and a five-foot-wide sidewalk constructed to comply with City standards for concrete sidewalks. A landscaped strip or rain garden shall be provided along both frontages. The applicant shall design street improvements up to one half the width of Miramonte Avenue and Loraine Avenue, as directed by the City Engineer or their designee.
61. **Traffic Control Plans:** Upon submittal of the initial building permit and improvement plans, the applicant shall submit traffic control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans. Traffic control plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD).

62. **Final Map Recordation:** The applicant shall record the final map. Building Permits shall not be issued until the final map is recorded. 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.
63. **Storm Water Management Plan:** The Applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the City of Los Altos Municipal Regional Stormwater (MRP)NPDES Permit. 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 permit plans.
64. **Pollution Prevention:** The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.
65. **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.
66. **Sewer Lateral:** Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12" away from the main.
67. **Transportation Permit:** A Transportation Permit, per the requirements specified in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site. Applicant shall pay the applicable fees before the transportation permit can be issued by the City Engineer.
68. **Encroachment Permit:** An encroachment permit shall be obtained from the Engineering Division prior to doing any work within the public right-of-way including the street shoulder. All work within the public street right-of-way shall be in compliance with the City's Shoulder Paving Policy.
69. **Grading and Drainage Plan:** The applicant shall submit on-site grading and drainage plans that include (i.e. drain swale, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved) for approval by City Engineer. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Planning Division.
70. **Cost Estimate and Performance Bonds:** The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held 6 months after acceptance of improvements) for the work in the public right-of-way.
71. **Condominium Map:** The applicant shall record the condominium map as required by the City Engineer prior to final occupancy.
72. **Public Utility Dedication:** The applicant shall dedicate public utility easements as required by the utility companies to serve the site.

73. **Subdivision Agreement:** The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the final map.
74. **New ADA Ramps and Crosswalks:** The applicant shall provide two new ADA ramps and crosswalk striping per the City standards at the intersection with Miramonte Avenue and Loriane Avenue. The applicant shall also install new ADA ramps at each side of the driveway approach on Loriane Avenue.
75. **Parking Stall and Red Curb Striping:** The applicant shall install parking stall striping and red curb on Miramonte Avenue and Loraine Avenue as directed by the City Engineer or their designee.
76. **Civil Engineering Drawings:** The applicant shall submit civil engineering drawings that show property lines with bearing and easements.
77. **Streetlight/Banner Pole:** The applicant shall protect the existing streetlight and banner pole on Miramonte Avenue.
78. **Sewage Capacity Study:** The applicant shall submit calculations showing that the City's existing sewer line will not exceed two-thirds full due to the project's sewer loads. Calculations shall include the 6" main from the front of the property to the point where it connects to the 6" sewer line on Miramonte Avenue. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the applicant shall replace the sewer line with a larger sewer line.
79. **Solid Waste Ordinance Compliance:** The Applicant shall be in compliance with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance (LAMC Chapter 6.12) which includes a mandatory requirement that all multi-family dwellings provide for recycling and organics collection programs.
80. **Solid Waste and Recyclables Disposal Plan:** The Applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The Applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, Applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.
81. **Landscape and Irrigation Installation:** All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer.

## **SANTA CLARA COUNTY FIRE DEPARTMENT**

- 82. Formal Plan Review:** Review of this Developmental proposal is limited to acceptability of site access and 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 Division all applicable construction permits.
- 83. Required Aerial Access:** 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].
- 84. Required Fire Flow:** The fire flow for this project is 3,250 GPM at 20 psi residual pressure. Since an automatic fire sprinkler system will be installed, the fire flow will be reduced by 50%, establishing a required adjusted fire flow of 1,625 GPM at 20 psi residual pressure. Note: The minimum required number and spacing of the hydrants shall be in accordance with CFC Table C102.1. -Letter received. Hydrant is capable of meeting fire flow.
- 85. Buildings and Facilities Access:** Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or with the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. [CFC, Section 503.1.1]. Fire department access cannot be met to all portions of the proposed building due to zero lot line. -No wall openings noted on sheet A10. In lieu of 150 feet access to all portions of structure, plans shall comply with CA Building Code Ch. 705. -150-foot access shall be met to west side of building.
- 86. Fire Department Connection:** The fire department connection (FDC) for the structure in support of the sprinkler system shall be installed at the street on the street address side of the building. It shall be located within 100 feet of a public fire hydrant and within ten (10) feet of the main PIV (unless otherwise approved by the Chief due to practical difficulties). FDC's shall be equipped with a minimum of two (2), two-and-one-half (2- 1/2") inch national standard threaded inlet couplings. Orientation of the FDC shall be such that hose lines may be readily and conveniently attached to the inlets without interference. FDC's shall be painted safety yellow [SCCFD, SP-2 Standard]. -FDC shown on sheet TM3 and TM5. FDC shall be within 100 feet of fire hydrant.

- 87. Fire Sprinklers Required:** 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.

**RESOLUTION NO. 2025-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
APPROVING A VESTING TENTATIVE MAP (APPLICATION NO. TM22-0005) FOR  
THE CREATION OF 12 RESIDENTIAL CONDOMINIUM LOTS, ONE COMMERCIAL  
CONDOMINIUM LOT, AND ONE COMMON LOT AT 996 LORAIN AVENUE**

**WHEREAS**, the applicant, 996 Loraine LLC, submitted an application for a Vesting Tentative Map (Application No. TM22-0005) to subdivide an 8,898 square-foot (0.20-acre) parcel at 996 Loraine Avenue (APN 189-15-0186) into twelve (12) residential condominium lots, one (1) commercial condominium lot, and one (1) common lot; and

**WHEREAS**, approval of the project is statutorily exempt from environmental review under Public Resources Code Section 21080.66 as a qualifying mixed-use housing project on an infill site consistent with the General Plan Neighborhood Commercial (NC) designation and the Commercial Neighborhood (CN) zoning district, as modified by the State Density Bonus Law. The site is developed, served by utilities, surrounded by urban uses, and not located in any environmentally sensitive area identified in Section 21080.66(a)(6). The property is not a historic resource, tribal consultation has been completed, environmental site assessments prepared with remediation to occur before occupancy, and the site is more than 500 feet from the nearest freeway. The project therefore meets all criteria for the statutory exemption.

**WHEREAS**, the Project was processed in accordance with the applicable provisions of the California Government Code and Los Altos Municipal Code; and

**WHEREAS**, on November 6, 2025, the Planning Commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment on the project, and at the conclusion of the meeting, the Planning Commission recommended the City Council approve the Vesting Tentative Map; and

**WHEREAS**, on November 18, 2025, the City Council held a duly noticed public hearing as prescribed by law and considered public testimony and evidence and recommendations presented by staff in connection with the Project; and

**WHEREAS**, the finding and conclusions made by the City Council in the 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 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 Vesting Tentative Map for the creation of twelve (12) residential condominium lots, one (1) commercial condominium lot, and one (1) common lot, subject to the findings (Exhibit A) and Conditions of Approval (Exhibit B) attached hereto and incorporated by this reference.



**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 November 18, 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Pete Dailey, MAYOR

Attest:

---

Melissa Thurman, MMC, CITY CLERK

## EXHIBIT A

### FINDINGS

With regard to the Vesting Tentative Map (Application No. TM22-0005), the City Council finds the following in accordance with Chapter 4, Article 1, Section 66474 of the Subdivision Map Act of the State of California:

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

*This Finding cannot be made.* The subdivision is consistent with the Los Altos General Plan, including the Neighborhood Commercial (NC) designation, which supports neighborhood-serving commercial uses with higher-density residential above the ground floor, and with the Loyola Corners Specific Plan. Relevant policies include Land Use Element Policies 1.1 and 2.2; Housing Element Policies 1.1 and 1.2; and Infrastructure and Waste Disposal Element Policies 1.3, 2.2, and 3.1.

2. 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 and improvements are consistent with the General Plan and the Commercial Neighborhood (CN) zoning district, as modified by the State Density Bonus Law. The project provides ground-floor commercial space and upper-floor housing, consistent with permitted uses, and allows for the creation of twelve (12) residential condominium lots, one (1) commercial condominium lot, and one (1) common lot.

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

*This Finding cannot be made.* The site is physically suitable because it is consistent with the Neighborhood Commercial (NC) designation and Commercial Neighborhood (CN) zoning district (as modified by the State Density Bonus Law), and adequately accommodates vehicle, pedestrian, and bicycle circulation while meeting life-safety and service requirements.

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

*This Finding cannot be made.* The site is physically suitable for the proposed density because the General Plan Neighborhood Commercial (NC) designation supports higher-density residential uses and the project complies with Commercial Neighborhood (CN) zoning district, except as modified by the State Density Bonus Law, and is located in an urbanized area surrounded by similar uses.

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

*This Finding cannot be made.* The subdivision will not cause substantial environmental damage or injury to wildlife or habitat. The project qualifies for a statutory exemption under Public Resources Code Section 21080.66 (AB 130). The site is substantially surrounded by urban uses, has no sensitive habitat, would not result in significant impacts related to traffic, noise, or air quality, and will be served by existing utilities and public services.

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

*This Finding cannot be made.* The subdivision will not cause serious public health problems because the site is in an urbanized area served by existing infrastructure, including sewer, water, and electricity. Police and fire protection will continue to be provided by the Los Altos Police Department and Santa Clara County Fire Department.

7. 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.

8. That the project is not exempt from environmental review.

*This Finding cannot be made.* The project is statutorily exempt under Public Resources Code Section 21080.66 (AB 130) as a qualifying infill mixed-use housing development. The 0.20-acre site is within city limits, previously developed, consistent with the General Plan Neighborhood Commercial designation and Commercial Neighborhood (CN) zoning (as modified by the State Density Bonus Law), and served by utilities. The site is not located in an environmentally sensitive area, it is not a historic resource, and is more than 500 feet from a freeway. Tribal consultation has been completed, and environmental site assessments with required remediation will be completed prior to occupancy.

## **EXHIBIT B**

### **CONDITIONS OF APPROVAL**

#### **PLANNING DIVISION**

1. **Approved Plans:** The project shall be developed in substantial compliance with the approved project plans, except as modified by these conditions as specified below.
2. **Expiration:** This Permit is valid for a period of two years and will expire on November 18, 2027, unless prior to the date of expiration, a building permit is issued, or an extension is granted pursuant to the procedures and timeline for extensions.
3. **Revisions to the Approved Project:** Minor revisions to the approved plans which are found to be in substantial compliance with the overall approvals may be approved by the Development Services Director.
4. **Notice of Right to Protest:** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day period in which you may protest these fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a) began on the date of approval of this project. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.
5. **Indemnity and Hold Harmless:** The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project. The City may withhold final maps and/or permits, including temporary or final occupancy permits, for failure to pay all costs and expenses, including attorney's fees, incurred by the City in connection with the City's defense of its actions.
6. **Affordable Housing Agreements:** All applicable affordable housing agreements for the project shall be executed and recorded on a form provided by the City to the satisfaction of the Development Services Director and City Attorney prior to the issuance of the final map

#### **ENGINEERING DIVISION**

7. **Payment of Impact and Development Fees:** The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in

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

8. **Encroachment Permit:** An encroachment permit shall be obtained from the Engineering Division prior to doing any work within the public right-of-way including the street shoulder. All work within the public street right-of-way shall be in compliance with the City's Shoulder Paving Policy.
9. **Americans with Disabilities Act:** All improvements shall comply with Americans with Disabilities Act (ADA). The latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way. Compliance with all ADA requirements shall be shown on all building permit plans.
10. **Public Utility Dedication:** Prior to final map recordation the applicant shall dedicate public utility easements as required by the utility companies to serve the site.
11. **Subdivision Agreement:** The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the final map.
12. **Final Map Recordation:** The applicant shall record the final map. Building Permits shall not be issued until the final map is recorded. 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.
13. **Condominium Map:** The applicant shall record the condominium map as required by the City Engineer prior to final occupancy.
14. **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 of the stormwater treatment methods installed in accordance with the SWMP. Once approved, City shall record the agreement.
15. **Storm Water Management Plan:** The Applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the City of Los Altos Municipal Regional Stormwater (MRP)NPDES Permit. 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 permit plans.
16. **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.
17. **Sewer Lateral:** Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12" away from the main.

- 18. Public Improvements:** Install or reconstruct standard public improvements along the project frontages of Miramonte Avenue and Loraine Avenue, as directed by the City Engineer. Required improvements include curb, gutter, and a five-foot-wide sidewalk constructed to comply with City standards for concrete sidewalks. A landscaped strip or rain garden shall be provided along both frontages. The applicant shall design street improvements up to one half the width of Miramonte Avenue and Loraine Avenue, as directed by the City Engineer or designee.
- 19. New ADA Ramps and Crosswalks:** The applicant shall provide two new ADA ramps and crosswalk striping per the City standards at the intersection with Miramonte Avenue and Loraine Avenue. The applicant shall also install new ADA ramps at each side of the driveway approach on Loraine Avenue.





# 996 LORAIN AVENUE

## FIFTH SUBMITTAL

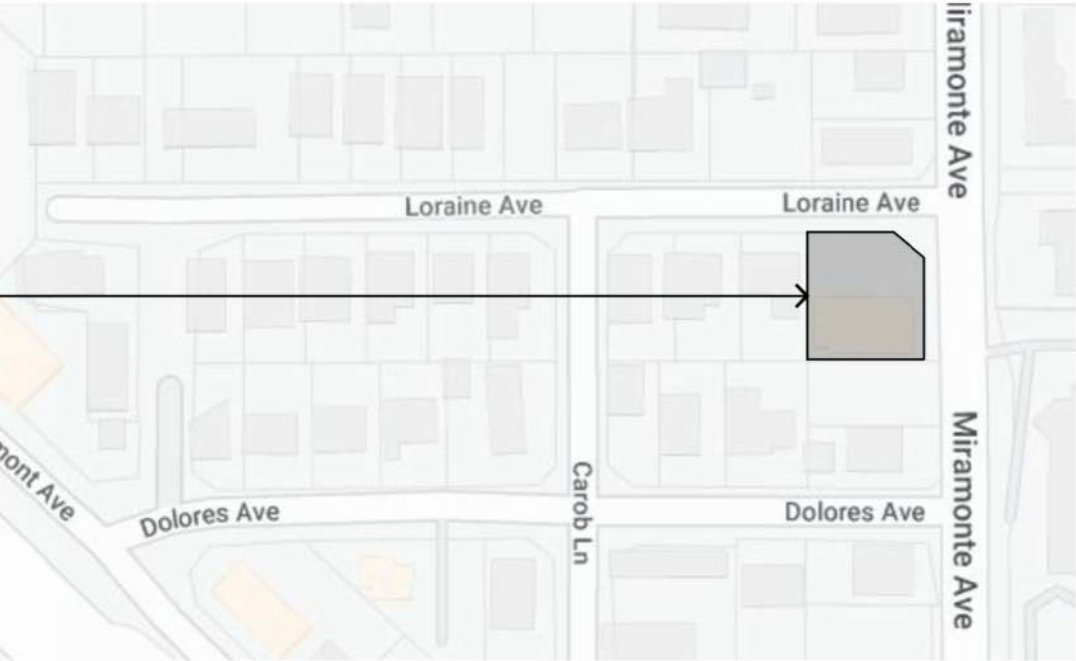
DECEMBER 6, 2024

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### PROJECT DESCRIPTION

PROPOSED 3-STORY MIXED-USE BUILDING WITH GROUND-FLOOR NEIGHBORHOOD RETAIL SPACE WITH AT-GRADE PARKING. SECOND AND THIRD FLOORS ARE RESIDENTIAL UNITS WITH ROOF TERRACE ABOVE FOR RESIDENTIAL COMMON OPEN SPACE.

### PROJECT DIRECTORY

**OWNER**  
996 LORAIN LLC  
4962 EL CAMINO REAL, SUITE 223  
LOS ALTOS, CA 94022  
PHONE: 650-937-9373  
CONTACT: ALBERT WANG

**ARCHITECT**  
SDG ARCHITECTS INC.  
3361 WALNUT BLVD. SUITE 120  
BRENTWOOD, CA 94513  
PHONE: (925) 634-7000  
CONTACT: JEFF POTTS  
BRENT RANDALL

**LANDSCAPE ARCHITECT**  
GATES + ASSOCIATES  
1655 N. MAIN STREET, SUITE 365  
WALNUT CREEK, CA 94596  
(925) 736-8176  
CONTACT: CASEY CASE  
ERIK GELLERMAN

**CIVIL ENGINEER**  
BKF ENGINEERS  
1730 N. FIRST STREET, SUITE 600  
SAN JOSE, CA 95112  
(408) 467-9187  
CONTACT: ISSAC BIROCCI  
ERIN AGUILING

### VICINITY MAP

996 LORAIN AVENUE  
LOS ALTOS, CA 94022

996 Loraine Avenue  
Los Altos, CA  
December 6, 2024

996 LORAIN LLC



TITLE SHEET  
T1



UNIT MIX CHART

| UNIT                | AREA       | 1ST FLR | 2ND FLR | 3RD FLR | UNITS |         |
|---------------------|------------|---------|---------|---------|-------|---------|
| 1 BEDROOM           |            |         |         |         | 4     | 33%     |
| 1A                  | 659 S.F.   |         | 1       | 1       | 2     | 4 BEDS  |
| 1B                  | 688 S.F.   |         | 1       | 1       | 2     |         |
| 2 BEDROOM           |            |         |         |         | 8     | 67%     |
| 2A                  | 921 S.F.   |         | 2       | 2       | 4     | 12 BEDS |
| 2B                  | 948 S.F.   |         | 1       | 2       | 3     |         |
| 2B-ALT              | 1,008 S.F. |         | 1       | 0       | 1     |         |
|                     |            | 0       | 6       | 6       | 12    | 16 BEDS |
| CODES AND STANDARDS |            |         |         |         | TOTAL | TOTAL   |

BUILDING PLANS TO COMPLY WITH THE FOLLOWING STANDARDS:  
2022 CALIFORNIA CODE OF REGULATIONS  
CITY OF LOS ALTOS REACH CODE ORDINANCE

FIRE SAFETY REQUIREMENTS

1) FIRE SPRINKLERS: 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. SPRINKLER SYSTEM WILL BE INSTALLED AS A DEFERRED SUBMITTAL.

2) FIRE ALARM: REFER TO CFC SEC. 907 AND THE CURRENTLY ADOPTED EDITION OF NFPA 72. SUBMIT SHOP DRAWINGS (3 SETS) AFTER PLANNING PERMIT APPROVAL AND A PERMIT APPLICATION TO THE SCCFD FOR APPROVAL BEFORE INSTALLING OR ALTERING ANY SYSTEM. CALL (408) 341-4420 FOR MORE INFORMATION. FIRE ALARM SYSTEM WILL BE INSTALLED AS A DEFERRED SUBMITTAL.

3) TWO-WAY COMMUNICATION SYSTEM: SYSTEM 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 STANDARDS. OTHER STANDARDS ALSO CONTAIN DESIGN/INSTALLATION CRITERIA FOR SPECIFIC LIFE SAFETY RELATED EQUIPMENT. THESE OTHER STANDARDS ARE REFERRED TO IN NFPA 72. TWO-WAY COMMUNICATION SYSTEM WILL BE INSTALLED AS A DEFERRED SUBMITTAL.

4) ADDRESS IDENTIFICATION: ALL 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. WHERE REQUIRED BY THE FIRE CODE OFFICIAL, ADDRESS NUMBERS SHALL BE PROVIDED IN ADDITIONAL APPROVED LOCATIONS TO FACILITATE EMERGENCY RESPONSE. 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. ADDRESS NUMBERS SHALL BE MAINTAINED. CFC SEC. 505.1.

5) WATER SUPPLY REQUIREMENTS: 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.

6) CONSTRUCTION SITE FIRE SAFETY: ALL CONSTRUCTION SITES MUST COMPLY WITH APPLICABLE PROVISIONS OF THE CFC CHAPTER 33 AND OUR STANDARD DETAIL AND SPECIFICATION S1-7. PROVIDE APPROPRIATE NOTATIONS ON SUBSEQUENT PLAN SUBMITTALS, AS APPROPRIATE TO THE PROJECT. CFC CHP. 33.

AFFORDABLE HOUSING / DENSITY BONUS

DENSITY BONUS

CALIFORNIA GOVERNMENT CODE SECTION 65915.(b)(1)(D)  
CITY SHALL GRANT ONE DENSITY BONUS (INCLUDES INCENTIVES, CONCESSIONS, WAIVERS, AND PARKING RATIOS) WHEN APPLICANT AGREES TO CONSTRUCT A HOUSING DEVELOPMENT THAT WILL CONTAIN AT LEAST THE FOLLOWING: 10% OF TOTAL DWELLING UNITS IN A COMMON INTEREST DEVELOPMENT FOR PERSONS AND FAMILIES OF MODERATE INCOME PROVIDED THAT ALL UNITS IN THE DEVELOPMENT ARE OFFERED TO THE PUBLIC FOR PURCHASE.

CALIFORNIA GOVERNMENT CODE SECTION 65915.(d)(2)(A)  
ONE INCENTIVE OR CONCESSION FOR PROJECTS WITH AT LEAST 10 PERCENT FOR PERSONS AND FAMILIES OF MODERATE INCOME IN A COMMON INTEREST DEVELOPMENT.

CALIFORNIA GOVERNMENT CODE SECTION 65915.(f)(4)  
15% MODERATE-INCOME UNITS GENERATES 10% DENSITY BONUS.  
ALL DENSITY CALCULATIONS SHALL BE ROUNDED UP TO NEXT WHOLE NUMBER.

AFFORDABLE HOUSING / BELOW-MARKET-RATE (BMR) UNITS

2 BMR LOW-INCOME UNITS  
SEE FLOOR PLANS FOR LOCATION OF UNITS

HYPOTHETICAL DEVELOPMENT BASE DENSITY

SITE AREA: 0.20 AC  
TOTAL UNITS: 8  
BASE DENSITY: 39 DU/AC  
DENSITY BONUS: 50%  
(24% x 8 UNITS = 1.92; 2 BMR LOW-INCOME UNITS REQUIRED FOR 50% DENSITY BONUS)  
ADDITIONAL UNITS: 4  
TOTAL UNITS WITH 50% DENSITY BONUS: 12

CONCESSIONS

11' INCREASE IN MAX ALLOWABLE BUILDING HEIGHT (41 FEET BUILDING HEIGHT)

WAIVERS

W1 LAMC 14.40.080 - FRONT YARD (CN)  
W2 LAMC 14.40.090 - SIDE YARDS (CN)  
W3 LAMC 14.40.150 - DESIGN CONTROL (CN) B.1.A - THIRD STORY STEP-BACK  
W4 LAMC 14.40.150 - DESIGN CONTROL (CN) B.5.A.II - BUILDING RECESS  
W5 LAMC 14.40.150 - DESIGN CONTROL (CN) B.6.A - WINDOW AND BALCONY ORIENTATION AT SIDE YARD  
W6 LAMC 14.40.150 - DESIGN CONTROL (CN) B.6.B - WINDOWS AT SIDE YARD  
W7 2025 LAMC 14.74 - PARKING AND LOADING REQUIREMENTS

MUNICIPAL CODE STANDARDS IN EFFECT AT TIME OF SB-330 APPLICATION ON 11/2/2022

LAMC = LOS ALTOS MUNICIPAL CODE DATED 10/24/2022  
CODE OF ORDINANCES, SUPPLEMENT 38

PROJECT DATA TABLE

|                     |                                   |
|---------------------|-----------------------------------|
| ADDRESS             | 996 LORAIN<br>LOS ALTOS, CA 94022 |
| APN                 | 189-15-086                        |
| EXISTING USE        | COMMERCIAL                        |
| PROPOSED USE        | MIXED-USE                         |
| GENERAL PLAN        | NC (NEIGHBORHOOD COMMERCIAL)      |
| ZONING              | CN (COMMERCIAL NEIGHBORHOOD)      |
| MAXIMUM F.A.R.      | NONE                              |
| CONDITIONAL USE:    | MIXED-USE                         |
| SITE AREA           | 8,898 SF (0.20 ACRES)             |
| LOT COVERAGE:       | 73%                               |
| IMPERVIOUS SURFACE: | 8,087 SF                          |
| PROPOSED DENSITY:   | 12 UNITS (60 DU/AC)               |
| BUILDING CODE:      | 2022 C.B.C.                       |
| OCCUPANCY           | B / R2                            |
| CONSTRUCTION TYPE   | III-A                             |
| FIRE SPRINKLERS:    | INCLUDED PER C.B.C. 903.2         |

|                                         | CONDITION     | REQUIRED            | PROPOSED |
|-----------------------------------------|---------------|---------------------|----------|
| MAXIMUM HEIGHT                          |               | 30'                 | 41'      |
| SEE LAMC 14.66.230 AVERAGE FINISH GRADE |               |                     |          |
| BUILDING SETBACKS                       | FRONT         | 0' (40' AT R ZONES) | 0'       |
|                                         | STREET SIDE   | 0' (40' AT R ZONES) | 0'       |
|                                         | INTERIOR SIDE | 0' (50' AT R ZONES) | 1'-6"    |
|                                         | REAR          | 20'                 | 20'      |

BUILDING AREA SUMMARY (GROSS S.F.)

|                                            |           |
|--------------------------------------------|-----------|
| FIRST FLOOR - BUILDING                     | 1,886 SF  |
| FIRST FLOOR - EXTERIOR GARAGE & BREEZE-WAY | 4,392 SF  |
| SECOND FLOOR                               | 5,699 SF  |
| THIRD FLOOR                                | 5,697 SF  |
| ROOF TERRACE                               | 0 SF      |
| TOTAL                                      | 17,674 SF |

PARKING STANDARDS

|                                 |          |
|---------------------------------|----------|
| 1 SPACE PER 300 S.F. COMMERCIAL | 4 SPACES |
| PER LAMC SECTION 14.42.050      |          |

|                              |           |
|------------------------------|-----------|
| 1 SPACE PER RESIDENTIAL UNIT | 12 SPACES |
| SEE WAIVER W7                |           |

|                        |           |
|------------------------|-----------|
| STANDARD SPACES:       | 15 SPACES |
| ADA SPACES:            | 1 SPACE   |
| TOTAL PARKING PROVIDED | 16 SPACES |

BICYCLE PARKING STANDARDS

|                           |           |                    |          |
|---------------------------|-----------|--------------------|----------|
| REQUIRED SPACES (PER VTA) |           |                    |          |
| RESIDENTIAL               | CLASS I:  | 1 PER 3 UNITS      | 4 SPACES |
|                           | CLASS II: | 1 PER 15 UNITS     | 1 SPACE  |
| COMMERCIAL                | CLASS I:  | 1 PER 30 EMPLOYEES | 1 SPACE  |
|                           | CLASS II: | 1 PER 6,000 SF     | 1 SPACE  |

|                 |                            |          |
|-----------------|----------------------------|----------|
| PROVIDED SPACES |                            |          |
| CLASS I         | (ENCLOSED BICYCLE STORAGE) | 5 SPACES |
| CLASS II        | (1 BICYCLE RACK)           | 2 SPACES |

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PROJECT DATA SHEET  
T2





SECOND FLOOR

| CATEGORY       | SUBTOTALS |           |
|----------------|-----------|-----------|
| CIRCULATION    | 535 SF    | NET       |
| SHAFTS         | - 517 SF  | NET *     |
| DWELLING UNITS | 5,145 SF  | GROSS     |
| RETAIL         | ---       |           |
| FLOOR TOTAL    | 6,197 SF  | GROSS **  |
| NET FLOOR AREA | 5,680 SF  | GROSS *** |

\* STAIRWELLS, ELEVATOR, AND TRASH CHUTE SHAFTS  
\*\* BUILDING ENVELOPE TO OUTSIDE FACE OF EXTERIOR WALLS, EXCLUDING DECKS.  
\*\*\* TOTAL FLOOR AREA MINUS SHAFTS

|                   |
|-------------------|
| PRIVATE DECK AREA |
| 305 SF            |



FIRST FLOOR

| CATEGORY       | SUBTOTALS |         |
|----------------|-----------|---------|
| GARAGE         | 4,392 SF  | GROSS * |
| SUPPORT        | 924 SF    | GROSS   |
| DWELLING UNITS | ---       |         |
| RETAIL         | 962 SF    | GROSS   |
| FLOOR TOTAL    | 6,278 SF  | GROSS   |
| NET FLOOR AREA | 6,278 SF  | GROSS   |

\* LIMITED TO EXTERIOR GARAGE & BREEZEWAY

| BUILDING TOTALS |           |       |
|-----------------|-----------|-------|
| FIRST FLOOR     | 6,278 SF  | GROSS |
| SECOND FLOOR    | 5,680 SF  | GROSS |
| THIRD FLOOR     | 5,620 SF  | GROSS |
| ROOF TERRACE    | 0 SF      | GROSS |
| TOTAL           | 17,578 SF | GROSS |

|                           |
|---------------------------|
| TOTAL DECK & TERRACE AREA |
| 2,436 SF                  |



FIRST & SECOND FLOOR AREA CALCULATIONS

T3

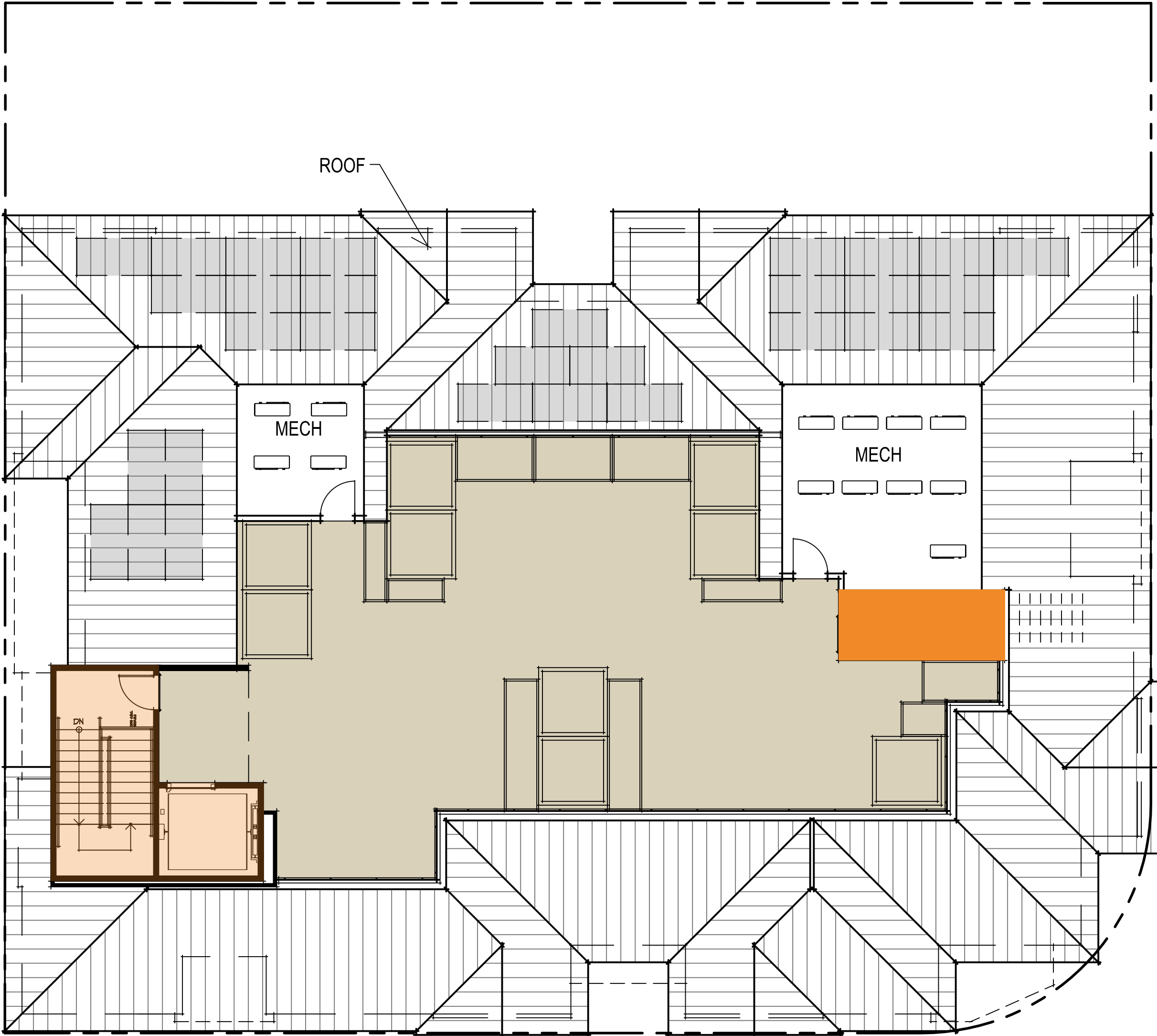
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ROOF TERRACE

| CATEGORY       | SUBTOTALS |           |
|----------------|-----------|-----------|
| CIRCULATION    | ---       |           |
| SHAFTS         | - 345 SF  | GROSS *   |
| DWELLING UNITS | ---       |           |
| RETAIL         | ---       |           |
| FLOOR TOTAL    | 345 SF    | GROSS **  |
| NET FLOOR AREA | 0 SF      | GROSS *** |

\* STAIRWELLS AND ELEVATOR SHAFT  
\*\*\* BUILDING ENVELOPE TO OUTSIDE FACE OF EXTERIOR  
WALLS, EXCLUDING ROOF TERRACE  
\*\*\* TOTAL FLOOR AREA MINUS SHAFTS

|                   |
|-------------------|
| ROOF TERRACE AREA |
| 1,824 SF          |

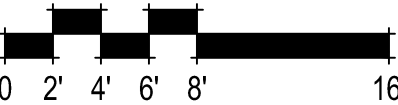


THIRD FLOOR

| CATEGORY       | SUBTOTALS |           |
|----------------|-----------|-----------|
| CIRCULATION    | 535 SF    | NET       |
| SHAFTS         | - 470 SF  | NET *     |
| DWELLING UNITS | 5,085 SF  | GROSS     |
| RETAIL         | ---       |           |
| FLOOR TOTAL    | 6,090 SF  | GROSS **  |
| NET FLOOR AREA | 5,620 SF  | GROSS *** |

\* STAIRWELLS, ELEVATOR, AND TRASH CHUTE SHAFTS  
\*\* BUILDING ENVELOPE TO OUTSIDE FACE OF EXTERIOR  
WALLS, EXCLUDING DECKS.  
\*\*\* TOTAL FLOOR AREA MINUS SHAFTS

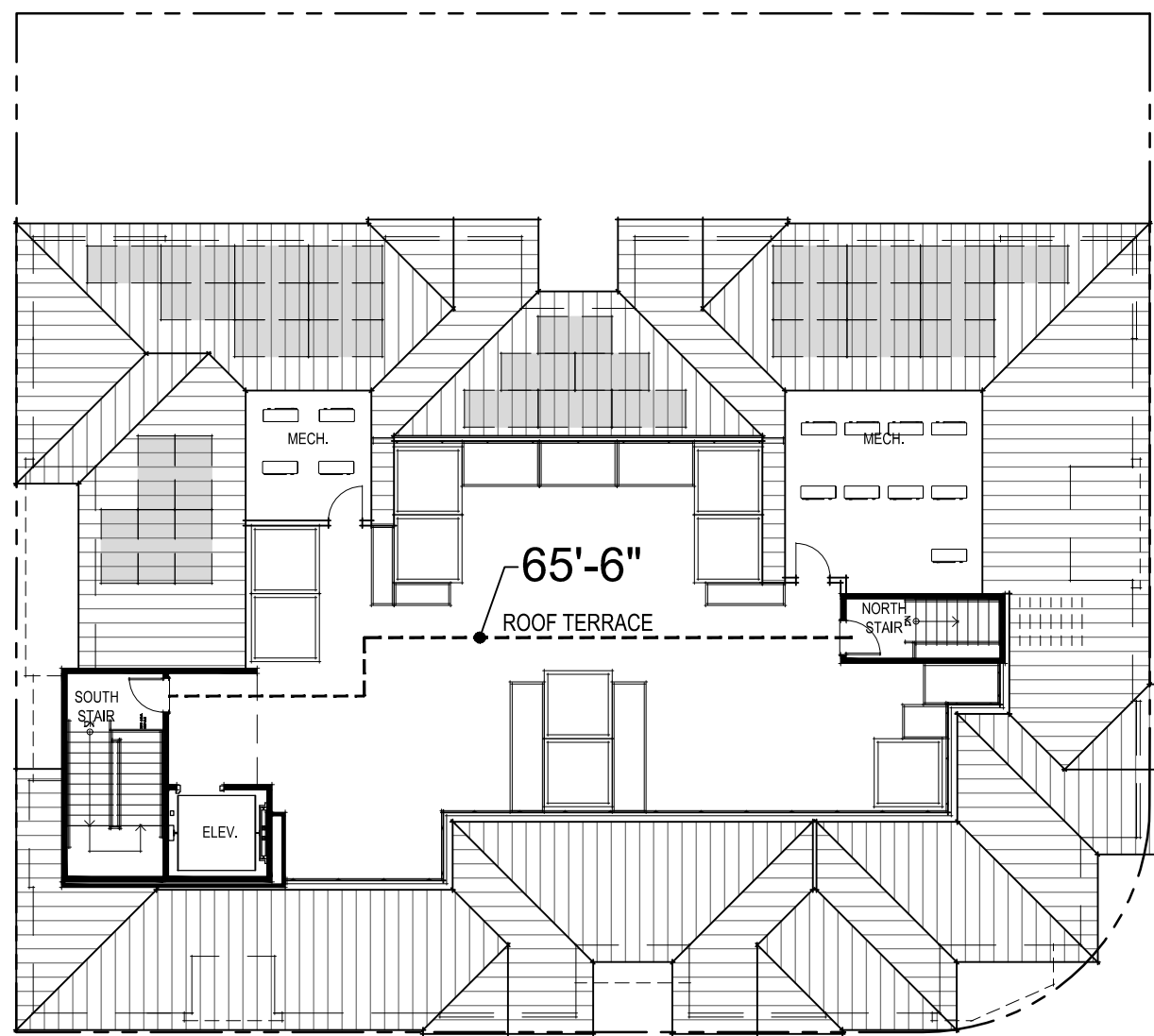
|                   |
|-------------------|
| PRIVATE DECK AREA |
| 307 SF            |



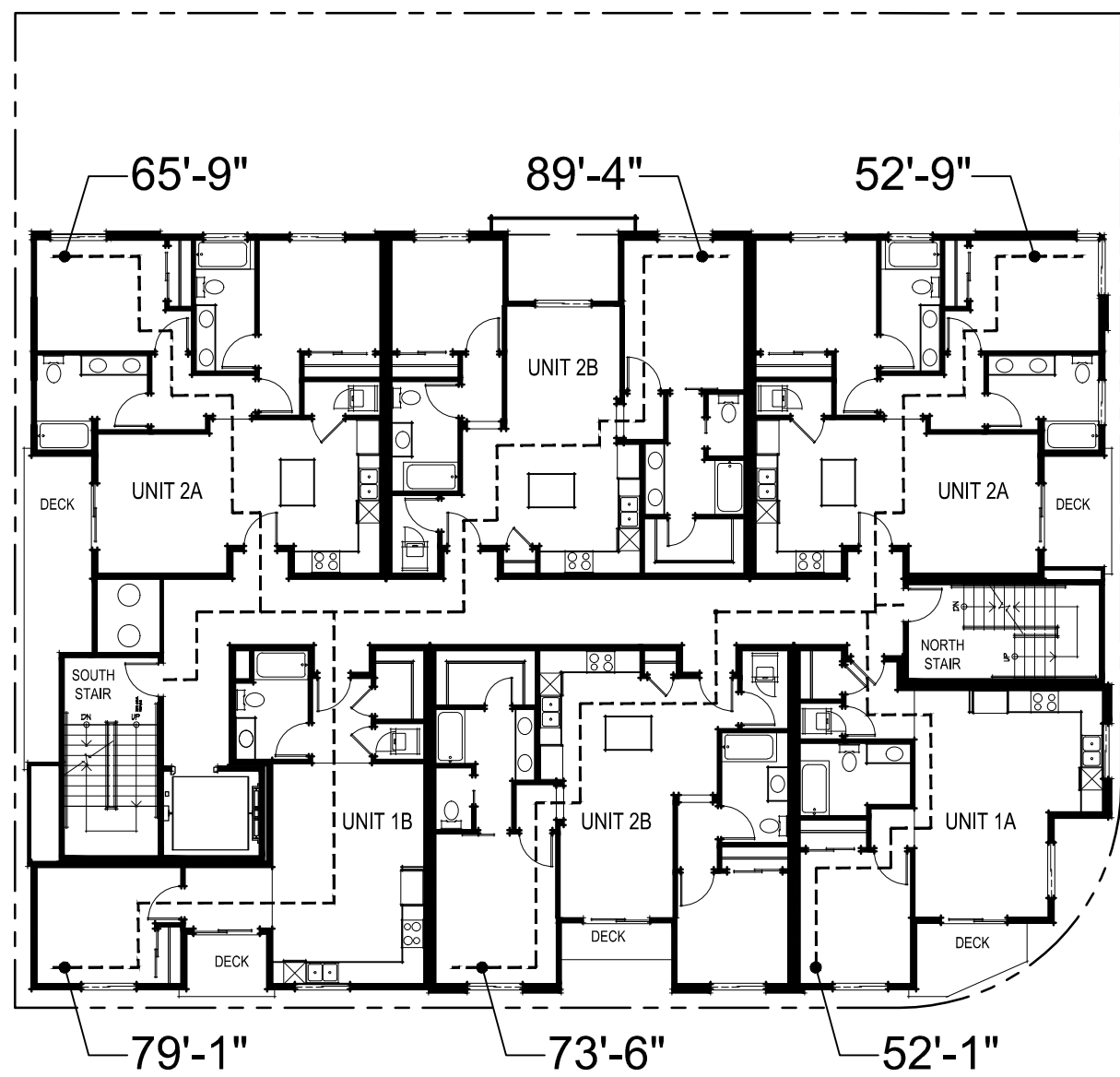
THIRD FLOOR & ROOF TERRACE AREA CALCULATIONS

T4

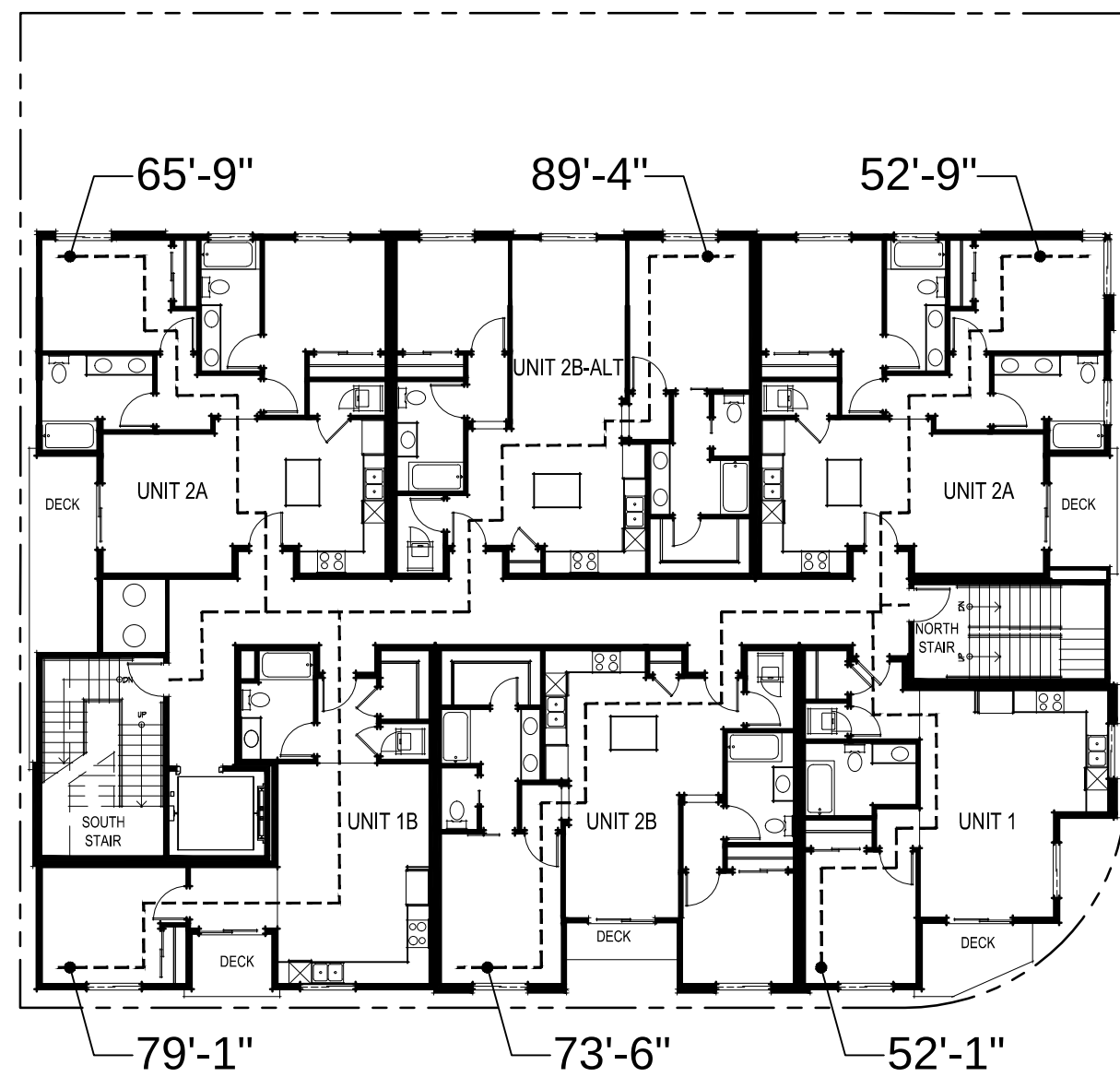




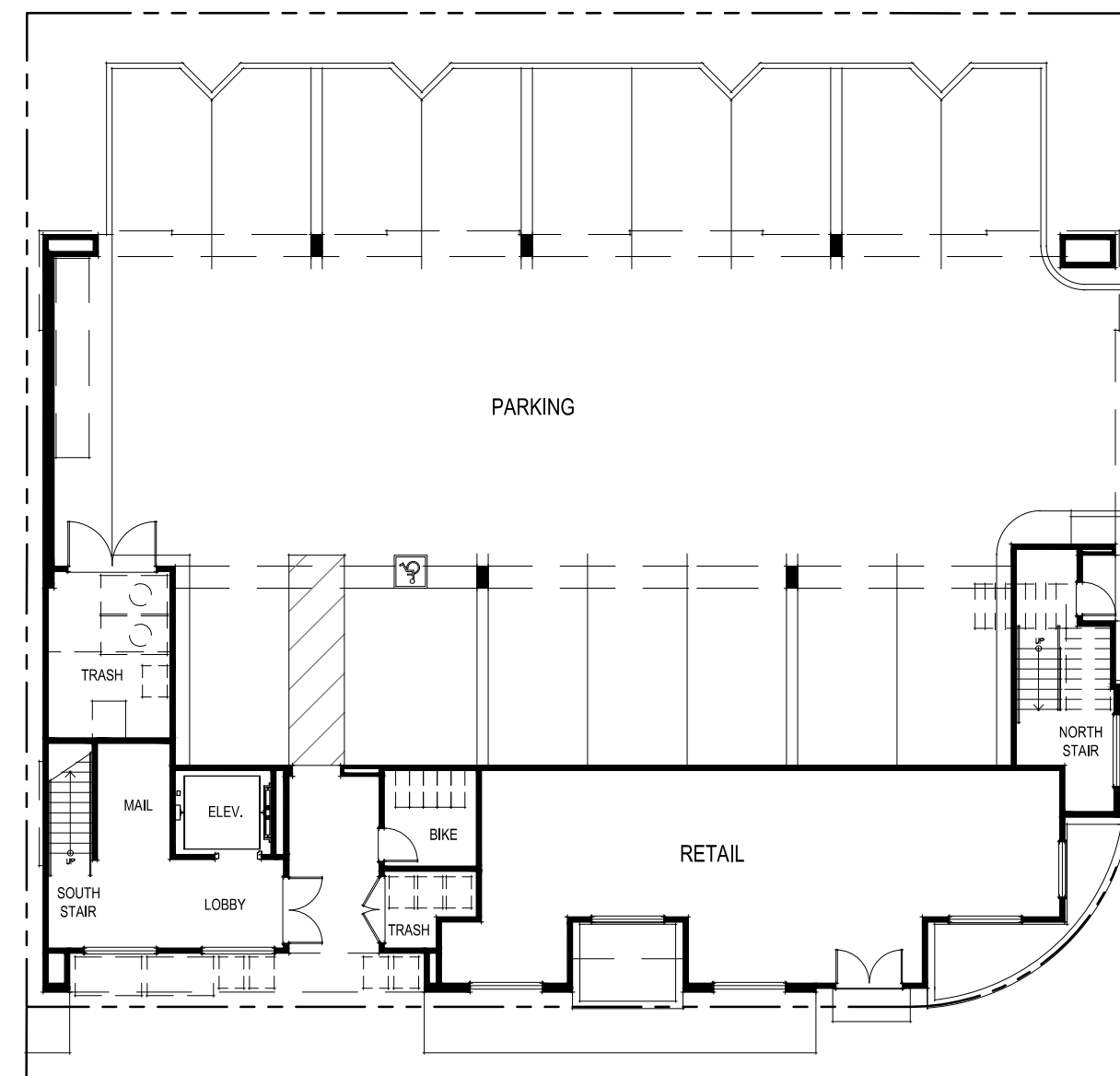
FOURTH FLOOR  
TRAVEL DISTANCES



THIRD FLOOR  
TRAVEL DISTANCES

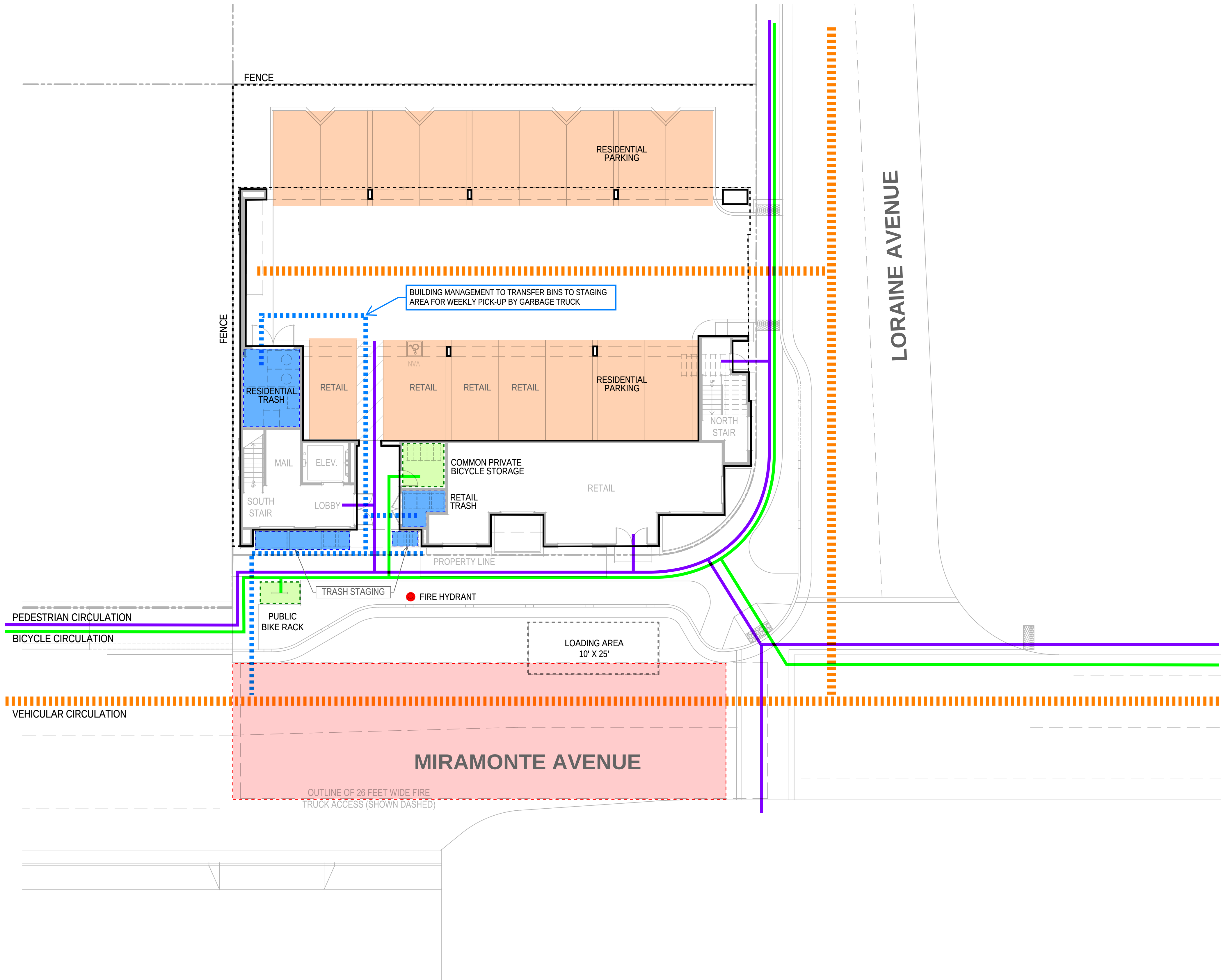


SECOND FLOOR  
TRAVEL DISTANCES



FIRST FLOOR  
TRAVEL DISTANCES









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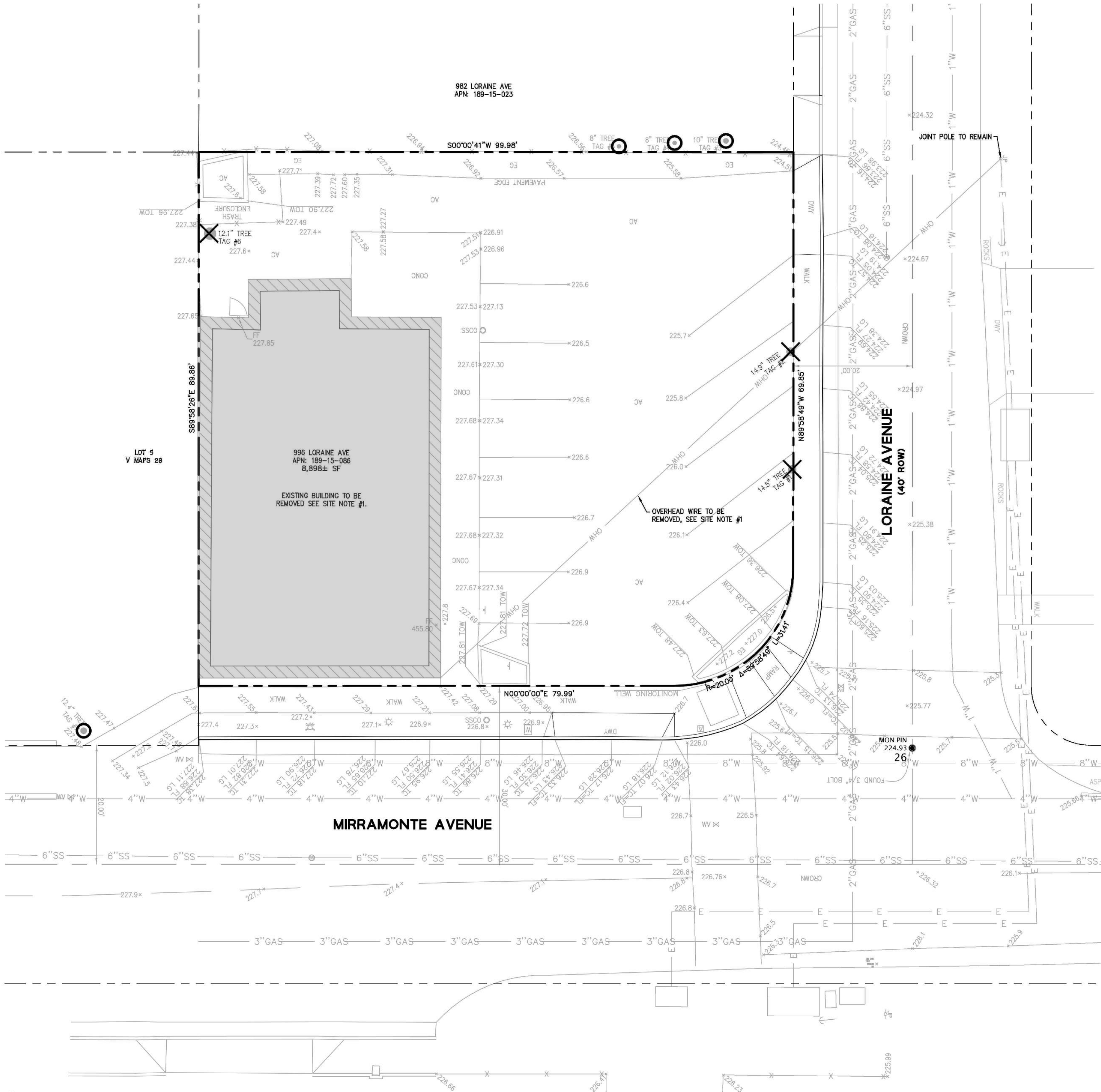
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EXISTING SITE PLAN & SURROUNDING CONTEXT  
A01

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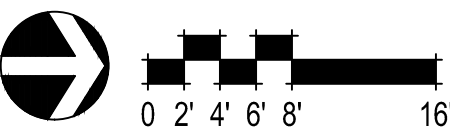




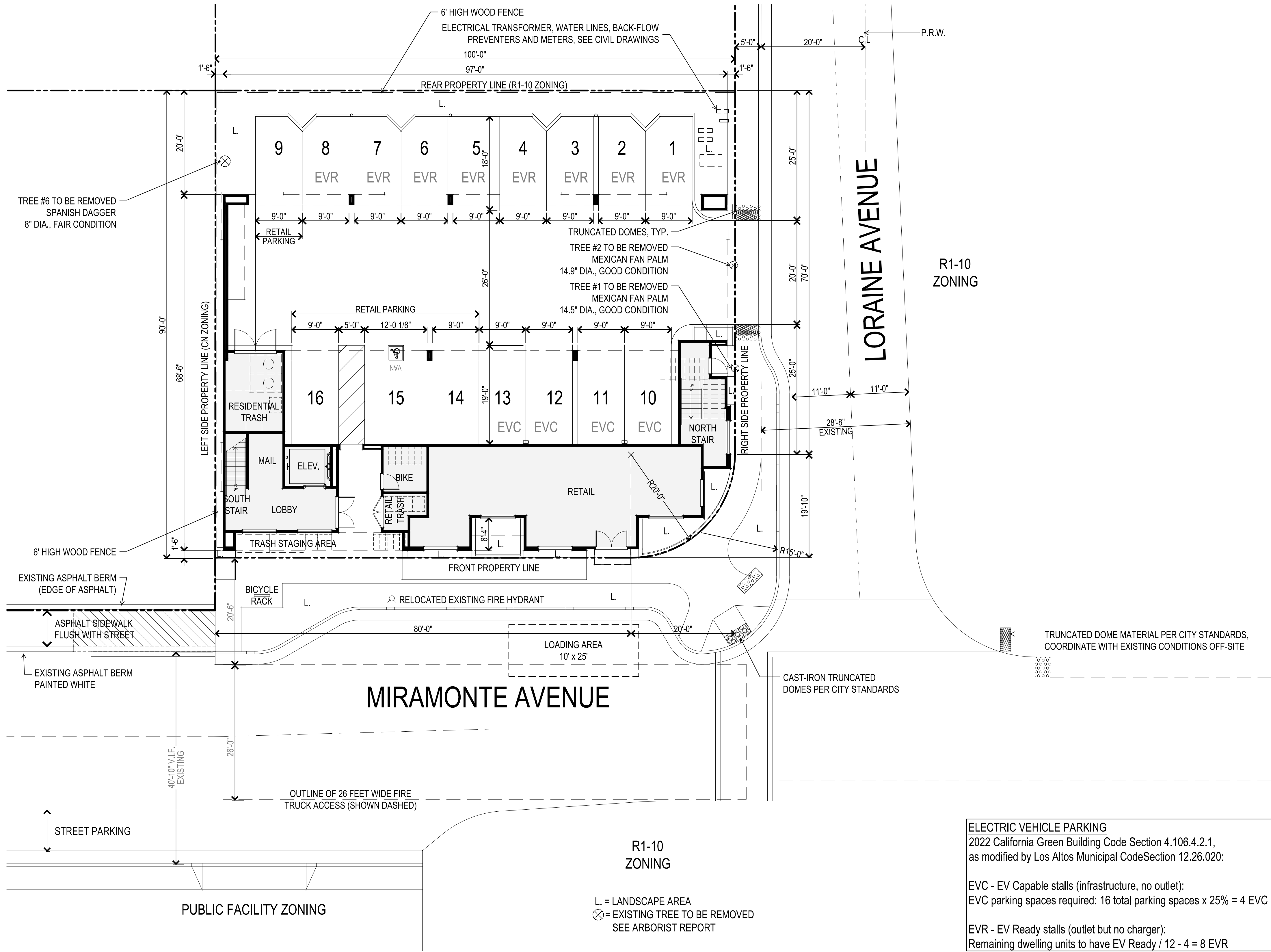
**ELEVATION BENCHMARK**  
BENCHMARK 35: 3-1/2" BRASS DISC AT TOP OF CURB OF MIRAMONTE AVENUE & FREMONT AVENUE, MIDDLE OF RETURN (ON FOOTHILL EXPRESSWAY SIDE).  
ELEVATION = 238.49 FEET, BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

**BASIS OF BEARINGS**  
THE BEARING, NORTH (N00°00'00"E) OF THE MONUMENT LINE OF MIRAMONTE AVENUE, BETWEEN FOUND MONUMENTS, AS SAID BEARING AND MONUMENTS ARE SHOWN ON THAT CERTAIN PARCEL MAP, FILED FOR RECORD OCTOBER 4, 2017 IN BOOK 908 OF MAPS AT PAGES 8 AND 9, RECORDS OF SAN SANTA CLARA COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

**SURVEY NOTES**  
1. ALL DISTANCES, DIMENSIONS AND ELEVATIONS ARE IN FEET AND DECIMALS THEREOF.  
2. DATES OF FILED SURVEY WAS NOVEMBER 30, 2021.  
3. UTILITY AND SERVICE STRUCTURES SHOWN ON THIS SURVEY ARE DERIVED FROM SURFACE OBSERVATION AND RECORD IMPROVEMENT PLANS. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION, SIZE OR PRESENCE OF ANY ADDITIONAL UTILITIES NOT SHOWN ON THE SURVEY.  
4. INFORMATION REGARDING BOUNDARY AND EASEMENTS: BKF ENGINEERS RELIED ON THE INFORMATION PROVIDED IN THE FOLLOWING PRELIMINARY TITLE REPORTS:  
A. FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NO. NCS-1097137-SG, DATED 2011-11-17







PROPOSED SITE PLAN  
A03



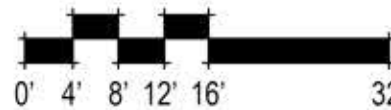


MIRAMONTE AVENUE STREET ELEVATION



LORAIN AVENUE STREET ELEVATION

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STREET ELEVATIONS  
 A04

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0 1' 2' 3' 4' 8'  
EAST EXTERIOR ELEVATION  
A05

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ELEVATOR  
ELEV 278.77' / 51'-2" (51.70')  
53' ALLOWED PER HEIGHT CONCESSION

STAIRS  
ELEV 273.60' / 46'-0" (46.50')

BUILDING HEIGHT  
ELEV 268.60' / 41'-0" (41.00')  
TOP OF ROOF & GUARDRAIL

T.O. ROOF DECK  
ELEV. 264.44' / 36'-10" (36.84')

10.08' A.F.F. TOP PLATE

THIRD FLOOR / FINISHED FLOOR  
ELEV 251.44' / 23'-10" (23.84')

10.08' A.F.F. TOP PLATE

SECOND FLOOR / FINISHED FLOOR  
ELEV 240.02' / 12'-5" (12.42')

11.08' A.F.F. TOP PLATE

FIRST FLOOR / FINISHED FLOOR  
ELEV 227.6' (0.00')

ELEV  
226.4'  
EXISTING

ELEV  
224.2'  
EXISTING

AVERAGE  
FINISH  
GRADE  
ELEV 227.6'

PROJECT AVERAGE FINISH GRADE - SEE SHEET A08  
AVERAGE GRADE FOR THIS ELEVATION: 225.4'

FOR MORE SPECIFIC COLOR AND MATERIAL  
INFORMATION, SEE SHEET A17



NORTH EXTERIOR ELEVATION  
A06

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PROJECT AVERAGE FINISH GRADE - SEE SHEET A08  
AVERAGE GRADE FOR THIS ELEVATION: 225.8'

FOR MORE SPECIFIC COLOR AND MATERIAL  
INFORMATION, SEE SHEET A17

WEST EXTERIOR ELEVATION  
A07

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ELEVATOR  
ELEV 278.77' / 51'-2" (51.70')  
53' ALLOWED PER HEIGHT CONCESSION

STAIRS  
ELEV 273.60' / 46'-0" (46.50')

BUILDING HEIGHT  
ELEV 268.60' / 41'-0" (41.00')  
TOP OF ROOF & GUARDRAIL

T.O. ROOF DECK  
ELEV. 264.44' / 36'-10" (36.84')

10.08' A.F.F. TOP PLATE

THIRD FLOOR / FINISHED FLOOR  
ELEV 251.44' / 23'-10" (23.84')  
10.08' A.F.F. TOP PLATE

SECOND FLOOR / FINISHED FLOOR  
ELEV 240.02' / 12'-5" (12.42')  
11.08' A.F.F. TOP PLATE

FIRST FLOOR / FINISHED FLOOR  
ELEV 227.6' (0.00')

ELEV  
227.4'  
EXISTING

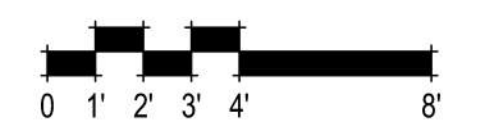
ELEV  
227.8'  
EXISTING

AVERAGE  
FINISH  
GRADE  
ELEV 227.6'

PROJECT AVERAGE FINISH GRADE: 227.6'  
LOS ALTOS MUNICIPAL CODE 14.66.230  
VERTICAL DIMENSION MEASURED FROM  
HIGHEST AVERAGE FINISH GRADE TO TOP OF ROOF DECK

AVERAGE GRADE FOR THIS ELEVATION: 227.6'

FOR MORE SPECIFIC COLOR AND MATERIAL  
INFORMATION, SEE SHEET A17



SOUTH EXTERIOR ELEVATION  
A08

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PERSPECTIVE LOOKING NORTH FROM DOLORES AVE.



PERSPECTIVE LOOKING NORTHWEST FROM MIRAMONTE AVE.



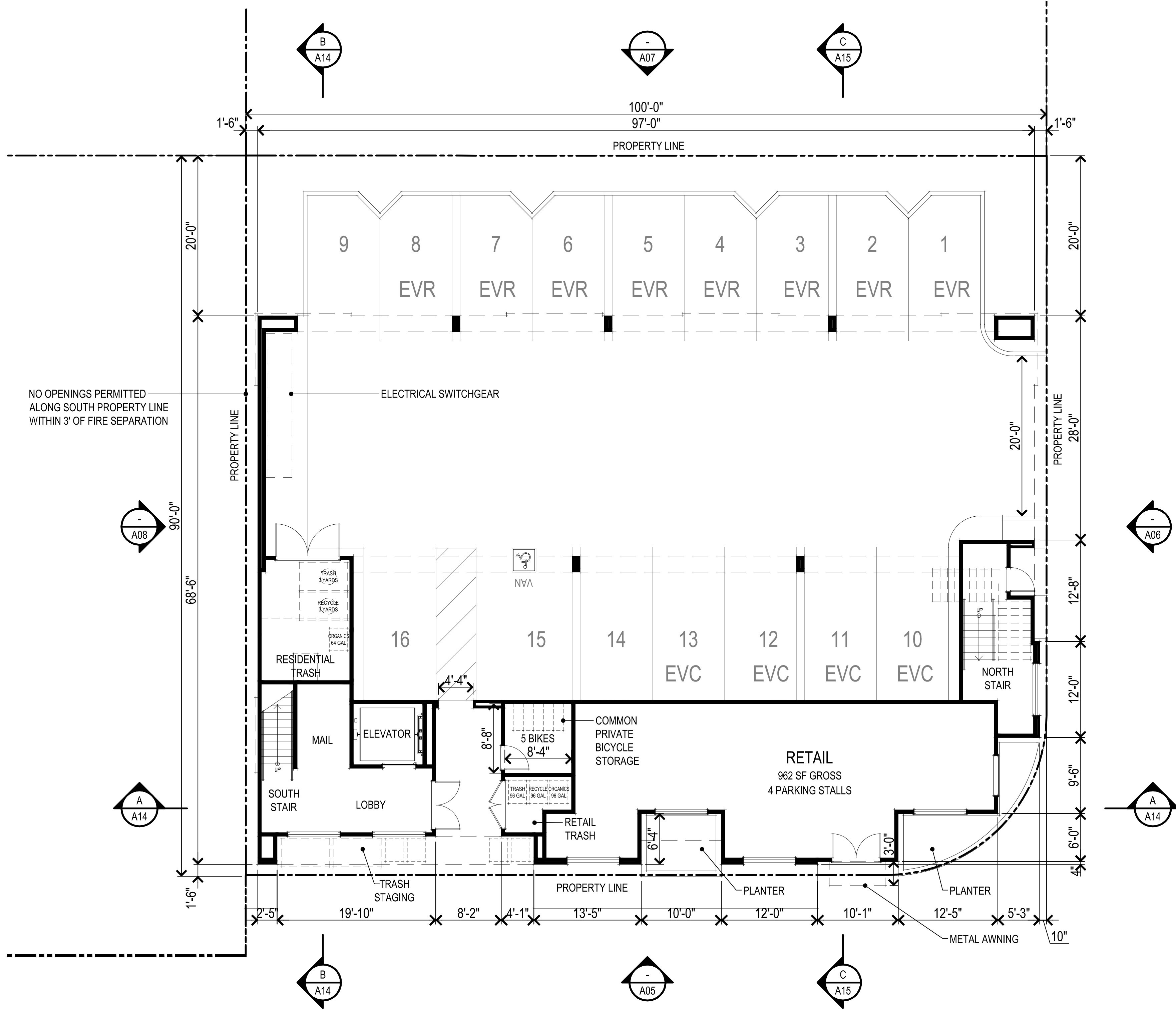
PERSPECTIVE LOOKING SOUTHWEST FROM MIRAMONTE AVE.



PERSPECTIVE LOOKING SOUTHEAST FROM LORAIN AVE.

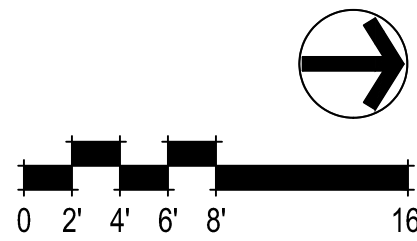
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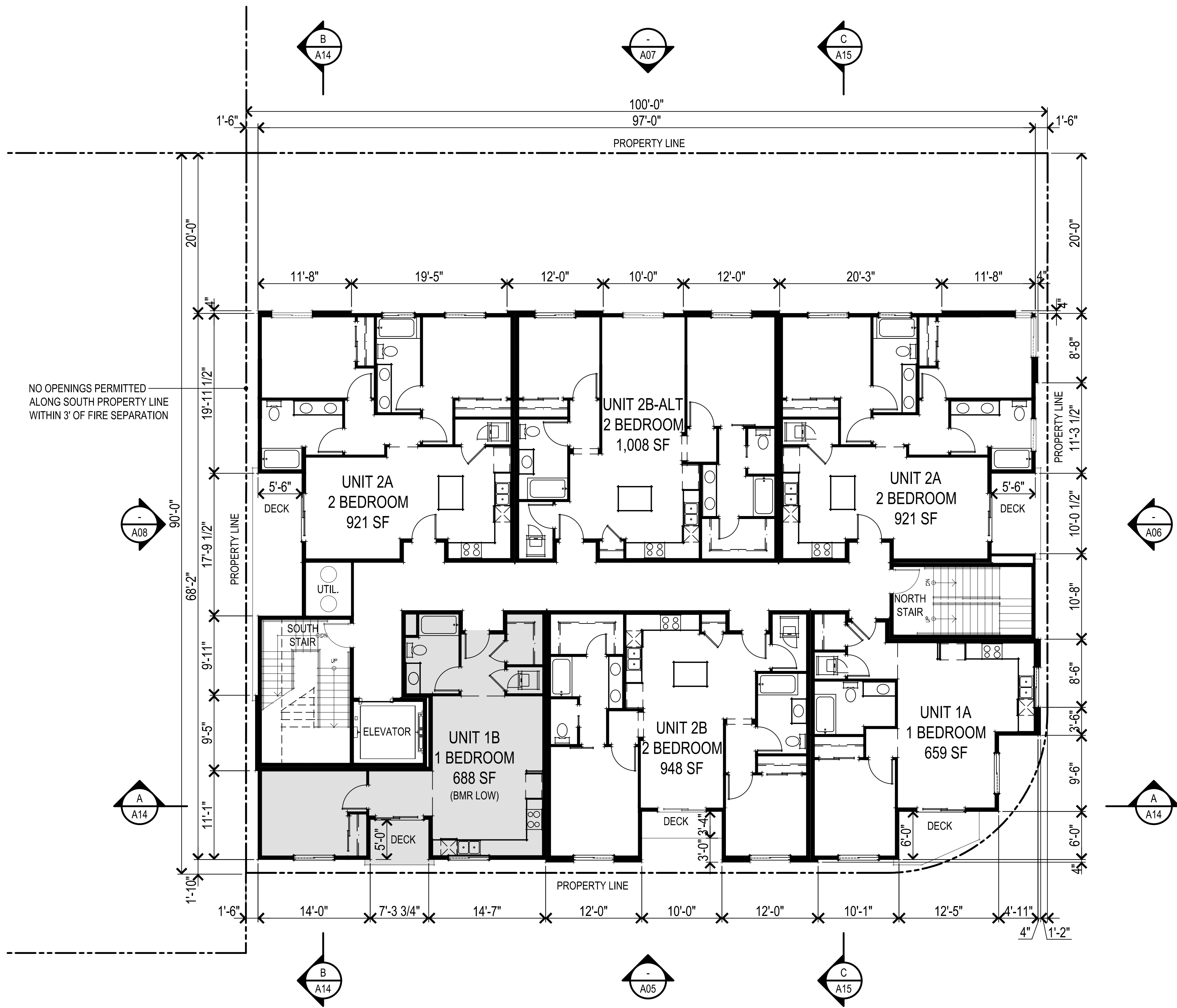


FIRST FLOOR PLAN  
A10

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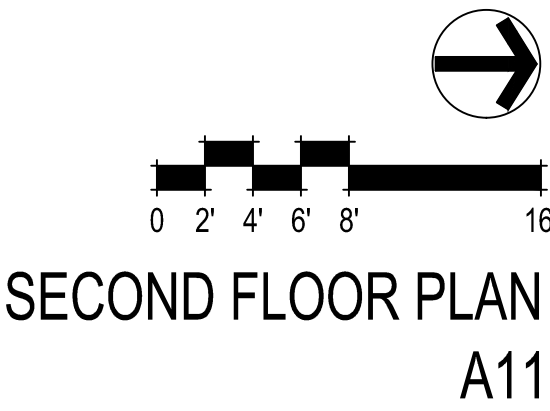




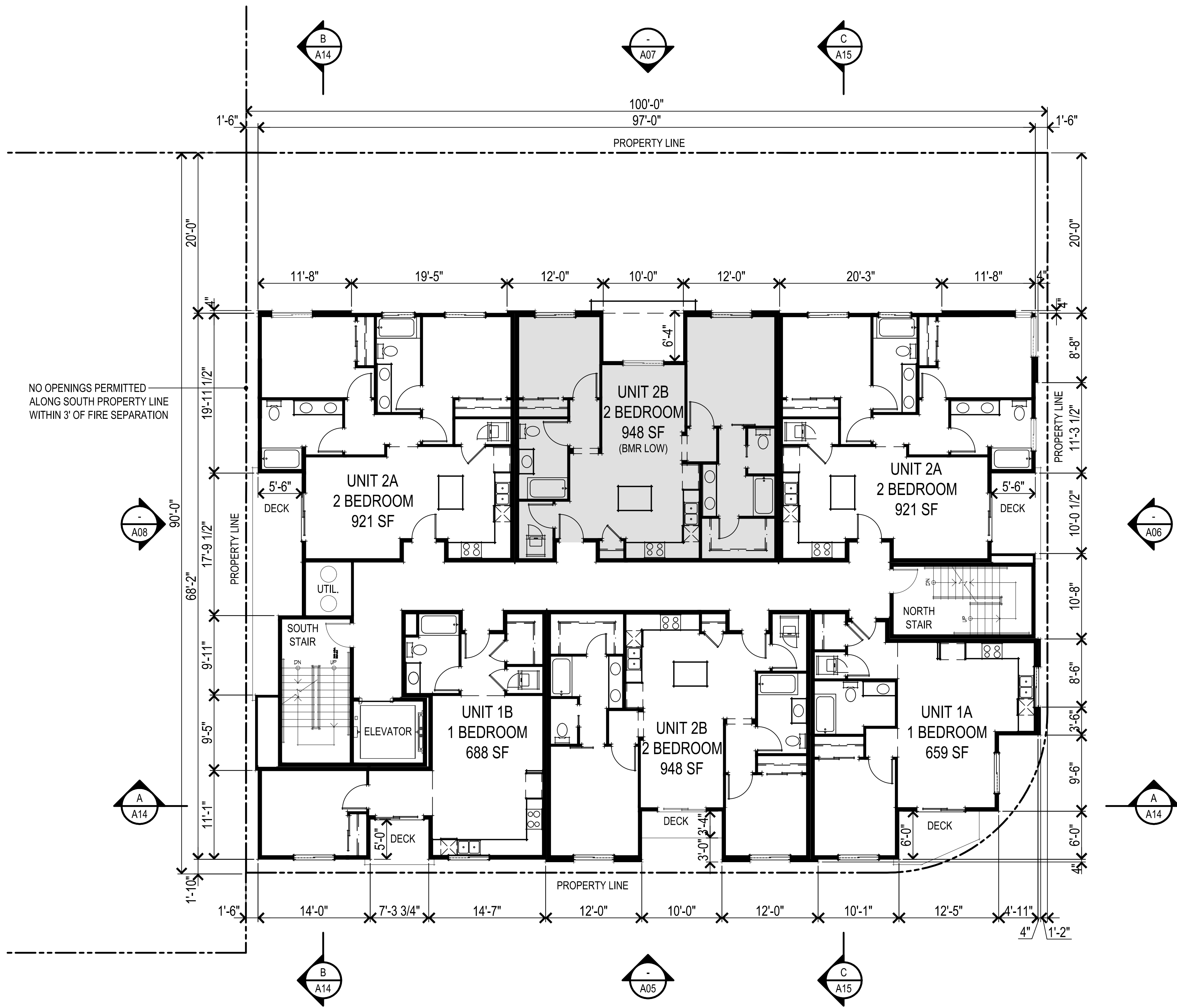


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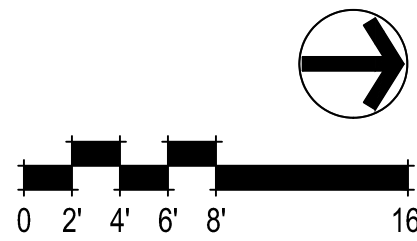






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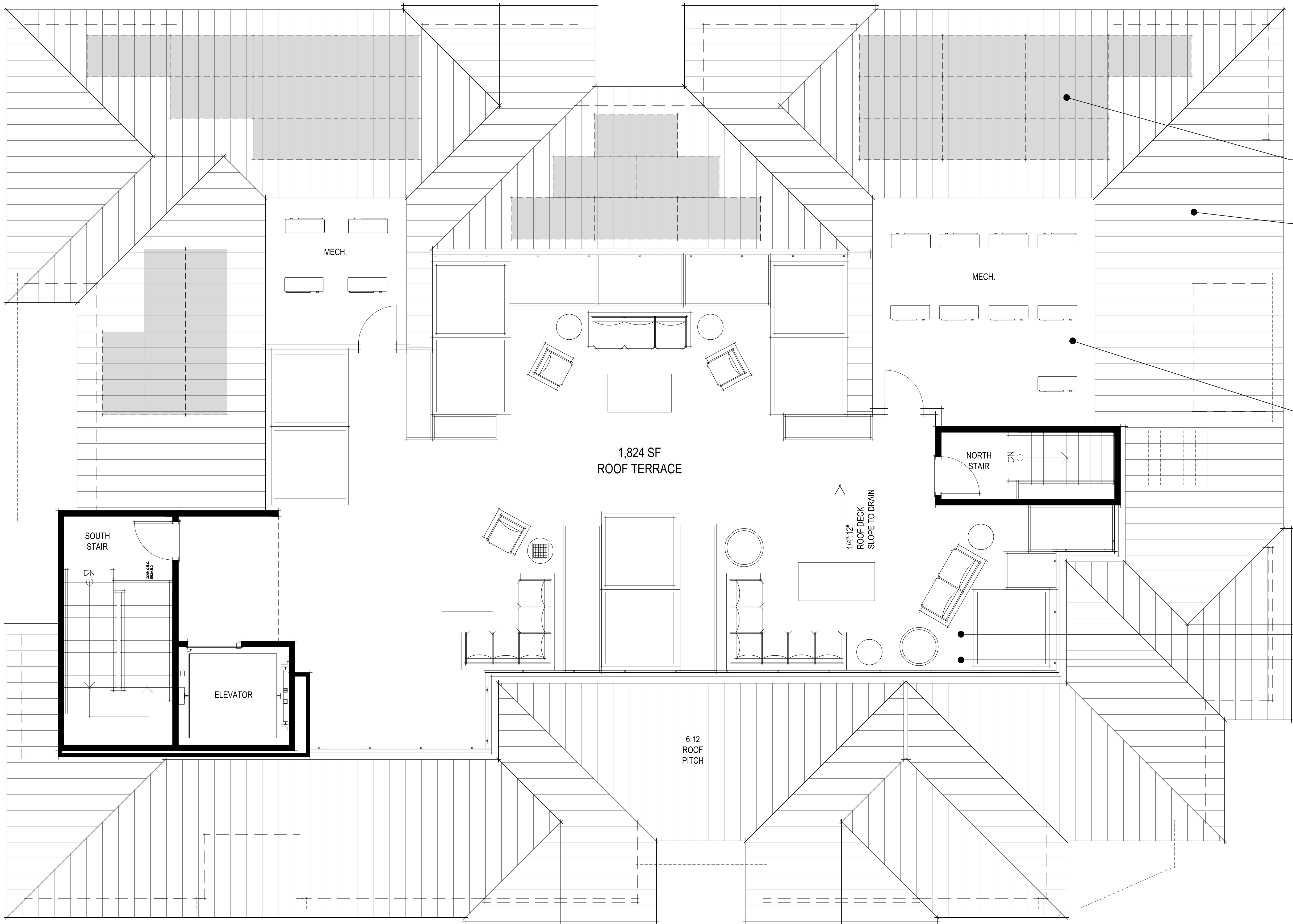


THIRD FLOOR PLAN  
A12

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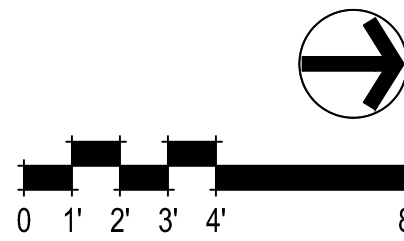


634 SF  
SOLAR PANEL AREA  
SHOWN HATCHED WITH OUTLINES OF  
78" x 39" COMMERCIAL PV PANELS

4,132 SF ROOF AREA  
80 SF MINIMUM SOLAR AREA FOR ROOF < 10,000 SF  
15% TOTAL ROOF AREA FOR SOLAR PER 2022 CEnC 110.10.1.B  
4,132 x .15% =  
**620 SF REQUIRED**  
**634 SF PROVIDED**

PASSIVE MECHANICAL UTILITY AREA  
(MAINTENANCE ONLY), TYPICAL OF 2

ACTIVE ROOF TERRACE AREA  
FOR RESIDENTIAL USE  
PEDESTAL ROOF TERRACE IS LEVEL  
AND ACCESSIBLE ABOVE ROOF DECK  
36'-11" ELEV.

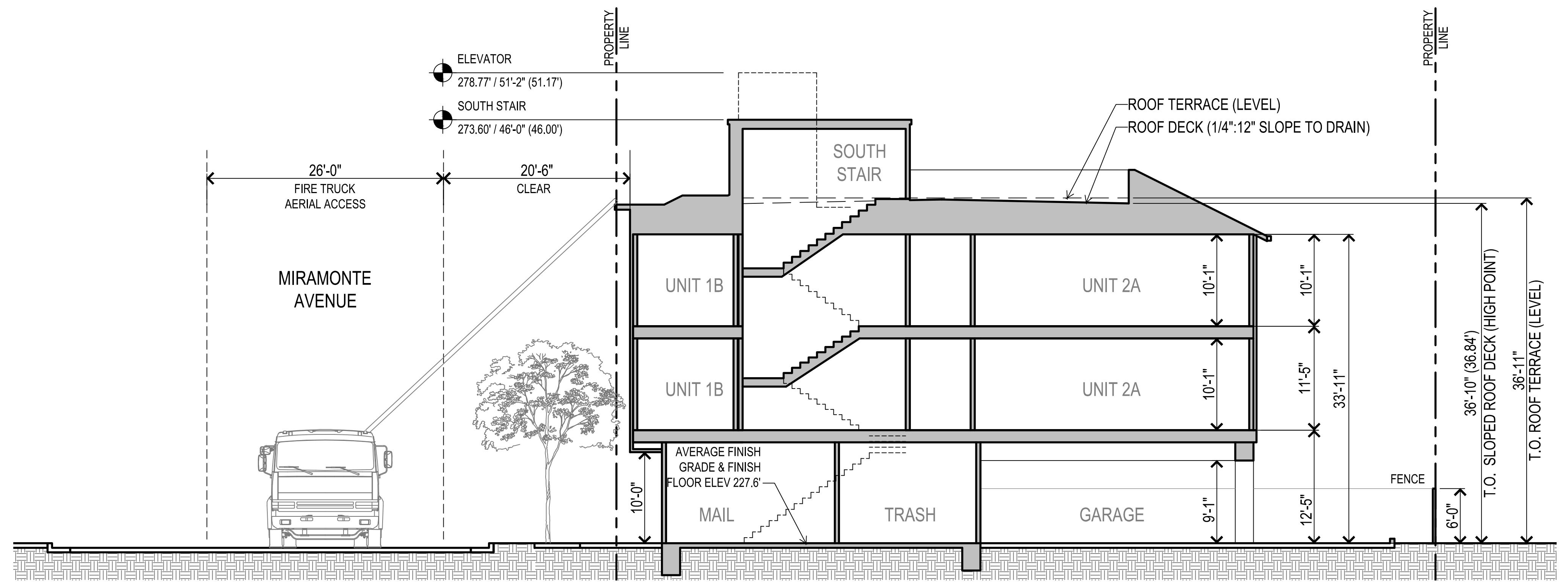


ROOF PLAN  
A13

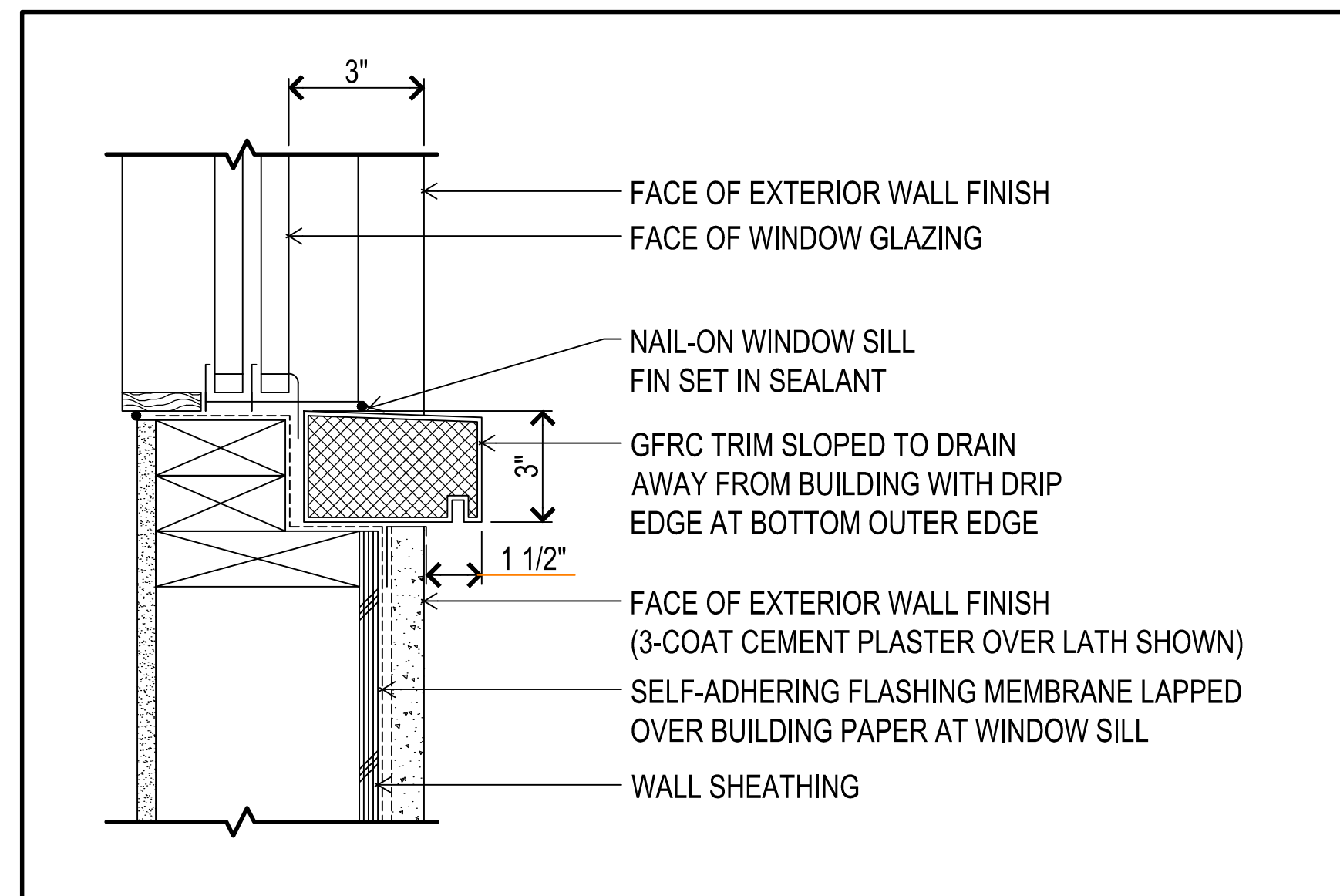
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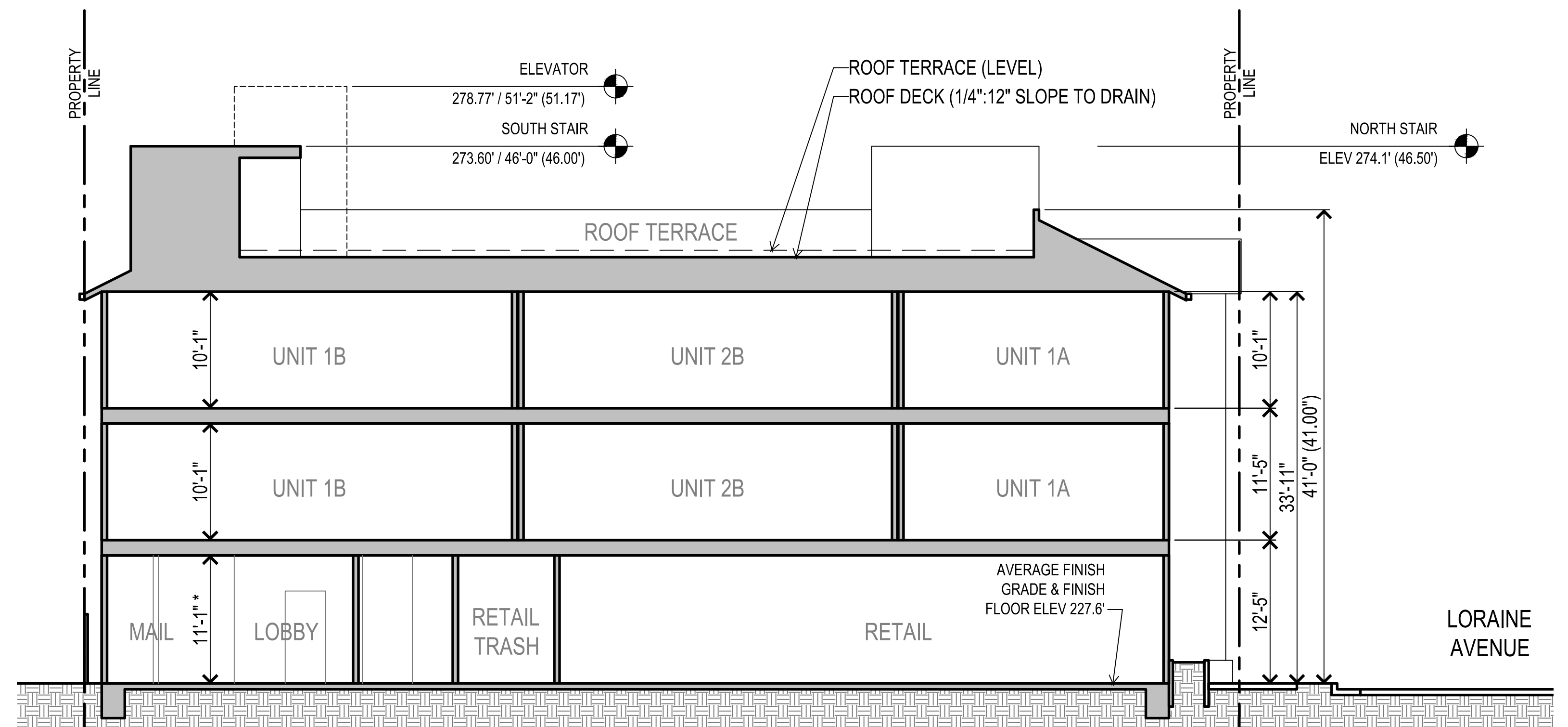




SECTION B



WINDOW JAMB AND SILL DETAIL  
SCALE: 3" = 1'-0"

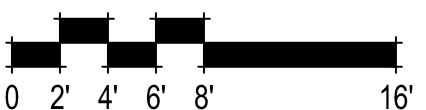


\* LAMC 14.40.150.C.3 - GROUND FLOOR MUST BE 12 INCHES TALLER THAN TYPICAL UPPER FLOOR-TO-FLOOR CEILING

SECTION A

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BUILDING SECTIONS  
A14

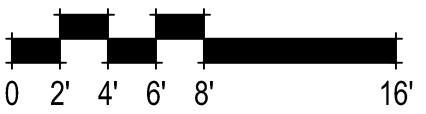
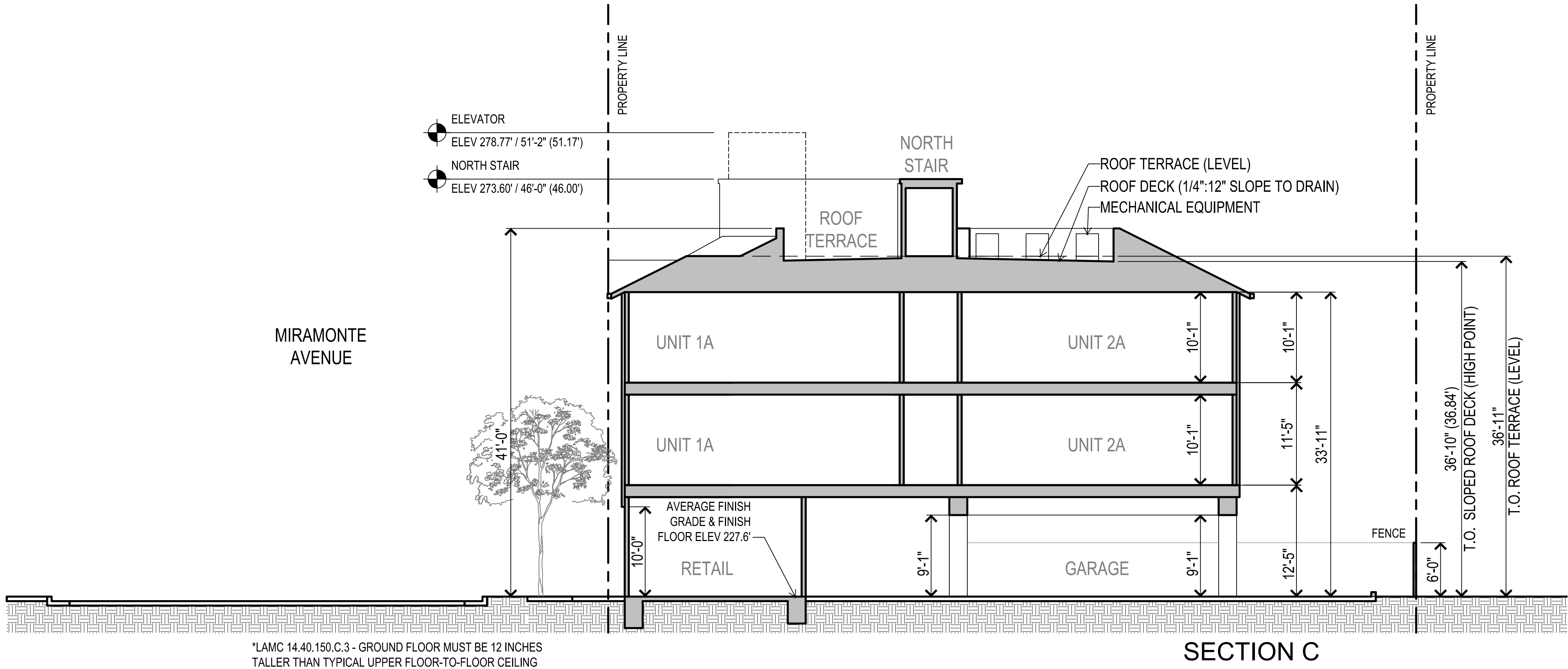
SDG Architects, Inc.  
3361 Walnut Blvd. Suite 120  
Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





366.016 996 Loraine Avenue  
Los Altos, CA  
December 6, 2024

996 LORAIN LLC



BUILDING SECTIONS  
A15

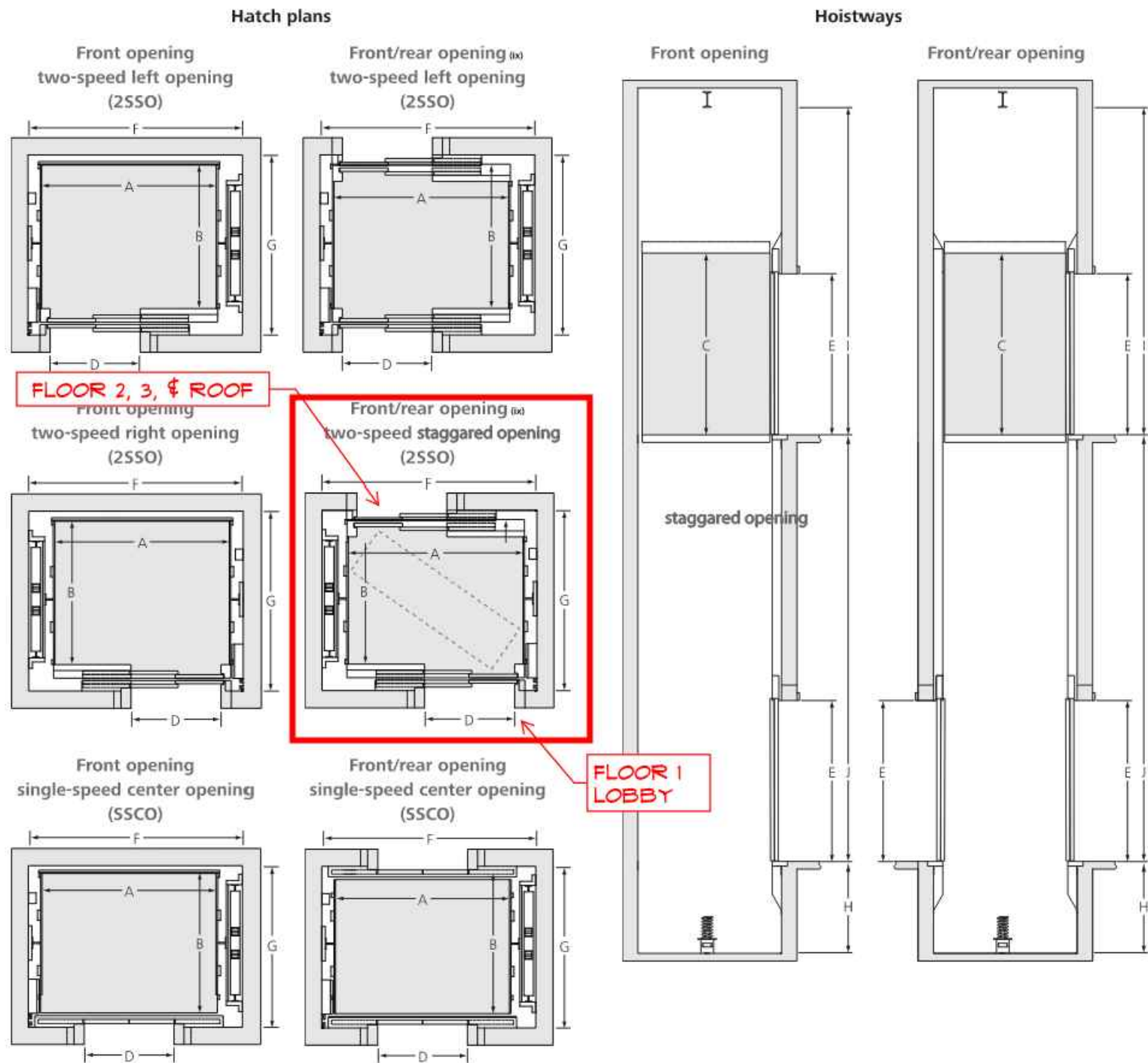
SDG Architects, Inc.  
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## Schindler 3300 MRL Traction Elevator General Purpose

Standard Speeds: 100, 150 fpm (0.5, 0.75 m/s) 16 Openings max  
Travel: Up to 98'-5" (30.0 m)



2 | Schindler 3300 MRL Layout Data

### Machine room-less traction elevator with frequency-controlled drive

Capacity 2100 – 3500 lbs, 13 – 21 passengers

| Capacity<br>lbs<br>(kg) | Passengers<br>max. | Speed<br>fpm<br>(m/s) | Number<br>of stops<br>max. | Available<br>entrances<br>max. | Car<br>(Inside)                                                 | Door                                               | Entrance<br>type              | Shaft<br>(Inside)                                                        | Travel<br>height<br>max.          |
|-------------------------|--------------------|-----------------------|----------------------------|--------------------------------|-----------------------------------------------------------------|----------------------------------------------------|-------------------------------|--------------------------------------------------------------------------|-----------------------------------|
|                         |                    |                       |                            |                                | A<br>in<br>(mm)<br>B<br>in<br>(mm)<br>C<br>in<br>(mm)           | Door<br>type<br>D<br>in<br>(mm)<br>E<br>in<br>(mm) |                               | F<br>in<br>(mm)<br>G<br>in<br>(mm)<br>H<br>in<br>(mm)<br>I<br>in<br>(mm) | J<br>in<br>(mm) /<br>FPM<br>(m/s) |
| 2100<br>(950)           | 13                 | 100/150<br>(.5/.75)   | 10                         | 15                             | 5'-9 5/16"<br>(1761)<br>4'-4 7/8"<br>(1343)<br>7'-9"<br>(2366)  | 2SSO<br>(915)<br>7"<br>(2134)                      | Front<br>or<br>Front/<br>rear | 7'-4 1/8"<br>(2235)<br>5'-9"<br>(1755)<br>5'-0"<br>(1524)                | 98'-5"<br>(30.0) / 150 (75)       |
| 2500<br>(1135)          | 15                 | 100/150<br>(.5/.75)   | 10                         | 15                             | 6'-9 5/16"<br>(2066)<br>4'-4 7/8"<br>(1343)<br>7'-9"<br>(2366)  | 2SSO/<br>SSCO<br>(1067)<br>7"<br>(2134)            | Front<br>or<br>Front/<br>rear | 8'-4 1/8"<br>(2540)<br>5'-9"<br>(1755)<br>5'-0"<br>(1524)                |                                   |
| 3000<br>(1360)          | 18                 | 100/150<br>(.5/.75)   | 10                         | 15                             | 6'-9 5/16"<br>(2066)<br>4'-10 7/8"<br>(1495)<br>7'-9"<br>(2366) | 2SSO/<br>SSCO<br>(1067)<br>7"<br>(2134)            | Front<br>or<br>Front/<br>rear | 8'-4 1/8"<br>(2540)<br>6'-3"<br>(1905)<br>5'-0"<br>(1524)                |                                   |
| 3500<br>(1590)          | 21                 | 100/150<br>(.5/.75)   | 10                         | 15                             | 6'-9 5/16"<br>(2066)<br>5'-6 7/8"<br>(1699)<br>7'-9"<br>(2366)  | 2SSO/<br>SSCO<br>(1067)<br>7"<br>(2134)            | Front<br>or<br>Front/<br>rear | 8'-4 1/8"<br>(2540)<br>6'-11 1/16"<br>(1966)<br>5'-0"<br>(1524)          |                                   |

#### Notes:

- All dimensions are for information only and cannot be used for construction purposes without Schindler confirmation.
- (i) 2SSO doors available with right or left opening.
- (ii) Duplex operation available.
- (iii) Areas in seismic zone 2 or greater may require up to 3 1/2" more hoistway width. Please contact your Schindler Sales Representative for details and options.
- (iv) Clear overhead is defined from the lowest point below any obstruction such as: hoist beam(s), building beams, or roof structure to floor of top landing. For jurisdictions following ASME A17.1 code prior to 2009, please add 1 additional inch of overhead at 150 FPM.
- (v) Where permitted by code, no control closet is required. A 3-phase disconnect must be located in both the hoistway overhead and a location in the building outside of the hoistway. 110v disconnect should be located outside of hoistway. Disconnects are not required to be an elevator-dedicated space. Please confirm with local requirements.
- (vi) Travel height max. varies depending on speed (FPM) and capacity (lbs).
- (vii) Schindler recommends 6'-6" (2500 – 3500 lbs) and 7'-6" (2100 lbs), providing additional hoistway tolerances.
- (viii) Please contact your Schindler Sales Representative for options less than 5'-0".
- (ix) Please contact your Schindler Sales Representative for additional hatch options such as diagonal entrances.
- (x) Shaft dimensions depend on if there are front or front/rear entrances.

For jurisdictions following ASME A17.1 code prior to 2009, please add 1 additional inch of overhead at 150 FPM.

Schindler 3300 MRL Layout Data | 3

## Schindler Low-Rise MRL Traction Elevators Meet IBC Stretcher Requirements

Schindler 3100, 3300 and 3300 XL elevators can accommodate ambulance stretchers.



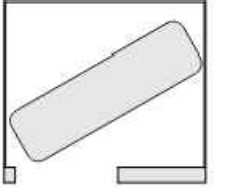
Schindler's spacious machine room-less (MRL) elevators deliver high passenger comfort in low- and mid-rise buildings. They are designed to be larger than the average MRL car, ensuring a safe and efficient exit for passengers in the event of a medical emergency.

The latest International Building Code (IBC) states that buildings with four or more stories must have at least one elevator that is capable of accommodating an ambulance stretcher and providing fire department emergency access. In most jurisdictions, these stretchers measure 24" x 84" (610mm x 2134mm) when fully reclined, with radius corners of no less than 5". (Florida building code requires elevators to accommodate stretchers of 76".)

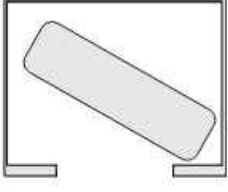
Schindler 3100, 3300 and 3300 XL elevator systems are in full compliance with IBC guidelines (2009 and later). The following chart and diagrams show the compliant configurations with entrances of at least 42". Please check with your sales representative for local requirements.

### Ambulance Stretcher Configurations

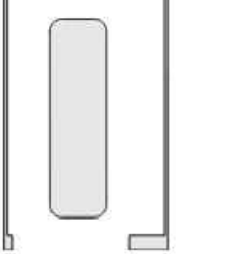
GP Front Side Opening



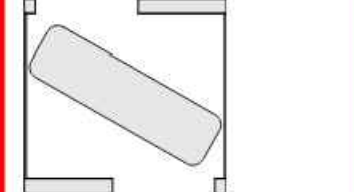
GP Front Center Opening



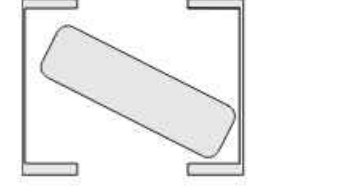
HS Front Side Opening



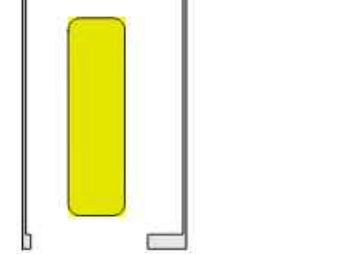
GP Front/Rear Staggered Opening



GP Front/Rear Center Opening



HS Front/Rear Side Opening



| Capacity    | Opening Side | Door Opening | Door Width | IBC Stretcher (84") | FL Stretcher (76") |
|-------------|--------------|--------------|------------|---------------------|--------------------|
| 2,500 lb*   | Front        | Side         | 42"        | –                   | ✓                  |
| 2,500 lb*   | Front/Rear   | Staggered    | 42"        | ✓                   | ✓                  |
| 3,000 lb    | Front        | Side         | 42"        | ✓                   | ✓                  |
| 3,000 lb    | Front/Rear   | Staggered    | 42"        | ✓                   | ✓                  |
| 3,500 lb    | Front        | Side         | 42"        | ✓                   | ✓                  |
| 3,500 lb    | Front/Rear   | Staggered    | 42"        | ✓                   | ✓                  |
| 3,500 lb    | Front        | Center       | 42"        | –                   | ✓                  |
| 4,000 lb GP | Front        | Center       | 48"        | ✓                   | ✓                  |
| 4,000 lb GP | Front/Rear   | Center       | 48"        | ✓                   | ✓                  |
| 4,000 lb HS | Front        | Side         | 48"        | ✓                   | ✓                  |
| 4,000 lb HS | Front/Rear   | Side         | 48"        | ✓                   | ✓                  |
| 4,500 lb HS | Front        | Side         | 48"        | ✓                   | ✓                  |
| 4,500 lb HS | Front/Rear   | Side         | 48"        | ✓                   | ✓                  |
| 5,000 lb HS | Front        | Side         | 48"        | ✓                   | ✓                  |
| 5,000 lb HS | Front/Rear   | Side         | 48"        | ✓                   | ✓                  |

\*Stretcher may need to be raised or lowered to clear handrails



Schindler

us.schindler.com

Schindler Passenger Elevators





COLOR SCHEME

**1 BODY 1**  
PLASTER & TRIM  
SW 6385 Dover White 261-C2

**2 BODY 2**  
PLASTER & TRIM  
SW 7548 Portico 284-C3

**3 FASCIA & ACCENT**  
FASCIA, RAILING, & BALCONIES  
SW 2848 Roycroft Pewter 314

**4 BODY 4**  
PLASTER & TRIM  
SW 2840 Hammered Silver 313

**5 WOOD SIDING**  
HORINZONTAL STAINED WOOD SIDING

**6 METAL ROOFING**  
METAL ROOFING AND VERTICAL METAL SIDING

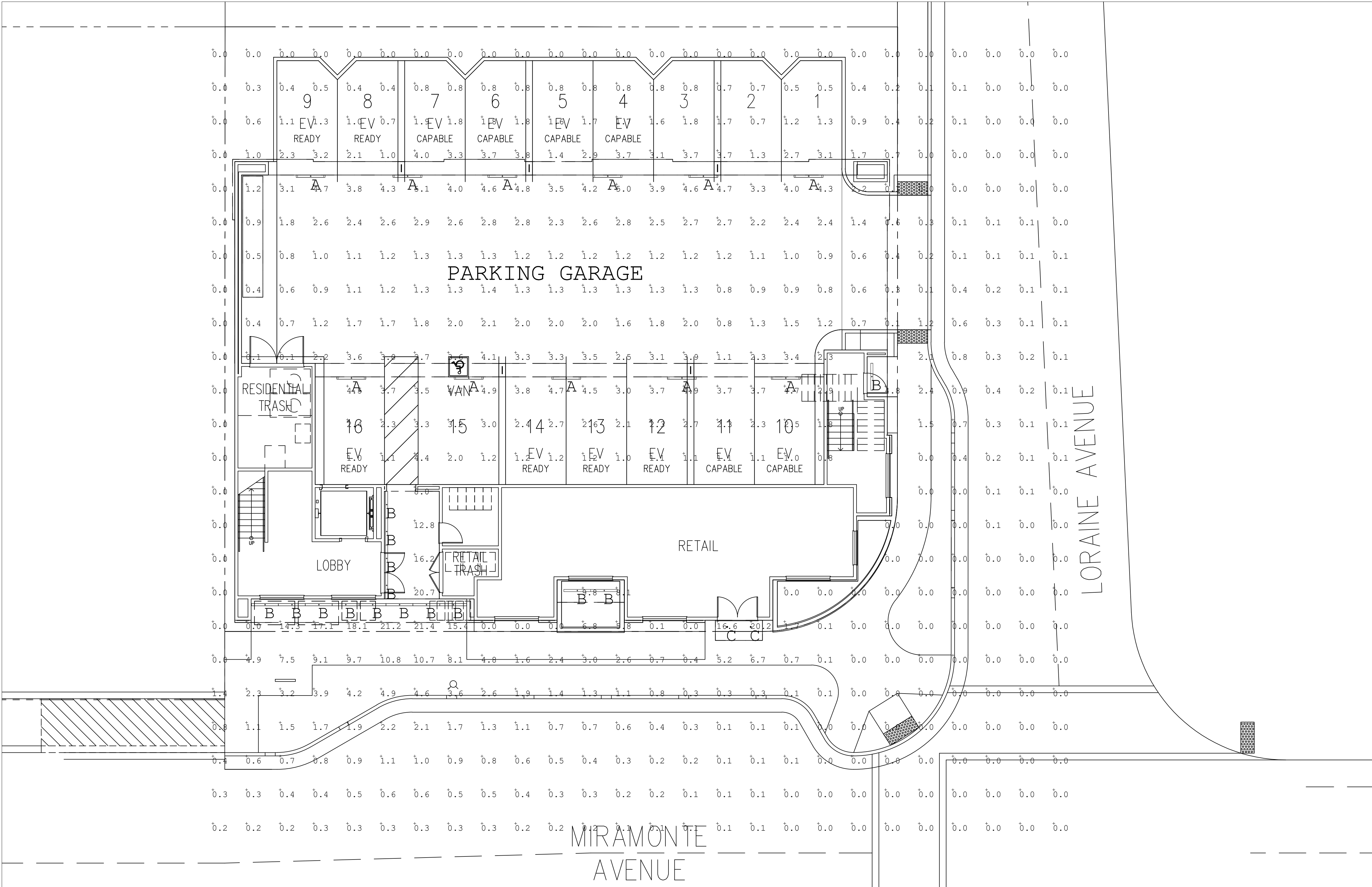
**7 STONE**

**8 TILE**

**9 TRIM AT STONE**  
GRFC TRIM

**10 WINDOWS & STOREFRONT**  
DARK BRONZE ANONDIZED FINISH





SCALE: 1" = 8'-0"

PLAN VIEW

| Luminaire Schedule                                          |             |       |             |              |                                       |         |         |             |            |            |
|-------------------------------------------------------------|-------------|-------|-------------|--------------|---------------------------------------|---------|---------|-------------|------------|------------|
| Symbol                                                      | Qty         | Label | Arrangement | Mounting Ht. | Description                           | UDF     | LLF     | Lum. Lumens | Lum. Watts | Tot. Watts |
|                                                             | 11          | A     | Single      | 10.5         | FINELITE HP-4-WM-WL-D-4ft-S-840-F     | 1.032*  | 0.877   | 1415        | 14.4       | 158.4      |
|                                                             | 15          | B     | Single      | 11           | FINELITE HP-4-R-4ft-B-840             | 1.032*  | 0.877   | 1918        | 18.4       | 276        |
|                                                             | 2           | C     | Single      | 10           | LUCIFER A2RS-80CRI-1000LM-4000K-35DEG | 1.240** | 1.054   | 693         | 12         | 24         |
| * UDF FACTOR PRORATED TO SIMULATE 4000K CCT OPTION          |             |       |             |              |                                       |         |         |             |            |            |
| ** UDF FACTOR PRORATED TO SIMULATE 80 CRI, 4000K CCT OPTION |             |       |             |              |                                       |         |         |             |            |            |
| Calculation Summary                                         |             |       |             |              |                                       |         |         |             |            |            |
| Label                                                       | CalcType    | Units | Avg         | Max          | Min                                   | Avg/Min | Max/Min |             |            |            |
| PARKING GARAGE                                              | Illuminance | Fc    | 2.14        | 5.1          | 0.1                                   | 21.40   | 51.00   |             |            |            |

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published mean lumen ratings by major lamp manufacturers; 0.80 LLD for pulse start metal halide; 0.90 LLD for high pressure sodium; 0.95 LLD for linear T8 and T5 fluorescent; 0.86 LLD for compact fluorescent and induction; 0.88 LLD for Cosmo and Elite lamps; 0.94 LLD for all LED sources. Unless otherwise noted - 0.90 luminaire dirt depreciation (LDD) is commonly applied. In cases where appropriate - ballast factor (BF) is applied. Additional user defnd factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accuracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT VERIFICATION

(ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, U.O.N.)

Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_  
Type: \_\_\_\_\_ Project: \_\_\_\_\_  
Drawing Info: \_\_\_\_\_

**BETTER LIGHTING**  
High Performance 4" Wet Location (HP-4 WL)

High Performance 4" Aperture Wet Location (HP-4 WL) Pendant (P), Recessed (R), Surface Mount (SM), and Wall Mount (WM) linear LED luminaires listed for wet location and IP65 and IK10 rated. HP-4 WL delivers uniform illumination with a clean linear aesthetic free of visible attachment hardware. 2', 3', 4', 6', 7', and 8' section lengths. Independent and continuous rows available.

**CROSS SECTIONS**

**GET MORE WITH TAILORED LIGHTING**  
• Tailored Length  
• Tailored Color  
• Tailored Output  
• Tailored Control

**INTEGRATED GORE® PROTECTIVE VENT**  

Protective vents are integrated at endcaps and joints to equalize pressure, reduce condensation and protect internal future components against water, salt, corrosive liquids and particulates.

**FINELITE®**  
Better Lighting  
High Performance 4" Aperture (HP-4) Recessed

High Performance 4" Aperture is a patented, linear LED luminaire family. HP-4 delivers excellent performance using an advanced optical design and mid-power LEDs. Achieving 90% of initial light output at 100,000+ hours and backed by a 10-year performance-based warranty on all standard components.

This product is enrolled in the International Living Future Institute (ILFI) Declare 2.0 Program and is third party verified with evidence achieving **Red List Approved** and **Red List Declared** status.

**CROSS SECTIONS**

**OPTIC OPTIONS**

**ALSO AVAILABLE IN**

**ATOMOS™2 ADJUSTABLE**  
A miniature downlight range offering impressive performance in an extremely small profile with a 2" aperture.

PROJECT NAME: \_\_\_\_\_ TYPE: \_\_\_\_\_

| TRIM | TRIM TYPE | RECYCLED | MEANS    | THROW | APPLIES TO | LANDSCAPE | CCT | SPICE | MATERIAL | SHIPS | EVIDENCE |
|------|-----------|----------|----------|-------|------------|-----------|-----|-------|----------|-------|----------|
| A2S  | 2" Round  | 50%      | Aluminum | 10'   | 10'        | 10'       | 10' | 10'   | 10'      | 10'   | 10'      |
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**PART NUMBER NOTES**  
• Trim ships as shown in the drawing.  
• Housing ships as e.g., PSC-404T-280A-PH\*  
• Remote driver ships as e.g., PSC-404T-280A-PH\*

Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_  
Type: \_\_\_\_\_ Project: \_\_\_\_\_  
Drawing Info: \_\_\_\_\_

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Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_  
Type: \_\_\_\_\_ Project: \_\_\_\_\_  
Drawing Info: \_\_\_\_\_

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**OPTIC OPTIONS**

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Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_  
Type: \_\_\_\_\_ Project: \_\_\_\_\_  
Drawing Info: \_\_\_\_\_

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**OPTIC OPTIONS**

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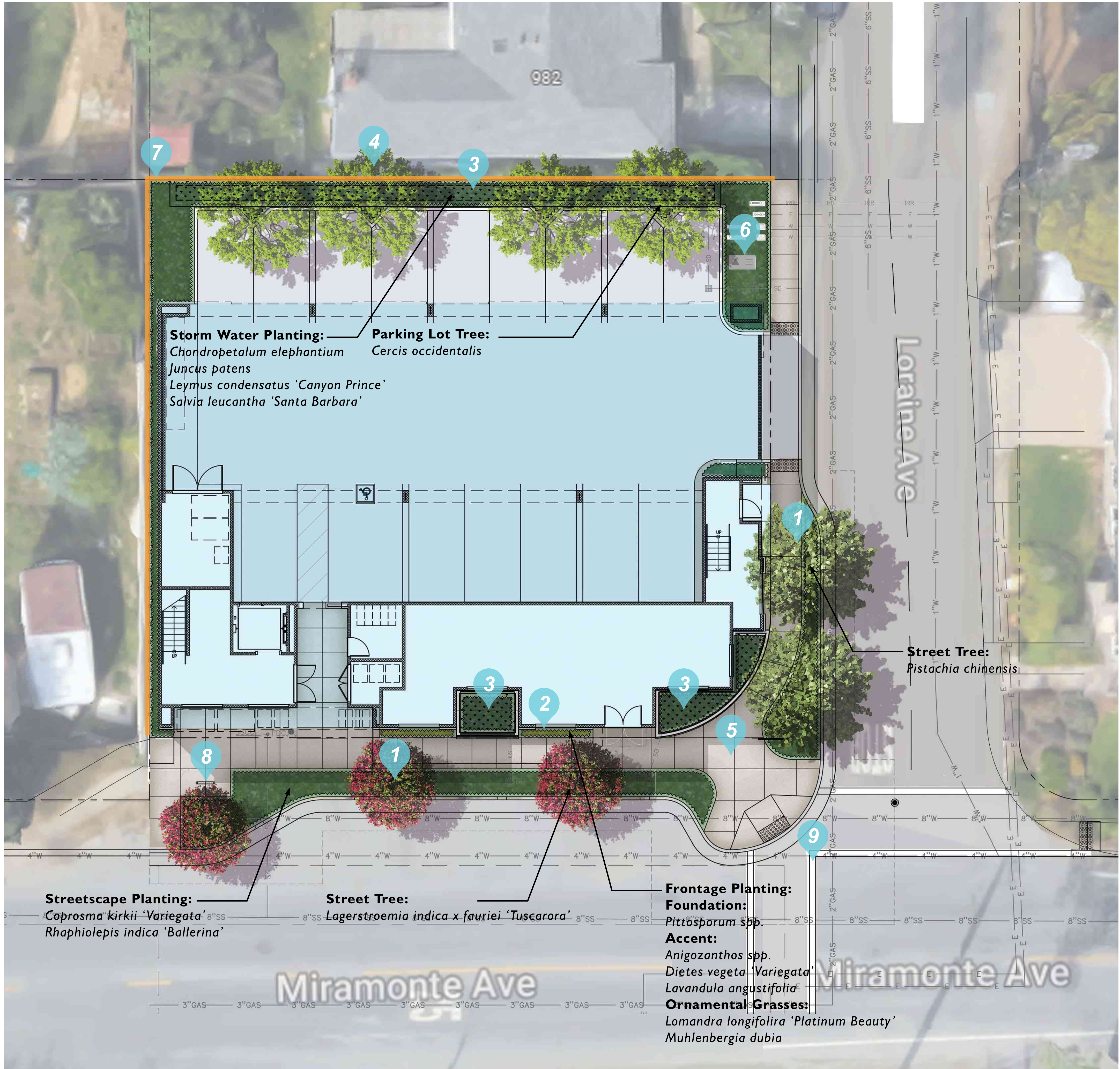
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• Remote driver ships as e.g., PSC-404T-280A-PH\*

PRELIMINARY - NOT FOR CONSTRUCTION  
NOT FOR QUOTING PURPOSES

Page 63 of 286





- 1 Street Tree per City Standards
- 2 Planting Along Frontage
- 3 Storm Water Planting
- 4 Trees in Silva Cell System
- 5 Sidewalk per City Standards
- 6 Utility Area, S.C.D.
- 7 6' Good Neighbor Fence
- 8 Bike Rack to comply with Loyola Corners Specific Plan
- 9 New Striping, S.C.D.



**SURFACE AREA CALCULATIONS**  
Ground Level:

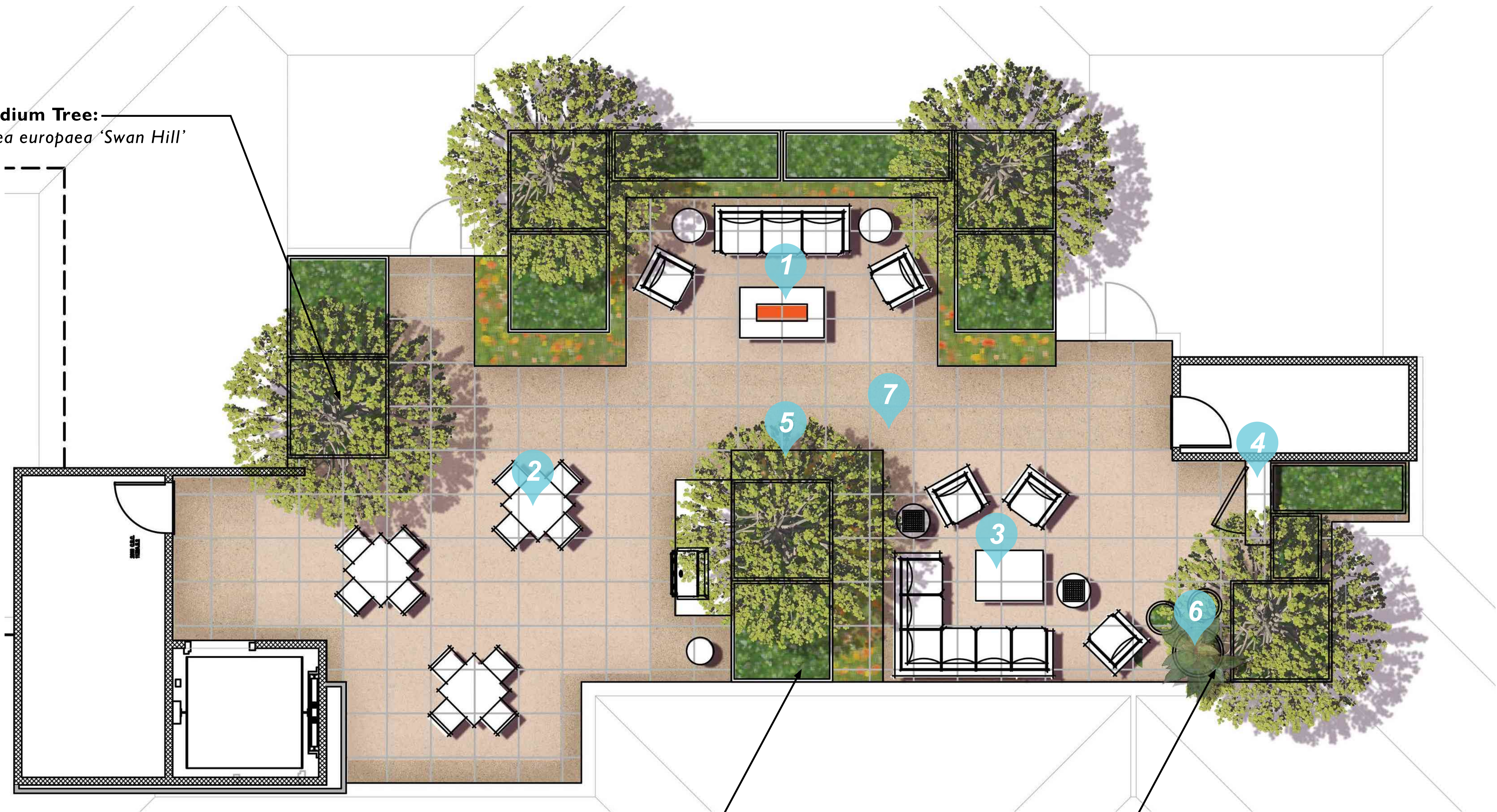
Onsite Planting: 1105 SF  
Onsite Hardscape: 5409 SF

Offsite Planting: 994 SF  
Offsite Hardscape: 1231 SF

**NOTE:**  
1. All proposed landscape plans shall be conditioned to comply with the City's Water Efficient Landscape Ordinance  
2. Special encroachment permit is required for bike rack installation within the public right-of-way



Podium Tree:  
*Olea europaea* 'Swan Hill'



**Layered Planting:**  
*Anigozanthos* spp.  
*Carex divulsa*  
*Dietes vegeta* 'Variegata'  
*Salvia leucantha* 'Santa Barbara'  
*Muhlenbergia dubia*  
*Pittosporum* spp.

**Pot Planting:**  
*Cordyline* spp.  
*Erigeron karvinskianus*  
*Ipomoea batatas*

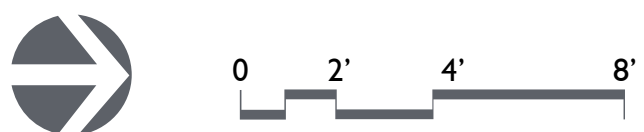
**SURFACE AREA CALCULATIONS**  
Podium Level:

Planting: 552 SF  
Hardscape: 1165 SF

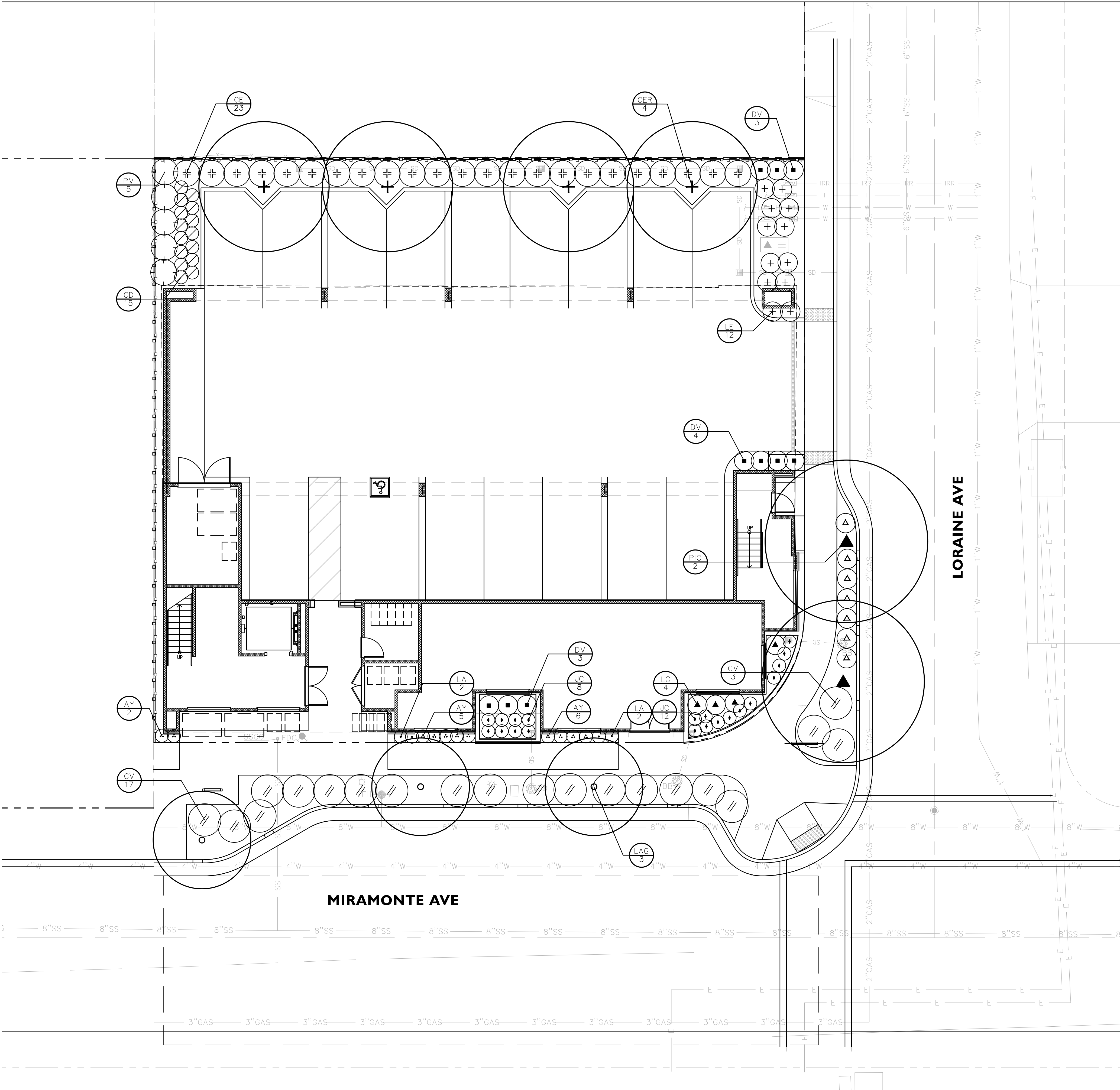
- 1 Fire Lounge w/ Electric Fire Pit
- 2 Outdoor Kitchen and Dining Zone
- 3 Game Zone
- 4 Community Library
- 5 Layered Planting
- 6 Decorative Pots
- 7 Pedestal Pavers



NOTE: All proposed landscape plans shall be conditioned to comply with the City's Water Efficient Landscape Ordinance



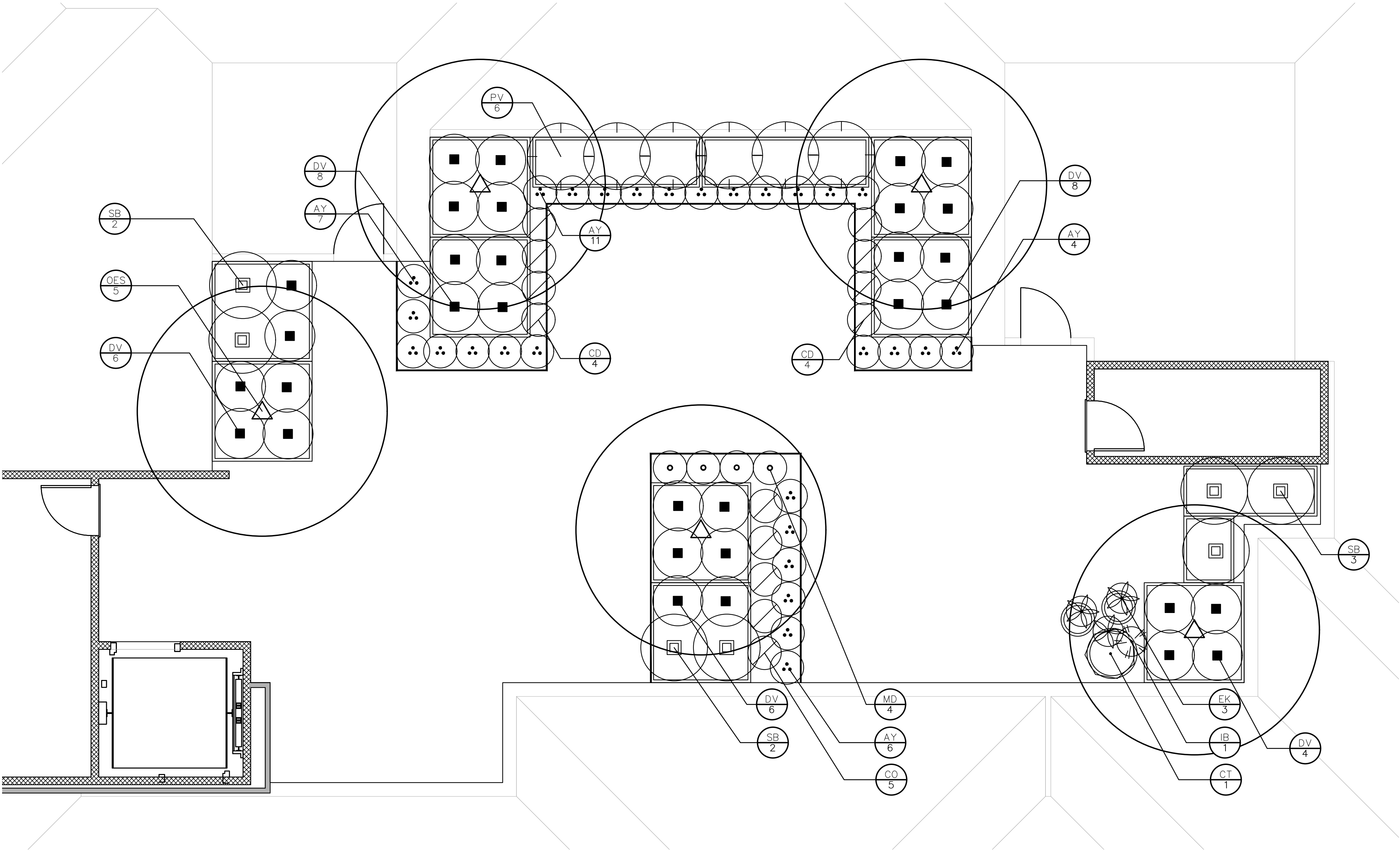




| PLANT SCHEDULE |                                            |                                 |                   |           |             |                     |
|----------------|--------------------------------------------|---------------------------------|-------------------|-----------|-------------|---------------------|
| TREES          | BOTANICAL NAME                             | COMMON NAME                     | SIZE              | WATER USE | GROWTH RATE | MATURE SIZE (H'XW') |
| CER            | CERCIS OCCIDENTALIS                        | WESTERN REDBUD                  | 24" BOX, STANDARD | L         | FAST        | 25'X25'             |
| LAG            | LAGERSTROEMIA INDICA X FAURIEI 'TUSCARORA' | TUSCARORA CRAPE MYRTLE          | 24" BOX, STANDARD | L         | FAST        | 15'X15'             |
| OES            | OLEA EUROPAEA 'SWAN HILL'                  | SWAN HILL OLIVE                 | 24" BOX MULTI     | VL        | SLOW        | 30'X30'             |
| PIC            | PISTACIA CHINENSIS                         | CHINESE PISTACHE MULTI--TRUNK   | 24" BOX STANDARD  | L         | FAST        | 30'X40'             |
| SHRUBS         | BOTANICAL NAME                             | COMMON NAME                     | SIZE              | WATER USE | GROWTH RATE | MATURE SIZE (H'XW') |
| AH             | ANIGOZANTHOS SPP.                          | KANGAROO PAW                    | 5 GAL             | L         | FAST        | 3'X3'               |
| CD             | CAREX DIVULSA                              | EUROPEAN GREY SEDGE             | 5 GAL             | L         | FAST        | 3'X3'               |
| CE             | CHONDROPETALUM ELEPHANTINUM                | LARGE CAPE RUSH                 | 5 GAL             | L         | FAST        | 5'X5'               |
| CV             | COPROSMA KIRKII 'VARIEGATA'                | CREEPING MIRROR PLANT           | 5 GAL             | L         | FAST        | 1'X6'               |
| CT             | CORDYLINE AUSTRALIS 'TORBAY DAZZLER'       | TORBAY DAZZLER GRASS PALM       | 5 GAL             | L         | FAST        | 3'X6'               |
| DV             | DIETES VEGETA 'VARIEGATA'                  | VARIEGATED AFRICAN IRIS         | 5 GAL             | L         | FAST        | 3'X3'               |
| EK             | ERIGERON KARVINSKIANUS                     | SANTA BARBARA DAISY             | 1 GAL             | L         | FAST        | 1'X3'               |
| IB             | IPOMOEA BATATAS                            | ORNAMENTAL SWEET POTATO         | 1 GAL             | M         | FAST        | 3'X3'               |
| JC             | JUNCUS PATENS 'CARMAN'S GREY'              | SPREADING RUSH                  | 5 GAL             | L         | FAST        | 2'X2'               |
| LA             | LAVANDULA ANGUSTIFOLIA                     | ENGLISH LAVENDER                | 5 GAL             | L         | FAST        | 2.5'X2.5'           |
| LC             | LEYMUS CONDENSATUS 'CANYON PRINCE'         | CANYON PRINCE GIANT WILD RYE    | 5 GAL             | L         | FAST        | 6'X6'               |
| LE             | LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'      | MAT RUSH                        | 5 GAL             | L         | FAST        | 3'X3'               |
| MD             | MUHLENBERGIA DUBIA                         | PINE MUHLY                      | 5 GAL             | L         | FAST        | 2'X2'               |
| PV             | PITTOSPORUM TOBIRA 'VARIEGATA'             | VARIEGATED JAPANESE PITTOSPORUM | 5 GAL             | L         | FAST        | 6'X6'               |
| RB             | RHAPHIOLEPIS INDICA 'BALLERINA'            | BALLERINA INDIAN HAWTHORN       | 5 GAL             | L         | FAST        | 3'X3'               |
| SB             | SALVIA LEUCANTHA 'SANTA BARBARA'           | SANTA BARBARA MEXICAN BUSH SAGE | 5 GAL             | L         | FAST        | 6'X6'               |

NOTE: All proposed landscape plans shall be conditioned to comply with the City's Water Efficient Landscape Ordinance





| PLANT SCHEDULE |                                            |                                 |                   |           |             |                     |
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| TREES          | BOTANICAL NAME                             | COMMON NAME                     | SIZE              | WATER USE | GROWTH RATE | MATURE SIZE (H'XW') |
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| LA             | LAVANDULA ANGUSTIFOLIA                     | ENGLISH LAVENDER                | 5 GAL             | L         | FAST        | 2.5'X2.5'           |
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NOTE: All proposed landscape plans shall be conditioned to comply with the City's Water Efficient Landscape Ordinance



TREES



Cercis occidentalis  
Western Redbud



Lagerstroemia indica  
Crape Myrtle



Olea e. 'Swan Hill'  
Swan Hill Olive

| PLANT SCHEDULE |                                            |                                 |                   |           |             |                     |
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| SB             | SALVIA LEUCANTHA 'SANTA BARBARA'           | SANTA BARBARA MEXICAN BUSH SAGE | 5 GAL             | L         | FAST        | 6'X6'               |

SHRUB AND GROUNDCOVERS



Anigozanthos spp.  
Kangaroo Paw



Carex divulsa  
Grey Sedge



Chondropetalum t.  
Cape Rush



Coprosma k. 'Variegata'  
Variegated Mirror Plant



Cordyline 'Renegade'  
Renegade Cordyline



Dietes g. 'Variegata'  
Variegated Fortnight Lily

Erigeron karvinskianus  
Mexican Fleabane



Muhlenbergia dubia  
Pine Muhly

Ipomea  
Potatooe Vine



Pittosporum spp.  
Pittosporum

Juncus patens  
Califonia Gray Rush



Rhaphiolepis i. 'Ballerina'  
Indian Hawthorn

Lavandula angustifolia  
Lavender



Salvia leucantha  
Santa Barbara Sage

Leymus condensatus  
Californica Wild Rye



Lomandra l. Platinum Beauty'  
Variegated Dwarf Mat Rush

PAVING



Standard Concrete



Concrete Pedestal Pavers

FENCING



Good Neighbor Wood Fence

POTS

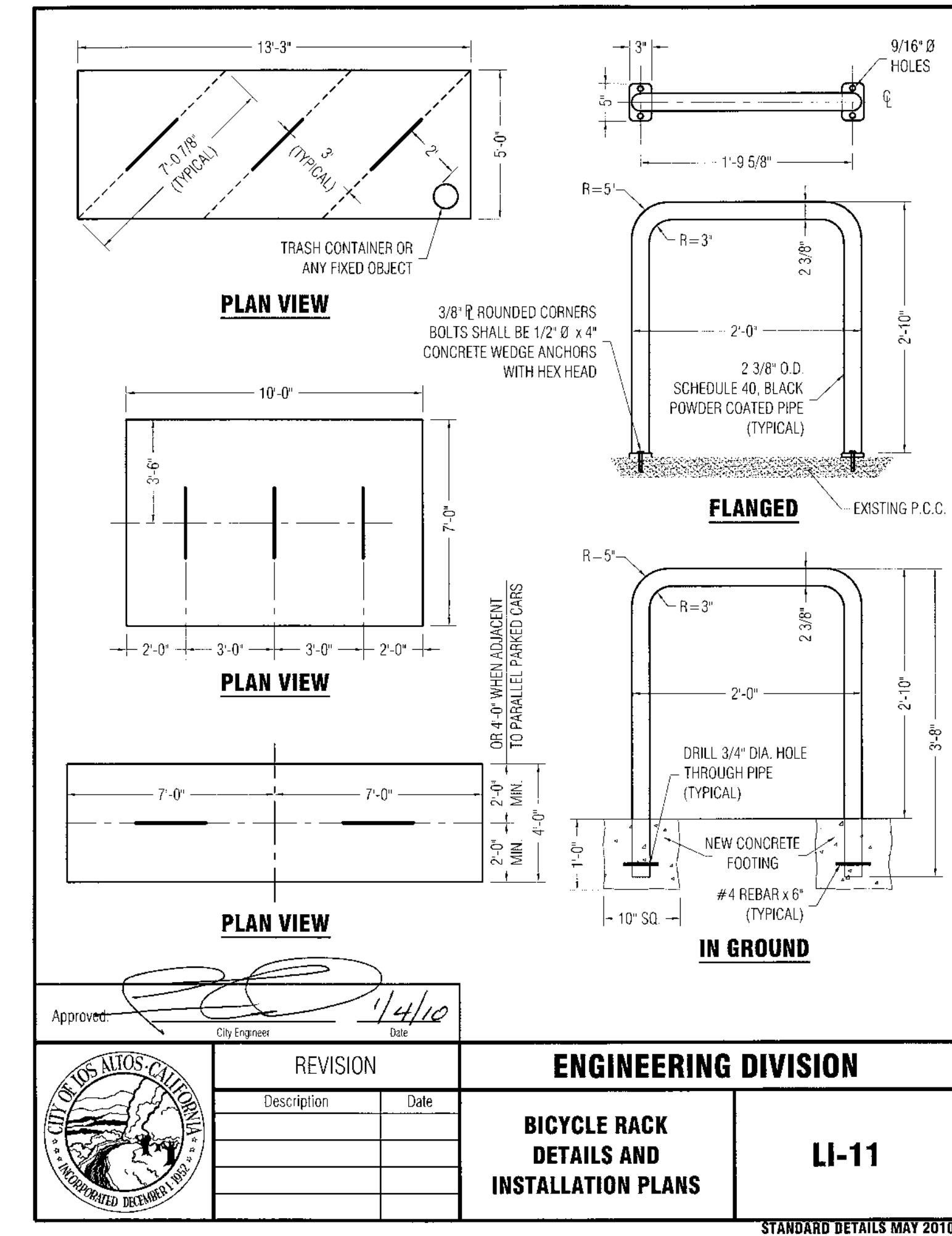


Fiberglass Pots



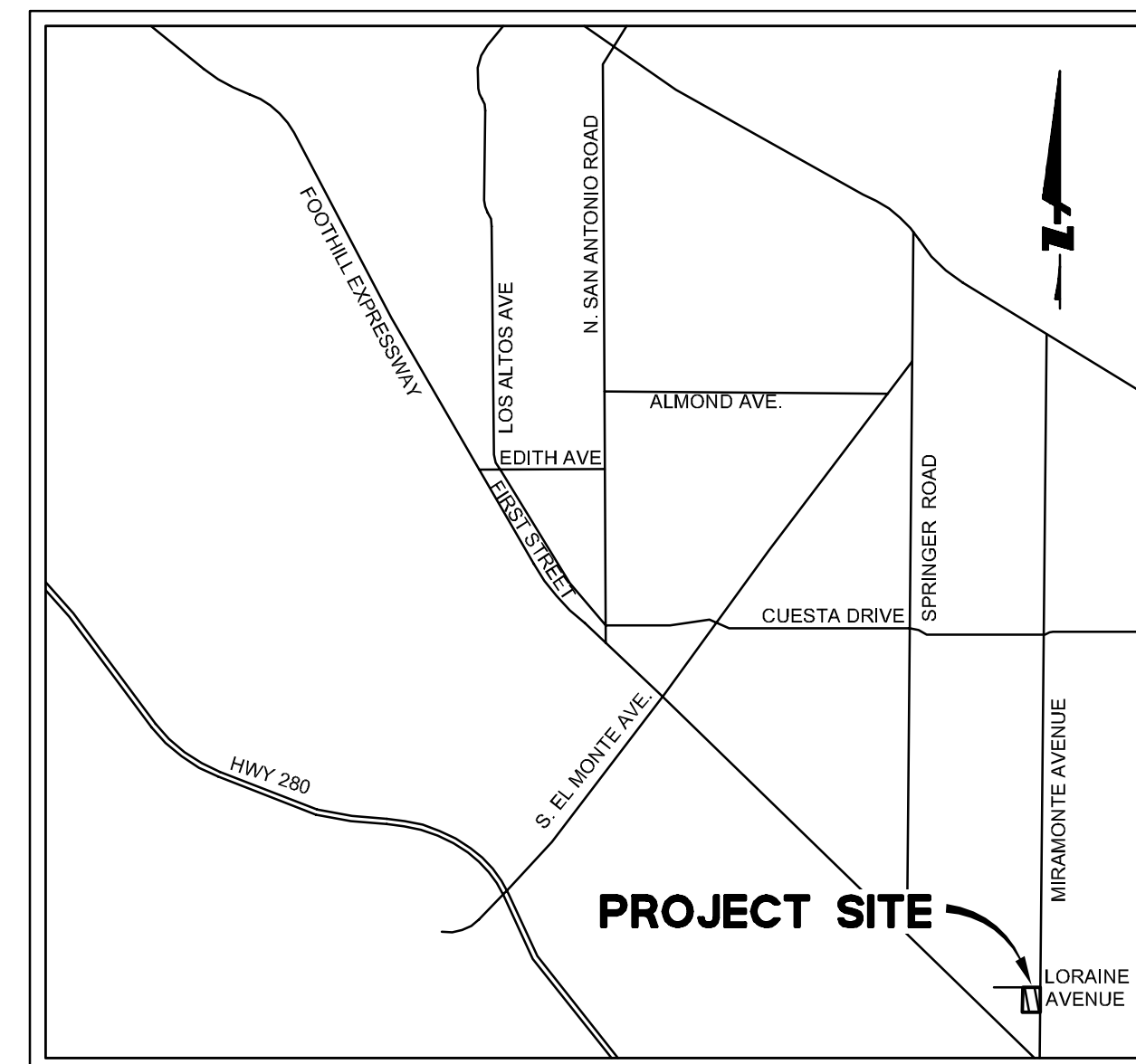
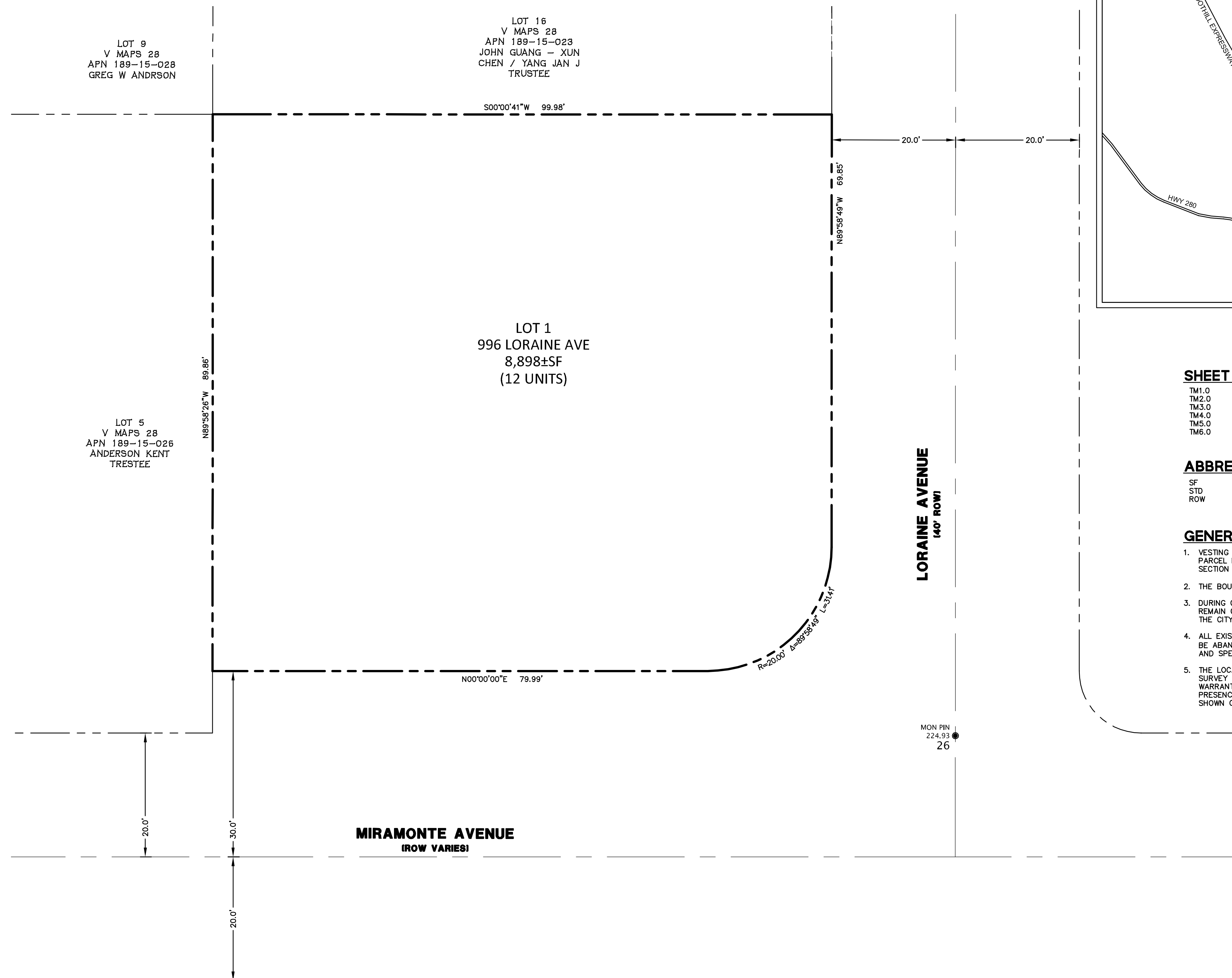
GFRC Concrete Pots

BIKE RACK DETAIL





# VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES



**VICINITY MAP**  
N.T.S.

## SHEET INDEX

|       |                                        |
|-------|----------------------------------------|
| TM1.0 | VESTING TENTATIVE MAP                  |
| TM2.0 | EXISTING CONDITIONS                    |
| TM3.0 | PRELIMINARY SITE PLAN                  |
| TM4.0 | GRADING & DRAINAGE PLAN                |
| TM5.0 | PRELIMINARY UTILITY PLAN               |
| TM6.0 | PRELIMINARY STORMWATER MANAGEMENT PLAN |

## **ABBREVIATIONS**

|     |              |
|-----|--------------|
| SF  | SQUARE FEET  |
| STD | STANDARD     |
| ROW | RIGHT OF WAY |

### 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. THE BOUNDARIES OF THIS SUBDIVISION CONTAIN +/-.020 ACRES
3. DURING CONSTRUCTION, ALL EQUIPMENT AND PARKING SHALL REMAIN ON-SITE UNLESS THE CONTRACTOR HAS APPROVAL FROM THE CITY.
4. ALL EXISTING WATER, SANITARY, AND STORM SERVICES ARE TO BE ABANDONED/REMOVED PER CITY OF LOS ALTOS STANDARDS AND SPECIFICATIONS.
5. THE LOCATION OF UTILITIES AND SERVICES SHOWN ON THIS SURVEY ARE DERIVED FROM SURFACE OBSERVATION. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION, SIZE OR PRESENCE OF ANY ADDITIONAL UTILITIES OR SERVICES NOT SHOWN ON THE SURVEY.

## LEGEND

PROJECT BOUNDARY \_\_\_\_\_

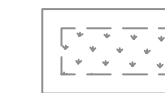
ADJACENT LOT LINE \_\_\_\_\_

MONUMENT LINE \_\_\_\_\_

SAWCUT LINE \_\_\_\_\_

ROAD CENTER LINE \_\_\_\_\_

CURB AND GUTTER \_\_\_\_\_



## PROJECT DATA

1. OWNER/DEVELOPER: DENARDI WANG HOMES  
4962 EL CAMINO REAL, SUITE 223  
LOS ALTOS, CA 94022  
CONTACT: ALBERT WANG/KEVIN DENARDI  
(650) 265-0597
2. ARCHITECT: SDG ARCHITECTS, INC.  
3361 WALNUT BLVD. SUITE 120  
BRENTWOOD, CA 94513  
CONTACT: JEFF POTTS  
(925) 634-7000
3. CIVIL ENGINEER: BKF ENGINEERS  
1730 N. FIRST STREET, SUITE 600  
SAN JOSE, CA 95112  
CONTACT: ISAAC KONTOROVSKY  
(408) 467-9100
4. PROPERTY ADDRESS: 996 LORAIN AV., LOS ALTOS, CA
5. APN: 189-15-086
6. GENERAL PLAN NEIGHBORHOOD COMMERCIAL (NC)
7. SPECIFIC PLAN: LOYOLA CORNERS SPECIFIC PLAN (LCSP)
8. ZONING: COMMERCIAL NEIGHBORHOOD (CN)
9. EXISTING USE: COMMERCIAL
10. PROPOSED USE: MIXED-USE
11. GROSS AREA: 0.204± ACRES
12. PROPOSED NUMBER OF LOTS: 1 PARCEL FOR CONDOMINIUM PURPOSES (EXISTING 1 LOT)
13. UTILITIES:  
A. WATER: CALIFORNIA WATER SERVICE COMPANY  
B. SANITARY SEWER: CITY OF LOS ALTOS  
C. STORM DRAIN: N/A  
D. GAS/ELECTRIC: PACIFIC GAS & ELECTRIC  
E. TELEPHONE: AT&T  
F. CABLE TV: N/A
14. BENCHMARK: BENCHMARK 35: 3-1/2" BRASS DISC AT TOP OF CURB OF MIRMANTONE AVENUE & FREMONT AVENUE, MIDDLE OF RETURN (ON FOOTHILL EXPRESSWAY SIDE).  
ELEVATION = 238.49 FEET, BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
15. TOPOGRAPHY: THE INFORMATION SHOWN IS BASED ON A GROUND SURVEY PREPARED BY BKF ENGINEERS DATED NOVEMBER 30, 2021
16. FLOOD ZONE: THIS PROPERTY IS LOCATED WITHIN ZONE X AS SHOWN IN FLOOD INSURANCE RATE MAP NO. 06085C0202H

### MISCELLANEOUS DATA

- |                               |                                                                                                                                                                                                                 |             |               |      |
|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------|------|
| 1. PROJECT DESCRIPTION:       | PROPOSED 3-STORY MIXED-USE BUILDING WITH GROUND FLOOR NEIGHBORHOOD RETAIL SPACE WITH AT-GRADE PARKING. SECOND AND THIRD FLOORS ARE RESIDENTIAL UNITS WITH ROOF TERRACE ABOVE FOR RESIDENTIAL COMMON OPEN SPACE. |             |               |      |
| 2. LOT COVERAGE:              | 73%                                                                                                                                                                                                             |             |               |      |
| 3. IMPERVIOUS AREA:           | 8,028 SF                                                                                                                                                                                                        |             |               |      |
| 4. BUILDING FLOOR AREA:       | 17,674 SF                                                                                                                                                                                                       |             |               |      |
| 5. EXISTING PARKING COUNT:    | 11 SPACES                                                                                                                                                                                                       |             |               |      |
| 6. PROPOSED PARKING COUNT:    | 16 SPACES                                                                                                                                                                                                       |             |               |      |
| 7. REQUIRED BUILDING SETBACK: | FRONT                                                                                                                                                                                                           | STREET SIDE | INTERIOR SIDE | REAR |
|                               | 0'                                                                                                                                                                                                              | 0'          | 0'            | 20'  |

\* SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION \*

## CONCESIONS AND WAIVERS

11' INCREASE IN MAX ALLOWABLE BUILDING HEIGHT

LSCP—MINIMUM UNITS SIZE

LAMC 14.40.080 – FRONT YARD (CN)

LAMC 14.40.090 – SIDE YARDS (CN)

LAMC 14.40.150 DESIGN CONTROL (CN) B.1.A – THIRD STORY STEP-BACK

LAMC 14.40.150 DESIGN CONTROL (CN) B.5.A.II – BUILDING RECESS

LAMC 14.40.150 DESIGN CONTROL (CN) B.6.A – WINDOW AND BALCONY ORIENTATION AT SIDE YARD

LAMC 14.40.150 DESIGN CONTROL (CN) B.6.B – WINDOWS AT SIDE YARD

\* SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION \*

\* SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION \*

**996 Lorraine Avenue**

Los Altos, CA  
December 20, 2024



**BKF ENGINEERS**  
1730 N. FIRST STREET  
SUITE 600  
SAN JOSE, CA 95112  
(408) 467-9100  
[www.bkf.com](http://www.bkf.com)



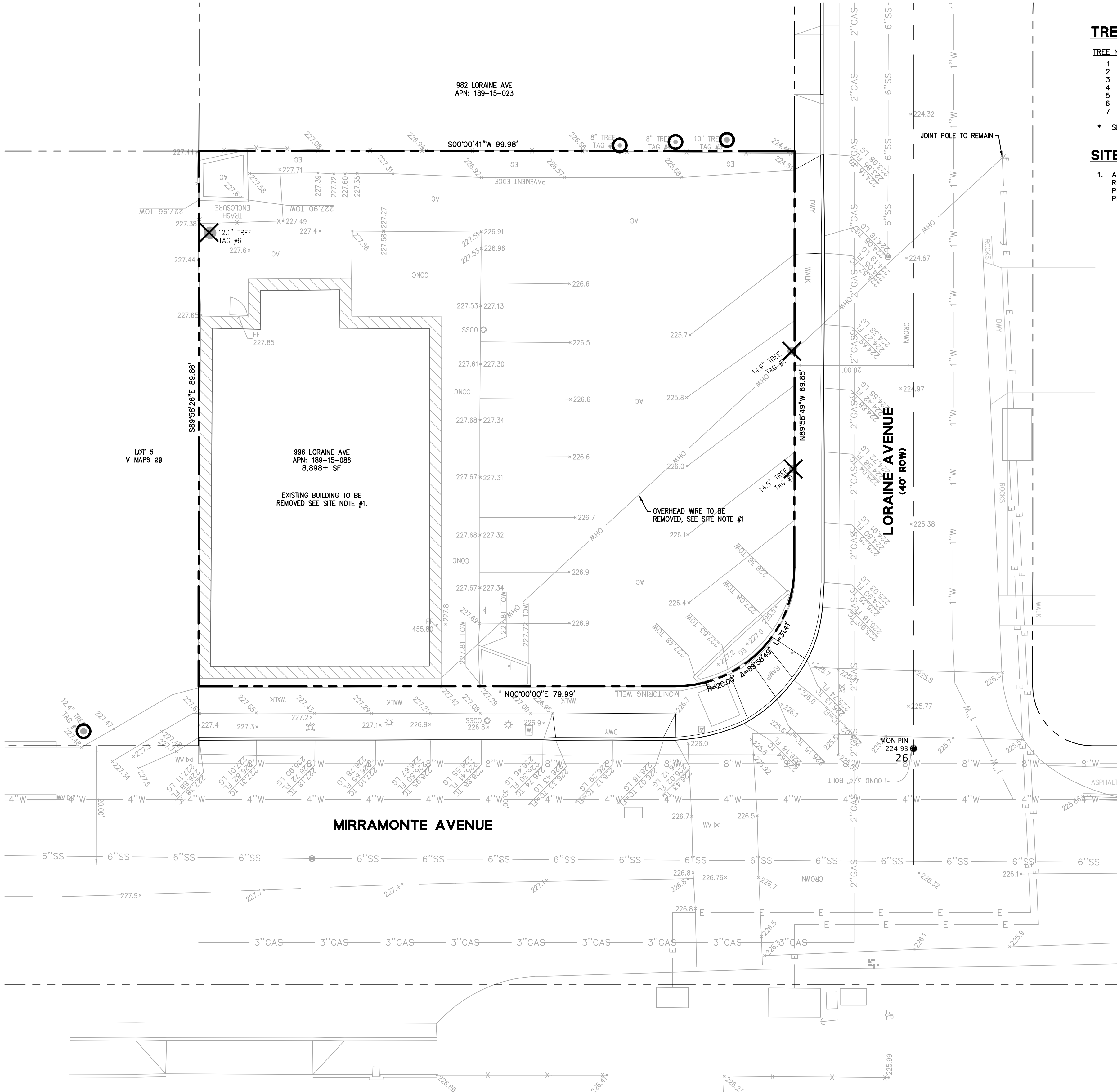
**VESTING TENTATIVE MAP**  
**TM1.0**





996 Loraine Avenue

Los Altos, CA  
December 20, 2024



TREE DISPOSITION

| TREE NO. | SPECIES          | DBH    | REMOVE/REMAIN | ON/OFF-SITE |
|----------|------------------|--------|---------------|-------------|
| 1        | MEXICAN FAN PALM | 14.5   | REMOVE        | ON-SITE     |
| 2        | MEXICAN FAN PALM | 14.9   | REMOVE        | ON-SITE     |
| 3        | BLACK WALNUT     | 10east | REMAIN        | OFF-SITE    |
| 4        | SPANISH DAGGER   | 8est   | REMAIN        | OFF-SITE    |
| 5        | SPANISH DAGGER   | 8est   | REMAIN        | OFF-SITE    |
| 6        | SPANISH DAGGER   | 12.1   | REMOVE        | ON-SITE     |
| 7        | REDWOOD          | 12.4   | REMAIN        | OFF-SITE    |

• SEE ARBORIST REPORT DATED OCTOBER 25TH 2022 BY KELTY ARBORIST SERVICES LLC

SITE NOTES

- ALL EXISTING BUILDINGS, SITE, UTILITIES AND ASSOCIATED INFRASTRUCTURE SHALL BE REMOVED. ADDITIONAL INFORMATION AS TO THE SPECIFICS OF THE REMOVALS WILL BE PROVIDED IN THE DEMOLITION PLAN PROVIDED IN THE CONSTRUCTION DOCUMENT PHASE OF THE PROJECT.

LEGEND

|                        |         |
|------------------------|---------|
| PROJECT BOUNDARY       | ---     |
| ADJACENT LOT LINE      | ---     |
| EASEMENT               | ---     |
| ROAD CENTER LINE       | ---     |
| STORMDRAIN LINE        | SD      |
| SANITARY SEWER LINE    | SS      |
| WATER LINE             | W       |
| GAS LINE               | GAS     |
| BUILDING LINE          | ///     |
| WOOD FENCE LINE        | X       |
| SPOT ELEVATION         | x 12.34 |
| DRAIN INLET            | ⊞       |
| FIRE HYDRANT           | ⊞       |
| STORM DRAIN MANHOLE    | ⊞       |
| SANITARY MANHOLE       | ⊞       |
| (E) TREE TO BE REMOVED | X       |
| (E) TREE TO BE REMAIN  | O       |

ELEVATION BENCHMARK

BENCHMARK 35: 3-1/2" BRASS DISC AT TOP OF CURB OF MIRAMONTE AVENUE & FREMONT AVENUE, MIDDLE OF RETURN (ON FOOTHILL EXPRESSWAY SIDE).  
ELEVATION = 238.49 FEET, BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

BASIS OF BEARINGS

THE BEARING, NORTH (N00°00'00"E) OF THE MONUMENT LINE OF MIRAMONTE AVENUE, BETWEEN FOUND MONUMENTS, AS SAID BEARING AND MONUMENTS ARE SHOWN ON THAT CERTAIN PARCEL MAP, FILED FOR RECORD OCTOBER 4, 2017 IN BOOK 908 OF MAPS AT PAGES 8 AND 9, RECORDS OF SAN SANTA CLARA COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

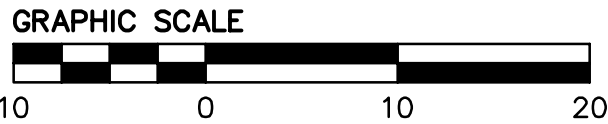
SURVEY NOTES

- ALL DISTANCES, DIMENSIONS AND ELEVATIONS ARE IN FEET AND DECIMALS THEREOF.
- DATES OF FILED SURVEY WAS NOVEMBER 30, 2021.
- UTILITY AND SERVICE STRUCTURES SHOWN ON THIS SURVEY ARE DERIVED FROM SURFACE OBSERVATION AND RECORD IMPROVEMENT PLANS. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION, SIZE OR PRESENCE OF ANY ADDITIONAL UTILITIES NOT SHOWN ON THE SURVEY.
- INFORMATION REGARDING BOUNDARY AND EASEMENTS: BKF ENGINEERS RELIED ON THE INFORMATION PROVIDED IN THE FOLLOWING PRELIMINARY TITLE REPORTS:  
A. FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NO. NCS-1097137-SC, DATED 2011-11-17



ABBREVIATIONS

|          |                         |        |                         |
|----------|-------------------------|--------|-------------------------|
| ANODE    | ANODE PULLBOX           | JP     | JOINT POLE              |
| BLDG COR | BUILDING CORNER         | LG     | LIP OF GUTTER           |
| BW       | BACK OF WALK            | M-WELL | MONITORING WELL         |
| CATV     | CABLE TV PULLBOX        | PV     | PAVEMENT                |
| COM-PB   | COMMUNICATION PULLBOX   | SDMH   | STORM DRAIN MANHOLE     |
| CONC     | CONCRETE                | SCN    | SIGNS                   |
| DI       | DRAIN INLET             | SSCO   | SANITARY CLEANOUT       |
| DWY      | DRIVEWAY                | SMH    | SANITARY MANHOLE        |
| EG       | EXISTING GROUND         | STL    | STREET LIGHT            |
| EPB      | ELECTRIC PULLBOX        | WALK   | SIDEWALK                |
| EV       | ELEC VAULT              | TC     | TOP OF CURB             |
| FF       | BUILDING FINISHED FLOOR | TOW    | TOP OF WALL             |
| FL       | FIRE HYDRANT            | W      | TREE (SIZE, STEM, TYPE) |
| FL       | FLOW LINE               | WB     | WATER METER             |
| GATE     | WOOD FENCE GATE         | WV     | WATER PULLBOX           |
| GUY      | GUY WIRE OR POLE        |        | WATER VALVE             |
| GV       | GAS VALVE               |        |                         |



EXISTING CONDITIONS  
TM2.0



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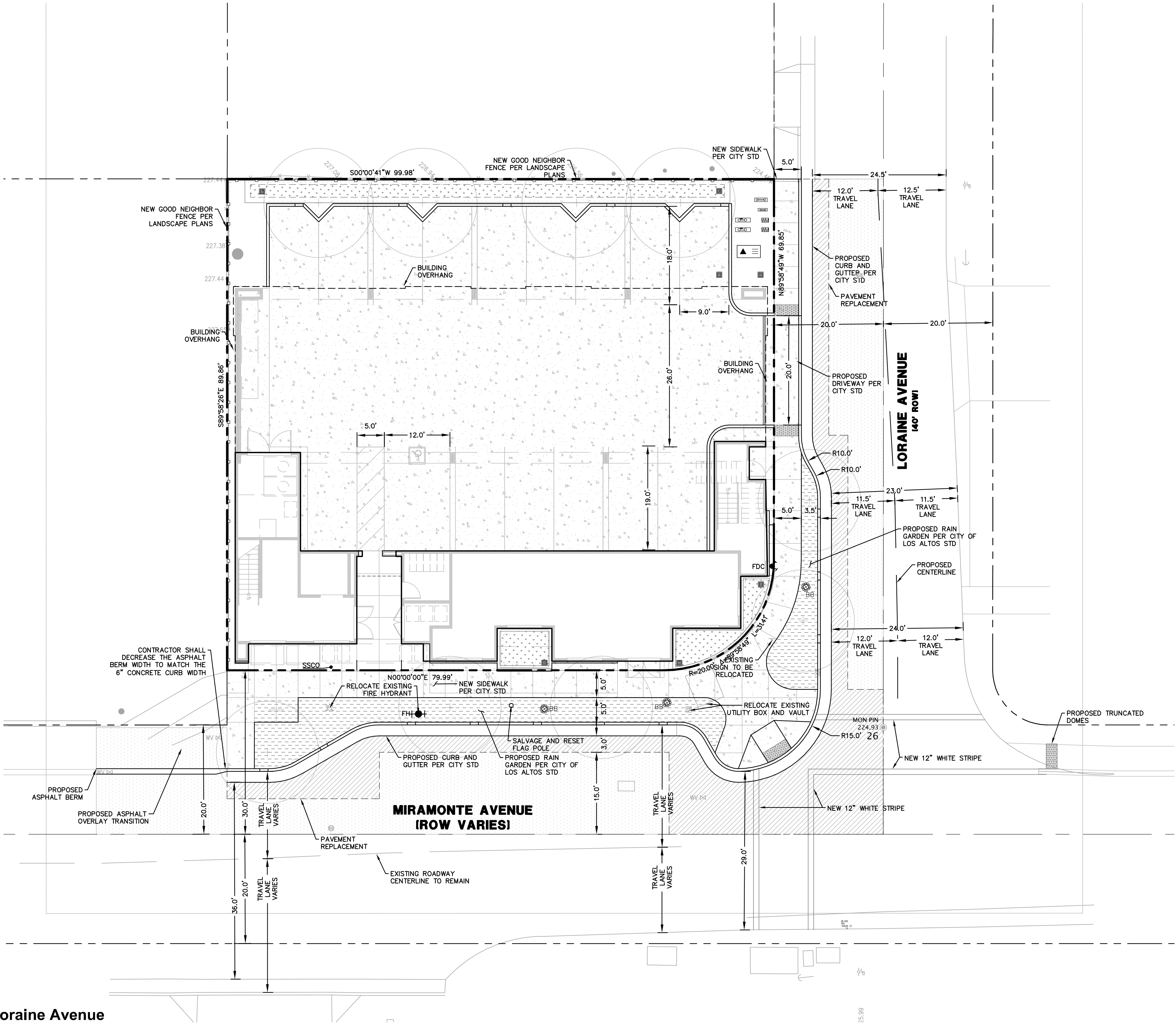


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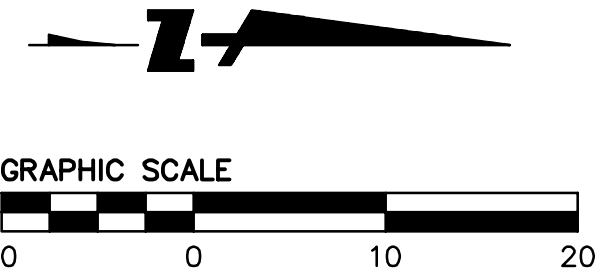
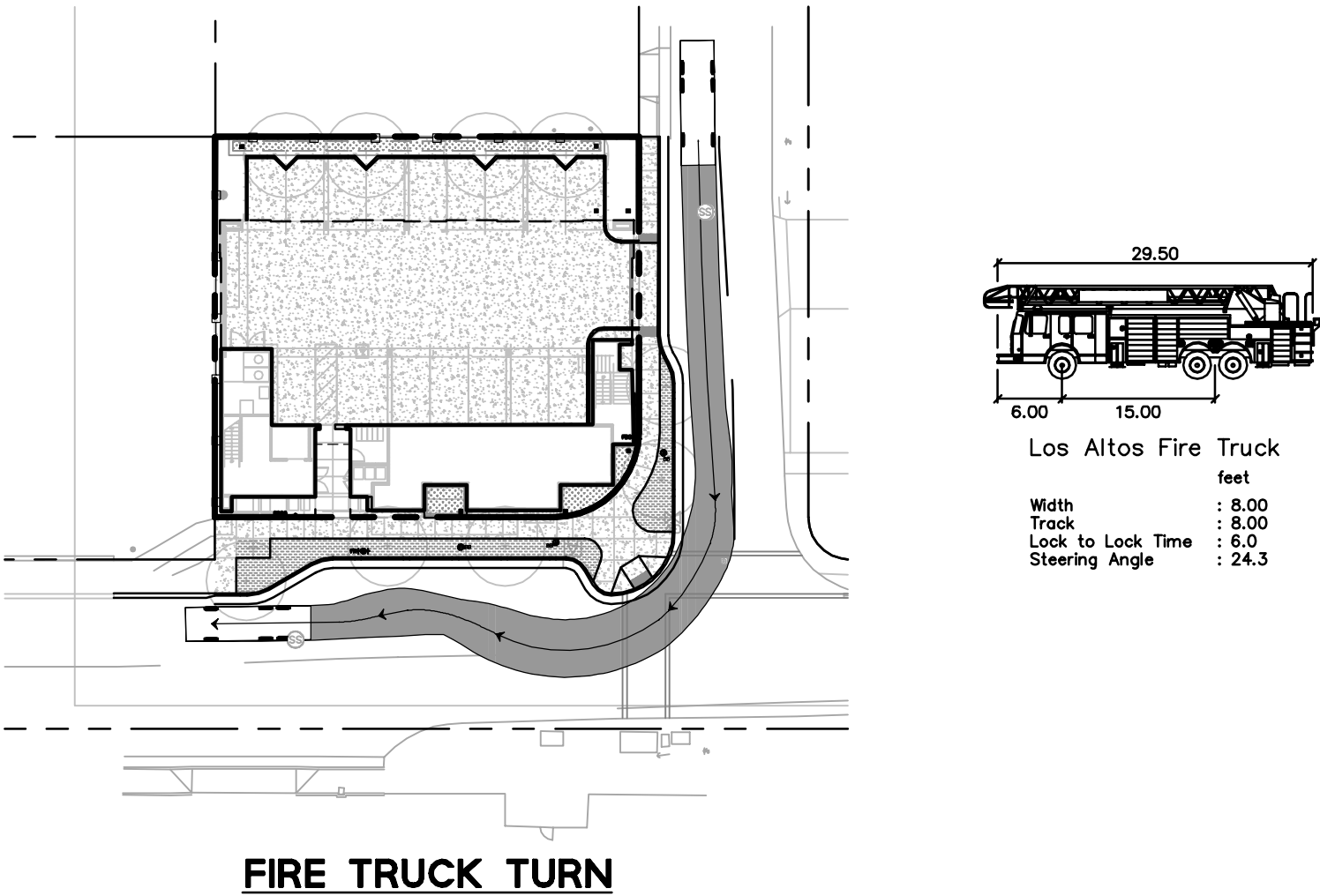


996 Loraine Avenue  
Los Altos, CA  
December 20, 2024



LEGEND

- PROJECT BOUNDARY
- ADJACENT LOT LINE
- MONUMENT LINE
- SAWCUT LINE
- ROADWAY CENTERLINE
- CURB AND GUTTER
- PROPOSED FENCE
- CONCRETE SECTION
- PAVEMENT REPLACEMENT
- SLURRY SEAL
- RAIN GARDEN PER CITY STANDARD
- BIORETENTION BASIN
- FLOW THROUGH PLANTER
- TRANSFORMER
- OVERFLOW DRAIN
- FIRE HYDRANT
- SANITARY SEWER CLEANOUT
- BACK FLOW PREVENTOR
- WATER METER



PRELIMINARY SITE PLAN  
TM3.0



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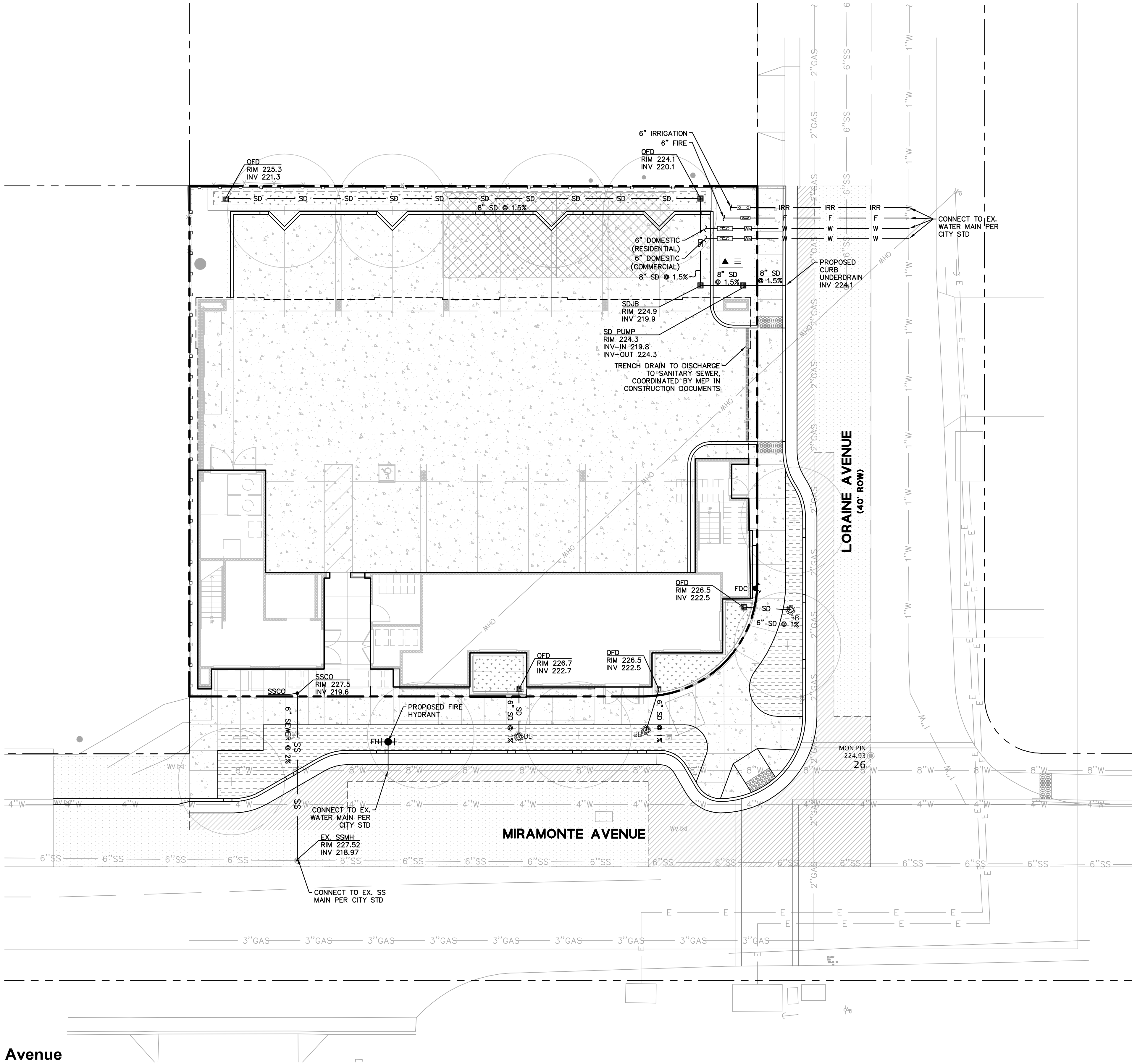




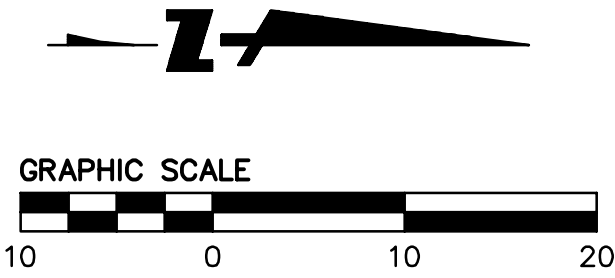
# GRADING & DRAINAGE PLAN

## TM4.0





| LEGEND                      |               |
|-----------------------------|---------------|
| PROJECT BOUNDARY            | — — — — —     |
| ADJACENT LOT LINE           | — — — — —     |
| MONUMENT LINE               | — — — — —     |
| EASEMENT                    | — — — — —     |
| ROAD CENTER LINE            | — — — — —     |
| SANITARY SEWER LINE         | — SS — SS —   |
| STORM DRAIN LINE            | — SD — SD —   |
| IRRIGATION                  | — IRR — IRR — |
| WATER                       | — DW — DW —   |
| FIRE WATER                  | — F — F —     |
| ELECTRICAL LINE             | — E — E —     |
| GAS LINE                    | — G — G —     |
| CURB AND GUTTER             | =====         |
| TREATMENT AREA              | [Symbol]      |
| SILVA CELLS                 | [Symbol]      |
| TRANSFORMER                 | [Symbol]      |
| STORM DRAIN AREA DRAIN      | [Symbol]      |
| SD DRAIN INLET/JUNCTION BOX | [Symbol]      |
| OVERFLOW DRAIN              | [Symbol]      |
| BUBBLER BOX                 | [Symbol]      |
| FIRE DEPARTMENT CONNECTION  | [Symbol]      |
| FIRE HYDRANT                | [Symbol]      |



PRELIMINARY UTILITY PLAN  
TM5.0



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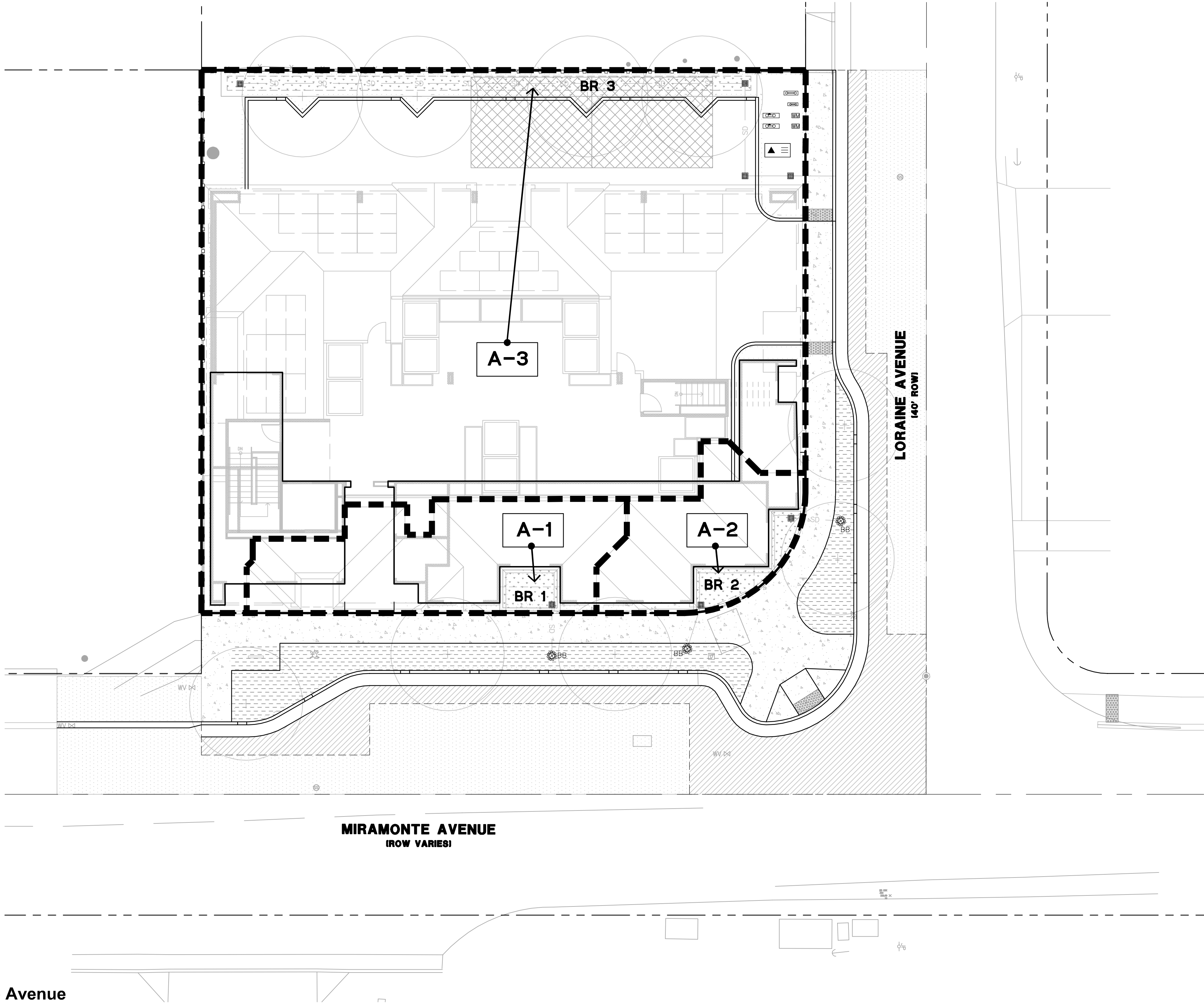
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| TREATMENT CONTROL MEASURE SUMMARY |                         |                       |                          |                         |                            |                                                       |                                     |                |               |                        |                            |
|-----------------------------------|-------------------------|-----------------------|--------------------------|-------------------------|----------------------------|-------------------------------------------------------|-------------------------------------|----------------|---------------|------------------------|----------------------------|
| 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                               | 991                     | 73                    | LANDSCAPE                | 918                     | ROOF/PAVEMENT              | 0                                                     | 918                                 | 37             | 73            | BR 1                   | YES                        |
| A-2                               | 636                     | 117                   | LANDSCAPE                | 519                     | ROOF/PAVEMENT              | 0                                                     | 519                                 | 21             | 270           | BR 2                   | YES                        |
| A-3                               | 7,271                   | 680                   | LANDSCAPE                | 6,591                   | ROOF/PAVEMENT              | 0                                                     | 6,591                               | 264            | 803           | BR 3 & SILVA CELLS     | YES                        |

4% METHOD USED FOR WATER QUANTITY UNLESS OTHERWISE NOTED



**LEGEND**

PROJECT BOUNDARY

STORM DRAIN LINE

BIORETENTION BASIN

FLOWTHROUGH PLANTER

SILVA CELLS

OVERFLOW DRAIN

OVERLAND RELEASE

DRAINAGE AREA BOUNDARY

POINT OF TREATMENT OF DRAINAGE AREA

DRAINAGE SLOPE (SOFTSCAPE)

DRAINAGE SLOPE (HARDSCAPE)

SD

SD

SD

A-X

996 Loraine Avenue  
Los Altos, CA  
December 20, 2024

PRELIMINARY STORMWATER MANAGEMENT PLAN  
TM6.0

BKF

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SUITE 600  
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NORMAN I. KONTOROVSKY  
C 78090  
EXPIRES: 9/30/25  
CIVIL

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architects



CONSTRUCTION MANAGEMENT PLAN

996 Loraine Avenue

February 24, 2023

Acknowledgement

The goal of this Construction Management plan is to minimize the construction related impacts to the surrounding neighborhood and adjacent properties and their occupants. Specifically the objectives of this plan are to:

- Reduce parking impacts related to the proposed construction;
- Contain construction related parking to the project site and areas approved by the city;
- Reduce construction related noise to the greatest extent technically and economically feasible; and
- Minimize off-site dust and air quality impacts per best management practices.

In order to achieve the above stated goals and objectives, we agree to, and will abide by the terms contained in this Construction Management Plan.

Kevin DeNardi  
(Owners) Date

General Contractor (TBD) Date

Pre-Construction Meeting

The owner and contractor shall schedule a pre-construction meeting with City Staff (Building, Planning and Engineering) after permit issuance, but prior to start of work, to review Construction Management Plan implementation.

Approvals

Building Date

Planning Date

Engineering Date

PROJECT TOTAL EQUIPMENT HOURS

| Equipment             | dba |           |
|-----------------------|-----|-----------|
| Excavators            | 81  | XXX hours |
| Trucks                | 79  | XXX hours |
| Loaders               | 85  | XXX hours |
| Backhoe               | 85  | XXX hours |
| Compactor/Roller      | 74  | XXX hours |
| Mobile Crane          | 83  | XXX hours |
| Air Compressor        | 81  | XXX hours |
| Generator             | 81  | XXX hours |
| Concrete Boom Pump    | 82  | XXX hours |
| Concrete Trucks       | 83  | XXX hours |
| Concrete Trailer Pump | 82  | XXX hours |
| Misc. Hand Tools      | 74  | XXX hours |
| Personnel Hoist       | 75  | XXX hours |
| Fork Lifts            | 83  | XXX hours |

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

At least 24 hours prior to any jack-hammering activities, all occupants of adjacent properties will be notified.

DELIVERIES WILL BE MADE FROM MIRAMONTE WHEN FESIBLE.

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

Noise Reduction Plan

During Construction and Demolition the project will adhere to the following noise reduction policies per LAMC 6.16.

The project will not operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 7:00 p.m. and Saturdays before 9:00 a.m. or after 6:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound therefrom creates a noise disturbance across a residential or commercial real property line.

Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected properties will not exceed:

Maximum noise levels for the nonscheduled, intermittent, short-term operation (less than ten (10) days) of mobile equipment or stationary equipment:

Daily, except Sundays and legal holidays 7:00 a.m. — 7:00 p.m. 85dBA  
Daily, 7:00 p.m. — 7:00 a.m. and all day Sundays and legal holidays 60 dBA

No person shall operate, or cause to be operated, any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:

10:00 PM – 7:00 AM 60 dBA  
7:00 AM – 10:00 PM 65d BA

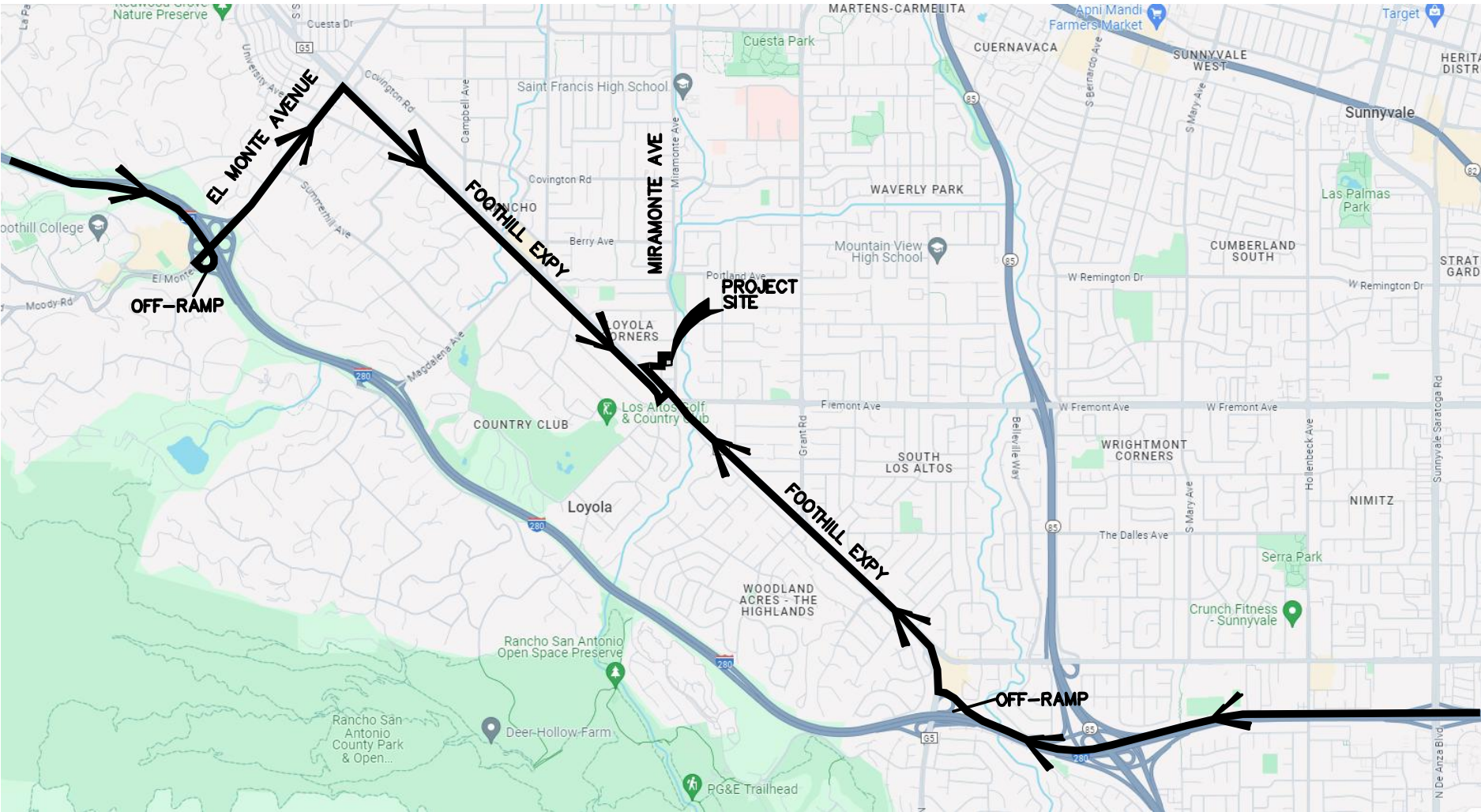
- For a cumulative period of more than thirty (30) minutes in any hour; or
- The noise standard plus five dB for a cumulative period of more than fifteen (15) minutes in any hour; or
- The noise standard plus ten (10) dB for a cumulative period of more than five minutes in any hour; or
- The noise standard plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty (20) dB or the maximum measured ambient for any period of time.

SITE PARKING AND STAGING

The following outlines general methods to reduce construction impact on the surrounding neighbors:

1. Parking during construction is anticipate to be limited to the project frontage on Loraine Ave and on Miramonte Ave utilizing approximately 6 cars for this stage of construction.
2. After covered garage parking structure is built, parking will then be available for employees and materials in the covered 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 the north end of the site on Loraine Ave.
6. Material location is per sheet CM2.0.

NOTE: Contractor shall not be permitted to park on residential neighborhood streets beyond project frontage.



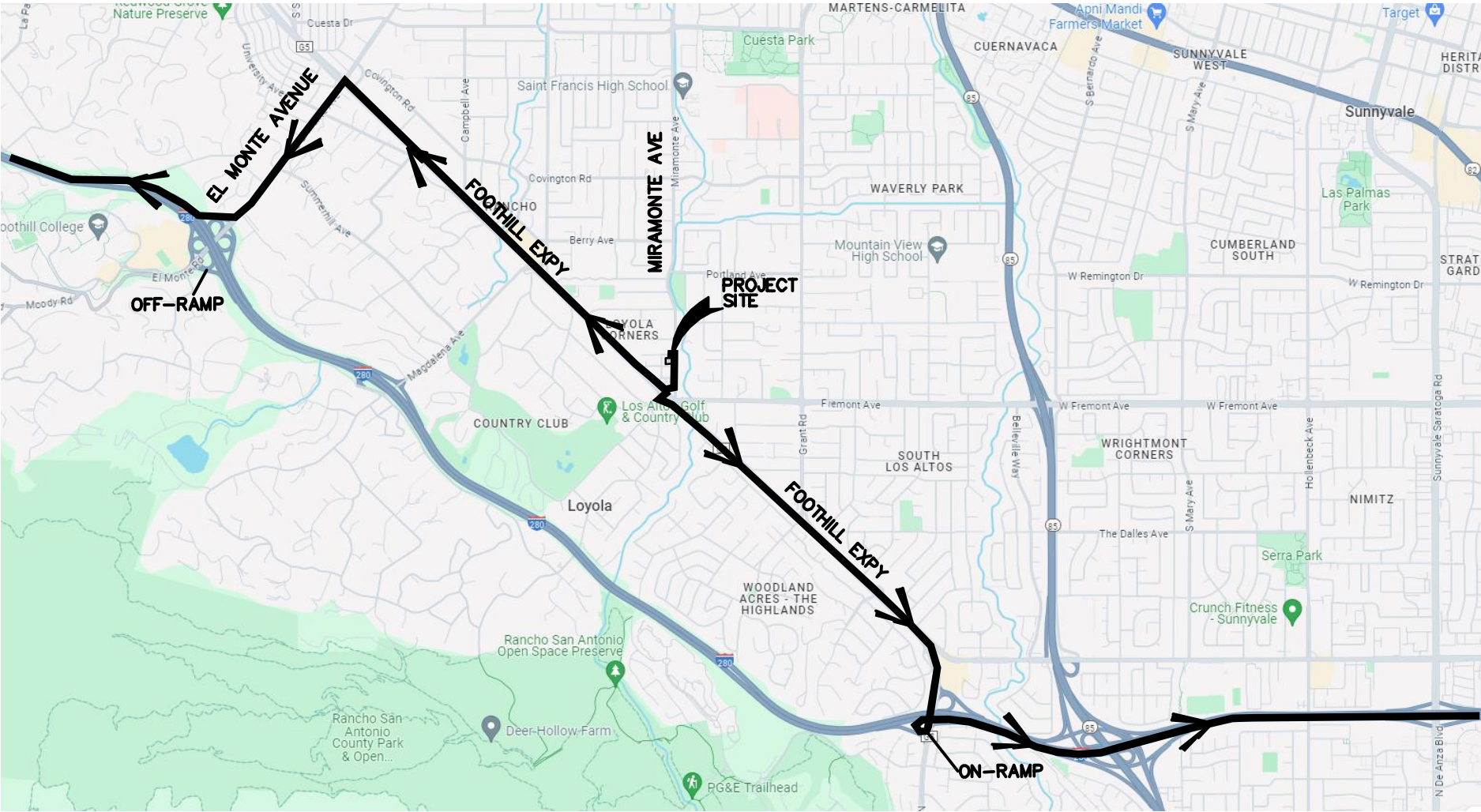
996 LORAIN E AVE-HAUL ROUTE IN-BOUND

FROM THE NORTH:

- 1) TAKE I-280 NORTH BOUND.
- 2) TAKE EXIT 16 TOWARD EL MONTE AVENUE.
- 3) TURN LEFT TOWARD MAGDALENA AVENUE.
- 4) TURN RIGHT ONTO FOOTHILL EXPY.
- 5) TAKE THE LOYOLA DR EXIT TOWARD FREMONT AVE/MIRAMONTE AVE.
- 6) TURN LEFT ONTO A ST.
- 7) TURN LEFT ONTO FREMONT AVENUE.
- 8) TURN RIGHT ONTO DOLORES AVENUE
- 9) TURN LEFT ONTO CAROB LANE
- 10) TURN RIGHT ONTO LORAIN E AVENUE.

FROM THE SOUTH:

- 1) TAKE I-280 SOUTH BOUND.
- 2) USE THE RIGHT 2 LANES TO TAKE EXIT 13 TOWARD GRANT RD.
- 3) MERGE ONTO FOOTHILL EXPY.
- 4) USE THE RIGHT LANE TO TAKE THE RAMP TO MIRAMONTE AVE/LOYOLA DR.
- 5) REMAIN STRAIGHT ONTO FREMONT AVENUE.
- 6) TURN RIGHT ONTO DOLORES AVENUE
- 7) TURN LEFT ONTO CAROB LANE
- 8) TURN RIGHT ONTO LORAIN E AVENUE.



996 LORAIN E AVE-HAUL ROUTE OUT-BOUND

HEADED NORTH:

- 1) TURN RIGHT ONTO MIRAMONTE AVE.
- 2) TURN RIGHT ONTO A ST.
- 3) TURN RIGHT ONTO FREMONT AVE.
- 4) USE THE LEFT LANE TO TAKE THE FOOTHILL EXPYW RAMP.
- 5) MERGE ONTO FOOTHILL EXPY.
- 6) USE THE LEFT LANE TO STAY ON FOOTHILL EXPY.
- 7) TURN LEFT ONTO EL MONTE AVE.
- 8) USE THE RIGHT LANE TO MERGE ONTO I-280 N VIA THE RAMP TO SAN FRANCISCO

HEADED SOUTH:

- 1) TURN RIGHT ONTO MIRAMONTE AVE.
- 2) TURN RIGHT ONTO A ST.
- 3) TURN LEFT TO MERGE ONTO FOOTHILL EXPY.
- 4) MERGE ONTO FOOTHILL EXPY.
- 5) CONTINUE STRAIGHT TO STAY ON FOOTHILL EXPY.
- 6) USE THE RIGHT LANE TO MERGE ONTO I-280 S VIA THE RAMP TO SAN JOSE.

996 Loraine Avenue

Los Altos, CA  
December 20, 2024

CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN  
CM1.0



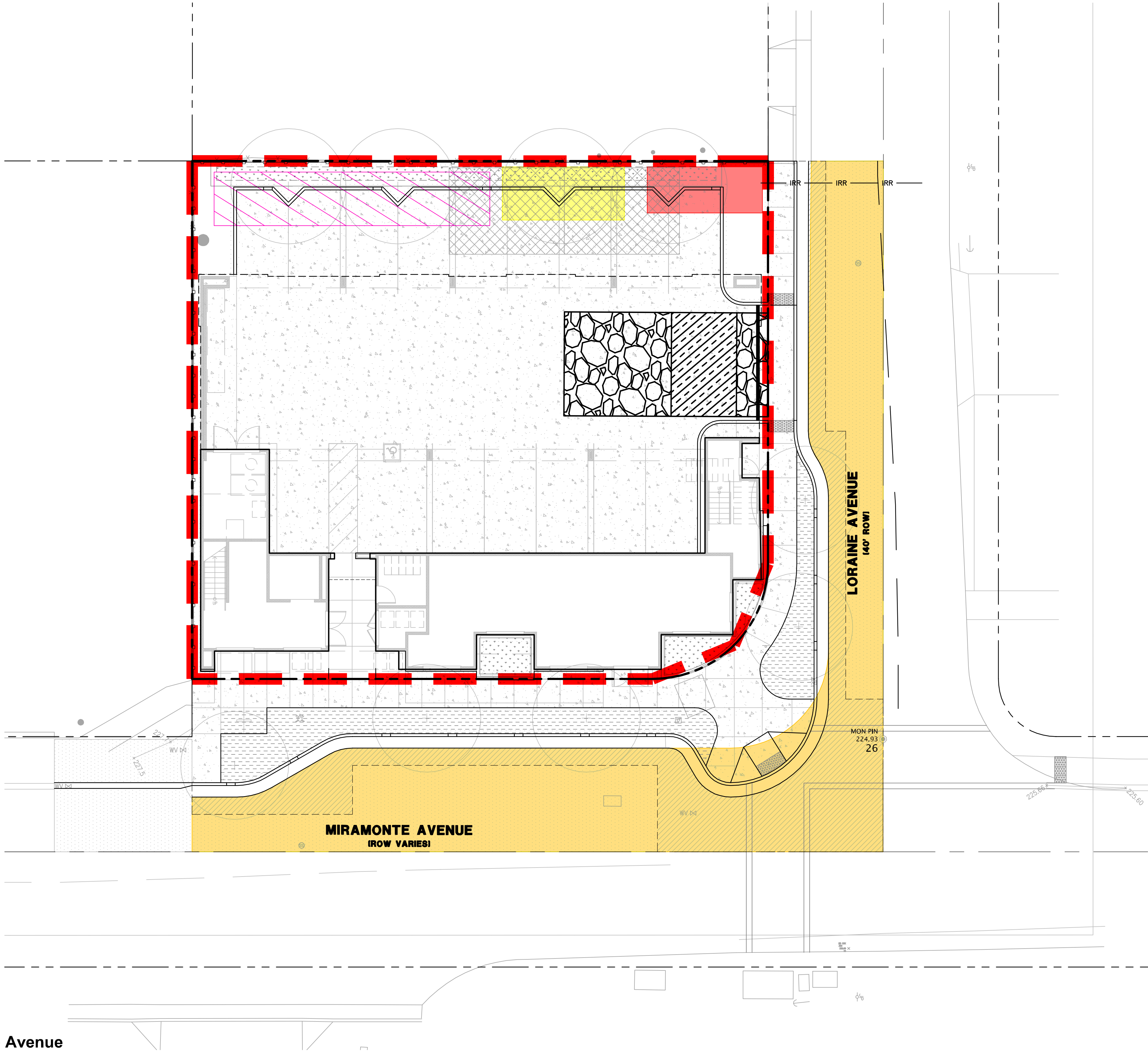
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1730 N. FIRST STREET  
SUITE 600  
SAN JOSE, CA 95112  
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LEGEND

- TRUCK/MATERIAL DELIVERY (LOADING/UNLOADING)
- CONSTRUCTION SERVICES TEMP. POWER/TEMP. TOILETS/CONSTRUCTION SHED
- 8'X20' TRAILER (ACTUAL LOCATION TO BE DETERMINED IN FIELD)
- MATERIAL AND STORAGE YARD (ACTUAL LOCATION TO BE DETERMINED IN FIELD)
- CONSTRUCTION FENCE DRIVEN POST
- CONSTRUCTION ENTRANCE

996 Loraine Avenue  
Los Altos, CA  
December 20, 2024

CONCEPTUAL CONSTRUCTION MANAGEMENT PLAN  
CM2.0



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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<br>TOTAL PROJECT | SHEET<br>NO. | TOTAL<br>SHEETS |
|       |        |       |                             |              |                 |

Charles D. Suszko  
REGISTERED CIVIL ENGINEER

May 1, 2023  
PLANS APPROVAL DATE

Charles D. Suszko  
No. C43029  
Exp. 3-31-24  
CIVIL  
STATE OF CALIFORNIA

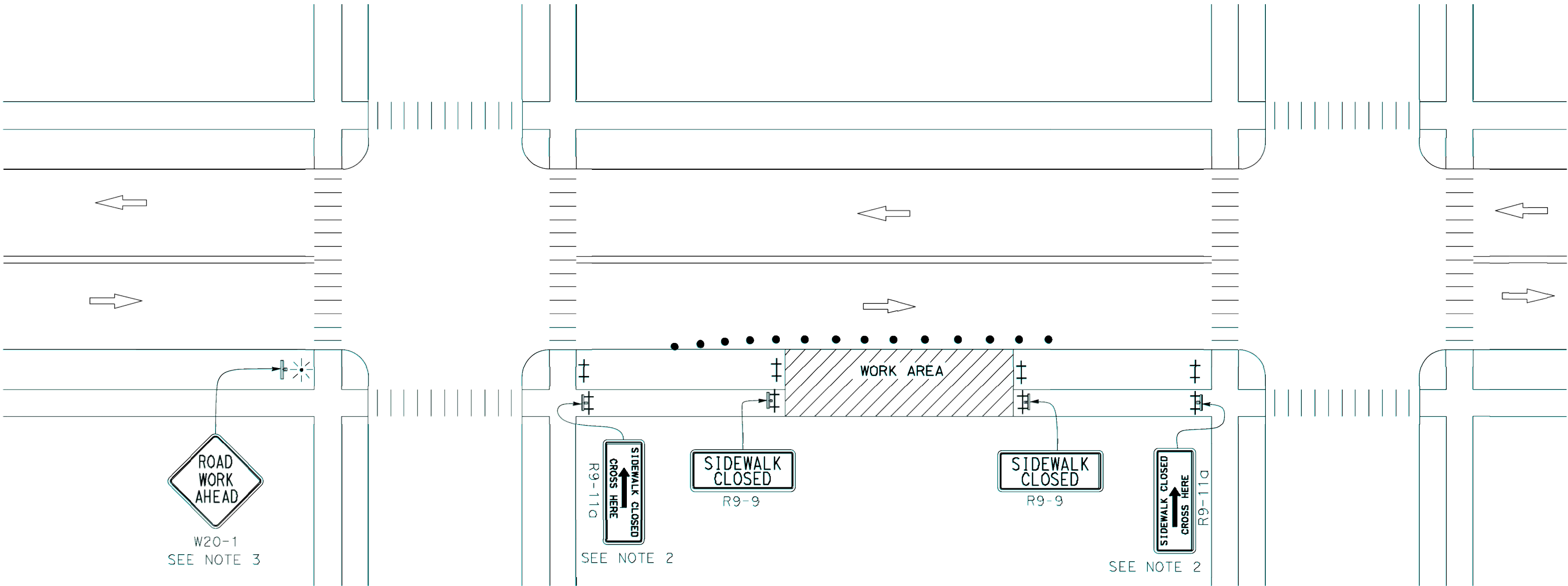
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

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

[Return to Table of Contents](#)



Density Bonus Report  
996 Loraine Ave, Los Altos, CA 94024

August 15, 2025

996 LORAINÉ LLC, a California limited liability company (“Applicant”) is providing this letter with regard to that mixed-use development comprised of residential and retail uses (the “Project”) at 996 Loraine Ave in Los Altos, California (APN 189-15-086) (the “Property”). Because the Project will provide the requisite percentage of affordable housing units under the State Density Bonus Law (“DBL”), the Project is subject to the DBL and, accordingly, entitled to at least one incentive or concession, and waivers from development standards that would otherwise physically preclude the construction of the density bonus Project.

The Property is planned and zoned Commercial Neighborhood (“CN”). The specific purposes of the CN district are to, among others, allow for a mix of commercial and residential uses. (Los Altos Municipal Code [“LAMC”] § 14.40.020.) A mixed-use project, including a combination of residential, retail, service, and/or office uses, is allowed in the CN zone with a conditional use permit. (LAMC § 14.40.040.F.)

The DBL applies to, among others, housing projects with at least 10 percent of the units sold to persons and families of low income. (Gov. Code § 65915(b)(1)(A).) The for-sale Project proposes to set aside at least twenty-five (25) percent of the units for persons and families of low income. As such, the Project is eligible for the DBL.

**> 1. Summary table showing the maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units, proposed number of affordable units by income level, proposed bonus percentage, number of density bonus units proposed, total number of dwelling units proposed on the site, and resulting density in units per acre.**

Summary Table:

|                                                                                                             |                           |
|-------------------------------------------------------------------------------------------------------------|---------------------------|
| Maximum number of dwelling units permitted by the zoning and general plan excluding any density bonus units | 8 units                   |
| Proposed number of affordable units by income level                                                         | 2 low-income level units  |
| Proposed bonus percentage                                                                                   | 50%                       |
| Number of density bonus units proposed                                                                      | 4 units                   |
| Total number of dwelling units proposed on the site                                                         | 12 units                  |
| Resulting density in units per acre                                                                         | 59 units per acre (DU/AC) |



Base Density: 8 Units (established by hypothetical housing development analysis in Exhibit A)

Density Bonus Percentage: 50%

The Project includes two (2) affordable units, both at the low-income level.

2 Low-income level BMR Units / 8 Base Density = 25% Low-income level BMR Units

By providing 25% Low-income affordable units, the Project is allowed a 50% density bonus.

Density Bonus Units: 4 Units (8 Base Density \* 50% Density Bonus = 4 Density Bonus Units)

Total Allowed Units = 12 Units (8 Base Density + 4 Density Bonus Units)

Proposed Units: 12 Units

**> 2. The zoning and general plan designations and assessor's parcel number(s) of the housing development site.**

Zoning:

CN (COMMERCIAL NEIGHBORHOOD)

General Plan:

NC (NEIGHBORHOOD COMMERCIAL)

APN: 189-15-086

**> 3. Calculation of the maximum number of dwelling units permitted by the City's zoning ordinance and general plan for the housing development, excluding any density bonus units.**

**> 8. The proposed housing development is located on a property where no maximum density is specified by the general plan or zoning, the applicant must establish a base density by presenting conceptual plans for a hypothetical housing development that complies with all applicable development standards. The average unit size for the hypothetical development must be at least as large as the average unit size of the proposed housing development.**

See the hypothetical housing development analysis in Exhibit A included in this report. The hypothetical housing development is consistent with all applicable development standards. The hypothetical housing development establishes the Base Density is eight (8) units with an average unit size of 854 square feet, which exceeds the average unit size of the proposed development, which is 848 square feet.



**> 4. Number of bedrooms in the proposed market-rate units and the proposed affordable units.**

Market-rate units: 3x 1-bedroom, 7x 2-bedroom

Affordable units: 1x 1-bedroom, 1x 2-bedroom

**> 5. A description of all dwelling units existing on the site in the five-year period preceding the date of submittal of the application and identification of any units rented in the five-year period. If dwelling units on the site are currently rented, income and household size of all residents of currently occupied units. If any dwelling units on the site were rented in the five- year period but are not currently rented, the income and household size of residents occupying dwelling units when the site contained the maximum number of dwelling units, if known.**

There have been no dwelling units existing on the site in the five-year preceding the date of submittal of the application.

**> 6. Include reasonable documentation, in a form subject to approval by the City, and supporting materials that demonstrate how any concessions and/or incentives requested by applicant result in identifiable and actual cost reductions to provide the affordable housing. Applicant may also be required to provide funds to cover city expenses incurred for a peer review of applicant's documentation.**

Due to the percentage of affordable units proposed, the Project qualifies for three (3) incentives or concessions. (Gov. Code § 65915(d)(2)(C).) An incentive or concession means "[a] reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission " (Gov. Code § 65915(k).) Such incentives or concessions include, but are not limited to, a reduction in setback and square footage requirements, a reduction in the ratio of vehicular parking spaces that would otherwise be required, and other regulatory incentives or concessions that result in identifiable and actual cost reductions to provide for affordable housing costs. (Id.)

Applicant is requesting a concession consisting of an 11 foot increase in the allowable height. This height increase is identified as an allowable on-menu concession under the City Code. (LAMC § 14.28.048.D.)

**> 7. Include reasonable documentation and supporting materials that demonstrate how a requested modification to or waiver of an applicable development standard is needed in order to avoid physically precluding the construction of the proposed project at the allowed densities or with the concessions and/or incentives requested.**



In addition to incentives or concessions, the proponent of a density bonus project may submit a proposal for the waiver or reduction of any development standard that has “the effect of physically precluding the construction of [a density bonus project] at the densities or with the concessions or incentives permitted by [the DBL].” (Gov. Code § 65915(e)(1).) A “development standard” includes “a site or construction condition including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation.” (Gov. Code § 65915(o)(1).) Furthermore, HCD’s Density Bonus Law Technical Assistance (2023) explicitly states that specific plan requirements such as unit size minimums or numerical caps are considered development standards subject to waiver if they constrain a density bonus project.

Applicant here is requesting waivers from the following City development standards as follows:

(1) Front setback of 40 feet for site across from property in a residential district (LAMC § 14.40.080); (2) Side yard setback of 40 feet for site across from property in a residential district (LAMC § 14.40.090); (3) Third story step-back at front/street sides (LAMC § 14.40.150.B.1.a); (4) Third story step-back at rear yard adjacent to a R-1 district (LAMC § 14.40.150.B.2.a); (5) Building recesses (10 feet wide x 15 feet deep) to break up exterior facades longer than 48 feet abutting an R-1 District (LAMC § 14.40.150.B.5.a.ii); (6) Principal windows and balconies of living spaces along a side setback oriented toward front or rear of building (LAMC Section 14.40.150.B.6.a/b); and (7) Parking and loading space requirements (LAMC 14.74).

As explained below and depicted on the enclosed attachments, these development standards physically preclude construction of the proposed housing development at the density and with the height concession sought.

The impact of the development standards without waivers are as follows:

- (1) The front yard setback reduces developable area by 6,942 square feet (or 2,314 square feet per floor).
- (2) The side yard setback reduces developable area by 8,142 square feet (or 2,714 square feet per floor).
- (3) The third story step-back (front and street) reduces developable area by 1,087 square feet.
- (4) The third story step-back (rear and interior) reduces developable area by 1,300 square feet.
- (5) The building recesses reduce developable area by 1,350 square feet (450 square feet per floor)
- (6) With the living space and balcony for the south-facing Unit 2A not able to face both (a) the rear of the building because the bedrooms are required to have emergency access, and (b) the front of the building because of the south stairway and Unit 1B facing Miramonte, the side yard orientation of Unit 2B living space would require eliminating the



balconies facing the Neighborhood Commercial Zone, thereby reducing the private open space of the Project by 238 square feet (119 square feet per residential floor).

- (7) The parking and loading space requirements for the proposed Project is 21 spaces. In order to provide 21 spaces and fit resultant building within zoning setbacks would result in a Project limited to 8 dwelling units, thereby eliminating four dwelling units.

For additional documentation and supporting materials, please see Exhibits B, C, D, E, F, G, and H included in this report.

**> The density bonus report should include calculations and rough drawings of this hypothetical development, demonstrating how the base density was determined. Additionally, staff requests that the density report confirm that the hypothetical housing development is consistent with all applicable standards, and that its average unit size meets or exceeds the average unit size of the proposed development.**

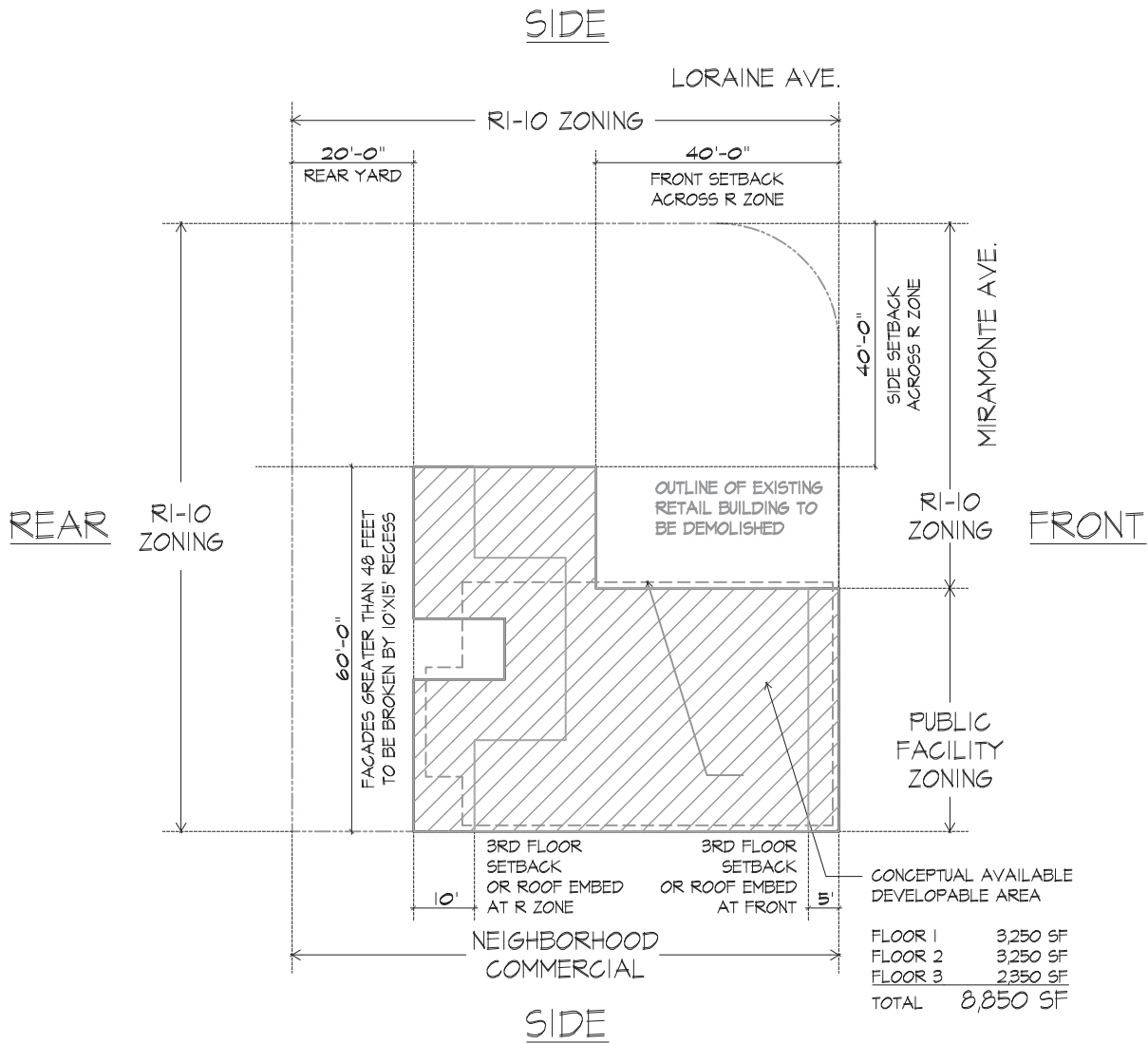
See the hypothetical development analysis in Exhibit A. It includes calculations and rough drawings of the hypothetical development, demonstrating how the base density was determined. The hypothetical housing development is consistent with all applicable standards. The hypothetical development analysis shows how the base density is eight (8) units with an average unit size of 854 square feet, which exceeds the average unit size of the proposed development, which is 848 square feet.

In short, the Project is eligible for the State DBL, including the requested height concession and the waivers from development standards sought.

The Project would provide much needed housing in Los Altos, including affordable housing for moderate income households. We look forward to working with the City as it processes the Project application. In the meantime, please do not hesitate to contact me if you have any questions on this correspondence.

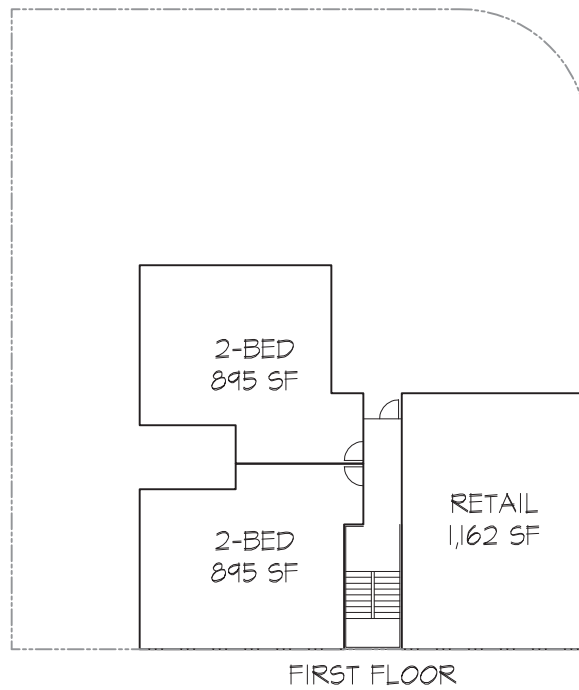
996 Loraine LLC  
C/O DeNardi Wang Homes  
Albert Wang, Manager  
albert@denardiwang.com





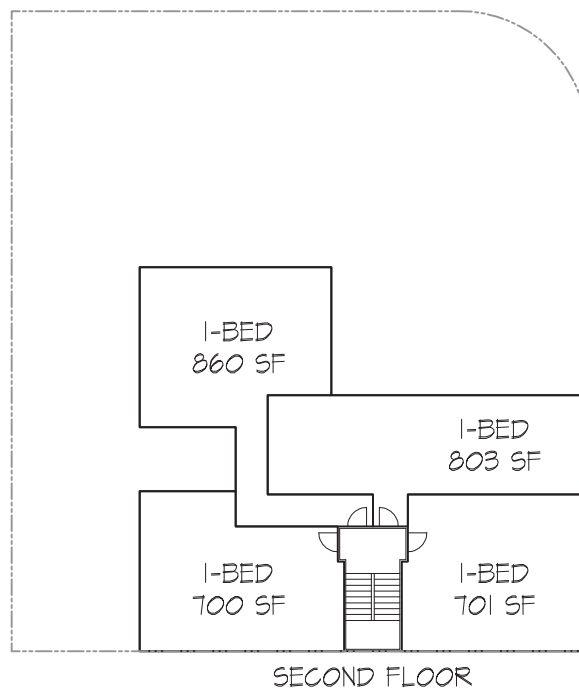
ANALYSIS OF DEVELOPABLE AREA BASED ON CN ZONING REQUIREMENTS  
 FRONT OF PROJECT IS MIRAMONTE AVENUE





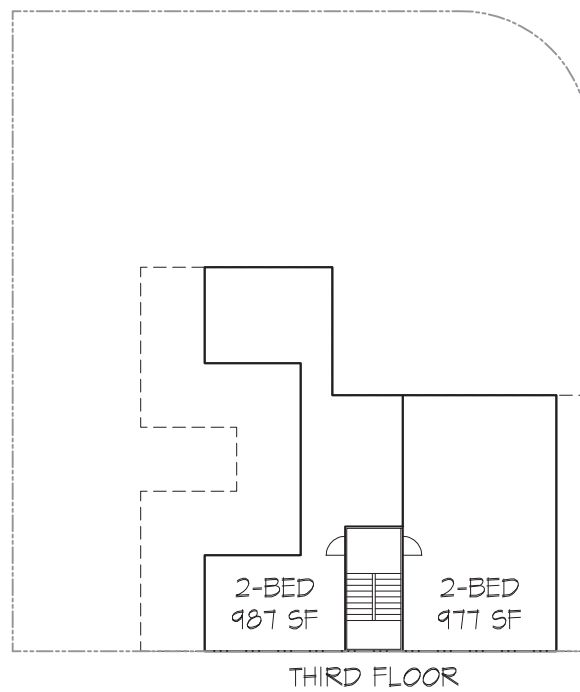
HYPOTHETICAL DEVELOPMENT BASED ON CN ZONING REQUIREMENTS  
FRONT OF PROJECT IS MIRAMONTE AVENUE





HYPOTHETICAL DEVELOPMENT BASED ON CN ZONING REQUIREMENTS  
FRONT OF PROJECT IS MIRAMONTE AVENUE





HYPOTHETICAL DEVELOPMENT BASED ON CN ZONING REQUIREMENTS  
FRONT OF PROJECT IS MIRAMONTE AVENUE



| PROPOSED DEVELOPMENT         |                 |
|------------------------------|-----------------|
| UNIT                         | AREA            |
| 1                            | 659 SF          |
| 2                            | 659 SF          |
| 3                            | 688 SF          |
| 4                            | 688 SF          |
| 5                            | 921 SF          |
| 6                            | 921 SF          |
| 7                            | 921 SF          |
| 8                            | 921 SF          |
| 9                            | 948 SF          |
| 10                           | 948 SF          |
| 11                           | 948 SF          |
| 12                           | 948 SF          |
| TOTAL RESIDENTIAL GROSS AREA | 10,170 SF       |
| AVERAGE UNIT SIZE            | <b>848 SF</b>   |
| SITE AREA                    | 0.20 AC         |
| TOTAL UNITS                  | 12              |
| BASE DENSITY                 | <b>59 DU/AC</b> |

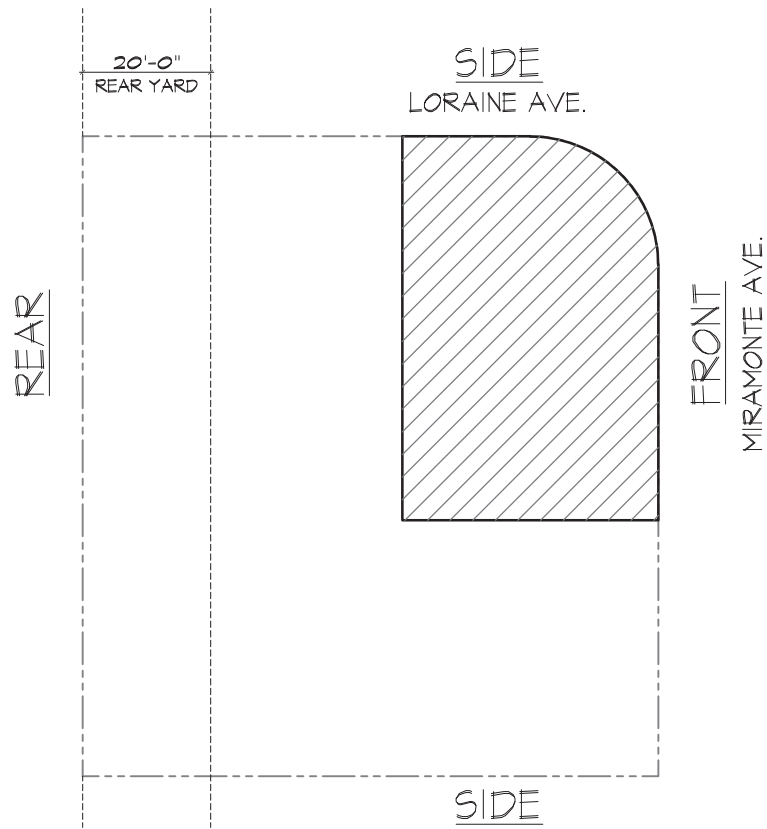
10/23/2024 V.1

| HYPOTHETICAL DEVELOPMENT           |                 |
|------------------------------------|-----------------|
| UNIT                               | AREA            |
| 1                                  | 895 SF          |
| 2                                  | 895 SF          |
| 3                                  | 860 SF          |
| 4                                  | 700 SF          |
| 5                                  | 803 SF          |
| 6                                  | 701 SF          |
| 7                                  | 961 SF          |
| 8                                  | 1,013 SF        |
| TOTAL RESIDENTIAL GROSS AREA       | 6,828 SF        |
| AVERAGE UNIT SIZE                  | <b>854 SF</b>   |
| SITE AREA                          | 0.20 AC         |
| TOTAL UNITS                        | 8               |
| BASE DENSITY                       | <b>39 DU/AC</b> |
| DENSITY BONUS                      | 50% ←           |
| ADDITIONAL UNITS                   | 4               |
| TOTAL UNITS WITH 50% DENSITY BONUS | 12              |

**PROJECT PROVIDES  
(2) BMR LOW INCOME UNITS**  
24% X 8 UNITS = 1.92  
2 BMR LOW UNITS  
REQUIRED FOR  
50% DENSITY BONUS

HYPOTHETICAL DEVELOPMENT BASED ON CN ZONING REQUIREMENTS  
FRONT OF PROJECT IS MIRAMONTE AVENUE

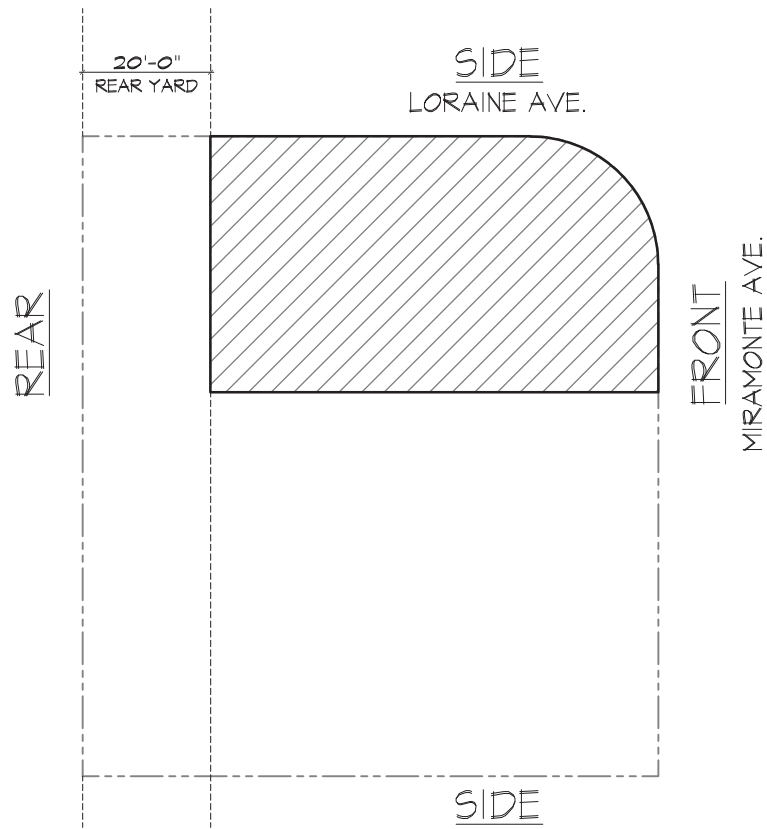




-2,314 SF PER FLOOR  
6,942 SF TOTAL

LAMC 14.40.080 - FRONT YARD SETBACK

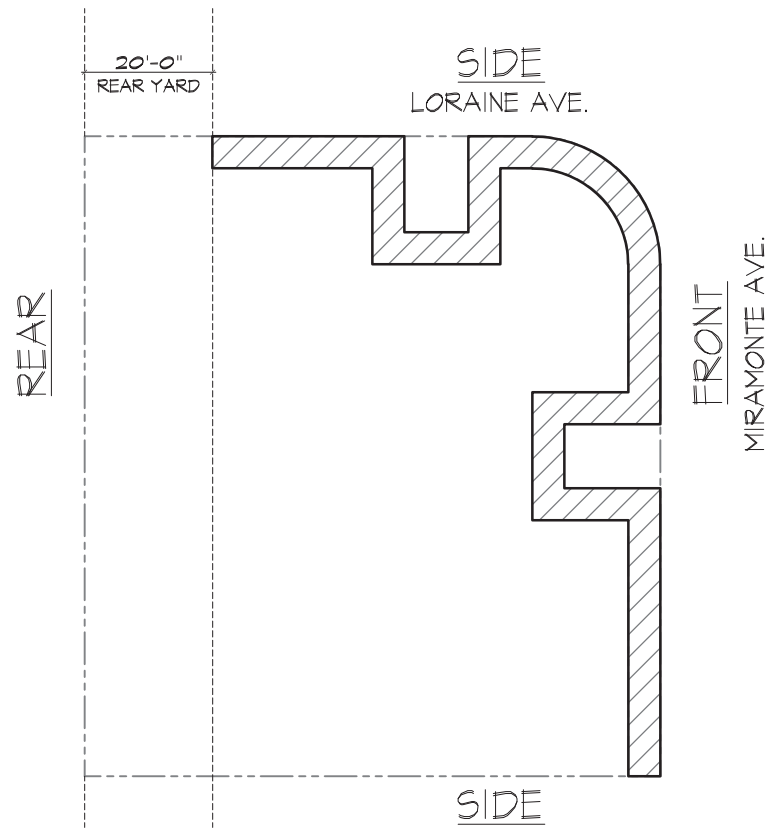




-2,714 SF PER FLOOR  
8,142 SF TOTAL

LAMC 14.40.090 - SIDE YARD SETBACK

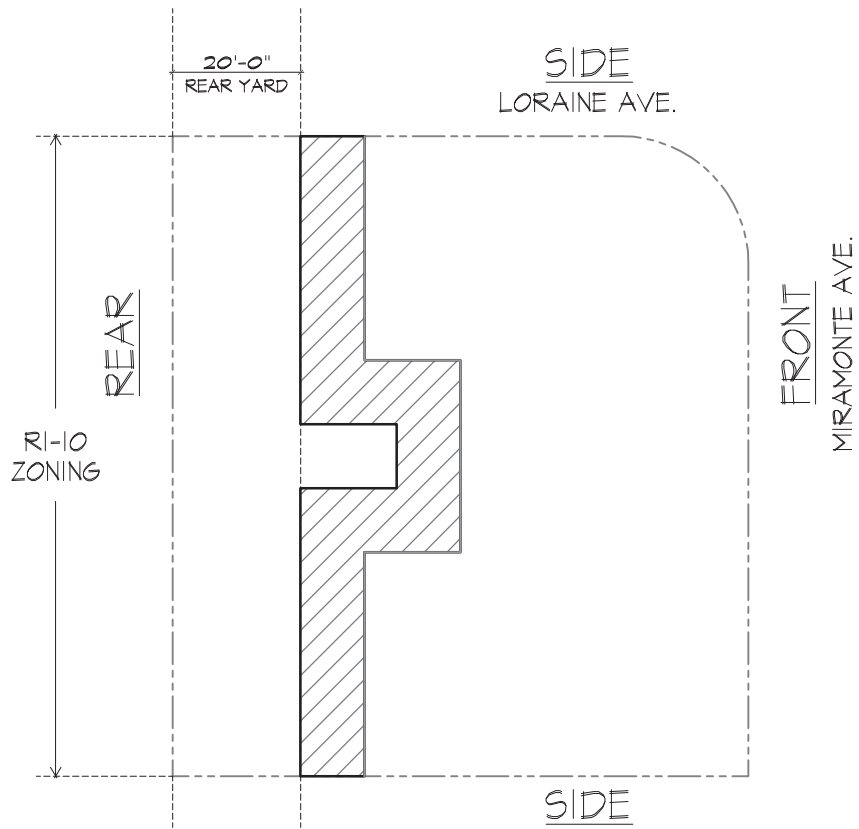




-1,087 SF ON FLOOR 3

LAMC 14.40.150.B.1.A - THIRD STORY SETBACK (FRONT/STREET)

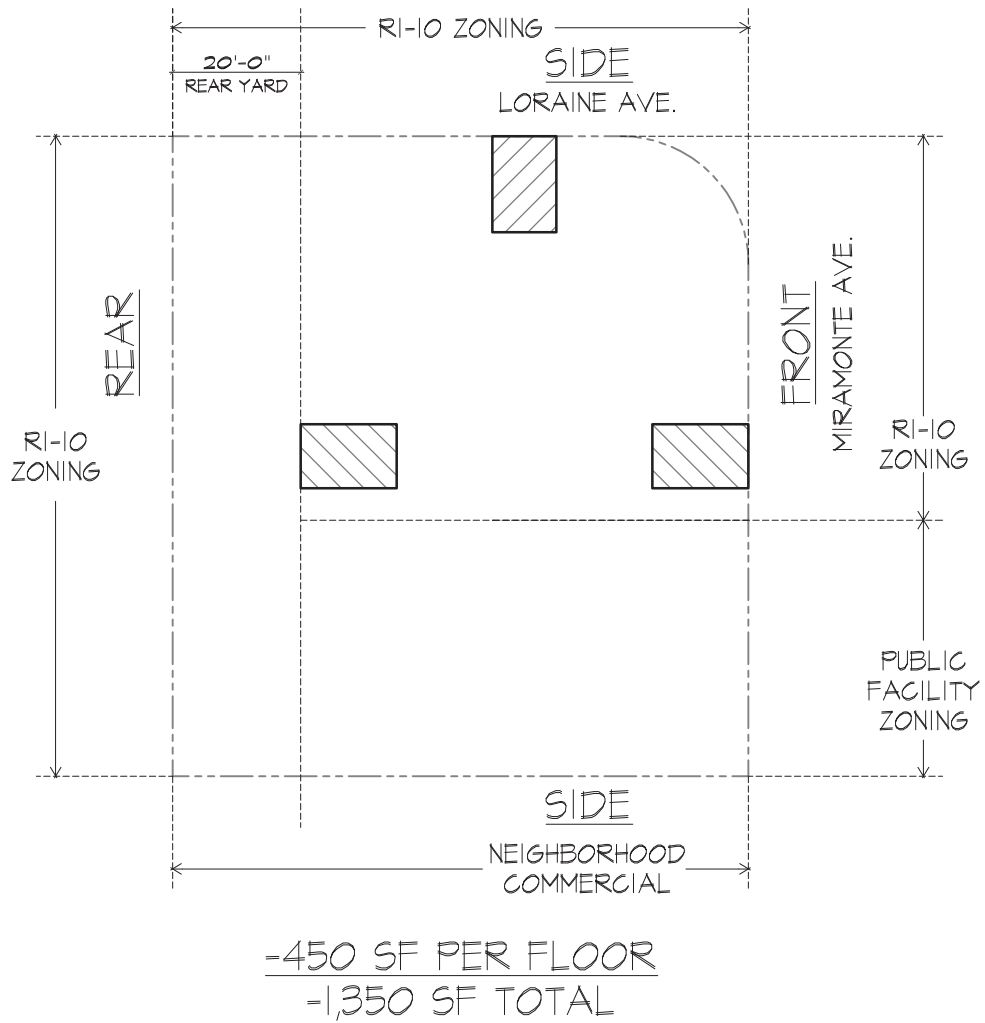




-1,300 SF ON FLOOR 3

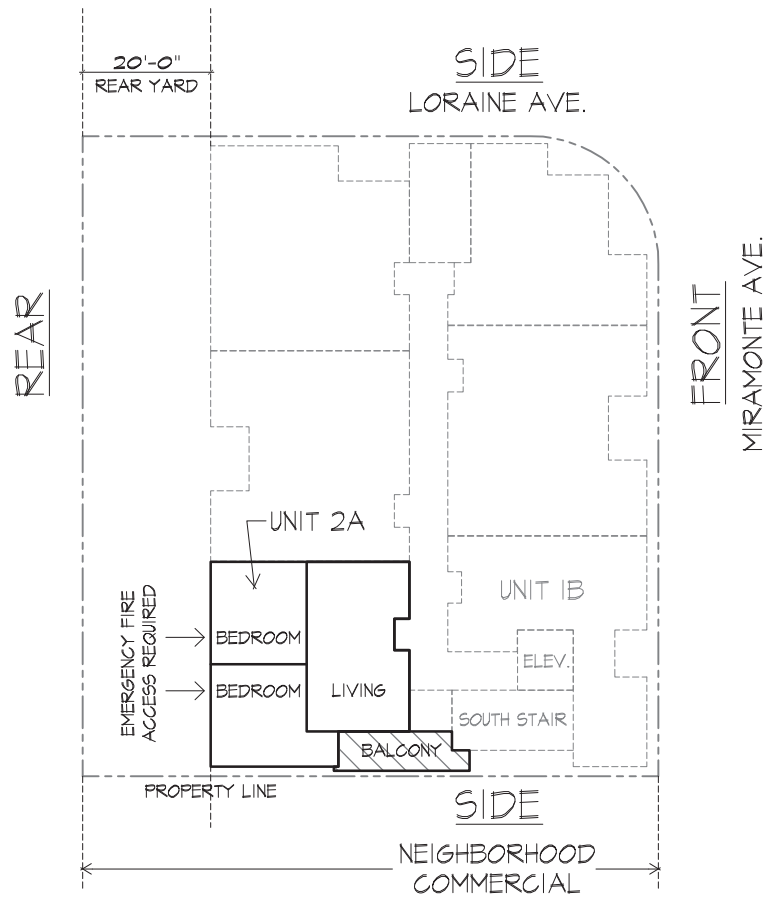
LAMC 14.40.150.B.2.A - THIRD STORY SETBACK (REAR/INTERIOR AT R-I DISTRICT)





LAMC 14.40.150.B.5.A.11 - BUILDING RECESS ADJACENT TO R-1 DISTRICT

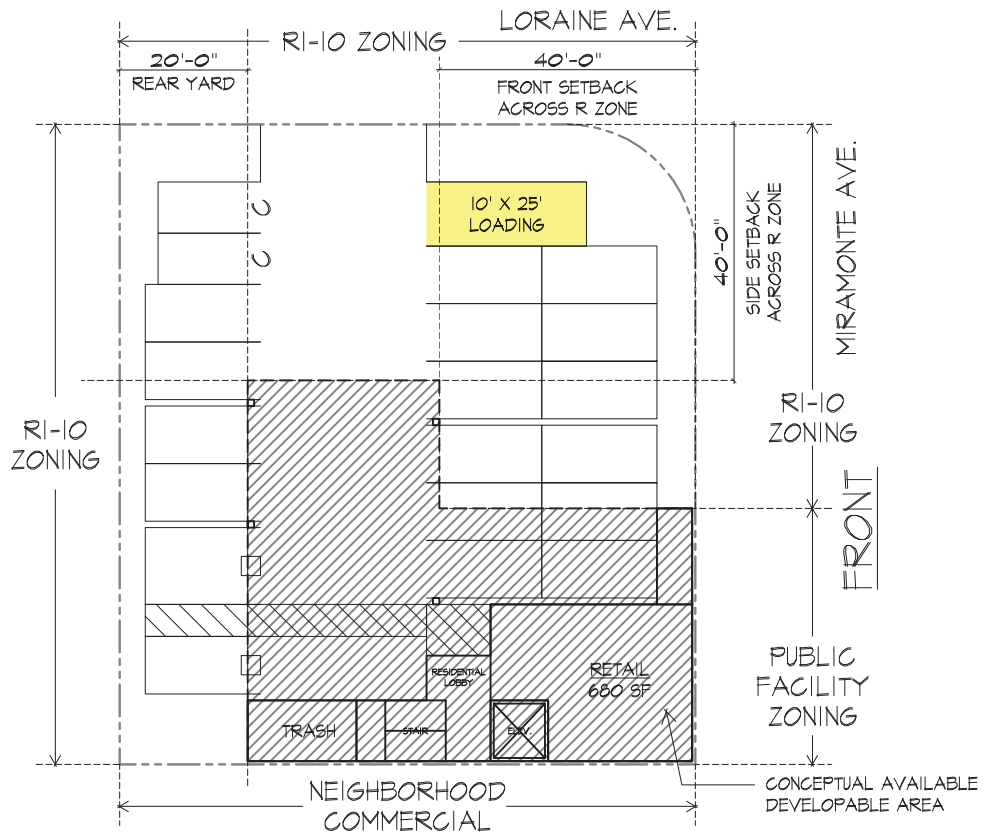




-119 SF PER RESIDENTIAL FLOOR  
-238 SF TOTAL

LAMC 14.40.150.B.6.A/B - BALCONY & SLIDING GLASS DOOR AT SIDE YARD





#### REQUIRED PARKING

|                           |           |                  |
|---------------------------|-----------|------------------|
| (1) 2-BEDROOM UNITS X 1.5 | 11        | LAMC 17.74.130.B |
| (3) 1-BEDROOM UNITS X 1   | 3         | LAMC 17.74.130.B |
| (2) BMR UNITS X 0.5       | 1         | LAMC 17.74.130.B |
| 962 SF RETAIL / 200       | 5         | LAMC 17.74.130.B |
| LOADING SPACES            | 1         | LAMC 17.74.090   |
| <b>TOTAL</b>              | <b>21</b> |                  |

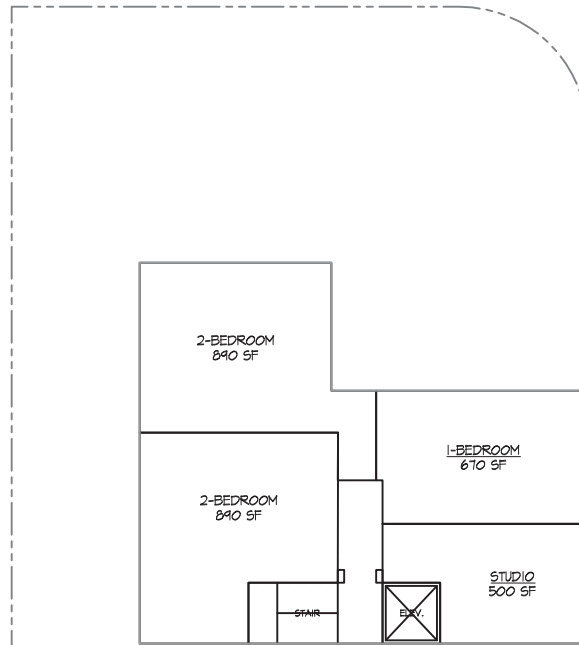
|              |                 |
|--------------|-----------------|
| FLOOR 1      | 1,280 SF        |
| FLOOR 2      | 3,350 SF        |
| FLOOR 3      | 3,350 SF        |
| <b>TOTAL</b> | <b>7,880 SF</b> |

#### PARKING TYPES

|                                    |    |                      |
|------------------------------------|----|----------------------|
| 8' X 16' COMPACT (20 X 20% MAX.)   | 2  | LAMC 17.74.070.A     |
| 9' X 36' TANDEM SPACES (SAME UNIT) | 12 | LAMC 17.74.070.B     |
| 9' X 18' STANDARD                  | 4  | LAMC 17.74.060.A.1.a |
| 9' X 18' ACCESSIBLE STANDARD       | 1  | LAMC 17.74.060.A.1.c |
| 12' X 18' ACCESSIBLE VAN           | 1  | LAMC 17.74.060.A.1.c |
| 10' X 25' LOADING SPACE            | 1  | LAMC 17.74.060.B.1   |

: LAMC 14.74 - PARKING & LOADING SPACE





### HYPOTHETICAL FLOOR 2 & FLOOR 3

PARKING FOR THIS EXHIBIT IS BASED ON DRB SUBMITTAL  
WITH 12 RESIDENTIAL UNITS AND 962 SF RETAIL,  
WHICH REQUIRES 21 SPACES (PARKING & LOADING).

IN ORDER TO PROVIDE 21 SPACES AND FIT RESULTANT BUILDING  
WITHIN ZONING SETBACKS WOULD RESULT IN A PROJECT LIMITED TO  
8 RESIDENTIAL UNITS AND 680 SF RETAIL.

#### RESULT OF PROVIDING REQUIRED 21 SPACES:

-4 RESIDENTIAL UNITS  
-282 SF RETAIL AREA

: LAMC 14.74 - PARKING & LOADING SPACE



- 
2. The number of permitted driveways, driveway approaches, or curb cuts shall be one per fifty (50) feet of lot frontage, not to exceed a total of two.
- D. Driveway/Drive Aisle Widths.
1. The minimum width of a one-way driveway/drive aisle shall be twelve (12) feet.
  2. The minimum width of a two-way driveway/drive aisle shall be eighteen (18) feet.
- E. Primary Access.
1. When a proposed development is immediately adjacent to an alleyway, the primary driveway access shall be taken from the alleyway.
  2. When a proposed development with building frontage along Main Street and/or State Street, the primary driveway access shall be taken from the rear of the property immediately adjacent to the public parking plazas.

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

#### **14.74.060 Development standards of access, off-street parking and loading facilities.**

- A. Access, off-street parking and loading facilities shall conform to the following standards:
1. Parking stall standard dimensions shall be as follows:
    - a. Perpendicular and angled parking space size. Each standard parking space shall consist of an area not less than nine feet wide by eighteen (18) feet long, except as noted on the drawing labeled "Parking Standards Exhibit A" on file with the development services department.
    - b. Parallel parking space size. Each standard parking space shall consist of an area not less than nine feet wide by twenty-two (22) feet long except as noted on the drawing labeled "Parking Standards Exhibit A" on file with the development services department.
    - c. Disabled persons parking standards shall comply with all requirements set forth in the California Building Code, and Americans with Disabilities Act (ADA).
  2. Vehicle backup distance/drive aisle requirements, as depicted on "Parking Standards Exhibit A" and are as follows:
    - a. Angled parking stalls positioned at a degree no less than thirty (30) and no greater than forty-five (45), the vehicle backup distance/drive aisle shall be a minimum of twelve (12) feet free and clear of any obstructions.
    - b. Angled parking stalls positioned at a degree no less than forty-five (45) and no greater than sixty (60), the vehicle backup distance/drive aisle shall be a minimum of eighteen (18) feet free and clear of any obstructions.
    - c. Perpendicular parking stalls positioned at a ninety (90) degree angle, the vehicle backup distance/drive aisle shall be a minimum of twenty-six (26) feet free and clear of any obstructions.
    - d. Vehicle backup distance/drive aisle immediately adjacent to any parallel parking stalls shall be a minimum of twelve (12) feet free and clear of any obstructions.
  3. Additional minimum standards for the design of off-street parking areas shall be in accordance with those shown on the drawing labeled "Parking Standards Exhibit A" on file in the office of the development services department.



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4. If found to be necessary or desirable by the city, the design standards set forth in this chapter may be waived for public and community facility uses or commercially operated public parking facilities.
- B. Loading facilities.
1. Loading facilities shall not be less than ten (10) feet wide by twenty-five (25) feet long.
  2. Loading facilities shall be located immediately adjacent to the main entrance of any proposed development or immediately adjacent to any designated service areas of any proposed development.
- C. Decorative paving materials. All required access, off-street parking, and loading facilities shall be paved with:
1. Decorative paving, decorative concrete, or decorative asphalt-type surfacing.
  2. Decorative paving or decorative concrete shall be provided for all entry driveways, parking facility approaches, parking areas, parking maneuvering areas, and parking stall(s) providing access and parking for all newly constructed buildings or any required parking facilities that are modified or improved greater than fifty (50) percent of gross floor area of the parking facility.
  3. Decorative paving or decorative concrete entry areas of any parking facility shall be provided in any required setback area or a minimum of the first twenty (20) feet of depth of any parking facility whichever is greater, as measured from the primary entrance into the required facility.
- D. Lighting. The lighting of all on-site parking facilities shall be designed and maintained in a manner to prevent glare or indirect illumination from intruding into any off-site areas or adjacent properties or parcels. Lighting fixtures shall be provided in accordance with the following specifications:
1. Lighting fixtures shall be oriented and shielded downward to prevent any excess light intrusion.
  2. Lighting fixtures shall only illuminate what is necessary to provide sufficient lighting for the safety and security of all parking facilities.
  3. Lighting fixtures installed on the exterior of any building on-site or visible from public view shall be architecturally compatible and integrated into the building design.
  4. Lighting fixtures shall be installed to illuminate any walkways or paths of travel for pedestrians to and from any on-site parking facilities.
  5. Lighting fixtures shall be provided as external illumination for any on-site signage for wayfinding or directional signage of any parking facility built in conjunction with a development.
- E. Landscaping of all access, off-street parking, and loading areas.
1. All landscaping shall conform to the water efficient landscape requirements and best arboricultural practices.
  2. Perimeter landscaping. All unenclosed or surface parking facilities shall provide a perimeter landscaped strip/buffer at least five feet in depth between any parking facility and adjacent properties.
    - a. Perimeter landscaping shall include a mixture of trees, shrubs, and ground cover. Sufficient number of trees shall be utilized in order to achieve complete screening of required parking facilities from adjacent properties at full maturity.
  3. Interior landscaping island(s) and diamond(s). All unenclosed or surface parking facilities shall provide interior landscaping island(s) or diamond(s).
    - a. Interior landscaping island(s) or diamond(s) shall be provided one per every five parking stalls; any fraction resulting based on this calculation shall be rounded down to the next whole number.
    - b. Any required landscaping island(s) shall be provided no less than two feet by eight feet in dimensions.



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## 14.74.070 Alternative to off-street parking and loading facilities.

### A. Compact Parking Stall Provisions.

1. Compact parking stalls shall be provided only for vehicles mid-size or smaller and are parking stalls designed with a standard reduction in size as compared to the city standard stall requirements.
2. Compact parking space size. Each standard compact parking space shall consist of an area not less than eight feet wide by sixteen (16) feet long.
3. Multiple-family residential shall be permitted to accommodate a maximum of twenty (20) percent of required residential parking as compact parking stalls.
4. Non-residential uses shall be permitted to accommodate a maximum of forty (40) percent of required non-residential parking as compact parking stalls.

### B. Tandem Parking Stall Provisions.

1. Tandem parking stalls are an alternative parking configuration where one parking stall is in front of another creating one long parking stall that provides sufficient parking for two required parking stalls.
2. Tandem parking space size. Each standard tandem parking space shall consist of an area not less than nine feet wide by thirty-six (36) feet long.
3. Tandem parking stalls shall only be allowed for meeting the requirements of residential parking standards.
4. Tandem parking stalls shall only be allowed for required parking assigned to the same residential dwelling unit.

### C. Mechanical Lift and Automated Parking Stall Provisions.

1. Mechanical lift parking is an alternative parking configuration where one vehicle is mechanically lifted on a parking system vertically above the ground to provide sufficient clearance for another vehicle to be parked directly beneath the vehicle above.
  - a. Mechanical lift parking stalls shall only be allowed for required parking assigned to the same residential dwelling unit. Mechanical lift parking stalls shall not be allowed in meeting the parking requirements for any non-residential uses.
  - b. Mechanical lift parking stalls shall provide a minimum of seven feet in height clearance for each parking stall for a minimum of fourteen (14) feet in height for the two stacked vehicles.
  - c. Back-up power shall be provided for any proposed mechanical lift parking facilities to allow emergency operation of the system in retrieving all parked vehicles.
2. Automated parking is a mechanical system designed to minimize the area and volume required for parking vehicles. Automated parking configurations can include single level or multiple levels of parking lifts in meeting the parking requirements. Automated parking systems utilize artificial intelligence (AI) to park and retrieve all vehicles parked within the automated parking facility.
  - a. Automated parking shall be allowed for required parking of residential and non-residential uses shall be permitted subject to the approval of a conditional use permit reviewed by the zoning administrator at a public hearing. The following requirements shall be provided as a part of any request for use of an automated parking system:
    1. A parking management plan shall be provided to ensure adequate access is maintained at all times, and in the event of emergency all necessary provisions have been made to



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accommodate the safe ingress and egress of emergency response personnel and evacuation of any occupants.

2. All automated parking stalls, and associated equipment shall be located wholly within a permanent structure.
3. Technical study shall be provided with initial request for consideration demonstrating that the proposed design and operation of automated parking system will not be detrimental to surrounding uses and properties in the vicinity relative to noise, visual impacts, and general use of the proposed facilities.
4. Back-up power shall be provided for any proposed automated parking facilities to allow emergency operation of the system in retrieving all parked vehicles.
5. The zoning administrator shall have the discretion to require any necessary technical study or manufacturer specifications in order to determine the appropriateness and operational standards of the proposed automated parking system.

D. Motorcycle Stall Provisions.

1. Motorcycle parking stalls shall be provided only for the cycle of motorcycles and are parking stalls designed with a standard reduction in size as compared to the city standard stall requirements.
2. Motorcycle parking space size. Each standard motorcycle parking space shall consist of an area not less than five (5) feet wide by ten (10) feet long.
3. Motorcycle parking shall be permitted to accommodate a maximum of five percent of the required non-residential parking.
4. Motorcycle parking shall not be allowed for meeting the requirements of residential parking standards.

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

#### **14.74.080 Mixed use development parking requirements.**

Where more than one use is included in one building or on a single parcel, the parking requirements shall be the sum total of the requirements of all the uses (each on-site use parking requirement is calculated independently); provided, however, when determined by the development services director that a conflict in demand for parking will not occur, parking requirements may be combined. Appropriate legal documents, as approved by the city attorney, shall be executed when such a combination is required and approved.

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

#### **14.74.090 Loading facilities.**

In order to accommodate the delivery or shipping of goods of all developments, on-site loading facilities shall be provided for all non-residential development and housing developments of ten (10) units or greater:

- A. There shall be at least one loading facility provided, which shall have minimum dimensions of at least ten (10) feet by twenty-five (25) feet, with fourteen (14) feet of vertical clearance (when provided within the building envelope).
- B. Loading facilities 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 vehicular traffic, bicyclists and pedestrians on any public way and complete the



- 
- B. When a common parking facility is approved as prescribed per subsection A, appropriate legal documents, as approved by the city attorney and development services director, shall be executed to insure permanent use of such spaces.

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

#### **14.74.120 Authorization to execute parking license agreements.**

- A. Applicability.
1. The provisions of Section 14.74.120 of the Los Altos Municipal Code shall only apply to properties within Downtown Los Altos and for meeting the parking requirements of nonresidential development and uses.
- B. Authorization Granted.
1. The city council authorizes the development services director to determine the parking requirements of any proposed project within the City of Los Altos consistent with the provisions of this code.
    - a. When it is determined that providing the required parking on-site is infeasible the development services director shall negotiate with consultation of the city attorney a parking license agreement to satisfy the parking requirements of Chapter 14.74 of the Los Altos Municipal Code.
  2. The city council authorizes the city manager to execute any proposed parking license agreement and subsequent amendments to existing and proposed Parking License Agreements based on the provisions of Section 14.74.120 of the Los Altos Municipal Code.
- C. Establishment of Fee.
1. The fee for use of public parking plazas, and structures for meeting the parking requirements of nonresidential uses shall be based upon the Master Fee Schedule of the City of Los Altos as amended annually.
    - a. Annual amendments to the Master Fee Schedule shall be applied to each executed parking license agreement as necessary.
- D. Executed Parking License Agreement.
1. The executed agreement shall be reported out to the city council as an informational item on its published agenda at its next regularly scheduled meeting following the final execution of said agreement.

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

#### **14.74.130 Minimum number of required parking stalls.**

- A. Calculation of Minimum Parking Requirements.
1. For the purposes of this chapter, "net square footage" shall mean the total horizontal area in square feet on each floor, including basements, but not including the area of inner courts or shaft enclosures.
  2. The requirement for a use not specifically mentioned in Chapter 14.74 of the Los Altos Municipal Code shall be the same as for a specified use which has the most similar traffic or parking generation characteristics. The development services director shall determine what constitutes similar traffic or parking generation characteristics. The development services director shall have the authority to require a parking analysis or report of any proposed development in order to determine the



appropriate parking requirement of a use not listed below. The number of required stalls shall be adequate to service the proposed use.

3. When the calculation of required parking stalls results in a fractional number, the number of required stalls shall be rounded up to the next whole number when the fraction is equal to or greater than .5 and may be rounded down to the next whole number when the fraction is less than .5.

B. Minimum Number of Required Parking Stalls by Use are as follows:

| USE                                                                                                                                                                                                                                         | REQUIRED NUMBER OF PARKING STALLS                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
| <b>Residential Uses</b>                                                                                                                                                                                                                     |                                                                                                                   |
| <b>Accessory Dwelling Unit(s)</b>                                                                                                                                                                                                           | Shall comply with the provisions of Chapter 14.14 of this title per unit.                                         |
| <b>Affordable Housing Unit(s), Below Market Rate (BMR), Deed Restricted Unit</b>                                                                                                                                                            | One-half (0.5) stall per unit.                                                                                    |
| <b>Senior Citizen Housing Development</b> , as defined in Section 51.3 and 51.12 of the California Civil Code and based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the California Civil Code. | One (1) stall per unit.                                                                                           |
| <b>Single Family Dwelling Unit</b>                                                                                                                                                                                                          | Two (2) stalls, one of which shall be covered per unit.                                                           |
| <b>Multiple Family Dwelling Units</b>                                                                                                                                                                                                       |                                                                                                                   |
| Studio Unit(s)                                                                                                                                                                                                                              | One stall per unit.                                                                                               |
| 0 to 1 Bedroom Unit(s)                                                                                                                                                                                                                      | One stall per unit.                                                                                               |
| 2 to 3 Bedroom Unit(s)                                                                                                                                                                                                                      | One and one-half stalls per unit.                                                                                 |
| 4 or more Bedroom Unit(s)                                                                                                                                                                                                                   | Two and one-half stalls per unit.                                                                                 |
| Guest Parking (For Multiple Family Housing Development(s) Only)                                                                                                                                                                             | Zero stalls required.                                                                                             |
|                                                                                                                                                                                                                                             |                                                                                                                   |
| <b>Specialized Housing Uses</b>                                                                                                                                                                                                             |                                                                                                                   |
| <b>Emergency Shelters</b>                                                                                                                                                                                                                   | One stall for every three employees, plus one stall for every ten (10) beds within the emergency shelter.         |
| <b>Nursing Homes</b> , Including: Convalescent Hospitals, Assisted Living Homes or Similar Uses.                                                                                                                                            | One stall for every two patient beds or for every two resident units, plus one for every three employees.         |
| <b>Single Room Occupancy (SRO)</b>                                                                                                                                                                                                          | One-half stall per single room occupancy unit.                                                                    |
| <b>Supportive and Transitional Housing</b>                                                                                                                                                                                                  | One-half stall per supportive and transitional housing unit, plus one stall for every three employees.            |
|                                                                                                                                                                                                                                             |                                                                                                                   |
| <b>Nonresidential Uses</b>                                                                                                                                                                                                                  |                                                                                                                   |
| <b>Arcades</b>                                                                                                                                                                                                                              | One stall for every three employees plus one for every one hundred and fifty (150) square feet of net floor area. |
| <b>Art Galleries, and Museums</b>                                                                                                                                                                                                           | One stall for every two hundred and fifty (250) square feet of net floor area.                                    |
| <b>Bowling Alleys</b>                                                                                                                                                                                                                       | One stall for every three employees, plus six stalls for each alley.                                              |
| <b>Business and Professional Offices</b> , Including: Accountants, Lawyers, Real Estate Companies, Estate Planning, and similar uses.                                                                                                       | One stall for every three hundred (300) square feet of net floor area.                                            |
| <b>Business, Professional, and Trade Schools</b>                                                                                                                                                                                            | One stall for every three employees, plus one stall for every                                                     |

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|                                                                                                    |                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                    | net floor area.                                                                                                                                                                                                                                                                              |
| <b>Public Utility Service Structures</b> (open to the public and agency use only).                 | One stall for every two employees, plus one stall for every two hundred (200) square feet of net floor area of customer service and office areas.                                                                                                                                            |
| <b>Restaurants</b> , Including: Bars, Cafes, Nightclubs, Ice Cream Shops, Food Halls, Coffee Shops | One stall for every three employees, plus one stall for every three seats for patrons.                                                                                                                                                                                                       |
| <b>Retail</b>                                                                                      |                                                                                                                                                                                                                                                                                              |
| Extensive Retail Sales                                                                             | One stall for every five hundred (500) square feet of net floor area.                                                                                                                                                                                                                        |
| Intensive Retail Sales                                                                             | One stall for every two hundred (200) square feet of net floor area.                                                                                                                                                                                                                         |
| Schools (Public and Private)                                                                       | One stall for every two employees, plus additional stalls as determined by a Parking Study or Analysis. Additional parking and loading requirements shall be considered when bicycle and pedestrian safety is determined to be necessary as determined by the development services director. |
| <b>Swimming Pools</b>                                                                              | Ten (10) stalls, plus one for every three employees.                                                                                                                                                                                                                                         |
| <b>Tennis Courts</b> , Including Pickleball and Racquetball                                        | Three stalls for each court.                                                                                                                                                                                                                                                                 |
| <b>Theaters and Auditoriums</b>                                                                    | One stall for every four fixed seats, plus one stall for every three employees.                                                                                                                                                                                                              |
| <b>Union Halls, Lodges, and Clubs</b>                                                              | One stall for every two employees, plus one stall for every three members.                                                                                                                                                                                                                   |
| <b>Veterinary Offices</b>                                                                          | One stall for every three hundred (300) square feet of net floor area.                                                                                                                                                                                                                       |
|                                                                                                    |                                                                                                                                                                                                                                                                                              |
| <b>Other Uses</b>                                                                                  |                                                                                                                                                                                                                                                                                              |
| <b>Other Uses</b> , all uses not specifically listed                                               | To be determined by the development services director and supported by a Parking Study or Analysis.                                                                                                                                                                                          |

(Ord. No. 2024-507, § 1(App. A), 2-27-2024)

**LAMC Section 14.02.070 - Definitions**

*"Restaurant" means any eating or drinking establishment having seating capacity which sells or offers for sale to the public any food or drink for immediate consumption on the premises, and includes any coffee shop, cafeteria, cafe, tavern, bar, soda fountain, or dining room.*

*"Retail uses" means uses that predominantly sell products rather than services, directly to the public, and generally for consumer or household use. Retail uses are designed to attract a high volume of walk-in customers and have floor space that is devoted predominantly to the display of merchandise to attract customers. Retail businesses may also provide incidental after-sales services, such as repair and installation, for the goods sold.*

*1. "Extensive retail" as used with respect to parking requirements, means a retail use primarily selling large commodities such as home or office furniture, floor coverings, stoves, refrigerators, other household electrical and gas appliances, including televisions and home sound systems, and outdoor furniture, such as lawn furniture, movable spas and hot tubs.*

*2. "Intensive retail" as used with respect to parking requirements, means any retail use not defined as an extensive retail use.*

Created: 2025-01-14 09:21:24 [EST]

(Supp. No. 43, Update 2)



## Yvonne Dupont

---

**From:** Jeanine Ewing <jeanineewing77@gmail.com>  
**Sent:** Tuesday, September 02, 2025 7:21 PM  
**To:** Public Comment - PC; Sean Gallegos  
**Subject:** 996 Loraine Ave meeting communication

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good evening,

I reside 2 doors down from 996 Loraine Ave. and will be directly affected by the proposed project. This evening my husband and I spoke with many of our neighbors regarding the Sept 4th meeting, most of whom were not aware of the meeting. I am disappointed that the planning department did not do a better job of communicating a project of this scale to the residents that are directly affected by it. The neighbors we spoke to live on Loraine Ave. and half of them did not receive communication. A mailer should have been sent out to **ALL** of the residents in the vicinity. Based on our finding this evening that WAS NOT the case. Very disappointing.

Regards,

Jeanine Ewing



## Yvonne Dupont

---

**From:** Shravan Bharadwaj <shravanbharadwaj@gmail.com>  
**Sent:** Wednesday, September 03, 2025 6:17 PM  
**To:** Public Comment - PC  
**Cc:** Sean Gallegos  
**Subject:** Opposition to Proposed Development at 996 Loraine Avenue

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Subject: Opposition to Proposed Development at 996 Loraine Avenue

To: Los Altos Planning Commission

CC: Sean Gallegos, Senior Planner (sgallegos@losaltosca.gov)

Dear Commissioners,

I am writing to express my strong opposition to the proposed development at 996 Loraine Avenue, scheduled for review at the September 4, 2025 Planning Commission meeting. While I recognize the importance of thoughtful growth in our community, this particular project raises several serious concerns that I urge the Commission to carefully consider before granting approval.

### 1. Neighborhood Character & Scale

The proposed three-story mixed-use structure is out of scale with the surrounding neighborhood, which is composed primarily of single-family homes and smaller structures. Allowing such a dense, multi-story building would significantly alter the character of this residential area, setting a precedent for overdevelopment along Loraine and Miramonte.

### 2. Traffic & Safety Impacts

This intersection is already a busy and sensitive traffic corridor, particularly during school drop-off and commuter hours. Adding 12 new residential units and commercial space will inevitably increase congestion, parking demand, and cut-through traffic. This raises concerns about pedestrian and cyclist safety, especially for families and children walking to nearby schools and parks.



### 3. Parking Deficiencies

Even with underground or shared parking, the project is likely to generate spillover parking onto adjacent streets, which are narrow and already burdened. The addition of commercial space further compounds this issue, as it introduces both customer and employee vehicles.

### 4. Precedent & Density Bonus Use

While the State Density Bonus law allows for concessions, the use of this law in a neighborhood like ours appears excessive. The requested waivers undermine long-standing zoning protections that were designed to ensure balanced, livable neighborhoods. Granting them here would open the door for similar large-scale projects, eroding community trust in the planning process.

### 5. Insufficient Environmental Review

Although the project is being treated as CEQA-exempt, the scale of construction will have real environmental impacts—including construction noise, dust, stormwater runoff, and loss of mature trees. These deserve a more thorough review than what a blanket exemption provides.

### Conclusion

For these reasons, I respectfully request that the Planning Commission deny the application as currently proposed. At minimum, the project should be significantly reduced in scale and redesigned to better align with the existing neighborhood fabric, traffic conditions, and environmental realities of the site.

Thank you for your consideration and for your commitment to protecting the character and livability of our community.

Sincerely,

Shravan Bharadwaj

931 Loraine Ave

Los Altos, CA



## Concerns about the project at 996 Loraine Street, Los Altos, CA, 94024

### A. Public Notification

The applicant did not properly notify the public. A public meeting notice was not mailed to all property owners and commercial business tenants within 300 feet of the project site. Many of our neighbors who live within 300 feet of the proposed construction site learned about the public hearing only a day before it was scheduled, and only via word of mouth, which makes it impractical to study a 102-page document and come prepared. Additionally, the applicant failed to post the site with a public notice sign in accordance with the Planning Division's posting requirements. This constitutes a **violation** of the public notification process, and as a result, I ask that the public hearing be rescheduled after proper notice given.

### B. Height of the proposed structure

Loyola Corners is one of the most charming and historically rich enclaves in Los Altos, California. Our neighborhood offers a unique blend of history, suburban tranquility, modern conveniences, and real estate desirability.

Loyola Corners traces its roots back to the early 20th century. Architecturally, it is a unique place in Los Altos, where small lots and one-story small houses still exist as they did in the early 20th century. The neighborhood captures the essence of a quaint, village-like community within bustling Silicon Valley.

The only tall building in the area is the landmark clock tower at 1000 Fremont Avenue, which is less than 35 feet tall. The proposed new multi-functional building, 40 feet 1 inch, is inconsistent with the City's development standards for this neighborhood and does not align with the vision of a small-town, charming area.

The diagram below shows that the proposed project is massive, bulky and three times higher than surrounding structures. The proposal does not incorporate an appropriate relationship with surrounding structures and does not reflect the vision of a charming, small-town atmosphere. The nearby ranch-style homes in Los Altos neighborhoods have a maximum height of 20 feet. The only existing mixed-use structure in the area is located at **1540 Miramonte Avenue**, which stands at **30 feet** and is adjacent to a post office. The proposed building's height and scale are inconsistent with the character of the area. Loyola Corners is one of the most charming and historically rich enclaves in Los Altos, California.





The **City of Los Altos Loyola Corners Concept Plan** (<https://www.losaltosca.gov/DocumentCenter/View/529/Loyola-Corners-Streetscape-Final-Design-PDF?bidId=>) was adopted to establish a sense of place by enhancing the existing framework of Loyola Corners. There is no mention of any allowance for a 40-foot-tall structure. The proposed building's **height and scale are incompatible** with the surrounding structures and undermine the character and integrity of the neighborhood.

### C. Construction Access Concerns

There is a concern regarding **construction site access**. Why is the entrance to the construction site planned from a **narrow residential street**, rather than from **Miramonte Avenue**, which is more suitable for such activities?

### D. Parking Access and Placement

There is **no clear justification** for placing parking access along a **residential street** or for locating the **garage entrance** on a small, residential road. This raises concerns about traffic, safety, and the overall impact on the neighborhood character and quality of life for residents living nearby.



### E. Insufficient Resident Parking

The proposed project includes **only 12 covered parking spaces for residents**. We are concerned that this number is insufficient and will **increase on-street parking congestion**, particularly in an area already impacted by limited parking availability.

### F. Roof Deck Operations

The approved hours of operation for the rooftop common area are currently set from **7:00 AM to 9:00 PM** (*as noted on Page 21 of the report*). As neighbors, we **do not agree** with these operating hours. Rooftop use during these hours will likely lead to **noise, privacy issues, and reduced quality of life** for adjacent homeowners, particularly during early mornings and evenings.

Thank you!

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Best Regards,  
Olga Bogatova

09/04/2025



# Residents' Formal Objection – 996 Loraine Avenue Development

**To:** Los Altos Planning Commission

**Date:** September 4, 2025

**Re:** 996 Loraine Avenue – Formal Objection and Demand for Continuance

Dear Commissioners,

We, the undersigned residents of Loraine Avenue, Carob Lane, and the surrounding neighborhood, formally object to the proposed three-story mixed-use project at **996 Loraine Avenue** and respectfully demand that the Commission **continue this item** until proper notice is given, required studies are completed, and significant revisions are made.

---

## Background and Procedural Failures

- On **February 15, 2022**, the City hosted a virtual SB 330 neighborhood meeting on this project. Dozens of residents submitted oral and written objections citing height, massing, traffic safety, parking shortfalls, privacy, and inconsistency with the **Loyola Corners Specific Plan**.
  - The full recording of that meeting remains publicly available: [YouTube – 996 Loraine Avenue Community Meeting, February 15, 2022](#). It documents **extensive resident opposition**, none of which has been addressed.
  - Supporting materials from that period, including neighborhood talking points and emails to City staff, are attached as **Exhibit A**.
  - Direct quotes from residents at the 2022 meeting are included in **Exhibit B**. These show that the objections voiced then are the same ones being raised again tonight.
  - Since that time, residents have received **no follow-up, no studies, and no revisions**.
  - For tonight's hearing, many immediate neighbors — including those directly adjacent — report receiving **no notice at all**. Proceeding under these conditions is **procedurally deficient and undermines public trust**.
-



# Substantive Deficiencies

## 1. Height and Massing (Non-Compliance with Specific Plan)

- The proposal is a **41-foot, three-story structure** in a neighborhood of single-story homes.
- This bulk is incompatible with both the **Los Altos General Plan** and the **Loyola Corners Specific Plan**, which calls for **human-scale, neighborhood-compatible development**.
- Residents raised this concern in 2022 (see **Exhibit B**).

## 2. Parking Deficit (Objective Standard Violation)

- City staff confirmed in 2022 that code requires **2 spaces per unit + 1 per 200 sq. ft. of retail**, equating to **~30 spaces**.
- The applicant proposes only **~16 spaces** (1 per unit + 4 retail) — a **shortfall of at least 14 spaces** before guest parking.
- This violates the **Specific Plan's directive** to provide adequate parking and protect adjacent neighborhoods from overflow.
- Residents flagged this parking shortfall clearly in 2022 (see **Exhibits A and B**).

## 3. Traffic and Safety (Children and Intersection Hazard)

- The project funnels traffic onto **Loraine & Miramonte**, a constrained corner already plagued with congestion and visibility hazards.
- Residents documented in 2022 that this is a primary route for children biking to school. **Safe Routes to School** principles demand a full safety analysis.
- Concerns about this intersection are quoted directly in **Exhibit B**.

## 4. Privacy, Light, and Design Impacts

- Adjacent single-story homes will lose privacy and natural sunlight.
- Despite commitments in 2022, no **shadow study** or **story poles** have been provided.

## 5. Density Bonus Waivers Do Not Excuse Objective Failures

- The applicant seeks an **11-foot height concession** and waivers for setbacks and parking.
- Even under State Density Bonus Law, the project must comply with **objective standards** (traffic, bicycle, fire access, sunlight, privacy). These requirements cannot be waived.

## 6. Retail Component Questionable

- The applicant stated in 2022 that they would be open to **all-residential alternatives**.



- Requiring retail here adds traffic and parking demand without community benefit. The Commission should direct an **all-residential scenario analysis**.

## 7. Construction and Financial Risk

- Residents cited the nearby **unfinished project** at Loyola Corners as a cautionary precedent.
  - The City should require evidence of financial capacity and a detailed **construction management plan** before considering approval.
- 

## Requests to the Commission

We respectfully request that the Planning Commission:

1. **Continue/delay** this hearing until all affected residents are properly noticed.
  2. Require the applicant to provide:
    - A **traffic and parking impact study**, including sight-distance analysis at Loraine/Miramonte, spillover parking impacts, and Safe Routes to School risk assessment.
    - A **shadow/daylight plane study** for adjacent homes.
    - **Story poles** and context elevations to depict true scale next to single-story homes.
    - A **construction and financial capacity plan** to avoid another unfinished blight.
  3. Direct the applicant to:
    - Revise the project to materially reduce height, bulk, and parking shortfalls. Consider an **all-residential alternative** that better aligns with neighborhood needs.
    - Add meaningful open space and design elements consistent with Loyola Corners' historic scale.
- 

## Conclusion

The record is clear: in **2022, residents objected to this same project**. Three years later, those concerns remain unresolved. Advancing the application now, without notice, without studies, and without revisions, is **procedurally improper and substantively unsafe**.



The Commission has both the authority and the obligation to **continue this matter** until the applicant demonstrates compliance with objective standards, the **Loyola Corners Specific Plan**, and meaningful responsiveness to community concerns.

For the record, we request that this letter and its attachments (**Exhibit A** and **Exhibit B**) be entered into the official Planning Commission record.

Respectfully submitted,

**Residents of Loraine Avenue, Carob Lane, and Surrounding Neighborhood**

| Name                            | Address                        | Signature                                                                           |
|---------------------------------|--------------------------------|-------------------------------------------------------------------------------------|
| Negin Kamangar                  | 934 Loraine Avenue, Los Altos  |  |
| Henia Kamil                     | 1507 Maple Lane, Los Altos     |                                                                                     |
| Eran Arbel                      | 1507 Carob Ln, Los Altos       |   |
| Sree Raman                      | 937 Loraine Avenue, Los Altos. |                                                                                     |
| Maxim Bogatov, Olga Bogatova    | 999 Loraine Avenue, Los Altos. |                                                                                     |
| Shravan Bharadwaj & Sthiti Deka | 931 Loraine Ave, Los Altos     |                                                                                     |
|                                 |                                |                                                                                     |
|                                 |                                |                                                                                     |
|                                 |                                |                                                                                     |



# Exhibit A – 2022 Neighborhood Talking Points & Written Objections

*(996 Loraine Avenue Project – February 15, 2022 Community Meeting)*

This exhibit contains written materials prepared and shared by neighbors prior to the February 15, 2022 community meeting regarding 996 Loraine Avenue, along with an email submitted to the City.

The document captures the neighborhood's **talking points and written objections**, which were used during the 2022 virtual meeting to articulate community concerns. These included:

- The project's **height and massing** being incompatible with a single-story neighborhood.
- **Inadequate parking**, guaranteeing spillover onto Loraine and Carob.
- **Traffic and safety risks** at the constrained Loraine/Miramonte intersection, especially for children biking to school.
- **Loss of sunlight and privacy** for adjacent residents.
- **Inconsistency with the Loyola Corners Specific Plan.**
- **Concerns about unfinished/blighted projects** nearby.

These notes and emails demonstrate that the community raised serious objections **three years ago**, which remain unresolved today. Including them in the record underscores the fact that neighbors have engaged in good faith since 2022, yet the City and applicant have failed to address these issues.

## **Attachments:**

1. 2022 Neighborhood Talking Points (Google Document)
2. Example of 2022 Resident Email Submission to Planning Staff

# Attachment 1: 2022 Neighborhood Talking Points (Google Document)

## 996 Loraine Project

Virtual community meeting: 5 PM, February 15, 2022

<https://www.losaltosca.gov/communitydevelopment/page/996-loraine-avenue>

February 15, 2022-Virtual Community Meeting at 5:00 PM

<https://tinyurl.com/3fvwbx7w>

From the city website: Members of the Public may call (650) 242-4929 to participate in the conference call (Meeting ID: 148 977 6870 or via the web at <https://tinyurl.com/3fvwbx7w>). 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 [Planning@losaltosca.gov](mailto:Planning@losaltosca.gov). Emails received prior to the meeting will be included in the public record.

Plans:

[https://www.losaltosca.gov/sites/default/files/fileattachments/community\\_development/page/79501/996\\_loraine\\_ave\\_-\\_plans.pdf](https://www.losaltosca.gov/sites/default/files/fileattachments/community_development/page/79501/996_loraine_ave_-_plans.pdf)

Hi Neighbors, feel free to add comments to this doc. This is our own internal doc, for us to share ideas, thoughts.

| Name                 | Address     | Email                    | Phone        | Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------|-------------|--------------------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Negin Kamangar       | 934 Loraine | neginkamangar8@gmail.com | 650-714-4888 | Inline                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Yana & Mark Ivey     | 999 Loraine | yanaivey@gmail.com       | 4088356070   | Agree with what's said below. We're pretty sure the shadows from the proposed building would fall on our house from Nov to Feb.<br><br>It isn't clear to me which side the city is on, or whether it even matters with SB330 in play. Is this us vs. the city, or is it us vs. the state?                                                                                                                                                                                                                                                                                                           |
| Jacky and Athena Woo | 942 Lorine  | jackywoo942@gmail.com    | 6503880894   | The proposal could bring 3 problems to the local residential neighborhood: (1) Loraine avenue is a short street with few families having young kids. The project will substantially increase traffic for Loraine Avenue and increase risk of accidents. (2) In addition, the proposed three floors - building will be out of touch from the local residential neighborhood. (3) Last but not least, there could be a problem of off-street parking, especially at the entrance to Loraine. This could create a traffic hazard for vehicles turning from Loraine Ave to Miramonte Ave or vice versa. |



|                                  |                 |                            |              |                                                        |
|----------------------------------|-----------------|----------------------------|--------------|--------------------------------------------------------|
| Arbel Family                     | 1507 Carob Ln   | eran@arbel.me              | 650-743-7664 | Concur with the points raised by the Woo family above. |
| Shravan Bharadwaj & Sthiti Dekka | 931 Loraine Ave | shravanbharadwaj@gmail.com | 408-805-1645 | Agree with all points raised.                          |

***We need to show that this building, in its current proposed design, will negatively impact our neighborhood.***

The most compelling voices for the decision makers are those neighbors whose homes are most negatively impacted, i.e. the 2-3 properties whose privacy and sunlight will be severely impacted as a result of a 3-story within 0-20' of their yard and their single story homes.

We will likely hear from the developer and city planner that because they're using two state laws ([SB 330](#) and the [State Density Bonus Law](#)), they are legally permitted to take one concession and an unlimited number of "waivers" which are essentially deviations from City Zoning code and relaxation of rules on things like setbacks, parking and height. So, for example per the City's code, the zoning designation for their land looks to permit a height of 30' but they're using a "waiver" to get to their proposed height of 41 feet. They may also be using a State Density Bonus waiver for a reduced parking ratio.

Talking points:

- Size of structure is significantly taller than neighboring buildings and residential homes
  - We object to the height and would like to have the parking underground in order to reduce the height and mass for this building that is totally out of scale with our single story neighborhood
    - Recent housing projects on the street have all dug basements instead of adding a 2nd story so it isn't clear why this building wouldn't have to do the same.
  - Should restrict to only two stories
- This whole street is single story homes and limited to single story zoning. So a 3 story is very out of character
- We believe that placing that big building on the street corner does not offer enough of a triangle of visibility to see cars going northbound on Miramonte, making it unsafe for those of us turning left onto Miramonte.
- Parking:
  - 16 parking spaces for 12 luxury 2 bd condos is not enough. Everyone will have 2 cars.
  - We are very concerned about overflow parking, especially if people have parties, their guest parking will spill onto our street which further exacerbates parking on our street.
- We object to the fact that they're doing a 0' setback along the southern property line, immediately adjacent to a single family home.
- They should relocate the two stair/elevator towers inside the building instead of putting them so prominently visible to everyone at the ends of the buildings. It's unsightly and looks even more massive than the building itself.
- Width of street at Loraine Ave is substandard compared to other residential streets, which makes the building even more imposing.
- Waivers for setbacks, height, parking

At a minimum, before we can comment further

- We need to see a shadow study to show how our adjacent neighbors will be impacted.
  - We do not want to be deprived of natural sunlight throughout the solar cycle
- We'd like to see story poles to depict mass and scale of the building as soon as possible



# Attachment 2: Example of 2022 Resident Email Submission to Planning Staff



Jane Yang <yang\_jane@yahoo.com>  
to me

Feb 15, 2022, 4:25 PM ☆ ☺ ↶ ⋮

Hi Negin,

I received your google document but I can't edit it. The following email was emailed to the City of Los Altos Planning Dept. last week. I agree with all the owners' points in the google file. You have my permission to add my Name/Property Address with my following objection to the google file.

1. Take off the 3rd floors from the project at least;
2. New building's parking access (in and out) should only limit to Miramonte;
3. Make fair financial compensation for neighbors who will lose significant benefits including health conditions due to the project.

Thanks

Jane Yang

----- Forwarded Message -----

From: Jane Yang <yang\_jane@yahoo.com>  
To: sgallegos@losaltosca.gov <sgallegos@losaltosca.gov>  
Sent: Tuesday, February 1, 2022, 06:50:01 PM PST  
Subject: Conflict view towards 996 Loraine project

Dear Mr. Sean Gallegos,

My working schedule won't allow me to attend the community meeting. I am writing this letter for my absence.

My home (982 Loraine Ave.) is next to this project (996 Loraine Ave.). I believe the height of the proposed 3-story building will ruthlessly deprive my benefits and take off the rights that I have been having for living there for almost 30 years. The project will also badly impact my health condition directly for uncontrollable severe high blood pressure due to lack of adequate warm natural sunlight, especially in winters.

Please consider all the following negative facts that will bring from this 3-story building:

1) The morning sun-shines throughout entire my property's east sidewall as well as all my kitchen and bathroom windows on that side will be totally blocked by your building.

2) My bedroom is facing south, so close to your proposed 3-store building. The daylights and sunshine are always full in the room. During the winter seasons, the sunlight can reach the entire whole bedroom and keep it warm and cozy. I mainly rely on this natural warm power to keep the room and myself warm to control my severe blood pressure issue. But your project could block most of such natural resources. **Can't you see that your building's future profit is built on top of my loss and suffering? Is it fair?**

If your building won't stand to my right, and won't hurt my benefit, I don't care what you are doing. But if your profit and gains from this project will make others lose and suffer, then you have no right to do so. Please consider modifying your building's height and make fair compensation for our loss due to your project.

Please forward my view to the owner of the project as well as the architecture company. Please contact me directly for their decisions.

Sincerely,

Jane Yang

P.S.

The letter is also attached here.

Date: 2/1/2022  
From: Jane Yang  
982 Loraine Ave., Los Altos, CA 94024  
To: Sean Gallegos, Senior Planner  
Planning Department, City of Los Altos, CA  
Regarding: Project Site 996 Loraine Ave. Los Altos, CA 94024

Dear Mr. Sean Gallegos,

My working schedule won't allow me to attend the community meeting. I am writing this letter for my absence.

My home is next to this project (996 Loraine Ave.). I believe the height of this 3-story building will ruthlessly deprive many benefits and take off the rights that I have been having for living there. It will also badly impact my health condition directly for uncontrollable severe high blood pressure due to lack of adequate warm nature sunlight, especially in winters.

Please consider all the following negative facts that will bring from this 3-story building

1) The morning sun-shines throughout entire my property's east side wall as well as all my kitchen and bathroom windows on that side will be totally blocked.

2) My bedroom is facing southeast next to your proposed 3-store building. Winter daily warm sunlight can reach the whole room. I mainly rely on this nature warm power to keep the room and myself warm to control my severe blood pressure issue. But your project could block most of such nature resource. Can't you see that your building's future profit has my share! It is because your gains is built on top of my lost. Is it fair?

If your building won't stand on my benefit, and won't hurt my enjoyment, I won't care what you are doing. But if your profit and gains will make others lost and suffer, then you have no right to do so. Please consider modifying your building's height and make a fair compensation for our lost due to your project.

Please forward my compla

Sincerely,

Jane Yang



# Exhibit B – Resident Quotes from February 15, 2022 Community Meeting

*(996 Loraine Avenue Project – Virtual Outreach Meeting Transcript)*

The following are **direct, on-the-record statements** made by Los Altos residents at the City's February 15, 2022 community meeting regarding 996 Loraine Avenue. These quotes demonstrate the depth and consistency of neighborhood opposition.

The full video recording is available at: [YouTube – 996 Loraine Avenue Community Meeting. February 15, 2022.](#)

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## 1. Traffic & Safety Hazards

"The traffic is going to be really a problem, especially for Loraine. It's a very small street, and this complex will almost double the traffic. Children biking to school will be put at risk."

— **Jackie Wu, 942 Loraine Ave**

"Coming out of JP Liquors, you already can't see oncoming traffic. Adding this building at the corner will make it even more unsafe."

— **Regina, Loraine Ave Resident**

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## 2. Height & Massing Out of Scale

"I don't think there are any three-story buildings in Loyola Corners. This shouldn't be the first. It will block sunlight on neighboring homes."

— **Mark Ivey, 999 Loraine Ave**

"The building is attractive but will stick out like a sore thumb. At two stories it would be fine, but at three it overwhelms the neighborhood."

— **Catherine Wurtz, Nearby Resident**

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## 3. Parking Deficit

"Sixteen parking spaces for 12 units is not nearly enough. Everyone will have two cars, and overflow will spill onto Loraine, where we already fight for parking."

— **Negin Kamangar, 934 Loraine Ave**

“This is going to put a huge burden on our streets. The plan doesn’t provide anywhere close to the number of spaces required.”

— **Willem Delaney, Nearby Resident**

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## 4. Loyola Corners Specific Plan

“This project doesn’t comply with the Loyola Corners Specific Plan. It’s inconsistent in massing, scale, and setbacks.”

— **Deb Skelton, Longtime Resident**

“We support development, but not one that ignores the specific plan. The City should enforce the rules meant to protect this neighborhood.”

— **Nancy Martin, Nearby Resident**

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## 5. Precedent and Blight Concerns

“Another block down there’s a building that’s been unfinished for years — an eyesore. We don’t want another half-built project.”

— **Bill Shepard, Miramonte Ave Resident**

“If this is approved, it sets a precedent for more three-story buildings in Loyola Corners. That’s not who we are.”

— **Jonathan Shores, Resident**

---

## Conclusion

The **themes are clear and consistent**:

- The project is too tall, too massive, and out of scale with single-story homes.
- It fails to provide adequate parking, guaranteeing spillover into residential streets.
- It creates traffic and safety risks for children.
- It violates the **Loyola Corners Specific Plan**.
- It risks setting a damaging precedent and repeating the blight of nearby unfinished projects.

These objections were raised in 2022 and remain unanswered in 2025. Advancing the project without addressing them is **procedurally unfair and substantively indefensible**.





PLANNING COMMISSION  
STAFF REPORT

**Meeting Date** November 6, 2025

**Subject** 4898 El Camino Real – New Multi-Family Residential Project

**Prepared by:** Sean Gallegos, Senior Planner

**Initiated by:** Subhendu Datta on behalf of ADL 15 LLC, Applicant

**Attachments:**

1. Draft Resolution – Design Review and Conditional Use Permit
2. Draft Resolution – Vesting Tentative Map
3. Project Plans
4. Density Bonus Report
5. Transportation Analysis

**Recommendation**

1. Adopt a Resolution approving Design Review (Application No. D25-0004) and Conditional Use Permit (Application No. CUP25-0001) for the construction of an eight (8) story, multiple-family development with eighty-five (85) residential units utilizing State Density Bonus with waivers at 4898 El Camino Real, per the recommended findings and conditions of approval; and find the project is categorically exempt from environmental review pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) - Attachment 1.
2. Recommend the City Council adopt a Resolution approving a Vesting Tentative Map (Application No. TM25-0001) to create eighty-five (85) condominium lots and one (1) common lot at 4898 El Camino Real, per the recommended findings and conditions of approval; and find the project is categorically exempt from environmental review pursuant to Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) - Attachment 2.

## **Background**

### Property Description

The approximately 0.43-acre vacant project site is located on the southeast corner of Jordan Avenue and El Camino Real. Surrounding land uses include a fast-food restaurant and residential uses across Jordan Avenue to the west, office and residential uses across El Camino Real to the north, office uses to the west, and the parking lot serving 4906 El Camino Real to the south.

### Project Overview

The project proposes to construct an eight (8) story, multi-family development utilizing State Density Bonus law. The development includes 85 dwelling units, consisting of nine studios, 47 one-bedroom units, and 29 two-bedroom units (Attachment 3 – Project Plans).

The site design provides pedestrian-oriented access and circulation while maintaining an active frontage along El Camino Real and Jordan Avenue. Pedestrian entries to the residential lobby are located along El Camino Real, with additional access from Jordan Avenue and the rear of the building. Streetscape improvements include new sidewalks, street trees, landscaped planters, and accessible curb ramps, enhancing the transition between the public right-of-way and building entrances. Vehicular access is provided from Jordan Avenue to the underground automated parking garage.

The ground floor includes the residential lobby and support areas, the primary building entry, and an entrance for a fully underground automated parking garage providing ninety-five (95) vehicle spaces, of which twelve (12) are EV-ready and six (6) are equipped with active EV charging stations. Bicycle parking is provided with long-term storage for ninety-eight (98) bicycles in a secure room, twenty (20) Class I bicycle spaces within the automated parking system, and five (5) Class II outdoor bicycle spaces located near the building entry.

Mechanical equipment will be located on the rooftop and screened from view by the parapet and cornice elements integrated into the building's design. Trash and utility areas are located within the building envelope, with an internal trash room provided on the lower floor adjacent to the garage.

The proposed building has a contemporary architectural design that incorporates smooth plaster in light and dark tones, fiber cement panels, and stone veneer accents to provide visual interest and reduce the perception of mass. At the ground level, aluminum storefront glazing framed by plaster columns and stone bases creates a transparent and active frontage along El Camino Real. Recessed and projecting balconies, vertical bays, and metal canopies further articulate the façades, reinforce a pedestrian scale, and highlight building entries.



The upper residential levels are finished with a combination of smooth stucco, composite fiber panels in wood and neutral tones, and cultured stone veneer, complemented by black-framed aluminum windows and metal railings. The roofline is defined by a parapet with cornice detailing that frames the building and screens rooftop elements. Behind the parapet, a landscaped rooftop deck provides resident amenity space while adding architectural interest and softening the overall building mass as viewed from the street.



*Figure 1: View from El Camino Real*

The project site is currently vacant and contains no protected trees. New ground-level landscaping will feature a mix of ornamental shrubs, grasses, and flowering plants along the El Camino Real and Jordan Avenue frontages, with planters at the building base. A total of seven (7) new street trees will be planted at the ground level, consisting of three (3) Chinese Pistache trees along El Camino Real and four (4) Maidenhair (Ginkgo biloba) trees along Jordan Avenue, contributing to shade and visual interest along the streetscape.

The rooftop deck will provide approximately 2,720 square feet of landscaped resident amenity space, including six (6) Golden Spirit Smoke trees in planters, drought-tolerant shrubs, and flowering species. Seating areas, open gathering spaces, and integrated shade elements will create a functional and comfortable outdoor environment. Plantings are arranged to frame outward views, provide privacy between seating areas, and soften the building's upper profile when viewed from surrounding streets.

### Previous Site Approvals

On October 1, 2019, the City Council adopted Resolution No. 2019-42 approving a Design Review Permit, Conditional Use Permit, and Tentative Map for a five-story multifamily residential development consisting of twenty-eight (28) units under the State Density Bonus Law. The approved unit mix included four (4) one-bedroom units, eleven (11) two-bedroom units, and thirteen (13) three-bedroom units. Of these, four (4) units were designated as affordable. The project approval expired on October 1, 2022.

## Analysis

### General Plan Consistency

The project is consistent with the General Plan's Thoroughfare Commercial Land Use Designation, which supports retail, service, office, and higher-density residential uses along El Camino Real, except as modified by State Density Bonus Law. The designation is intended to promote walkability, support local businesses, and provide opportunities for housing near services and transit. By providing a high-density residential development with ground-floor residential support uses, including affordable units utilizing State Density Bonus law, the project aligns with these objectives and contributes to a vibrant, pedestrian-oriented corridor. The project will contribute towards the City's Regional Housing Needs Assessment (RHNA) obligation and is aligned with the City's recently adopted 6th Cycle Housing Element by adding eighty-five (85) units to the City's housing stock, including ten (10) very low-income units.

The project complies with the following General Plan policies:

- LU Policy 1.1: Maintain flexibility of standards and procedures to accommodate changing trends in retail, housing, and office uses.
- LU Policy 2.3: Continue to conduct design review of residential and non-residential development applications to ensure compatibility with surrounding property and neighborhoods.
- LU Policy 3.1 Encourage residential development above the ground floor that includes affordable housing units.
- LU Policy 4.2 Encourage mixed-use projects with retail, housing, and/or lodging in addition to retail and office uses.
- LU Policy 4.4 Encourage the development of affordable housing.
- Housing Policy 1.1: The City will encourage a diverse range of both market-rate and affordable housing sizes and residential densities to accommodate the varied housing needs of families, couples, and individuals.
- Housing Policy 1.2: The City will encourage mixed-use development in designated zoning districts.
- Housing Policy 2.1 The City will facilitate the development of new affordable housing units.

### Zoning Consistency

The project complies with the Zoning Standards of the Commercial Thoroughfare (CT) Zoning District, except as modified by State Density Bonus law. An analysis of the project's compliance with CT Standards is provided in the table below:



| CT Zoning District Zoning Standards |                                                                                                                                          |                                |                                            |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------|
|                                     | Requirement                                                                                                                              | Proposal                       | Project Compliance                         |
| Front setback                       | Minimum 20 ft                                                                                                                            | 17 ft 2.5 in                   | Waiver requested under State Density Bonus |
| Front setback landscaping           | Minimum 50% of setback area landscaped                                                                                                   | 795 square feet (50%)          | Complies                                   |
| Interior side setback               | Minimum 10 ft                                                                                                                            | 9 ft 6 in                      | Waiver requested under State Density Bonus |
| Interior side setback landscaping   | Minimum 50% of setback area landscaped                                                                                                   | 41.5%                          | Waiver requested under State Density Bonus |
| Exterior side setback               | Minimum 15 ft                                                                                                                            | 8 ft                           | Waiver requested under State Density Bonus |
| Exterior side setback landscaping   | Minimum 50% of setback area landscaped                                                                                                   | 50.8%                          | Complies                                   |
| Rear setback                        | Minimum 25 ft                                                                                                                            | 20 ft 8 in                     | Waiver requested under State Density Bonus |
| Rear setback landscaping            | Minimum 50% of setback area landscaped                                                                                                   | 14%                            | Waiver requested under State Density Bonus |
| Building height                     | 55 ft (5 stories)                                                                                                                        | 109 ft 9 in (8 stories)        | Waiver requested under State Density Bonus |
| Private Open Space                  | An average of 50 square feet                                                                                                             | An average of 50.8 square feet | Project Complies                           |
| Common Open Space                   | Minimum of 2,400 square feet                                                                                                             | 3,280 square feet              | Project Complies                           |
| Off-Street Vehicle Parking          | 0 Spaces. AB 2097 eliminates minimum parking requirements for projects within one-half mile of a major transit stop; the site is located | 95 automated parking spaces    | Project Complies                           |

| CT Zoning District Zoning Standards |                                                                                                         |                                                                                                      |                  |
|-------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------|
|                                     | within this distance and therefore qualifies for the exemption.                                         |                                                                                                      |                  |
| Bicycle Parking                     | 5 short -term (Class-II) bicycle parking spaces.<br><br>128 long-term (Class-I) bicycle parking spaces. | 5 short-term (Class-II) bicycle parking spaces<br><br>128 long-term (Class-I) bicycle parking spaces | Project Complies |

The project must also comply with the City’s Objective Design Control Standards, as outlined in Los Altos Municipal Code (LAMC) Section 14.50.170 for the CT Zoning District and Section 14.66.280 for all multiple-family and mixed-use projects. Except for the requested waivers under Density Bonus, the project is consistent with the applicable Objective Design Control Standards. The requested waivers to the objective design control standards are described in the “Density Bonus Request” section of this report.

#### Density Bonus Request

Under California’s Density Bonus Law (Government Code Section 65915 et seq.), the Thoroughfare Commercial (TC) General Plan designation and the Commercial Thoroughfare (CT) Zoning District do not establish a fixed maximum dwelling unit density. In such cases, the City calculates base density using a hypothetical development consistent with all applicable standards and average unit sizes. Based on this methodology, the site supports a base density of 116 dwelling units per acre, or 50 units.

The applicant proposes to restrict ten (10) units as very low-income, which represents twenty (20) percent of the base 50 units. Under Government Code Section 65915(f)(2) and Los Altos Municipal Code Chapter 14.28, Table B, projects providing at least fifteen (15) percent of the base units as very low-income are entitled to a fifty (50) percent density bonus. Applying the 50 percent bonus to the 50-unit base allows an additional 25 units, for a subtotal of 75 units. In addition, because the project provides more than five (5) percent very low-income units, it also qualifies for an additional 20 percent bonus under Government Code Section 65915(v). This additional bonus increases the total by ten (10) units, resulting in a maximum of eighty-five (85) units on site.

Accordingly, the project is entitled to 85 total units, including ten (10) very low-income units, as documented in the Density Bonus Report submitted by the applicant (Attachment 4). The report also identifies the requested waivers, which are necessary to accommodate the project at the proposed density while including the required affordable units.



## *Waivers*

Under the Density Bonus Law, eligible projects may request unlimited waivers of development standards. Waivers modify zoning or site development requirements that would otherwise physically preclude construction of the project, including the affordable and density bonus units. The applicant requests sixteen such waivers, described below.

1. Front Setback: LAMC §14.50.090 requires a minimum front setback of 20 feet. The project proposes 17 feet 2-1/4 inches. Compliance would reduce the building footprint by about 99 square feet per floor (792 square feet total over eight floors), which would constrain residential layouts and reduce unit yield, directly conflicting with the affordable housing requirement.
2. Interior Side Setback: LAMC §14.50.100(A) requires a minimum 10-foot interior side setback. The project proposes a 9-foot 6-inch setback. Compliance would reduce the buildable width by approximately 82 square feet per floor (660 square feet total across eight levels), constraining residential layout and preventing the project from achieving the proposed density and affordable housing objectives.
3. Exterior Side Setback: LAMC §14.50.100(B) requires a minimum 15-foot exterior side setback. The project proposes an 8-foot setback. Compliance would remove approximately 1,155 square feet per floor (9,235 square feet total), substantially shrinking the building envelope and eliminating multiple units, thereby undermining project feasibility.
4. Rear Setback: LAMC §14.50.110 requires a minimum rear setback of 25 feet. The project proposes a 20-foot, 8-inch setback. Compliance would displace about 360 square feet per floor (2,880 square feet total), compressing unit depth and circulation and resulting in inefficient layouts and fewer units.
5. Building Height: LAMC §14.50.140(A) limits building height in the CT District to 55 feet, with an additional 12 feet permitted for rooftop equipment and appurtenances under §14.66.240(E), for a combined maximum height of 67 feet. The project proposes a roof deck at 92 feet, 2¼ inches and an elevator overrun at 109 feet, 7¼ inches, exceeding the 67-foot limit by 42 feet, 7¼ inches. A waiver is therefore requested to allow the roof deck to exceed the base height limit by 37 feet, 2¼ inches and the elevator overrun to exceed the combined maximum height by 42 feet, 7¼ inches. Strict adherence to the height limitation would require removal of approximately three stories and 35 units, thereby preventing the project from achieving the density permitted under State Density Bonus Law (Gov. Code §65915).
6. Upper-Story Step Backs: LAMC §14.50.170(B)(1)(a–b) requires a minimum 10-foot step back along the front and street-facing façades for stories above 45 feet. The project proposes no upper-story step backs. Compliance would reduce the building area by approximately 2,051 square feet per floor (8,204 square feet total over four floors), resulting in the loss of roughly ten residential units and making it infeasible to achieve the density allowed under State Density Bonus Law.

7. Vertical Façade Articulation: LAMC §14.50.170(B)(2)(a)–(b) requires that building façades exceeding 100 feet in length along a right-of-way be divided into primary façade bays no greater than 50 feet in width and secondary façade bays defined by recesses at least three feet deep and 10 feet wide. The project proposes primary bays that exceed 50 feet in some locations and utilizes vertically stacked balconies approximately five feet by 10 feet to provide visual articulation. Full compliance would eliminate about 316 square feet per floor, totaling approximately 2,528 square feet or three residential units, thereby reducing the building's efficiency and precluding the intended density.
8. Façade Entrances: LAMC §14.50.170(B)(2)(c) requires at least one pedestrian entrance per 150 linear feet along El Camino Real and per primary façade bay along other street frontages. The project proposes fewer entrances than required to maintain functional interior layouts and avoid the loss of ground-floor residential and commercial space. Full compliance would displace approximately two units, which adversely affects project feasibility and site design objectives.
9. Privacy and Line of Sight: LAMC §14.50.170(B)(5)(a) requires that when primary living spaces and balconies are along a side setback, principal windows and balconies be oriented toward the front or rear of the building. The project orients some primary living space windows and balconies toward the front, rear, and sides to preserve functional layouts and private open space. Enforcing this standard would reduce the building area by approximately 2,099 square feet per level (16,792 square feet total over eight levels) and eliminate about 21 units, substantially constraining unit design and preventing achievement of the intended density under State Density Bonus Law.
10. Parapet Length/Screening: LAMC §14.50.170(B)(6)(a)(v)(b) limits parapet segments above the third floor to twenty-five feet. The project proposes a maximum parapet length of thirty-nine feet, five inches. Meeting the standard would reduce approximately 488 square feet of floor area and about one half of a unit, and would require irregular parapet breaks that disrupt façade rhythm and design cohesion. A waiver is requested to preserve architectural consistency, maintain efficient unit layouts, and achieve the permitted density under State Density Bonus Law.
11. Pedestrian-Scaled Entrance: LAMC §14.50.170(C)(3)(a) requires buildings over seventy feet in length along a right-of-way to include at least one forecourt frontage. The project instead provides a recessed main entrance at the corner of Jordan Avenue and El Camino Real. Compliance would remove about 412 square feet per level (3,296 square feet total), eliminating roughly four units and reducing overall housing capacity.
12. Interior Side Yard Landscaping: LAMC §14.50.100 requires at least 50 percent of the interior side yard to be landscaped. The project provides 41.5 percent. Full compliance would remove approximately 736 square feet, reducing usable site area and eliminating one unit, which would constrain density and overall project feasibility.
13. Rear Yard Landscaping: LAMC §14.50.100 requires at least 50 percent of the required rear yard to be landscaped. The project provides 14 percent. Compliance would displace



approximately 5,416 square feet, resulting in the loss of about seven units and directly reducing housing capacity.

14. Driveway Landscaping: LAMC §14.50.170(G) requires landscaping on each side of a driveway at grade or in raised planters. Compliance would eliminate approximately 5,416 square feet of developable area, equivalent to seven units, reducing project density.
15. Transformer Fence Height: LAMC §14.72 limits fences within 15 feet of a driveway to a maximum height of 4 feet to preserve visibility. The project proposes a 6-foot-5-inch fence to screen transformers adjacent to the driveway. Compliance would require reducing the fence height, exposing equipment to public view, or redesigning the layout, displacing approximately 5,578 square feet (seven units). To maintain driveway safety, the project will include warning lights and/or signage consistent with the recommendations of the Transportation Impact Analysis prepared by Abrams Associates (2025).
16. Loading Space Location: LAMC §14.74.090 requires at least one on-site loading space of specific dimensions that allows safe vehicle maneuvering without blocking traffic or parking. Due to site constraints, the project's loading facility requires vehicles to back onto Jordan Avenue. Relocating the space elsewhere on-site would displace about 5,081 square feet (seven units), undermining the project's housing capacity and design efficiency.

#### Conditional Use Permit

The project requires a Conditional Use Permit pursuant to Los Altos Municipal Code Section 14.74.070, which governs the use of automated parking systems as an alternative to conventional off-street parking. The applicant proposes a mechanical parking system providing ninety-five (95) parking spaces in a fully enclosed underground garage. In compliance with code requirements, the system is located within a permanent structure, is supported by a Parking Management Plan, incorporates backup power for emergency operation, and has been reviewed for overall compliance with City requirements. Based on this review, staff finds the project consistent with the requirements of LAMC §14.74.070 and recommends approval of the Conditional Use Permit as outlined in the Draft Resolution (Attachment 1).

#### Subdivision

The project includes a Vesting Tentative Map for condominium purposes. The subdivision will divide the site into eighty-five (85) individual residential condominium units and a common lot. The subdivision conforms to the General Plan, Subdivision Ordinance, and provisions of the Subdivision Map Act as substantiated in the Draft Resolution recommending approval of the Vesting Tentative Map (Attachment 2).

#### Transportation Analysis

The City retains the existing level of service policy in the General Plan and continues to require development projects to conduct non-CEQA transportation analyses to evaluate and manage a project's adverse effects on local roadways by imposing conditions related to operational improvements during the project review and permitting phases. Under the adopted City policy, a

Local Transportation Analysis (LTA) is required for projects adding 50 or more net new daily trips. A transportation analysis was prepared by Abrams Associates Traffic Engineering, Inc. and evaluated the project in accordance with the City's LTA requirements. Based on the project's design and a detailed analysis conducted according to the City's LTA requirements, there would be no significant impacts to traffic operations according to established traffic engineering standards and no off-site transportation improvements would be required (Attachment 5).

### **Bankers Hill 150 v. City of San Diego**

Bankers Hill 150, the developer (Greystar), applied to construct a 20-story mixed-use project, at a building height of 223 feet, that would include 204 dwelling units, office space, a large courtyard, and underground parking. The proposed project qualified as a Density Bonus project because it set aside 18 dwelling units as affordable for very low-income residents. Accordingly, the City of San Diego granted Greystar a density bonus to exceed the zone's maximum density of 147 units, as well as incentives to exceed the City's 65-foot building height limit, eliminate requirements for a 15-foot setback and on-site truck loading and reduce private storage areas.

Two community groups, Bankers Hill 150 and Bankers Hill/Park West Community Association, filed a petition for writ of mandate challenging the City's approval of the project application, alleging that the project is inconsistent with the City's development standards for that neighborhood. The trial court denied the Association's writ petition because it fatally failed to address the application of the Density Bonus Law.

The Court of Appeal affirmed the trial court's denial of the writ petition. The court emphasized that, under the Density Bonus Law, absent very limited exceptions, the project is entitled to the waiver of any development standards that would have precluded the project's construction as designed, including those with which the Association alleged the project is inconsistent. Furthermore, the waiver or reduction in development standards is in addition to the incentives and concessions mandated by the Density Bonus Law.

The Association argued that the project could be redesigned to yield a shorter and less bulky building by eliminating a courtyard. Reaffirming the holding in *Wollmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, the court rejected the Association's argument. According to the court, the City could not demand that Greystar redesign its building to better meet City development standards even if a design existed that would allow fewer deviations from the City's requirements.

### **Housing Accountability Act (HAA)**

The Housing Accountability Act (HAA) (Government Code Section 65589.5), establishes the state's overarching policy that a local government may not deny, reduce the density of, or make infeasible housing development projects (projects resulting in more than two (2) housing units or resulting parcels) which includes subdivision of land that are consistent with objective local development standards. Before doing any of those things, local governments must make specified written findings based upon a preponderance of the evidence that a specific, adverse health or



safety impact exists. Legislative intent language indicates that the conditions that would give rise to such a specific, adverse impact upon the public health and safety would occur infrequently.

The proposed project is protected under the Housing Accountability Act (HAA) as it creates additional housing stock within the City of Los Altos. Additionally, the proposed project meets all applicable objective design standards, except as modified by Density Bonus law.

### **Environmental Review**

The 0.43-acre project site is an infill location along El Camino Real surrounded by urban development and contains no natural habitat for endangered species. The proposed development is consistent with the General Plan and CT District standards, as modified by State Density Bonus law, and will not result in significant impacts related to traffic, noise, air quality, or water quality. The site can be served by all required utilities and public services, and none of the exceptions in CEQA Guidelines Section 15300.2 apply.

Based on the City's adopted vehicle miles traveled (VMT) policy and CEQA Guidelines section 15064.3, transportation effects under CEQA are evaluated using vehicle miles traveled (VMT). A screening memo prepared by Abrams Associates Traffic Engineering, Inc. confirms that the project is screened out under the City's VMT Policy based on the map screening and Transit Proximity Screening criteria; therefore, transportation impacts are presumed less than significant.

Therefore, the project qualifies for an exemption under Section 15332 (Infill Development Projects) of the CEQA Guidelines.

### **Public Notification**

A public meeting notice was mailed to property owners within (300) feet of the project site and published in the newspaper. The applicant also posted the site with a public notice sign in conformance with the Planning Division posting requirements.

At the time of preparation of this report, the Planning Division has not received comments on the proposed project.

### **Next Steps**

The Planning Commissions decision on the Design Review and Conditional Use Permit applications are final. The Planning Commission's consideration and recommendation on the Vesting Tentative Map application will be forwarded to Council for consideration at a future meeting and will be noticed separately.

## **RESOLUTION NO. 2025-XX**

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS APPROVING DESIGN REVIEW AND A CONDITIONAL USE PERMIT FOR AN EIGHT-STORY, 85-UNIT MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENT WITH A STATE DENSITY BONUS WITH WAIVERS AT 4898 EL CAMINO REAL**

**WHEREAS**, an application has been submitted for a Design Review Permit (Application No. D25-0001) and Conditional Use Permit (Application No. CUP25-0001) to construct an eight-story, multiple-family residential building at 4898 El Camino Real, consisting of eighty-five (85) residential units, including ten (10) very low-income units, and an automated underground parking system; and

**WHEREAS**, the approximately 0.43-acre site is currently vacant and is located within the Thoroughfare Commercial (TC) General Plan Land Use Designation and Commercial Thoroughfare (CT) Zoning District; and

**WHEREAS**, the TC General Plan designation supports retail, service, office, and high-density residential uses along major corridors such as El Camino Real and encourages mixed-use development that enhances walkability, supports nearby businesses, and provides opportunities for housing near services and transit; and

**WHEREAS**, the TC General Plan designation and CT zoning district do not establish a fixed maximum dwelling unit density, and pursuant to Los Altos Municipal Code §14.28.050.2, the base density was determined using a hypothetical development consistent with all applicable standards and average unit sizes comparable to the proposed project, resulting in a base density of 50 dwelling units (116 units per acre). The applicant's inclusion of ten (10) very low-income units qualifies the project for a density bonus consistent with Government Code Section 65915 and supports the City's adopted Housing Element and overall housing production goals; and

**WHEREAS**, the applicant proposes to restrict ten (10) units as very low-income, representing twenty (20) percent of the base 50 units, which qualifies the project for a 50 percent density bonus under Government Code §65915(f)(2) and LAMC Chapter 14.28, Table B, allowing an additional twenty-five (25) units for a subtotal of seventy-five (75) units. The project also provides more than five (5) percent very low-income units; therefore; qualifies for an additional 20 percent density bonus under Government Code §65915(v), yielding ten (10) additional units for a total of eighty-five (85) units; and

**WHEREAS**, the applicant has requested waivers of development standards pursuant to Government Code §65915(e) and LAMC §14.28.050 to allow deviations necessary to physically accommodate the proposed project, including modifications to front, interior side, exterior side, and rear setbacks; building height; upper-story step backs; vertical façade articulation; facade entrances; privacy and line-of-sight standards; parapet length; pedestrian-scaled entrance requirements; interior side landscaping, rear yard landscaping, driveway landscaping standards; transformer fence height; and loading space location, consistent with State Density Bonus Law; and

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



**WHEREAS**, the Planning Commission held a duly noticed public hearing to consider the Project on November 6, 2025 and considered the written record and all public comment; and

**WHEREAS**, all the requirements of the Public Resources Code (PRC), the State California Environmental Quality Act (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 Planning Commission 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**, approval of the Project would be categorically exempt from environmental review under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines because the 0.43 acre project site is considered an in-fill site that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered, rare or threatened species; the proposed development is consistent with the General Plan and the CT Zoning District's Zoning Standards except as modified by Density Bonus Law and will not result in any significant impacts relating to traffic, noise, air quality, or water quality; the site can be served by all required utilities and public services; and none of the circumstances described in CEQA Guidelines Section 15300.2 apply.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Los Altos hereby approves Design Review Permit (Application No. D25-0001) and Conditional Use Permit (Application No. CUP25-0001) for a mixed-use development based on the findings attached hereto as "Exhibit A" and conditions of approval attached hereto as "Exhibit B" and incorporated by this reference.

## EXHIBIT A

### Findings

#### **Design Review**

With regard to the design review for the Project, the Planning Commission finds the following pursuant to Section 14.77.070 of Los Altos Municipal Code (LAMC):

- A. The proposal meets the goals, policies, and objectives of the General Plan and any objective design guidelines or standards and ordinances adopted for the specific district or area because the project implements the Thoroughfare Commercial (TC) land use designation by providing a high-density residential development along El Camino Real that promotes walkability, supports nearby businesses, and provides housing near transit and services. The project meets all applicable zoning and design standards, except where deviations are granted through waivers under State Density Bonus Law to accommodate affordable housing consistent with Government Code Section 65915.
- B. The proposed structure has been designed to follow the natural contours of the site with minimal grading, minimal impervious cover, and maximum erosion protection because the 0.43-acre infill site is flat and previously developed. The project utilizes podium construction, landscaped planters, and stormwater treatment areas to reduce impervious surface coverage while maintaining compliance with stormwater management and drainage requirements.
- C. Building mass has articulated architectural elements or features that 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 because the project features recessed and projecting balconies, defined bays, and varied window groupings that create depth and break up the massing. Alternating materials, parapet detailing, and clearly identifiable residential entries further emphasize human scale and visual interest consistent with Objective Design Standards for the TC District.
- 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. The project features a base clad in smooth stucco and stone veneer, a middle section composed of horizontal fiber cement panels with a warm wood appearance, and an upper portion with light-toned stucco and metal accent elements. Together, these materials establish visual hierarchy and depth, reinforce horizontal and vertical articulation, and maintain a cohesive architectural character throughout the façade.
- E. The design and layout of the proposed project will result in well-designed vehicle and pedestrian access, circulation, and parking because pedestrian entries are located along El Camino Real and Jordan Avenue, and vehicular access is provided from Jordan Avenue to an automated underground mechanical parking facility. The parking system and overall circulation have been evaluated for adequacy, accessibility, and safety in the *Transportation Impact Analysis* (Abrams Associates, September 17, 2025), which found that the project would



generate vehicle trips below the City's screening thresholds, would not result in significant Vehicle Miles Traveled (VMT) impacts, and would maintain acceptable Level of Service (LOS) conditions at nearby intersections. The project design ensures safe pedestrian circulation, efficient parking operations, and ADA-compliant access consistent with the City's transportation and design standards.

- F. The general landscape design ensures visual relief, complements structures, provides an attractive environment, and is consistent with the adopted landscape program because the landscape plan integrates ground-level planting areas along El Camino Real and Jordan Avenue, including ornamental grasses, flowering shrubs, and seven new street trees. The 2,720-square-foot rooftop terrace includes six trees and drought-tolerant species to provide shade and visual interest, creating a balanced landscape composition that complements the building architecture.
- G. Signage, when proposed or required, is designed to complement the building architecture in terms of style, materials, colors, and proportions and serves as identification of the building or businesses only because no signage is proposed at this time; any future signage will be reviewed under LAMC Chapter 14.68 to ensure it maintains consistency with the building architecture.
- H. Mechanical equipment is fully screened from public view, and the screening is designed to be consistent with the building architecture in form, material, and detailing, and in full compliance with Chapter 11.14 of the Los Altos Municipal Code because all rooftop equipment is concealed behind parapets with cornice detailing that matches the building's color and material palette, ensuring a cohesive and architecturally integrated design.
- I. Service and trash areas are fully screened from public view or enclosed in structures that are consistent with the building architecture in materials and detailing because trash and utility enclosures are fully integrated into the building design at the ground level and screened with materials consistent with the building façade.
- J. Street improvements which are identified in Chapter 11.20 of the Los Altos Municipal Code are provided because the project includes new sidewalks, curbs, and gutters along El Camino Real and Jordan Avenue, consistent with City standards for accessibility and pedestrian safety.
- K. Off-site improvements associated with the subdivision of land allowed by Title 13 of the Los Altos Municipal Code and/or the Subdivision Map Act are not applicable because the project includes a Vesting Tentative Map for condominium purposes. The subdivision and related off-site improvements, including utility connections and frontage upgrades, have been designed in accordance with City standards and the Subdivision Map Act to ensure adequate public services, infrastructure capacity, and consistency with applicable regulations.
- L. The Project is categorically exempt from environmental review under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines because the 0.43 acre project site is considered an in-fill site that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered, rare or threatened species; the proposed development is consistent with the General Plan and the CT Zoning District zoning standards except as modified by Density Bonus Law, and will not result in any significant impacts relating to traffic, noise, air quality, or water quality; the site can be served

by all required utilities and public services; and none of the circumstances described in CEQA Guidelines Section 15300.2 apply.

### **Use Permit**

With regard to the conditional use permit for the Project, the Planning Commission finds the following pursuant to Section 14.80.060 of Los Altos Municipal Code (LAMC):

- A. That the proposed location of the conditional use is desirable or essential to the public health, safety, comfort, convenience, prosperity, or welfare because the Project introduces an advanced automated parking system that improves safety, circulation, and efficiency. The mechanical parking system eliminates the need for interior drive aisles, reduces vehicular conflicts with pedestrians, and enhances site safety by operating in a secure, enclosed environment. By reducing emissions and vehicle idling, the system contributes to improved air quality and energy efficiency while ensuring convenient, monitored access for residents.
- 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 because the Commercial Thoroughfare (CT) zoning district promotes higher-density residential and mixed-use development along major corridors such as El Camino Real. The automated parking use supports this objective by efficiently providing required parking within a compact footprint, allowing more space for housing and streetscape improvements. The Project advances City goals for sustainable infill development and efficient land use consistent with the zoning plan.
- 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 because the automated parking system is fully enclosed, monitored, and designed to meet mechanical and fire safety standards. The Transportation Impact Analysis (Abrams Associates, 2025) found no significant Vehicle Miles Traveled (VMT) or Level of Service (LOS) impacts, confirming that the system will operate safely without adversely affecting nearby intersections or neighborhoods. The Project maintains appropriate setbacks, provides accessible pedestrian connections, and enhances overall site safety and functionality.
- 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 because the Project complies with applicable CT district standards except for deviations permitted under the State Density Bonus Law. The automated parking facility is authorized under LAMC §14.74.070 as an alternative parking system and has been designed to meet City requirements for safety, access, and functionality. The Project is consistent with the intent of the zoning plan and advances the City's housing, mobility, and design objectives.
- E. When a conditional use permit is required, the Planning Commission shall make a specific finding that there is adequate on-site parking to support the facility, including staff, patients, visitors and other ancillary support services. This determination shall be based on a parking demand analysis prepared by a qualified professional and presented to the Planning Commission at a public hearing because the Transportation Impact Analysis (Abrams Associates, 2025) determined that ninety-five (95) automated parking spaces are sufficient to serve the eighty-five (85) residential units. The Project qualifies for parking reductions under



AB 2097 due to its proximity to major transit and demonstrates adequate parking capacity, operational efficiency, and ADA accessibility to support the use and residents' needs.

## EXHIBIT B

### CONDITIONS OF APPROVAL

#### PLANNING DIVISION

1. **Approved Plans:** The project shall be developed in substantial compliance with the design plans, support materials, and technical reports approved as part of the project, except as modified by these conditions as specified below.
2. **Expiration:** This Permit is valid for a period of two years and will expire on November 6, 2027, unless prior to the date of expiration, a building permit is issued, or an extension is granted pursuant to the procedures and timeline for extensions in the Zoning Code.
3. **Revisions to the Approved Project:** Minor revisions to the approved plans which are found to be in substantial compliance with the approved plans may be approved by the Development Services Director.
4. **Notice of Right to Protest:** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day period in which you may protest these fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a) began on the date of approval of this project. If you fail to file a protest within this 90-day period complying with all the requirements of Section 66020, you will be legally barred from later challenging such exactions.
5. **Applicability of This Permit:** This Permit shall apply to any business/owner entity whose use and operational characteristics match those of the approved use. Intensification of the approved use shall require an amendment to this Permit. This Permit shall continue to be valid upon a change of ownership/operator of the site, business, service, use(s), or structure that was the subject of this approval provided the new owner/operator agrees in writing to all applicable conditions and operating standards prior to reopening or maintaining the use or structure(s) under the new ownership. Any new owner/operator must submit a wet (original) signed letter to the Planning Division noting agreement with the enclosed conditions which includes notation of this permit number and the new business/operator name. This letter may be requested by the City at any time.
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. 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.



7. **Certification Of Building Permit Plans:** In a letter, the project architect shall certify the architectural design shown in the building permit plans match the approved plans. Any changes or modifications must be clearly noted in writing and shown on redlined plan sheets. The project architect shall also certify the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
8. **Affordable Housing Agreements:** All applicable affordable housing agreements for the project shall be executed and recorded on a form provided by the City to the satisfaction of the Development Services Director and City Attorney prior to the issuance of the final map.
9. **Single-Phase Development:** Construction of the project shall be done in a single phase and shall not be considered a multi-phased development.
10. **Roof Deck Operations:** The approved hours of operation for the rooftop common area shall be limited to 7:00 a.m. to 9:00 p.m. and shall not allow amplified music.
11. **Exterior Materials:** High-quality materials and finishes shall be used throughout the project and shall remain in compliance with the materials identified in the approved plans, except as modified by the conditions of approval herein. Details regarding all color and architectural details shall be provided in the building permit plan submittal and shall be subject to review and approval by the Development Services Director or their designee prior to the issuance of building permits.
12. **Special Paving Materials:** The color, material, design, and product specifications for the special paving materials used on-site shall be submitted with the building permit drawings. Final paving design details shall be subject to review and approval by the Development Services Director or their designee prior to the issuance of building permits.
13. **Windows:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit in the building permit drawings for review and approval by the Development Services Director or their designee prior to the issuance of building permits.
14. **Paint Color-Coding:** Color-coded elevations of each side of the building(s) detailing the location of all paint and stain colors, manufacturer, and color names shall be included in the building permit plans.
15. **Materials Mock-Up:** The applicant shall set up a large material and color mock-up on-site, prior to building permit issuance and purchase of the finished materials, for final selection and approval by the Development Services Director or their designee. At a minimum, the mock-up shall include Trespa Meteon French Walnut siding, Trespa Meteon Brooklyn Classic siding, 3-coat stucco, cultured stone Cast-Fit Carbon veneer, window and door trim, metal coping, and paint samples. Proposed primary and secondary (accent) paint colors should be painted next to each other on the mock-up for purposes of inspection. The color(s) shall not be considered approved until after inspection and approval by the Development Services Director or their designee.

16. **Rooftop Equipment Screen:** All rooftop equipment must be concealed behind opaque (solid) screening designed to complement the building design such that rooftop equipment is not visible from any elevation. Details of the rooftop equipment and roof screens shall be included in the building permit drawings and shall be equal to, or taller than the equipment it is intended to screen.
17. **Fences and Walls:** All fencing and walls are to be shown on building plan drawings, including details on height, location, and material finish. No fence or wall shall exceed six feet in height, measured from adjacent grade to the top of the fence or wall. The design and location must be approved by the Development Services Director or their designee and comply with all setback and traffic visibility area requirements prior to building permit issuance.
18. **Lighting Plan:** A detailed lighting plan shall be included in building permit drawings demonstrating compliance with Chapter 14.91 (Lighting Performance Standards) of the Los Altos Municipal Code. This plan should include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. The design and location of outdoor lighting fixtures shall ensure there will be no light spillover to surrounding properties, which is demonstrated with photometric contours extending beyond the project property lines. The lighting plan submitted with building permit drawings must be approved by the Development Services Director or their designee prior to building permit issuance.
19. **Rooftop Deck Lighting:** Proposed lighting fixtures on the rooftop deck shall not be visible from ground level on adjacent public streets. All string lighting shall be designed to include shades to avoid light spillover and be screened so they are not visible from off-site.
20. **Landscaping:** Detailed landscape plans encompassing on- and off-site plantable areas out to the street curb must be included in building permit drawings. Minimum plant sizes are flats or one-gallon containers for ground cover, five-gallon for shrubs, and 24" box for trees. The drawings must be approved by the Development Services Director or their designee prior to building permit issuance and implemented prior to occupancy. All plans should be prepared by a licensed Landscape Architect and shall comply with the City's Water Efficient Landscape Ordinance (WELo) pursuant to Chapter 12.36 of the Municipal Code. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate planting coverage and/or screening.
21. **Landscape Screening:** All utility meters, lines, transformers, backflow preventers, etc., on-site or off-site, must be shown on all site plan drawings and landscape plan drawings. All such facilities shall be located so as to not interfere with landscape material growth and shall be screened in a manner which respects the building design and setback requirements. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate plant screening.
22. **Signage:** No signs are approved as part of this application. Any new signage will require separate planning and/or building permits and shall be designed in compliance with Chapter 14.68 of the Los Altos Municipal Code. Prior to the issuance of the building permit for the project, the applicant shall apply for and get approval of a Sign Permit from the Planning Division.



23. **Parking Management Plan:** Prior to building permit issuance, the applicant shall develop a parking management plan describing parking allocation for residents and guests, subject to administrative approval by the Development Services Director or their designee.
24. **Loading/Delivery Plan:** Prior to building permit issuance, the applicant shall develop a plan specifying measures to manage on-site deliveries and loading, which may include measures to tailor delivery hours and/or days to limit conflicts with peak traffic times or adjacent land uses.
25. **Solid Waste and Recyclables Disposal Plan:** The applicant shall submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.
26. **Construction Noise Reduction:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
27. **Mechanical Equipment:** Prior to issuance of a building permit, the applicant shall show the location of any mechanical equipment which complies with the requirements of Chapter 11.14 (Mechanical Equipment) and Chapter 6.16 (Noise Control) of the Los Altos City Code.
28. **Acoustical Report for Mechanical Equipment:** Prior to issuance of a building permit, the applicant shall submit a report from an acoustical engineer/consultant ensuring that the rooftop mechanical equipment meets the City's Noise Control Ordinance (Chapter 6.16).
29. **Air Quality:** The applicant is required to secure a permit from the Bay Area Air Quality Management District or provide written assurance that no permit is required prior to issuance of a building permit.
30. **Basic Air Quality Construction Measures:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand,

or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; (f) idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points; and (g) all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

31. **Discovery of Contaminated Soils:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) the contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) the contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) the contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) the contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) the contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
32. **Discovery of Archaeological Resources:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
33. **Discovery of Human Remains:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, the Coroner shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains, then the landowner shall reinter the human remains and items associated with



Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Development Services Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Development Services Director.

34. **Discovery of Paleontological Resources:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.
35. **Indoor Formaldehyde Reductions:** If the project utilizes composite wood materials (e.g., hardwood plywood, medium density fiberboard, particleboard) for interior finishes, then only composite wood materials that are made with CARB approved, no-added formaldehyde (NAF) resins, or ultra-low emitting formaldehyde (ULEF) resins shall be utilized (CARB, Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products, 17 CCR Section 93120, *et seq.*, 2009-2013).

## **BUILDING DIVISION**

36. **Building Permit:** A building permit is required for the project and building design plans shall comply with the latest applicable adopted standards. The applicant shall submit supplemental application materials as required by the Building Division to demonstrate compliance.
37. **Conditions of Approval:** Incorporate the conditions of approval into the Building Permit submittal plans and provide a letter which explains how each condition of approval has been satisfied and/or which sheet of the plans the information can be found.
38. **Green Building Verification:** The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
39. **School Fee Payment:** In accordance with Section 65995 of the California Government Code, and as authorized under Section 17620 of the Education Code, the property owner shall pay the established school fee for each school district the property is located in and provide receipts to the Building Division. Payments shall be made directly to the school districts.
40. **Payment of Impact and Development Fees:** The applicant shall pay all applicable development and impact fees in accordance with State Law and the City of Los Altos current adopted fee schedule. All impact fees not paid prior to building permit issuance shall be required to provide a bond equal to the required amount prior to issuance of the building permit.

41. **Work Hours/Construction Site Signage:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 5:30 p.m., Monday through Friday, from 9 a.m. to 3 p.m. Saturday, and no work is permitted on Sunday or any City observed holiday. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours and contact information, including an after-hours contact.
42. **Disturbance Coordinator:** The applicant shall designate a “disturbance coordinator” who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.
43. **Change of Address:** A “Request for Address Assignment or Change” form must be submitted to the Building Division to correlate with the addition of any new units or tenant spaces on the property.
44. **California Water Service Upgrades:** You are 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.
45. **Americans with Disabilities Act:** All improvements shall comply with Americans with Disabilities Act (ADA). The latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way. Compliance with all ADA requirements shall be shown on all building permit plans.
46. **Green Building Verification:** The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.
47. **Public Utilities:** The applicant shall contact electric, gas, communication, and water utility companies regarding the installation of new utility services to the site.
48. **Geotechnical Report:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for back draining walls to prevent the build-up of



hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

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

## **ENGINEERING DIVISION**

50. **Public Infrastructure Repairs:** The applicant shall repair any damaged right-of-way infrastructures and otherwise displaced curb, gutter and/or sidewalks and City's storm drain inlet shall be removed and replaced as directed by the City Engineer or his designee. The applicant is responsible to resurface (grind and overlay) half of the street along the frontage of First Street if determined to be damaged during construction, as directed by the City Engineer or his designee.
51. **Construction Management Plan:** The applicant shall submit a construction management plan for review and approval by the Development Services Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. The plan shall provide specific details with regards to how construction vehicle parking will be managed to minimize impacts on nearby single-family neighborhoods. Sidewalks, parking and travel lanes along El Camino Real and Jordan Ave shall not be closed for the full duration of the project. Closures will be reviewed and approved with Encroachment Permit submittals on Jordan Ave. Closures on El Camino Real shall be approved by Cal Trans. The applicant shall be required to have a pre-construction meeting with all abutting property owners to discuss the project schedule and to prominently display a sign with the single point of contact the community should interface with for any construction related impacts from the project.
52. **Maintenance Bond:** A one-year, ten-percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.
53. **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.
54. **Label Catch Basin Inlets:** The applicant shall label all new or existing public and private catch basin inlets which are on or directly adjacent to the site with the "NO DUMPING - FLOWS TO ADOBE CREEK" logo as required by the City.
55. **Payment of Impact and Development Fees:** The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in lieu fees, traffic impact fees, public art impact fee, and map check fee as required by the City of Los Altos Municipal Code prior to issuance of a building permit.

56. **Public Improvements:** Install or reconstruct standard public improvements required for the project along the project frontages of El Camino Real and Jordan Ave. These improvements include, new sidewalk, curb and gutter including extending the sidewalk along the frontage on Jordan Ave to the corner of El Camino Real and Jordan Ave. Additionally the applicant shall grind and overlay half of Jordan Ave as directed by the City Engineer.
- Provide a 5-foot wide sidewalk along Jordan Ave; the 6-inch curb shall not be included in the sidewalk width.
  - The existing street centerline on Jordan Ave shall be repainted and extended to a total length of 150 feet.
  - Provide checker non-slip lids for the electric vault and all other utility lids located within the right-of-way.
57. **Traffic Control Plans:** Upon submitting the initial building permit and improvement plans, the applicant shall submit traffic control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans. Traffic control plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD).
58. **Final Map Recordation:** The applicant shall record the final map. Building Permits shall not be issued until the final map is recorded. 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.
59. **Storm Water Management Plan:** The applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the San Francisco Bay Region Municipal Regional Stormwater (MRP) National Pollutant Discharge Elimination System (NPDES) Permit No. CA S612008, Order R2-2022-0018, Provision C.3 dated May 11, 2022. All projects that create and/or replace 5,000 sq. ft. or more of impervious surface on the project site and affected portions of the public right-of-way that are developed or redeveloped as part of the project must also complete a C.3. Data Form available on the City's Building Division website. The SWMP shall be reviewed and approved by a City approved third party consultant at the Applicant's expense. The recommendations from the SWMP shall be shown on the building permit plans.
60. **Pollution Prevention:** The improvement plans shall include the "Blueprint for a Clean Bay" plan sheet in all plan submittals.
61. **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.
62. **Sewer Lateral:** Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12" away from the main.



63. **Transportation Permit:** A Transportation Permit, per the requirements specified in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site. Applicant shall pay the applicable fees before the transportation permit can be issued by the City Engineer.
64. **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. Any work within El Camino Real will require the applicant to obtain an encroachment permit with Caltrans prior to commencement of work.
65. **Grading and Drainage Plan:** The applicant shall submit on-site grading and drainage plans that include (i.e. drain swale, drain inlets, rough pad elevations, building envelopes, drip lines of major trees, elevations at property lines, all trees and screening to be saved) for approval by City Engineer. No grading or building pads are allowed within two-thirds of the drip line of trees unless authorized by a certified arborist and the Planning Division.
66. **Cost Estimate and Performance Bonds:** The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100 percent performance bond or cash deposit (to be held until acceptance of improvements) and a 50 percent labor and material bond (to be held 6 months after acceptance of improvements) for the work in the public right-of-way.
67. **Condominium Map:** The applicant shall record the condominium map as required by the City Engineer prior to final occupancy.
68. **Public Access Easement:** The applicant shall dedicate public access easements for the purpose of providing pedestrian access prior to the recordation of the final map.
69. **Public Utility Dedication:** The applicant shall dedicate public utility easements as required by the utility companies to serve the site.
70. **Subdivision Agreement:** The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the final map.
71. **New ADA Ramps and Crosswalks:** The applicant shall provide new ADA ramps and crosswalk striping per the City standards at the corner of El Camino Real and Jordan Ave crossing over Jordan Ave. Additionally, ADA ramps shall be installed in either side of the proposed driveway on Jordan Ave and an ADA ramp shall be installed at the corner of El Camino Real and Jordan Ave crossing El Camino Real.
- a. New ADA Ramps shall follow the latest Caltrans Standard Detail A88A.
  - b. Truncated domes on ADA ramps shall be cast iron and baked-on-oil finish.
  - c. The crosswalk on Jordan shall be repainted.
72. **Parking Stall and Red Curb Striping:** The applicant shall install parking stall striping and red curb as directed by the City Engineer or his designee.
- a. Provide a minimum 20 feet of red curb on each side of the driveway entrance.
  - b. Provide red curb starting at the end of curb on El Camino Real and extending 30 feet into Jordan.

73. **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 the 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.
74. **Solid Waste Ordinance Compliance:** The applicant shall be in compliance with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance (LAMC Chapter 6.12) which includes a mandatory requirement that all multi-family dwellings provide for recycling and organics collection programs.
75. **Solid Waste and Recyclables Disposal Plan:** The applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The Applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, Applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.

## **FIRE DEPARTMENT**

76. **Formal Plan Review:** Review of this Developmental proposal is limited to acceptability of site access and 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 Division all applicable construction permits.
77. **Fire Sprinklers Required:** 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 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. The owner(s), occupant(s), and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record 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 work. CFC Sec. 903.2
78. **Fire Alarm Requirements:** Refer to CFC Sec. 907 and the currently adopted edition of NFPA 72. Submit shop drawings (three sets) and a permit application to the Santa Clara



County Fire Department (SCCFD) for approval before installing or altering any system.

79. **Public Fire Hydrant Required:** Provide a public fire hydrant at a final location to be determined jointly by the Fire Department and California Water Company. The maximum distance shall be 250 feet from the building frontage, 500 feet between hydrants, and a maximum of 100 feet from the Fire Department Connection (FDC), with a minimum 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, Appendix B, and Appendix C.
80. **Fire Hydrant Systems Required:** Where a portion of a facility or building is more than 400 feet from a hydrant on a fire apparatus access road, measured by an approved route around the exterior, onsite fire hydrants and mains shall be provided as required by the fire code official. Exception: For Group R-3 and Group U occupancies equipped throughout with an approved automatic sprinkler system, the distance requirement shall be not more than 600 feet. [CFC Sec. 507.5.1]
81. **High-Rise Requirements:** Every building with floors used for human occupancy located more than 75 feet above the lowest floor level with building access, except hospitals, shall meet high-rise structure requirements per CFC 202 Definition. Include a note on plans indicating this project requires high-rise structure compliance.
82. **Buildings and Facilities Access:** Approved fire apparatus access roads shall be provided for every facility or building. The access road shall comply with the requirements of this section and extend to within 150 feet of all portions of the facility and exterior walls of the first story, measured by an approved route around the exterior. [CFC Sec. 503.1.1]
83. **Required Aerial Access:** Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. At least one required access route shall be located within 15 to 30 feet of the building and parallel to one entire side. Exception: Where approved by the fire code official, Type IA, IB, or IIA buildings fully sprinklered under Section 903.3.1.1 and having firefighter access through an enclosed stairway with a Class I standpipe from the lowest vehicle access level to all roof surfaces. Overhead power lines shall not be located within the aerial access roadway. [CFC Ch. 5 and SCCFD SD&S A-1]
84. **Knox Key Boxes/Locks Where Required for Access:** Where access to or within a structure or area is restricted because of secured openings or where immediate access is necessary for lifesaving or firefighting purposes, a key box shall be installed in an approved location. The Knox Key Box shall contain keys for required access. Gates or barriers shall be equipped with Knox Locks. Operators must notify the fire code official and update keys when locks are changed. [CFC Sec. 506]
85. **Fire Department Connection:** The FDC shall be installed on the street-address side of the building, within 100 feet of a public fire hydrant and within ten feet of the main Post Indicator Valve (PIV), unless otherwise approved. FDCs shall have at least two 2½-inch national standard threaded inlet couplings, be painted safety yellow, and oriented for unobstructed hose access. [SCCFD SP-2 Standard]

86. **Two-Way Communication System:** Two-way communication systems shall be designed and installed per NFPA 72 (2022), the California Electrical Code (2022), the California Fire Code (2022), and the California Building Code (2022). Revise plans to show this as a deferred submittal item.
87. **Emergency Responder Radio Coverage in New Buildings:** All new buildings shall provide approved radio coverage for emergency responders within the building based on existing coverage levels at the exterior. This section shall not require improvement of public safety communication systems. [CFC Sec. 510.1]
88. **Standpipes Required:** Standpipe systems shall be provided where the floor-level of the highest story is more than 30 feet above the lowest level of fire department vehicle access. Systems shall be manual wet type and installed in accordance with NFPA 14. [CFC Sec. 905]
89. **Required Fire Flow:** The minimum required fire flow for this project is 1,500 GPM at 20 psi residual pressure, assuming installation of automatic sprinklers per CFC Sec. 903.3.3.1.
90. **Fire Lanes Required:** The minimum clear width of fire department access roads shall be 20 feet. Fire lanes shall be designated and marked as required by California Vehicle Code Section 22500.1. Plans shall show proposed red curbs, fire lane markings, and access sign locations.
91. **Water Supply Requirements:** Potable water supplies shall be protected from contamination caused by fire protection water supplies. The applicant and contractors shall coordinate with the water purveyor to meet all requirements. Final system approval requires written confirmation from the purveyor that all standards have been met. [CFC Sec. 903.3.5 and Health and Safety Code 13114.7]
92. **Address Identification:** New and existing buildings shall have approved address numbers visible from the street or road fronting the property. Numbers shall contrast with the background, be a minimum of six inches high, and have a minimum stroke width of 0.5 inch. For buildings not visible from the public way, provide a monument or sign. [CFC Sec. 505.1]
93. **Construction Site Fire Safety:** All construction sites must comply with applicable provisions of CFC Chapter 33 and SCCFD Standard Detail and Specification S1-7. Include appropriate notations on subsequent plan submittals.
94. **Building Construction Type Compliance:** The construction type of the building shall be verified to be compliant with the allowable height, area, and number of stories permitted under the California Building Code (CBC).
95. **Standby and Emergency Power:** Standby and emergency power shall be provided in accordance with CBC Section 403.4.8. If a generator is proposed, its location shall be shown on the plans.
96. **Smoke-Proof Enclosures for Stairways:** Smoke-proof enclosures shall be provided for all interior exit stairways in compliance with CBC Section 403.5.4.



97. **Fire Command Center:** A fire command center shall be provided in the main lobby area per CBC Section 403.4.6. The command center size and configuration shall comply with CFC Section 508.1.3.
98. **Smoke Control System Space Requirements:** Sufficient space and designated area shall be provided for the smoke control system as required by CBC Section 403.4.7.
99. **Fire Pump Room Access:** Where a fire pump is required, fire pump rooms not directly accessible from the exterior shall be accessible through a fire-resistance-rated corridor from an enclosed stairway or exterior exit, consistent with NFPA 20 Section 4.14.2.1.1.
100. **Fire Pump Power Source Reliability:** Where an electric fire pump is proposed, the power source shall meet the reliability requirements of NFPA 20 Section 9.3.2, including:
  - a. The source power plant has not experienced shutdowns exceeding ten continuous hours in the past three years.
  - b. Power outages are not routinely experienced in the service area.
  - c. The normal source of power is not supplied by overhead conductors outside the protected facility.
  - d. Only disconnect switches and overcurrent protection devices permitted by NFPA 20 Section 9.2.3 are installed in the normal source of power.
101. **Secondary Water Supply:** A secondary water supply shall be provided for the sprinkler system in accordance with CBC Section 403.3.3, and its location and capacity shall be clearly identified in the plans.
102. **Smoke Control System Basis of Design Report:** Prior to building permit review, a basis of design report for the smoke control system shall be provided. The report, while conceptual in nature, shall include all elements required in the final Smoke Control Report other than calculations, supporting data, and diagrams.

**RESOLUTION NO. 2025-\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS  
APPROVING A VESTING TENTATIVE MAP (APPLICATION NO. TM25-0001) FOR  
THE CREATION OF 85 RESIDENTIAL CONDOMINIUM LOTS AND ONE COMMON  
LOT AT 4898 EL CAMINO REAL**

**WHEREAS**, the applicant submitted an application for a Vesting Tentative Map (Application No. TM25-0001) to subdivide an 18,916 square-foot (0.43-acre) parcel into 85 residential condominium lots and one (1) common lot at 4898 El Camino Real; and

**WHEREAS**, approving the Vesting Tentative Map would be categorically exempt from environmental review under Section 15332 (In-fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines because it is a subdivision of property to support a project that is in conformance with the City's General Plan and Zoning Ordinance except as modified by State Density Bonus Law, occurs within the urban services area on the project site of no more than five acres and will be served by all utilities and public services, does not have value as habitat for endangered, rare or threatened species, will not result in any significant effects relating to traffic, noise, air quality, or water quality, and none of the circumstances described in CEQA Guidelines Section 15300.2 apply; and

**WHEREAS**, the Project was processed in accordance with the applicable provisions of the California Government Code and Los Altos Municipal Code; and

**WHEREAS**, on November 6, 2025, the Planning Commission conducted a duly noticed public hearing at which members of the public were afforded an opportunity to comment on the project, and at the conclusion of the meeting, the Planning Commission recommended the City Council approve the Vesting Tentative Map; and

**WHEREAS**, on November 18, 2025, the City Council held a duly noticed public hearing as prescribed by law and considered public testimony and evidence and recommendations presented by staff in connection with the Project; and

**WHEREAS**, the finding and conclusions made by the City Council in the 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 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 Vesting Tentative Map for the creation of 85 residential condominium lots and one (1) common lot, subject to the findings (Exhibit A) and Conditions of Approval (Exhibit B) attached hereto and incorporated by this reference.



**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 November 18, 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Pete Dailey, MAYOR

Attest:

---

Melissa Thurman, MMC, CITY CLERK

## EXHIBIT A

### FINDINGS

With regard to the Vesting Tentative Map (Application No. TM25-0001), the City Council finds the following in accordance with Chapter 4, Article 1, Section 66474 of the Subdivision Map Act of the State of California:

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

*This Finding cannot be made.* The proposed subdivision is consistent with the Los Altos General Plan, including the Thoroughfare Commercial land use designation, which supports high-density residential and mixed-use development along major corridors such as El Camino Real. The project advances City objectives for sustainable infill development, pedestrian orientation, and integration of housing and residential support uses within established urban areas.

2. 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 and improvements are consistent with the General Plan and the Commercial Thoroughfare zoning district, as modified by the State Density Bonus Law. The project provides a high-density residential building with residential support uses on the ground floor, consistent with permitted uses in the Commercial Thoroughfare district and allows for the creation of eighty-five (85) residential condominium lots and one (1) common lot.

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

*This Finding cannot be made.* The site is physically suitable because it is consistent with the Thoroughfare Commercial land use designation and Commercial Thoroughfare zoning district (as modified by the State Density Bonus Law), and adequately accommodates vehicle, pedestrian, and bicycle circulation while meeting life-safety and service requirements.

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

*This Finding cannot be made.* The site is physically suitable for the proposed density because the Thoroughfare Commercial land use designation supports higher-density residential development along major corridors such as El Camino Real. The project complies with the Commercial Thoroughfare zoning district standards, except as modified by the State Density Bonus Law, and is located within an urbanized corridor surrounded by comparable commercial and multi-family residential uses, with adequate access to infrastructure, utilities, and services.

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



*This Finding cannot be made.* The subdivision will not cause substantial environmental damage or injure wildlife or habitat. The project qualifies for a categorical exemption under Section 15332 of the California Environmental Quality Act (CEQA) Guidelines as an infill development project. The site is surrounded by urban development, contains no sensitive biological resources, and would not result in significant impacts related to traffic, noise, air quality, or water quality. The project will be served by existing infrastructure, utilities, and public services.

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

*This Finding cannot be made.* The subdivision will not cause serious public health problems because the site is in an urbanized area served by existing infrastructure, including sewer, water, and electricity. Police and fire protection will continue to be provided by the Los Altos Police Department and Santa Clara County Fire Department.

7. 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 the existing access easement along the rear of the site will be maintained and incorporated into the project design, ensuring continued access and compliance with applicable requirements.

8. That the project is not exempt from environmental review.

*This Finding cannot be made.* The project would be categorically exempt from environmental review under Section 15332 (In-Fill Development Projects) of the California Environmental Quality Act (CEQA) Guidelines because the 0.43-acre site is an infill parcel that is substantially surrounded by urban development and contains no significant natural habitat for endangered, rare, or threatened species. The proposed development is consistent with the General Plan and Commercial Thoroughfare zoning district, as modified by the State Density Bonus Law, and will not result in any significant impacts related to traffic, noise, air quality, or water quality. The site can be served by existing utilities and public services, and none of the circumstances described in CEQA Guidelines Section 15300.2 apply.

## **EXHIBIT B**

### **CONDITIONS OF APPROVAL**

#### **PLANNING DIVISION**

1. **Approved Plans:** The project shall be developed in substantial compliance with the approved project plans, except as modified by these conditions as specified below.
2. **Expiration:** This Permit is valid for a period of two years and will expire on November 18, 2027, unless prior to the date of expiration, a building permit is issued, or an extension is granted pursuant to the procedures and timeline for extensions.
3. **Revisions to the Approved Project:** Minor revisions to the approved plans which are found to be in substantial compliance with the overall approvals may be approved by the Development Services Director.
4. **Notice of Right to Protest:** The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the 90-day period in which you may protest these fees, dedications, reservations, and other exactions pursuant to Government Code Section 66020(a) began on the date of approval of this project. If you fail to file a protest within this 90-day period complying with all of the requirements of Section 66020, you will be legally barred from later challenging such exactions.
5. **Indemnity and Hold Harmless:** The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project. The City may withhold final maps and/or permits, including temporary or final occupancy permits, for failure to pay all costs and expenses, including attorney's fees, incurred by the City in connection with the City's defense of its actions.
6. **Affordable Housing Agreements:** All applicable affordable housing agreements for the project shall be executed and recorded on a form provided by the City to the satisfaction of the Development Services Director and City Attorney prior to the recordation of the final map.

#### **ENGINEERING DIVISION**

7. **Payment of Impact and Development Fees:** The applicant shall pay all applicable fees, including but not limited to sanitary sewer connection and impact fees, parkland dedication in



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

8. **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. Any work within El Camino Real will require the applicant to obtain an encroachment permit with Caltrans prior to commencement of work.
9. **Americans with Disabilities Act:** All improvements shall comply with Americans with Disabilities Act (ADA). The latest edition of Caltrans ADA requirements shall apply to all improvements in the public right-of-way. Compliance with all ADA requirements shall be shown on all building permit plans.
10. **Public Access Easement:** The applicant shall dedicate public access easements for the purpose of providing pedestrian access prior to the recordation of the final map.
11. **Public Utility Dedication:** Prior to final map recordation the applicant shall dedicate public utility easements as required by the utility companies to serve the site.
12. **Subdivision Agreement:** The applicant shall sign and return Subdivision Improvement Agreement to the City for records and recordation prior to the recordation of the final map.
13. **Final Map Recordation:** The applicant shall record the final map. Building Permits shall not be issued until the final map is recorded. 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.
14. **Condominium Map:** The applicant shall record the condominium map as required by the City Engineer prior to final occupancy.
15. **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 of the stormwater treatment methods installed in accordance with the SWMP. Once approved, City shall record the agreement.
16. **Storm Water Management Plan:** The Applicant shall submit a Storm Water Management Plan (SWMP) in compliance with the City of Los Altos Municipal Regional Stormwater (MRP)NPDES Permit. 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 permit plans.
17. **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.

18. **Sewer Lateral:** Any proposed sewer lateral connection shall be approved by the City Engineer. Only one sewer lateral per lot shall be installed. All existing unused sewer laterals shall be abandoned according to the City Standards, cut and cap 12” away from the main.
19. **Public Improvements:** Install or reconstruct standard public improvements required for the project along the project frontages of El Camino Real and Jordan Ave. These improvements include, new sidewalk, curb and gutter including extending the sidewalk along the frontage on Jordan Ave to the corner of El Camino Real and Jordan Ave. Additionally the applicant shall grind and overlay half of Jordan Ave as directed by the City Engineer.
  - a. Provide a 5-foot wide sidewalk along Jordan Ave; the 6-inch curb shall not be included in the sidewalk width.
  - b. The existing street centerline on Jordan Ave shall be repainted and extended to a total length of 150 feet.
  - c. Provide checker non-slip lids for the electric vault and all other utility lids located within the right-of-way.
20. **New ADA Ramps and Crosswalks:** The applicant shall provide new ADA ramps and crosswalk striping per the City standards at the corner of El Camino Real and Jordan Ave crossing over Jordan Ave. Additionally, ADA ramps shall be installed in either side of the proposed driveway on Jordan Ave and an ADA ramp shall be installed at the corner of El Camino Real and Jordan Ave crossing El Camino Real.
  - a. New ADA Ramps shall follow the latest Caltrans Standard Detail A88A.
  - b. Truncated domes on ADA ramps shall be cast iron and baked-on-oil finish.
  - c. The crosswalk on Jordan shall be repainted.





# ARON TERRACE - 4898 ECR

## LOS ALTOS, CA | SEPTEMBER 23, 2025

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CIVIL

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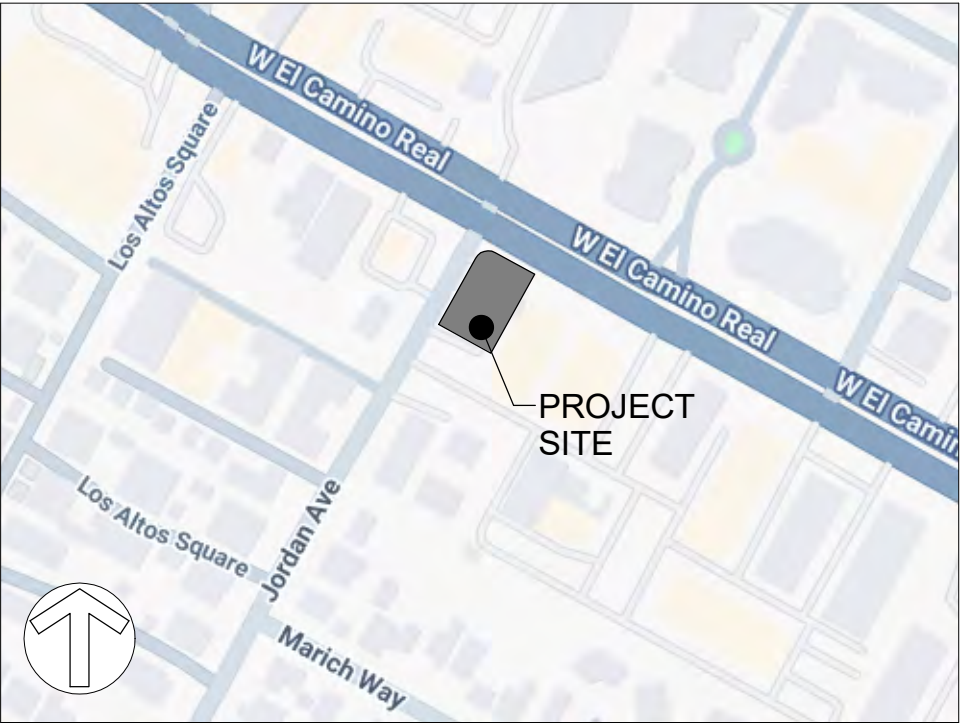
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### PROJECT TEAM

**OWNER**  
CONTACT: NAVNEET ARON  
**ADL 15 LLC, ARON DEVELOPERS**  
171 MAIN ST. #562  
LOS ALTOS, CA 94022  
PHONE: (650) 770-9812  
EMAIL: navneet@golivio.com

**ARCHITECT**  
CONTACT: JEFF POTS  
**SDG ARCHITECTS, INC.**  
3361 WALNUT BLVD. SUITE 120  
BRENTWOOD, CA 94513  
PHONE: (925) 634-7000  
EMAIL: jpotts@straussdesign.com

**CIVIL ENGINEER**  
CONTACT: PETER CARLINO  
**LEA & BRAZE ENGINEERING, INC.**  
2495 INDUSTRIAL PARKWAY WEST  
HAYWARD, CA 94545  
PHONE: (510) 887-4086  
EMAIL: pcarlino@leabraze.com

**LANDSCAPE ARCHITECT**  
CONTACT: BLAKE RHINEHART  
**EVERGREEN DESIGN GROUP**  
1340 ENVIRON WAY  
CHAPEL HILL, NC 27515  
PHONE: (800) 680-6630  
EMAIL: blake@evergreendesigngroup.com

**JOINT TRENCH**  
CONTACT: ALFONSO REYES  
**TARRAR UTILITY CONSULTANTS**  
813 FIRST STREET  
BRENTWOOD, CA 94513  
PHONE: (925) 308-0650  
EMAIL: areyes@tarrar.com

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

A00





UNIT AREA SUMMARY

| TYPE    | AREA    | NUMBER OF UNITS<br>IN BUILDING | TOTAL SF OF<br>UNITS IN BUILDING | BED-<br>ROOMS | BATHS | PRIVATE<br>OPEN SPACE |
|---------|---------|--------------------------------|----------------------------------|---------------|-------|-----------------------|
| UNIT SA | 520 SF  | 2                              | 1040 SF                          | 0             | 1     | 0 SF                  |
| UNIT SB | 600 SF  | 7                              | 4,200 SF                         | 0             | 1     | 0 SF                  |
| UNIT 1A | 750 SF  | 47                             | 35,250 SF                        | 1             | 1     | 65 SF - 70 SF         |
| UNIT 2A | 1020 SF | 22                             | 22,440 SF                        | 2             | 2     | 30 SF - 40 SF         |
| UNIT 2B | 870 SF  | 7                              | 6,090 SF                         | 2             | 1     | 50 SF                 |
| TOTALS  |         | 85                             | 69,020 SF                        |               |       | 4320 SF               |

(See sheets A38 & A39)

AVERAGE **PRIVATE** OPEN SPACE PER DWELLING UNIT = **50.8 SF**

PROPOSED BMR UNITS

ALL BMR UNITS TO BE VERY LOW INCOME

| LEVEL<br>(SHEET) | STUDIO<br>(UNIT SB) | 1-BED<br>(UNIT 1A) | 2-BED<br>(UNIT 2A) | 2-BED<br>(UNIT 2B) | TOTAL |
|------------------|---------------------|--------------------|--------------------|--------------------|-------|
| 1 (A11)          |                     | 104                |                    |                    | 2     |
| 2 (A12)          | 208                 | 204                |                    |                    | 2     |
| 3 (A13)          |                     |                    | 301                | 300                | 1     |
| 4 (A14)          |                     |                    |                    | 400                | 1     |
| 5 (A15)          |                     | 504                |                    |                    | 1     |
| 6 (A16)          |                     | 604                |                    |                    | 1     |
| 7 (A17)          |                     | 704                |                    |                    | 1     |
| 8 (A18)          |                     | 804                |                    |                    | 1     |
| TOTALS           | 1                   | 6                  | 1                  | 2                  | 10    |

PROJECT DESCRIPTION

A MULTIPLE-FAMILY RESIDENTIAL PROJECT AT 4898 EL CAMINO REAL. THE PROJECT CONSISTS OF 85 DWELLING UNITS WITHIN AN EIGHT-STORY BUILDING, AND ONE LEVEL OF UNDERGROUND PARKING. THE PROJECT REPLACES THE EXISTING FUTON SHOP BUILDING WHICH IS APPROXIMATELY 8,396 SF. THE UNDERGROUND PARKING LEVEL IS ACCESSED BY AN AUTOMATED LIFT SYSTEM FROM THE ALLEY AND INCLUDES, 104 PARKING STALLS. THE FIRST FLOOR INCLUDES THE MAIN LOBBY, A COMMUNITY ROOM, LOCKED BIKE STORAGE, 7 RESIDENTIAL UNITS, AND A MAIL ROOM. THE ROOF TOP INCLUDES A 3,250 SQUARE FOOT ROOFTOP DECK WITH OUTDOOR SEATING. IN ADDITION SOLAR PANELS WILL BE INSTALLED TO OFFSET ELECTRICITY USE. THE TABLE BELOW SUMMARIZES THE PROJECT. THE PROJECT IS DEFINED AS A HIGH RISE STRUCTURE PER THE 2022 CALIFORNIA BUILDING CODE.

|                       | EXISTING | PROPOSED              | REQUIRED / ALLOWED |
|-----------------------|----------|-----------------------|--------------------|
| SETBACKS:             |          |                       |                    |
| FRONT                 | 50'      | 17' - 2 1/2"          | 20'                |
| REAR                  | 42'      | 20' - 8"              | 25'                |
| EXTERIOR (RIGHT) SIDE | 5'       | 8' - 0"               | 15'                |
| INTERIOR (LEFT) SIDE  | 0'       | 9' - 6"               | 10'                |
| HEIGHT:               | +/- 22'  | 109' - 9" (8 STORIES) | 55' (OR 5 STORIES) |

PROJECT DATA TABLE

|                         |                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------|
| ADDRESS:                | 4898 EL CAMINO REAL<br>LOS ALTOS, CA 94022<br>170-03-085                              |
| APN:                    |                                                                                       |
| GENERAL PLAN:           | THOROUGHFARE COMMERCIAL (TC)                                                          |
| ZONING:                 | COMMERCIAL THOROUGHFARE (CT)                                                          |
| GROSS SITE AREA:        | 18,919 SF (0.43 acres)                                                                |
| NET SITE AREA:          | 16,919 SF (0.39 acres)                                                                |
| PROPOSED DENSITY:       | 85 UNITS (219 du / net ac)                                                            |
| LOT COVERAGE:           | 58.7%                                                                                 |
| IMPERVIOUS AREA:        | 18,919 SF                                                                             |
| OCCUPANCY:              | S2 / R2                                                                               |
| CONSTRUCTION:           | TYPE IB                                                                               |
| FIRE SPRINKLERS:        | INCLUDED PER C.B.C. 903.2                                                             |
| FEMA FLOOD ZONE:        | DESIGNATED AS AN "OTHER AREAS OF<br>FLOOD HAZARD": 0.2% ANNUAL CHANCE<br>FLOOD HAZARD |
| FLOOR AREA RATIO (FAR): | TOTAL INTERIOR (91,520 SF) /<br>GROSS SITE AREA (18,919 SF) = 4.84 FAR                |

BUILDING AREA SUMMARY (GROSS S.F.)

|                 |             |
|-----------------|-------------|
| BASEMENT FLOOR: | 13,688 S.F. |
| FIRST FLOOR:    | 11,272 S.F. |
| SECOND FLOOR:   | 11,464 S.F. |
| THIRD FLOOR:    | 11,464 S.F. |
| FOURTH FLOOR:   | 11,464 S.F. |
| FIFTH FLOOR:    | 11,464 S.F. |
| SIXTH FLOOR:    | 11,464 S.F. |
| SEVENTH FLOOR:  | 11,464 S.F. |
| EIGHTH FLOOR:   | 11,464 S.F. |
| TOTAL INTERIOR: | 91,520 S.F. |
| GARAGE:         | 13,494 S.F. |

PARKING STANDARDS

PARKING STANDARDS (PER ASSEMBLY BILL 2097)

THE PROJECT IS LOCATED WITHIN 0.5 MILES OF AT LEAST TWO BUS ROUTES OR STOPS THAT PROVIDE SERVICE EVERY 15 MINUTES. THEREFORE, UNDER AB 2097, THERE IS NO MINIMUM REQUIREMENT FOR AUTOMOBILE PARKING.

|                                |           |
|--------------------------------|-----------|
| PARKING PROVIDED (LIFT-SYSTEM) |           |
| STANDARD SPACES                | 83 SPACES |
| ADA SPACES                     | 2 SPACES  |
| EV CHARGING SPACES (LEVEL 2)   | 10 SPACES |
| TOTAL PROVIDED                 | 95 SPACES |

NOTES:  
PARKING IN BASEMENT IS A DOUBLE-STACKED AUTOMATED LIFT SYSTEM. RESIDENTS EXIT THEIR VEHICLE ON THE FIRST FLOOR AND THEN THE VEHICLE IS BROUGHT TO THE BASEMENT.

ALL VEHICLES ON BASEMENT FLOOR ARE UNOCCUPIED. NO RESIDENTS WILL HAVE ACCESS TO THE BASEMENT. BASEMENT ACCESS IS STRICTLY FOR MAINTENANCE PURPOSES.

BICYCLE PARKING STANDARDS

|                                      |            |
|--------------------------------------|------------|
| REQUIRED SPACES (PER LAMC 14.75.040) |            |
| 1.5 CLASS I SPACES PER 1 UNIT        | 128 SPACES |
| 1 CLASS II SPACES PER 20 UNITS       | 5 SPACES   |
| PROVIDED SPACES                      |            |
| CLASS I (BICYCLE STORAGE ROOM)       | 108 SPACES |
| CLASS I (AUTOMATED PARKING SYSTEM)   | 20 SPACES  |
| CLASS II (OUTDOOR BICYCLE RACKS)     | 5 SPACES   |

PROJECT DATA SHEET  
A01





4846 & 4856 EL CAMINO



4880 EL CAMINO



86 THIRD STREET



100 FIRST STREET



396 FIRST STREET



960 NORTH SAN ANTONIO ROAD



4750 EL CAMINO REAL

## LOS ALTOS MULTI-FAMILY

399,298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

CONTEXT - LOS ALTOS MULTI-FAMILY  
A02

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2440 EL CAMINO REAL



2400 EL CAMINO REAL



2350 EL CAMINO REAL



4906 EL CAMINO REAL



JACK-IN-THE-BOX 4896 EL CAMINO



4880 EL CAMINO REAL

4846 & 4856 EL CAMINO REAL VICINITY





VIEW FROM EL CAMINO



VIEW FROM JACK-IN-THE-BOX (JORDAN AVE.)



VIEW FROM JORDAN AVE. - MIDDLE



VIEW FROM JORDAN AVE. - REAR



VIEW FROM JORDAN AVE. TOWARD 4906 EL CAMINO REAL



VIEW FROM JORDAN AVE. TOWARD 4906 EL CAMINO REAL



VIEW FROM REAR PROPERTY LINE



VIEW FROM REAR PROPERTY LINE



VIEW OF EAST SIDE OF BUILDING

399,298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

# SITE PHOTOS

CONTEXT - 4898 EL CAMINO REAL VICINITY  
A04

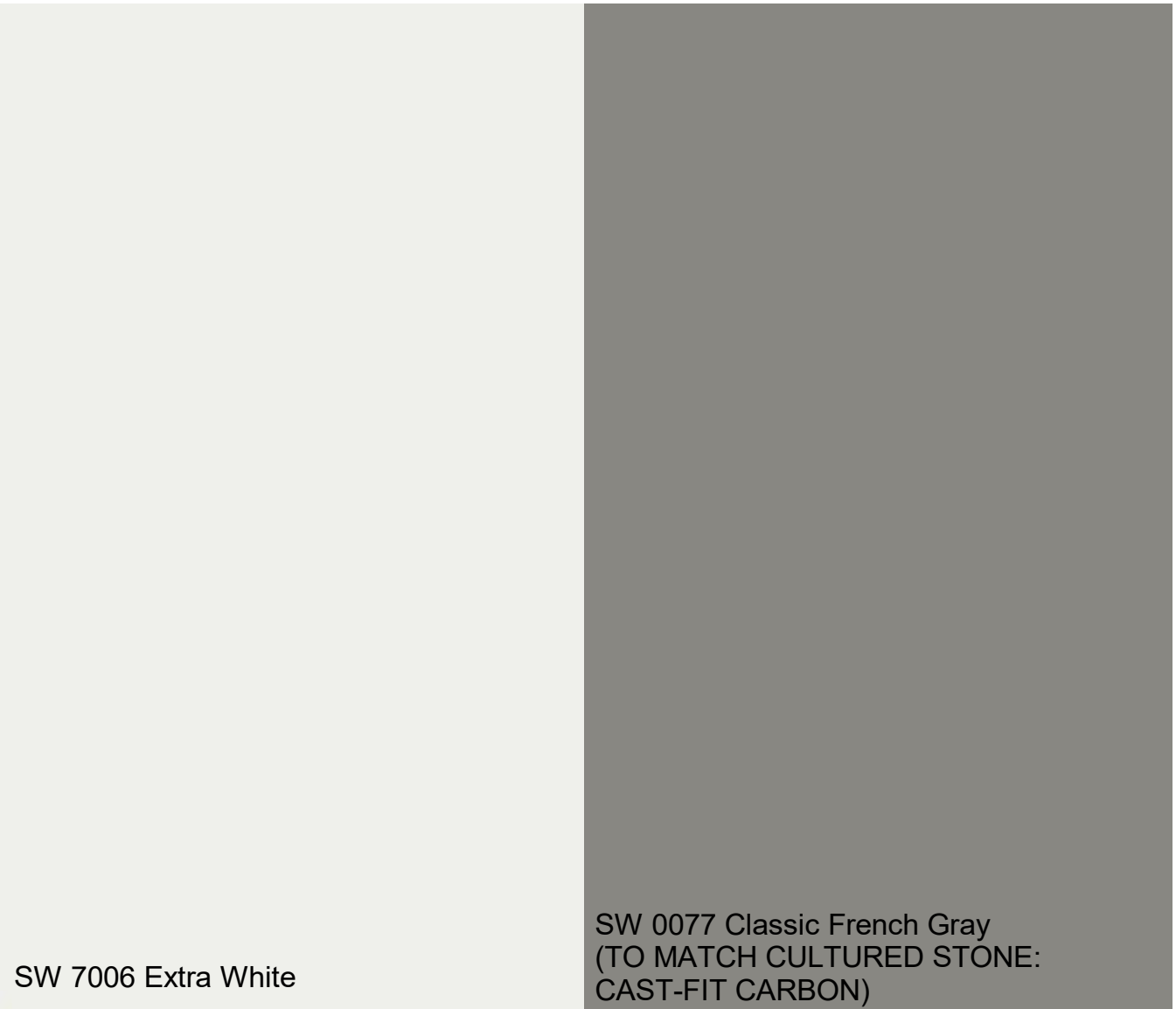




SIDING: TRESPA METEON - FRENCH WALNUT  
(A COMPOSITE WOOD-BASED FIBER PANELING SYSTEM)



SIDING: TRESPA METEON - BROOKLYN CLASSIC  
(A COMPOSITE WOOD-BASED FIBER PANELING SYSTEM)



3-COAT STUCCO

3-COAT STUCCO



COPING & FASCIA COLORS  
(TO MATCH ADJACENT SURFACES)



DOORS AND WINDOWS: ALUMINUM WINDOWS  
(BLACK FRAME FINISH BY METAL WINDOW CORPORATION)



METAL RAIL  
(BLACK FINISH)



CULTURED STONE: CAST-FIT CARBON  
(A LARGE FORMAT STONE VENEER)







399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

PERSPECTIVE VIEW  
A06





399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

PERSPECTIVE VIEW  
A07

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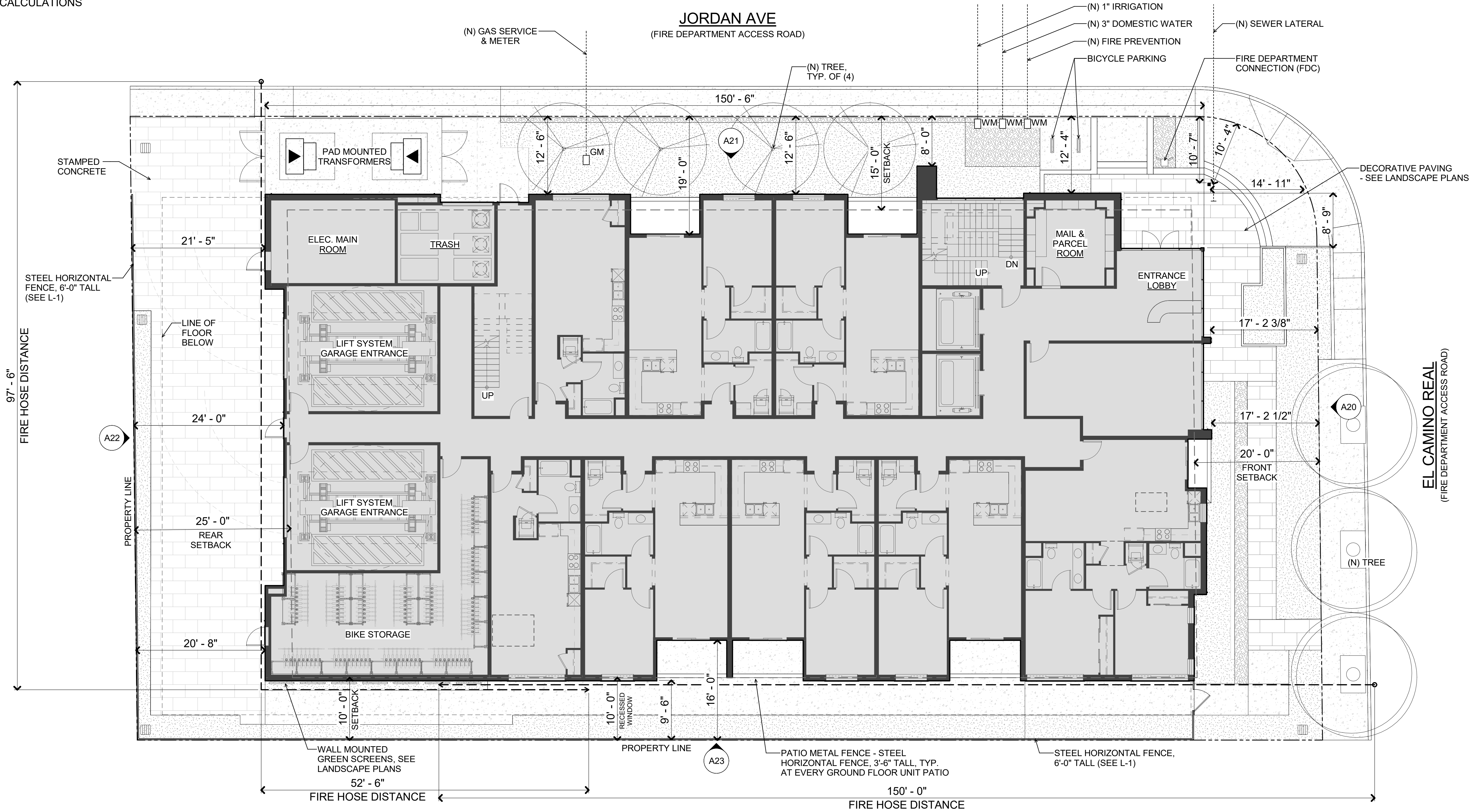
399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

PERSPECTIVE VIEW  
A08



PARKING STANDARDS

ALL PARKING FOR THE BUILDING IS LOCATED IN THE BASEMENT LEVEL. SEE SHEET A10 FOR PARKING COUNTS AND CALCULATIONS



399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

ARCHITECTURAL SITE PLAN  
A09

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PARKING STANDARDS

PROJECT UTILIZES AN AUTOMATED PARKING SYSTEM  
PARKING STANDARDS (PER ASSEMBLY BILL 2097)

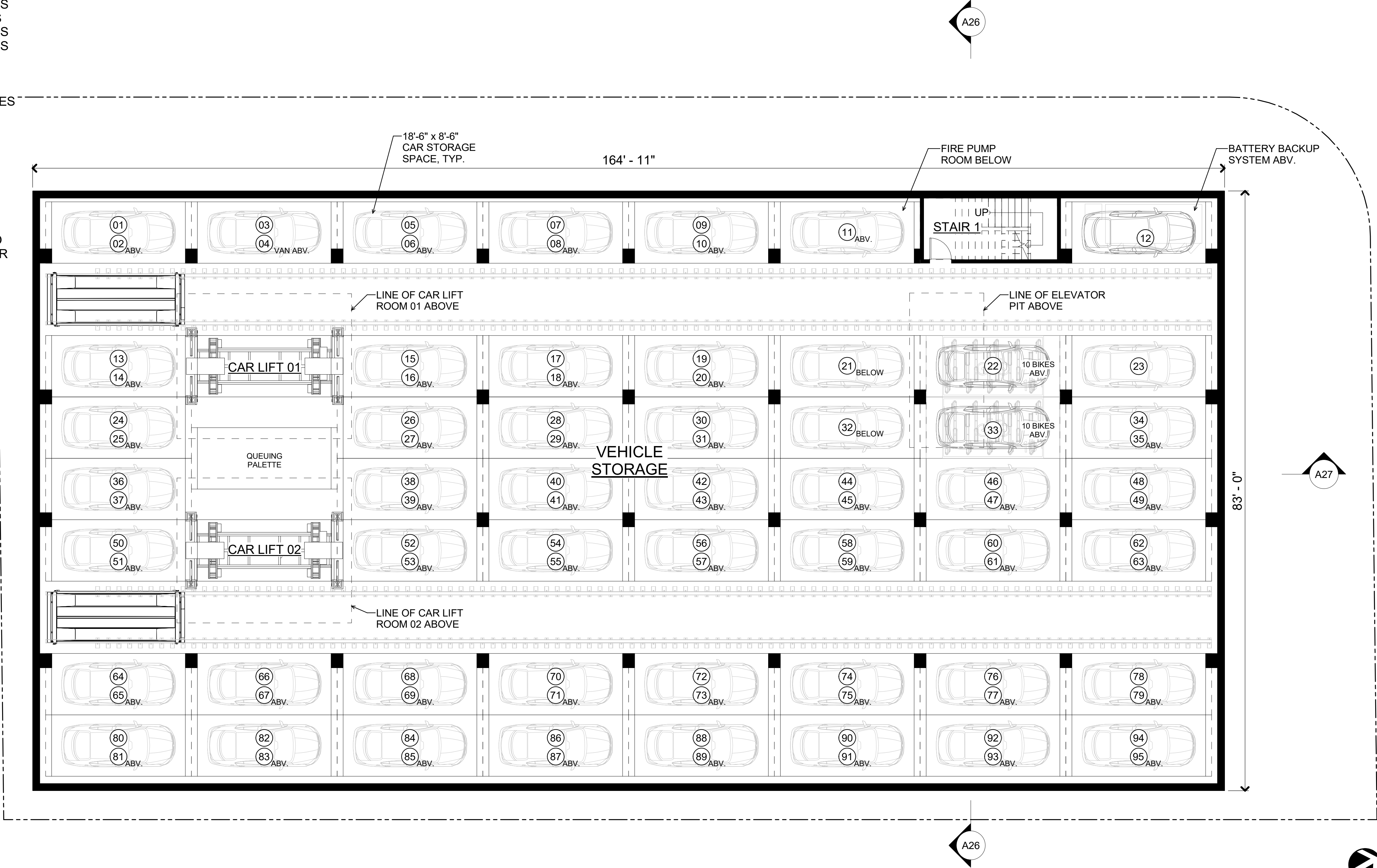
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|                                |           |
|--------------------------------|-----------|
| PARKING PROVIDED (LIFT-SYSTEM) |           |
| STANDARD SPACES                | 83 SPACES |
| ADA SPACES                     | 2 SPACES  |
| EV CHARGING SPACES (LEVEL 2)   | 10 SPACES |
| TOTAL PROVIDED                 | 95 SPACES |

|                                     |            |
|-------------------------------------|------------|
| BIKE PARKING PROVIDED (LIFT-SYSTEM) |            |
| NUMBER OF BIKES PER PALETTE         | 10 BIKES   |
| NUMBER OF BIKE DESIGNATED PALETTES  | 2 PALETTES |
| TOTAL PROVIDED                      | 20 BIKES   |

NOTES:  
PARKING IN BASEMENT IS A DOUBLE-STACKED AUTOMATED LIFT SYSTEM. RESIDENTS EXIT THEIR VEHICLE ON THE FIRST FLOOR AND THEN THE VEHICLE IS BROUGHT TO THE BASEMENT.

ALL VEHICLES ON BASEMENT FLOOR ARE UNOCCUPIED. NO RESIDENTS WILL HAVE ACCESS TO THE BASEMENT. BASEMENT ACCESS IS STRICTLY FOR MAINTENANCE PURPOSES.



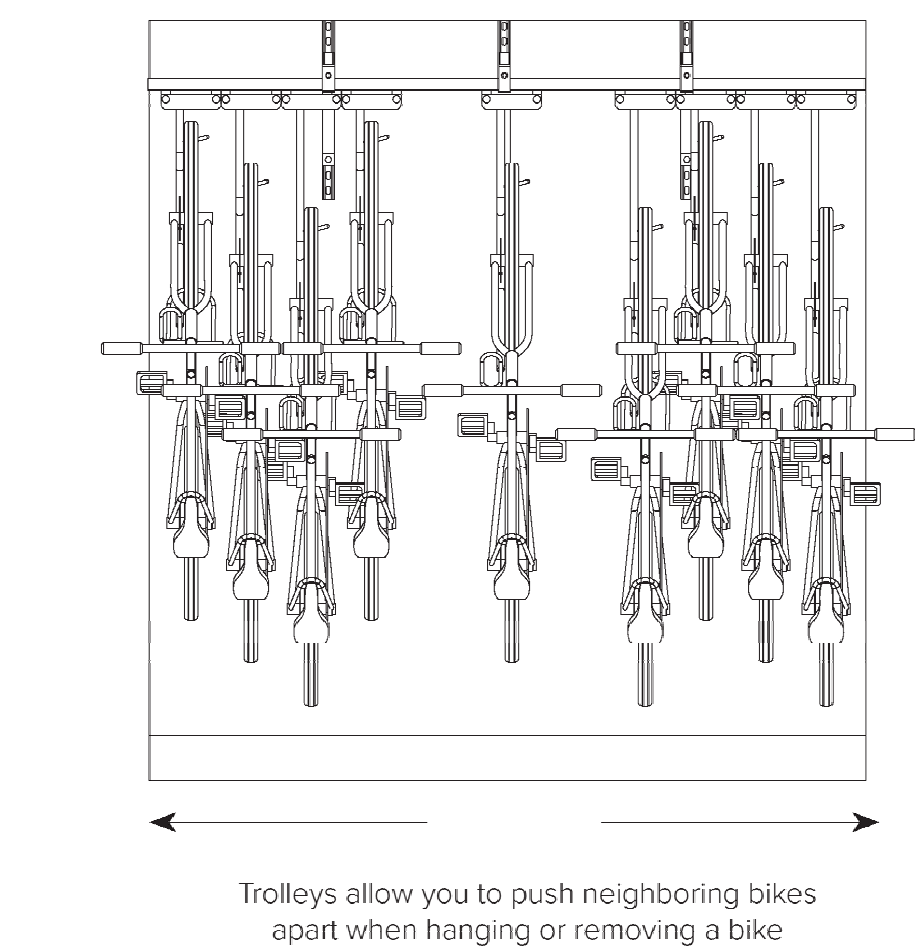


# OCCUPANCY EXITING LOAD

|     |    |                                             |
|-----|----|---------------------------------------------|
| OLF | OL | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5 |
| 200 | 68 | OL = OCCUPANT LOAD FOR THIS SPACE           |

|          |     |                                                                                   |
|----------|-----|-----------------------------------------------------------------------------------|
| MD       | 1/3 | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' 55" |     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |

|     |     |                                                                                   |
|-----|-----|-----------------------------------------------------------------------------------|
| 1/3 | DE  | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55' | 82' | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |



CAPACITY  
9 BIKES PER 8FT BIKE RACK MODULE

REQUIRED SPACES (PER LAMC 14.75.040)  
1.5 CLASS I SPACES PER 1 UNIT  
1 CLASS II SPACES PER 20 UNITS

128 SPACES  
5 SPACES

PROVIDED SPACES  
CLASS I (BICYCLE STORAGE ROOM)  
CLASS I (AUTOMATED PARKING SYSTEM)  
CLASS II (OUTDOOR BICYCLE RACKS)

108 SPACES  
20 SPACES  
5 SPACES

1. EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2. FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3. KEY BOXES WITH HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
4. STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
5. ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.

5. A TWO-WAY COMMUNICATION SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDNACE WITH NFPA 72 (2022 EDITION) AND OTHER APPLICABLE BUILDING CODES. THIS COMMUNICATION SYSTEM WILL BE A DEFERRED SUBMITTAL ITEM.
6. **HIGH-RISE BUILDING DECLARATION:** THIS PROJECT QUALIFIES AS A HIGH-RISE BUILDING PER CBC SECTION 403.1, AS THE HIGHEST OCCUPIED FLOOR IS MORE THAN 75 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS. ACCORDINGLY, THE BUILDING IS SUBJECT TO THE PROVISIONS OF CBC SECTIONS 403.2 THROUGH 403.7.
7. SMOKE PROOF ENCLOSURE REQUIRED FOR INTERIOR EXIT STAIRWAY PER CBC 403.5.4.

## BIKE LOCKS

Trolleys allow you to push neighboring bikes apart when hanging or removing a bike

**CAPACITY**  
9 BIKES PER 8FT BIKE RACK MODULE

**REQUIRED SPACES (PER LAMC 14.75.040)**  
1.5 CLASS I SPACES PER 1 UNIT  
1 CLASS II SPACES PER 20 UNITS

**PROVIDED SPACES**  
CLASS I (BICYCLE STORAGE ROOM)  
CLASS I (AUTOMATED PARKING SYSTEM)  
CLASS II (OUTDOOR BICYCLE RACKS)

128 SPACES  
5 SPACES

108 SPACES  
20 SPACES  
5 SPACES

**PROPERTY LINE**

**MAIN ELEC.**  
GREEN WASTE (SPARE) (2) 65 GAL CART  
RECYCLE (SPARE) 3 CYD BIN  
TRASH (SPARE) 3 CYD BIN

**TRASH**  
GREEN WASTE 65 GAL CART  
RECYCLE 3 CYD BIN  
TRASH 3 CYD BIN

**STAIR 1**  
UP  
DN

**MAIL ROOM**  
OLF OL  
200 2

**ENTRY LOBBY**  
OLF OL  
200 2

**FIRE COMMAND CENTER**

**COMMUNITY ROOM**  
OLF OL  
15 25

**101 UNIT 2A**  
1020 SF  
OLF OL  
200 5

**102 UNIT 1A**  
750 SF  
OLF OL  
200 4

**103 UNIT 1A**  
750 SF  
OLF OL  
200 4

**104 UNIT 1A BMR (VERY LOW)**  
750 SF  
OLF OL  
200 4

**105 UNIT SA**  
520 SF  
OLF OL  
200 3

**106 UNIT SA**  
520 SF  
OLF OL  
200 3

**107 UNIT 1A**  
750 SF  
OLF OL  
200 4

**108 UNIT 1A**  
750 SF  
OLF OL  
200 4

**PATIO**

**STAIR 2**  
UP

**WAITING AREA**  
OLF OL  
200 2

**CAR LIFT 01**

**CAR LIFT 02**

**PROPERTY LINE**

**EL CAMINO REAL**

**0' 2' 4' 6' 8'**

**NORTH**

399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

FIRST FLOOR PLAN  
A11

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925.634.7000 | [sdgarchitectsinc.com](http://sdgarchitectsinc.com)





BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

FIRE DEPARTMENT ACCESS

1.

EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2.

FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3.

KEY BOXES WITH HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
4.

STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
5.

ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.
5.

A TWO-WAY COMMUNICATION SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDNACE WITH NFPA 72 (2022 EDITION) AND OTHER APPLICABLE BUILDING CODES. THIS COMMUNICATION SYSTEM WILL BE A DEFERRED SUBMITTAL ITEM.
6.

**HIGH-RISE BUILDING DECLARATION:** THIS PROJECT QUALIFIES AS A HIGH-RISE BUILDING PER CBC SECTION 403.1, AS THE HIGHEST OCCUPIED FLOOR IS MORE THAN 75 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS. ACCORDINGLY, THE BUILDING IS SUBJECT TO THE PROVISIONS OF CBC SECTIONS 403.2 THROUGH 403.7.
7.

SMOKE PROOF ENCLOSURE REQUIRED FOR INTERIOR EXIT STAIRWAY PER CBC 403.5.4.





BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                                                                                               |  |
|------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| #    | OCCUPANCY EXITING LOAD |                                                                                                                                                               |  |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5<br>OL = OCCUPANT LOAD FOR THIS SPACE                                                                              |  |
| 200  | 47                     |                                                                                                                                                               |  |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1<br>1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |  |
| 165' | 55'                    |                                                                                                                                                               |  |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2<br>DE = DISTANCE BETWEEN EXITS PROVIDED                                     |  |
| 55'  | 82'                    |                                                                                                                                                               |  |

FIRE DEPARTMENT ACCESS

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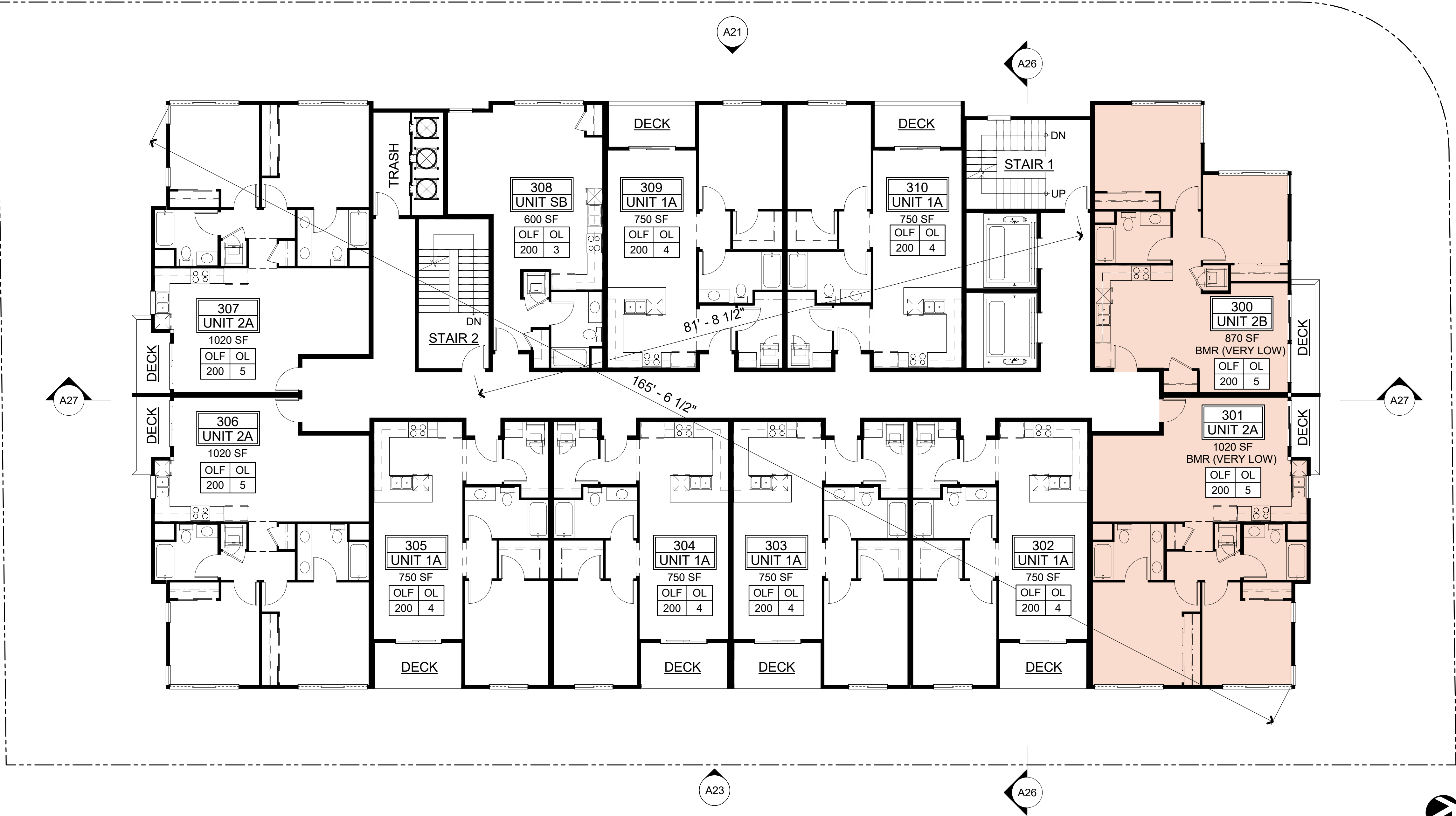
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
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| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
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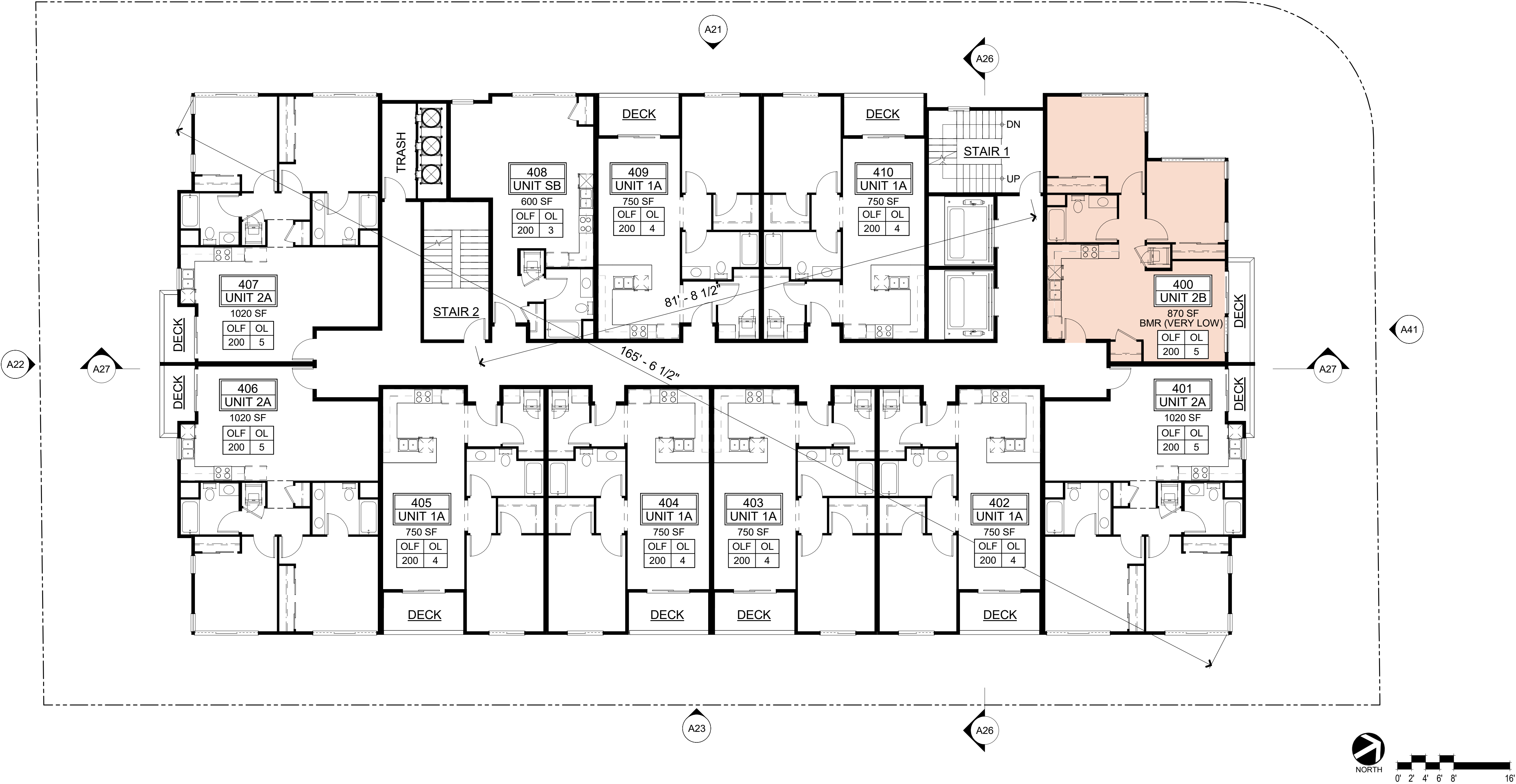
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SMOKE PROOF ENCLOSURE REQUIRED FOR INTERIOR EXIT STAIRWAY PER CBC 403.5.4.





BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
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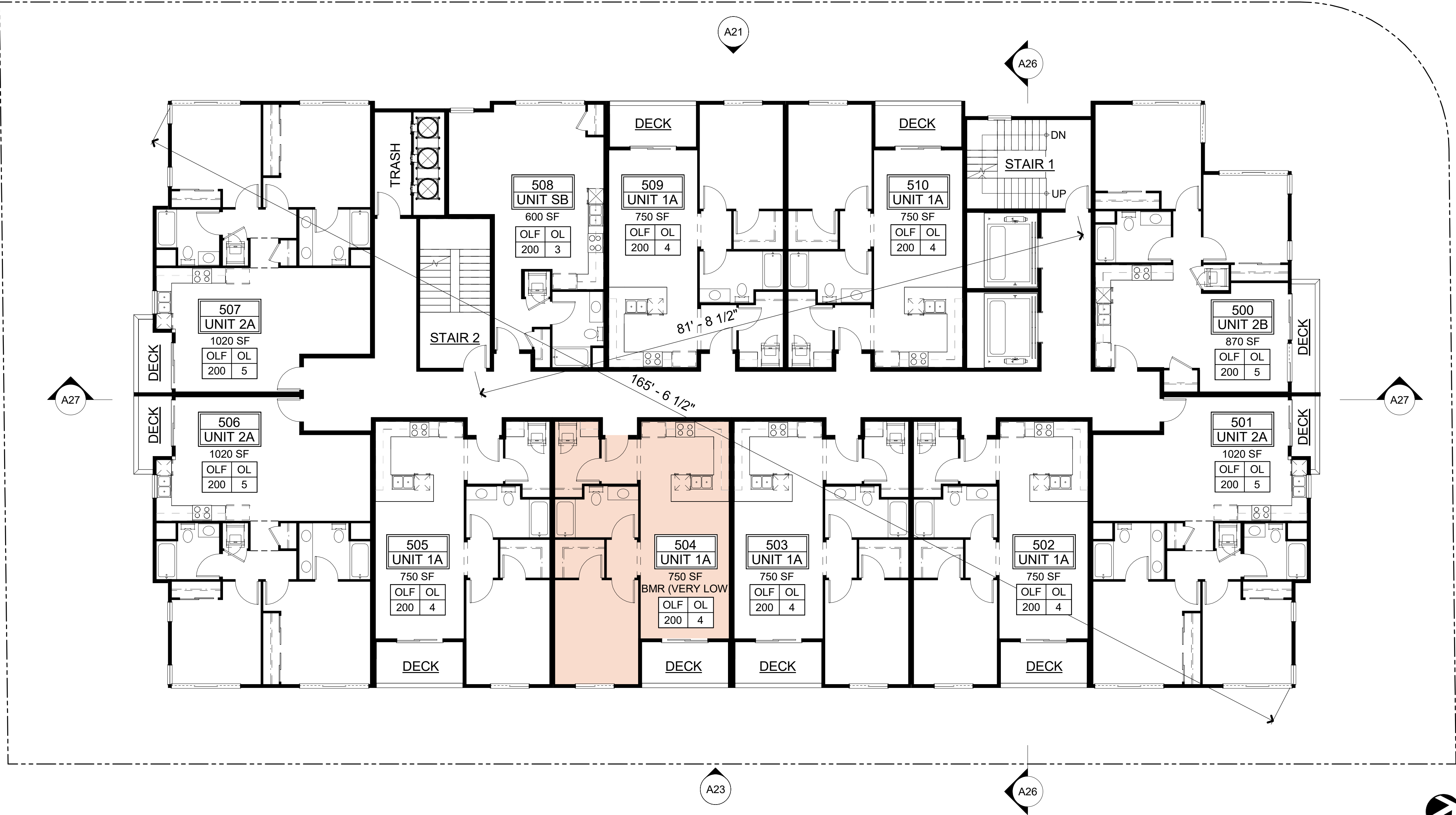
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A TWO-WAY COMMUNICATION SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDNACE WITH NFPA 72 (2022 EDITION) AND OTHER APPLICABLE BUILDING CODES. THIS COMMUNICATION SYSTEM WILL BE A DEFERRED SUBMITTAL ITEM.
6.

**HIGH-RISE BUILDING DECLARATION:** THIS PROJECT QUALIFIES AS A HIGH-RISE BUILDING PER CBC SECTION 403.1, AS THE HIGHEST OCCUPIED FLOOR IS MORE THAN 75 FEET ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS. ACCORDINGLY, THE BUILDING IS SUBJECT TO THE PROVISIONS OF CBC SECTIONS 403.2 THROUGH 403.7.
7.

SMOKE PROOF ENCLOSURE REQUIRED FOR INTERIOR EXIT STAIRWAY PER CBC 403.5.4.





BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

FIRE DEPARTMENT ACCESS

1.

EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2.

FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3.

KEY BOXES WITH HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
4.

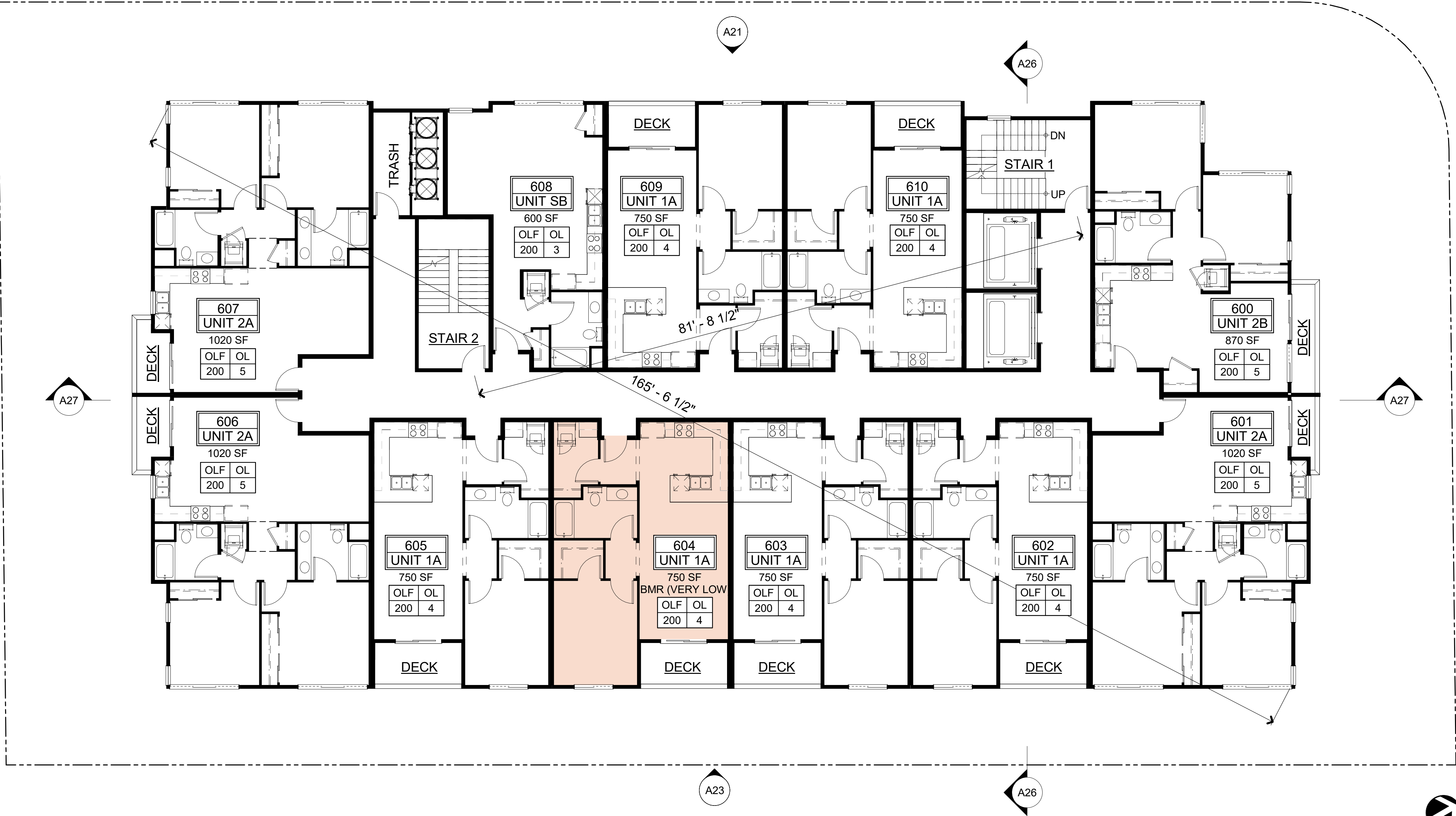
STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
5.

ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

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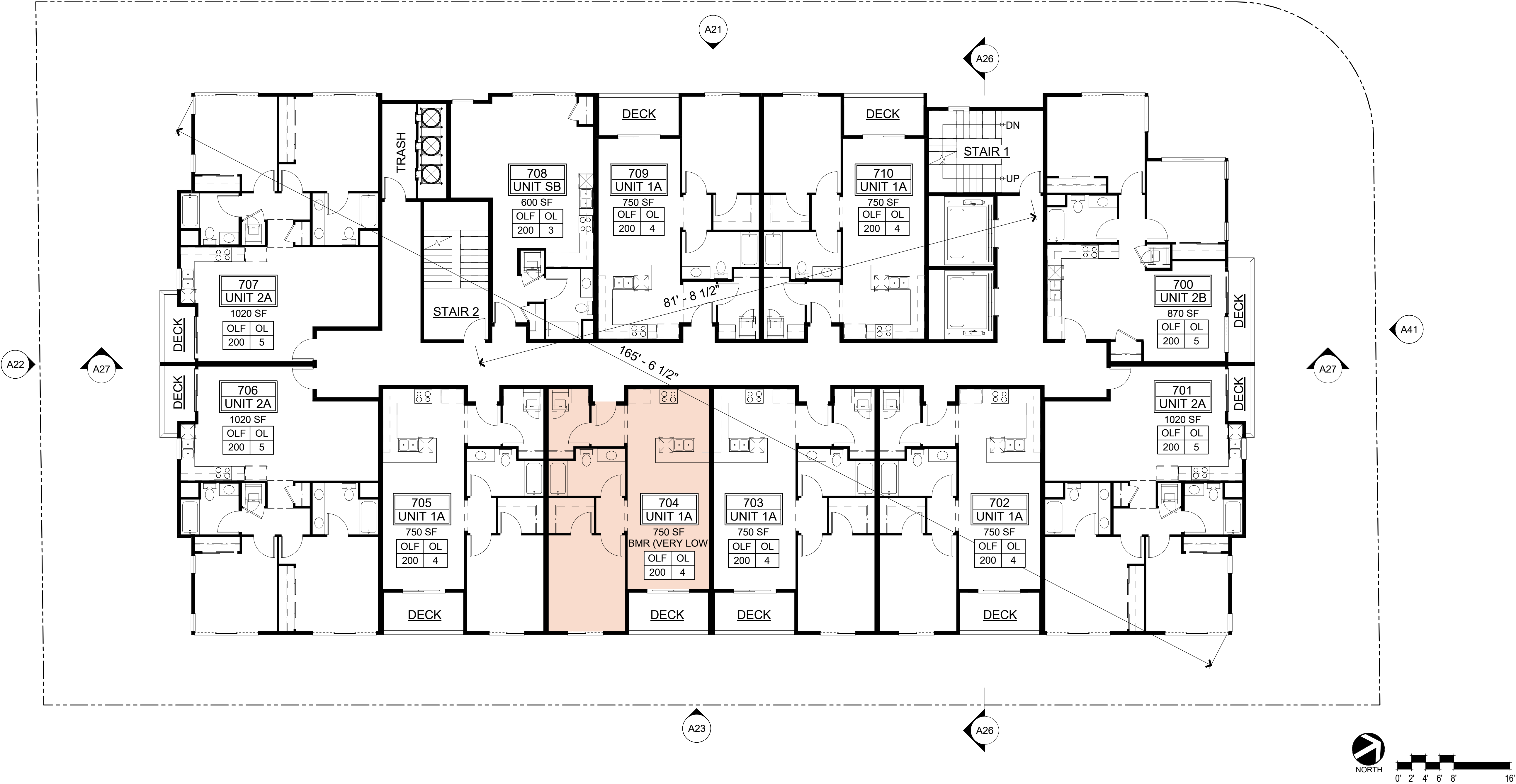
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                                                                                               |
|------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                                                                                               |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5<br>OL = OCCUPANT LOAD FOR THIS SPACE                                                                              |
| 200  | 47                     |                                                                                                                                                               |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1<br>1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 165' | 55'                    |                                                                                                                                                               |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2<br>DE = DISTANCE BETWEEN EXITS PROVIDED                                     |
| 55'  | 82'                    |                                                                                                                                                               |

FIRE DEPARTMENT ACCESS

1.

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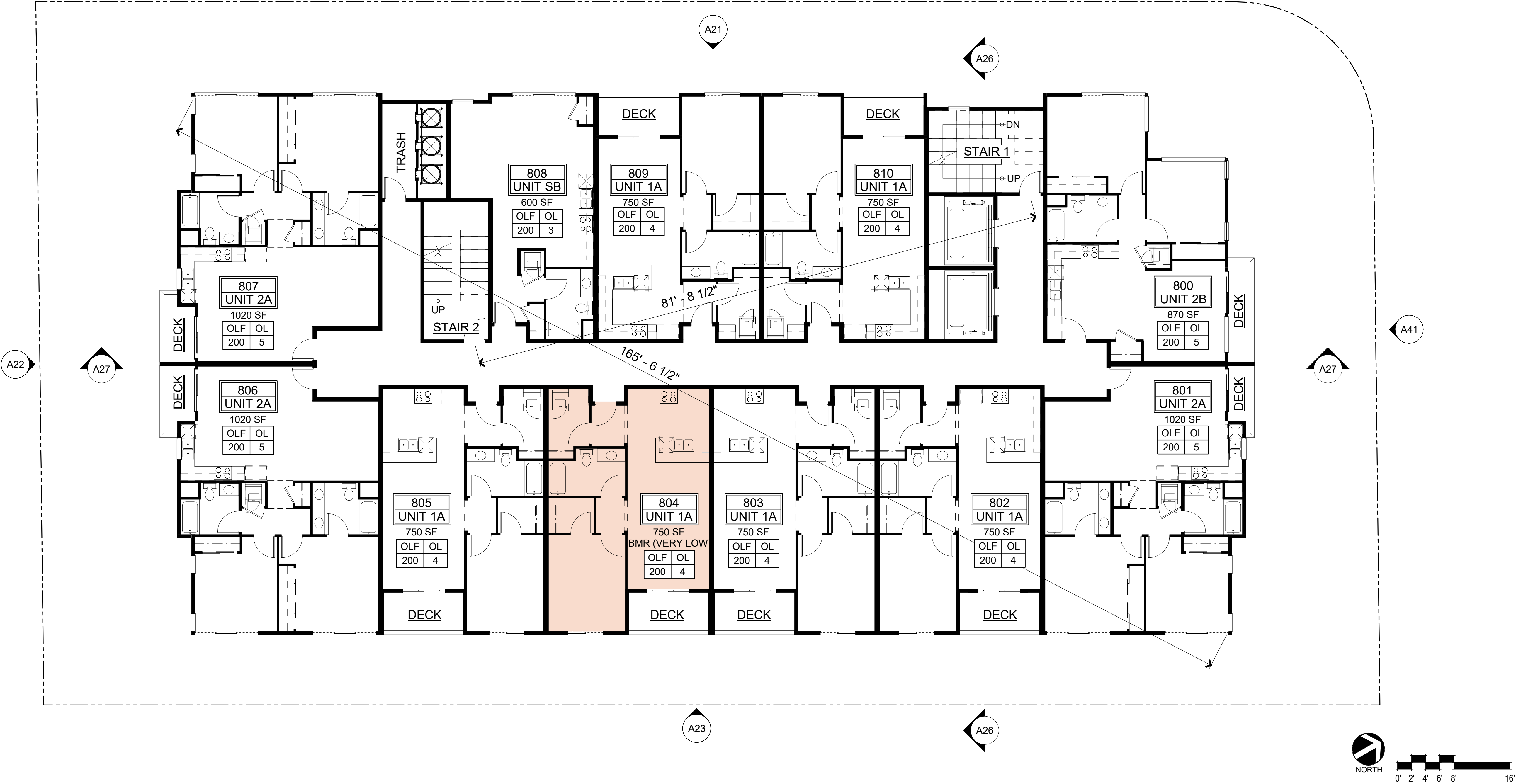
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 15   | 256                    | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 135' | 45'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 45'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

FIRE DEPARTMENT ACCESS

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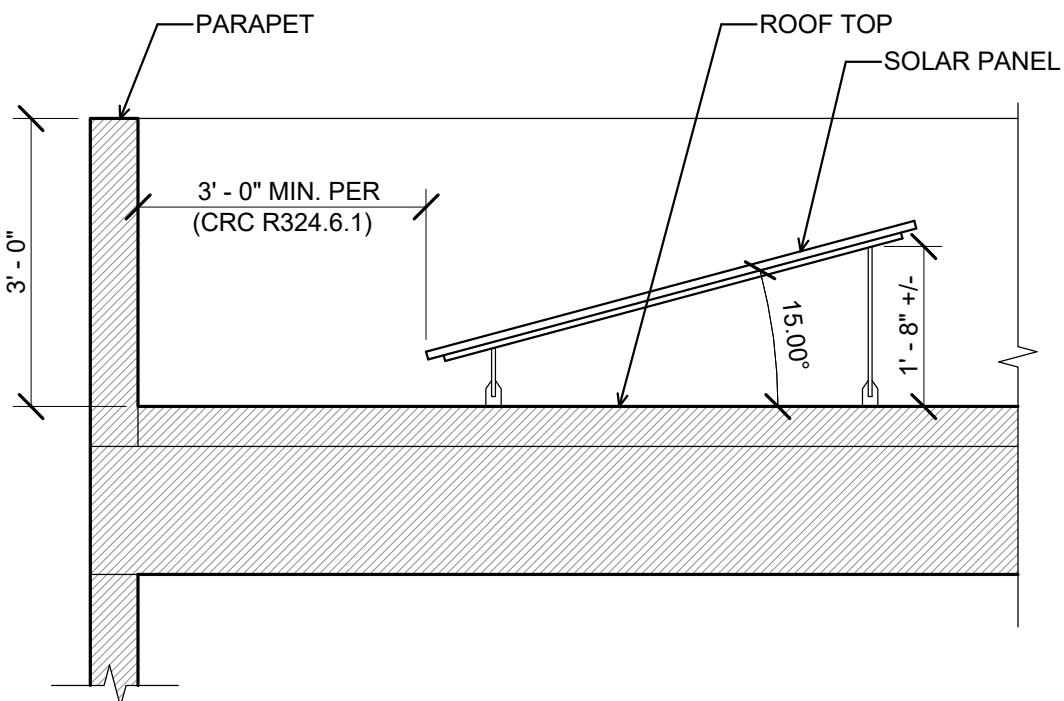
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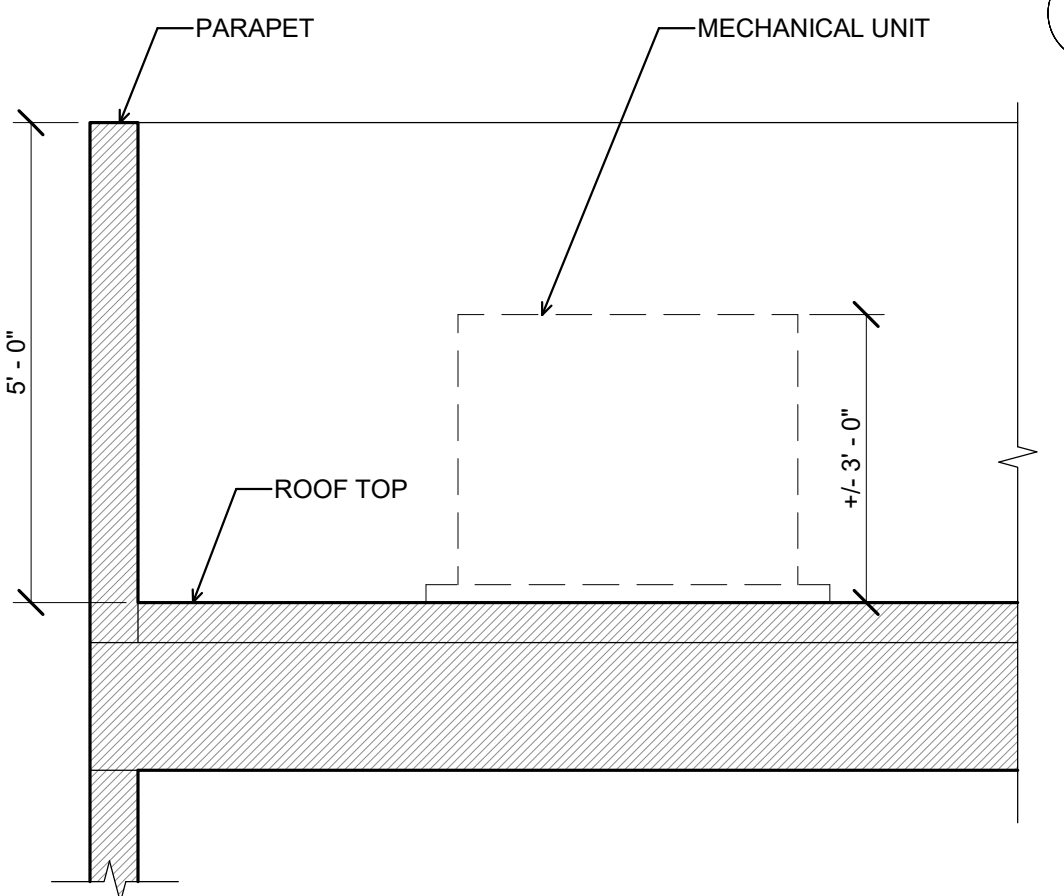
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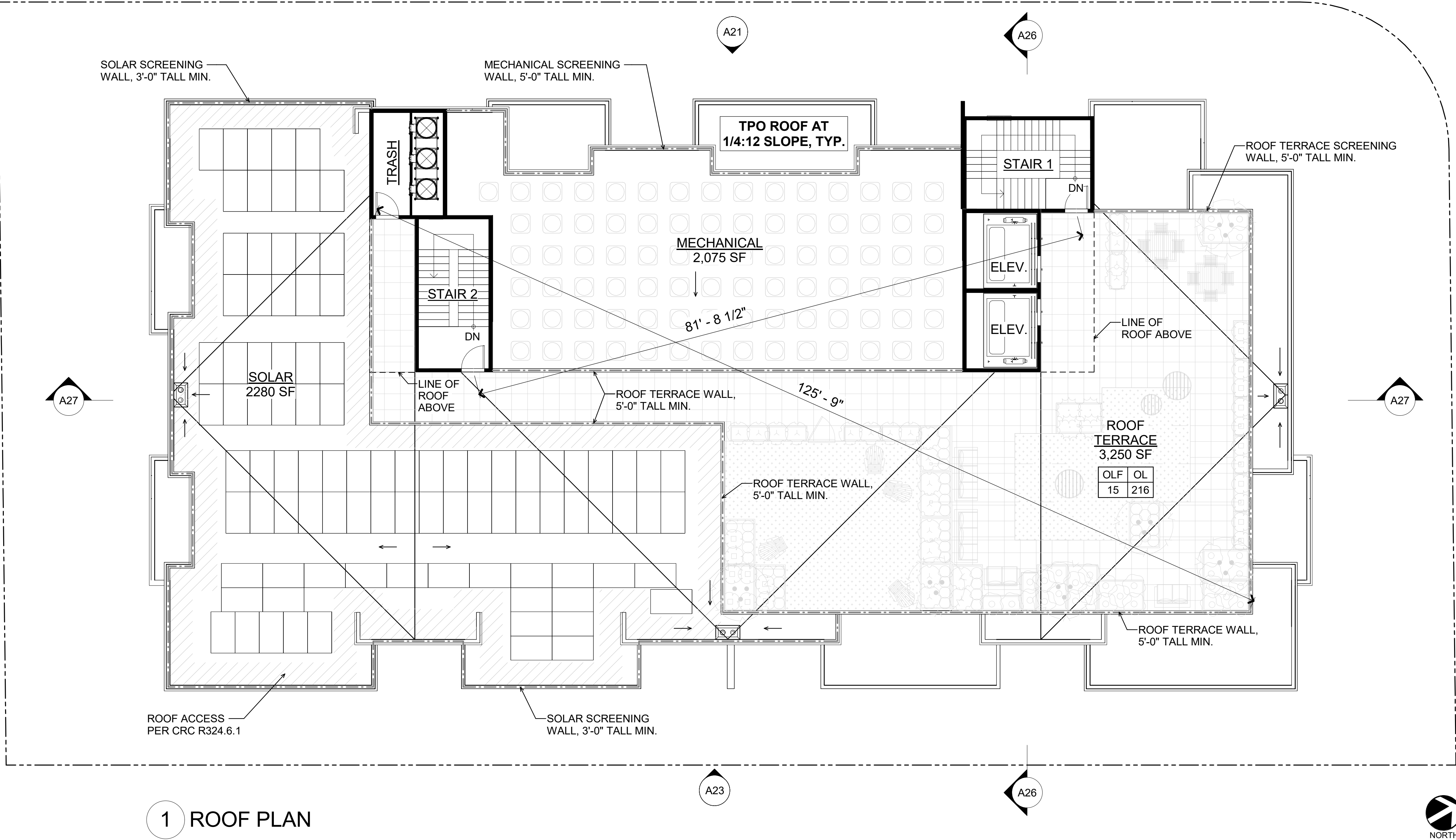
SMOKE PROOF ENCLOSURE REQUIRED FOR INTERIOR EXIT STAIRWAY PER CBC 403.5.4.



2 SOLAR PANEL ELEVATION



3 MECHANICAL SCREENING



1 ROOF PLAN







ROOF TERRACE SOILD WALL FOR "SCREENING"  
5'-0" TALL MINIMUM 3-COAT STUCCO COLOR IN  
SW 7006 EXTRA WHITE, TYP.

COPING PAINTED TO MATCH ADJACENT  
TRESPA FRENCH WALNUT SIDING, TYP.

3-COAT STUCCO COLOR IN  
SW 7006 EXTRA WHITE, TYP.

TRESPA FRENCH WALNUT  
SIDING, TYP.

2X6 METAL COPING PROFILE IN  
COLOR TO MATCH TRESPA  
BROOKLYN CLASSIC, TYP.

TRESPA BROOKLYN CLASSIC, TYP.

STONE BY CULTURED STONE IN  
COLOR AND STYLE CAST-FIT  
CARBON

3-COAT STUCCO TO MATCH COLOR  
OF BLACK WINDOW FRAMING

COPING PAINTED  
SW 7006 EXTRA WHITE, TYP.

TOP OF ELEVATOR  
109' - 7 1/4"

TOP OF STAIR

OVERALL BUILDING HEIGHT  
(MEASURED TO AVERAGE GRADE)

ROOF TERRACE  
93' - 4 3/4"

ROOF DECK  
92' - 2 1/4"

T.O. PLATE

10' - 0"

EIGHTH FLOOR  
80' - 2 1/4"

T.O. PLATE

10' - 0"

SEVENTH FLOOR  
68' - 10 1/2"

T.O. PLATE

10' - 0"

SIXTH FLOOR  
57' - 6 3/4"

T.O. PLATE

10' - 0"

FIFTH FLOOR  
46' - 3"

T.O. PLATE

10' - 0"

FOURTH FLOOR  
34' - 11 1/4"

T.O. PLATE

10' - 0"

THIRD FLOOR  
23' - 7 1/2"

T.O. PLATE

10' - 0"

SECOND FLOOR  
12' - 3 3/4"

T.O. PLATE

11' - 0"

FIRST FLOOR  
0' - 0"

AVG. GRADE  
(80.53) - 1 1/2"

BLACK METAL RAILING PER  
DETAIL 8 ON SHEET A40,  
(RIGHT ELEVATION TYP. OF 20)

2X4 METAL COPING PROFILE IN COLOR  
SW 0077 CLASSIC FRENCH GREY, TYP.

3-COAT STUCCO COLOR IN SW  
0077 CLASSIC FRENCH GREY, TYP.

FOR ADDITIONAL MATERIAL CALLOUTS  
AND ENLARGED ELEVATION WALL  
SECTIONS, SEE SHEETS A31 & A32



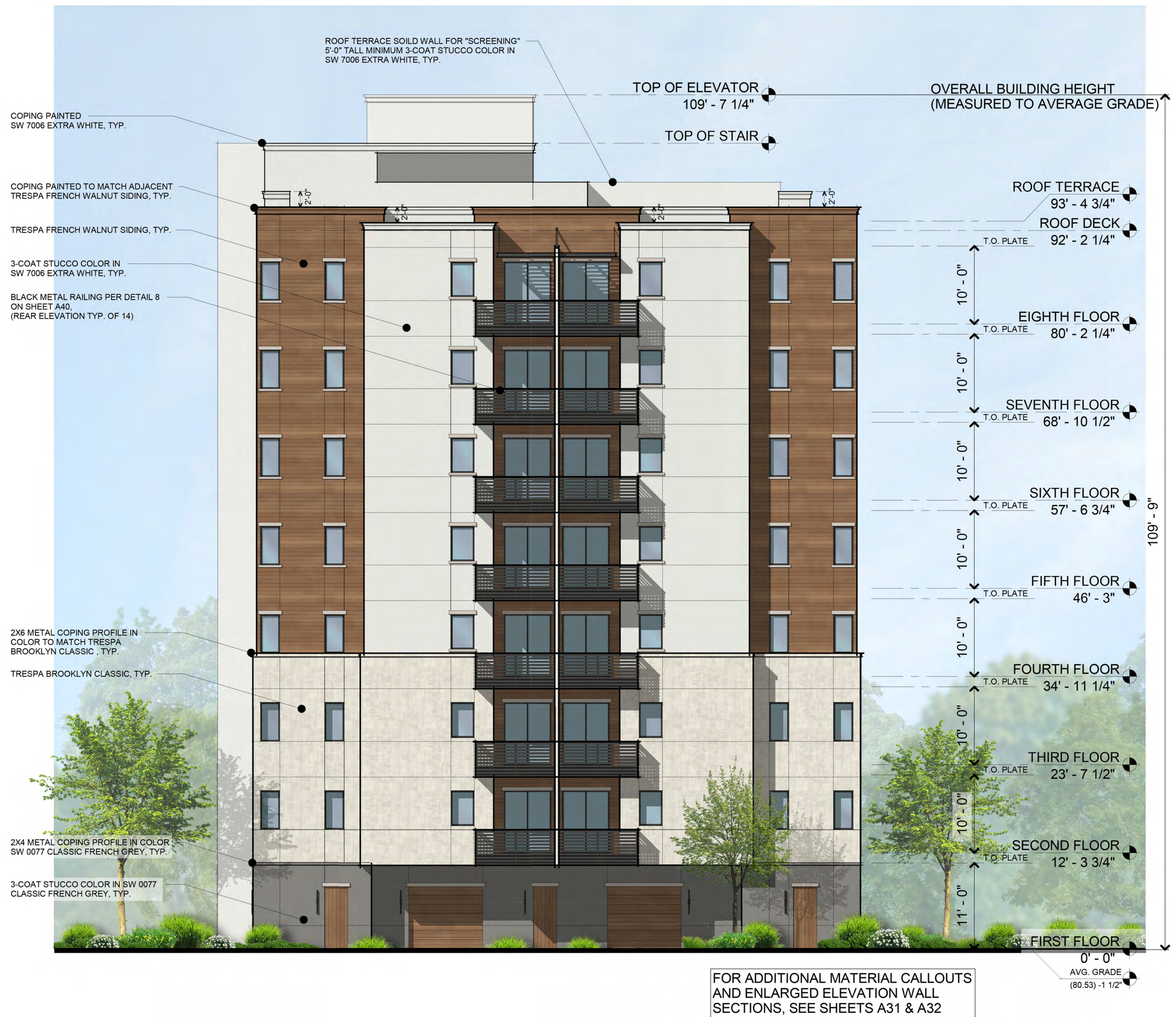
RIGHT ELEVATION  
A21

399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

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









COPING PAINTED  
SW 7006 EXTRA WHITE, TYP.  
COPING PAINTED TO MATCH ADJACENT  
TRESPA FRENCH WALNUT SIDING, TYP.

3-COAT STUCCO COLOR IN  
SW 7006 EXTRA WHITE, TYP.  
TRESPA FRENCH WALNUT SIDING, TYP.

2X6 METAL COPING PROFILE IN  
COLOR TO MATCH TRESPA  
BROOKLYN CLASSIC, TYP.  
TRESPA BROOKLYN CLASSIC, TYP.

2X4 METAL COPING PROFILE IN COLOR  
SW 0077 CLASSIC FRENCH GREY, TYP.

3-COAT STUCCO COLOR IN SW 0077  
CLASSIC FRENCH GREY, TYP.

BLACK METAL RAILING PER DETAIL 8 ON  
SHEET A40, (LEFT ELEVATION TYP. OF 31)

ROOF TERRACE SOILD WALL FOR "SCREENING"  
5'-0" TALL MINIMUM 3-COAT STUCCO COLOR IN  
SW 7006 EXTRA WHITE, TYP.

TOP OF ELEVATOR  
109' - 7 1/4"

TOP OF STAIR

OVERALL BUILDING HEIGHT  
(MEASURED TO AVERAGE GRADE)

ROOF TERRACE  
93' - 4 3/4"  
ROOF DECK  
92' - 2 1/4"  
T.O. PLATE

10' - 0"

EIGHTH FLOOR  
T.O. PLATE 80' - 2 1/4"

10' - 0"

SEVENTH FLOOR  
T.O. PLATE 68' - 10 1/2"

10' - 0"

SIXTH FLOOR  
T.O. PLATE 57' - 6 3/4"

10' - 0"

FIFTH FLOOR  
T.O. PLATE 46' - 3"

10' - 0"

FOURTH FLOOR  
T.O. PLATE 34' - 11 1/4"

10' - 0"

THIRD FLOOR  
T.O. PLATE 23' - 7 1/2"

10' - 0"

SECOND FLOOR  
T.O. PLATE 12' - 3 3/4"

11' - 0"

FIRST FLOOR  
0' - 0"  
AVG. GRADE  
(80.53) - 1 1/2"

109' - 9"

FOR ADDITIONAL MATERIAL CALLOUTS  
AND ENLARGED ELEVATION WALL  
SECTIONS, SEE SHEETS A31 & A32



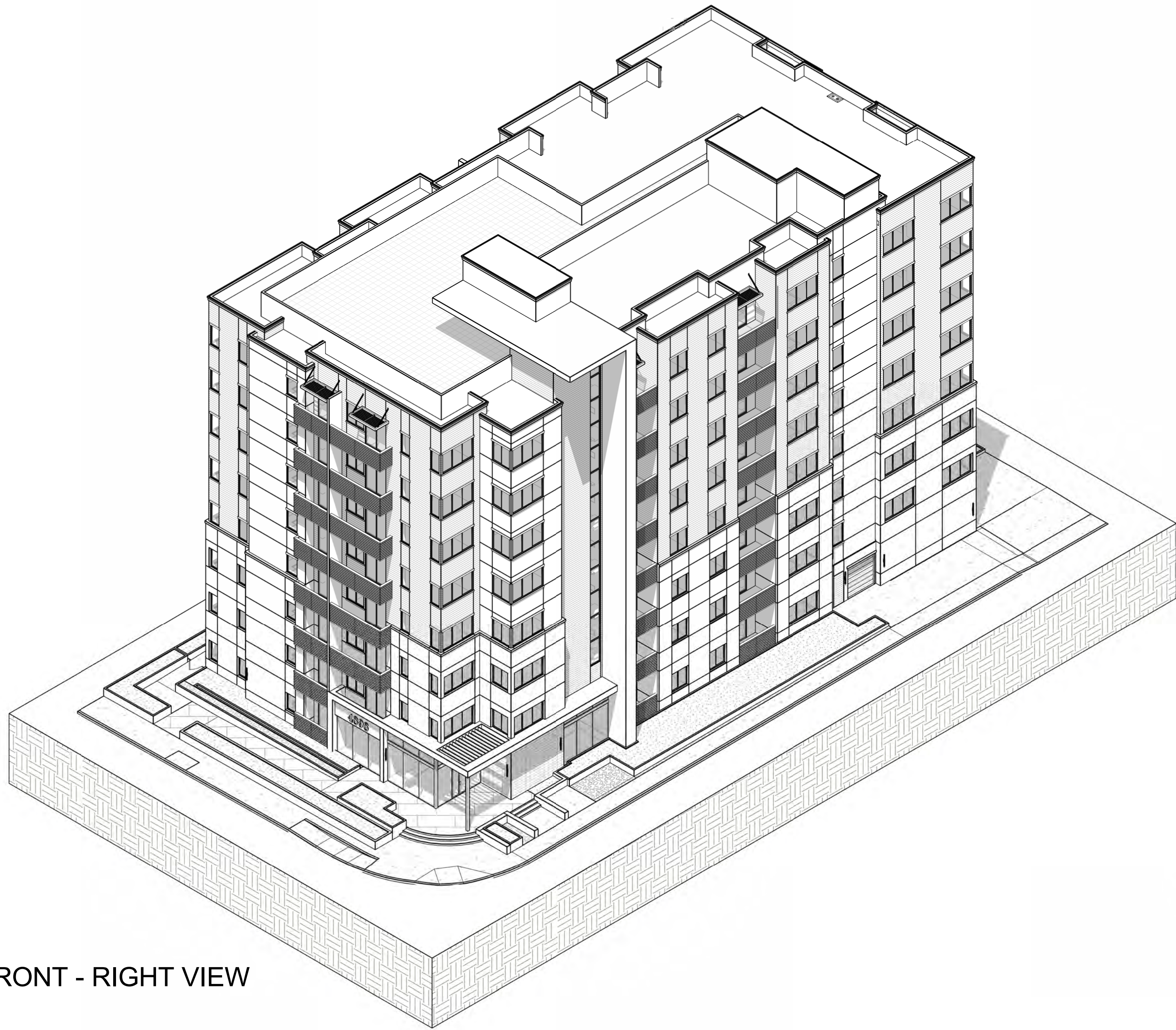
LEFT ELEVATION  
A23

399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

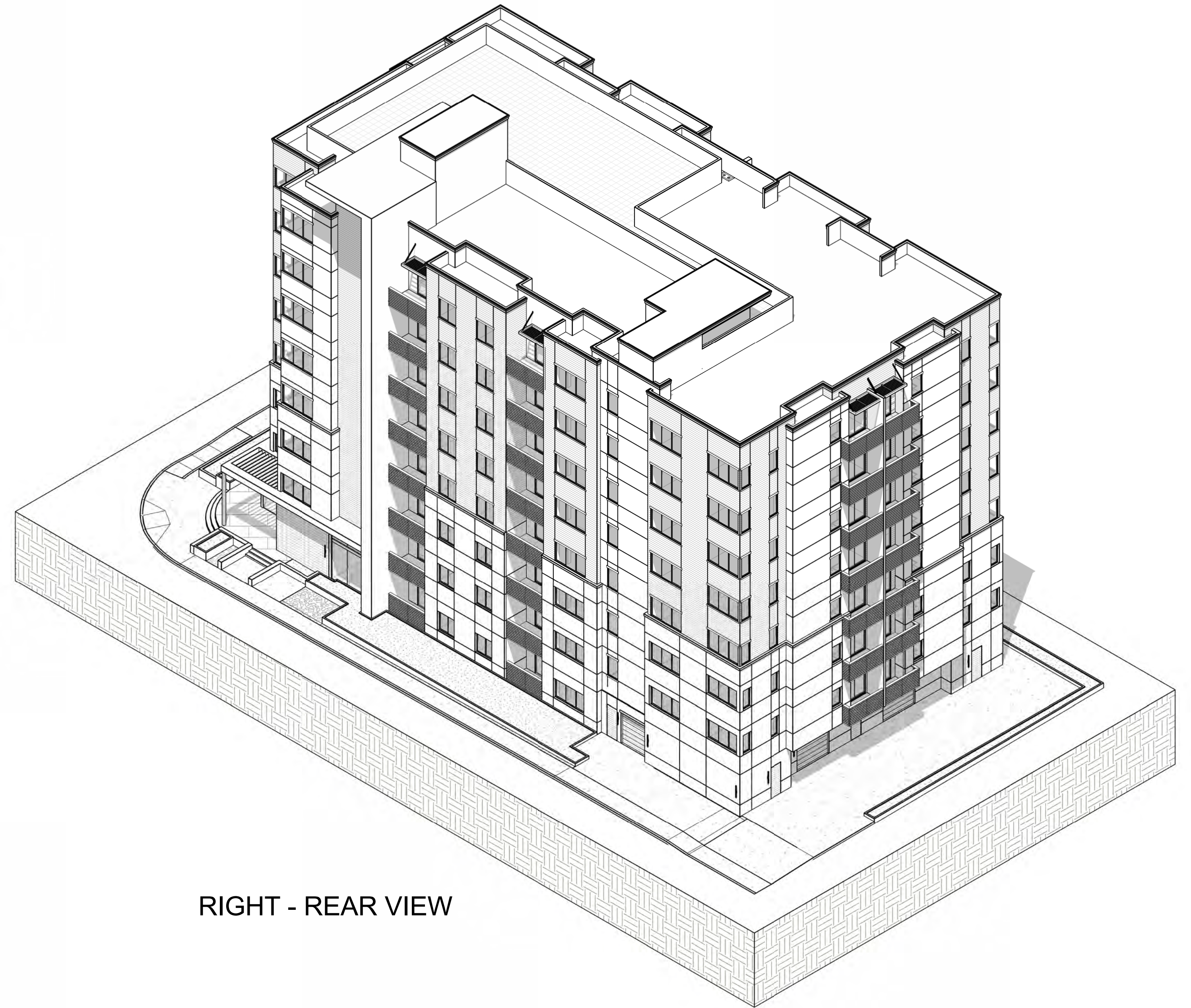
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3361 Walnut Blvd, Suite 120  
Brentwood, CA 94513  
925.634.7000 | sdgarchitectsinc.com





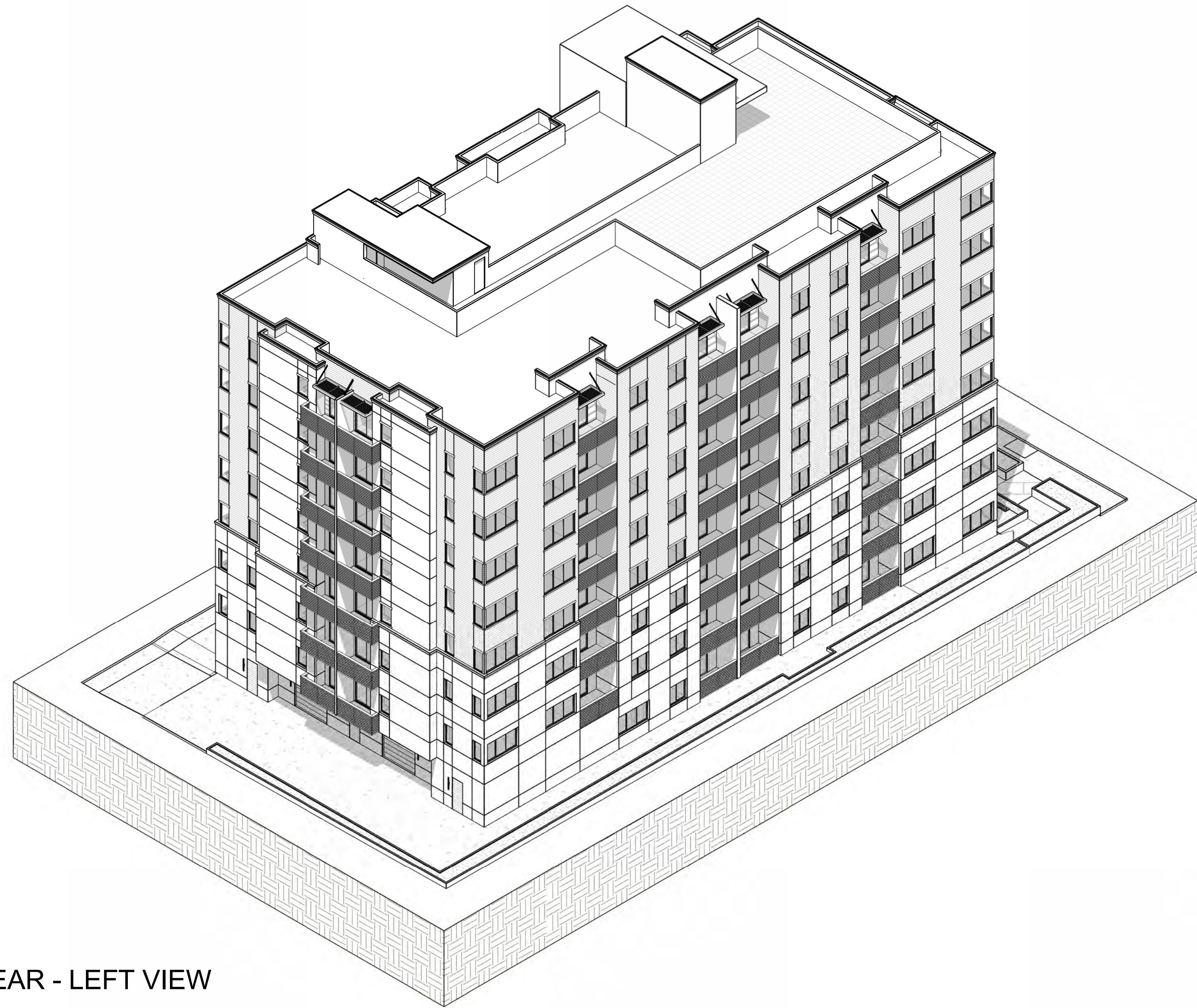


FRONT - RIGHT VIEW

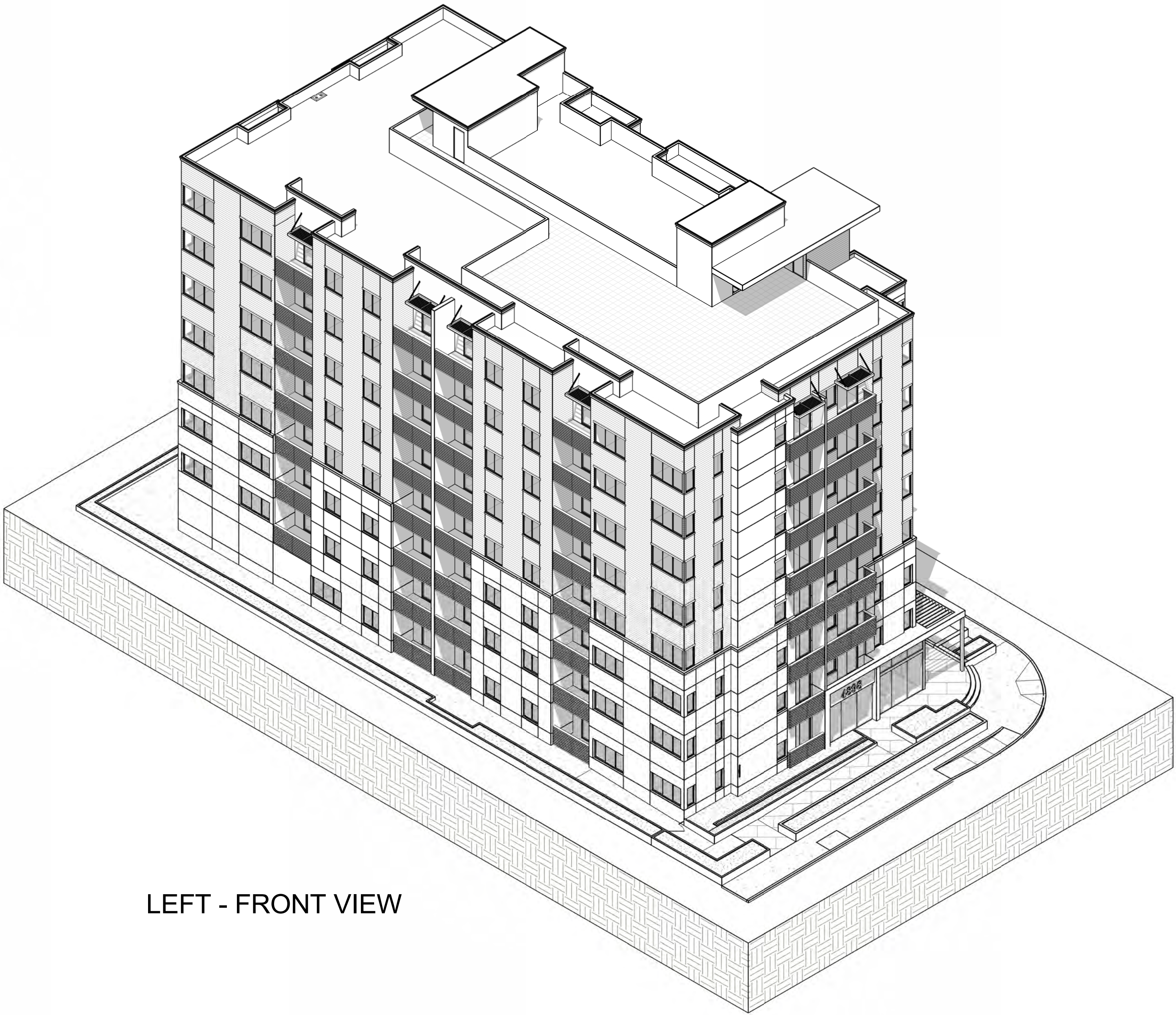


RIGHT - REAR VIEW



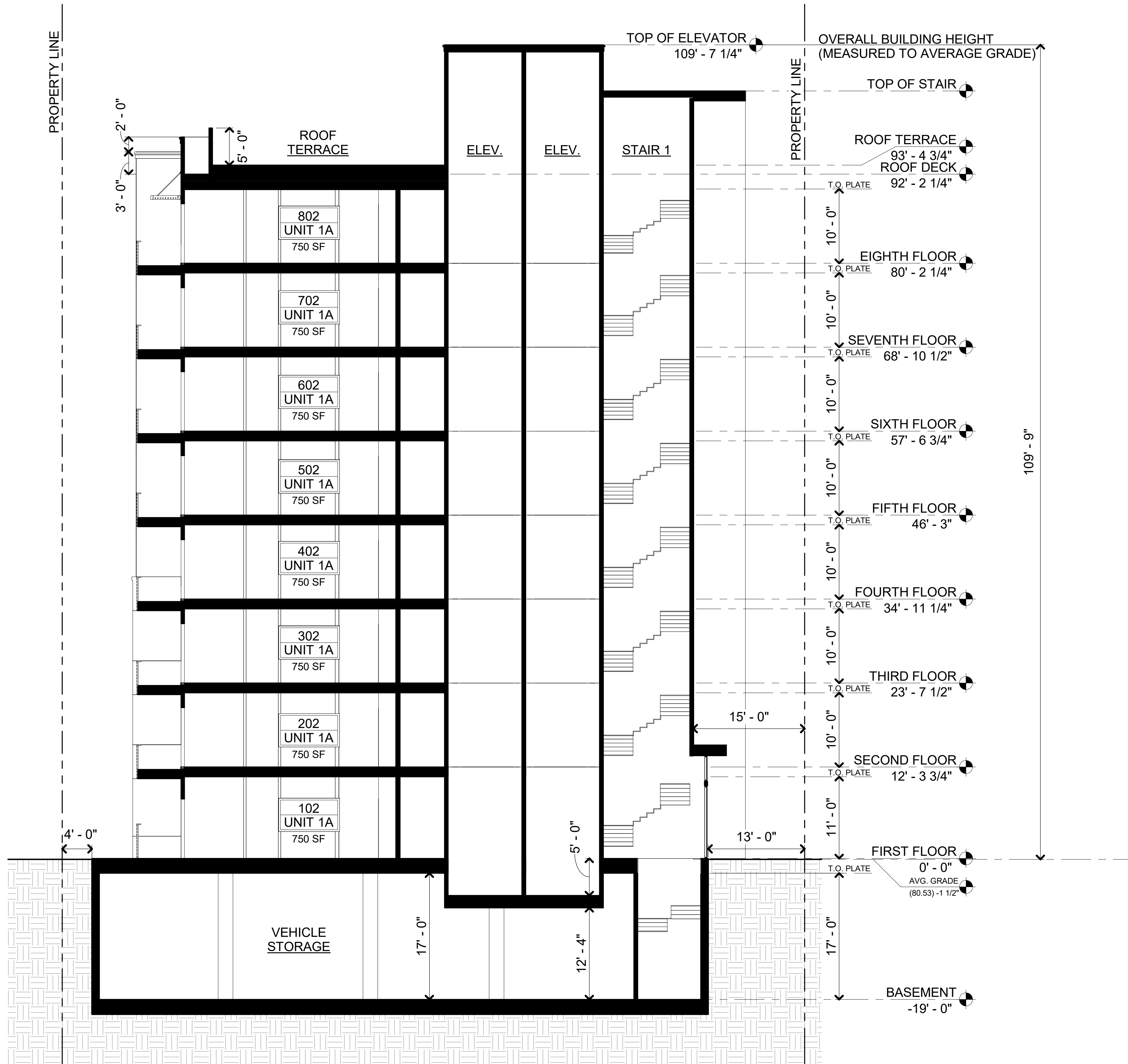


REAR - LEFT VIEW



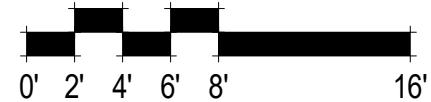
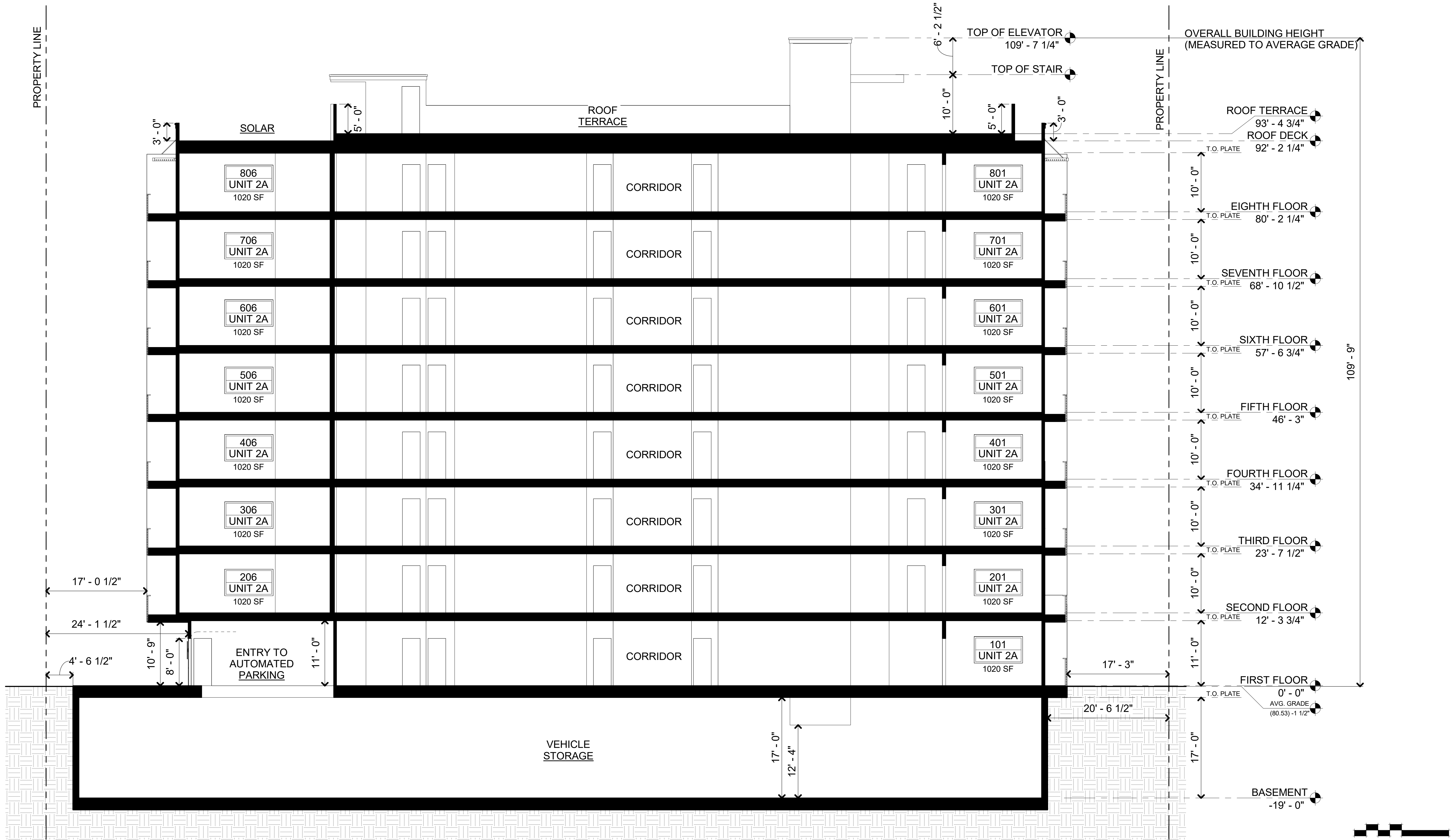
LEFT - FRONT VIEW





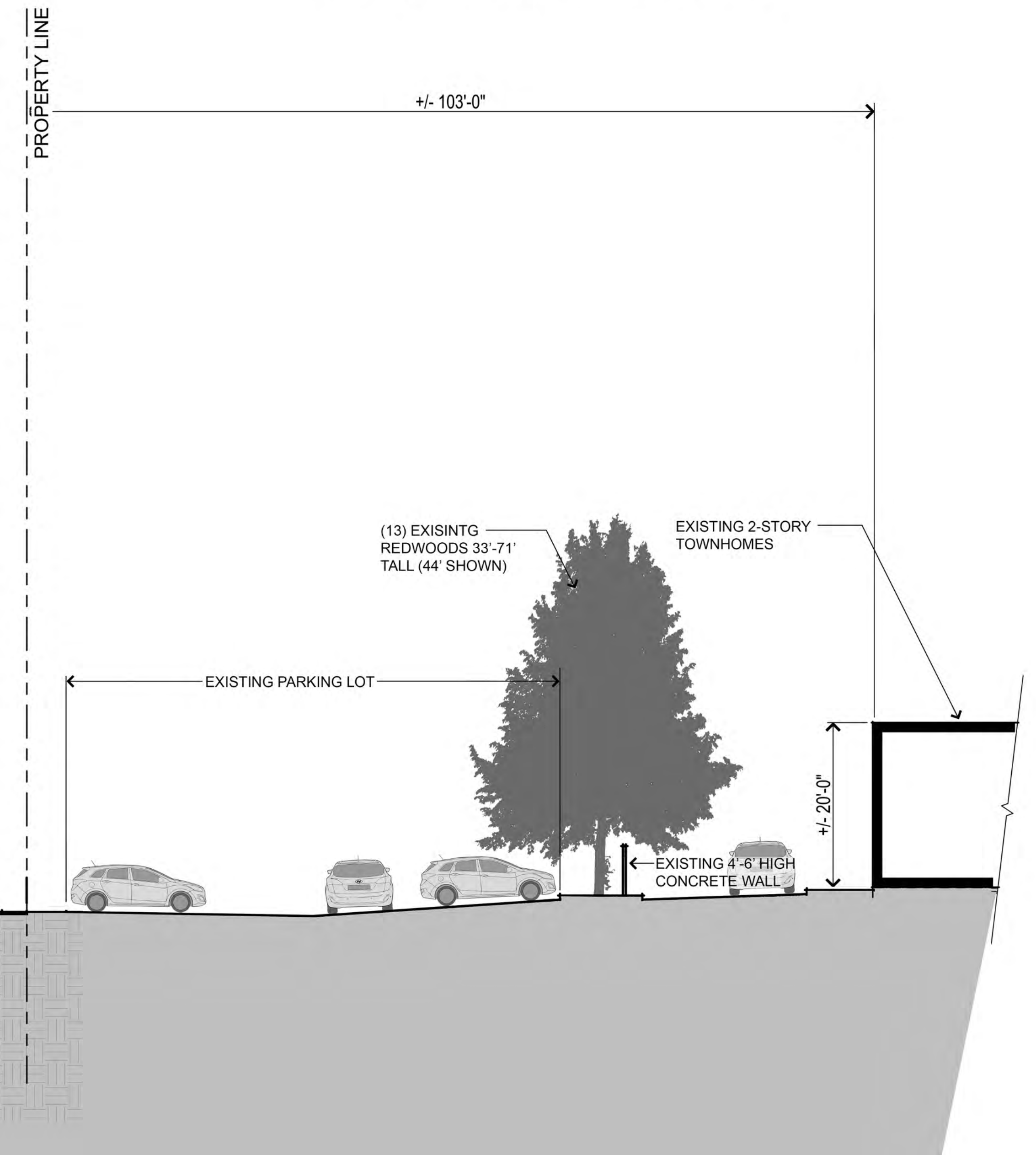
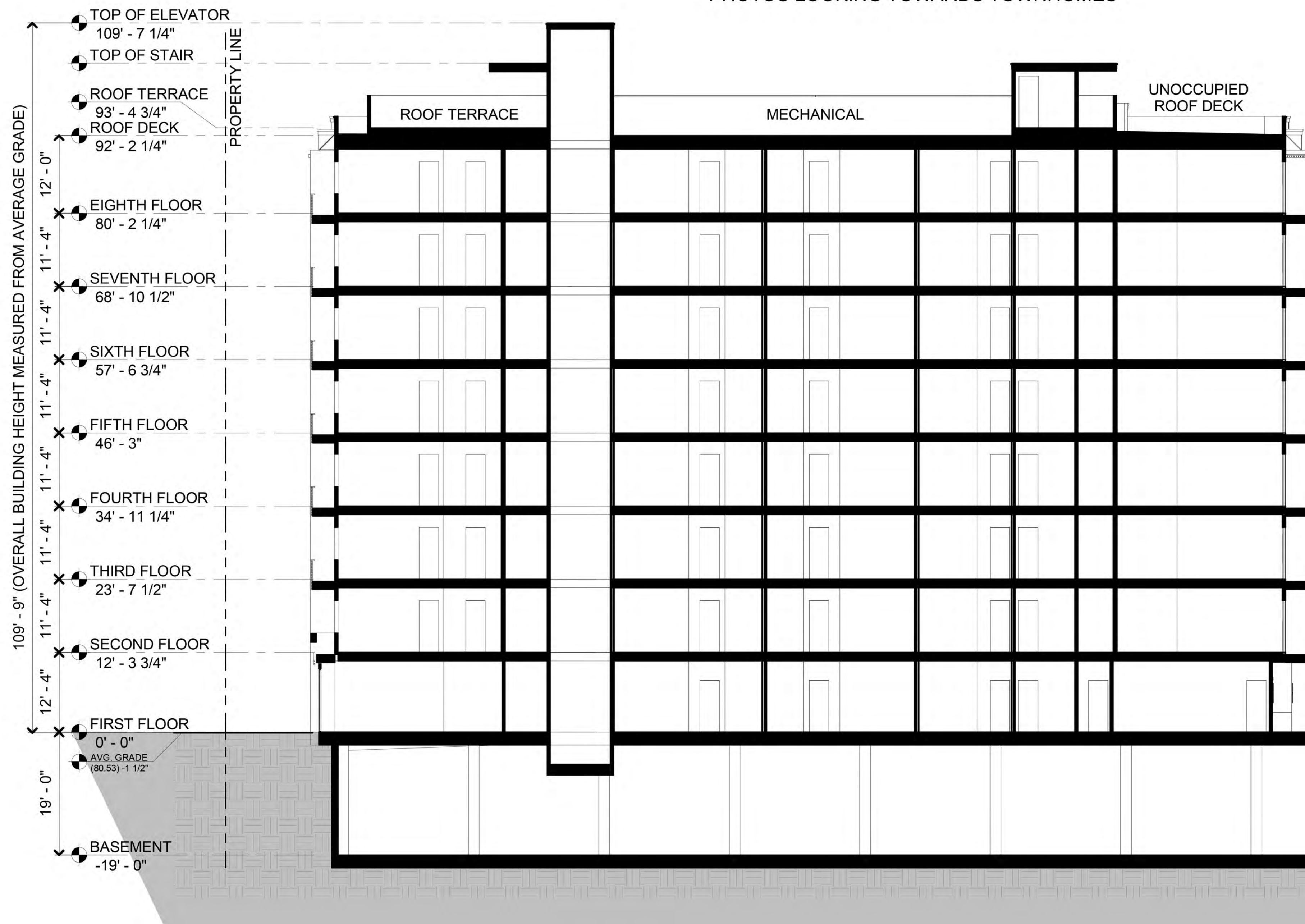
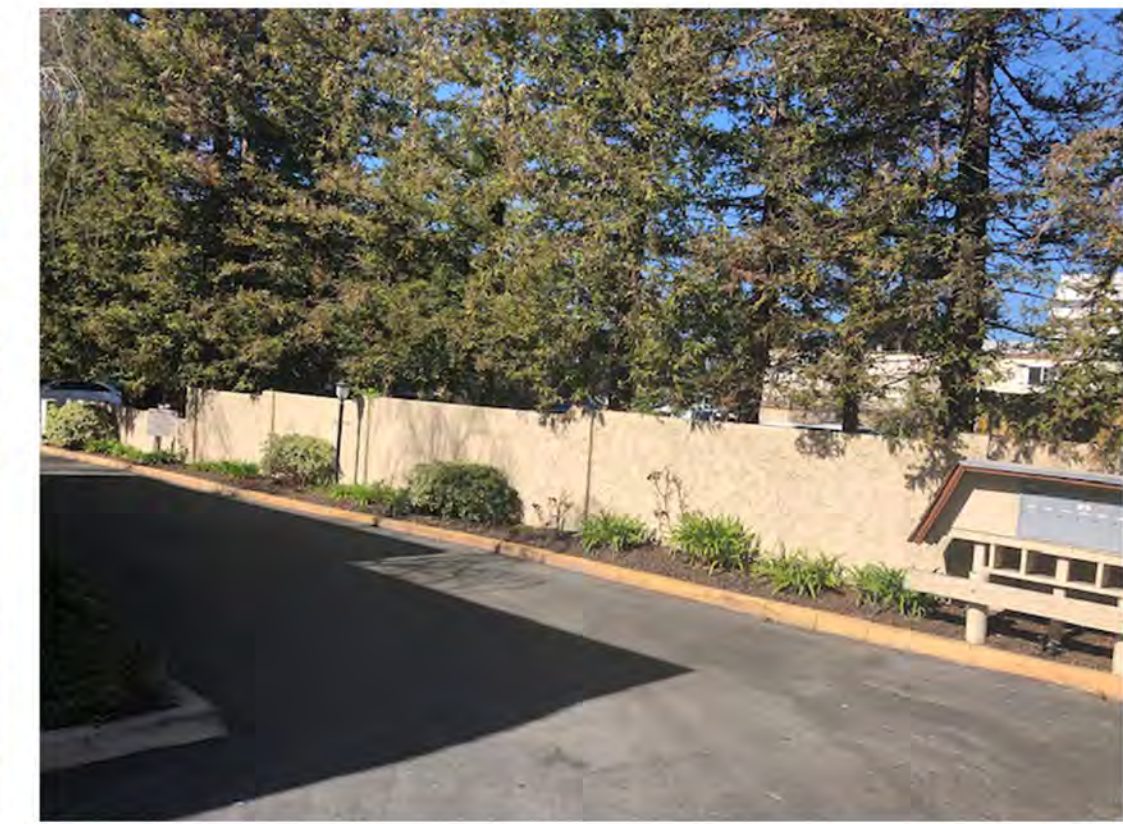
BUILDING SECTION  
A26





BUILDING SECTION  
A27





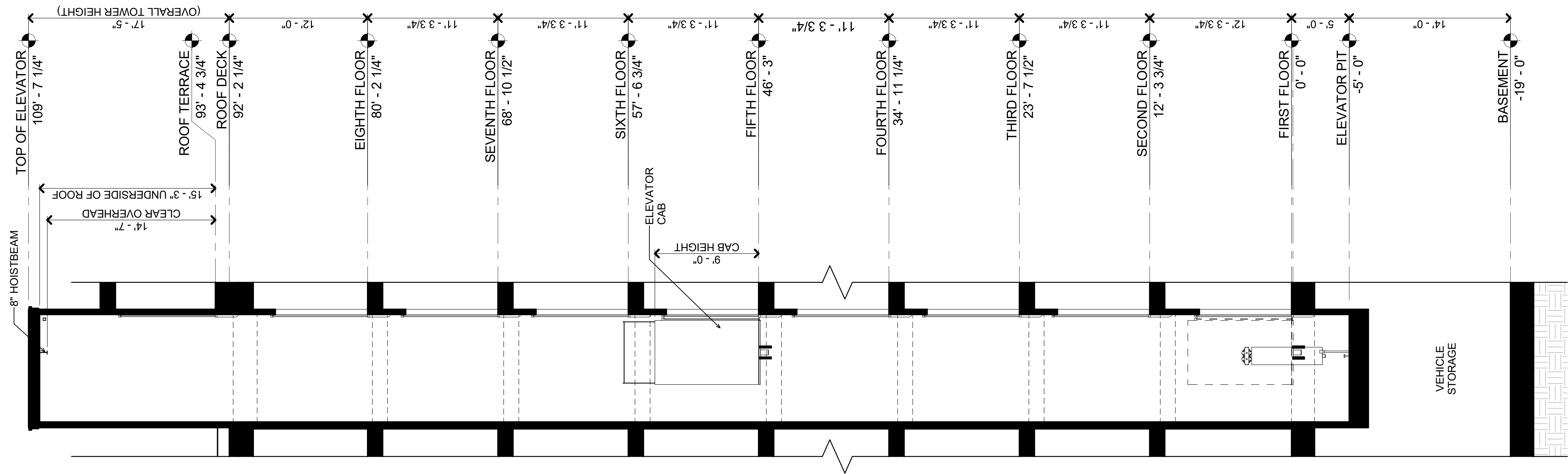
399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

# SITE SECTION A28

**SDG Architects, Inc.**  
3361 Walnut Blvd. Suite 120  
Brentwood, CA 94513  
925.634.7000 | [sdgarchitectsinc.com](http://sdgarchitectsinc.com)

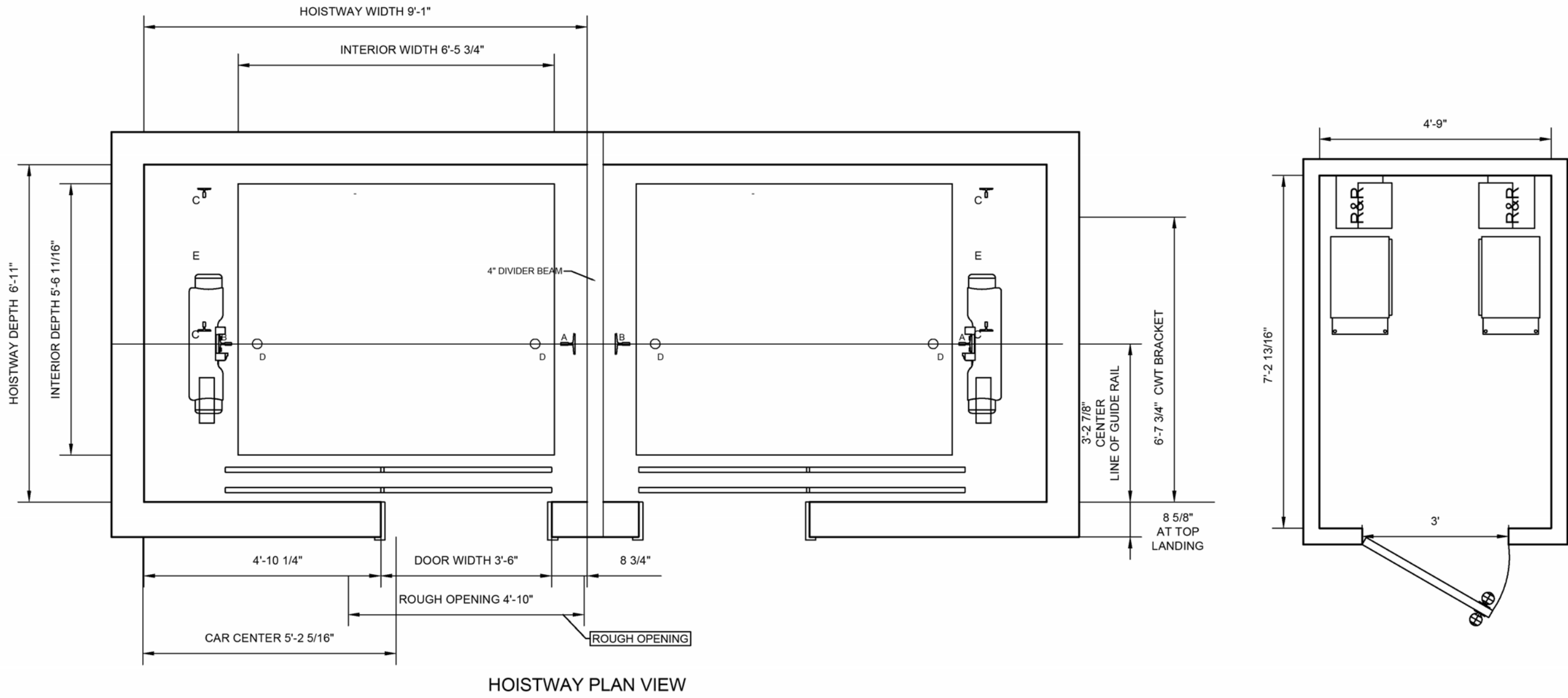




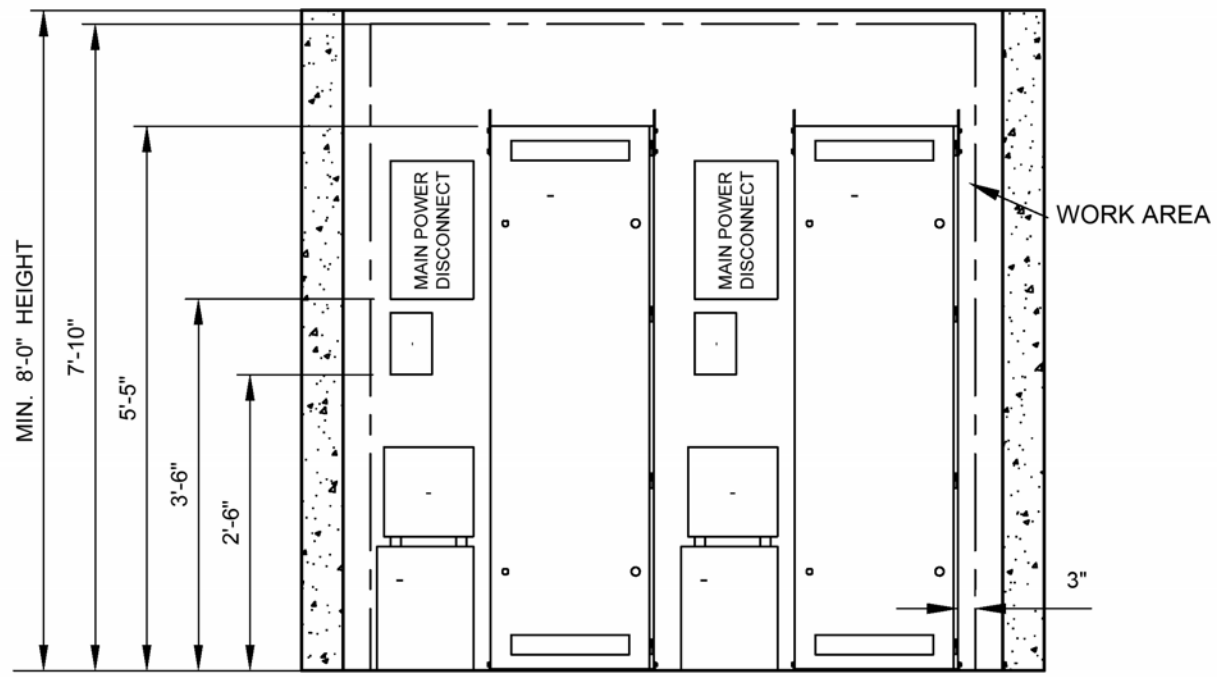




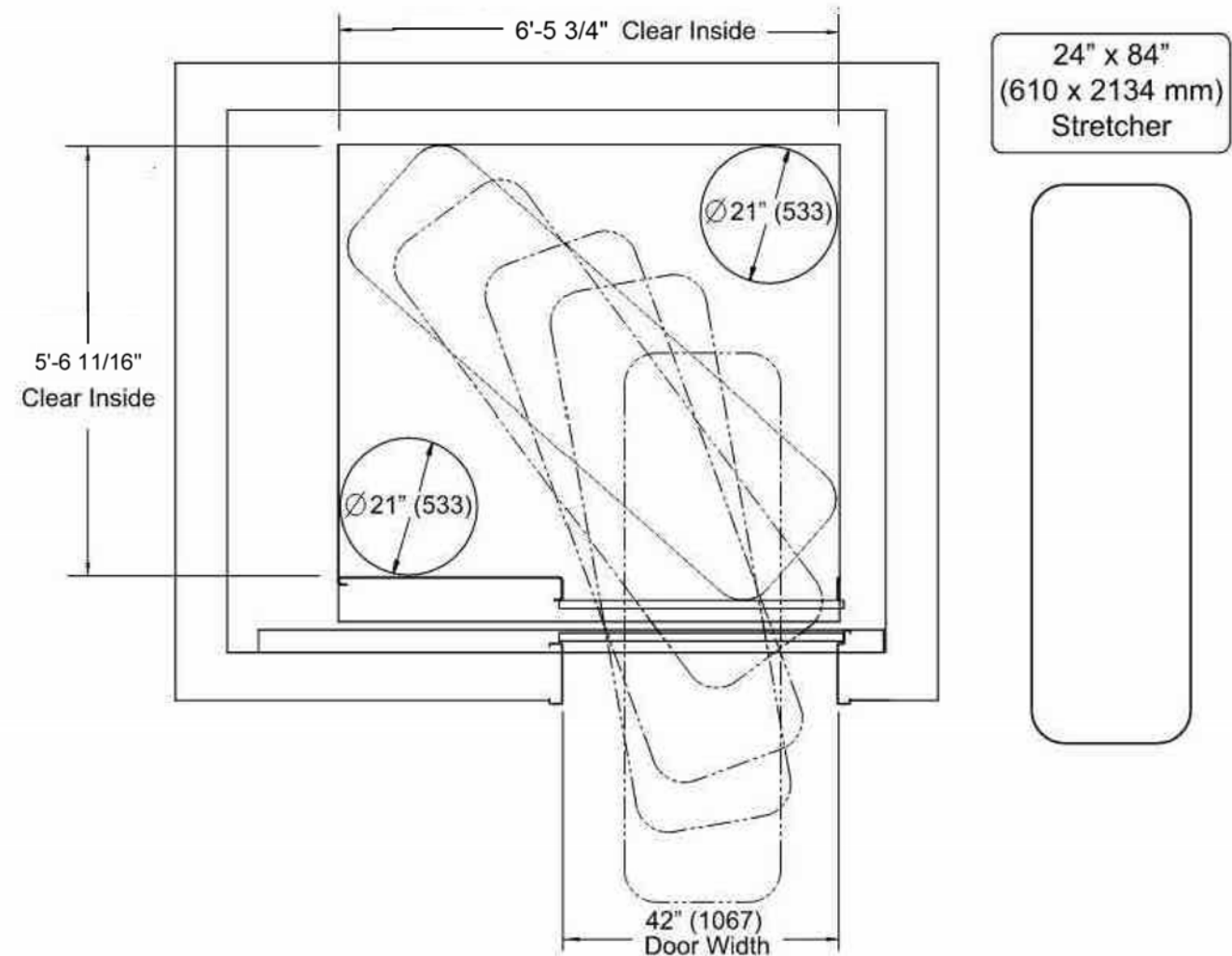
LAYOUT NOT TO SCALE. MODEL SPACE 1:1



HOISTWAY PLAN VIEW



REMOTE CABINET



ELEVATOR STRETCHER DIAGRAM

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

| BRKTS BELOW TOPMOST LANDING - RUNNING REACTIONS                |     |     |     |
|----------------------------------------------------------------|-----|-----|-----|
| X DIRECTION                                                    | 290 | 240 | 50  |
| Y DIRECTION                                                    | 200 | 110 | 100 |
| MAX DEFLECTION NOT TO EXCEED 0.125" (3mm) DUE TO APPLIED LOADS |     |     |     |

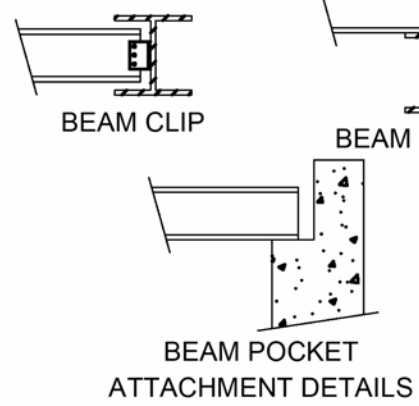
| SEISMIC ZONES 3 & 4 - ALL BRKTS LOCATIONS - IMPACT LOADING     |      |      |      |
|----------------------------------------------------------------|------|------|------|
| X DIRECTION                                                    | 2200 | 2000 | 1100 |
| Y DIRECTION                                                    | 2100 | 1500 | 2100 |
| MAX DEFLECTION NOT TO EXCEED 0.125" (3mm) DUE TO APPLIED LOADS |      |      |      |

\* ORTHOGONAL REACTIONS DO NOT OCCUR SIMULTANEOUSLY  
\* CALCULATIONS BASED UPON UBC SEISMIC ZONE 3-4 AND IBC 0 < I<sub>p</sub> x S<sub>ds</sub> ≤ 1.0  
\* ACCEPTABLE GUIDE RAIL BRACKET ATTACHMENT MATERIAL: CONCRETE, STEEL, OR INSERTS

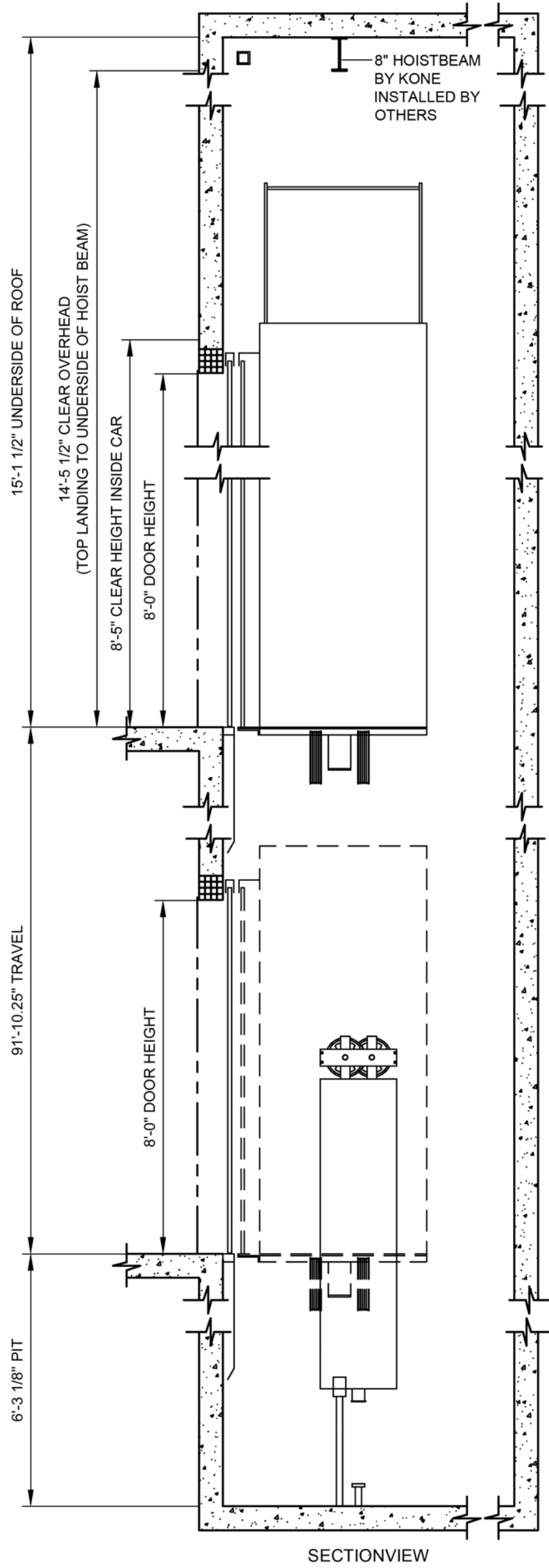
| VERTICAL FORCES ONTO PIT FLOOR |       |       |      |      |
|--------------------------------|-------|-------|------|------|
| REACTION LOCATION              | A     | B     | C    | D    |
| Z DIRECTION                    | 21400 | 10700 | 6000 | 8800 |

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

| HOISTBEAM & LIFELINE VERTICAL FORCES |      |      |      |
|--------------------------------------|------|------|------|
| REACTION LOCATION                    | A    | B    | C    |
| Z DIRECTION                          | 4800 | 4700 | 5000 |



| FLOOR BY FLOOR HEIGHTS CHART |            |               |              |                           |                           |
|------------------------------|------------|---------------|--------------|---------------------------|---------------------------|
| Floor Number                 | Elevation  | Front Opening | Back Opening | Inter Floor Distance (ft) | Inter Floor Distance (in) |
| 9                            | 91' 10.25" | X             | -            | 12                        | 1                         |
| 8                            | 79' 9.25"  | X             | -            | 11                        | 4.75                      |
| 7                            | 68' 4.5"   | X             | -            | 11                        | 4.75                      |
| 6                            | 56' 11.75" | X             | -            | 11                        | 4.75                      |
| 5                            | 45' 7"     | X             | -            | 11                        | 4.75                      |
| 4                            | 34' 2.25"  | X             | -            | 11                        | 4.75                      |
| 3                            | 22' 9.5"   | X             | -            | 11                        | 4.75                      |
| 2                            | 11' 4.75"  | X             | -            | 11                        | 4.75                      |
| 1                            | 0' 0"      | X             | -            | 11                        | 4.75                      |



SECTIONVIEW

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

1. PROVIDE A CLEAR, PLUMB HOISTWAY OF THE SIZE SHOWN ON THE FINAL KONE LAYOUT. VARIATIONS MUST NOT EXCEED 1". (TOLERANCE = - 0" + 1")
2. PROVIDE ADEQUATE SUPPORT FOR GUIDE RAIL BRACKETS (INCLUDING DIVIDER BEAMS FOR MULTIPLE ELEVATORS IN A COMMON HOISTWAY) FROM PIT FLOOR TO THE TOP OF THE HOISTWAY AND NOT SPANNING FURTHER THAN ALLOWED BY THE GOVERNING CODE AUTHORITY. FIREPROOFING SHALL BE AFTER INSTALLATION OF ELEVATOR BRACKETS.
3. HOISTWAY VENTILATION SHALL BE PROVIDED PER CODE REQUIREMENTS.
4. PROJECTIONS REQUIRING BEVELING IN ACCORDANCE WITH CODE REQUIREMENTS SHALL BE BEVELED AT AN ANGLE NOT LESS THAN 75 DEGREES FROM THE HORIZONTAL.
5. PROVIDE REMOVABLE, OSHA COMPLIANT BARRICADES AROUND ALL HOISTWAY OPENINGS AND BETWEEN ELEVATORS INSIDE OF THE HOISTWAY AS REQUIRED. PROVIDE TWO LIFELINE ATTACHMENTS AT THE TOP, FRONT OF THE HOISTWAY.
6. ARRANGE FOR ALL BLOCK OUT / CUTOUT OF OPENINGS TO INSTALL HALL PUSHBUTTONS, SIGNAL FIXTURES, AND HATCH DUCT.
7. PROVIDE A DRY PIT REINFORCED TO SUSTAIN VERTICAL FORCE FROM RAILS AND BUFFERS. REFERENCE THE REACTION LOAD TABLES FOR VERTICAL FORCES. SUMPS AND / OR PUMPS (WHERE PERMITTED) LOCATED WITHIN THE PIT MAY NOT INTERFERE WITH THE ELEVATOR EQUIPMENT.
8. PROVIDE SUITABLE LIGHTING FOR THE MACHINE SPACE WITH A LIGHT SWITCH LOCATED IN THE HOISTWAY. PROVIDE A LIGHT FIXTURE AND A SEPARATE GFCI PROTECTED DUPLEX CONVENIENCE OUTLET IN THE ELEVATOR PIT.
9. ENTRANCE WALLS ARE TO BE LEFT OPEN UNTIL THE ELEVATOR EQUIPMENT IS INSTALLED. ADEQUATE SUPPORT FOR ENTRANCE ATTACHMENT POINTS IS REQUIRED AT ALL LANDINGS. ALL FINISHED FLOORING AND GROUTING IS TO BE INSTALLED AFTER THE ENTRANCE FRAMES ARE INSTALLED.

10. A PIT LADDER IS SUPPLIED BY KONE UNLESS OTHERWISE NOTED ON THE LAYOUT DRAWING. LOCATE AND INSTALL PER KONE FINAL LAYOUT DRAWINGS.
11. AN I-BEAM AND SAFETY LINE BEAM, PROVIDED BY KONE, MUST BE INSTALLED IN THE ELEVATOR HOISTWAY OVERHEAD PER THE KONE FINAL LAYOUT DRAWINGS. WHERE AN ELEVATOR HAS BOTH A FRONT AND REAR OPENING, TWO SAFETY LINE BEAMS ARE REQUIRED.
12. FOR PROPER EQUIPMENT OPERATION, THE MACHINE SPACE AT THE TOP OF THE HOISTWAY MUST BE PROPERLY VENTED PER CODE REQUIREMENTS. MAX ALLOWED HUMIDITY IS 95% NON-CONDENSING. HOISTWAY MUST MAINTAIN A TEMPERATURE BETWEEN 41 F AND 104 F.
13. THE ACCESS DOOR TO THE CONTROL SPACE OR THE CONTROL ROOM MUST BE SECURED AGAINST UNAUTHORIZED ACCESS. IT SHALL BE SELF-LOCKING AND SELF-CLOSING.
14. PROVIDE A 15-AMP 120V AC FUSED SERVICE WITH GROUND (VIA EMERGENCY LIGHT SUPPLY IF AVAILABLE) CONNECTED TO EACH CONTROL CABINET FOR LIGHTING AND FAN. PROVIDE DEDICATED ANALOG PHONE LINE TERMINATING AT THE ELEVATOR CONTROL CABINET.
15. FOR CONTROL SPACES LOCATED REMOTELY FROM THE ELEVATOR HOISTWAY, PROVIDE A GOVERNOR ACCESS DOOR OF SIZE AND LOCATION PER KONE FINAL LAYOUT DRAWINGS. THE ACCESS DOOR SHALL BE SECURED AGAINST UNAUTHORIZED ACCESS.
16. FOR INTEGRATED CONTROL SPACE LOCATED IN SEISMIC AREA, PROVIDE A SEISMIC SWITCH ACCESS DOOR OF SIZE AND LOCATION PER KONE FINAL LAYOUT DRAWINGS. THE ACCESS DOOR SHALL BE SECURED AGAINST UNAUTHORIZED ACCESS.
17. PROVIDE A SUITABLE WORKING ENVIRONMENT INCLUDING ADEQUATE ACCESS TO THE BUILDING, PROPER LIGHTING IN ALL AREAS, CLEAN AND SAFE STORAGE ADJACENT TO THE HOISTWAY, PROPERLY INSTALLED TEMPORARY SINGLE AND THREE-PHASE POWER, AND SUFFICIENT ON-SITE REFUSE CONTAINERS FOR THE DISPOSAL OF ELEVATOR PACKING MATERIALS.
18. THIS DRAWING MUST BE REVIEWED AND APPROVED BY A LICENSED PROFESSIONAL TO ENSURE COMPLIANCE WITH LOCAL BUILDING CODES.
19. THESE DRAWINGS ARE FOR INFORMATION PURPOSES ONLY AND MUST NOT BE USED FOR CONSTRUCTION PURPOSES. FULLY DETAILED CONSTRUCTION DRAWINGS ARE AVAILABLE FROM THE PRODUCT MANUFACTURER.

SPECIFICATIONS

|                     |                    |
|---------------------|--------------------|
| PRODUCT NAME        | MonoSpace 500 DX   |
| SEISMIC ZONE        | SEISMIC            |
| CAPACITY            | 3500 lb            |
| SPEED               | 350 FPM            |
| DOOR                | RIGHT/LEFT OPENING |
| TRAVEL              | 91'-10.25"         |
| CONTROL LOCATION    | REMOTE             |
| POWER SUPPLY        | 480 V              |
| REQUIRED FUSE AMPS  | 40 AMPS            |
| CONTROLLER HEAT     | 3.4 KBTU/HR        |
| OUTPUT              |                    |
| MACHINE HEAT OUTPUT | 3.4 KBTU/HR        |



ONE KONE COURT  
MOLINE, IL  
P: 1-800-956-KONE (5663)  
F: 309-743-5469  
www.kone.us

PROJECT NAME

BUILDING LOCATION

-  
-  
-  
-

E000706769/KONE-4574610/FNO\_144\_3500\_77.7\_66.7

ETB 11.88/svc\_ficad\_cad\_prod11

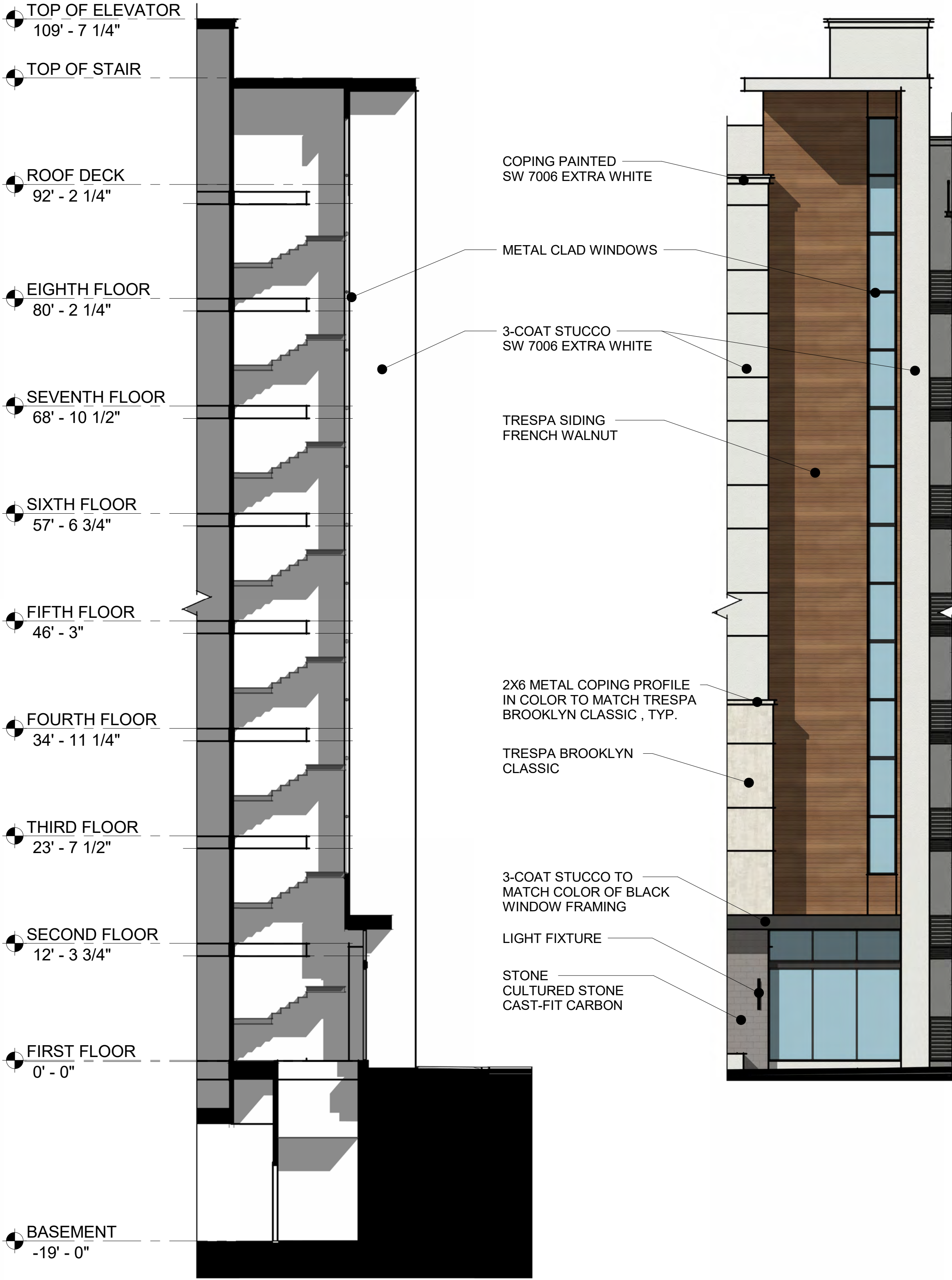
FenixEcoSpaceENA R23.2

ELEVATOR SPEC SHEET  
A30

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

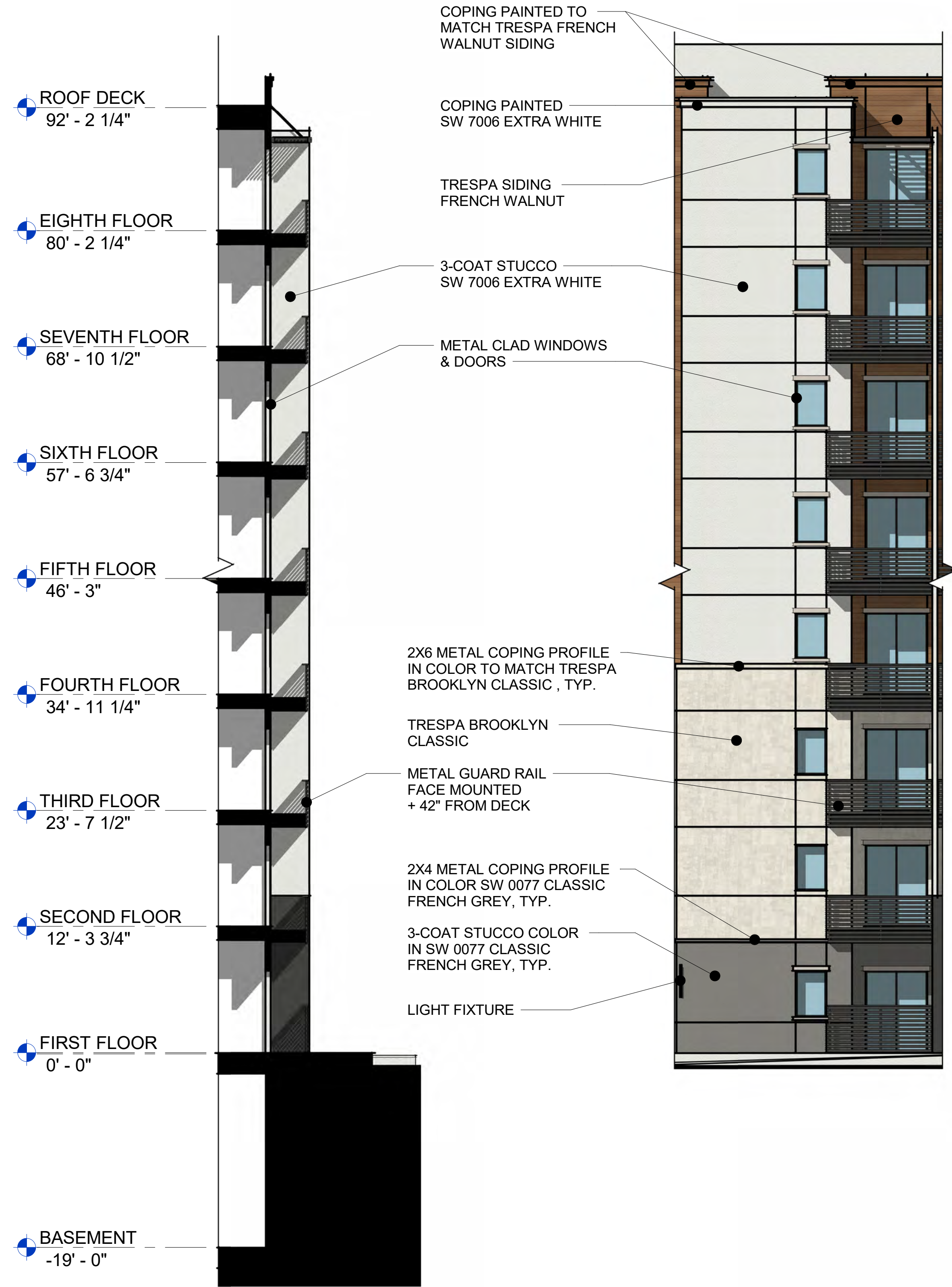
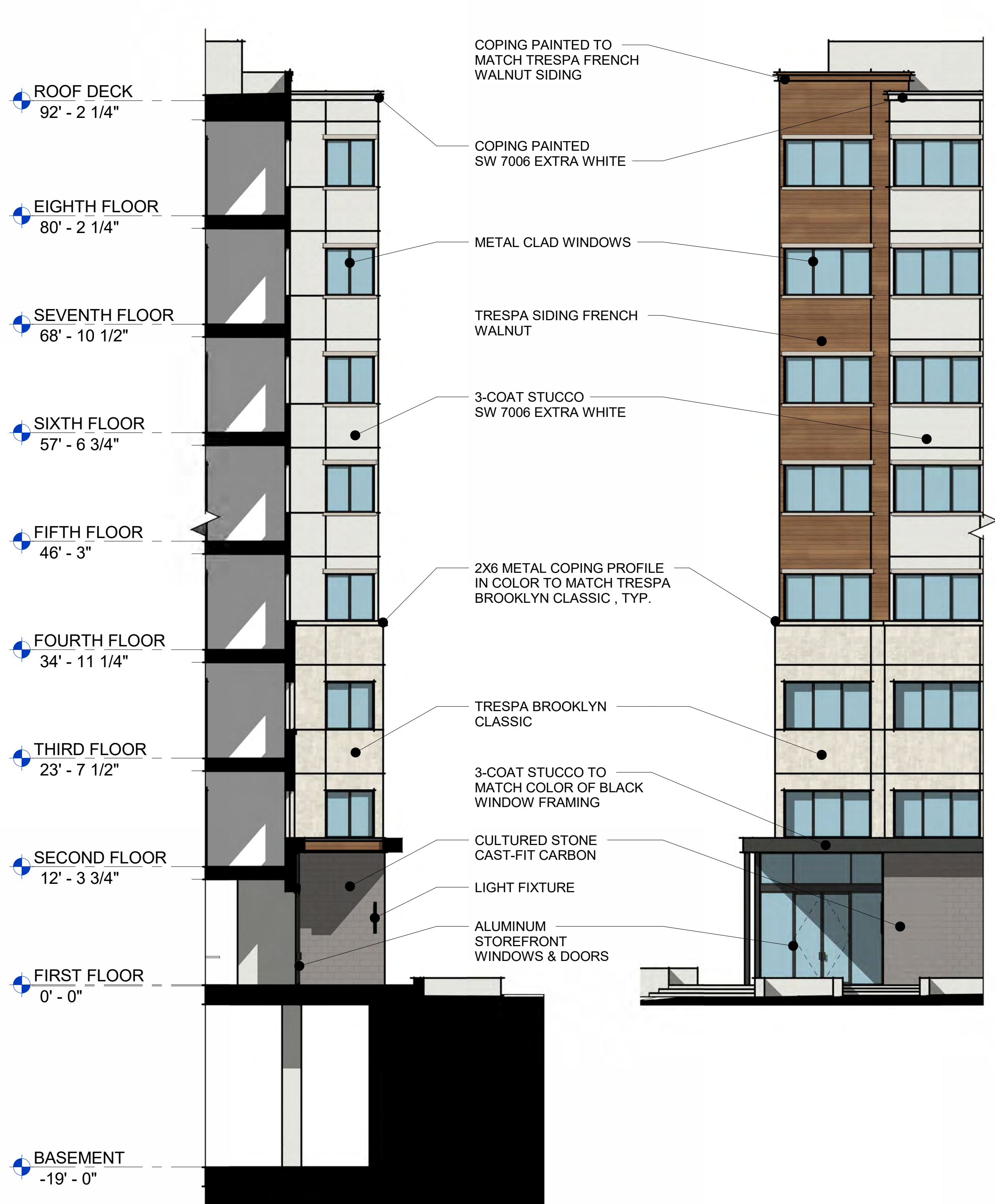




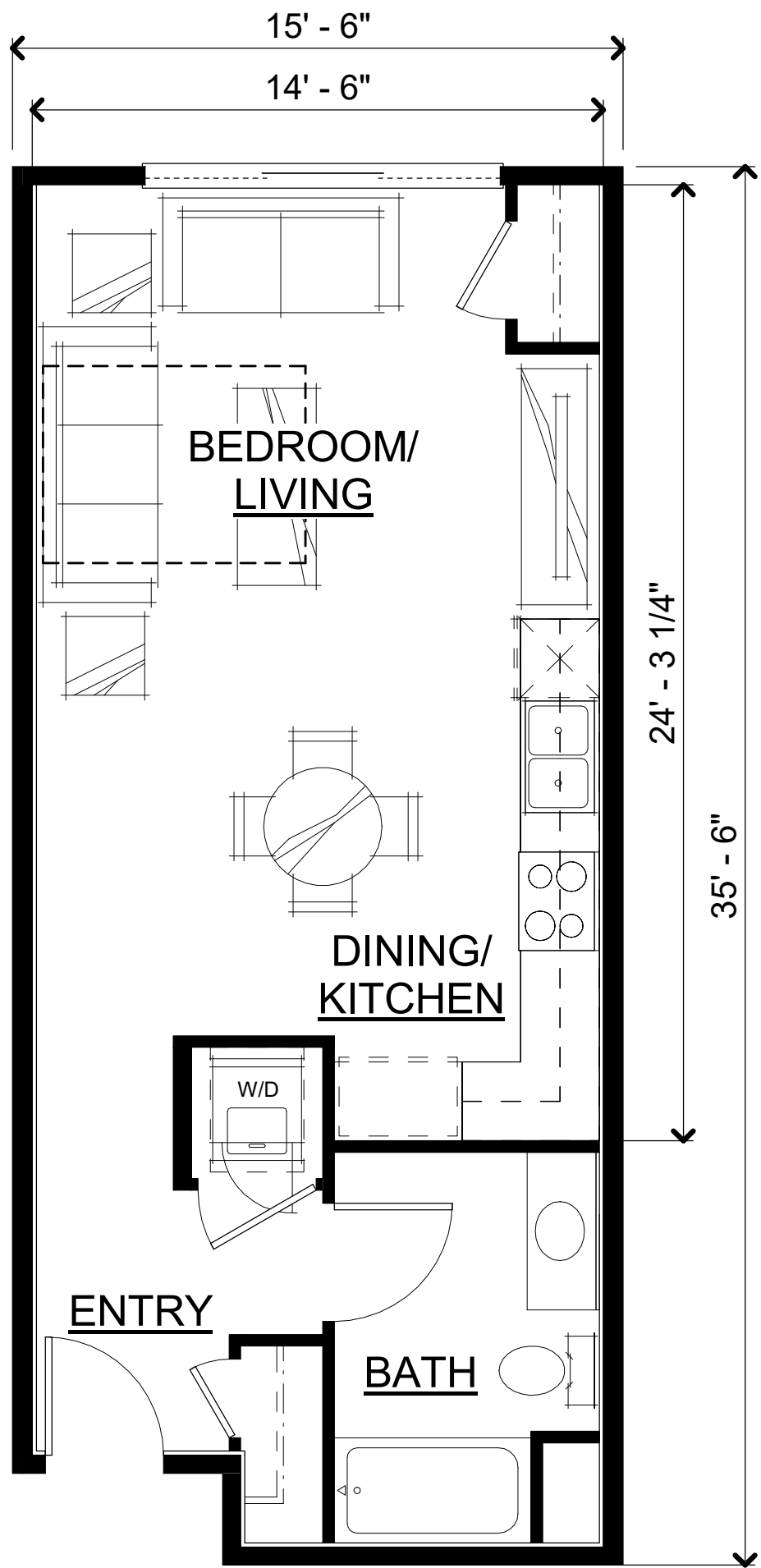


WALL SECTIONS  
A31



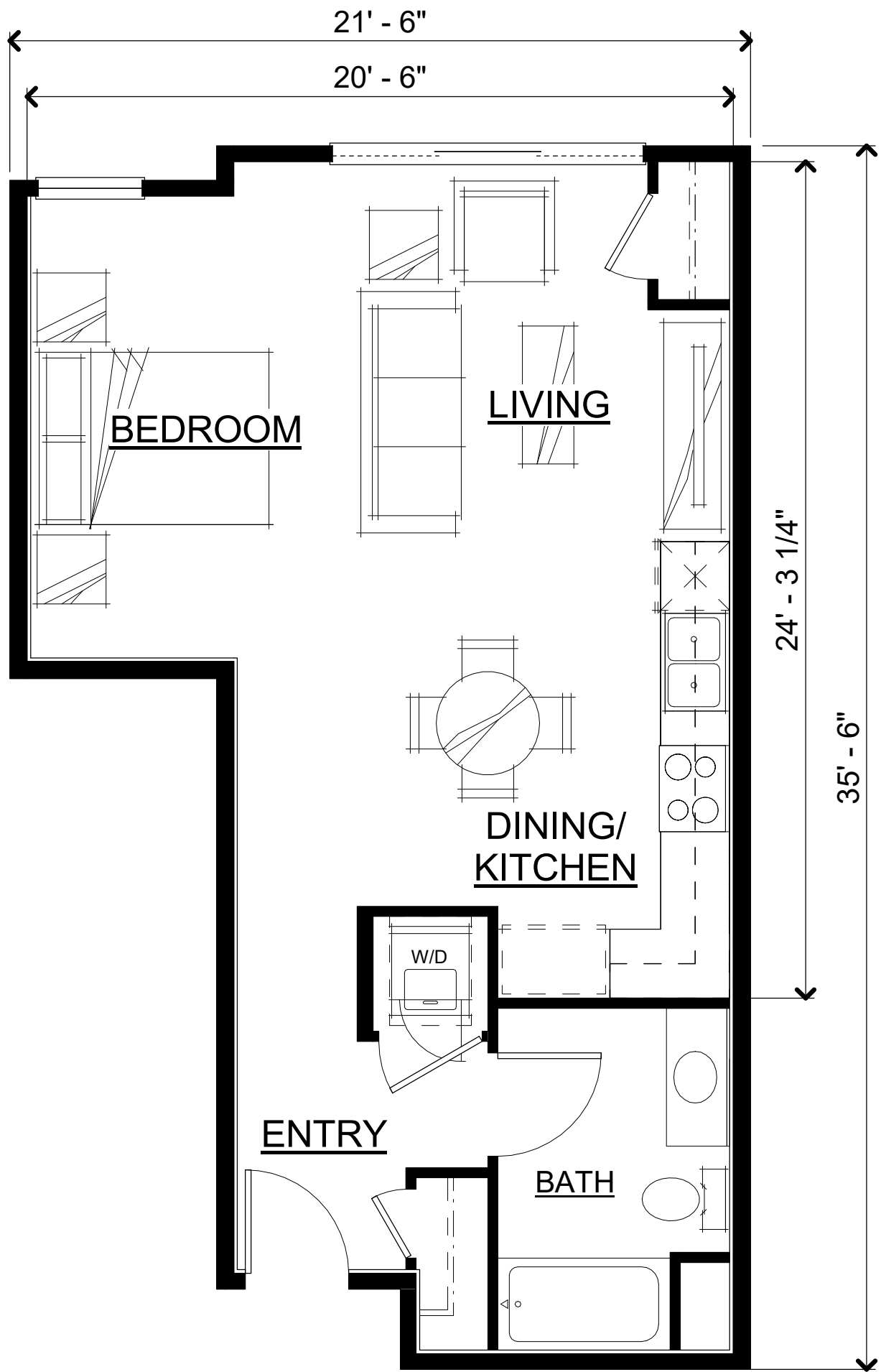






UNIT SA FLOOR PLAN

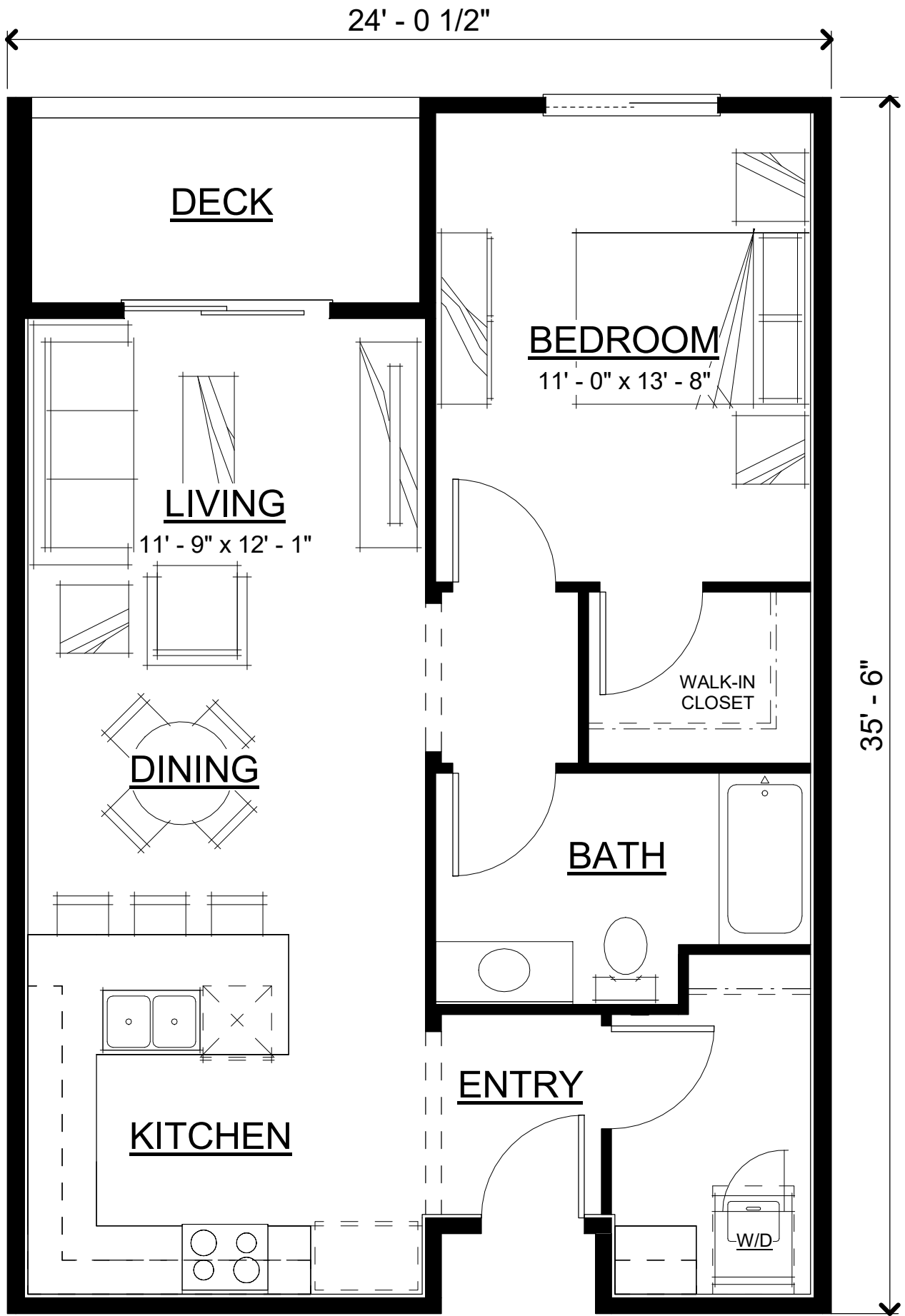
| UNIT SA SQUARE FOOTAGES |        |
|-------------------------|--------|
| GROSS LIVING            | 520 SF |



UNIT SB FLOOR PLAN

| UNIT SB SQUARE FOOTAGES |        |
|-------------------------|--------|
| GROSS LIVING            | 600 SF |

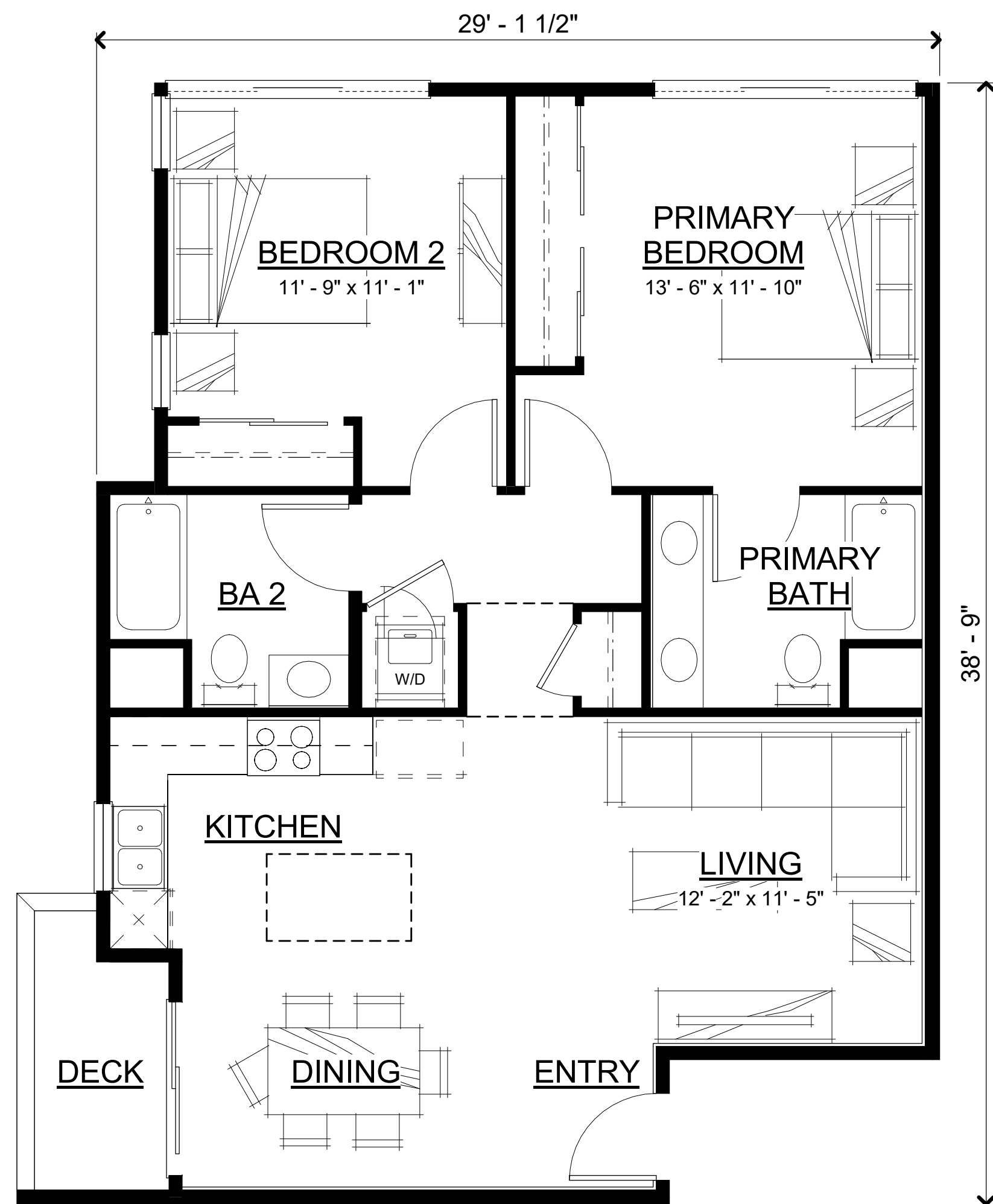




UNIT 1A FLOOR PLAN

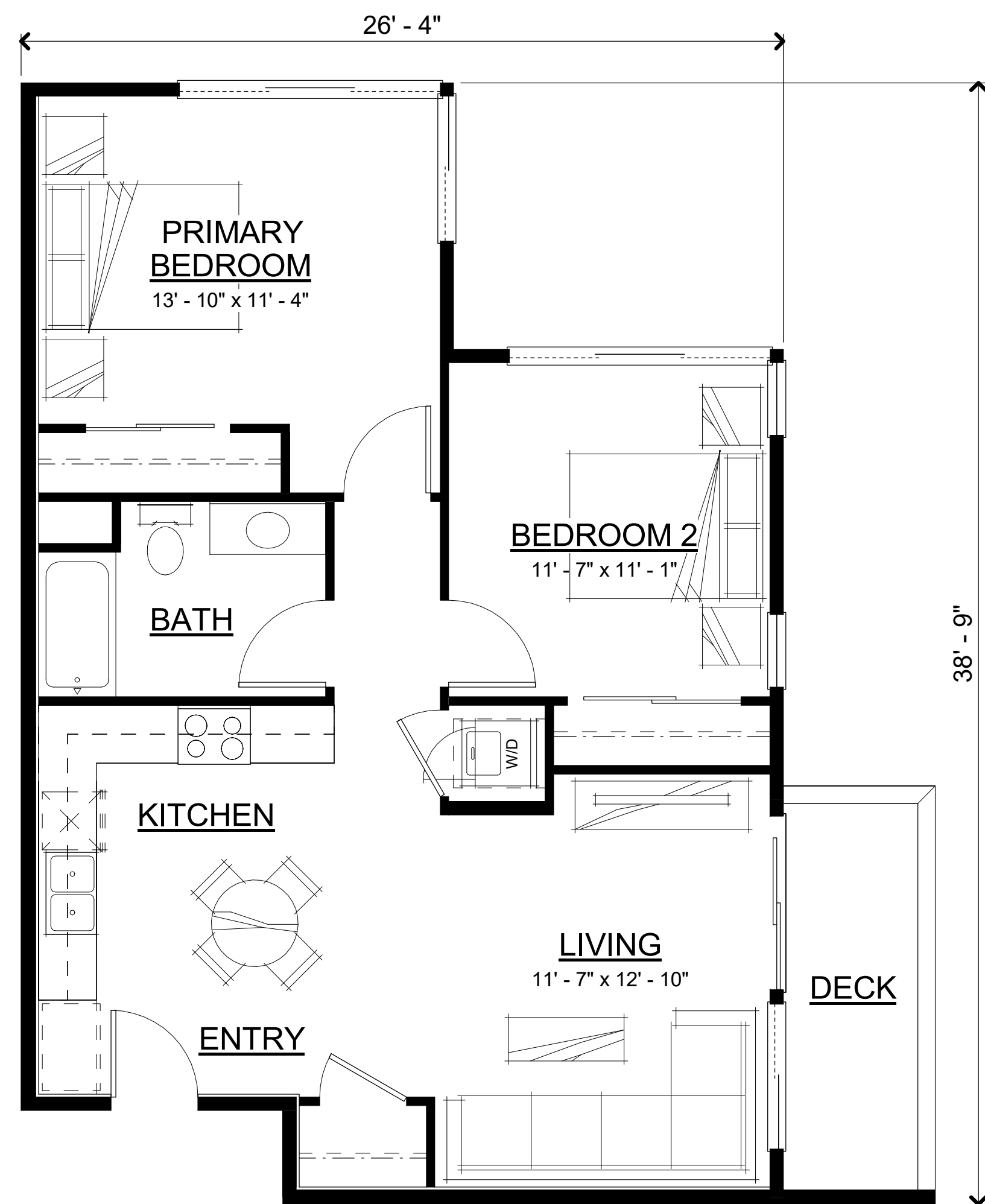
| UNIT 1A SQUARE FOOTAGES |        |
|-------------------------|--------|
| GROSS LIVING            | 750 SF |





UNIT 2A FLOOR PLAN

| UNIT 2A SQUARE FOOTAGES |         |
|-------------------------|---------|
| GROSS LIVING            | 1020 SF |



UNIT 2B FLOOR PLAN

| UNIT 2B SQUARE FOOTAGES |        |
|-------------------------|--------|
| GROSS LIVING            | 870 SF |





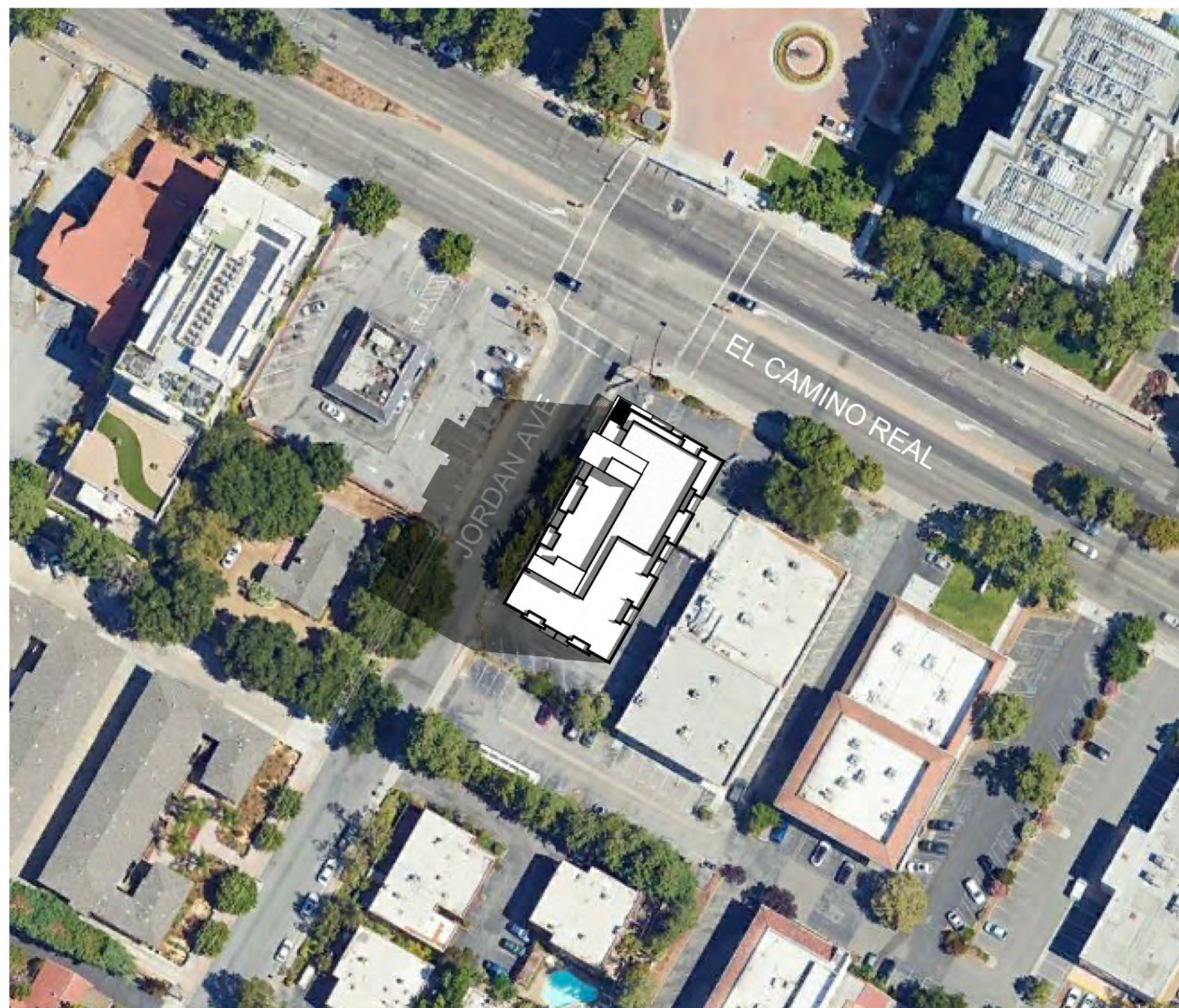
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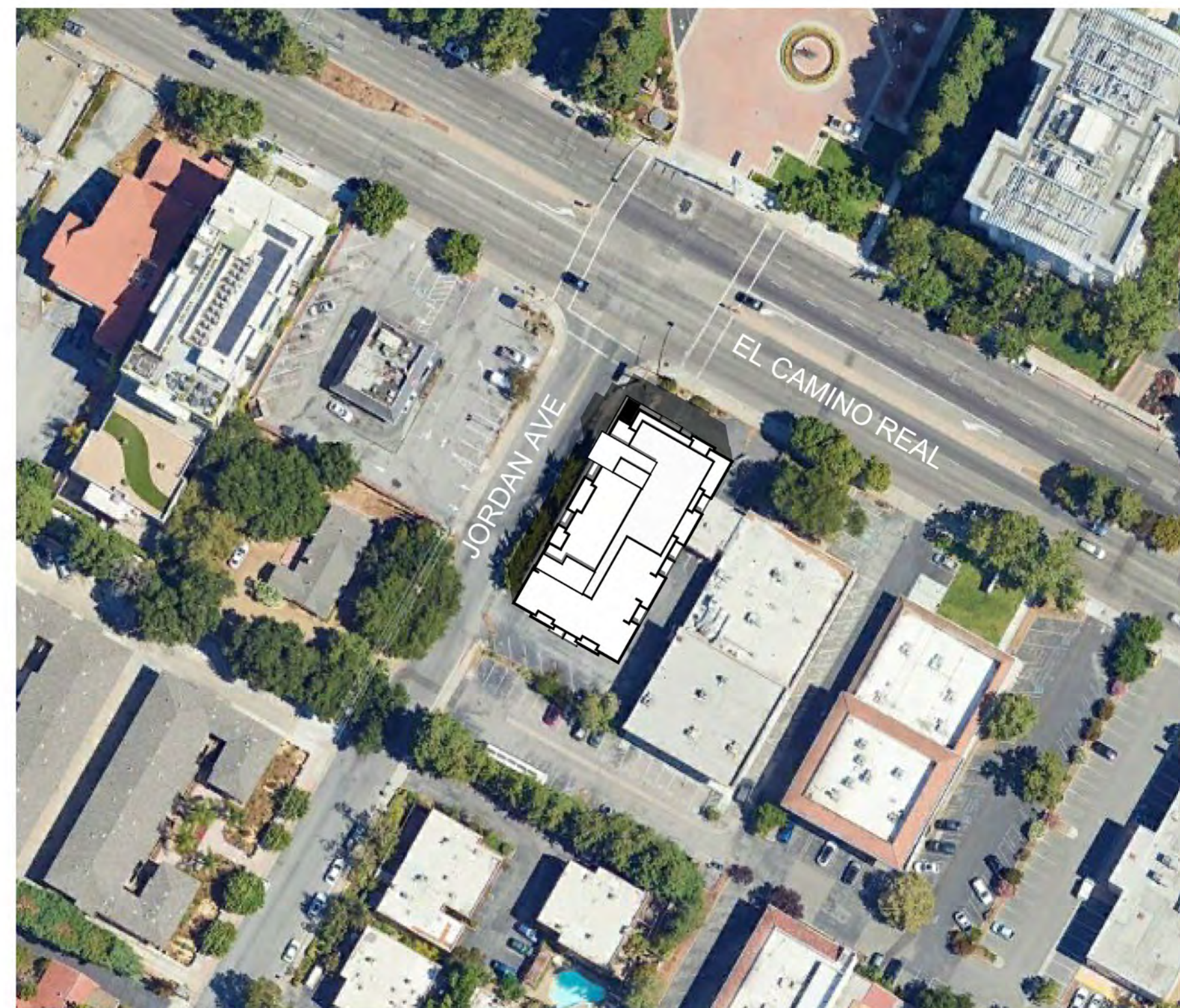
MARCH 20TH - 12:00PM



MARCH 20TH - 3:00PM



JUNE 21ST - 9:00AM



JUNE 21ST - 12:00PM



JUNE 21ST - 12:00PM





SEPTEMBER 23RD - 9:00AM



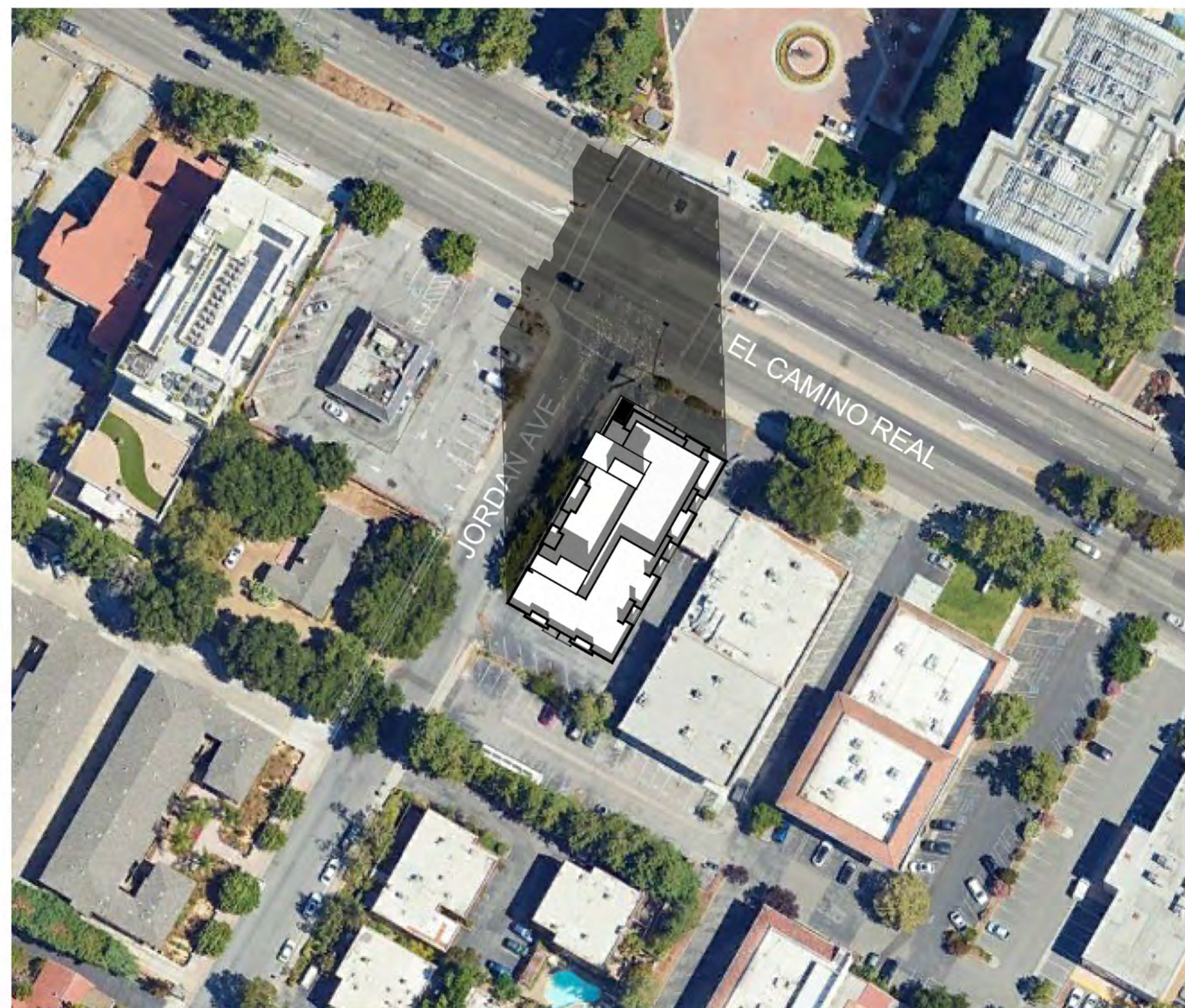
SEPTEMBER 23RD - 12:00PM



SEPTEMBER 23RD - 3:00PM



DECEMBER 21ST - 9:00AM

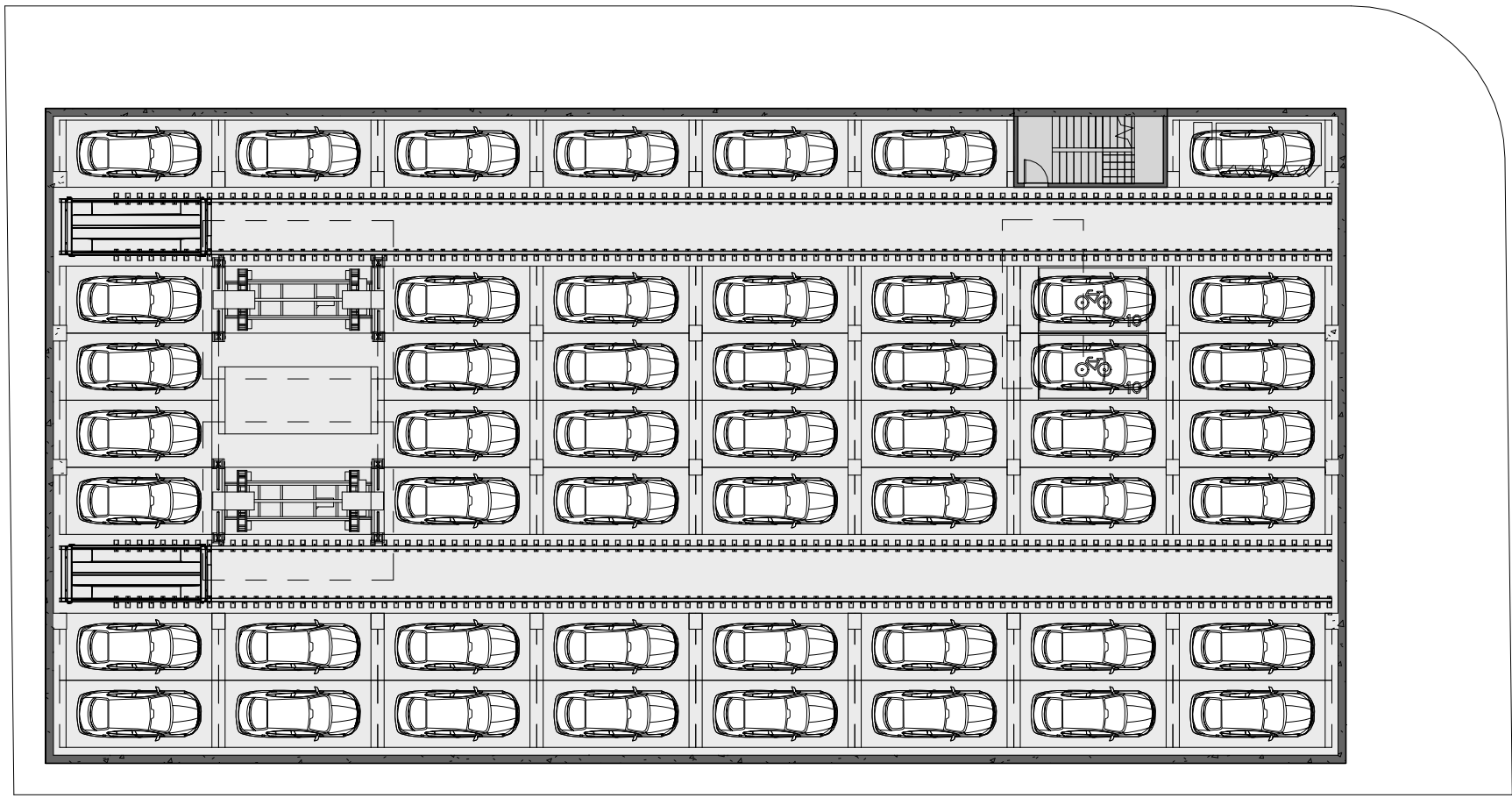


DECEMBER 21ST - 12:00PM



DECEMBER 21ST - 3:00PM





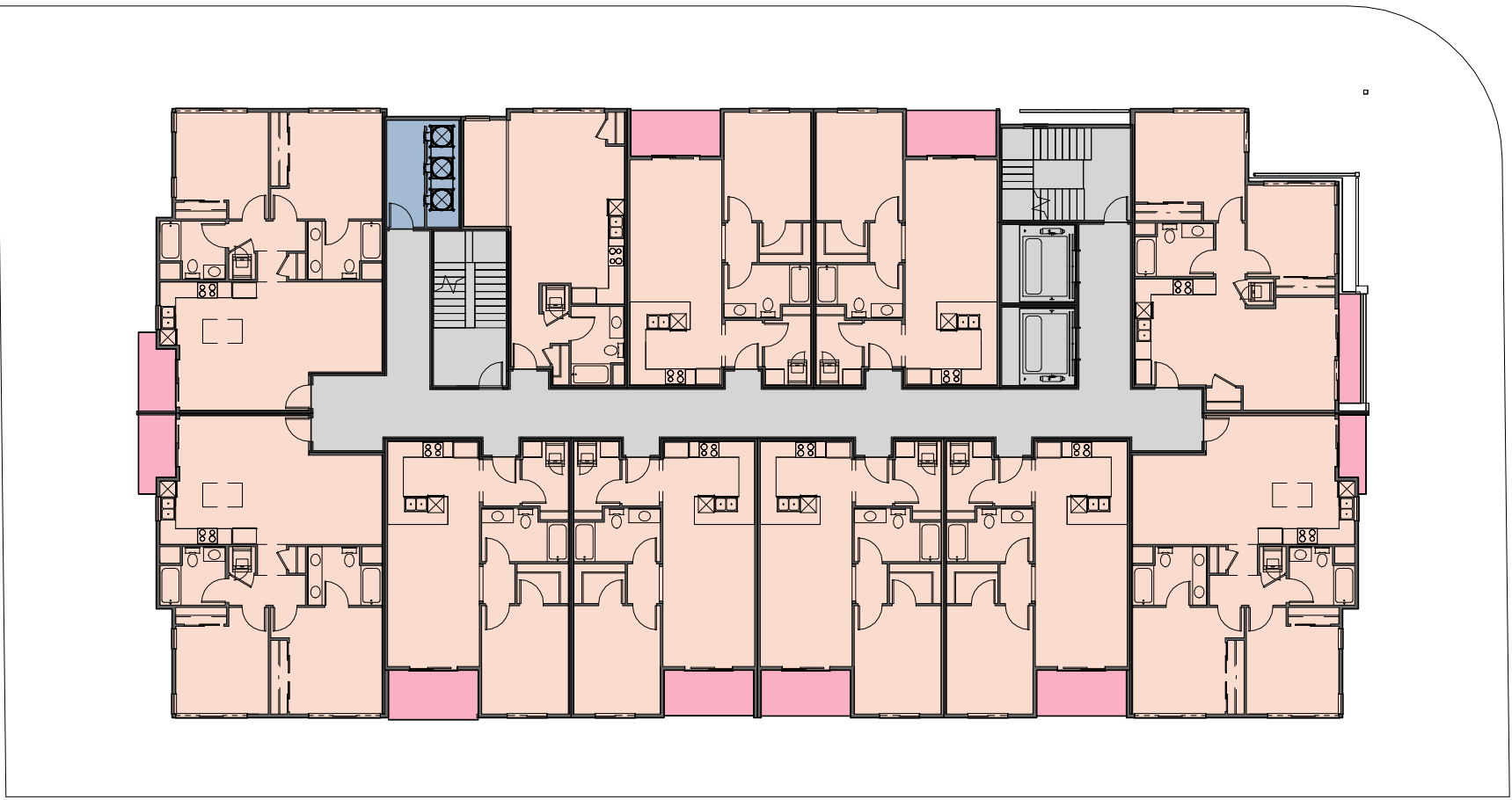
BASEMENT

| CATEGORY    | SUBTOTALS |
|-------------|-----------|
| CIRCULATION | 195 SF    |
| PARKING     | 13494 SF  |
| BASEMENT    | 13688 SF  |



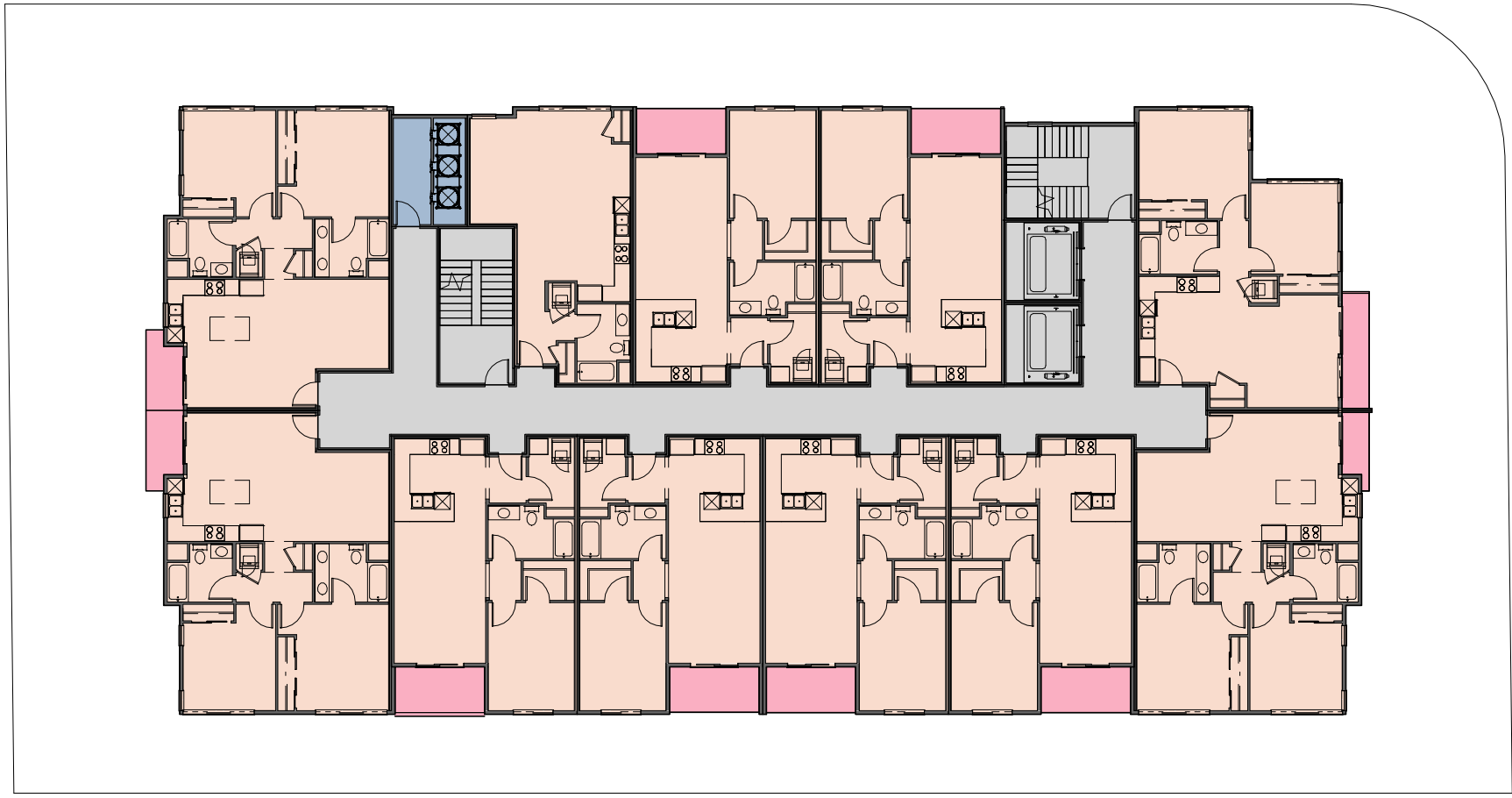
FIRST FLOOR

| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 716 SF    |
| AMENITIES     | 1481 SF   |
| DECK          | 370 SF    |
| DWELLING UNIT | 5805 SF   |
| CIRCULATION   | 1880 SF   |
| PARKING       | 1020 SF   |
| FIRST FLOOR   | 11272 SF  |



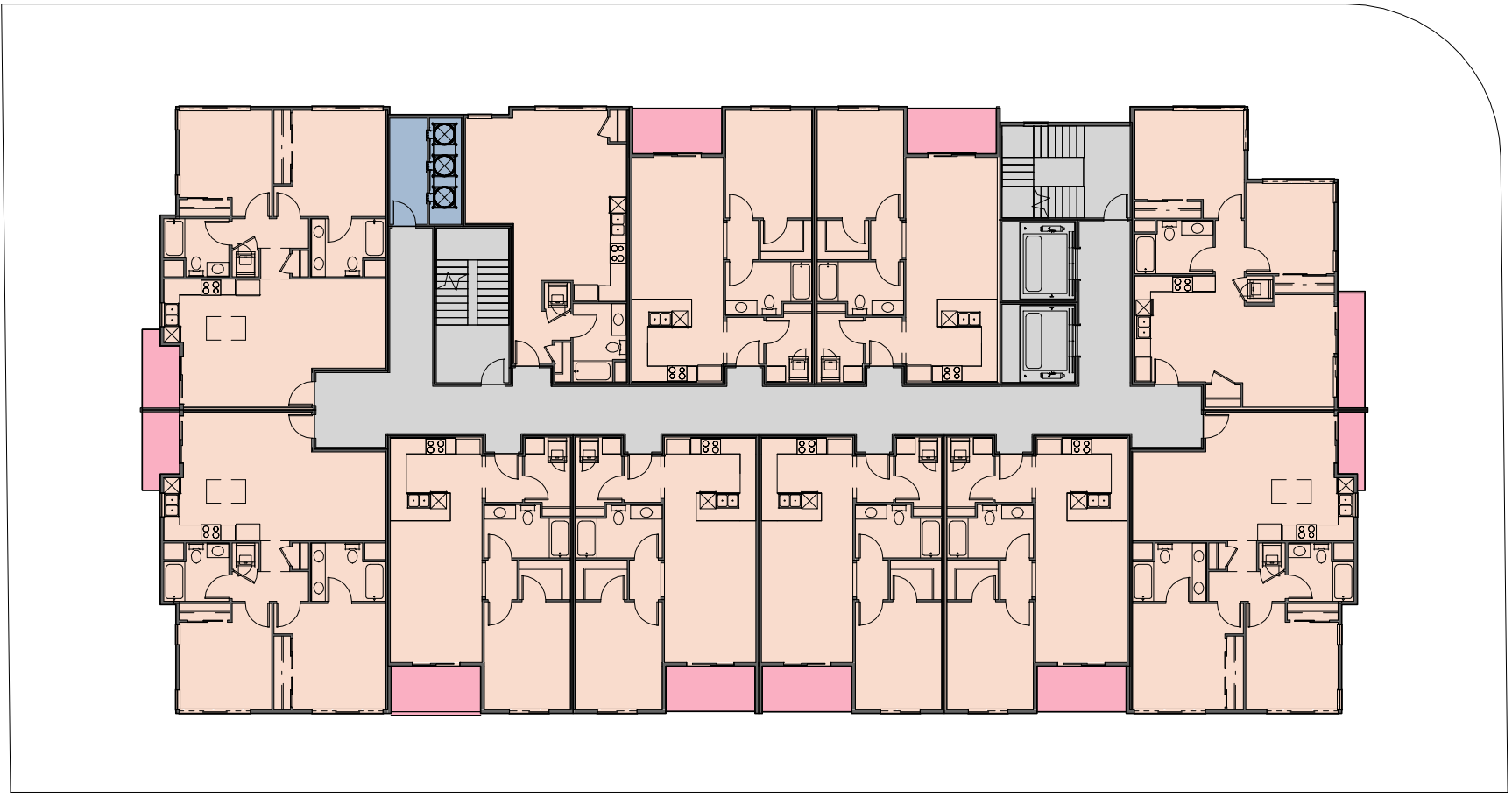
SECOND FLOOR

| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 553 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| SECOND FLOOR  | 11452 SF  |



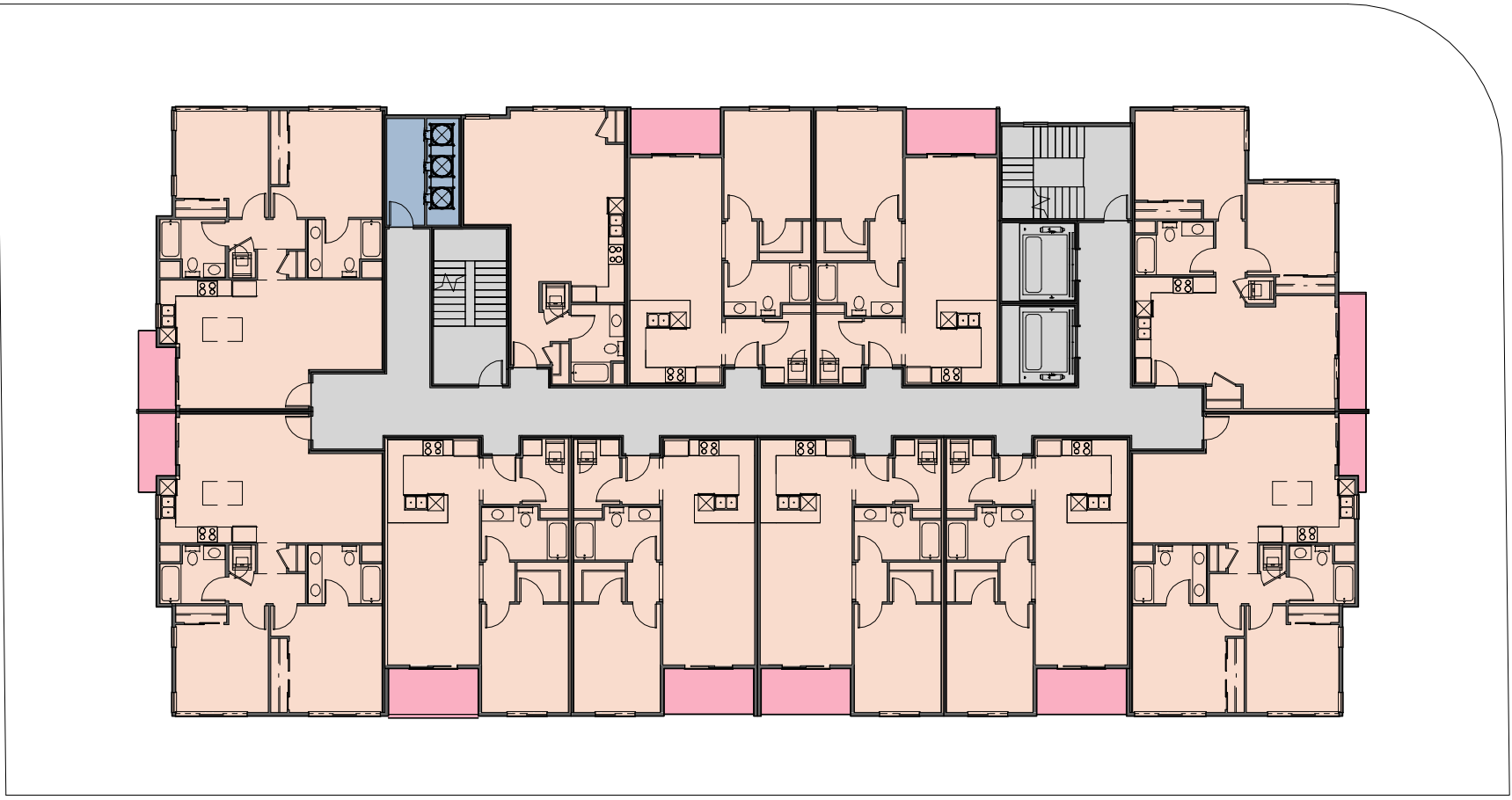
THIRD FLOOR

| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| THIRD FLOOR   | 11464 SF  |



FOURTH FLOOR

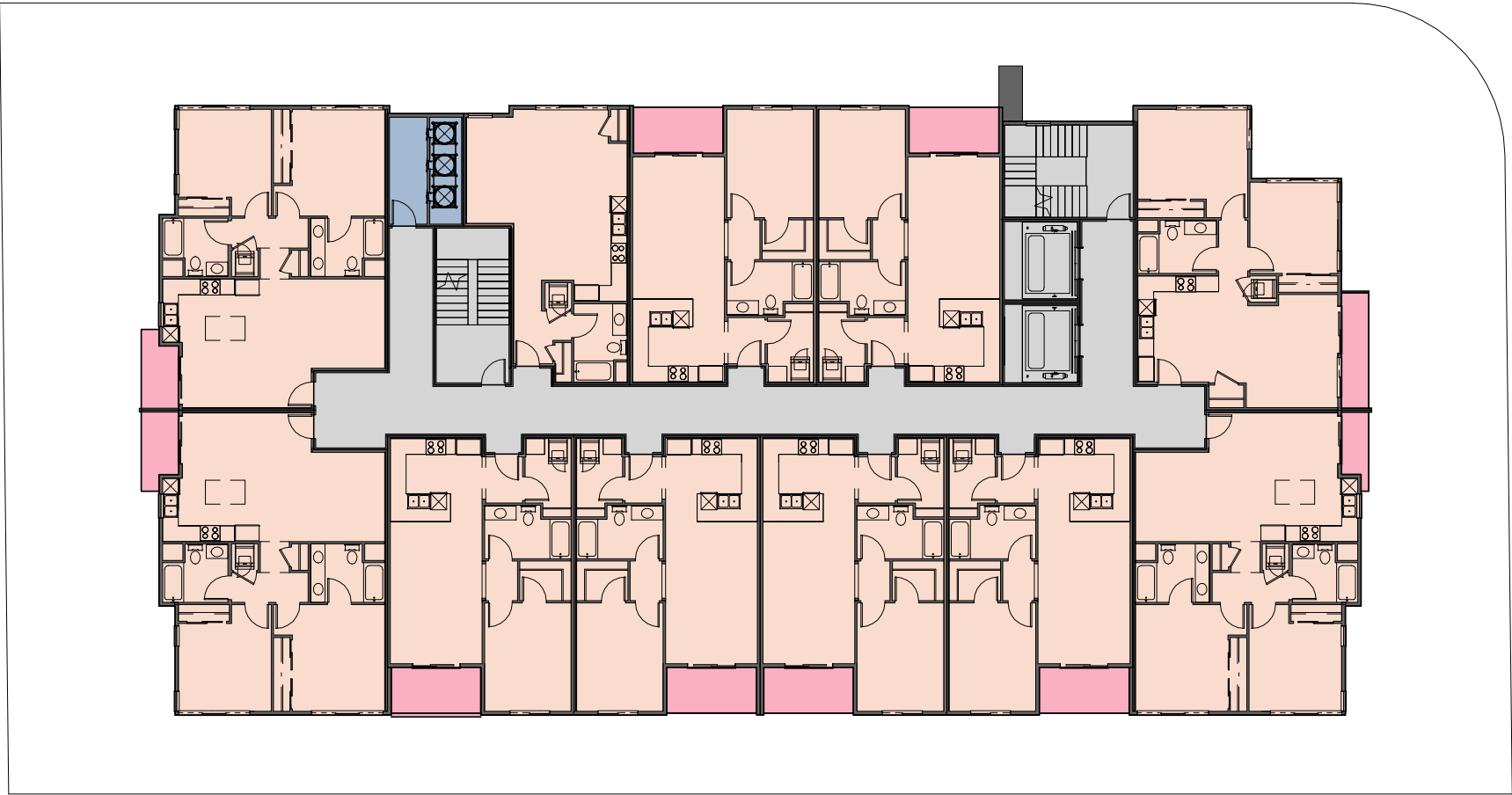
| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| FOURTH FLOOR  | 11464 SF  |



FIFTH FLOOR

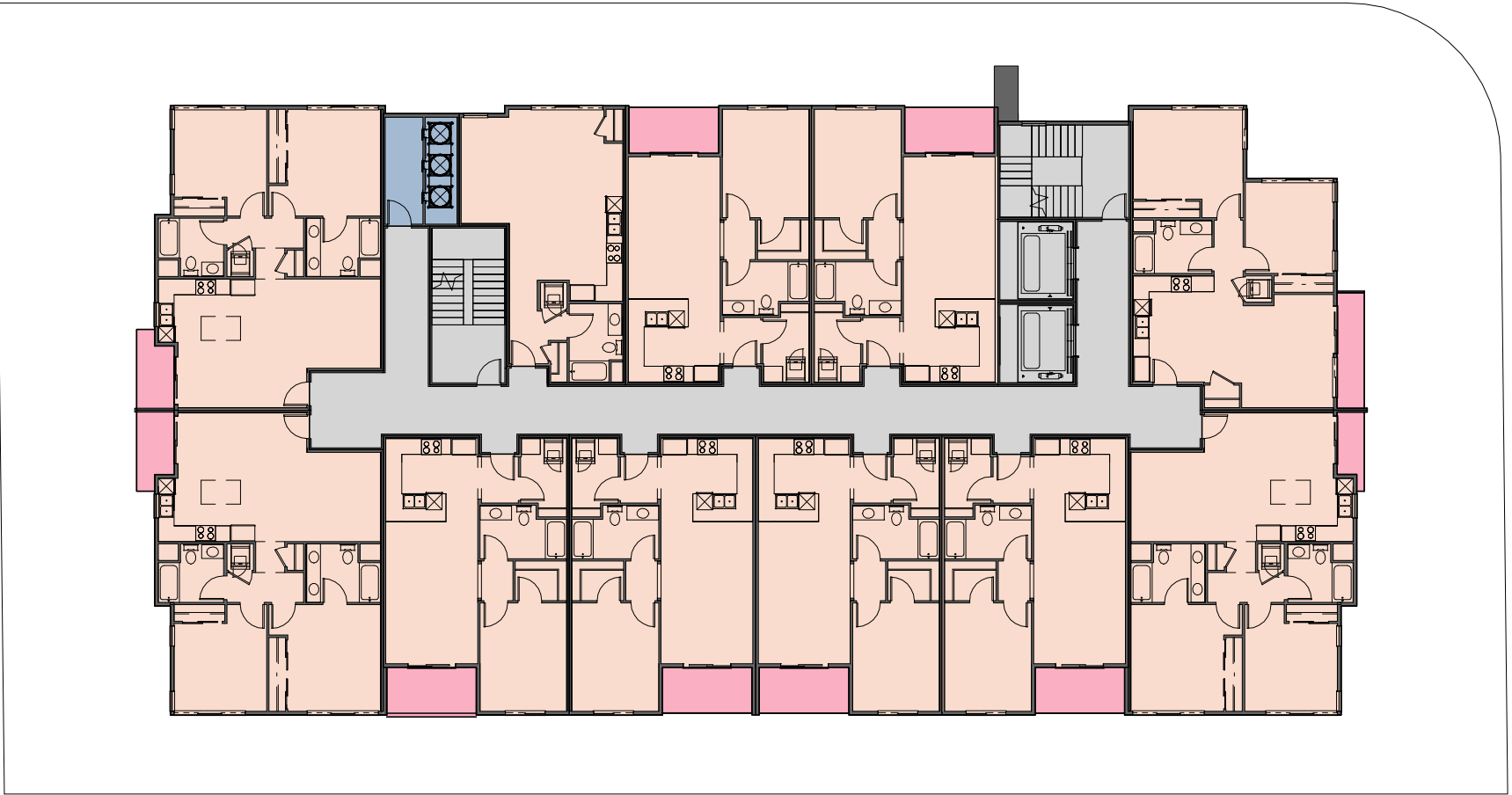
| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| FIFTH FLOOR   | 11464 SF  |





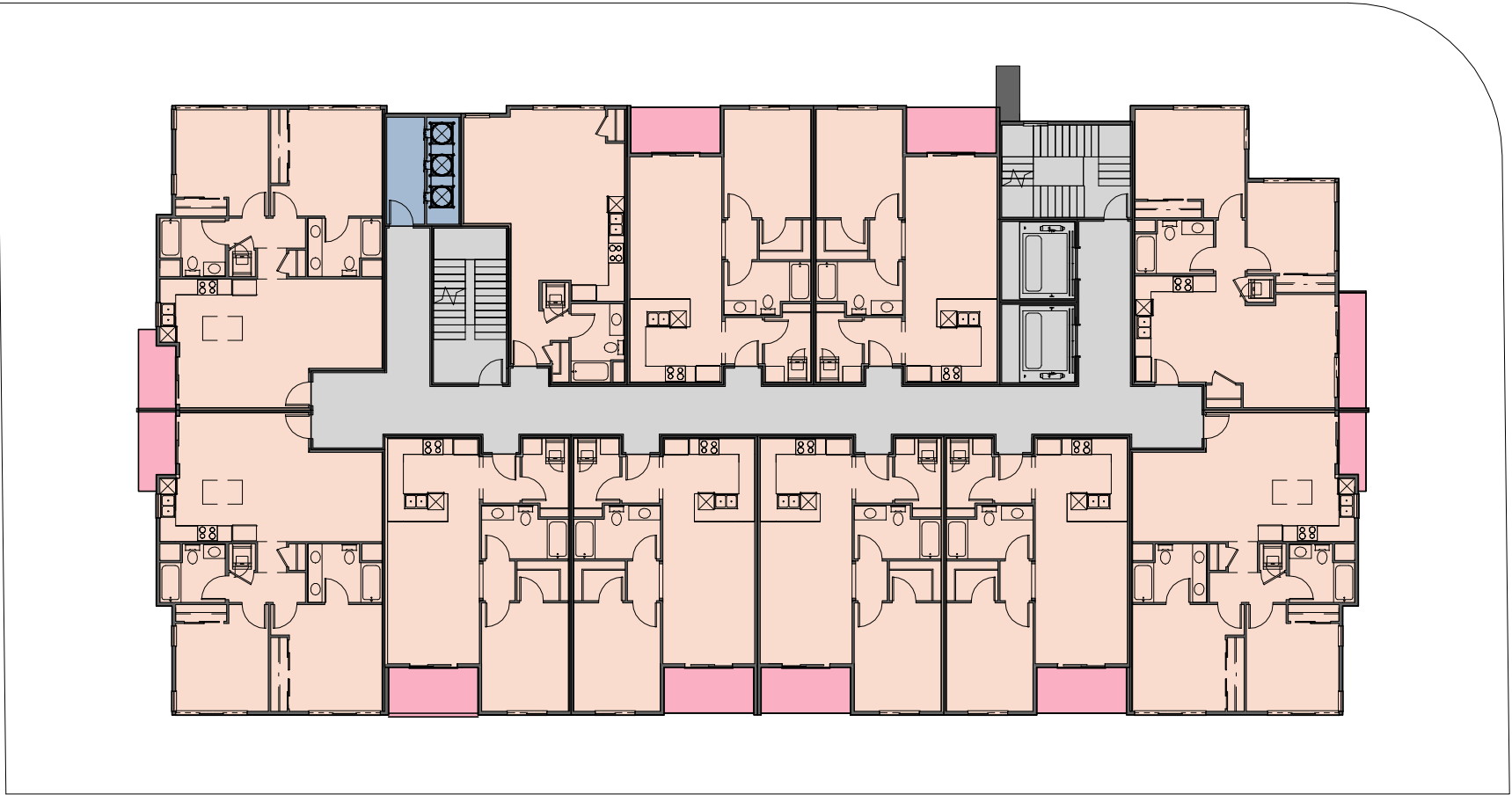
SIXTH FLOOR

| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| SIXTH FLOOR   | 11464 SF  |



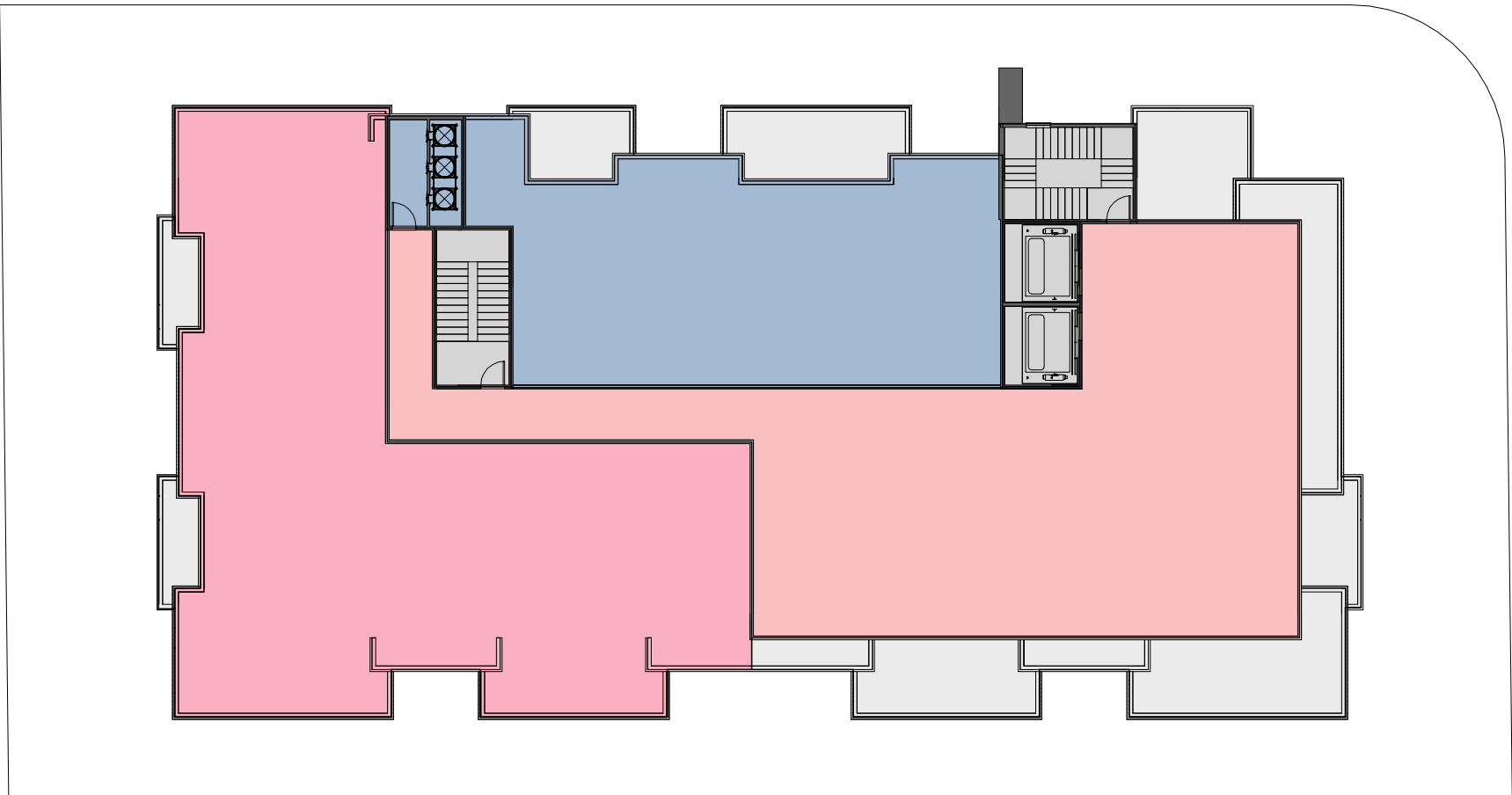
SEVENTH FLOOR

| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| SEVENTH FLOOR | 11464 SF  |



EIGHTH FLOOR

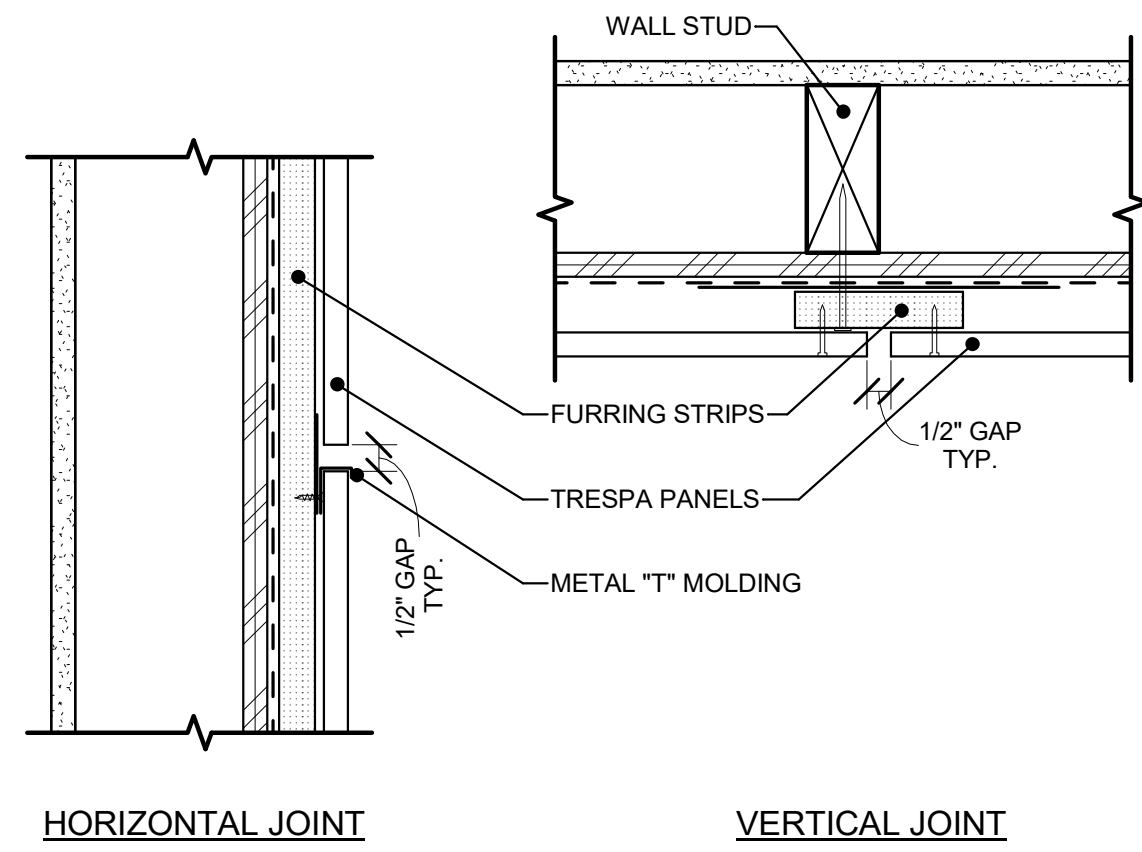
| CATEGORY      | SUBTOTALS |
|---------------|-----------|
| UTILITY       | 137 SF    |
| DECK          | 566 SF    |
| DWELLING UNIT | 9032 SF   |
| CIRCULATION   | 1730 SF   |
| EIGHTH FLOOR  | 11464 SF  |



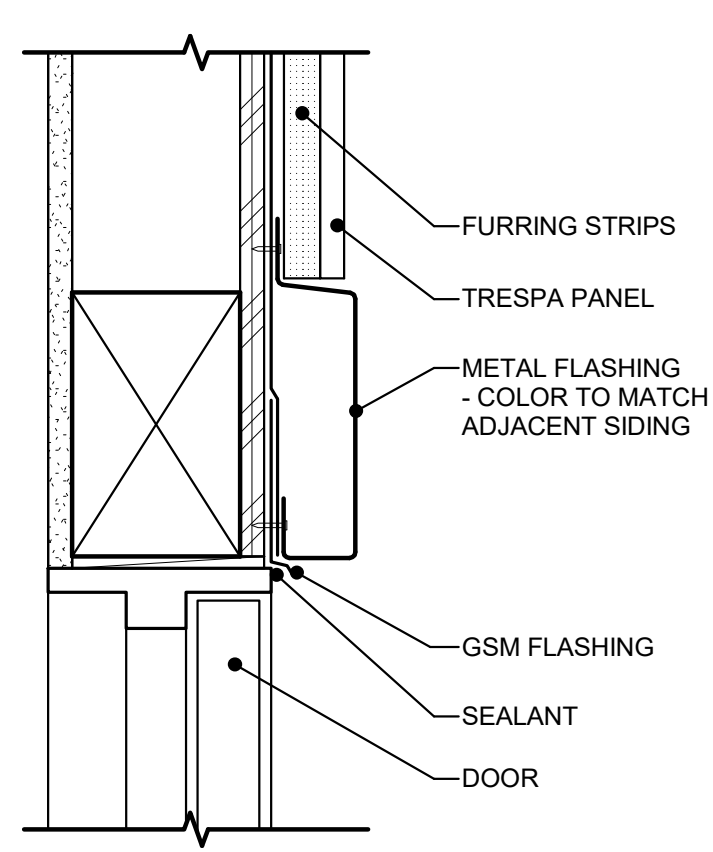
ROOF DECK

| CATEGORY          | SUBTOTALS |
|-------------------|-----------|
| UTILITY           | 1960 SF   |
| SOLAR             | 3453 SF   |
| COMMON OPEN SPACE | 3211 SF   |
| CIRCULATION       | 608 SF    |
| ROOF              | 1665 SF   |
| ROOF DECK         | 10898 SF  |
| BUILDING TOTAL    | 116107 SF |





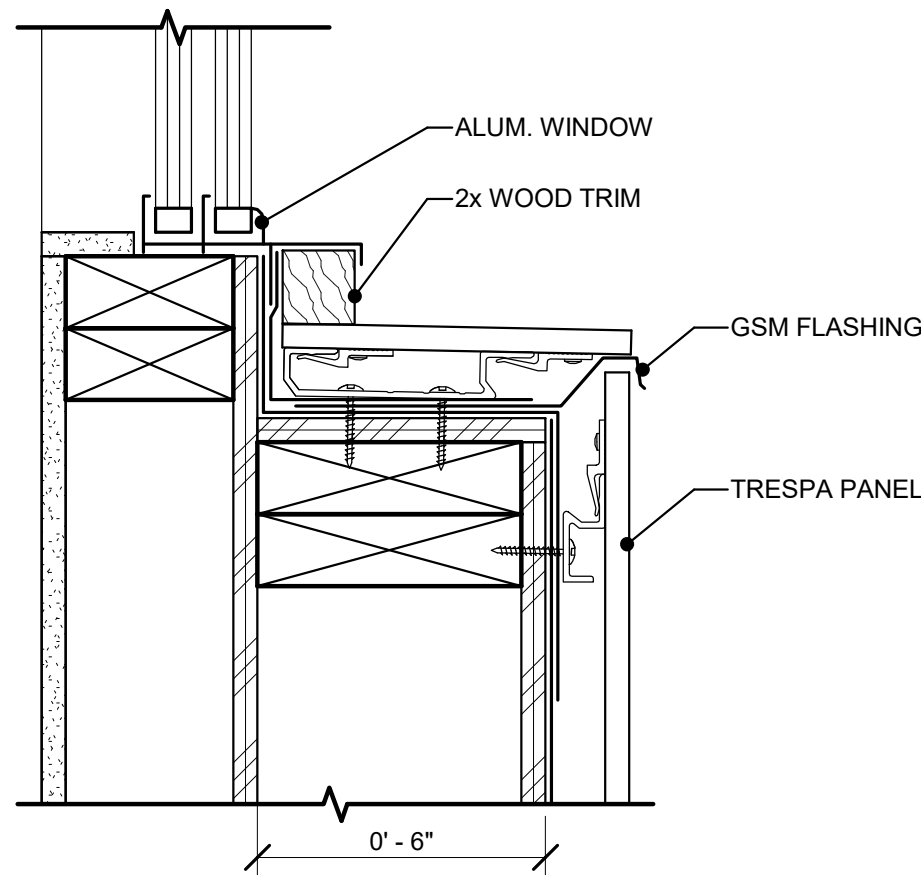
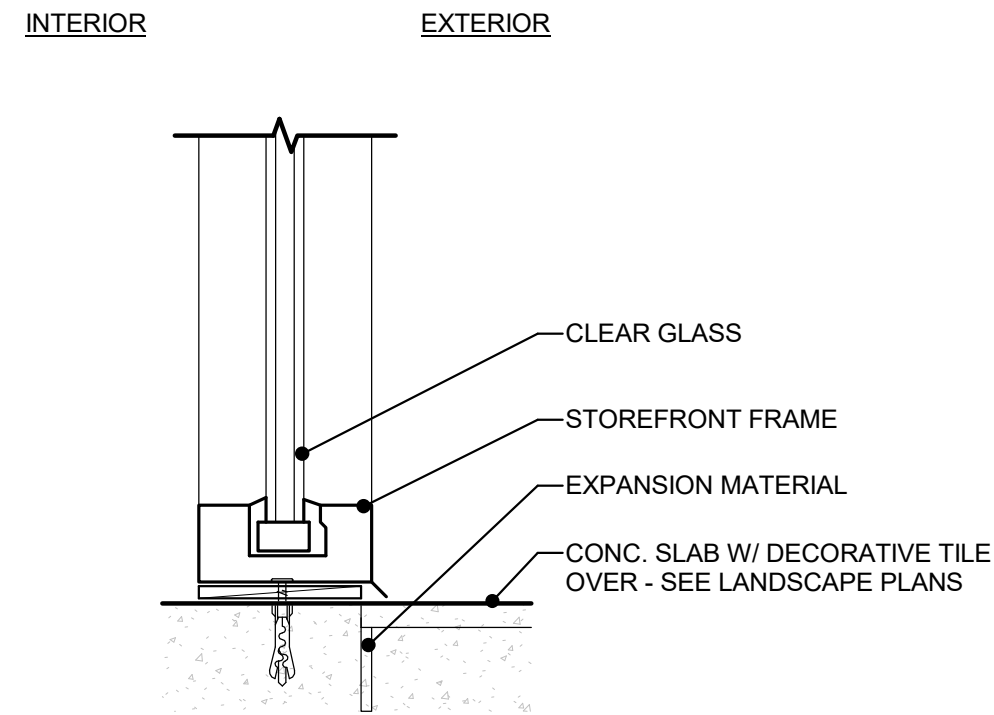
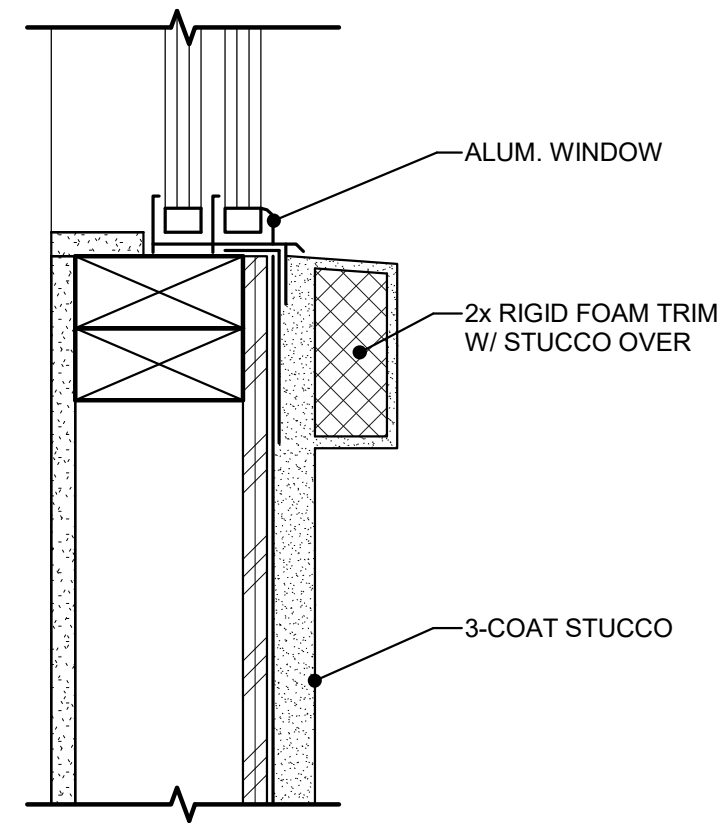
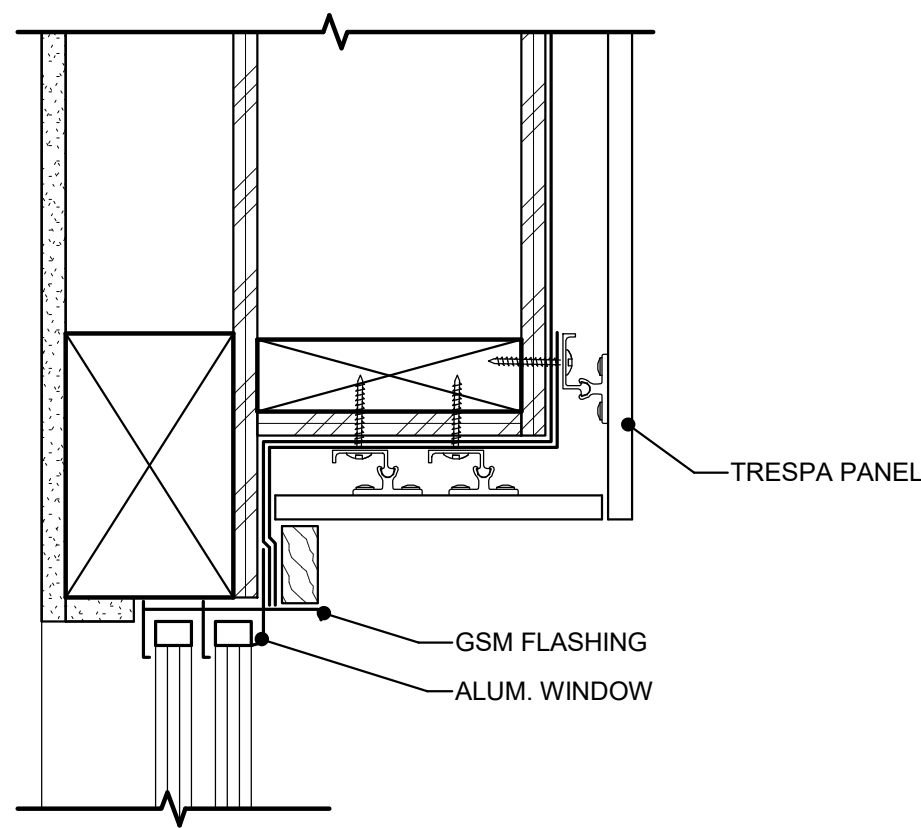
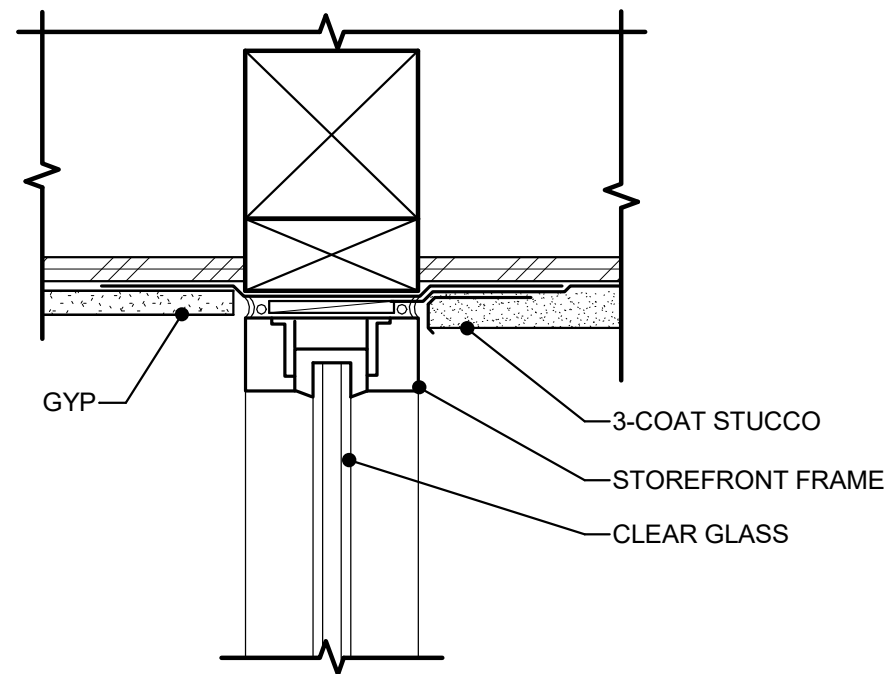
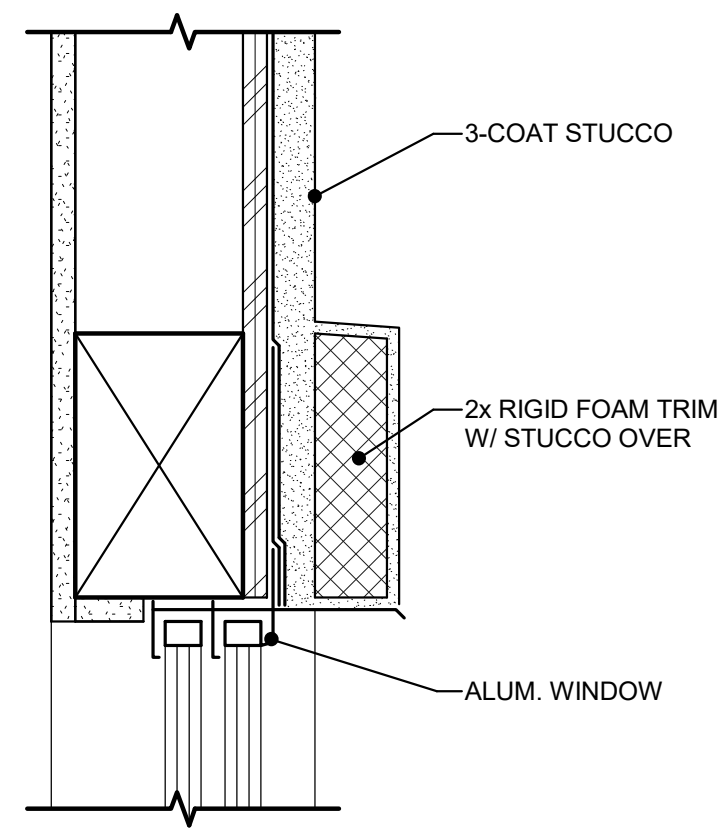
**1 TRESPA PANEL JOINTS, TYP.**  
SCALE: 3' = 1'-0"



**2 DOOR HEAD**  
SCALE: 3' = 1'-0"



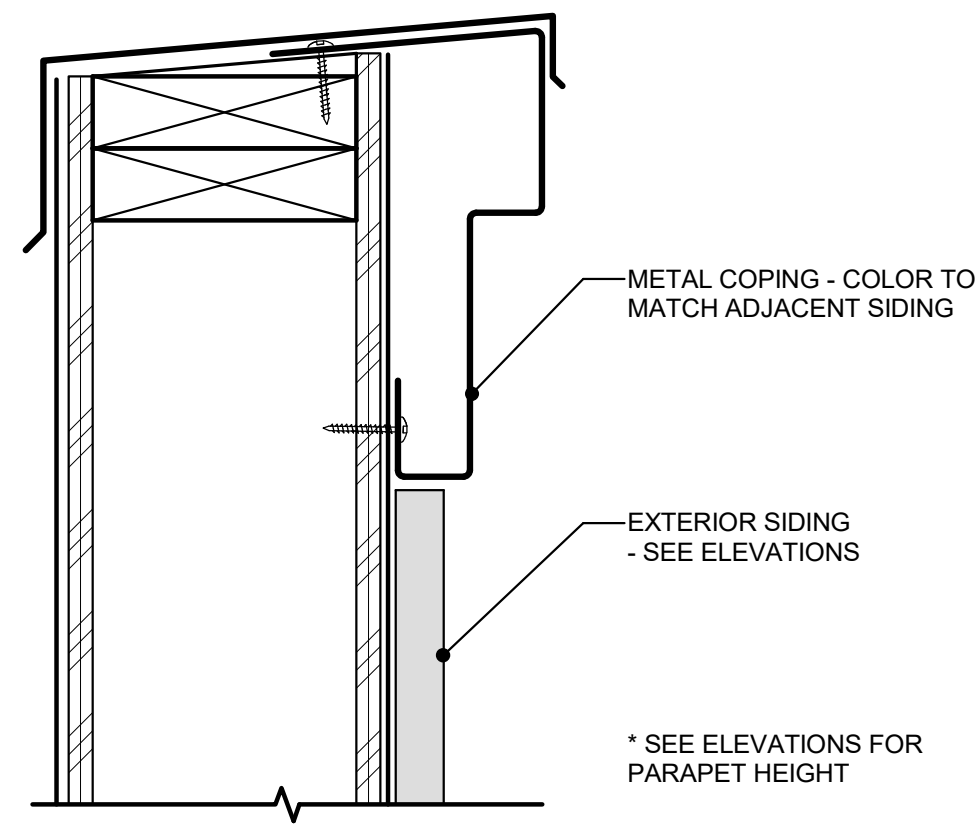
**3 PARKING & TRASH ENCLOSURE  
SECURITY ROLL UP GATES**



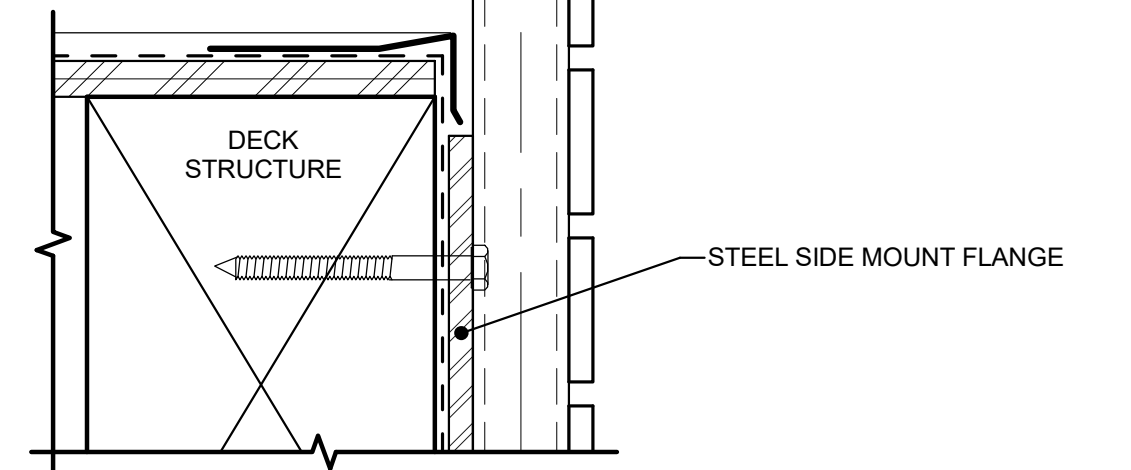
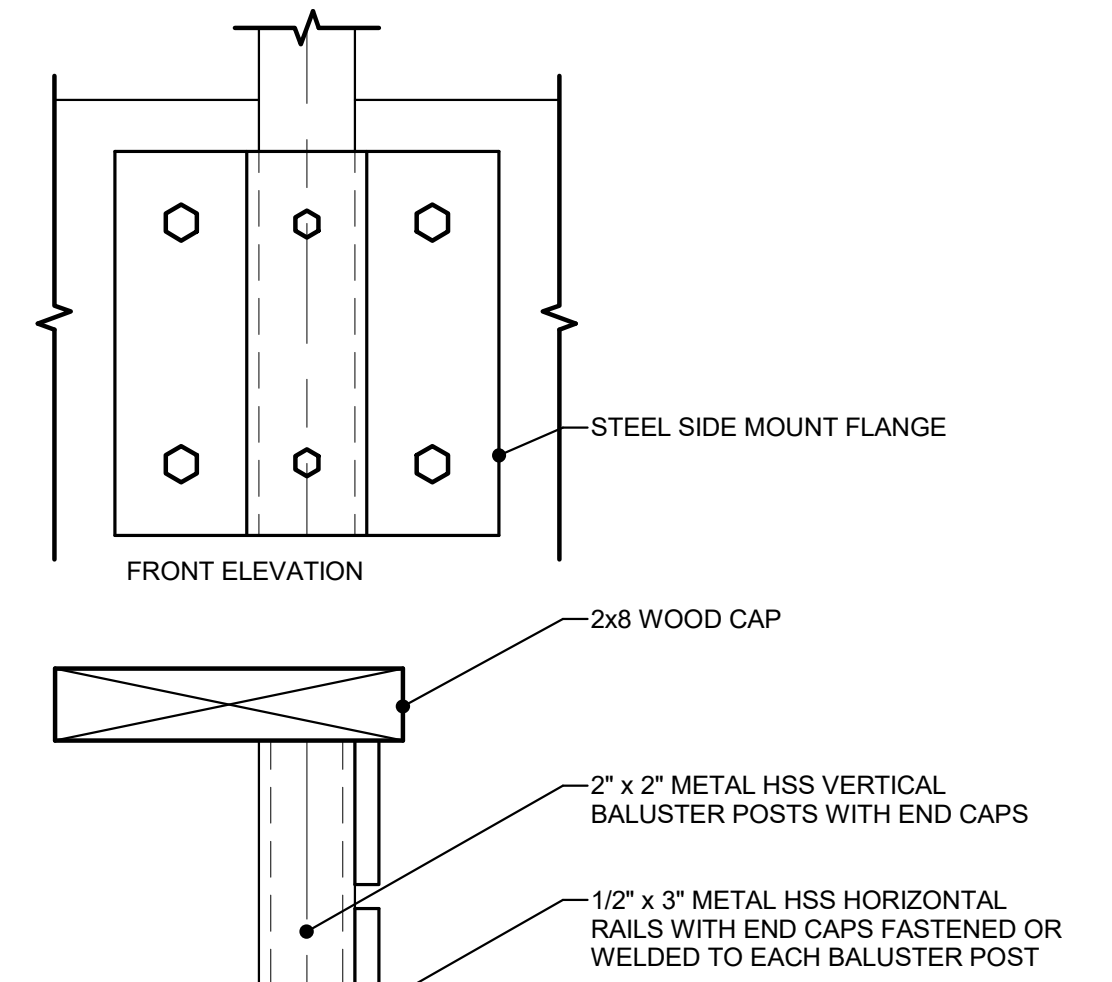
**4 WINDOW**  
SCALE: 3' = 1'-0"

**5 STOREFRONT**  
SCALE: 3' = 1'-0"

**6 RECESSED WINDOW**  
SCALE: 3' = 1'-0"



**7 ROOF PARAPET & CORNICE**  
SCALE: 3' = 1'-0"



**8 METAL RAILING**  
SCALE: 3' = 1'-0"





399.298 Livio El Camino  
Los Altos, CA 94022  
September 23, 2025

## STREETSCAPE ELEVATION A41

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





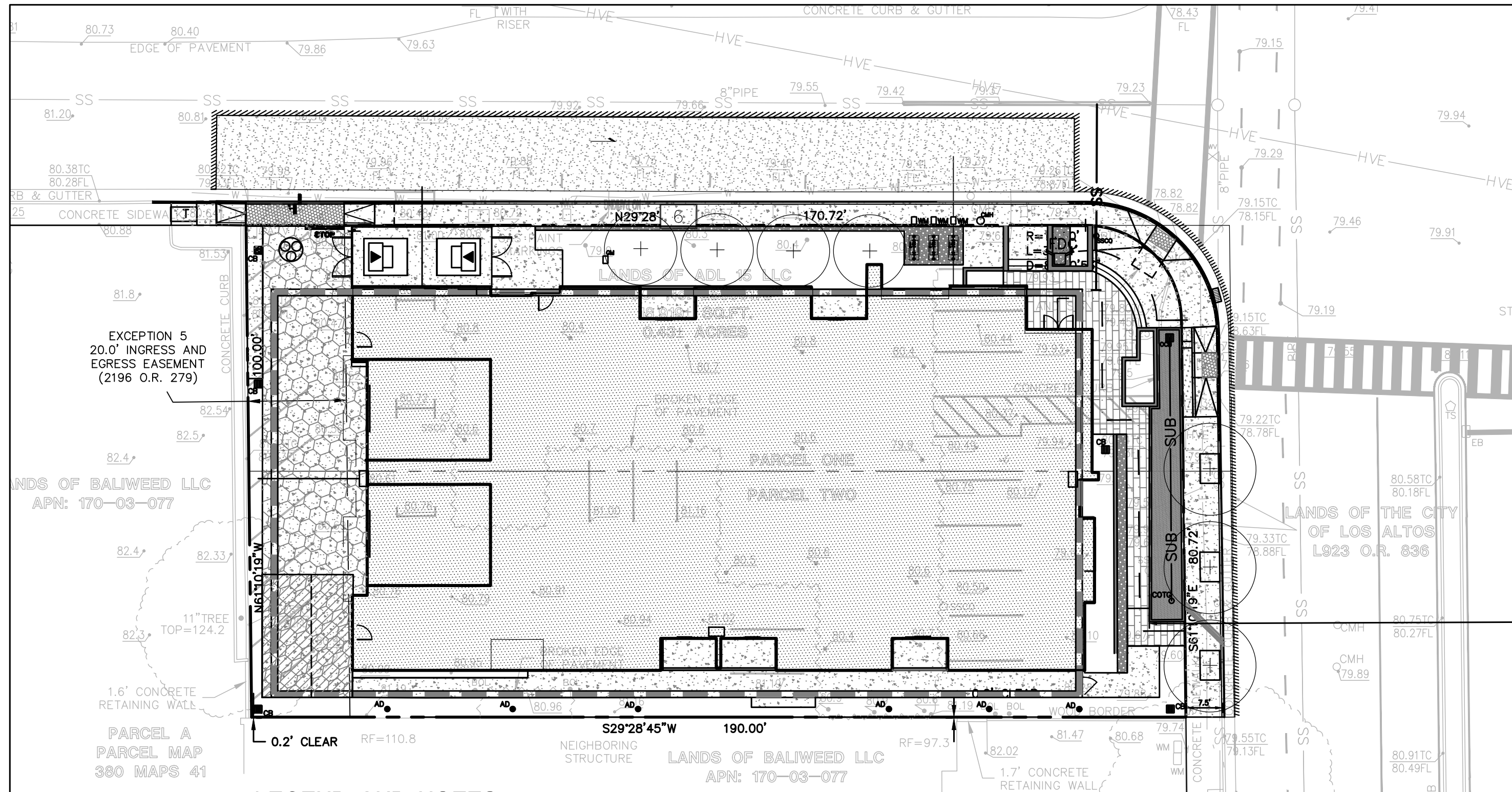
# ARON TERRACE 4898 EL CAMINO REAL LOS ALTOS, CALIFORNIA

## LEGEND

| EXISTING | PROPOSED | DESCRIPTION              |
|----------|----------|--------------------------|
| ---      | ---      | BOUNDARY                 |
| ---      | ---      | PROPERTY LINE            |
| ---      | ---      | RETAINING WALL           |
| ---      | ---      | LANDSCAPE RETAINING WALL |
| ---      | ---      | RAINWATER TIGHTLINE      |
| ---      | ---      | SUBDRAIN LINE            |
| ---      | ---      | TIGHTLINE                |
| ---      | ---      | STORM DRAIN LINE         |
| ---      | ---      | SANITARY SEWER LINE      |
| ---      | ---      | WATER LINE               |
| ---      | ---      | GAS LINE                 |
| ---      | ---      | ELECTRIC LINE            |
| ---      | ---      | JOINT TRENCH             |
| ---      | ---      | SET BACK LINE            |
| ---      | ---      | CONCRETE VALLEY GUTTER   |
| ---      | ---      | EARTHEN SWALE            |
| ---      | ---      | CATCH BASIN              |
| ---      | ---      | JUNCTION BOX             |
| ---      | ---      | AREA DRAIN               |
| ---      | ---      | CURB INLET               |
| ---      | ---      | STORM DRAIN MANHOLE      |
| ---      | ---      | FIRE HYDRANT             |
| ---      | ---      | SANITARY SEWER MANHOLE   |
| ---      | ---      | STREET SIGN              |
| ---      | ---      | SPOT ELEVATION           |
| ---      | ---      | FLOW DIRECTION           |
| ---      | ---      | DEMOLISH/REMOVE          |
| ---      | ---      | BENCHMARK                |
| ---      | ---      | CONTOURS                 |
| ---      | ---      | TREE TO BE REMOVED       |

## ABBREVIATIONS

|          |                                           |        |                            |
|----------|-------------------------------------------|--------|----------------------------|
| AB       | AGGREGATE BASE                            | LNDG   | LANDING                    |
| AC       | ASPHALT CONCRETE                          | LF     | LINEAR FEET                |
| ACC      | ACCESSIBLE                                | LG     | LIP OF GUTTER              |
| AD       | AREA DRAIN                                | MAX    | MAXIMUM                    |
| BC       | BEGINNING OF CURVE                        | MH     | MANHOLE                    |
| BOV      | BACK OF WALK                              | MIN    | MINIMUM                    |
| BOF      | BOTTOM OF FOOTING                         | MON.   | MONUMENT                   |
| BUB      | BUBBLER BOX                               | MRO    | METERED RELEASE OUTLET     |
| BW/FG    | BOTTOM OF WALL/FINISH GRADE               | (N)    | NEW                        |
| CB       | CATCH BASIN                               | NTS    | NOT TO SCALE               |
| C & G    | CURB AND GUTTER                           | O.C.   | ON CENTER                  |
| CL       | CENTER LINE                               | O/     | OVER                       |
| CPP      | CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR) | PA     | PLANTING AREA              |
| CO       | CLEANOUT                                  | PED    | PEDESTRIAN                 |
| COTG     | CLEANOUT TO GRADE                         | PSS    | PUBLIC SERVICES EASEMENT   |
| CONC     | CONCRETE                                  | P      | PROPERTY LINE              |
| CONC COR | CONSTRUCT or -TION CONCRETE CORNER        | PP     | POWER POLE                 |
| CY       | CUBIC YARD                                | PAE    | PEDESTRIAN ACCESS EASEMENT |
| D        | DIAMETER                                  | PUE    | PUBLIC UTILITY EASEMENT    |
| DI       | DROP INLET                                | PVC    | POLYVINYL CHLORIDE         |
| DIP      | DUCTILE IRON PIPE                         | R      | RADIUS                     |
| EA       | EACH                                      | RCP    | REINFORCED CONCRETE PIPE   |
| EC       | END OF CURVE                              | RIM    | RIM ELEVATION              |
| EG       | EXISTING GRADE                            | RW     | RAINWATER                  |
| EL       | ELEVATIONS                                | R/W    | RIGHT OF WAY               |
| EP       | EDGE OF PAVEMENT                          | S      | SLOPE                      |
| EQ       | EQUIPMENT                                 | S.A.D. | SEE ARCHITECTURAL DRAWINGS |
| EW       | EACH WAY                                  | SAN    | SANITARY                   |
| (E)      | EXISTING                                  | SD     | STORM DRAIN                |
| FC       | FACE OF CURB                              | SDMH   | STORM DRAIN MANHOLE        |
| FF       | FINISHED FLOOR                            | SHT    | SHEET                      |
| FG       | FINISHED GRADE                            | S.L.D. | SEE LANDSCAPE DRAWINGS     |
| FL       | FIRE HYDRANT                              | SPEC   | SPECIFICATION              |
| FS       | FINISHED SURFACE                          | SS     | SANITARY SEWER             |
| G        | GAGE OR GAUGE                             | SSCO   | SANITARY SEWER CLEANOUT    |
| GA       | GRADE BREAK                               | SSMH   | SANITARY SEWER MANHOLE     |
| GB       | HIGH DENSITY CORRUGATED POLYETHYLENE PIPE | ST     | STREET                     |
| HDPE     | HIGH DENSITY CORRUGATED POLYETHYLENE PIPE | STA    | STATION                    |
| HORIZ    | HORIZONTAL                                | STD    | STANDARD                   |
| HI PT    | HIGH POINT                                | STRUCT | STRUCTURAL                 |
| H&T      | HUB & TACK                                | T      | TELEPHONE                  |
| ID       | INSIDE DIAMETER                           | TC     | TOP OF CURB                |
| INV      | INVERT ELEVATION                          | TOW    | TOP OF WALL                |
| JB       | JUNCTION BOX                              | TEMP   | TEMPORARY                  |
| JT       | JOINT TRENCH                              | TP     | TOP OF PAVEMENT            |
| JP       | JOINT UTILITY POLE                        | TW/FG  | TOP OF WALL/FINISH GRADE   |
| L        | LENGTH                                    | TYP    | TYPICAL                    |
|          |                                           | VC     | VERTICAL CURVE             |
|          |                                           | VCP    | VITRIFIED CLAY PIPE        |
|          |                                           | VERT   | VERTICAL                   |
|          |                                           | W      | WITH                       |
|          |                                           | W, WL  | WATER LINE                 |
|          |                                           | WM     | WATER METER                |



## NOTES

ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS.

UNDERGROUND UTILITY LOCATION IS BASED ON SURFACE EVIDENCE.

BUILDING FOOTPRINTS ARE SHOWN TO FINISHED MATERIAL (STUCCO/SIDING).

FINISH FLOOR ELEVATIONS ARE TAKEN AT DOOR THRESHOLD (EXTERIOR).

## SITE BENCHMARK

SURVEY CONTROL POINT  
CUT CROSS IN CONCRETE CURB  
ELEVATION = 79.13'  
(NAVD 88 DATUM)

## BENCHMARK

CITY OF MOUNTAIN VIEW BENCHMARK IV-03  
BRONZE DISK STAMPED "IV-03" SET IN THE  
TOP OF CURB AT THE NORTHEAST RETURN OF  
ORTEGA AVENUE AT EL CAMINO REAL.  
ELEVATION = 80.401'  
(NAVD 88 DATUM)

## KEY MAP

1" = 20'

## PROJECT DATA TABLE

|                                 |                                            |
|---------------------------------|--------------------------------------------|
| ADDRESS:                        | 4898 EL CAMINO REAL<br>LOS ALTOS, CA 94022 |
| APN:                            | 170-03-085                                 |
| GENERAL PLAN:                   | THOROUGHFARE COMMERCIAL (TC)               |
| ZONING:                         | COMMERCIAL THOROUGHFARE (CT)               |
| FEMA ZONE:                      | ZONE D                                     |
| (E) GROSS SITE AREA:            | 18,919 S.F. (0.434 ACRES)                  |
| (E) INGRESS EGRESS EASEMENT:    | 2,000 S.F. (0.0460 ACRES)                  |
| (N) PEDESTRIAN ACCESS EASEMENT: | 122 S.F. (0.0028 ACRES)                    |
| (E) NET SITE AREA:              | 16,797 S.F. (0.386 ACRES)                  |
| EXISTING BUILDING:              | N/A                                        |

## GENERAL NOTES:

- DEMOLISH AND REMOVE ALL (E) IMPROVEMENTS AS NECESSARY FOR NEW CONSTRUCTION.
- STREET LIGHTING WILL BE PROVIDED PER CITY OF LOS ALTOS' STANDARD SPECIFICATIONS (AS REQUIRED)

## OFFSITE IMPROVEMENTS NOTES:

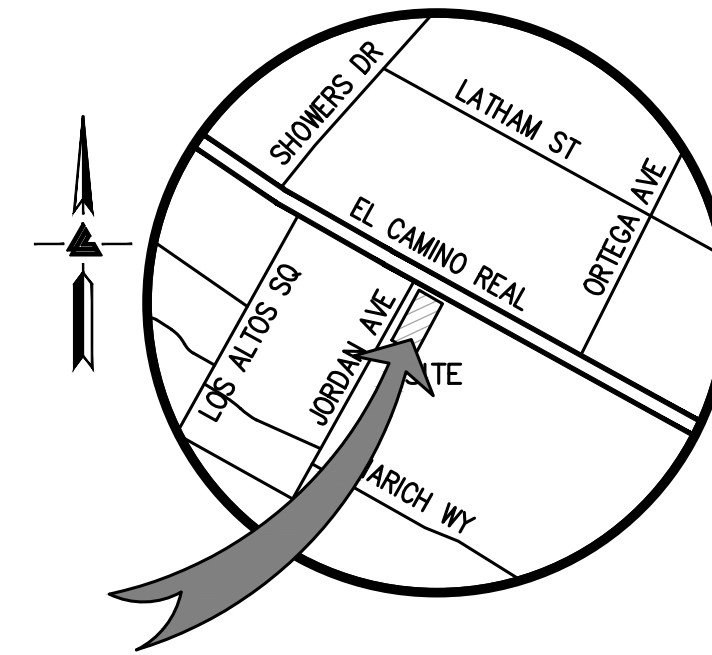
- ANY DAMAGED RIGHT-OF-WAY INFRASTRUCTURE AND OTHERWISE DISPLACED CURB AND GUTTER SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE CITY ENGINEER OR HIS DESIGNEE. CONTRACTOR SHALL COORDINATE WITH PUBLIC WORKS DEPARTMENT AT (650) 947-2780.
- PRIOR TO COMMENCEMENT OF ANY WORK DONE IN THE PUBLIC RIGHT-OF-WAY, A PERMIT TO OPEN STREET AND/OR AN ENCROACHMENT PERMIT WILL BE REQUIRED.
- ANY WORK WITHIN THE EL CAMINO REAL WILL REQUIRE APPLICANT TO OBTAIN ENCROACHMENT PERMIT WITH CALTRANS PRIOR TO COMMENCEMENT OF WORK.
- ANY WORK THAT INCLUDES UTILITY BOXES SHALL BE REVIEWED, APPROVED AND COORDINATED WITH THE UTILITY COMPANY THAT OWNS SAID UTILITY BOX.

## ESTIMATED EARTHWORK QUANTITIES

| CUBIC YARDS | WITHIN BUILDING FOOTPRINT | OUTSIDE BUILDING FOOTPRINT | TOTAL CUBIC YARDS |
|-------------|---------------------------|----------------------------|-------------------|
| CUT         | 5,500                     | 0                          | 5,500             |
| FILL        | 0                         | 0                          | 0                 |
| EXPORT      |                           |                            | 5,500             |

## NOTE:

GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.



VICINITY MAP  
NO SCALE

## OWNER'S INFORMATION

OWNER:  
ADL 15 LLC  
ARON DEVELOPERS  
329 S. SAN ANTONIO ROAD #8  
LOS ALTOS, CA 94022

APN: 170-03-085

## REFERENCES

THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:

- TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING, INC. ENTITLED: "ALTA/NSPS LAND TITLE SURVEY" 4898 EL CAMINO REAL LOS ALTOS, CA DATED: 06-10-25 JOB#: 2250611
- SITE PLAN BY SDG, INC. ENTITLED: "LIVIO EL CAMINO" 4898 EL CAMINO REAL LOS ALTOS, CA DATED: 4-11-25
- LANDSCAPE PLANS BY EVERGREEN DESIGN, INC. ENTITLED: "LIVIO EL CAMINO" 4898 EL CAMINO REAL LOS ALTOS, CA DATED: 4-11-25

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

## PROJECT DATA

RECORD OWNER(S)/  
SUBDIVIDERS:  
ADL 15 LLC  
ARON DEVELOPERS  
329 S. SAN ANTONIO ROAD #8  
LOS ALTOS, CA 94022  
(650) 209-6500  
CONTACT: SUBHENDU DATTA

CIVIL ENGINEER:  
LEA & BRAZE ENGINEERING INC.  
2495 INDUSTRIAL PARKWAY WEST  
HAYWARD, CA 94545  
(510) 887-4086  
CONTACT: PETE CARLINO

UTILITIES SERVICES:  
WATER SUPPLY:  
SEWAGE DISPOSAL:  
GAS & ELECTRICAL:  
TELEPHONE:  
CABLE:  
STORM DRAIN:  
CAL WATER  
CITY OF LOS ALTOS  
PG&E  
AT&T  
COMCAST  
CITY OF LOS ALTOS

## PROJECT

## DESCRIPTION/IMPROVEMENTS

THE PROPOSED PROJECT IS TO MERGE THE UNDERLYING TWO PARCELS INTO ONE PARCEL THROUGH A VESTING TENTATIVE MAP TO CREATE ONE LOT WITH 85 CONDOMINIUM LOTS.

## SHEET INDEX

|        |                                                |
|--------|------------------------------------------------|
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| TM-1.1 | VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES |
| TM-1.2 | PRELIMINARY SITE PLAN                          |
| TM-2.0 | PRELIMINARY GRADING AND DRAINAGE PLAN          |
| TM-3.0 | PRELIMINARY UTILITY PLAN                       |
| TM-4.0 | SPECIAL PROJECT EXHIBIT                        |
| TM-4.1 | PRELIMINARY STORMWATER CONTROL PLAN            |
| TM-4.2 | PRELIMINARY STORMWATER DETAILS                 |
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| SU-2   | ALTA/NSPS LAND TITLE SURVEY                    |



LEA & BRAZE ENGINEERING, INC.  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
MAIN OFFICE: 2495 INDUSTRIAL PARKWAY WEST  
HAYWARD, CALIFORNIA 94545  
(510) 887-4086  
SAN JOSE  
WWW.LEABRAZE.COM

4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA

APN: 170-03-085

SANTA CLARA COUNTY

TITLE SHEET

|           |                        |    |
|-----------|------------------------|----|
| 2         | PLAN CHECK<br>09-22-25 | MP |
| 1         | PLAN CHECK<br>07-23-25 | MP |
| REVISIONS |                        | BY |

JOB NO: 2250598

DATE: 05-13-25

SCALE: 1" = 20'

DESIGN BY: TB

CHECKED BY: PC

SHEET NO:

TM-1.0

01 OF 10 SHEETS



OWNER'S ACKNOWLEDGMENT

I/WE HEREBY STATE THAT I/WE THE OWNER(S) OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP AND I HEREBY AGREE TO THE FILING OF THIS VESTING TENTATIVE MAP AND AGREE TO COMPLY WITH THE PROVISIONS OF THE CITY OF LOS ALTOS COMPREHENSIVE PLAN AND STATE OF CALIFORNIA MAP ACT AS THEY APPLY TO THE PROCESSING AND APPROVAL OF SAID MAP. THE CURRENT ZONING FOR THIS PROPERTY IS CT. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CITY OF LOS ALTOS/UTILITY DISTRICT STANDARDS.

AS OWNER: ADL 15 LLC

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
ADL 15 LLC

OWNER'S INFORMATION

OWNER: ADL 15 LLC  
329 S SAN ANTONIO RD UNIT 4  
LOS ALTOS CA 94022

APN: 170-03-085

BENCHMARK

CITY OF MOUNTAIN VIEW BENCHMARK IV-03  
BRONZE DISK STAMPED "IV-03" SET IN THE  
TOP OF CURB AT THE NORTHEAST RETURN OF  
ORTEGA AVENUE AT EL CAMINO REAL.  
ELEVATION = 80.401'  
(NAVD 88 DATUM)

PROJECT DATA

GENERAL PLAN DESIGNATION THOROUGHFARE COMMERCIAL

RECORD OWNER(S)/  
SUBDIVIDERS: ADL15 LLC  
329 S SAN ANTONIO RD UNIT 4  
LOS ALTOS CA 94022

CIVIL ENGINEER: LEA & BRAZE ENGINEERING INC.  
2495 INDUSTRIAL PARKWAY WEST  
HAYWARD, CA 94545  
(510) 887-4086  
CONTACT: PETE CARLINO

USE 85 RESIDENTIAL CONDOMINIUM

ASSESSOR'S PARCEL NO. 171-03-085

UTILITIES SERVICES:  
WATER SUPPLY: CAL WATER  
SEWAGE DISPOSAL: CITY OF LOS ALTOS  
GAS & ELECTRICAL: PG&E  
TELEPHONE: AT&T  
CABLE: COMCAST  
STORM DRAIN: CITY OF LOS ALTOS

PROJECT DESCRIPTION/IMPROVEMENTS

THE PROPOSED PROJECT IS TO MERGE THE UNDERLYING TWO PARCELS INTO ONE PARCEL THROUGH A VESTING TENTATIVE MAP TO CREATE ONE LOT WITH 85 CONDOMINIUM LOTS.

SITE BENCHMARK

SURVEY CONTROL POINT  
CUT CROSS IN CONCRETE CURB  
ELEVATION = 79.13'  
(NAVD 88 DATUM)

REFERENCES

- THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:
- TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING, INC. ENTITLED:  
"TOPOGRAPHIC SURVEY"  
4898 EL CAMINO REAL  
LOS ALTOS, CA  
DATED: 06-10-25  
JOB#: 2250611
  - SITE PLAN BY SDG, INC. ENTITLED:  
"LIVIO EL CAMINO"  
4898 EL CAMINO REAL  
LOS ALTOS, CA  
DATED: 4-11-25
  - LANDSCAPE PLANS BY EVERGREEN DEISING, INC. ENTITLED:  
"LIVIO EL CAMINO"  
4898 EL CAMINO REAL  
LOS ALTOS, CA  
DATED: 4-11-25

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

NOTE:  
ALL EXISTING BUILDINGS, STRUCTURES, AND ON-SITE IMPROVEMENTS ARE PROPOSED TO BE REMOVED\*.

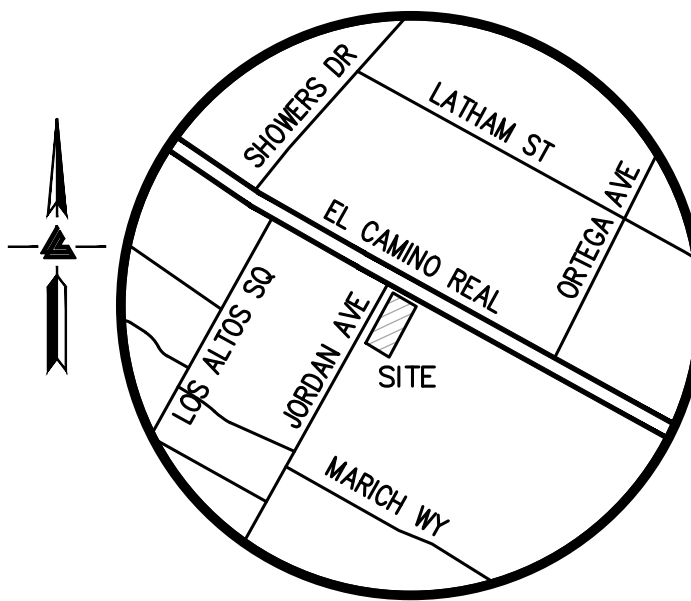
NOTES

ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS.

UNDERGROUND UTILITY LOCATION IS BASED ON SURFACE EVIDENCE.

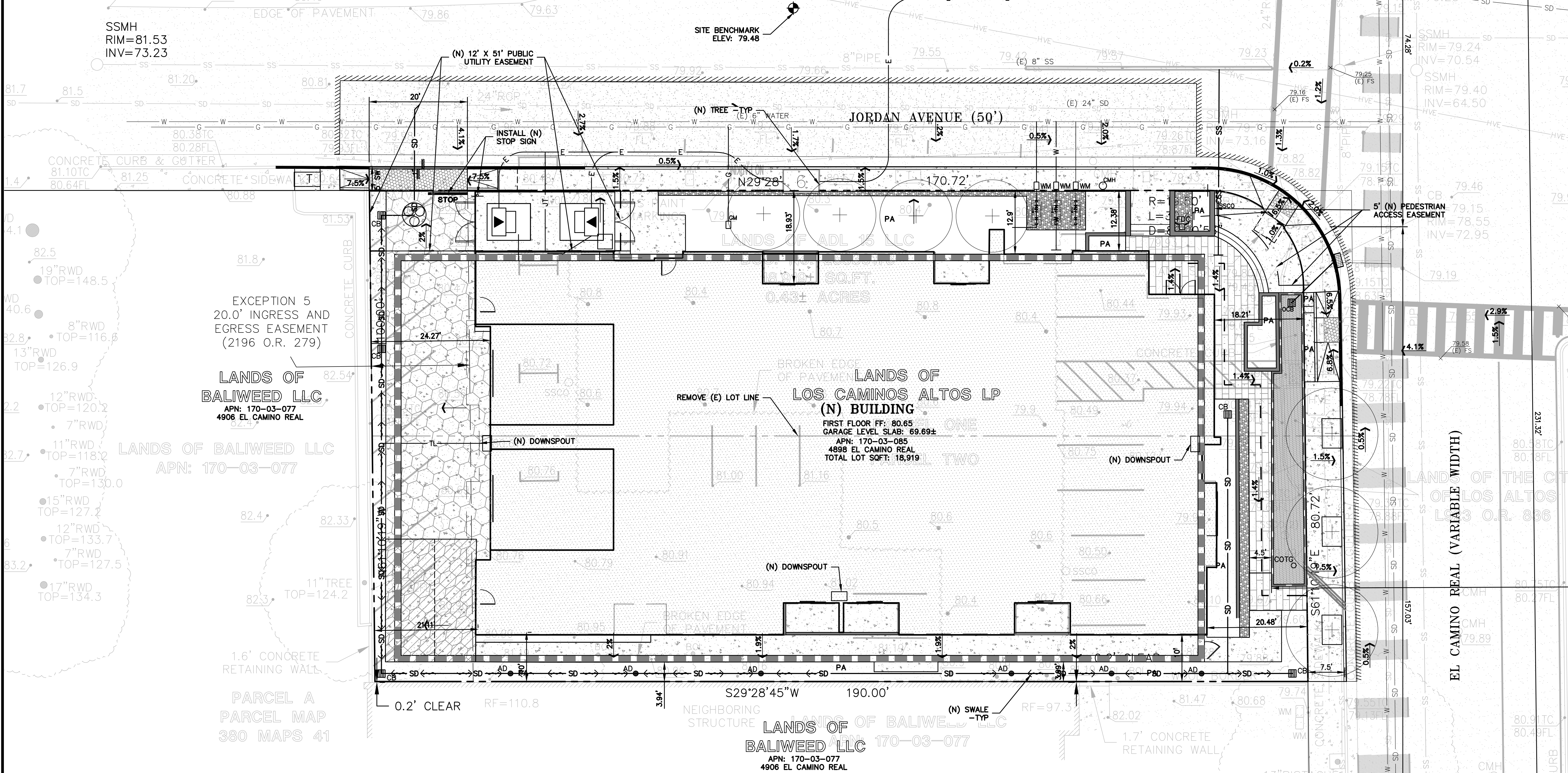
BUILDING FOOTPRINTS ARE SHOWN TO FINISHED MATERIAL (STUCCO/SIDING).

FINISH FLOOR ELEVATIONS ARE TAKEN AT DOOR THRESHOLD (EXTERIOR).



VICINITY MAP  
NO SCALE

0 5 10 20  
SCALE: 1" = 10'



LEA & BRAZE ENGINEERING, INC.  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
MAIN OFFICE: 1000 CALIFORNIA PKWY WEST  
DUBLIN, CALIFORNIA 94568  
(510) 887-4086  
WWW.LEABRAZE.COM

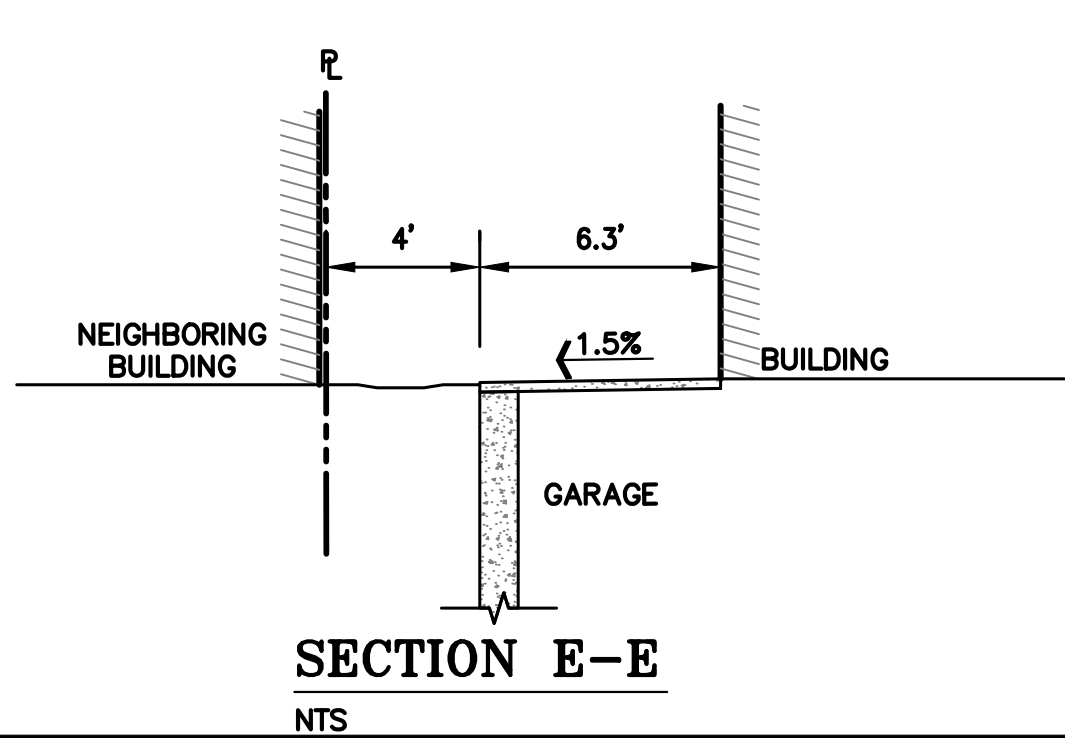
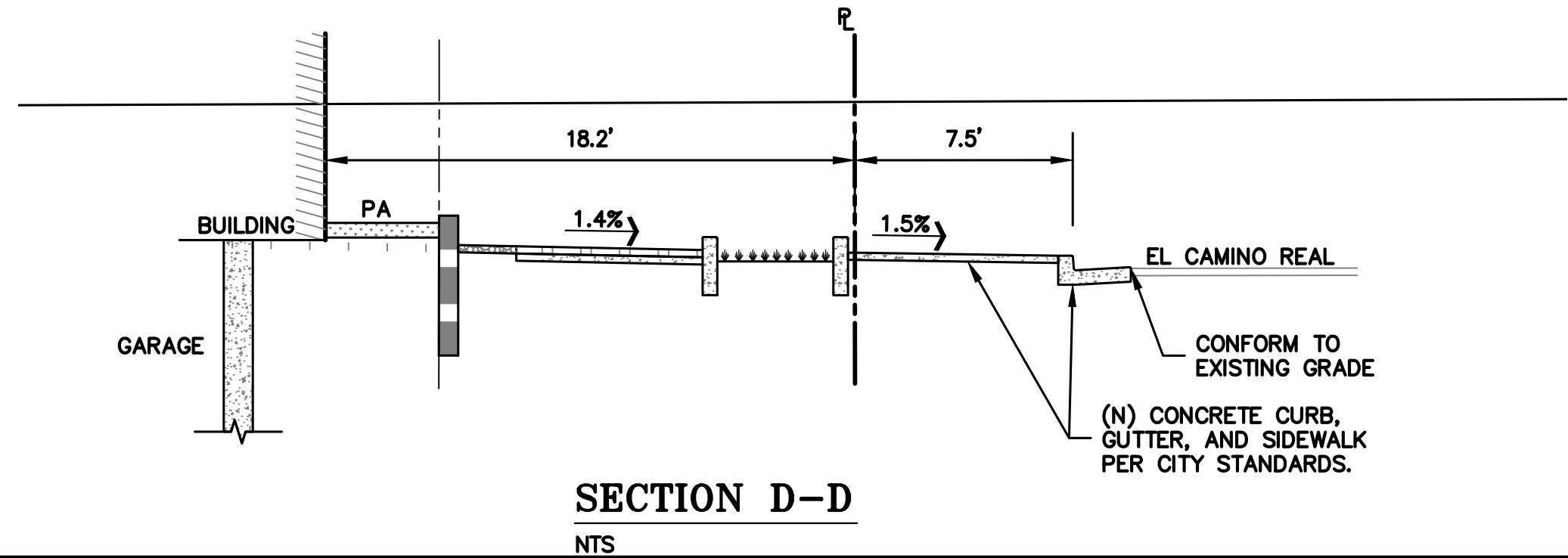
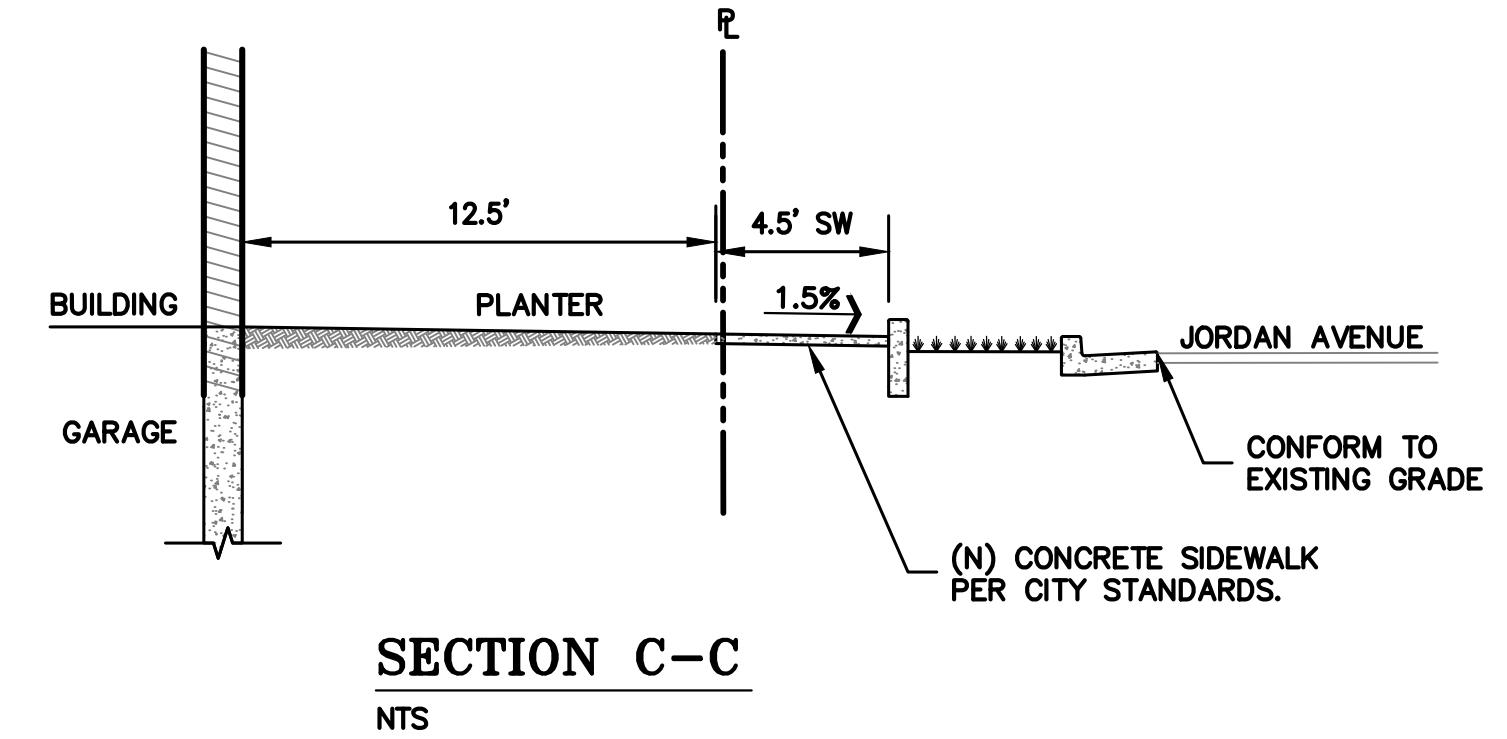
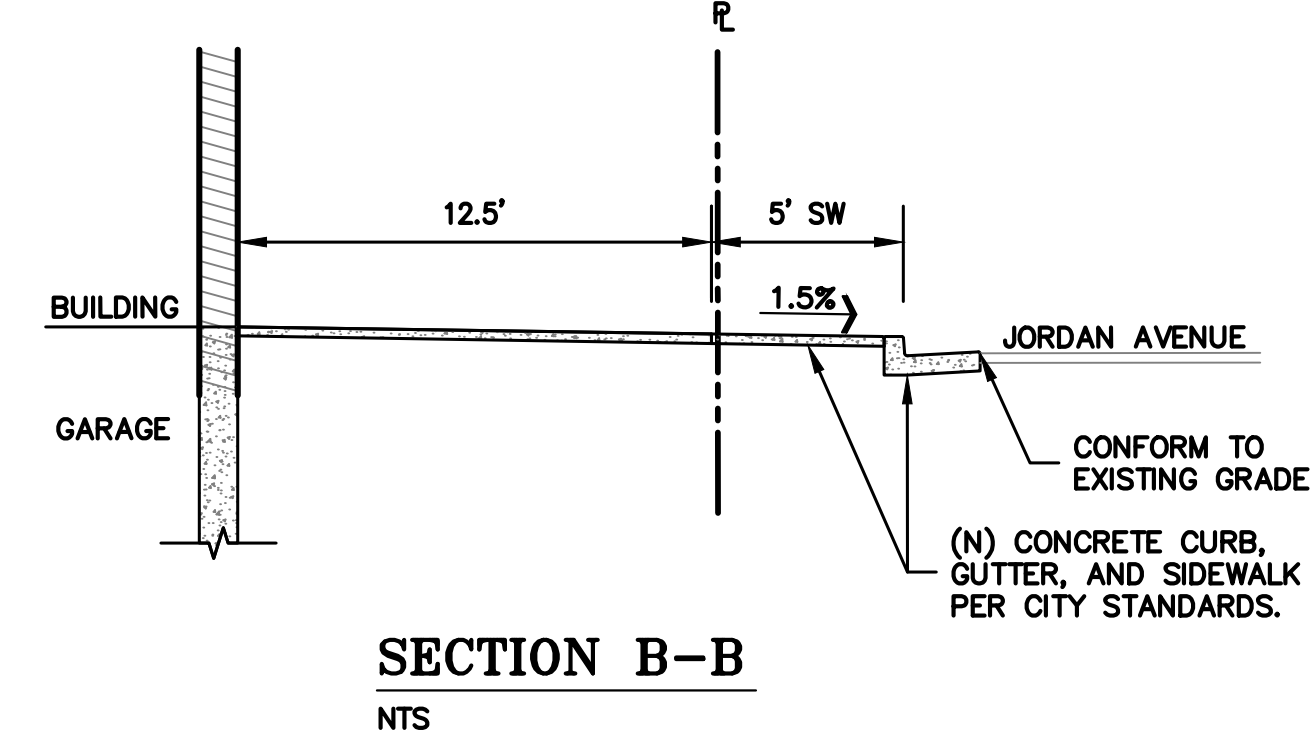
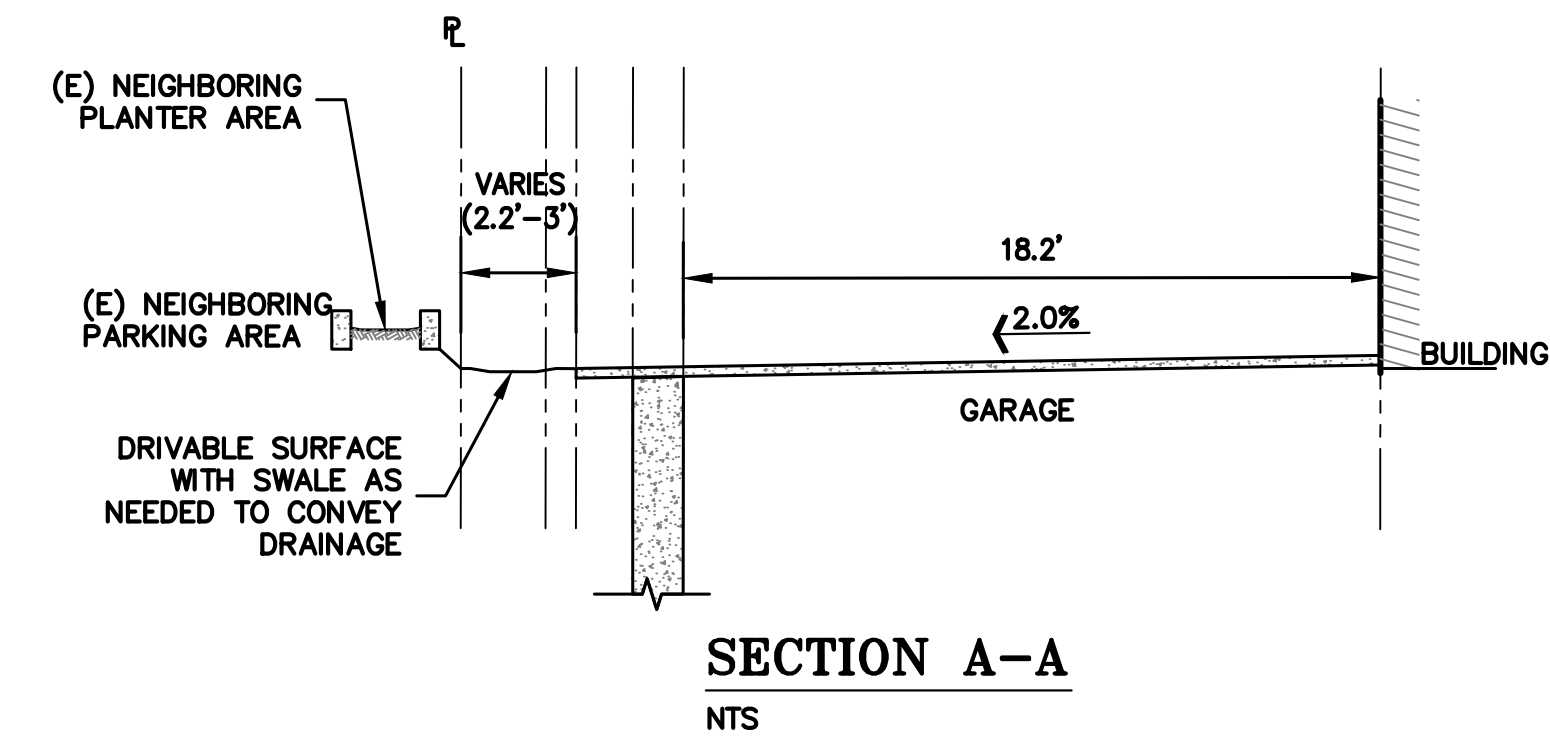
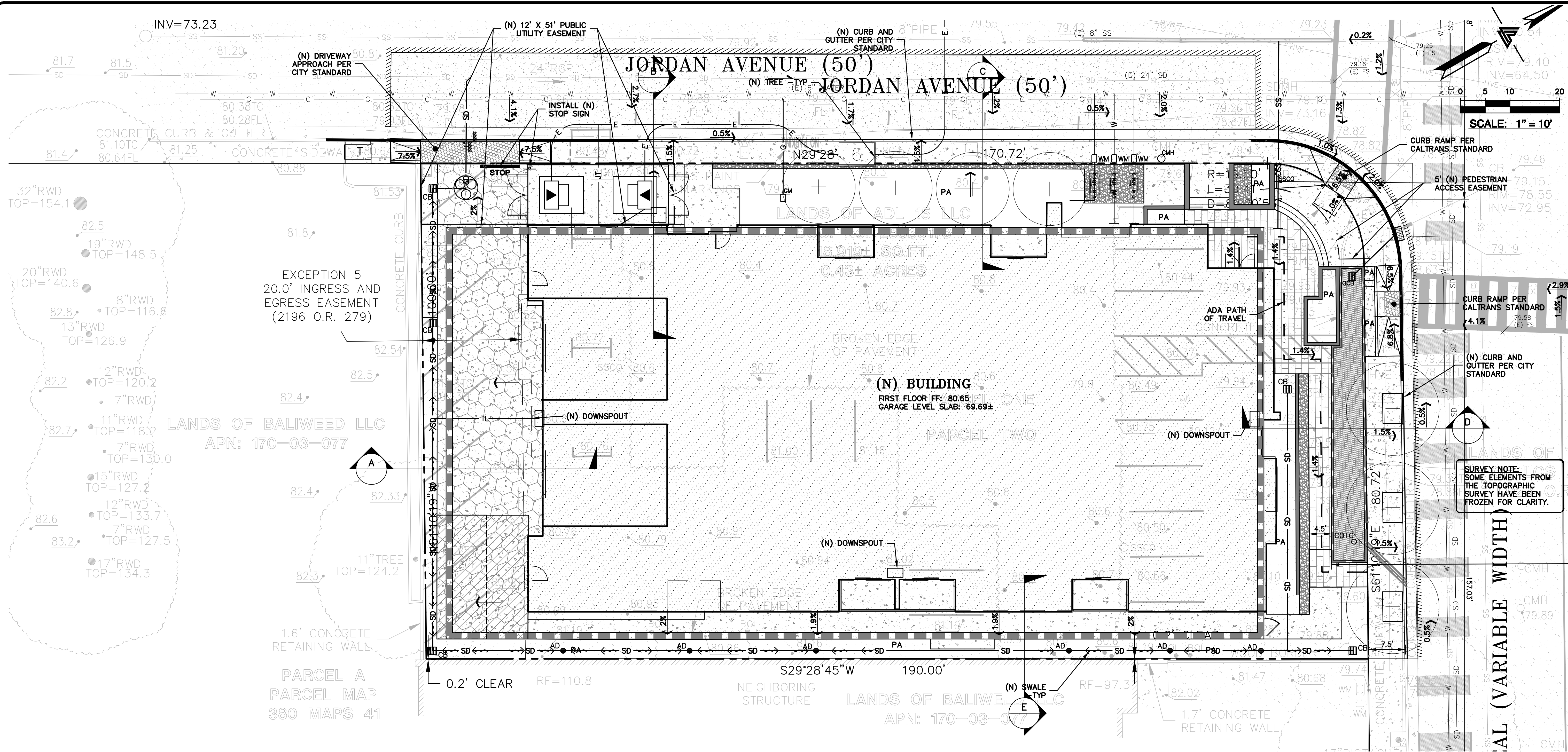
4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA  
APN: 170-03-085  
SANTA CLARA COUNTY

VESTING TENTATIVE MAP  
FOR CONDOMINIUM  
PURPOSES

| NO.             | REVISIONS           | BY |
|-----------------|---------------------|----|
| 2               | PLAN CHECK 09-22-25 | MP |
| 1               | PLAN CHECK 07-23-25 | MP |
| REVISIONS       |                     |    |
| BY              |                     |    |
| JOB NO: 2250598 |                     |    |
| DATE: 05-13-25  |                     |    |
| SCALE: 1" = 10' |                     |    |
| DESIGN BY: TB   |                     |    |
| CHECKED BY: PC  |                     |    |
| SHEET NO:       |                     |    |

TM-1.1  
02 OF 10 SHEETS





**LEA & BRAZE ENGINEERING, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
MAIN OFFICE: 10000 EL CAMINO REAL, WEST DUBLIN, CALIFORNIA 94568  
(510) 887-4086  
WWW.LEABRAZE.COM

**4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA**

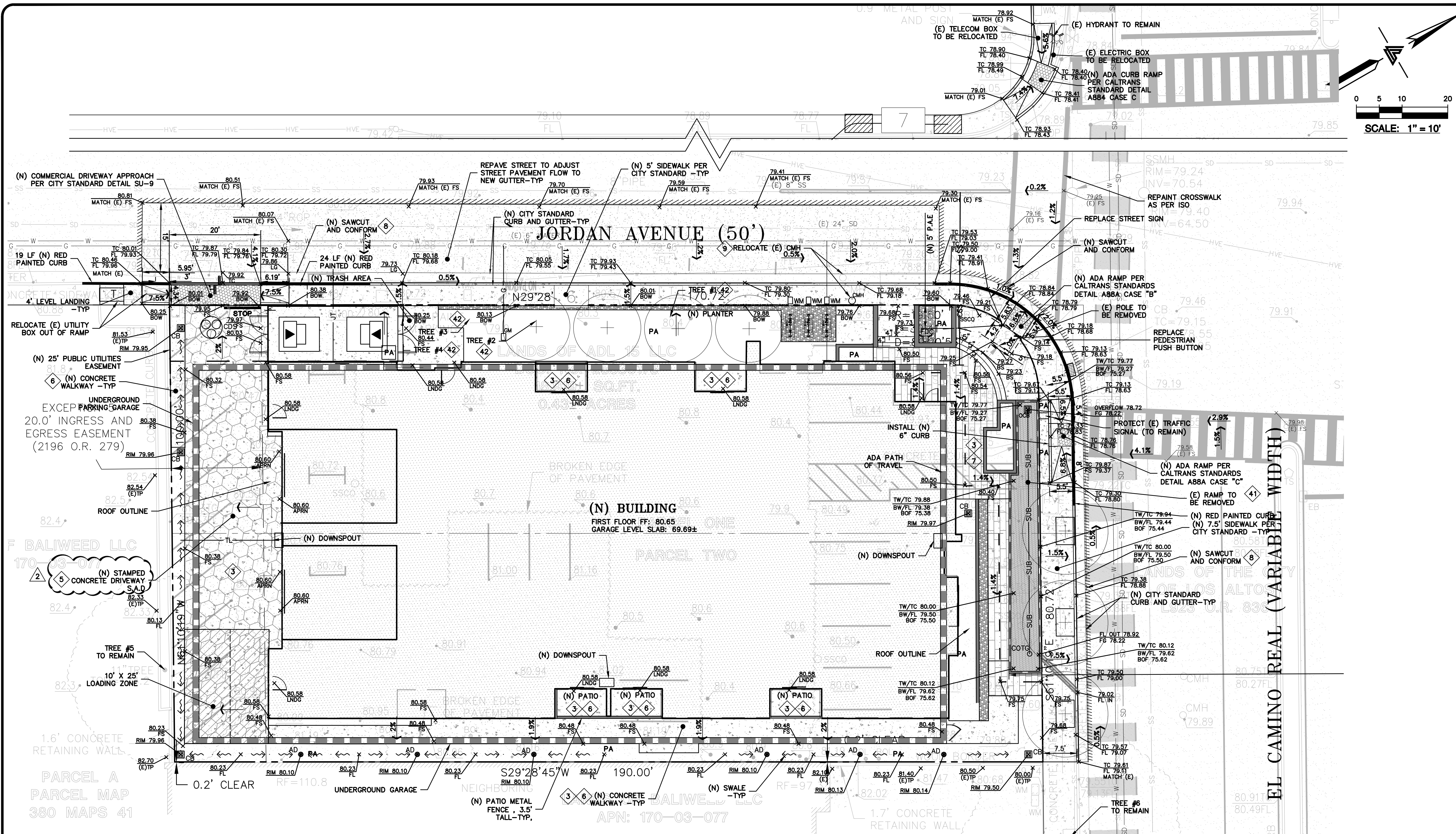
**PRELIMINARY  
SITE PLAN**

| REVISIONS |    |
|-----------|----|
| NO.       | BY |
| 2         | MP |
| 1         | MP |

JOB NO: 2250598  
DATE: 05-13-25  
SCALE: 1" = 10'  
DESIGN BY: TB  
CHECKED BY: PC  
SHEET NO:

**TM-1.2**  
03 OF 10 SHEETS





**LEA & BRAZE ENGINEERING, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
MAIN OFFICE: 10000 BALIWEED DRIVE, WEST HAVEN, CALIFORNIA 94545  
(510) 887-4086  
WWW.LEABRAZE.COM

**4898 EL CAMINO REAL**  
**LOS ALTOS, CALIFORNIA**  
APN: 170-03-085  
SANTA CLARA COUNTY

**PRELIMINARY**  
**GRADING & DRAINAGE**  
**PLAN**

**PRELIMINARY CONSTRUCTION PLAN**  
**TRAFFIC, PARKING, AND NOISE NOTES**

- MANAGEMENT**
- CONSTRUCTION HOURS:  
NON HOLIDAYS AND WEEKDAYS 7:00AM-7:00PM  
HEAVY NOISE IMPACT ACTIVITIES 8:00AM-3:00PM
  - TRUCK ROUTES ARE IDENTIFIED ON THE PLAN.
  - NO SIDEWALK CLOSURES ARE NOTED ON THE PLAN.
  - TRANSPORTATION PERMITS FOR OVERSIZED LOADS WILL BE OBTAINED AS REQUIRED.
- PARKING**
- CONTRACTORS AND THEIR EMPLOYEES WILL CARPOOL WHENEVER POSSIBLE.
  - CONTRACTORS AND THEIR EMPLOYEES WILL DELIVER TOOLS, EQUIPMENT AND MATERIALS ON SITE BUT PARK OFF SITE TO AVOID NEARBY RESIDENTIAL STREETS AND NEIGHBORHOODS.
  - CONSTRUCTION HEAVY EQUIPMENT, LIFTS, AND TOOLS TO REMAIN ON SITE AND BE STORED ON SITE.
  - CONTRACTOR WILL OBTAIN PERMITS FOR NEARBY PARKING LOTS IF AVAILABLE.
  - NO SPILL OVER PARKING TO RESIDENTIAL STREETS AND NEIGHBORHOODS.
  - CONTRACTORS AND EMPLOYEES ARE TO WALK FROM OFFSITE PARKING TO JOB SITE VIA APPROVED PEDESTRIAN ROUTES.
  - INGRESS AND EGRESS FOR CONSTRUCTION EQUIPMENT IS PER PLAN.

- SIGNAGE**
- SIGNAGE TO BE POSTED TO REINFORCE TRUCK DELIVERY ROUTES.
  - SIDEWALK CLOSURE NOTIFICATION SIGNS AND BARRICADES TO BE PLACED AS NEEDED DURING SIDEWALK CLOSURE PERIODS.
- PEDESTRIAN/BICYCLE ROUTES**
- CONSTRUCTION SITE TO BE FENCED OFF FROM PEDESTRIAN AND BICYCLES.
  - PEDESTRIAN SIDEWALK ROUTES TO BE SIDE OF STREET OPPOSITE THE CONSTRUCTION SITE.
  - SIDEWALK CLOSURES AND DETOURS TO BE CLEARLY MARKED AT ALL TIMES.
  - SIDEWALK CLOSURE SIGNS TO BE PLACED AND NEAREST CROSSWALKS IN EACH DIRECTION TO DETOUR PEDESTRIAN TRAFFIC.
- NOISE REDUCTION**
- COMPLY WITH CITY'S NOISE CONTROL ORDINANCE AS STATED IN CHAPTER 6.16 OF THE MUNICIPAL CODE.
  - AT LEAST 24 HOURS PRIOR TO ANY JACK HAMMERING ACTIVITIES, ALL OCCUPANTS OF THE ADJACENT PROPERTIES WILL BE NOTIFIED.

- FLATWORK** KEYNOTES 1 TO 9
- FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.3 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.
  - SLOPE GARAGE SLAB 1% MINIMUM (1/8" PER FOOT) FROM BACK TO FRONT TO ALLOW FOR ADEQUATE DRAINAGE. MAINTAIN 1/2" TO 1" LIP BETWEEN GARAGE SLAB AND DRIVEWAY. SEE PLANS FOR SPECIFIC DROP
  - PROVIDE 2% (1% MIN.) SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 2304.11.2. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
  - (N) AC DRIVEWAY. GRIND (N) AC TO TIE INTO (E) AC PAVING.
  - (N) STAMPED CONCRETE DRIVEWAY. SEE ARCHITECTURAL PLAN FOR DETAILS.
  - (N) CONCRETE PATIOS/WALKWAYS.

- (N) DECORATIVE PAVING. SEE LANDSCAPE PLANS FOR DETAILS.
  - (N) SAWCUT AND CONFORM. 12" MINIMUM OF ASPHALT PAVEMENT SHALL BE REPLACED IN THE LOCATIONS ADJACENT TO NEW FRONTAGE IMPROVEMENTS. FOLLOW CITY STANDARD DETAIL SU-6 FOR ASPHALT PLUG. IF ADDITIONAL REMOVAL IS REQUIRED FOR CONFORMANCE MINIMUM THICKNESS OF ASPHALT SHALL BE 2".
  - RELOCATE (E) COMMUNICATIONS MANHOLE. RESET LID TO GRADE. CONTACT UTILITY COMPANY FOR COORDINATION.
- DEMOLITION** KEYNOTES 41 TO 43
- DEMOLISH (E) IMPROVEMENTS AS NECESSARY TO ACCOMMODATE (N) CONSTRUCTION. NO DEMOLITION SHALL COMMENCE WITHOUT REQUIRED DEMOLITION PERMITS.
  - REMOVE (E) TREE. CONTRACTOR SHALL OBTAIN THE PROPER TREE REMOVAL PERMITS AS REQUIRED.
  - PROVIDE TREE PROTECTION AROUND TREES TO REMAIN.

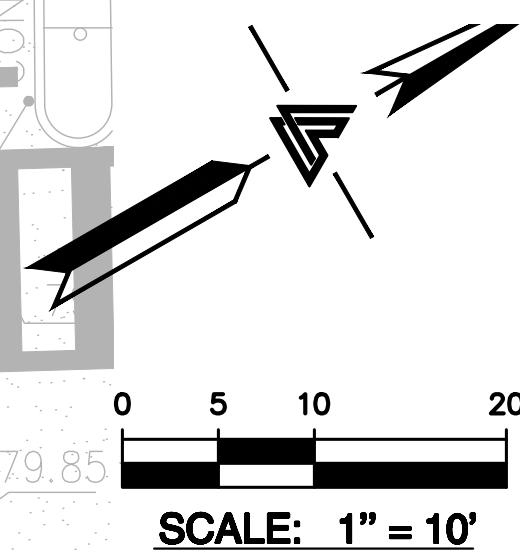
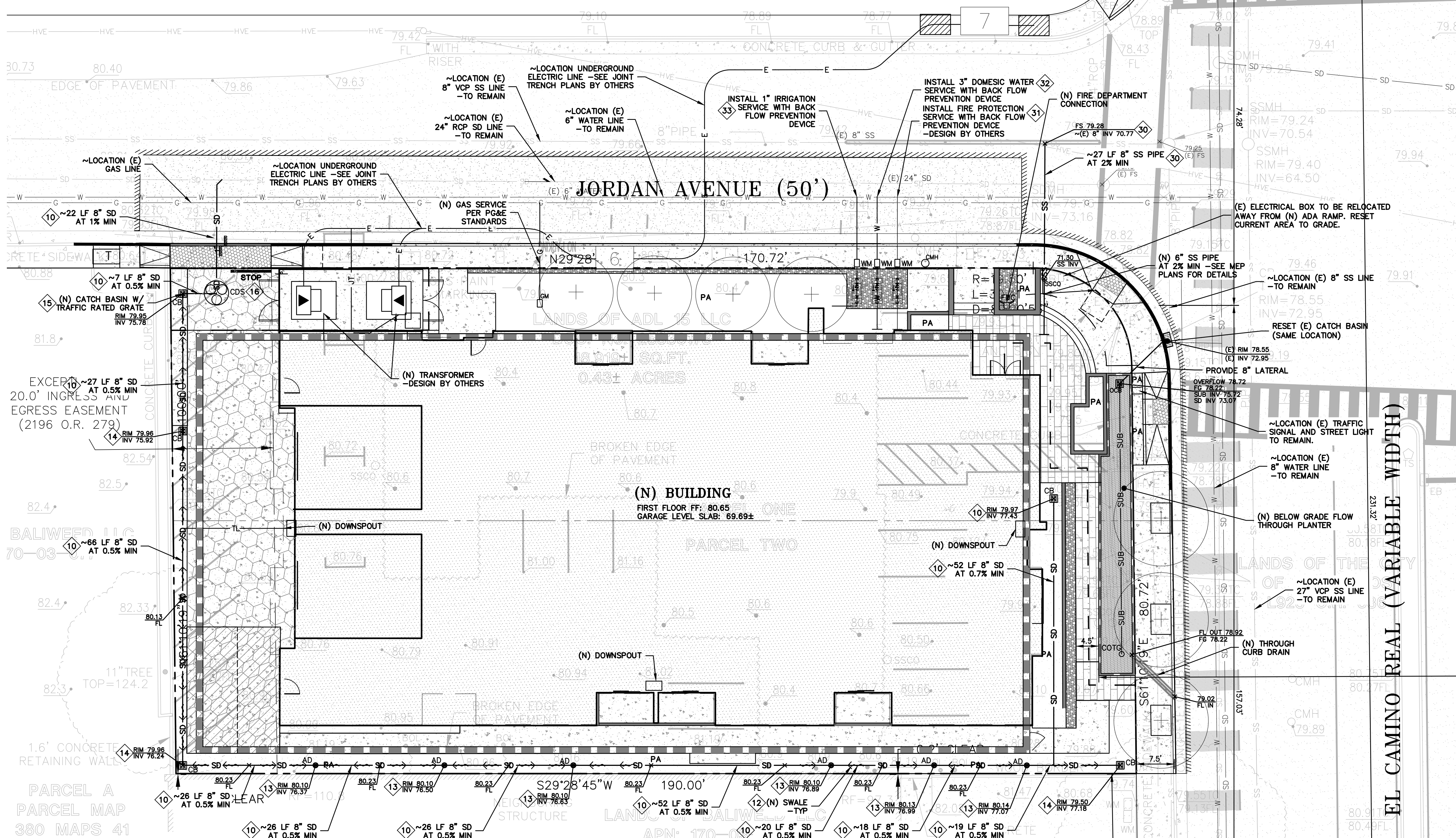
**NOTE:**  
ALL EXISTING BUILDINGS, STRUCTURES, AND ON-SITE IMPROVEMENTS ARE PROPOSED TO BE REMOVED.

| TREE INVENTORY         |  |               |
|------------------------|--|---------------|
| SIZE/DESCRIPTION       |  | STATUS        |
| 13.2" PISTACHE (#6)    |  | TO REMAIN     |
| 11" LONDON PLANE (#5)  |  | TO REMAIN     |
| 13.5" JUNIPER (#4)     |  | TO BE REMOVED |
| 10" JUNIPER (#3)       |  | TO BE REMOVED |
| 10.5" JUNIPER (#2)     |  | TO BE REMOVED |
| 11.6"9.9" JUNIPER (#1) |  | TO BE REMOVED |

|                 |                     |    |
|-----------------|---------------------|----|
| 2               | PLAN CHECK 09-22-25 | MP |
| 1               | PLAN CHECK 07-23-25 | MP |
| REVISIONS       |                     | BY |
| JOB NO: 2250598 |                     |    |
| DATE: 05-13-25  |                     |    |
| SCALE: 1" = 10' |                     |    |
| DESIGN BY: TB   |                     |    |
| CHECKED BY: PC  |                     |    |
| SHEET NO:       |                     |    |
| <b>TM-2.0</b>   |                     |    |
| 04 OF 10 SHEETS |                     |    |



NO SUBDRAINAGE TO BE INSTALLED AROUND BASEMENT & SITE WALLS. WATERPROOFING TO BE DESIGNED BY SEPARATE WATER PROOFING CONSULTANT. PARTICULAR CARE IN WATERPROOFING SHOULD BE PROVIDED AT WALL PENETRATIONS. REFER TO ARCHITECTURAL AND WATER PROOFING PLANS. STRUCTURAL ELEMENTS OF THE BASEMENT & SITE WALLS SHALL BE DESIGNED FOR AN UNDRAINED CONDITION.



- STORM DRAIN KEYNOTES 10 TO 17**
- 10 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 8" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 0.5% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEAN OUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.
- 11 NO SUBDRAINAGE TO BE INSTALLED AROUND BASEMENT & SITE WALLS. WATERPROOFING TO BE DESIGNED BY SEPARATE WATER PROOFING CONSULTANT. PARTICULAR CARE IN WATERPROOFING SHOULD BE PROVIDED AT WALL PENETRATIONS. REFER TO ARCHITECTURAL AND WATER PROOFING PLANS. STRUCTURAL ELEMENTS OF THE BASEMENT & SITE WALLS SHALL BE DESIGNED FOR AN UNDRAINED CONDITION.
- 12 CONSTRUCT (N) DRAINAGE SWALE SLOPED AT 1% MINIMUM TOWARDS POSITIVE OUTFALL.
- 13 INSTALL (N) 4" DIAMETER BRASS ATRIUM GRATE IN LANDSCAPE OR PLANTER AREAS (NDS PART 78B OR 90B FOR 6" DIAMETER BRASS ATRIUM GRATE). DO NOT USE PLASTIC GRATES.

- 14 INSTALL (N) "CHRISTY V-24" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.
- 15 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.
- 16 INSTALL (N) MEDIA FILTER DEVICE FOR STORMWATER TREATMENT.

- UTILITIES KEYNOTES 30 TO 35**
- 30 INSTALL (N) SANITARY SEWER LATERALS. USE 6" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.
- 31 (N) 6" FIRE PROTECTION SERVICE PER CALWATER STANDARDS. DESIGN BY OTHERS.
- 32 (N) 3" DOMESTIC WATER SERVICE PER CALWATER STANDARDS. DESIGN BY OTHERS.
- 33 (N) 1" IRRIGATION WATER SERVICE PER CALWATER STANDARDS. DESIGN BY OTHERS.
- 34 INSTALL (N) JOINT TRENCH FOR SERVICES INCLUDING CATV & ELECTRIC FROM NEAREST POINT OF CONNECTION. DESIGN BY OTHERS.



**LEA & BRAZE ENGINEERING, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
MAIN OFFICE: 10000 RAY WEST  
HAYWARD, CALIFORNIA 94545  
(510) 887-4086  
WWW.LEABRAZE.COM

**4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA**

**PRELIMINARY  
UTILITY PLAN**

|                 |                        |    |
|-----------------|------------------------|----|
| 2               | PLAN CHECK<br>09-22-25 | MP |
| 1               | PLAN CHECK<br>07-23-25 | MP |
| REVISIONS       |                        | BY |
| JOB NO: 2250598 |                        |    |
| DATE: 05-13-25  |                        |    |
| SCALE: 1" = 10' |                        |    |
| DESIGN BY: TB   |                        |    |
| CHECKED BY: PC  |                        |    |
| SHEET NO:       |                        |    |

**TM-3.0**  
05 OF 10 SHEETS

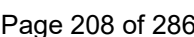














SURVEYOR'S NOTES

THIS SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE AREA OF THE SUBJECT PROPERTY, THE LOCATION AND TYPE OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SUBJECT PROPERTY.

EXCEPT AS SHOWN ON THIS SURVEY, THERE ARE NO VISIBLE OR RECORDED EASEMENTS OR RIGHTS-OF-WAY ACROSS THE SUBJECT PROPERTY OF WHICH THE UNDERSIGNED HAS BEEN ADVISED.

EXCEPT AS SHOWN ON THE SURVEY, THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS, OR ALLEYS BY ANY BUILDING, STRUCTURES OR OTHER IMPROVEMENTS AT THE SUBJECT PROPERTY, AND NO ENCROACHMENTS ONTO THE SUBJECT PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES.

THE LOCATION OF EACH EASEMENT, RIGHT-OF-WAY, SERVITUDE OR OTHER MATTER AFFECTING THE SUBJECT PROPERTY AND LISTED IN THE PRELIMINARY TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, ORDER NUMBER FWPS-4439250032 C, DATED AS OF MARCH 19, 2025 WITH RESPECT TO THE SUBJECT PROPERTY, HAS BEEN SHOWN ON THIS SURVEY, TOGETHER WITH APPROPRIATE RECORDING REFERENCES, TO THE EXTENT SUCH MATTERS CAN BE LOCATED. THE PROPERTY SHOWN ON THIS SURVEY IS THE SAME AS THE PROPERTY DESCRIBED IN THE TITLE REPORT.

LEGAL DESCRIPTION

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:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTHWESTERLY LINE OF THE STATE HIGHWAY KNOWN AS EL CAMINO REAL WITH THE SOUTHEASTERLY LINE OF JORDAN AVENUE 50 FEET WIDE, AS SAID JORDAN AVENUE IS SHOWN UPON THE MAP HEREINAFTER REFERRED TO; THENCE FROM SAID POINT OF BEGINNING RUNNING SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF SAID STATE HIGHWAY 50 FEET; THENCE LEAVING SAID HIGHWAY AND RUNNING SOUTHWESTERLY AND PARALLEL WITH SAID SOUTHEASTERLY LINE OF JORDAN AVENUE 200 FEET; THENCE NORTHWESTERLY AND PARALLEL WITH SAID SOUTHWESTERLY LINE OF SAID STATE HIGHWAY, 50 FEET TO SAID SOUTHEASTERLY LINE OF JORDAN AVENUE; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF JORDAN AVENUE, 200 FEET TO THE POINT OF BEGINNING AND BEING A PORTION OF LOT 2 OF "MAP OF UNIVERSITY PLACE", AS SHOWN ON A MAP FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY, STATE OF CALIFORNIA ON APRIL 29, 1892 IN BOOK E OF MAPS, PAGE 149.

PARCEL TWO:

BEGINNING AT A POINT ON THE SOUTHWESTERLY LINE OF THE STATE HIGHWAY KNOWN AS EL CAMINO REAL, DISTANT THEREON 50 FEET SOUTHEASTERLY FROM THE POINT OF INTERSECTION THEREOF WITH THE SOUTHEASTERLY LINE OF JORDAN AVENUE AS SAID JORDAN AVENUE IS SHOWN UPON THE MAP HEREINAFTER REFERRED TO; THENCE FROM SAID POINT OF BEGINNING RUNNING SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF SAID STATE HIGHWAY 50 FEET; THENCE LEAVING SAID STATE HIGHWAY AND RUNNING SOUTHWESTERLY PARALLEL WITH SAID SOUTHEASTERLY LINE OF JORDAN AVENUE 200 FEET; THENCE NORTHWESTERLY AND PARALLEL WITH SAID SOUTHWESTERLY LINE OF SAID STATE HIGHWAY, 50 FEET; THENCE NORTHEASTERLY AND PARALLEL WITH SAID SOUTHEASTERLY LINE OF JORDAN AVENUE, 200 FEET TO THE POINT OF BEGINNING AND BEING A PORTION OF LOT 2 AS SHOWN ON A MAP FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF SANTA CLARA COUNTY, STATE OF CALIFORNIA ON APRIL 29, 1892 IN BOOK E OF MAPS, PAGE 149.

EXCEPTING THEREFROM PARCELS ONE AND TWO, THAT CERTAIN PARCEL CONDEMNED TO THE STATE OF CALIFORNIA BY FINAL ORDER OF CONDEMNATION RECORDED MAY 25 1983 IN BOOK H582, PAGE 607 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE SOUTHWESTERLY LINE OF THE EXISTING 10 STATE HIGHWAY, ROAD-04-SCI-82, COMMONLY KNOWN AS EL CAM INO REAL, AT THE MOST NORTHERLY CORNER OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN THE DEED TO CITY OF LOS ALTOS, A MUNICIPAL CORPORATION, RECORDED JUNE 24, 1989 IN BOOK 8580 AT PAGE 283, OFFICIAL RECORDS OF SANTA CLARA COUNTY; THENCE ALONG THE NORTHWESTERLY LINE OF SAID PARCEL, SOUTH 30° 33' 13" WEST, 10.00 FEET TO A LINE PARALLEL WITH AND DISTANT 10.00 FEET SOUTHWESTERLY AT ANGLES FROM SAID EXISTING SOUTHWESTERLY HIGHWAY LINE; THENCE ALONG SAID PARALLEL LINE NORTH 60° 05' 42" WEST, 80.70 FEET; THENCE ALONG A TANGENT CURVE TO THE LEFT WITH A RADIUS OF 19.50 FEET, THROUGH AN ANGLE OF 89° 21' 05", AN ARC LENGTH OF 30.41 FEET TO THE SOUTHEASTERLY LINE OF JORDAN AVENUE, AS SAID AVENUE IS SHOWN UPON SAID MAP; THENCE ALONG SAID SOUTHEASTERLY LINE NORTH 30° 33' 13" EAST, 29.28 FEET TO SAID EXISTING SOUTHWESTERLY HIGHWAY LINE; THENCE ALONG LAST SAID LINE, SOUTH 60° 05' 42" EAST, 99.98 FEET TO THE POINT OF COMMENCEMENT.

EXCEPTIONS

- PROPERTY TAXES, WHICH ARE A LIEN NOT YET DUE AND PAYABLE, INCLUDING ANY ASSESSMENTS COLLECTED WITH TAXES TO BE LEVIED FOR THE FISCAL YEAR 2025-2026.
- PRIOR TO CLOSE OF ESCROW, PLEASE CONTACT THE TAX COLLECTOR'S OFFICE TO CONFIRM ALL AMOUNTS OWING, INCLUDING CURRENT FISCAL YEAR TAXES, SUPPLEMENTAL TAXES, ESCAPED ASSESSMENTS AND ANY DELINQUENCIES.
- THE LIEN OF SUPPLEMENTAL OR ESCAPED ASSESSMENTS OF PROPERTY TAXES, IF ANY, MADE PURSUANT TO THE PROVISIONS OF CHAPTER 3.5 (COMMENCING WITH SECTION 75) OR PART 2, CHAPTER 3, ARTICLES 3 AND 4, RESPECTIVELY, OF THE REVENUE AND TAXATION CODE OF THE STATE OF CALIFORNIA AS A RESULT OF THE TRANSFER OF TITLE TO THE VESTEE NAMED IN OWNERSHIP OR NEW CONSTRUCTION OCCURRING PRIOR TO DATE OF POLICY.
- SPECIAL TAX FOR SANTA CLARA COUNTY LIBRARY DISTRICT JOINT POWERS AUTHORITY COMMUNITY FACILITIES DISTRICT NO. 2013- 1, UNDER THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982, AS DISCLOSED BY A PROPOSED BOUNDARY MAP FILED FOR RECORD ON APRIL 26, 2013 IN BOOK 48 OF ASSESSMENT MAPS, PAGE(S) 36-37 AS INSTRUMENT NO. 22194943, OFFICIAL RECORDS, AND FURTHER DISCLOSED BY NOTICE OF SPECIAL TAX LIEN RECORDED JANUARY 22, 2014, INSTRUMENT NO. 22502535, OFFICIAL RECORDS, PAYABLE IN CONTINUING INSTALLMENTS COLLECTED WITH THE REAL PROPERTY TAXES.
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS RESERVED IN A DOCUMENT:

RESERVED BY: SARA-MARGARET ALLURED, ET AL.  
PURPOSE: INGRESS AND EGRESS  
RECORDING DATE: APRIL 23, 1951  
RECORDING NO.: BOOK 2196, PAGE 279, OF OFFICIAL RECORDS  
AFFECTS: SOUTHWESTERLY 20 FEET AS DESCRIBED THEREIN

AS AFFECTED BY "FIRST AMENDMENT TO EASEMENT" DATED AUGUST 3, 2021, EXECUTED BY BALIWEED, LLC AND LOS CAMINOS ALTOS, L.P., A CALIFORNIA LIMITED PARTNERSHIP, RECORDED AUGUST 30, 2021, AS INSTRUMENT NO. 25082890, OFFICIAL RECORDS.

THE EFFECT OF A QUITCLAIM DEED:

FROM: SAL P. RAYA AND MADHAVI G. RAYA, AS TRUSTEES OF THE SAL AND MADHAVI RAYA TRUST, DATED DECEMBER 19, 2000  
TO: LOS CAMINOS ALTOS, L.P., A CALIFORNIA LIMITED PARTNERSHIP  
DATED: JULY 22, 2020  
RECORDING DATE: AUGUST 30, 2021  
RECORDING NO.: 25082888, OFFICIAL RECORDS

AFFECTS: THE GRANTOR'S RIGHT, TITLE AND INTEREST IN AND TO THOSE CERTAIN 20 FOOT EASEMENTS FOR INGRESS AND EGRESS (WHICH AFFECT THE SOUTHWESTERLY 20 FEET OF THE PROPERTY DESCRIBED THEREIN), AS SAID EASEMENTS WERE RESERVED BY THE GRANTORS IN THAT CERTAIN GUARDIAN'S DEED RECORDED APRIL 23, 1951, IN BOOK 2196, PAGE 279, OFFICIAL RECORDS.

SAID QUITCLAIM ONLY AFFECTS THE INTEREST OF THE GRANTOR(S) IN AND TO SAID EASEMENT(S), AND NO OTHER PERSON OR PARTY THAT MAY HAVE A SEPARATE INTEREST IN THE 20 FOOT EASEMENT(S) HEREINABOVE REFERRED TO.

THE EFFECT OF A QUITCLAIM DEED:

FROM: 4920 CORPORATION, A CALIFORNIA CORPORATION  
TO: LOS CAMINOS ALTOS, L.P., A CALIFORNIA LIMITED PARTNERSHIP  
DATED: JUNE 5, 2020  
RECORDING DATE: AUGUST 30, 2021  
RECORDING NO.: 25082889, OFFICIAL RECORDS

AFFECTS: THE GRANTOR'S RIGHT, TITLE AND INTEREST IN AND TO THOSE CERTAIN 20 FOOT EASEMENTS FOR INGRESS AND EGRESS (WHICH AFFECT THE SOUTHWESTERLY 20 FEET OF THE PROPERTY DESCRIBED THEREIN), AS SAID EASEMENTS WERE RESERVED BY THE GRANTORS IN THAT CERTAIN GUARDIAN'S DEED RECORDED APRIL 23, 1951, IN BOOK 2196, PAGE 279, OFFICIAL RECORDS.

SAID QUITCLAIM ONLY AFFECTS THE INTEREST OF THE GRANTOR(S) IN AND TO SAID EASEMENT(S), AND NO OTHER PERSON OR PARTY THAT MAY HAVE A SEPARATE INTEREST IN THE 20 FOOT EASEMENT(S) HEREINABOVE REFERRED TO.

EASEMENT PLOTTED HEREBON

- A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.  
AMOUNT: \$8,500,000.00  
DATED: JUNE 30, 2022  
TRUSTOR/GRANTOR ADL 15 LLC, A CALIFORNIA LIMITED LIABILITY COMPANY  
TRUSTEE: CHICAGO TITLE COMPANY  
BENEFICIARY: ARIXA ENHANCED INCOME FUND, L.P., A CALIFORNIA LIMITED PARTNERSHIP  
RECORDING DATE: JULY 1, 2022  
RECORDING NO.: 25330173, OFFICIAL RECORDS  
AN ASSIGNMENT OF THE BENEFICIAL INTEREST UNDER SAID DEED OF TRUST WHICH NAMES:  
ASSIGNEE: ARIXA ENHANCES INCOME FUND SUBSIDIARY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY  
RECORDING DATE: AUGUST 2, 2022  
RECORDING NO.: 25351955, OFFICIAL RECORDS
- ASSIGNMENT OF PERMITS AND AGREEMENTS, RECORDED JULY 1, 2022, SERIES NO. 25330174, OFFICIAL RECORDS.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT  
ENTITLED: AFFORDABLE HOUSING AGREEMENT  
EXECUTED BY: CITY OF LOS ALTOS, A MUNICIPAL CORPORATION AND ADL 15 LLC.  
RECORDING DATE: MARCH 2, 2023  
RECORDING NO.: 25444417, OFFICIAL RECORDS  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT  
ENTITLED: IMPROVEMENT AGREEMENT  
EXECUTED BY: CITY OF LOS ALTOS, A MUNICIPAL CORPORATION AND ADL 15 LLC  
RECORDING DATE: MARCH 2, 2023  
RECORDING NO.: 25444418, OFFICIAL RECORDS  
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
- ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS.  
THE COMPANY WILL REQUIRE, FOR REVIEW, A FULL AND COMPLETE COPY OF ANY UNRECORDED AGREEMENT, CONTRACT, LICENSE AND/OR LEASE, TOGETHER WITH ALL SUPPLEMENTS, ASSIGNMENTS AND AMENDMENTS THERETO, BEFORE ISSUING ANY POLICY OF TITLE INSURANCE WITHOUT EXCEPTING THIS ITEM FROM COVERAGE.  
THE COMPANY RESERVES THE RIGHT TO EXCEPT ADDITIONAL ITEMS AND/OR MAKE ADDITIONAL REQUIREMENTS AFTER REVIEWING SAID DOCUMENTS.
- MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSPS LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.
- THE TRANSACTION CONTEMPLATED IN CONNECTION WITH THIS REPORT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE COMPANY'S CORPORATE UNDERWRITING DEPARTMENT. THE COMPANY RESERVES THE RIGHT TO ADD ADDITIONAL ITEMS OR MAKE FURTHER REQUIREMENTS AFTER SUCH REVIEW.

OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATIONS

- ADDRESS(ES) OF THE SURVEYED PROPERTY IF DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR, OR OBSERVED WHILE CONDUCTING THE FIELDWORK.  
4898 EL CAMINO REAL, LOS ALTOS, CA 94122
- FLOOD ZONE CLASSIFICATION (WITH PROPER ANNOTATION BASED ON FEDERAL FLOOD INSURANCE RATE MAPS OR THE STATE OR LOCAL EQUIVALENT) DEPICTED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.  
SUBJECT PROPERTY IS LOCATED IN ZONE X(SHADED) - AREA OF MODERATE FLOOD HAZARD, USUALLY THE AREA BETWEEN THE LIMITS OF THE 100-YEAR (1% ANNUAL CHANCE) AND 500-YEAR FLOODS (0.2% ANNUAL CHANCE) AND OUTSIDE OF THE SPECIAL FLOOD HAZARD AREA (SFHA)  
FEMA FLOOD INSURANCE RATE MAP NO.: 06085C0038H  
COMMUNITY NO.: 060341 (CITY OF LOS ALTOS)  
MAP REVISED: MAY 18, 2009
- GROSS LAND AREA (AND OTHER AREAS IF SPECIFIED BY THE CLIENT)  
LAND AREAS SHOWN ON SHEET 2.
- (A) IF THE CURRENT ZONING CLASSIFICATION, SETBACK REQUIREMENTS, THE HEIGHT AND FLOOR SPACE AREA RESTRICTIONS, AND PARKING REQUIREMENTS SPECIFIC TO THE SURVEYED PROPERTY ARE SET FORTH IN A ZONING REPORT OR LETTER PROVIDED TO THE SURVEYOR BY THE CLIENT OR THE CLIENT'S DESIGNATED REPRESENTATIVE, LIST THE ABOVE ITEMS ON THE PLAT OR MAP AND IDENTIFY THE DATE AND SOURCE OF THE REPORT OR LETTER.  
SUBJECT PROPERTY IS IN ZONE - CT (COMMERCIAL THOROUGHFARE)  
SETBACKS  
FRONT - 20 FEET, WITH A MINIMUM OF FIFTY (50) OF WHICH SHALL BE LANDSCAPED  
INTERIOR SIDE - 10 FEET, WITH A MINIMUM OF FIFTY (50) OF WHICH SHALL BE LANDSCAPED  
EXTERIOR SIDE - 15 FEET, WITH A MINIMUM OF FIFTY (50) OF WHICH SHALL BE LANDSCAPED  
REAR - 25 FEET, WITH A MINIMUM OF FIFTY (50) OF WHICH SHALL BE LANDSCAPED  
MAXIMUM BUILDING HEIGHT - 55 FEET AND FIVE STORIES  
BASED ON CITY OF LOS ALTOS ZONING CODE  
NO ZONING REPORT PROVIDED
- (A) EXTERIOR DIMENSIONS OF ALL BUILDINGS AS GROUND LEVEL  
(B) SQUARE FOOTAGE OF:  
(1) EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL  
(C) MEASURED HEIGHT OF ALL BUILDINGS ABOVE GRADE AT A LOCATION SPECIFIED BY THE CLIENT. IF NO LOCATION IS SPECIFIED, THE POINT OF MEASUREMENT SHALL BE IDENTIFIED.  
THERE ARE NO BUILDINGS ON SUBJECT PROPERTY.
- SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK (IN ADDITION TO THE IMPROVEMENTS AND FEATURES REQUIRED PURSUANT TO SECTION 5 OF THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS) (E.G. PARKING LOTS, BILLBOARDS, SIGNS, SWIMMING POOLS, LANDSCAPED AREA, SUBSTANTIAL AREAS OF REFUSE) SHOWN ON SHEET 2.
- NUMBER AND TYPE (E.G. DISABLED, MOTORCYCLE, REGULAR AND OTHER MARKED SPECIALIZED TYPES) OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS, LOTS AND IN PARKING STRUCTURES. STRIPING OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS AND LOTS.  
25 TOTAL PARKING SPOTS  
1 HANDICAPPED PARKING SPACES DESIGNATED  
24 STANDARD PARKING SPACES DESIGNATED  
NO COMPACT PARKING SPACES DESIGNATED
- NAMES OF ADJOINING OWNERS ACCORDING TO CURRENT TAX RECORDS.  
SHOWN ON SHEET 2.
- AS SPECIFIED BY THE CLIENT, DISTANCE TO THE NEAREST STREET INTERSECTING STREET  
SHOWN ON SHEET 2.
- THERE IS NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
- THERE ARE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION.

THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

- PURSUANT TO SECTIONS 5 AND 6 OF THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS (AND APPLICABLE SELECTED TABLE A ITEMS, EXCLUDING TABLE A ITEM 1), INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE (I.E. APPURTENANT) EASEMENTS DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR.

THERE ARE NO OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SUBJECT PROPERTY.



LEA & BRAZE ENGINEERING, INC.  
CIVIL ENGINEERS & LAND SURVEYORS  
REGIONAL OFFICES:  
ROSEVILLE  
PLEASANTON  
SAN JOSE  
SAN LUIS OBISPO  
MAIN OFFICE:  
2495 INDUSTRIAL PKWY WEST  
HAYWARD, CALIFORNIA 94545  
(510) 867-4066  
WWW.LEABRAZE.COM

4898 EL CAMINO REAL  
LOS ALTOS  
CALIFORNIA

APN: 170-03-085

SANTA CLARA COUNTY

ALTA/NSPS LAND  
TITLE SURVEY

SURVEYOR'S CERTIFICATE

TO NORHTLIGHT CAPITAL PARTNERS AND CHICAGO TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDED ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 9, 2025

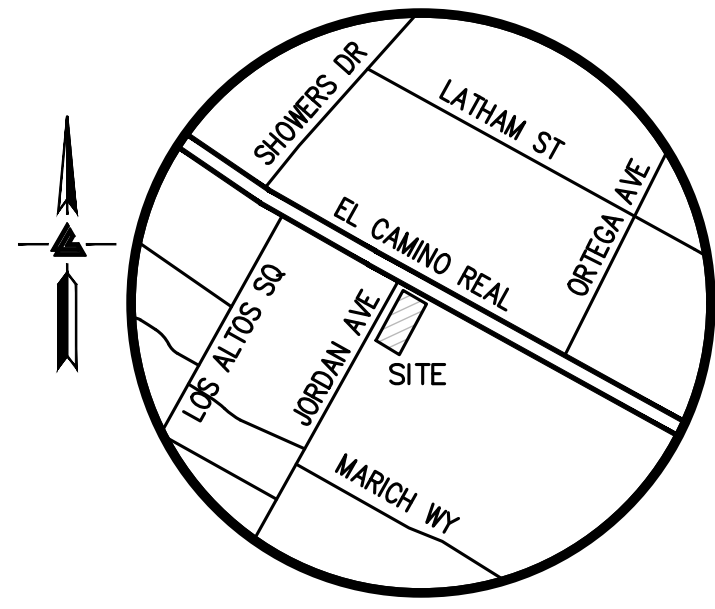


GREGORY F. BRAZE DATE

|           |         |
|-----------|---------|
| -         | -       |
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| -         | -       |
| -         | -       |
| -         | -       |
| REVISIONS | BY      |
| JOB NO:   | 2250611 |
| DATE:     | 7-23-25 |
| SCALE:    | N/A     |
| BNDY BY:  | DR      |
| FIELD BY: | AO      |
| DRAWN BY: | DDR     |
| SHEET NO: |         |

SU1





VICINITY MAP  
NO SCALE

### NOTES

ALL DISTANCES AND DIMENSIONS ARE  
IN FEET AND DECIMALS.

UNDERGROUND UTILITY LOCATION IS  
BASED ON SURFACE EVIDENCE.

BUILDING FOOTPRINTS ARE SHOWN TO  
FINISHED MATERIAL (STUCCO/SIDING).

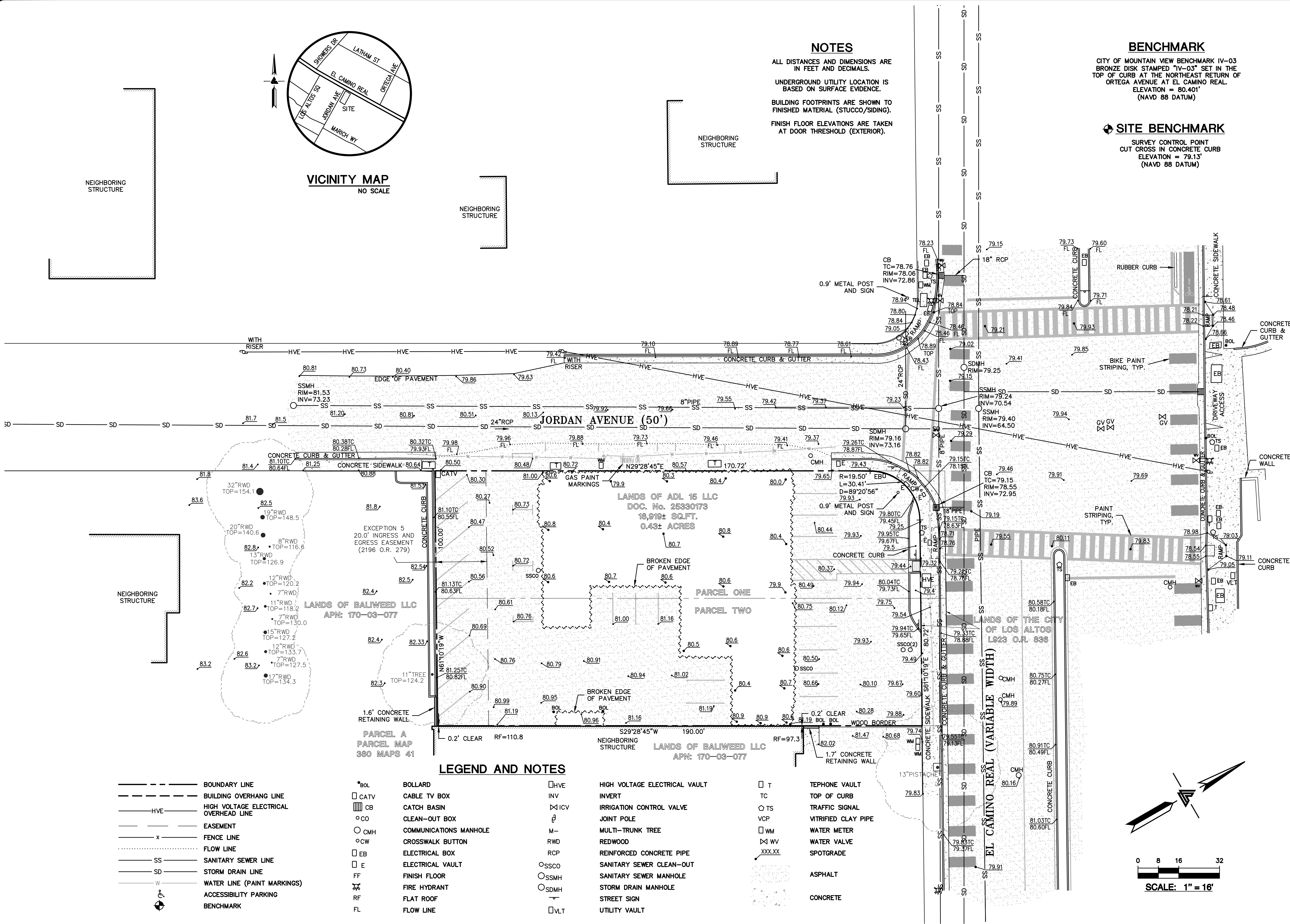
FINISH FLOOR ELEVATIONS ARE TAKEN  
AT DOOR THRESHOLD (EXTERIOR).

### BENCHMARK

CITY OF MOUNTAIN VIEW BENCHMARK IV-03  
BRONZE DISK STAMPED "IV-03" SET IN THE  
TOP OF CURB AT THE NORTHEAST RETURN OF  
ORTEGA AVENUE AT EL CAMINO REAL.  
ELEVATION = 80.401'  
(NAVD 88 DATUM)

### SITE BENCHMARK

SURVEY CONTROL POINT  
CUT CROSS IN CONCRETE CURB  
ELEVATION = 79.13'  
(NAVD 88 DATUM)



### LEGEND AND NOTES

- BOUNDARY LINE
- - - BUILDING OVERHANG LINE
- HVE- HIGH VOLTAGE ELECTRICAL OVERHEAD LINE
- - - EASEMENT
- x- FENCE LINE
- - - FLOW LINE
- SS- SANITARY SEWER LINE
- SD- STORM DRAIN LINE
- W- WATER LINE (PAINT MARKINGS)
- ⊕ ACCESSIBILITY PARKING
- ⊕ BENCHMARK

- BOL BOLLARD
- CATV CABLE TV BOX
- ▢ CB CATCH BASIN
- CO CLEAN-OUT BOX
- CMH COMMUNICATIONS MANHOLE
- CW CROSSWALK BUTTON
- EB ELECTRICAL BOX
- E ELECTRICAL VAULT
- FF FINISH FLOOR
- ⚡ FIRE HYDRANT
- RF FLAT ROOF
- FL FLOW LINE

- HVE HIGH VOLTAGE ELECTRICAL VAULT
- INV INVERT
- ⊗ ICV IRRIGATION CONTROL VALVE
- ⊕ JOINT POLE
- ⊕ M- MULTI-TRUNK TREE
- ⊕ RWD REDWOOD
- ⊕ RCP REINFORCED CONCRETE PIPE
- ⊕ SSCO SANITARY SEWER CLEAN-OUT
- ⊕ SSMH SANITARY SEWER MANHOLE
- ⊕ SDMH STORM DRAIN MANHOLE
- ⊕ STREET SIGN
- ⊕ UTILITY VAULT

- T TEPHON VAULT
- TC TOP OF CURB
- ⊕ TS TRAFFIC SIGNAL
- ⊕ VCP VITRIFIED CLAY PIPE
- WM WATER METER
- ⊕ WV WATER VALVE
- ⊕ XXX.XX SPOTGRADE
- ASPHALT
- CONCRETE



**LEA & BRAZE ENGINEERING, INC.**  
CIVIL ENGINEERS & LAND SURVEYORS

REGIONAL OFFICES:  
ROSEVILLE  
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2495 INDUSTRIAL PKWY WEST  
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4898 EL CAMINO REAL  
LOS ALTOS  
CALIFORNIA

ALTA/NSPS LAND  
TITLE SURVEY

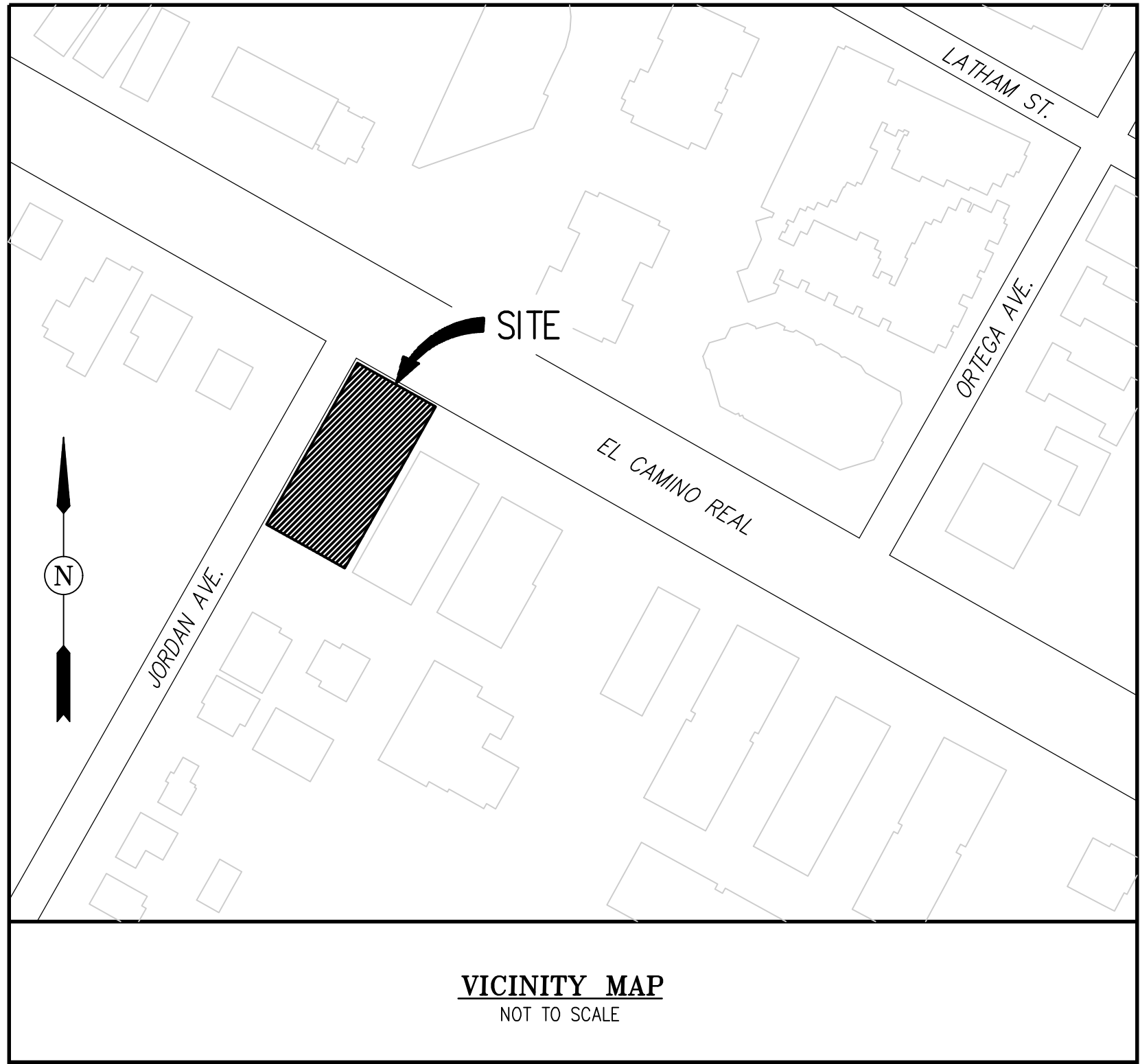
| REVISIONS       | BY |
|-----------------|----|
| JOB NO: 2250611 |    |
| DATE: 7-23-25   |    |
| SCALE: 1"=16'   |    |
| BNDY BY: DR     |    |
| FIELD BY: AO    |    |
| DRAWN BY: DDR   |    |
| SHEET NO:       |    |

**SU2**

2 OF 2 SHEETS



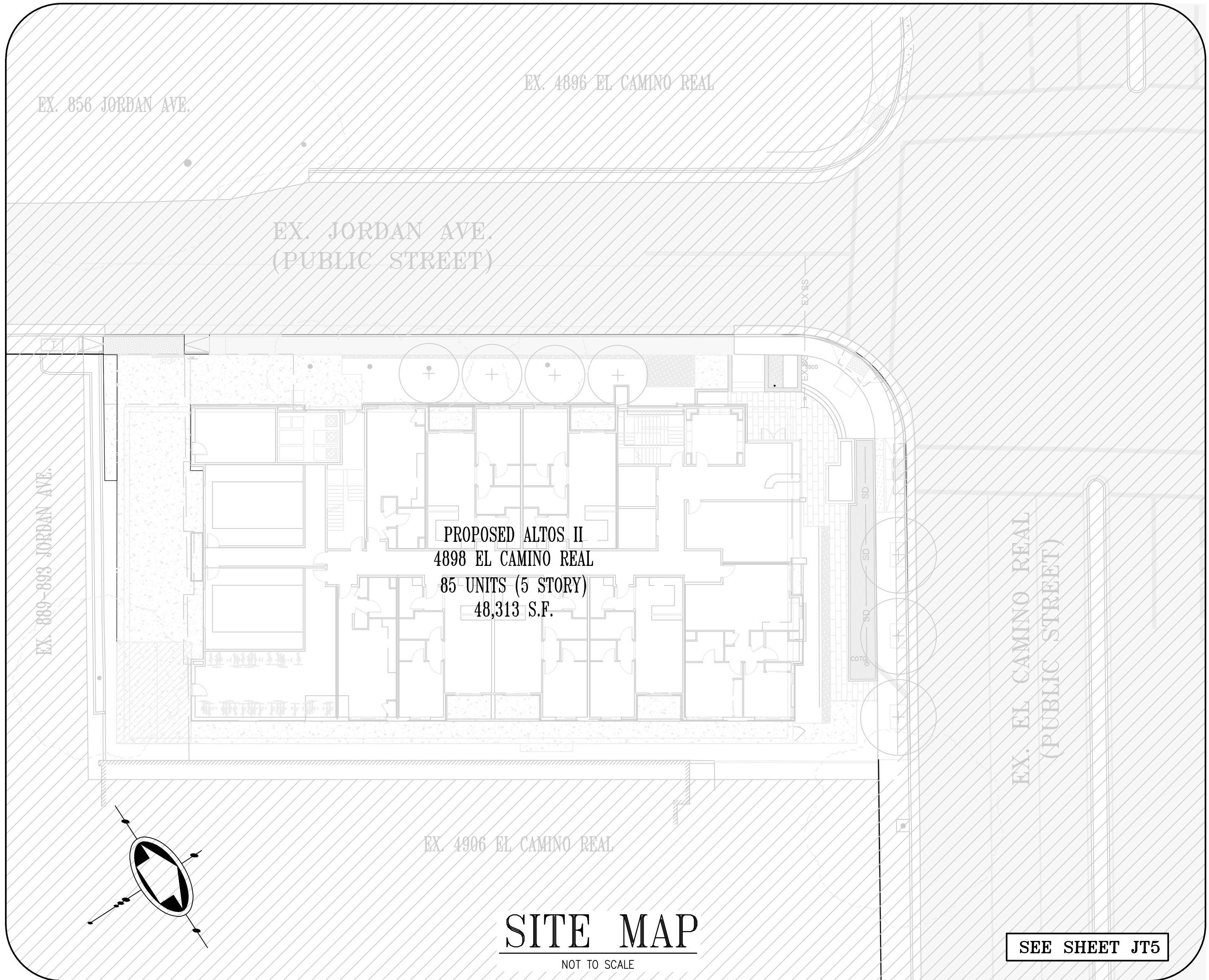
LIVIO BUILDING SYSTEMS INC.  
4898 EL CAMINO REAL  
LOS ALTOS SANTA CLARA COUNTY CALIFORNIA



VICINITY MAP  
NOT TO SCALE

SHEET INDEX

| SHEET NO. | DESCRIPTION                            |
|-----------|----------------------------------------|
| JT1       | JOINT TRENCH COMPOSITE TITLE SHEET     |
| JT2       | JOINT TRENCH GENERAL NOTES AND DETAILS |
| JT3       | JOINT TRENCH DETAILS                   |
| JT4       | JOINT TRENCH SECTIONS AND DETAILS      |
| JT5       | JOINT TRENCH COMPOSITE PLAN            |



SITE MAP  
NOT TO SCALE

SEE SHEET JT5

LEGEND

|            |                                                                                              |
|------------|----------------------------------------------------------------------------------------------|
| — JT —     | PROPOSED JOINT TRENCH                                                                        |
| — SVC —    | PROPOSED JOINT TRENCH SERVICE                                                                |
| — EX JT —  | EXISTING JOINT TRENCH                                                                        |
| — EX GAS — | EXISTING GAS                                                                                 |
| — ESL —    | EXISTING STREET LIGHT CONDUIT                                                                |
| — EEUG —   | EXISTING UNDERGROUND ELECTRIC LINES                                                          |
| — EUUG —   | EXISTING UNDERGROUND UTILITY LINES                                                           |
| — ETUG —   | EXISTING UNDERGROUND TELEPHONE LINES                                                         |
| — CUG —    | PROPOSED UNDERGROUND CATV LINES                                                              |
| — EUG —    | PROPOSED UNDERGROUND ELECTRIC LINES                                                          |
| — TUG —    | PROPOSED UNDERGROUND TELEPHONE LINES                                                         |
|            | PG&E 3ø, PAD MOUNT TRANSFORMER, IIE<br>PAD SIZE—90" x 106", CABINET SIZE—89" w x 90"d x 96"h |
|            | PG&E SPLICE BOX 4' x 6'6" x 5'                                                               |
|            | PG&E SPLICE BOX, 4'6" x 8'6" x 6'                                                            |
|            | PG&E SKETCH LOCATION NUMBER                                                                  |
|            | DESIGNATES UTILITY LINES TO BE REMOVED                                                       |
|            | EXISTING PRIMARY SPLICE BOX                                                                  |
|            | EXISTING SECONDARY SPLICE BOX                                                                |

250 L.F. OF JOINT TRENCH  
SHALL BE INSTALLED WITH THIS JOINT TRENCH PLAN SET

- 1 CONDOMINIUM COMPLEX, 85 UNITS.
- 1 NEW TELEPHONE AND CATV SERVICE COMPLETION.
- 2 NEW ELECTRIC SERVICE COMPLETIONS.

|                            |                  |         |        |           |                |
|----------------------------|------------------|---------|--------|-----------|----------------|
| TARRAR UTILITY REP.:       | ALFONSO REYES    | JOB NO. | 225069 | PHONE NO. | (925) 240-2595 |
| DEVELOPER:                 | NAVEET ARON      | JOB NO. | 225069 | PHONE NO. | (650) 209-6500 |
| PG&E ELECTRIC COORDINATOR: | -                | JOB NO. | -      | PHONE NO. | -              |
| PG&E GAS COORDINATOR:      | -                | JOB NO. | -      | PHONE NO. | -              |
| TELEPHONE REP.:            | ROOSEVELT GEORGE | JOB NO. | 225069 | PHONE NO. | (650) 872-6062 |
| CABLE T.V. REP.:           | BENJAMIN LOPEZ   | JOB NO. | 225069 | PHONE NO. | (832) 547-1603 |

FILES STATUS

| DESCRIPTION:                          | BY:                     | DATE:      | STATUS: |
|---------------------------------------|-------------------------|------------|---------|
| CIVIL PLANS (ELECTRONIC FILE)         | LEA & BLAZE ENGINEERING | 08-04-2025 | R       |
| ARCHITECTURAL PLANS (ELECTRONIC FILE) | SDG                     | 08-04-2025 | R       |
| LANDSCAPE PLANS (ELECTRONIC FILE)     | EVERGREEN DESIGN GROUP  | 08-04-2025 | R       |
| GAS DESIGN                            | -                       | -          | -       |
| ELECTRIC DESIGN                       | -                       | -          | -       |
| TELEPHONE INTENT REPLY                | AT&T                    | -          | -       |
| CATV INTENT REPLY                     | COMCAST                 | -          | -       |
| STREET LIGHT PLANS -- PUBLIC          | -                       | -          | -       |
| STREET LIGHT PLANS -- PRIVATE         | -                       | -          | -       |
| SOILS REPORT                          | CORNERSTONE EARTH GROUP | -          | -       |

A = APPROVED • ANS = APPROVED NOT SIGNED • NA = NOT APPROVED • F = FIRST SUBMITTAL • SS = SECOND SUBMITTAL • R = RECEIVED

DESIGN CHANGE COMPONENT

ANY CHANGES TO THIS DESIGN  
MUST BE APPROVED BY

PG&E GAS APPLICANT DESIGN ENGINEER

SUBSTRUCTURE VERIFICATION STAMP

DEVELOPER NOTE AND SIGN

ALL PG&E ENCLOSURES AND BOXES HAVE BEEN SET TO GRADE  
ACCORDING TO GRADE STAKES PROVIDED BY DEVELOPERS ENGINEER.  
ALL COSTS TO RELOCATE OR READJUST BOXES AT A LATER DATE  
WILL BE BILLED TO THE DEVELOPER. PLEASE HAVE YOUR JOB SUPT.  
VERIFY THE CORRECT GRADE OF ALL ENCLOSURES AND BOXES, AND  
SIGN AND DATE DRAWING.

THANK YOU

SIGNED \_\_\_\_\_  
DATE: \_\_\_\_\_

TARRAR UTILITY CONSULTANTS

APPROVED FOR SUBMITTAL  
ALFONSO REYES  
QUALIFIED APPLICANT DESIGNER

COMPOSITE DRAWING BY DEVELOPER

Approved \_\_\_\_\_  
Telephone representative \_\_\_\_\_ Date \_\_\_\_\_

Approved \_\_\_\_\_  
CATV representative \_\_\_\_\_ Date \_\_\_\_\_

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JOINT TRENCH COMPOSITE TITLE SHEET  
LIVIO BUILDING SYSTEMS INC.  
4898 EL CAMINO REAL  
LOS ALTOS CALIFORNIA

| NO. | REVISIONS | BY | DATE |
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| CHECKED: AR                         | JOB NO.: 225069               |
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OF  
JT5  
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PROJECT NOTES:

1. FIELD ADJUST SERVICES TO MINIMIZE INTERFERENCE WITH EXISTING FACILITIES (TYPICAL).
2. CONTRACTOR SHALL PERFORM ALL TRENCHING, EXCAVATING, BACKFILLING AND OTHER WORK AS SHOWN OR NOTED ON PLANS, AND AS SPECIFIED ON UTILITY BID DOCUMENTS.
3. FIELD ADJUST SPLICE BOXES TO KEEP CLEAR OF SIDEWALK, DRIVEWAYS AND EXISTING FACILITIES (TYPICAL).
4. A 3 FOOT LEVEL WORKING AREA MUST BE MAINTAINED AROUND ALL ELECTRIC ENCLOSURES. PRIOR TO ENERGIZING THE SYSTEM, THE ELECTRIC UTILITY COMPANY INSPECTOR WILL DETERMINE IF RETAINING WALLS ARE REQUIRED TO MEET MINIMUM CLEARANCE BETWEEN ENCLOSURES AND THE TOPS OR TOES OF SLOPES. IF RETAINING WALLS ARE REQUIRED, THE DEVELOPER AND/OR CONTRACTOR SHALL OBTAIN THE NECESSARY PERMITS FROM THE CITY/COUNTY BUILDING DEPARTMENT PRIOR TO WALL CONSTRUCTION.
5. TRANSITION TO VAULTS FROM TRENCH NOT SHOWN. SEE TRANSITION DETAIL SHEET JT3 (TYPICAL).
6. CONTRACTOR SHALL PLACE ALL UTILITY SPLICE BOXES, ENCLOSURES & CONDUIT IN PROPER RELATIONSHIP TO FINAL GRADE (SHOWN SCHEMATICALLY).
7. ALL PG&E, TELEPHONE, CABLE T.V. AND FIBER OPTIC BOXES AND JOINT TRENCH FACILITIES ARE TO MAINTAIN A MINIMUM OF 3' SEPARATION FROM SEWER, WATER LATERALS AND DRIVEWAYS.
8. CONTRACTOR SHALL COORDINATE ALL CONNECTIONS BETWEEN PROPOSED AND EXISTING FACILITIES AS DIRECTED BY THE RESPECTIVE UTILITY COMPANY INSPECTOR. UTILITY COMPANY PERSONNEL SHALL MAKE ALL "HOT TIE-INS"; THE CONTRACTOR IS PROHIBITED FROM WORKING IN ANY ENERGIZED FACILITIES.
9. THE CONTRACTOR SHALL OBTAIN THE APPROPRIATE STREET EXCAVATION AND ENCROACHMENT PERMIT(S) FROM THE CITY/COUNTY PRIOR TO STARTING WORK IN THE PUBLIC STREET AREA.
10. FIELD LOCATE JOINT TRENCH FACILITIES TO KEEP CLEAR OF SERVICE LATERALS. SERVICE LATERALS TO BE ROUTED TO AVOID SPLICE BOX (ADDITIONAL P.U.E MAY BE REQUIRED).
11. RESPECTIVE UTILITY COMPANY TO OBTAIN CITY APPROVAL OF ALL ABOVE GROUND EQUIPMENT.
12. UNLESS OTHERWISE SHOWN ON THE PLANS, NATURAL BENDS SHALL BE USED FOR ALL CONDUIT EXCEPT STREET LIGHT CONDUIT.
13. INCIDENTAL TRENCHING TO SPLICE BOXES NOT SHOWN (TYPICAL). CONTRACTOR TO PROVIDE ADDITIONAL TRENCHING AS REQUIRED FOR CONDUIT ROUTING TO SPLICE BOXES AND CABINETS (TYPICAL).
14. ALL CONDUITS SHALL ENTER OR EXIT PERPENDICULAR TO BOX WALLS.
15. ALL CONDUITS MUST BE MANDREL TESTED AND APPROVED.
16. OFFSET SPLICE BOXES TO ROUTE TELEPHONE/FIBER OPTIC CONDUIT AS NEEDED (TYPICAL).
17. PULL ROPES SHALL BE PLACED IN ALL EMPTY CONDUITS AS REQUIRED BY EACH UTILITY COMPANY.
18. ALL PG&E SPLICE BOXES ADJACENT TO TRANSFORMER SHALL BE 26" IN DEPTH (TYPICAL).
19. ALL CONDUITS NOT ENTERING SPLICE BOXES OR ENCLOSURES SHALL BE CAPPED.
20. COORDINATE TIE-IN WITH UTILITY COMPANY AS REQUIRED.
21. THE STREET LIGHT SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE "MATERIAL AND LABOR RECAP" AND LIGHT SCHEDULE AS SHOWN ON THESE PLANS.
22. ALL EXISTING DUCTS TO BE USED IN THESE PLANS SHALL BE "VERIFIED" BY PULLING A MANDREL THROUGH THE ENTIRE EXISTING LENGTH PRIOR TO CONNECTION.
23. EDGE OF SPLICE BOXES & PEDESTALS SHALL BE 5' FROM EDGE OF FIRE HYDRANT AND 3' FROM STREET LIGHT (TYPICAL). CONTRACTOR TO AVOID DISTURBING FIRE HYDRANT THRUST BLOCK.
24. ALL UTILITY SUBSTRUCTURES SHALL BE INSTALLED IN ACCORDANCE WITH THE "MATERIAL AND LABOR RECAP" SHOWN ON THESE PLANS
25. MAINTAIN 3' CLEARANCE AND LEVEL AREA AROUND PRIMARY SPLICE BOXES & XFMRs.
26. DUE TO UNCERTAINTIES OF THE EXACT LOCATION OF EXISTING FACILITIES, FIELD LOCATION OF PROPOSED FACILITIES MAY BE REQUIRED. CONFIRM WITH VARIOUS UTILITIES FOR EXACT PLACEMENT.
27. FOR CLARITY – BOXES/PEDESTALS ARE SHOWN AT LARGER SIZE THAN ACTUAL. FIELD ADJUST TO KEEP CLEAR OF DRIVEWAYS (TYPICAL).
28. ALL SERVICE FACILITIES SHALL BE EXTENDED TO EITHER THE PROPERTY LINE OR TO POSITION SHOWN ON THE PLANS, AND THEN CAPPED, BURIED AND LOCATION STAKED.

THESE PLANS WERE PREPARED UTILIZING PLANS RECEIVED FROM SDG (925) 634-7000.

ABBREVIATION LIST

|           |                                   |        |                                               |              |                            |
|-----------|-----------------------------------|--------|-----------------------------------------------|--------------|----------------------------|
| B/C       | BACK OF CURB                      | H.P.S. | HIGH PRESSURE SODIUM                          | RT           | RETAINING WALL             |
| B/W       | BACK OF WALK                      | IRR.   | IRRIGATION CONTROLLER                         | R/W          | RIGHT OF WAY               |
| BTU       | BRITISH TERM UNITS                | J.T.   | JOINT TRENCH                                  | SCH.         | SCHEDULE                   |
| CB        | CATCH BASIN                       | KV     | KILO-VOLTS                                    | SD           | STORM DRAIN                |
| CL        | CENTERLINE                        | LE     | LANDSCAPE EASEMENT                            | SHT.         | SHEET                      |
| CAT.      | CATALOG                           | LF     | LINEAR FOOT/FEET                              | S/W          | SIDE WALK                  |
| C OR CATV | CABLE TELEVISION                  | MH     | MANHOLE                                       | SS           | SANITARY SEWER             |
| CFH       | CUBIC FEET PER HOUR               | MIN.   | MINIMUM                                       | SSE          | SANITARY SEWER EASEMENT    |
| C.I.P.    | CAPITOL IMPROVEMENT PROJECT       | MPOE   | MINIMUM POINT OF ENTRY                        | ST. LT.--S/L | STREET LIGHT               |
| CL        | CENTER LINE                       | N.T.S. | NOT TO SCALE                                  | SUBD'V       | SUBDIVISION                |
| CU        | COPPER                            | O.D.   | OUTER DIAMETER                                | SqFt.        | SQUARE FOOTAGE             |
| E         | ELECTRIC                          | O.H.   | OVER HEAD                                     | T            | TELEPHONE                  |
| EP        | EDGE OF PAVEMENT                  | PIEUE  | PRIVATE INGRESS, EGRESS, AND UTILITY EASEMENT | TUC          | TARRAR UTILITY CONSULTANTS |
| EVAE      | EMERGENCY VEHICLE ACCESS EASEMENT | R      | PROPERTY LINE                                 | TYP.         | TYPICAL                    |
| EX.       | EXISTING                          | P.S.   | POWER SUPPLY                                  | T/S          | TRAFFIC SIGNAL             |
| F/C       | FACE OF CURB                      | P.S.   | POWER SUPPLY                                  | U.G.         | UNDERGROUND                |
| FH        | FIRE HYDRANT                      | PROJ.  | PROJECT                                       | U.O.N.       | UNLESS OTHERWISE NOTED     |
| FUT.      | FUTURE                            | PSDE   | PRIVATE STORM DRAIN EASEMENT                  | V            | VOLT                       |
| F.O.      | FIBER OPTIC                       | PSE    | PUBLIC SERVICE EASEMENT                       | W            | WATT                       |
| G         | GAS                               | PVAV   | PRIVATE VEHICLE ACCESS WAY                    | WT           | WATER                      |
| GALV.     | GALVANIZE                         | P.V.C. | POLY VINYL CHLORIDE                           | W/           | WITH                       |
| G.E.      | GENERAL ELECTRIC                  | PWE    | PUBLIC WATER LINE EASEMENT                    | W/O          | WITHOUT                    |
| GRD.      | GROUND                            | PWR    | POWER                                         | WLE          | WATER LINE EASEMENT        |
| H.O.A.    | HOME OWNERS ASSOCIATION           | PUE    | PUBLIC UTILITY EASEMENT                       | XFMR         | TRANSFORMER                |

JOINT TRENCH AND UTILITY BOX LOCATION

THIS AREA RESERVED FOR  
STREET SECTIONS TO BE  
PLACED AT A LATER TIME

JOINT TRENCH STREET SECTIONS

NOT TO SCALE  
NOTE: SEE PLANS FOR CONFIGURATIONS AND ARRANGEMENTS.  
\* UNLESS OTHERWISE SHOWN

WITHIN ROADWAY SECTION  
(95% RELATIVE COMPACTION FOR THE TOP 6"  
BELOW ROAD SUBGRADE AND 90% BELOW THAT)

GENERAL NOTES:

1. ALL JOINT TRENCH CONSTRUCTION WORK SHALL BE IN ACCORDANCE WITH PG&E UTILITY OPERATIONS UO STANDARD S5453.
2. ALL WORK SHALL BE SUBJECT TO THE INSPECTION AND SATISFACTION OF ALL PARTICIPATING UTILITIES AND CITY INSPECTORS.
3. BACKFILL SELECTION SHALL BE SUBJECT TO THE APPROVAL OF THE RESPECTIVE UTILITY COMPANIES, THE SOILS ENGINEER AND THE CITY AND/OR COUNTY WHERE THE PROJECT IS LOCATED. CONSULT PARTICIPATING UTILITIES, SOILS ENGINEER, AND THE CITY FOR APPROVED BACKFILL MATERIAL. COMPACTION TO MEET LOCAL AGENCIES REQUIREMENTS.
4. THE BOTTOM OF THE TRENCH SHALL BE CLEARED OF ROCKS AND OTHER HARD SURFACES. DISTRIBUTION TRENCHES WITHOUT TELEPHONE CONDUIT DO NOT REQUIRE BEDDING MATERIAL. SERVICE TRENCHES WITHOUT TELEPHONE CONDUIT REQUIRE 2" SAND BEDDING AS A PAD ON WHICH UTILITY FACILITIES CAN REST. SERVICE TRENCHES CONTAINING TELEPHONE CONDUIT ONLY REQUIRE A 1" SAND BEDDING. ALL OTHER TRENCHES CONTAINING TELEPHONE CONDUIT REQUIRE A 3" SAND BEDDING. REFER TO PG&E GREEN BOOK PUBLICATION S5453, EXHIBIT B AND AT&T SPEC95 "AT&T SPECIFICATIONS" TRENCHING AND CONDUIT GUIDE FOR FURTHER INFORMATION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPLACE PAVEMENT AND/OR SIDEWALK WHERE REMOVED OR DAMAGED AS A RESULT OF ITS OPERATION (UNLESS OTHERWISE NOTED). REPLACEMENT OF PAVEMENT AND/OR SIDEWALK TO BE PER CITY SPECIFICATIONS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE AND NOTIFY ALL PARTICIPATING UTILITY INSTALLATIONS.
7. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT FIRST NOTIFYING TARRAR UTILITY CONSULTANTS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE AND/OR PRECISE LOCATION OF ALL UNDERGROUND FACILITIES PRIOR TO THE START OF CONSTRUCTION. TARRAR UTILITY CONSULTANTS MAKES NO WARRANTY WHATSOEVER THAT THE EXISTING UNDERGROUND UTILITIES AND/OR STRUCTURES DEPICTED ON THE PLANS HAVE BEEN ACCURATELY LOCATED OR THAT THERE ARE NO OTHER UNDERGROUND UTILITIES AND STRUCTURES IN ADDITION TO WHAT HAS BEEN SHOWN. CALL U.S.A. A MINIMUM OF 48 HOURS PRIOR TO STARTING CONSTRUCTION. FOR CALIFORNIA NORTH, (KERN COUNTY AND NORTHERLY, AND NEVADA) CALL (800)227-2600. FOR CALIFORNIA SOUTH, (SAN BERNARDINO COUNTY AND SOUTHERLY) CALL (800)422-4133.
9. CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY AND CITY LAWS AND ORDINANCES AND WITH THE REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, O.S.H.A. AND ANY OTHER GOVERNMENTAL AGENCY RELATING TO THE SAFETY AND CHARACTER OF WORK, EQUIPMENT AND LABOR PERSONNEL.
10. THE DRAWINGS AND SPECIFICATIONS SHALL BE CONSIDERED TO BE COMPLEMENTARY TO EACH OTHER. ANYTHING SHOWN ON THE DRAWINGS AND NOT MENTIONED IN THE SPECIFICATIONS, OR MENTIONED IN THE SPECIFICATIONS AND NOT SHOWN ON THE DRAWINGS, SHALL BE OF LIKE EFFECT AS IF SHOWN ON OR MENTIONED IN BOTH. IF DISCREPANCY IS FOUND, NOTIFY TARRAR UTILITY CONSULTANTS PRIOR TO STARTING WORK.
11. TRENCH AND CONDUIT LAYOUTS ARE SHOWN SCHEMATICALLY.
12. TRENCHING OR SUBSTRUCTURE EXCAVATION MAY NECESSITATE OPERATION OVER, UNDER, OR ADJACENT TO OTHER UNDERGROUND UTILITIES (STORM, SEWER, WATER, ETC...). THE CONTRACTOR IS RESPONSIBLE TO LOCATE, PROSPECT, EXPOSE AND PROTECT ALL ADJACENT OR CROSSING UNDERGROUND UTILITIES. THIS WORK TO PROTECT THOSE UTILITIES IS NOT CONSIDERED AS EXTRA WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW IMPROVEMENT PLANS, IN CONJUNCTION WITH THIS PLAN, AND BID THE WORK ACCORDINGLY.
13. THE QUANTITIES SHOWN ON THESE PLANS ARE ONLY ESTIMATES OF WHAT WILL ACTUALLY BE REQUIRED FOR THE CONSTRUCTION OF THE OVERALL PROJECT. FINAL QUANTITIES MAY VARY ACCORDING TO CHANGES, ADDITIONS, DELETIONS OR OMISSIONS ON THE ORIGINAL PLAN.
14. VERIFY ALL SUBSTRUCTURE EXCAVATION DIMENSIONS WITH SUPPLIER(S) BEFORE BIDDING.
15. TARRAR UTILITY CONSULTANTS ASSUMES NO RESPONSIBILITY FOR ANY VARIANCE BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHOULD REVIEW THE PROJECT SITE PRIOR TO SUBMITTING ITS BID.
16. THE CONTRACTOR IS REQUIRED TO EXCAVATE BELL HOLE(S) AT TIE-IN LOCATIONS AS DIRECTED BY PARTICIPATING UTILITY.
17. CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A. INDUSTRIAL ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING ENERGIZED EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER AND SAFETY PRECAUTIONS AS NEEDED. THE CONTRACTOR IS RESPONSIBLE FOR PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES.
18. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AS-BUILT DRAWINGS AFTER INSTALLATION OF PG&E'S GAS AND ELECTRIC SYSTEMS (PRIOR TO "HOT TIE-INS").
19. THE CITY INSPECTOR SHALL BE NOTIFIED TWO WORKING DAYS PRIOR TO COMMENCEMENT OF WORK. COORDINATE WITH THE INSPECTOR ANY SERVICES TO BE ABANDONED.
20. THE CONTRACTOR IS TO VERIFY THE RIGHT OF WAY, PUBLIC UTILITY EASEMENT AND/OR PUBLIC SERVICE EASEMENT ACQUISITION WITH THE APPLICANT PRIOR TO CONSTRUCTION WITHIN AREAS OF QUESTION.
21. PG&E'S GENERAL TERM AND CONDITIONS FOR GAS AND ELECTRIC EXTENSION AND SERVICE CONSTRUCTION BY "APPLICANT" (EFFECTIVE 07/1/95) TO BE UTILIZED FOR ALL TRENCHING, BACKFILLING, AND INSTALLATION WORK.
22. IN THE EVENT OF DISPUTES OR DISAGREEMENT OVER ANY INSTALLATIONS, DESIGNS, PLANS OR DRAWINGS, THE SPECIFICATIONS AND REQUIREMENTS OF THE INDIVIDUAL UTILITY COMPANIES AND THEIR INSPECTORS SHALL TAKE PRECEDENCE. IN CASE OF DISCREPANCIES WITHIN THE DRAWINGS AND SPECIFICATIONS HEREIN, THE CONTRACTOR SHALL CONSULT TARRAR UTILITY CONSULTANTS FOR INTERPRETATION BEFORE WORK IS STARTED.
23. TARRAR UTILITY CONSULTANTS HEREIN, ASSUMES NO RESPONSIBILITY WHATSOEVER FOR THE QUALITY, QUANTITY OR TIMING OF WORK TO BE PERFORMED BY THE CONTRACTOR, UTILITY COMPANY CONSTRUCTION CREWS, OR OTHER SUB-CONTRACTOR OF DEVELOPER.
24. ALL TRENCHING, BACKFILLING AND INSTALLATION WORK IS TO BE IN ACCORDANCE WITH THE STANDARD PRACTICES AND SPECIFICATIONS OF EACH UTILITY COMPANY PARTICIPATING IN THE UTILITY TRENCHES WITHIN THE PROJECT.
25. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POINTS OF ACCESS THAT ARE AGREEABLE TO ADJACENT LAND USES AND TENANTS AT ALL TIMES.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASCERTAINING WHAT INSPECTIONS WILL BE REQUIRED FOR APPROVAL OF THE WORK AND FOR COORDINATING ALL SUCH INSPECTIONS. THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS PRIOR NOTICE TO THE CITY, SOILS ENGINEER, UTILITY COMPANIES OR ANY OTHER INDIVIDUALS OR PUBLIC AGENCIES, THAT THE WORK IS READY FOR INSPECTION.
27. THE CONTRACTOR SHALL NOTIFY DEVELOPER 48 HOURS PRIOR TO THE NEED FOR SURVEY STAKING. THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OF ALL CONSTRUCTION STAKING SET BY THE DEVELOPER'S SURVEYORS AND WILL BE BACK CHARGED FOR ANY RE-STAKING THAT IS REQUIRED. ANY EXTRA CONSTRUCTION STAKING NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE CHARGED TO AND PAID FOR BY THE CONTRACTOR.
28. ALL TRANSFORMERS AND TRANSFORMER PADS ARE TO BE INSTALLED PER PG&E SPECIFICATIONS. PROTECTIVE BOLLARDS ARE TO BE PLACED WHERE NEEDED.
29. THE CONTRACTOR SHALL MAKE HIMSELF FAMILIAR WITH THE PROJECT IMPROVEMENT PLANS AND CONDUCT HIS WORK ACCORDINGLY.
30. KEEP ALL BOXES AND PEDESTALS WITHIN PUBLIC UTILITY EASEMENTS OR RIGHT OF WAY. AS SHOWN.
31. ALL SAND BACKFILL MUST HAVE TESTING OF PH LEVEL AS WELL AS SAND EQUIVALENT. SEE CITY OF LOS ALTOS REQUIREMENTS.
32. THE PROPOSED CONSTRUCTION OPERATION MAY TAKE PLACE AT OR NEAR FENCE LINES, PROPERTY LINES AND PROPERTY IMPROVEMENTS PRIOR TO CONSTRUCTION, CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING THESE AREAS AND FOR MAINTAINING THESE AREAS AND FACILITIES AT ALL TIMES DURING THE CONSTRUCTION OPERATION.
33. THE CONTRACTOR ASSUMES SOLE AND COMPLETE RESPONSIBILITY FOR THE SITE CONDITION AND SHALL DEFEND AND HOLD THE DEVELOPER AND TARRAR UTILITY CONSULTANTS HARMLESS FROM ANY ALLEGED CLAIMS OR LIABILITIES, EXCEPT THOSE ARISING FROM SOLE NEGLIGENCE OF THE DEVELOPER OR TARRAR UTILITY CONSULTANTS.
34. THE APPROXIMATE LOCATIONS OF ALL EXISTING UTILITY COMPANY UNDERGROUND LINES, POLES BOXES, ETC., WERE OBTAINED FROM A REVIEW OF AVAILABLE UTILITY COMPANY RECORDS, REPRESENTATIONS OF UTILITY COMPANY PERSONAL, OR FIELD OBSERVATIONS. NEITHER THE DEVELOPER NOR TARRAR UTILITY CONSULTANTS ASSUME ANY RESPONSIBILITY FOR VARIANCES BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. NO EXTRA PAYMENT WILL BE MADE TO THE CONTRACTOR FOR ANY ADDITIONAL TRENCHING, BOX EXCAVATIONS, MATERIALS, ETC., THAT MAY BE REQUIRED TO COMPLETE THIS PROJECT IN THE EVENT AN EXISTING TIE-IN POINT SUBSTRUCTURE IS EITHER NON-EXISTING OR IS NOT SHOWN ON THE PLANS IN ITS ACTUAL FIELD POSITION. IT IS THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO SAFELY LOCATE ALL EXISTING UNDERGROUND FACILITIES BY SURFACE MARKING AND/OR HAND EXCAVATION PRIOR TO STARTING CONSTRUCTION.
35. "DEVELOPER AND/OR CONTRACTOR IS RESPONSIBLE TO OBTAIN A CITY OF LOS ALTOS ENCROACHMENT PERMIT FOR ALL WORK DONE IN THE PUBLIC RIGHT OF WAY. DEVELOPER AND/OR CONTRACTOR IS ALSO RESPONSIBLE TO PROVIDE JOINT TRENCH PLANS TO THE CITY OF LOS ALTOS AT THE TIME OF APPLICATION FOR THE ENCROACHMENT PERMIT."

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- Cost Analysis
- Due Diligence

JOINT TRENCH GENERAL NOTES AND DETAILS

LIVIO BUILDING SYSTEMS INC.  
4898 EL CAMINO REAL  
LOS ALTOS CALIFORNIA

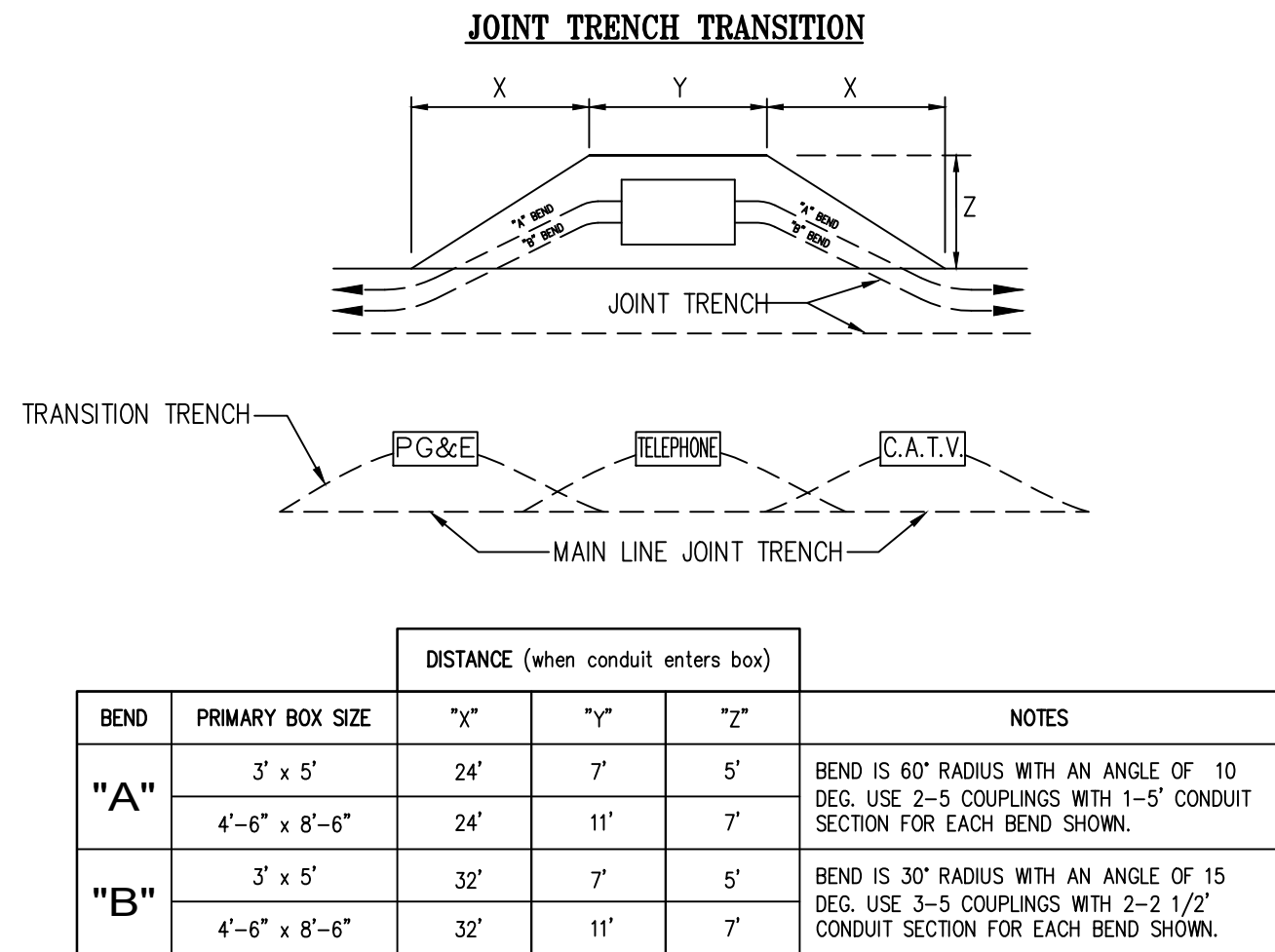
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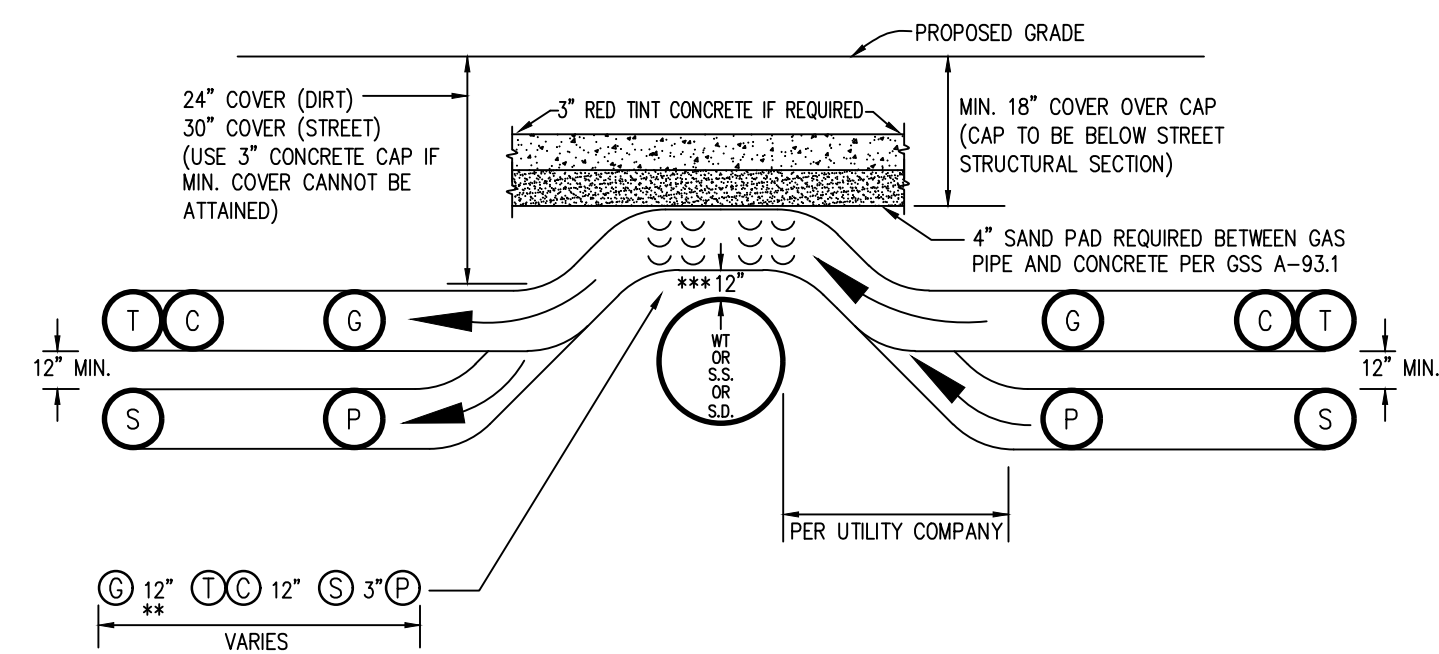




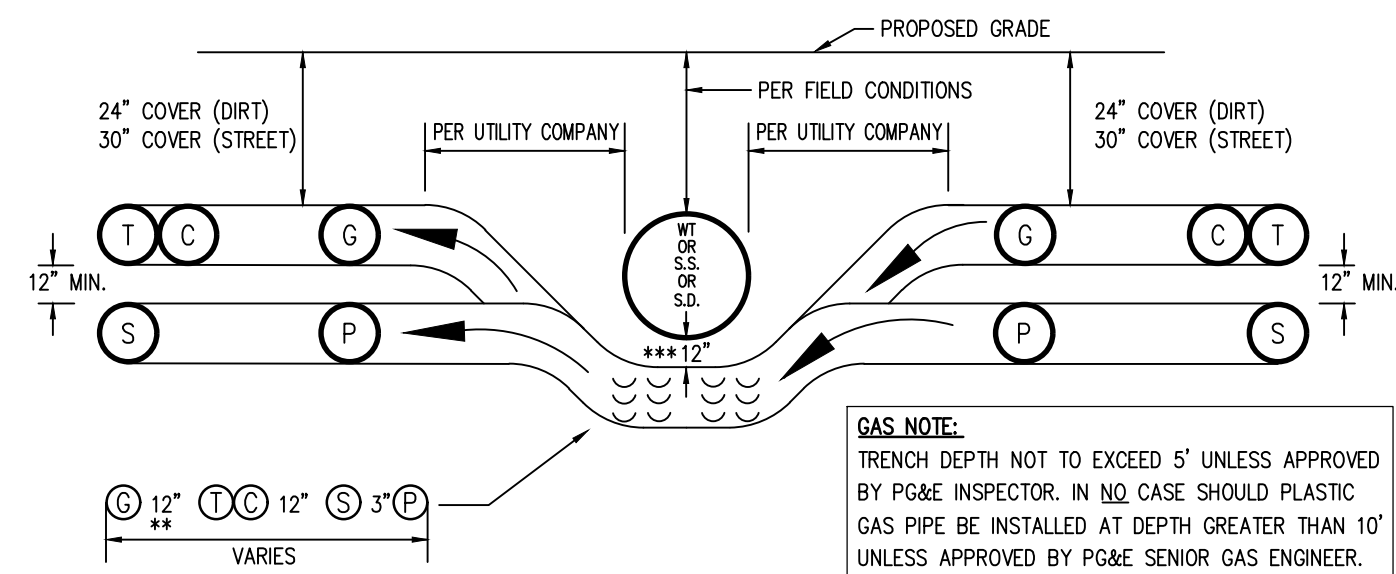
**NOTE:**

- CONTRACTOR TO EXCAVATE TRANSITIONS FROM MAIN-LINE TRENCH TO VAULTS AS REQUIRED BY EACH UTILITY.
- TRANSITIONS NOT SHOWN ON COMPOSITE DRAWING FOR CLARITY.
- CONTRACTOR TO INCLUDE COST OF TRANSITIONS IN VAULT EXCAVATION COST.

DETAIL **1** **TYPICAL PRIMARY BOX EXCAVATION USING CONDUIT**  
N.T.S. JT3



**JOINT TRENCH OVER WATER, SANITARY SEWER OR STORM DRAIN  
CHOICE 1 (PREFERRED METHOD)**



**JOINT TRENCH UNDER WATER, SANITARY SEWER OR STORM DRAIN  
CHOICE 2 (OPTIONAL METHOD)**

- \* SEE MINIMUM COVER & CLEARANCE CHART
- \*\* WITH MUTUAL AGREEMENT, WHEN 4" O.D. OR SMALLER GAS PIPE IS INSTALLED SEPARATION MAY BE REDUCED TO NOT LESS THAN 6" BETWEEN GAS AND COMMUNICATION DUCTS (TELEPHONE & CATV).
- \*\*\* 6" MINIMUM REQUIRED BY PG&E-ADDITIONAL CLEARANCE MAYBE REQUIRED BY CITY OR COUNTY

DETAIL **2** **OVER UNDER DETAILS**  
N.T.S. JT3

**CONSTRUCTION LABOR AND MATERIAL RESPONSIBILITY**

**PUBLIC UTILITY SYSTEM  
(JOINT TRENCH)**

|                                 |      |           |            |
|---------------------------------|------|-----------|------------|
| TRENCHING:                      | PG&E | ELECTRIC  | CONTRACTOR |
| EXCAVATE, BACKFILL AND COMPACT: | PG&E | GAS       | CONTRACTOR |
| GAS MATERIAL:                   | PG&E | TELEPHONE | CONTRACTOR |
| FURNISH:                        | PG&E | CATV      | CONTRACTOR |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC CABLE:                 | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC CONDUIT:               | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC SPICE BOXES:           | PG&E |           |            |
| EXCAVATE:                       | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC TMR. ENCLS.:           | PG&E |           |            |
| EXCAVATE:                       | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC EQUIP. ENCLS.:         | PG&E |           |            |
| EXCAVATE:                       | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| ELECTRIC TMR. PADS:             | PG&E |           |            |
| GRADE:                          | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| TELEPHONE CONDUIT:              | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| TELEPHONE CABLE:                | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| TELEPHONE SPICE BOX:            | PG&E |           |            |
| EXCAVATE:                       | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| TELEPHONE INTER. PADS:          | PG&E |           |            |
| GRADE:                          | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| CATV CONDUITS:                  | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |
| CATV SPICE BOXES:               | PG&E |           |            |
| EXCAVATE:                       | PG&E |           |            |
| FURNISH:                        | PG&E |           |            |
| INSTALL:                        | PG&E |           |            |

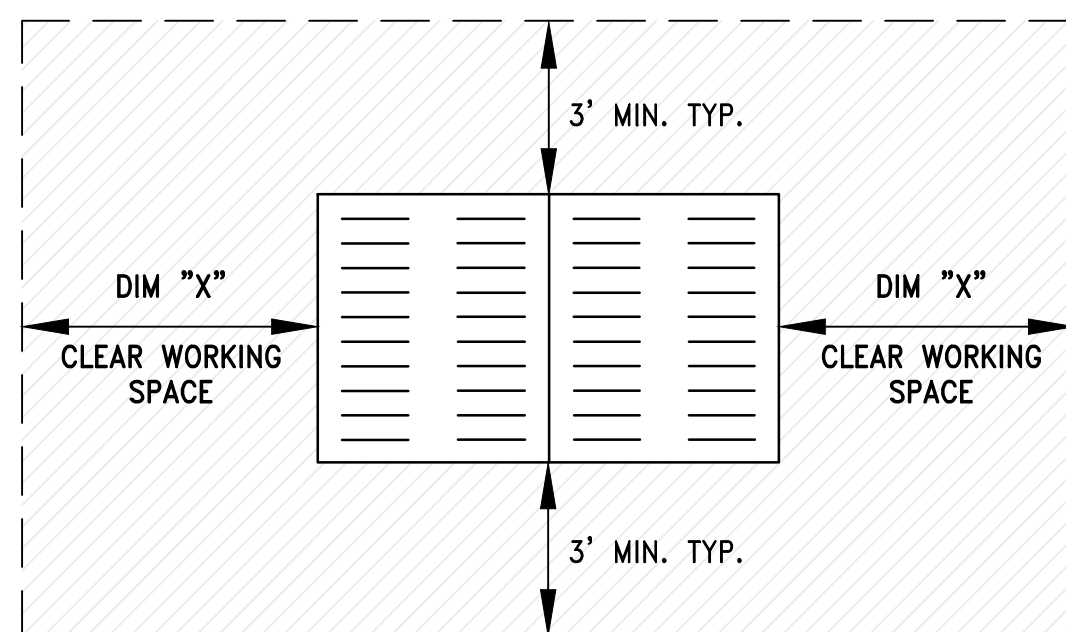
**STREET LIGHTING SYSTEM  
(N/A)**

|               |      |            |
|---------------|------|------------|
| WIRE:         | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |
| CONDUIT:      | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |
| BASES:        | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |
| LUMINAIRES:   | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |
| SPICE BOXES:  | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |
| POLES & ARMS: | PG&E | CONTRACTOR |
| FURNISH:      | PG&E | CONTRACTOR |
| INSTALL:      | PG&E | CONTRACTOR |

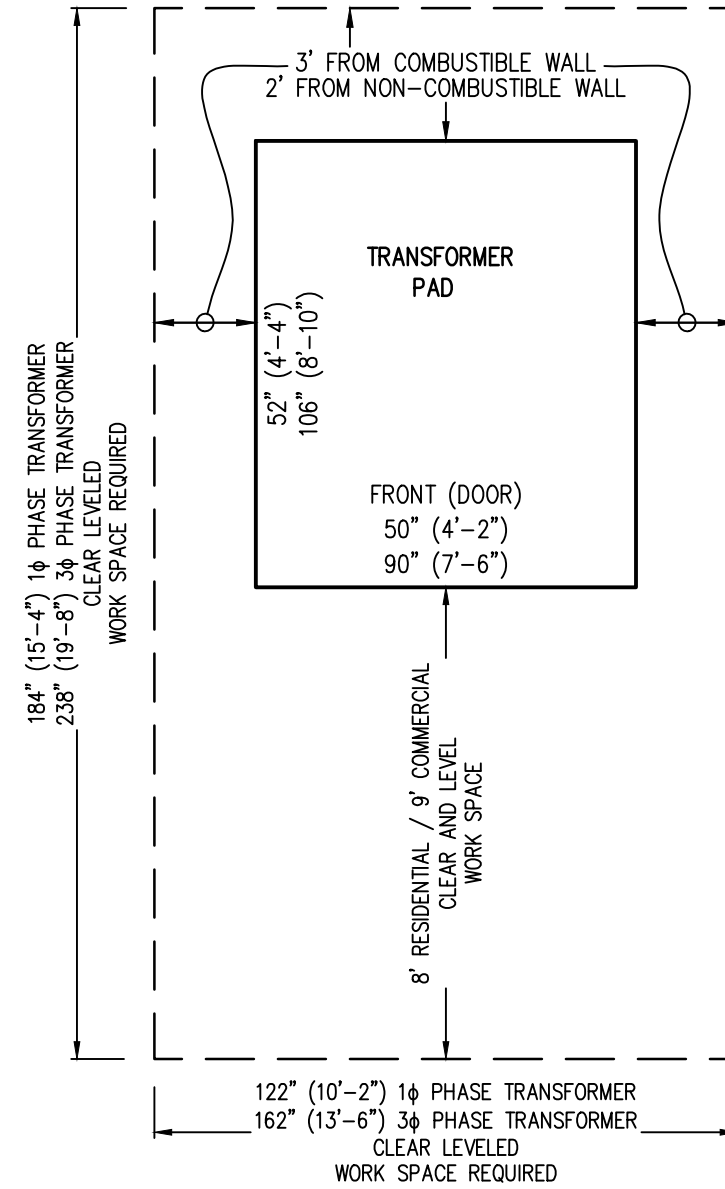
SCHEDULE:  
INSTALL IN JOINT TRENCH:  
INSTALL IN SEPARATE TRENCH:  
CONDUIT SIZE:  
CONDUIT TYPE:  
WIRE SIZE: TYPE:

ADDITIONAL NOTES:  
DEVELOPER TO SUPPLY AND INSTALL GAS & ELECTRIC FACILITIES UNDER THE COMPETITIVE BIDDING PROVISIONS OF PG&E GREEN BOOK RULES 15, 16 AND 20.

● DESIGNATES THE WORK TO BE PERFORMED BY THE CONTRACTOR AND EACH UTILITY COMPANY.

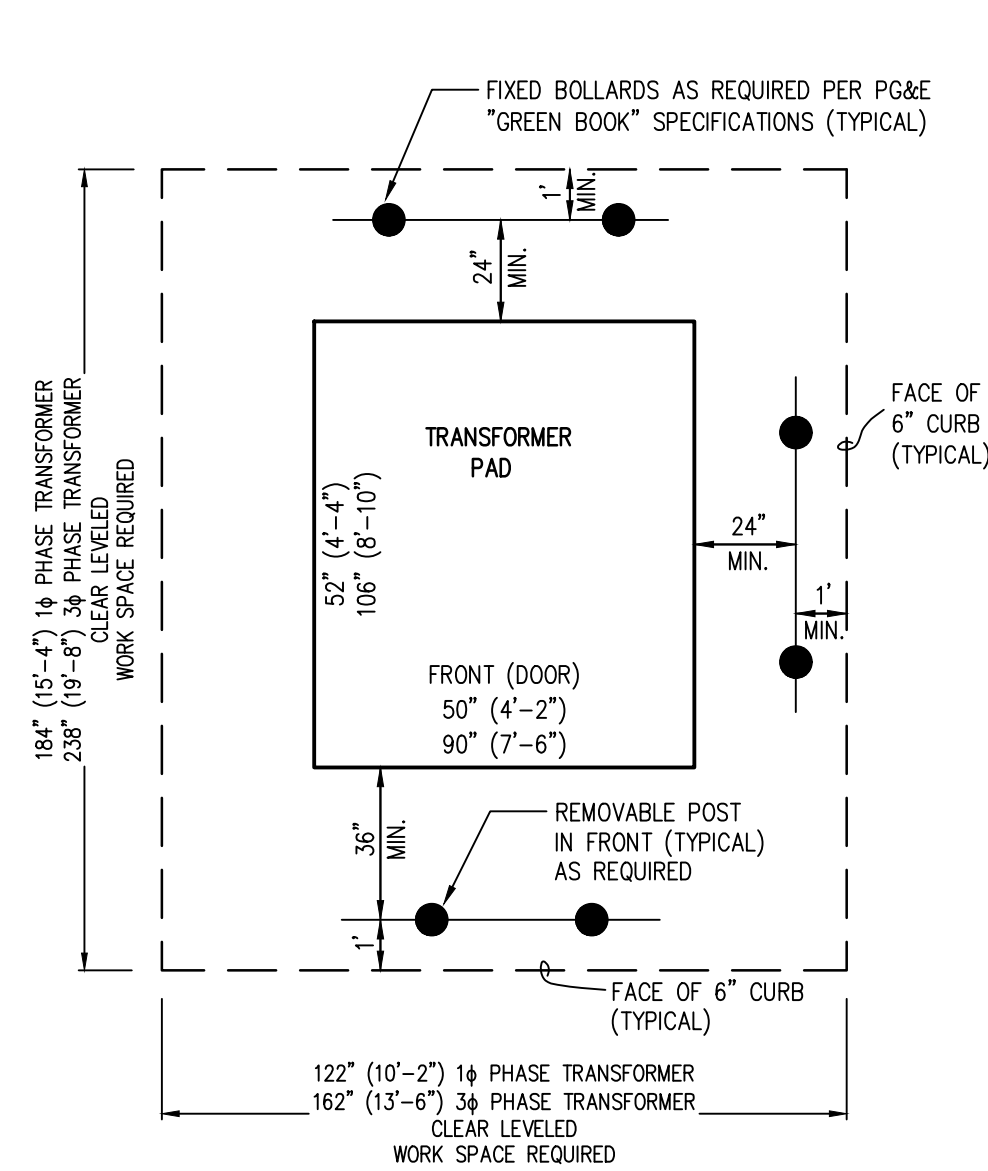


DETAIL **3** **PG&E ENCLOSURE CLEARANCES**  
N.T.S. JT3

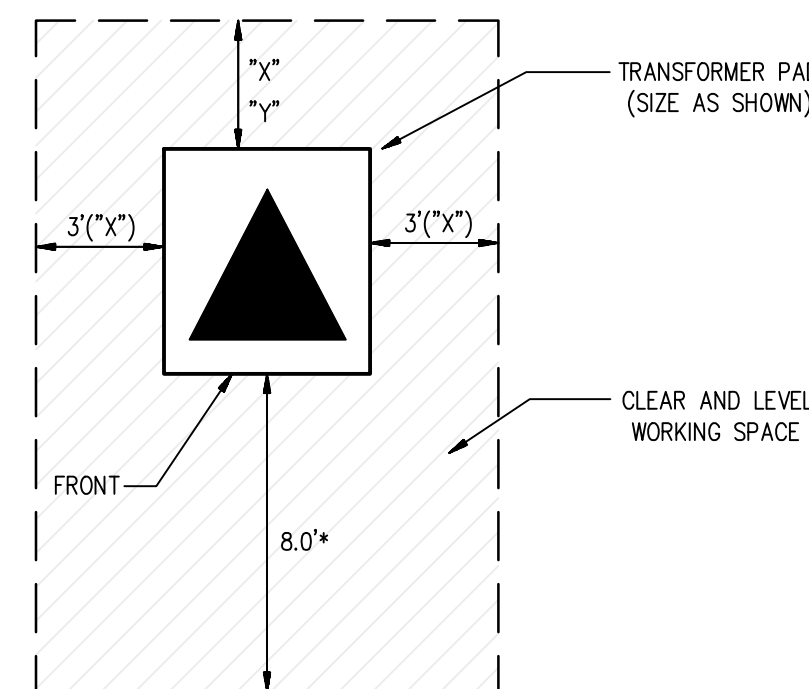


**PG&E 10 & 30  
CLEAR AND LEVEL WORK  
SPACE CLEARANCES**

DETAIL **4** **PG&E PAD MOUNTED TRANSFORMER  
CLEARANCE & PROTECTION DETAIL**  
N.T.S. JT3



**PG&E 10 & 30 PHYSICAL PROTECTION  
REQUIREMENTS (PARKING LOT,  
TRAVELED WAY, ETC. ...)**

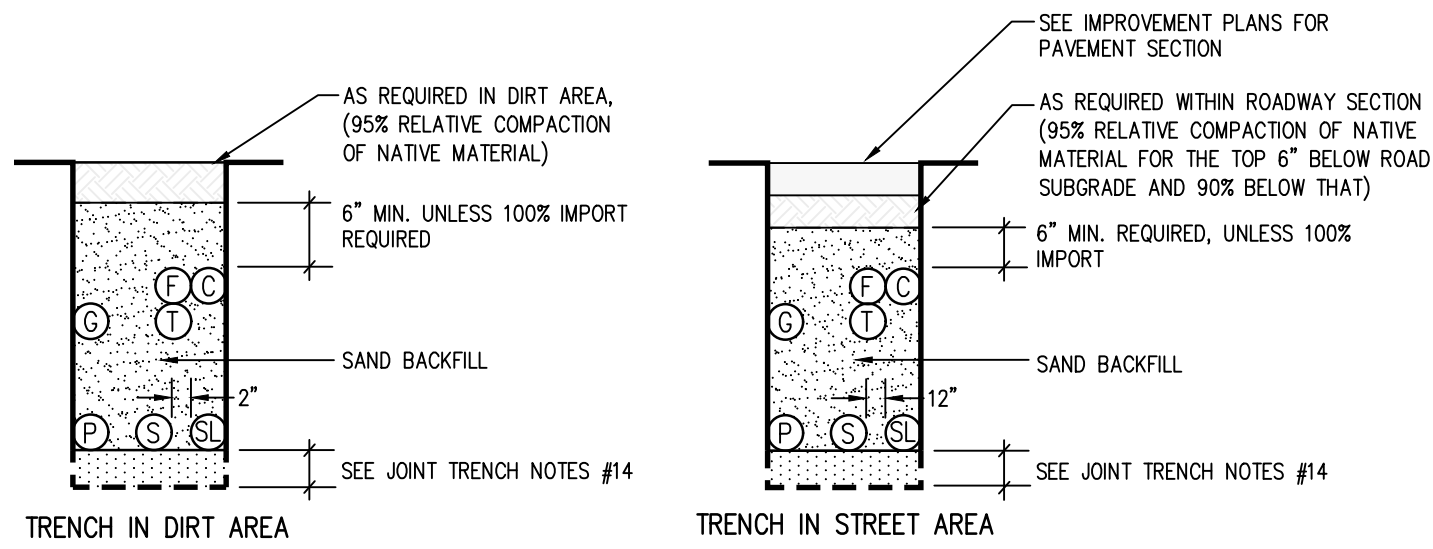
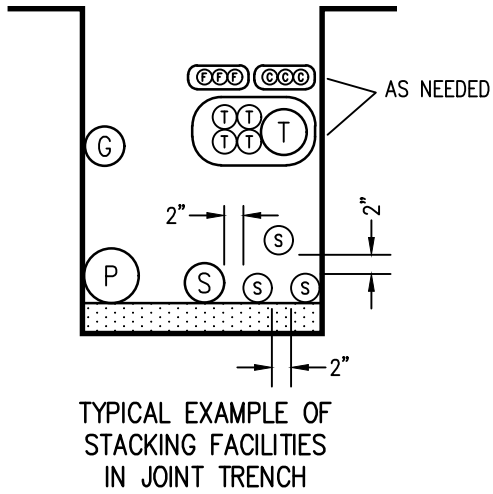


- \*X"= 3' MIN. CLEARANCE FROM COMBUSTIBLE WALL
- \*Y"= 2' MIN. CLEARANCE FROM NON-COMBUSTIBLE WALL
- \* MINIMUM 9' (COMMERCIAL/HIGH DENSITY) FROM FACE OF CURB
- \* MINIMUM 3' (RESIDENTIAL/LOW DENSITY) FROM FACE OF CURB
- \*\* MINIMUM 4' FROM ANY DOORWAY

DETAIL **5** **PG&E PAD MOUNT TRANSFORMER DETAIL**  
N.T.S. JT3



| JOINT TRENCH MINIMUM SEPARATION AND CLEARANCE REQUIREMENTS |                                      |     |     |     |     |      |     |     |      |     |     |                    |
|------------------------------------------------------------|--------------------------------------|-----|-----|-----|-----|------|-----|-----|------|-----|-----|--------------------|
|                                                            | UTILITY                              | G   | T   | TD  | C   | S    | P   | SL  | SLP  | F   | FE  | MINIMUM COVER      |
| G                                                          | (GAS)*                               | —   | 12" | 12" | 12" | 6"   | 12" | 12" | 6"   | 12" | 12" | 24"; 30" IN STREET |
| T                                                          | (TELEPHONE) DUCT                     | 12" | —   | 1"  | 1"  | 12"  | 12" | 12" | 12"  | 1"  | 12" | 24"; 30" IN STREET |
| TD                                                         | (TELEPHONE) DIRECT BURY              | 12" | 1"  | —   | 1"  | 12"  | 12" | 12" | 12"  | 1"  | 12" | 24"; 30" IN STREET |
| C                                                          | (CABLE T.V.)                         | 12" | 1"  | 1"  | —   | 12"  | 12" | 12" | 12"  | 1"  | 12" | 24"; 30" IN STREET |
| S                                                          | (ELECT. SECONDARY)                   | 6"  | 12" | 12" | 12" | 1.5" | 2"  | 12" | 1.5" | 12" | 12" | 24"; 30" IN STREET |
| P                                                          | (ELECT. PRIMARY)                     | 12" | 12" | 12" | 12" | 2"   | 2"  | 12" | 2"   | 12" | 12" | 36"; 36" IN STREET |
| SL                                                         | (PUBLIC AND PRIVATE-STREET LIGHT)**  | 12" | 12" | 12" | 12" | 12"  | —   | 12" | 12"  | 12" | —   | 24"; 30" IN STREET |
| SLP                                                        | (P.G.E.-STREET LIGHT)                | 6"  | 12" | 12" | 12" | 1.5" | 2"  | 12" | 1.5" | 12" | 12" | 24"; 30" IN STREET |
| FE                                                         | (FOREIGN ELECTRIC SOURCES, NON PG&E) | 12" | 12" | 12" | 12" | 12"  | 12" | 12" | 12"  | —   | —   | 24"; 30" IN STREET |
| F                                                          | (FIBER OPTIC)                        | 12" | 1"  | 1"  | 1"  | 12"  | 12" | 12" | 12"  | —   | 12" | 24"; 30" IN STREET |



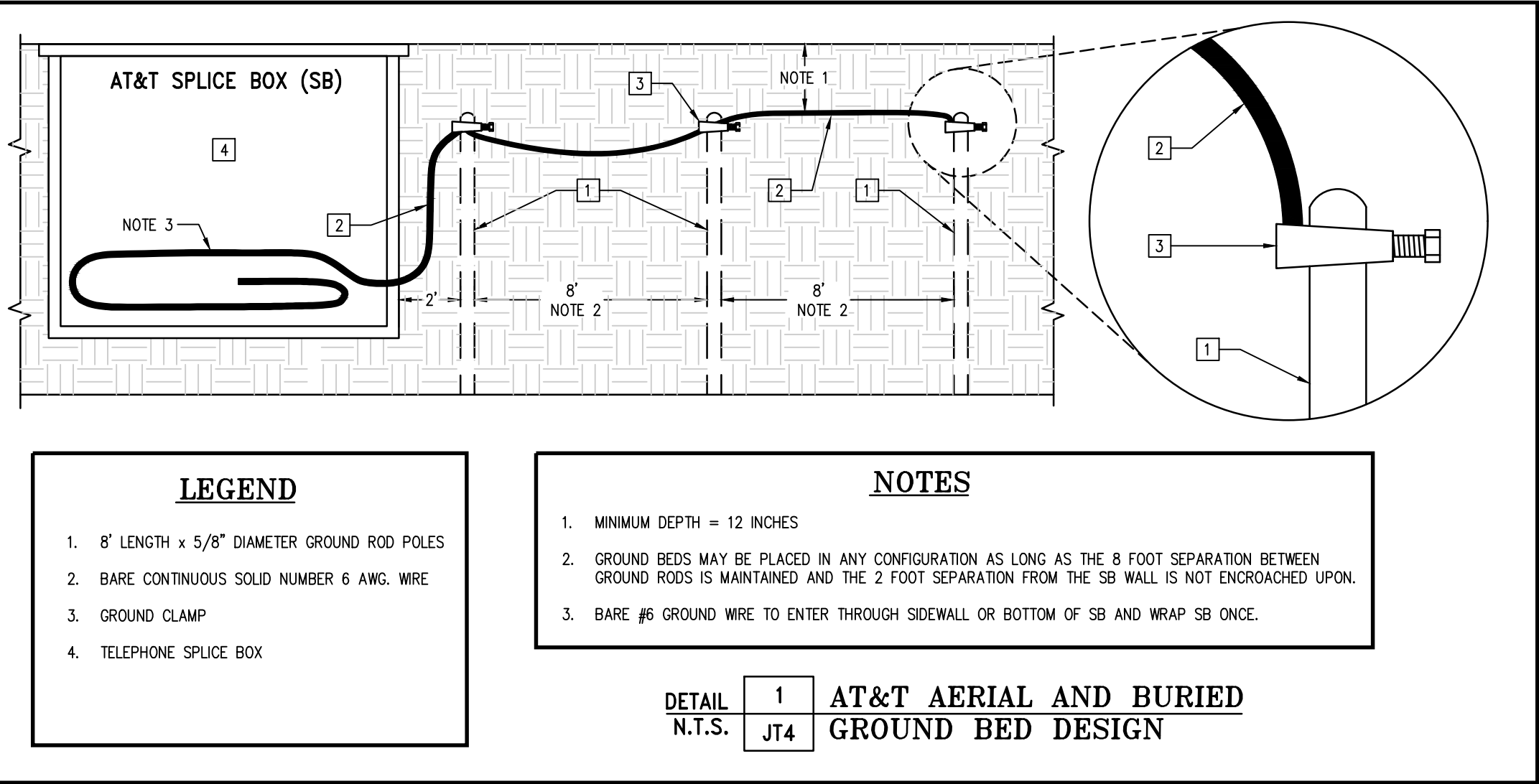
- LEGEND**
- MEETS UTILITY TRENCH ALLOTMENT
  - EXCEEDS UTILITY TRENCH ALLOTMENT
  - GAS
  - ELECTRIC PRIMARY
  - ELECTRIC SECONDARY
  - TELEPHONE (DUCT OR DIRECT BURY)
  - CATV
  - SL STREET LIGHT (PUBLIC OR PRIVATE)
  - SLP STREET LIGHT (PG&E)
  - FE FOREIGN ELECTRIC
  - F FIBER OPTIC

#### JOINT TRENCH NOTES:

- TRENCH COVER & CLEARANCES SHOWN ARE MINIMUMS ONLY AND MAY REQUIRE ALTERATIONS TO SUIT FIELD CONDITIONS.
- IT IS RECOMMENDED THAT ALL FACILITIES ARE TO BE A MINIMUM OF 12" BELOW SUB-BASE DISTURBANCE.
- \* WITH MUTUAL AGREEMENT FROM PARTICIPATING UTILITIES, WHEN 4" O.D. OR SMALLER GAS PIPE IS INSTALLED, SEPARATION MAY BE REDUCED TO NOT LESS THAN 6" BETWEEN GAS AND COMMUNICATION DUCTS (TELEPHONE, C.A.T.V. & FIBER OPTIC).
- \* WHERE 6" GAS MAIN IS LOCATED IN THE JOINT TRENCH A 18" MINIMUM SEPARATION FROM GAS MAIN TO ALL UTILITIES WILL BE REQUIRED.
- \*\* WITH MUTUAL AGREEMENT FROM PARTICIPATING UTILITIES, STREET LIGHT SEPARATION MAY BE REDUCED TO 0" BETWEEN STREET LIGHT AND COMMUNICATION DUCTS (TELEPHONE, C.A.T.V. & FIBER OPTIC).
- TRENCH CONFIGURATIONS SHOWN ARE FOR INSTALLATION WHERE EACH OCCUPANT IS UTILIZING HIS ENTIRE SPACE ALLOCATION. OTHER CONFIGURATIONS OR REDUCED DIMENSIONS MAY BE USED, PROVIDED THAT MINIMUM COVER AND CLEARANCES ARE MAINTAINED.
- THE CONTRACTOR IS TO ADJUST TRENCH DEPTHS AT ALL JOINT TRENCH LATERAL CROSSINGS TO MAINTAIN REQUIRED CLEARANCES BETWEEN ALL PARTICIPATING UTILITIES.
- TRENCH SECTIONS ARE SHOWN SCHEMATICALLY AND INDICATE AREAS OF OCCUPANCY ONLY; THEY DO NOT REFLECT SIZE OR QUANTITY OF FACILITIES TO BE INSTALLED.
- TRENCH FOOTAGES PER SECTION ARE APPROXIMATE. SECTIONS ARE DESIGNED TO ACCOMMODATE ALL REQUIRED FACILITIES AS INDICATED ON EACH TRENCH PARTICIPANT'S CONSTRUCTION DRAWINGS.
- THE CONTRACTOR SHALL VERIFY TRENCH FOOTAGES FOR ACCURACY PRIOR TO EXCAVATION AND TAKE NECESSARY PRECAUTION CROSSING WATER AND SEWER FACILITIES.
- THE CONTRACTOR SHALL REFER TO THE COMPOSITE, CONDUIT, AND/OR EACH RESPECTIVE UTILITY INSTALLATION PLAN FOR THE NECESSARY CONDUIT CABLE AND/OR PIPE TO BE INSTALLED IN THIS PROJECT.
- TYPE "M2" TRENCH SHALL BE INSTALLED AFTER CURB AND GUTTER INSTALLATION. CONTRACTOR SHALL COORDINATE ADDITIONAL MOVE-INS NECESSARY TO COMPLETE THE SERVICES TO THE DWELLING UNITS WITH THE DEVELOPER, ALL AGENCIES AND THE UTILITY COMPANIES. THE COST OF THESE MOVE-INS SHALL BE INCLUDED IN THE CONTRACTOR'S UNIT PRICE FOR TRENCHING.
- THE AVERAGE TRENCH DEPTHS SHOWN ARE BASED ON THE MINIMUM UTILITY COMPANY REQUIREMENTS FOR DEPTH AND SEPARATION. CONTRACTOR SHALL ADJUST TRENCH WIDTH & DEPTH AS REQUIRED TO ADEQUATELY CLEAR EXISTING UNDERGROUND FACILITIES AND MAINTAIN MINIMUM UTILITY CLEARANCES. ALL TRENCHES OVER 60" DEEP MUST COMPLY WITH OSHA REQUIREMENTS. (SEE THE JOINT TRENCH MINIMUM COVER AND CLEARANCE TABLE)
- CONTRACTOR SHALL USE SAND BEDDING AND SHADING AS REQUIRED BY THE UTILITY COMPANIES. THE BOTTOM OF THE TRENCH SHALL BE CLEARED OF ROCKS AND OTHER HARD SURFACES. DISTRIBUTION TRENCHES WITHOUT TELEPHONE CONDUIT DO NOT REQUIRE BEDDING MATERIAL. SERVICE TRENCHES WITHOUT TELEPHONE CONDUIT REQUIRE 2" SAND BEDDING AS A PAD ON WHICH UTILITY FACILITIES CAN REST. SERVICE TRENCHES CONTAINING TELEPHONE CONDUIT ONLY REQUIRE A 1" SAND BEDDING. ALL OTHER TRENCHES CONTAINING TELEPHONE CONDUIT REQUIRE A 3" SAND BEDDING. REFER TO PG&E GREEN BOOK PUBLICATION S5453, EXHIBIT B AND AT&T SPEC95 "AT&T SPECIFICATIONS" TRENCHING AND CONDUIT GUIDE FOR FURTHER INFORMATION.
- ALL TRENCHING AND BACKFILLING TO BE DONE IN ACCORDANCE WITH THE CITY OF R-CITY ENGINEERING STANDARDS AND SPECIFICATIONS.
- ALL PG&E, TELEPHONE, CABLE, AND FIBER OPTIC BOXES AND JOINT TRENCH FACILITIES ARE TO MAINTAIN A MINIMUM OF 3' SEPARATION FROM SEWER AND WATER LATERALS AND DRIVEWAYS. ALL UTILITY VAULTS, BOXES, PEDESTALS, ETC. MUST MAINTAIN A 5' MINIMUM CLEARANCE FROM FIRE HYDRANTS, AND 3' MINIMUM FROM STREETLIGHTS.

| JOINT TRENCH OCCUPANCY GUIDE |    |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |
|------------------------------|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|---|
| TRENCH SECTION               | A* | B* | C* | D* | E* | F* | G* | H* | I | J | K | L | M | N | O | P | Q | R |
| GAS                          | X  | X  | X  | X  |    |    |    |    | X | X | X | X | X | X | X |   | X | X |
| TELEPHONE                    | X  | X  | X  | X  |    |    |    |    | X | X | X | X | X | X | X |   | X | X |
| CABLE T.V.                   | X  | X  | X  |    |    | X  | X  | X  | X | X | X | X | X | X | X |   | X | X |
| ELECTRIC SEC.                | X  | X  | X  | X  | X  | X  | X  | X  |   |   |   |   |   | X | X | X | X | X |
| ELECTRIC PRI.                | X  | X  | X  | X  | X  | X  | X  | X  |   |   |   |   |   |   |   |   |   |   |
| FIBER OPTCS                  | X  | X  | X  | X  | X  | X  | X  | X  | X | X | X | X | X | X | X | X | X | X |

\*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY



THIS AREA RESERVED FOR JOINT TRENCH SECTIONS  
TO BE PLACED AT A LATER TIME

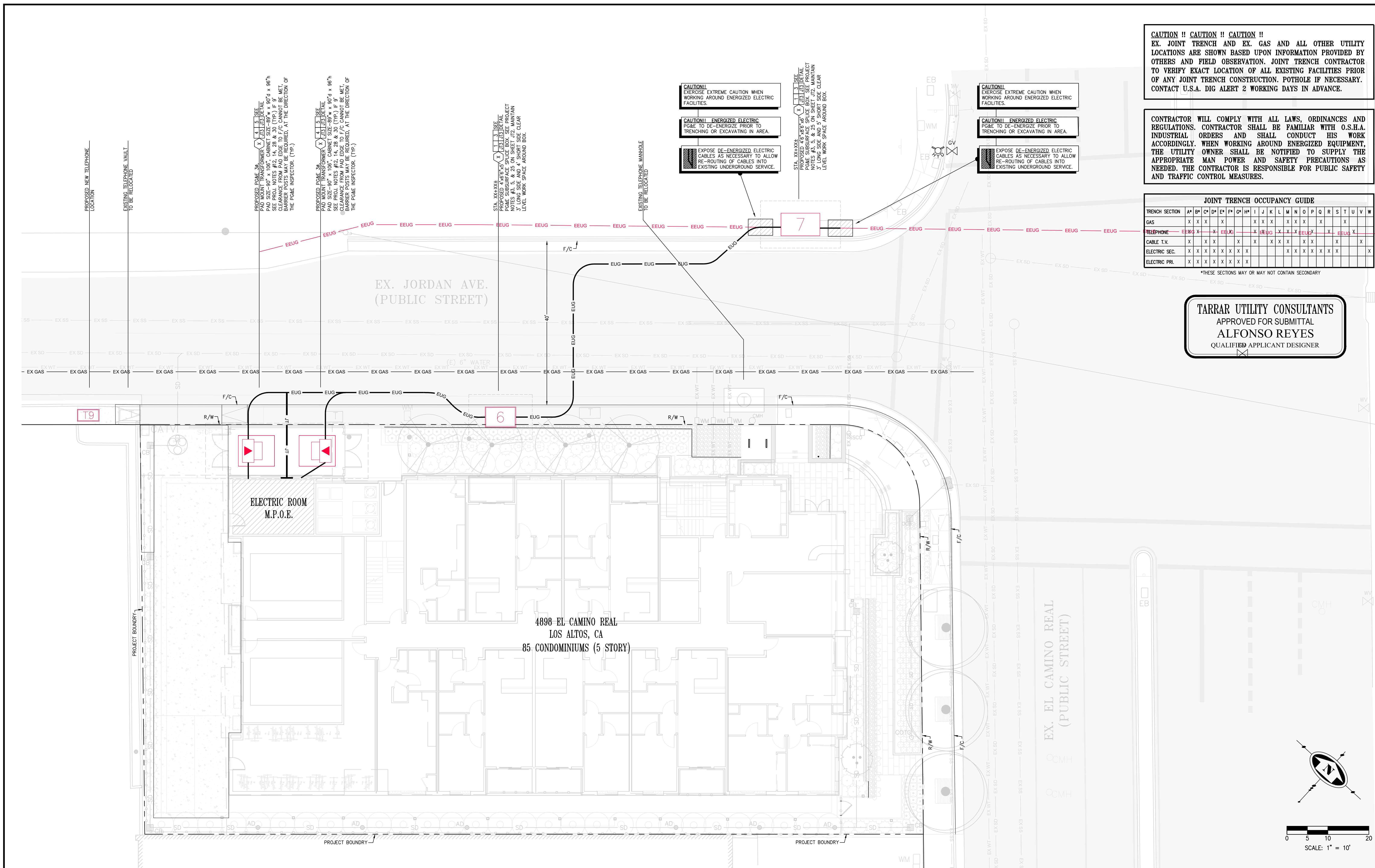


CONTRACTOR WILL COMPLY WITH ALL LAWS, ORDINANCES AND REGULATIONS. CONTRACTOR SHALL BE FAMILIAR WITH O.S.H.A. INDUSTRIAL ORDERS AND SHALL CONDUCT HIS WORK ACCORDINGLY. WHEN WORKING AROUND ENERGIZED EQUIPMENT, THE UTILITY OWNER SHALL BE NOTIFIED TO SUPPLY THE APPROPRIATE MAN POWER AND SAFETY PRECAUTIONS AS NEEDED. THE CONTRACTOR IS RESPONSIBLE FOR PUBLIC SAFETY AND TRAFFIC CONTROL MEASURES.

[illegible]

\*THESE SECTIONS MAY OR MAY NOT CONTAIN SECONDARY

**TARRAR UTILITY CONSULTANTS**  
APPROVED FOR SUBMITTAL  
**ALFONSO REYES**  
QUALIFIED APPLICANT DESIGNER

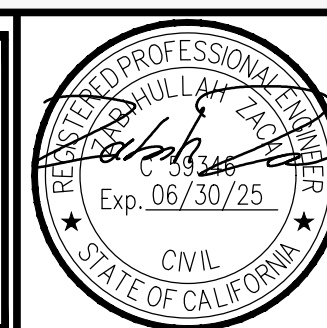
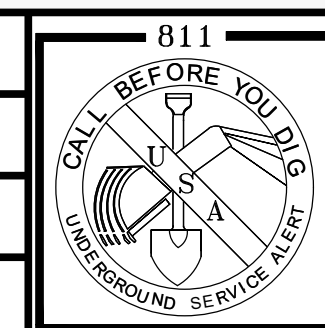


**TARRAR**  
UTILITY CONSULTANTS

- T-24
- PG&E Gas Design
- PG&E Elec Design
- M.E.P. Design
- Cost Analysis
- Due Diligence

JOINT TRENCH COMPOSITE PLAN  
LIVIO BUILDING SYSTEMS INC.  
4898 EL CAMINO REAL  
LOS ALTOS CALIFORNIA

|                     |  |                                     |             |
|---------------------|--|-------------------------------------|-------------|
| DATE: May 2025      |  | DATE LAST WORKED ON: 8/4/2025       |             |
| SCALE: 1" = 10'     |  | DRAWN: AR                           | CHECKED: KT |
| JOB NO.: 225069     |  | PRELIMINARY<br>NOT FOR CONSTRUCTION |             |
| INTENT TO CONSTRUCT |  |                                     |             |



SHEET  
JT5  
OF  
SHEETS



PLANT AND MATERIAL IMAGERY (FOR REFERENCE ONLY)



Pistachia c. 'Keith Davey'



Ginkgo biloba 'Fairmont'



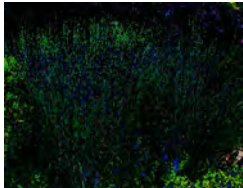
Lagerstroemia indica



Agave 'Blue Glow'



Anigozanthos



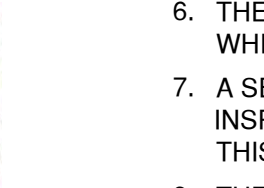
Juncus Patens



Chondropetalum tectorum



Clytostoma callistegioides



Phormium 'Bronze Baby'



Helictotrichon sempervirens



Muhlenbergia capillaris



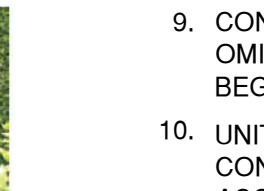
Salvia spathacea



Bouteloua gracilis



Salvia sonomensis



Prunus 'Bright N' Tight'



POT - URBAN RECTANGLE



CANTILEVERED WOOD BENCH - WALLY



PROPERTY LINE, TRASH AREA, & PATIO METAL FENCE



TREE GRATE - METORE



CONCRETE PAVERS



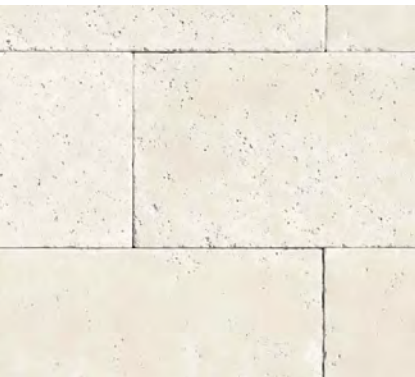
CONCRETE TYPICAL TOPCAST 50, NAT. GRAY



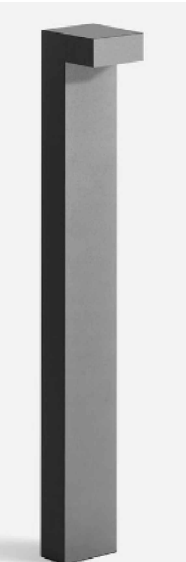
CONCRETE PUBLIC SIDEWALK TOPCAST 50, NAT. GRAY



CONCRETE VEHICULAR SIDEWALK STAMPED, NAT. GRAY



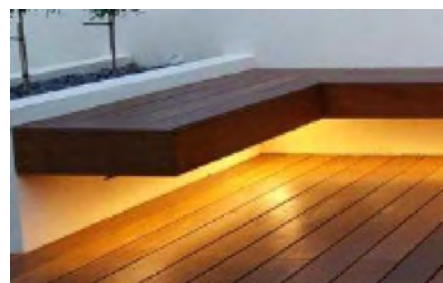
STONE VENEER ON PLANTER WALLS



GARDEN LIGHT



WALL LIGHTS



OUTDOOR TAPE LIGHT



811 logo

GENERAL NOTES

- CONTRACTOR SHALL VERIFY WITH OWNER'S REPRESENTATIVE THAT PLANS ARE CURRENT AND APPROVED.
- WORK SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE (LOS ALTOS / COUNTY OF SANTA CLARA).
- THESE PLANS ARE BASED ON IMPROVEMENT PLANS BY LEA & BRAZE ENGINEERING., INC. DATED (DATE).
- THE GEOTECHNICAL SOILS ENGINEERING REPORT BY (GEOTECH. SOILS ENG. CO. NAME) DATED (DATE) IS A PART OF THESE CONSTRUCTION DOCUMENTS. THE CONTRACTOR SHALL COMPLY WITH THE REPORT'S RECOMMENDATIONS AS THEY RELATE TO HIS WORK.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY AND/OR REQUIRED PERMITS AND PAY ALL RELATED FEES AND/OR TAXES REQUIRED TO INSTALL THE WORK ON THESE PLANS.
- THE CONTRACTOR SHALL BE APPROPRIATELY LICENSED AS REQUIRED BY THE STATE IN WHICH THE WORK TAKES PLACE.
- A SEPARATE PLUMBING PERMIT AND INSPECTION WILL BE REQUIRED FROM THE BUILDING INSPECTION DEPARTMENT FOR THE INSTALLATION OF IRRIGATION SYSTEMS SHOWN ON THIS DRAWING.
- THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING THE WORK AND SHALL BE RESPONSIBLE FOR COORDINATING WITH THE OWNER, LANDSCAPE ARCHITECT, GOVERNING AGENCIES AND OTHER TRADES.
- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES IN EXISTING CONDITIONS OR WITHIN THE PLANS PRIOR TO BEGINNING THE WORK.
- UNIT PRICES FOR ALL IMPROVEMENTS SHALL BE ESTABLISHED AS A PART OF THE CONTRACT WITH THE PROJECT OWNER AND PRIOR TO BEGINNING WORK, TO ACCOMMODATE ADDITIONS AND/OR DELETIONS OF MATERIAL AND/OR LABOR.
- DETERMINATION OF "EQUAL" SUBSTITUTIONS SHALL BE MADE ONLY BY THE LANDSCAPE ARCHITECT.
- LANDSCAPE ARCHITECT SHALL BE NOTIFIED NO LESS THAN 48 HOURS IN ADVANCE OF ANY SITE OBSERVATIONS OR MEETINGS.
- SITE OBSERVATIONS AND MEETINGS SHALL INCLUDE:
  - PRE-CONSTRUCTION CONFERENCE
  - SELECTION AND TAGGING OF SPECIMEN TREES AT NURSERIES
  - LANDSCAPE GRADING PRIOR TO PLANTING
  - LAYOUT AND INSTALLATION OF HARDSCAPE AND LANDSCAPE STRUCTURES IN RELATION TO DESIGN MATERIAL
  - PLANT MATERIAL QUALITY AND INSTALLATION AT THE PROJECT SITE
  - OBSERVATION TO ESTABLISH 90-DAY MAINTENANCE PERIOD (PRE-MAINTENANCE)
  - FINAL OBSERVATION AT THE END OF THE 90-DAY MAINTENANCE PERIOD (FINAL)NOTE: "LANDSCAPE" SHALL REFER TO ALL IMPROVEMENTS WITHIN THIS SET OF DOCUMENTS THAT HAVE BEEN DESIGNED BY THIS OFFICE.
- SITE OBSERVATIONS BY THE LANDSCAPE ARCHITECT DURING ANY PHASE OF THIS PROJECT DOES NOT RELIEVE THE CONTRACTOR OF HIS PRIMARY RESPONSIBILITY TO PERFORM ALL WORK IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND GOVERNING CODES.
- CONTRACTOR SHALL BE BACKCHARGED FOR LANDSCAPE ARCHITECT'S TIME WHEN OBSERVATIONS ARE CALLED FOR AND IT IS FOUND THAT THE WORK IS NOT SIGNIFICANTLY READY UPON OBSERVATION OR THE APPOINTMENT IS NOT KEPT. TIME WILL BE CHARGED ON AN HOURLY BASIS, PLUS TRANSPORTATION, FOOD AND LODGING COSTS, IF ANY, AT THE THEN EXISTING HOURLY RATE FOR THE PERSONNEL PROVIDING THE OBSERVATIONS.
- THIS FIRM DOES NOT PRACTICE OR CONSULT IN THE FIELD OF SAFETY ENGINEERING. THIS FIRM DOES NOT DIRECT THE CONTRACTOR'S OPERATIONS, AND IS NOT RESPONSIBLE FOR THE SAFETY OF PERSONNEL OTHER THAN OUR OWN ON THE SITE; THE SAFETY OF OTHERS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHOULD NOTIFY THE OWNER IF HE CONSIDERS ANY OF THE RECOMMENDED ACTIONS PRESENTED HEREIN TO BE UNSAFE.

GENERAL GRADING AND PLANTING NOTES

- BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
- IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
  - BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
  - CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
  - THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
  - ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
  - ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
  - SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
- ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E. MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
  - THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES, PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
  - NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
  - THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
- THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
- SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

IRRIGATION CONCEPT

- AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
- THE IRRIGATION SYSTEM WILL OPERATE ON POTABLE WATER, AND THE SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE POTABLE SOURCE.
- ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
- ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

DECLARATION OF WATER EFFICIENT LANDSCAPE ORDINANCE

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

9.23.2025  
DATE  
BLAKE TOMILLOSO-RHINEHART, LANDSCAPE ARCHITECT  
CA LICENSE #6255  
8-31-26  
REGISTRATION  
EXP. DATE  
EVERGREEN DESIGN GROUP  
BISHOP RANCH 3, STE 200  
SAN RAMON, CA 94583

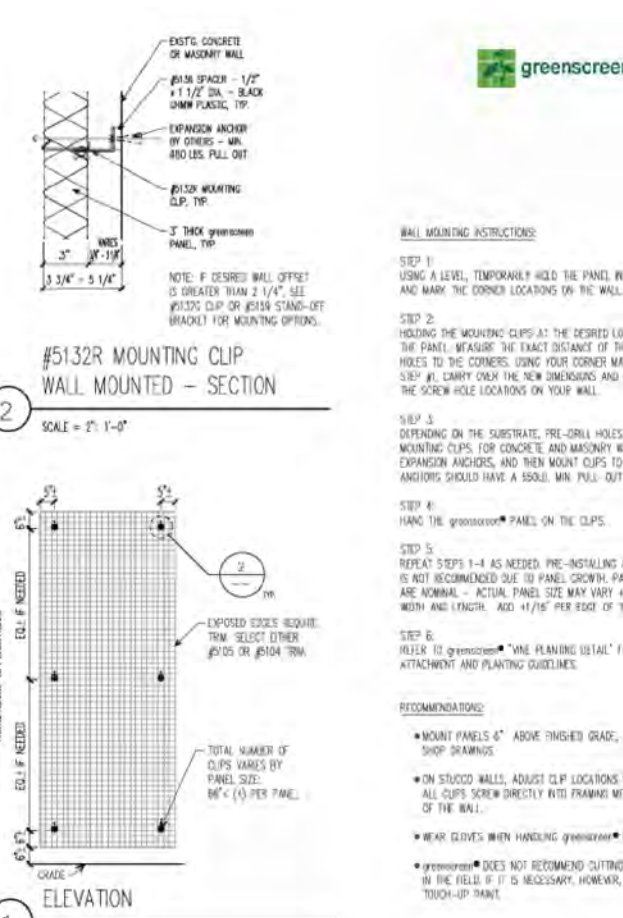
I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

MWELO NOTES

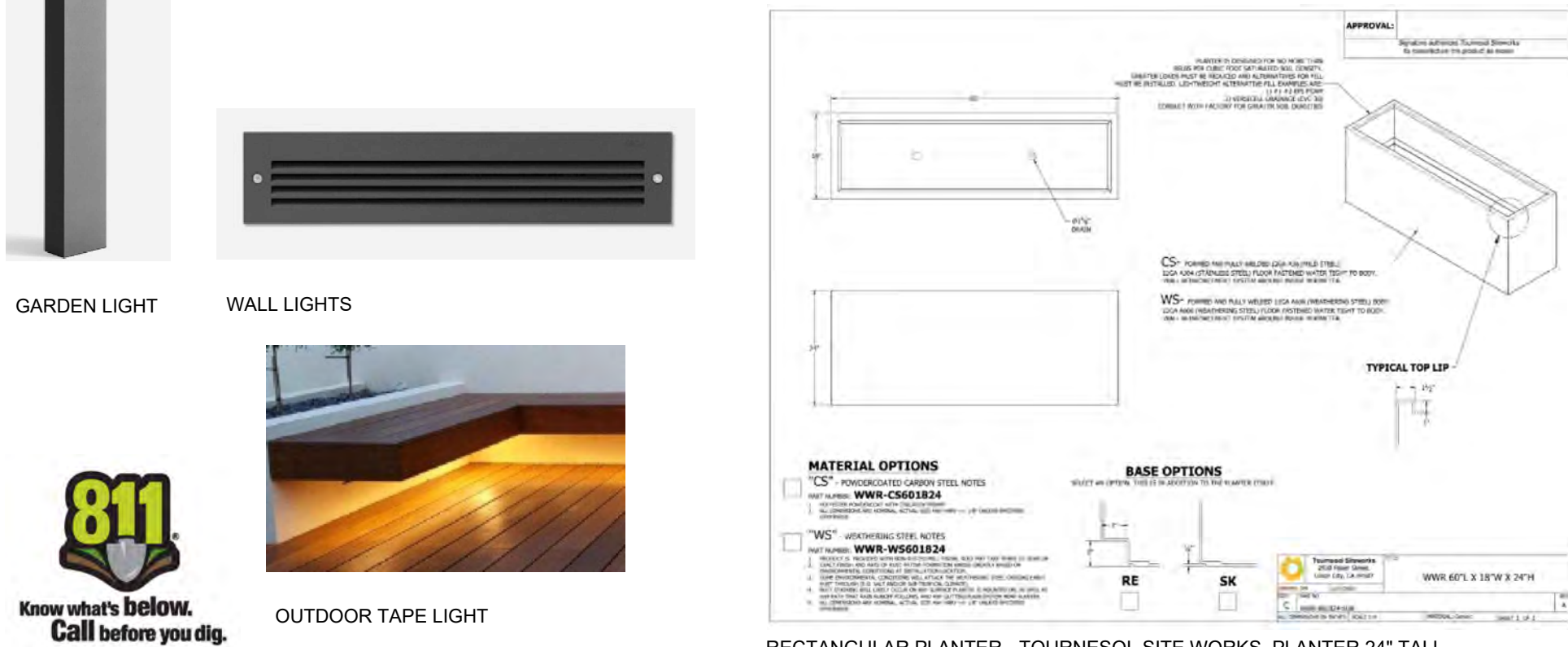
- A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
- A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.
- AN IRRIGATION AUDIT REPORT BY A DISINTERESTED THIRD PARTY SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.
- THE CONTRACTOR SHALL PREPARE A SOILS MANAGEMENT REPORT. THE SOIL MANAGEMENT REPORT SHALL BE BOTH INTEGRATED INTO THE PLANS AND SUBMITTED AS A SEPARATE DOCUMENT.
- PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
- CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

SOILS NOTE

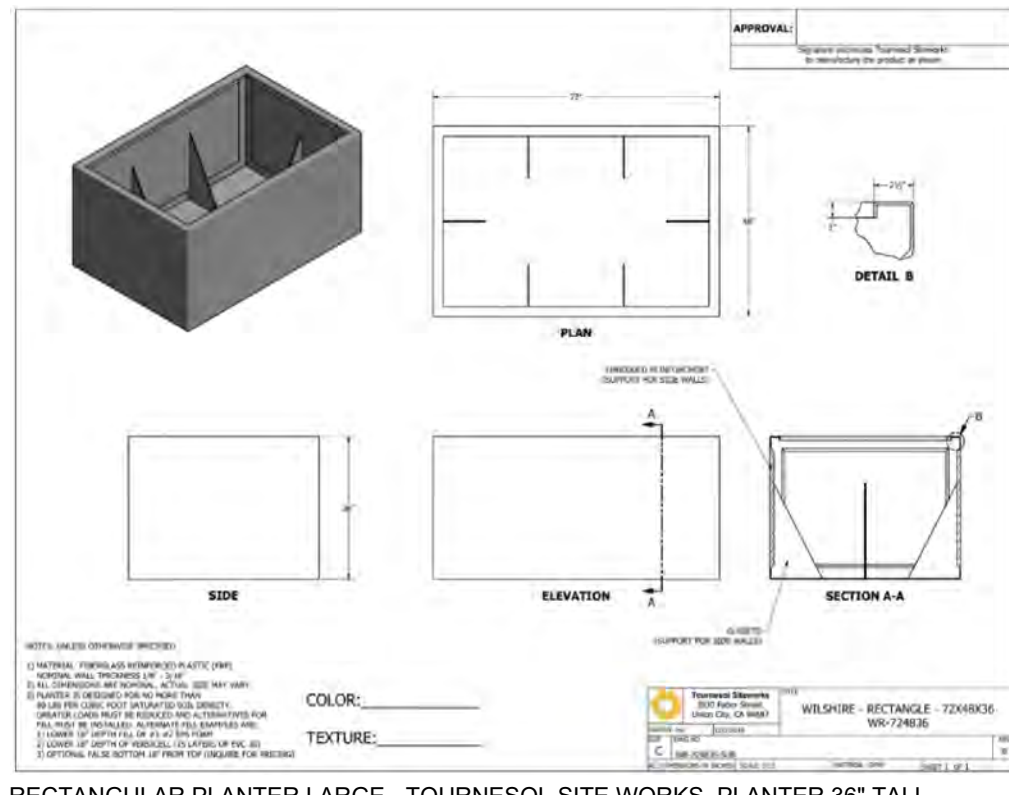
FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL EXCEPT WITHIN THE TPZ OF PROTECTED TREES, WHICH SHALL RECEIVE 4 - 6" OF HARDWOOD CHIP MULCH.



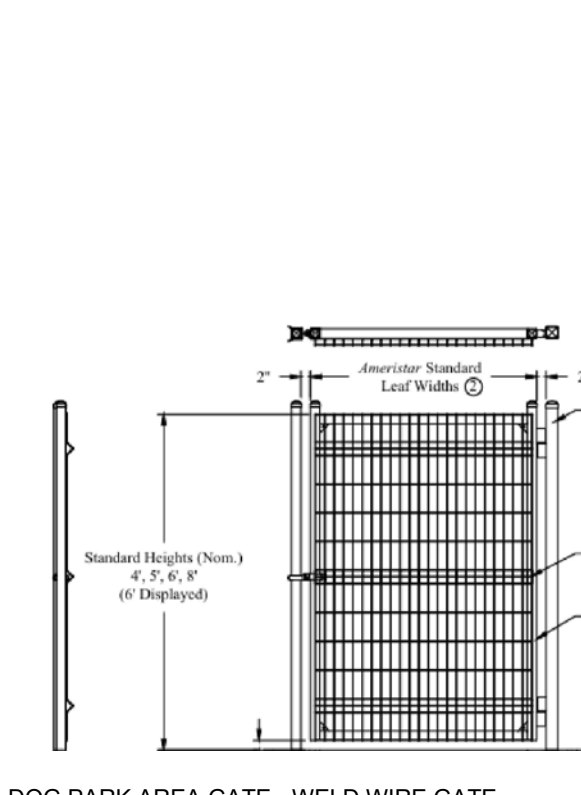
WALL MOUNTED GREEN SCREENS



RECTANGULAR PLANTER - TOURNESOL SITE WORKS, PLANTER 24" TALL



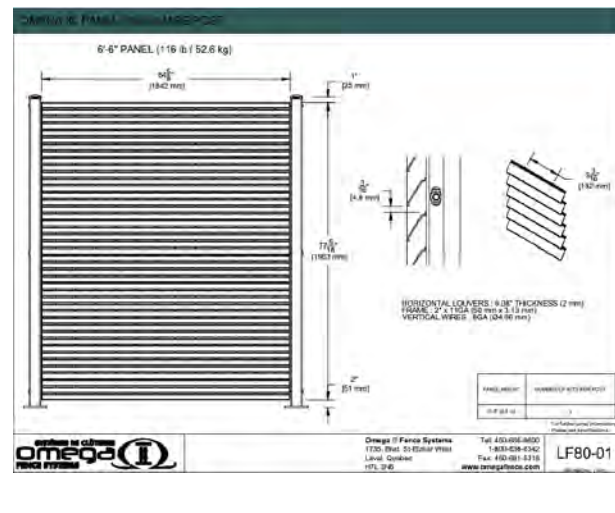
RECTANGULAR PLANTER LARGE - TOURNESOL SITE WORKS, PLANTER 36" TALL



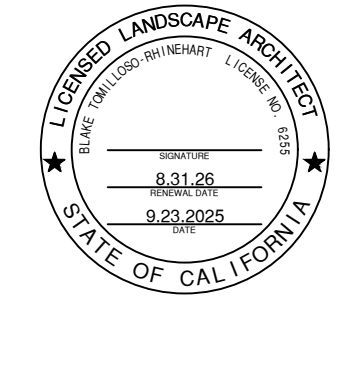
DOG PARK AREA GATE - WELD WIRE GATE



TRANSFORMER SCREENING FENCE



8'x8' PANELS (176 x 176) Hg



Owner  
LIVIO  
329 S SAN ANTONIO ROAD #4  
LOS ALTOS, CA 94022

Project Name  
LIVIO EL CAMINO  
4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA

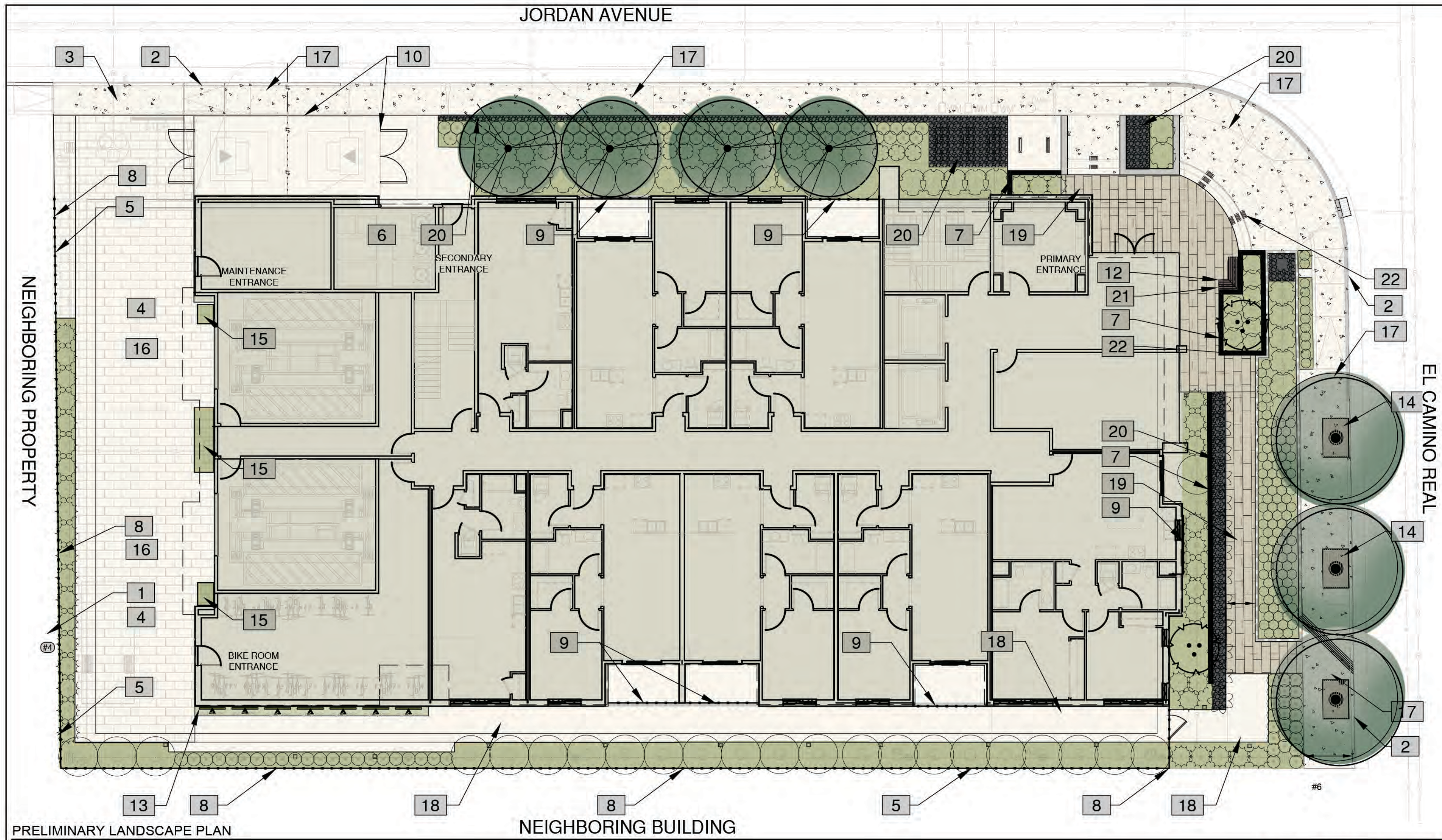
PRELIM NOTES & IMAGES

| Date | Comment |
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|      |         |
|      |         |

|                |           |
|----------------|-----------|
| Project Number | 25-266    |
| Date           | 9.23.2025 |
| Drawn By       | BTR       |
| Checked By     | BTR/RM    |

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PRELIMINARY LANDSCAPE PLAN

NEIGHBORING BUILDING



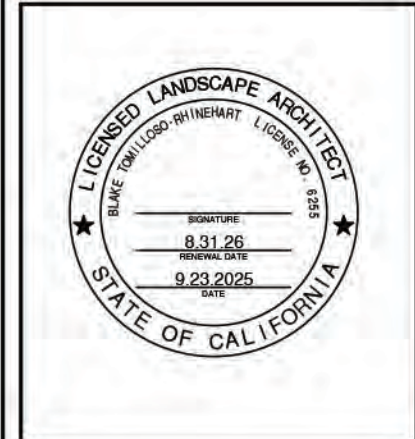
PRELIMINARY EL CAMINO ELEVATION

REFERENCE NOTES SCHEDULE

| CODE | DESCRIPTION                                                                                                                              |
|------|------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | EXISTING TREE, REFER TO ARBORIST REPORT SUMMARY TABLE                                                                                    |
| 2    | CURB & GUTTER - REFER TO CIVIL ENG. PLANS                                                                                                |
| 3    | CONCRETE DRIVE APRON - REFER TO CIVIL ENG. PLANS                                                                                         |
| 4    | VEHICULAR DRIVE - REFER TO CIVIL ENG. PLANS                                                                                              |
| 5    | PROPERTY LINE                                                                                                                            |
| 6    | TRASH STORAGE AREA                                                                                                                       |
| 7    | PLANTER WALL - CMU WALL WITH ELDORADO STONE - SANDERLING MARQUEE LIMESTONE VENEER TO MATCH ARCH, 30" HEIGHT, 6" WIDE                     |
| 8    | PROPERTY LINE FENCE - STEEL HORIZONTAL FENCE, 6' HT, COLOR BLACK                                                                         |
| 9    | PATIO METAL FENCE - STEEL HORIZONTAL FENCE, 42" HT, COLOR BLACK                                                                          |
| 10   | TRANSFORMER SCREENING FENCE - 6.25' HIGH, COLOR: BLACK, LOUVERED STEEL FENCE                                                             |
| 11   | SITE FURNISHINGS PER INTERIOR DESIGNER                                                                                                   |
| 12   | CANTILEVERED WOOD BENCH - WALLY COLLECTION FLAT BENCH, 6' OR 8' LENGTH W/ ARM RESTS, AVAILABLE FROM TOURNESOL                            |
| 13   | WALL MOUNTED GREEN SCREENS - 4' W X 10' H, COLOR BLACK, AVAILABLE FROM TOURNESOL SITEWORKS                                               |
| 14   | TREE GRATE - 72"X48", NATURAL CAST IRON, METRO STYLE TREE GRATE FROM IRONSMITH                                                           |
| 15   | POT - FIBERGLASS PLANTERS, 36" TALL PLANTERS, URBAN RECTANGLE COLLECTION AVAILABLE FROM TOURNESOL                                        |
| 16   | CONCRETE PAVING - VEHICULAR: VEHICULAR RATED CONCRETE, NAT. GREY, STAMPED FINISH, REINFORCEMENT PER CIVIL ENG.                           |
| 17   | CONCRETE PAVING - PUBLIC SIDEWALK: PER CITY STANDARD                                                                                     |
| 18   | CONCRETE PAVING - TYPICAL - NATURAL GREY CONCRETE, TOP CAST 50 FINISH                                                                    |
| 19   | CONCRETE PAVERS - HANOVER PREST ON-GRADE PAVERS, VARIOUS SIZES, COLOR MATRIX #1930, TUDOR FINISH                                         |
| 20   | 3/8" CRUSHED BLACK BASALT GRAVEL W/ BLACK STEEL EDGING                                                                                   |
| 21   | OUTDOOR TAPE LIGHT, LED TAPE LIGHT-BOXA-DW W/ FLEXIBLE Q-CAP, 6W, LINE VOLTAGE AVAILABLE FROM Q-TRAN LED                                 |
| 22   | WALL/STEP LIGHTS - LED RECESS WALL LUMINARIES, SHIELD W/ LOUVERS 33-019, DIECAST ALUMINUM FACEPLATE, 12W, 5" HEIGHT AVAILABLE FROM BEGA  |
| 23   | GARDEN BOLLARD - LED GARDEN BOLLARD W/ 3000L LIGHTING (84 218-K3-BLK), COLOR BLACK, DIRECT BURIAL ANCHORAGE AVAILABLE FROM BEGA LIGHTING |

PLANT MATERIAL LEGEND

| BOTANICAL NAME                       | COMMON NAME                | SIZE          | SPACING   | WUCOLS | HEIGHT X SPREAD | GROWTH RATE |
|--------------------------------------|----------------------------|---------------|-----------|--------|-----------------|-------------|
| TREES                                |                            |               |           |        |                 |             |
| Lagerstroemia indica                 | Crape Myrtle               | 24" BOX-MULTI | SEE PLANS | M      | 10' X 8'        | Moderate    |
| Ginkgo biloba 'Fairmont'             | Maidenhair Tree            | 24" BOX-STD.  | SEE PLANS | M      | 40' x 25'       | Slow        |
| Pistachia c. 'Keith Davey'           | Fruitless Chinese Pistache | 24" BOX-STD.  | SEE PLANS | L      | 35' x 35'       | Moderate    |
| SHRUBS, GROUNDCOVERS & GRASSES       |                            |               |           |        |                 |             |
| Agave 'Blue Glow'                    | Agave                      | 5 GAL         | 30" O.C.  | L      | 24" x 30"       | Slow        |
| Anigozanthos f. 'Bush Tango'         | Kangaroo Paw               | 1 GAL         | 18" O.C.  | L      | 24" x 18"       | Moderate    |
| Bouteloua gracilis 'Blonde Ambition' | Blue Grama Grass           | 5 GAL         | 24" O.C.  | L      | 24" x 24"       | Fast        |
| Clytostoma callistegioides           | Lavender Trumpet Vine      | 15 GAL        | 36" O.C.  | L      | 96" x 48"       | Fast        |
| Chondropetalum tectorum              | Small Cape Rush            | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Fast        |
| Helictotrichon sempervirens          | Blue Oat Grass             | 5 GAL         | 30" O.C.  | L      | 30" x 30"       | Moderate    |
| Juncus Patens                        | California Gray Rush       | 1 GAL         | 24" O.C.  | L      | 24" x 24"       | Moderate    |
| Muhlenbergia capillaris              | Pink Muhly                 | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Fast        |
| Phormium t. 'Bronze Baby'            | New Zealand Flax           | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Moderate    |
| Prunus c. 'Bright N' Tight'          | Cherry Laurel              | 15 GAL        | 42" O.C.  | L      | 48" x 42"       | Moderate    |
| Salvia spathacea                     | Mexican Sage               | 5 GAL         | 42" O.C.  | L      | 36" x 48"       | Moderate    |



Owner  
**LIVIO**  
329 S SAN ANTONIO ROAD #4  
LOS ALTOS, CA 94022

Project Name  
**LIVIO EL CAMINO**  
4898 EL CAMINO REAL  
LOS ALTOS, CALIFORNIA

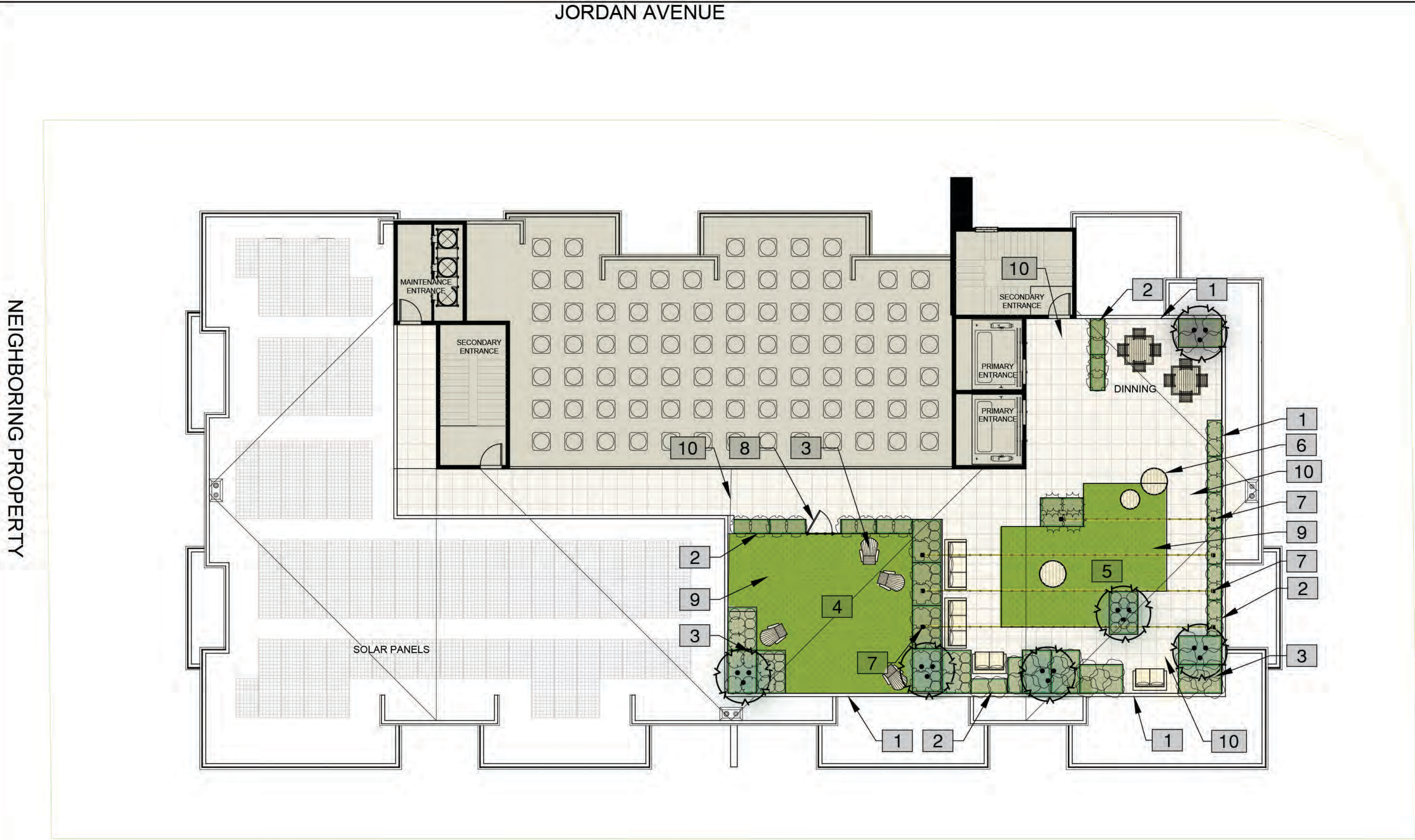
PRELIM LANDSCAPE PLAN

| Date           | Comment   |
|----------------|-----------|
|                |           |
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|                |           |
|                |           |
| Project Number | 25-266    |
| Date           | 9.23.2025 |
| Drawn By       | BTR       |
| Checked By     | BTR/RM    |

**L-1**







PRELIMINARY LANDSCAPE PLAN - ROOF LEVEL

REFERENCE NOTES SCHEDULE

| CODE | DESCRIPTION                                                       |
|------|-------------------------------------------------------------------|
| 1    | METAL RAIL ON PARAPET - REFER TO ARCH. PLANS                      |
| 2    | RECTANGULAR PLANTER - TOURNESOL SITEWORKS, PLANTER 24" TALL       |
| 3    | RECTANGULAR PLANTER LARGE - TOURNESOL SITEWORKS, PLANTER 36" TALL |
| 4    | DOG PARK AREA                                                     |
| 5    | OPEN AREA                                                         |
| 6    | PASO STOOL - TOURNESOL SITE WORKS, 2 SIZES, WHITE WITH WOOD TOP   |
| 7    | STRING LIGHTS MOUNTED ON STEEL POSTS                              |
| 8    | DOG PARK ENTRY GATE - STEEL WIRE                                  |
| 9    | SYNTHETIC TURF                                                    |
| 10   | 24" X 24" PEDESTAL PAVERS                                         |

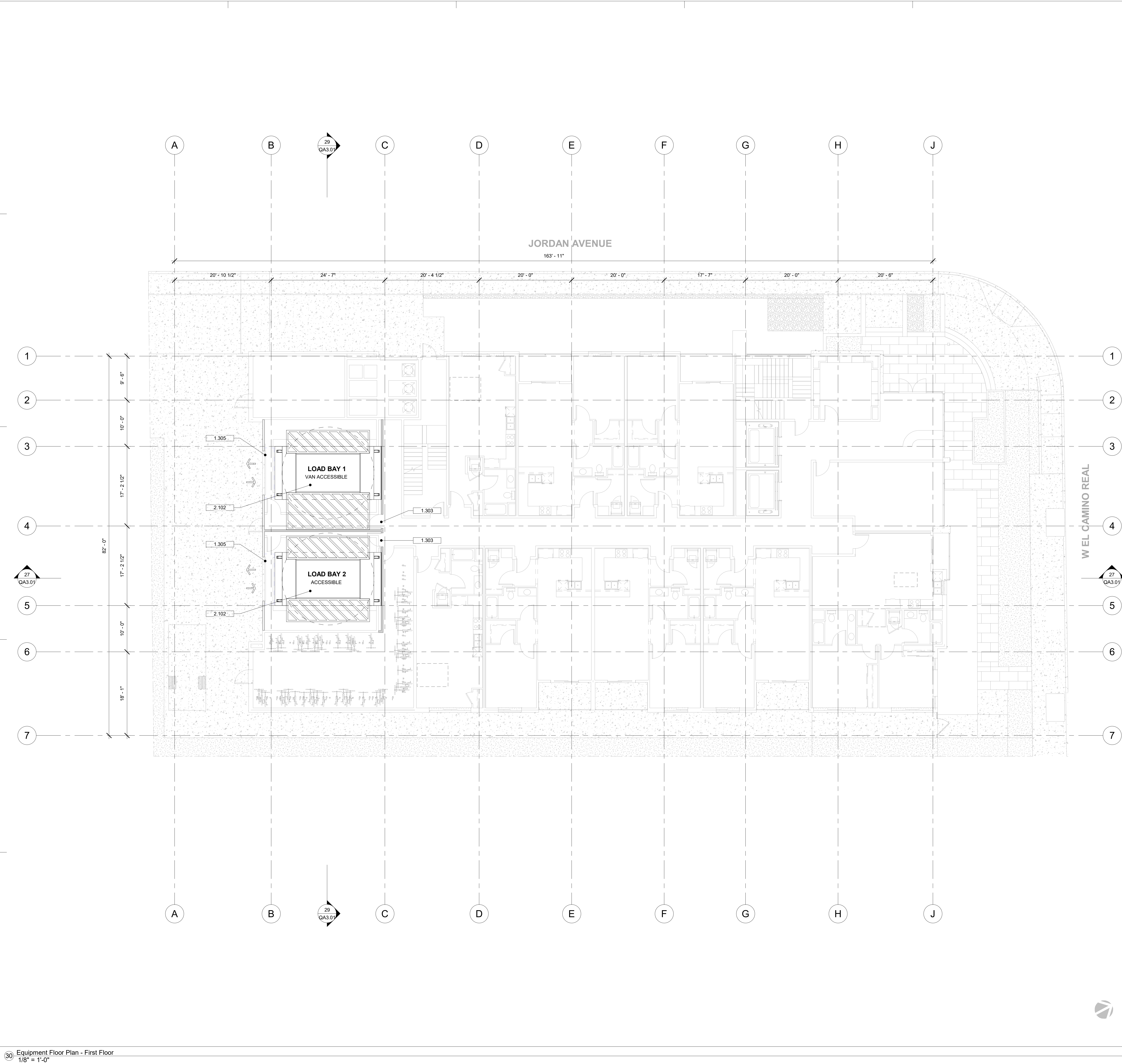
PLANT MATERIAL LEGEND

| BOTANICAL NAME                       | COMMON NAME                | SIZE          | SPACING   | WUCOLS | HEIGHT X SPREAD | GROWTH RATE |
|--------------------------------------|----------------------------|---------------|-----------|--------|-----------------|-------------|
| TREES                                |                            |               |           |        |                 |             |
| Cercis occidentalis                  | Western Redbud             | 24" BOX-MULTI | SEE PLANS | VL     | 15' x 15'       | Moderate    |
| Cotinus coggygia 'Aconit'            | Golden Sprirt Smoke Tree   | 24" BOX-MULTI | SEE PLANS | L      | 10' X 8'        | Moderate    |
| Lophostemon confertus                | Brisbane Box               | 24" BOX-STD.  | SEE PLANS | M      | 40' x 25'       | Fast        |
| Pistachia c. 'Keith Davey'           | Fruitless Chinese Pistache | 24" BOX-STD.  | SEE PLANS | L      | 35' x 35'       | Moderate    |
| SHRUBS, GROUNDCOVERS & GRASSES       |                            |               |           |        |                 |             |
| Agave 'Blue Glow'                    | Agave                      | 5 GAL         | 30" O.C.  | L      | 24" x 30"       | Slow        |
| Anigozanthos f. 'Bush Tango'         | Kangaroo Paw               | 1 GAL         | 18" O.C.  | L      | 24" x 18"       | Moderate    |
| Bouteloua gracilis 'Blonde Ambition' | Blue Grama Grass           | 5 GAL         | 24" O.C.  | L      | 24" x 24"       | Fast        |
| Clytostoma callistegioides           | Lavender Trumpet Vine      | 15 GAL        | 36" O.C.  | L      | 96" x 48"       | Fast        |
| Chondropetalum tectorum              | Small Cape Rush            | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Fast        |
| Helictotrichon sempervirens          | Blue Oat Grass             | 5 GAL         | 30" O.C.  | L      | 30" x 30"       | Moderate    |
| Juncus Patens                        | California Gray Rush       | 1 GAL         | 24" O.C.  | L      | 24" x 24"       | Moderate    |
| Muhlenbergia capilaris               | Pink Muhly                 | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Fast        |
| Phormium t. 'Bronze Baby'            | New Zealand Flax           | 5 GAL         | 36" O.C.  | L      | 36" x 36"       | Moderate    |
| Prunus c. 'Bright N' Tight'          | Cherry Laurel              | 15 GAL        | 42" O.C.  | L      | 48" x 42"       | Moderate    |
| Salvia spathacea                     | Mexican Sage               | 5 GAL         | 42" O.C.  | L      | 36" x 48"       | Moderate    |
| Salvia sonomensis                    | Sonoma Sage                | 1 GAL         | 36" O.C.  | L      | 36" x 36"       | Moderate    |









Keynotes

1.303

MAGNETIC SAFETY SWITCHES INTEGRATED WITH DOOR, DOOR & HARDWARE BY OTHERS SEE ARCH DWGS

1.305

ROLL-UP DOOR BY OTHERS SEE ARCH DWGS

2.102

VEHICLE LIFT, TYP

Automated Parking Summary

| Type                 | Count |
|----------------------|-------|
| Van Accessible Stall | 1     |
| Stall                | 95    |
| Maintenance Storage  | 1     |
| Total Stalls:        | 97    |

Long-Term Bicycle Parking Summary

| Type                         | Pallets | Bicycles |
|------------------------------|---------|----------|
| Bicycle Pallet (10 Bicycles) | 2       | 20       |
| Total Stalls:                | 2       | 20       |

Note: All Standard & Standard EV Automated Stalls comply with Accessibility Standards. See Architectural Project Summary for complete Parking Summary.

Parking Summary

1.

ALL STANDARD & STANDARD EV AUTOMATED STALLS COMPLY WITH ACCESSIBILITY STANDARDS. SEE ARCHITECTURAL PROJECT SUMMARY FOR COMPLETE PARKING SUMMARY

2.

ALL EQUIPMENT SIZES SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE USED FOR LAYOUT PURPOSES ONLY

3.

SEE QG-0.00 FOR MECHANICAL EQUIPMENT LEGEND

4.

SEE QG-0.00 FOR SYMBOL LEGEND

Mechanical Equipment Notes

DASHER  
LAWLESS

DESIGN CONSTRUCTION AUTOMATION

LOS ANGELES | CHICAGO | WARREN | MIAMI

408 Dana Street NE, Warren OH 44483  
818 989 1283 | 885 755 PARK  
www.dasherlawless.com

www.autoparkit.com

| NO | ISSUE           | DATE       | BY |
|----|-----------------|------------|----|
| 1  | Entitlement Set | 08/12/2025 | MW |

LIVIO EL CAMINO  
API-25-CA-10004  
for  
ADL 15 LLC

4898 El Camino Real, Los Altos CA 94022

Equipment Floor Plan - First Floor (Load Bay Level)

NOT FOR  
CONSTRUCTION

STATUS  
SYSTEM  
LARR  
SCALE  
PRINTED  
SHEET

Conceptual Design  
API-25-CA-10004  
N/A  
As indicated  
8/12/2025 1:46:48 PM

QA1.01

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30 Equipment Floor Plan - First Floor  
1/8" = 1'-0"

Autodesk Docs (VNT) by CamaroAPI/CA10004 ADL 15 LLC (VNT) by CamaroAPI/CA10004

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Keynotes

|       |                                                                                        |
|-------|----------------------------------------------------------------------------------------|
| 1.303 | MAGNETIC SAFETY SWITCHES INTEGRATED WITH DOOR, DOOR & HARDWARE BY OTHERS SEE ARCH DWGS |
| 2.102 | VEHICLE LIFT, TYP                                                                      |
| 2.103 | PALLET STACKER, TYP                                                                    |
| 2.104 | SHUTTLE, TYP                                                                           |
| 2.106 | POWERED CONVEYOR BRIDGE, TYP                                                           |
| 2.108 | 8'-6" X 18'-6" VEHICLE PALLET PARKING STALL, TYP                                       |
| 2.109 | 8'-6" X 15'-6" VEHICLE PALLET PARKING STALL, TYP                                       |
| 2.117 | 10'-0" WIDE SHUTTLE LANE TO BE CLEAR OF ANY OBSTRUCTION, TYP                           |

| Level B1 Automated Parking Summary |       |
|------------------------------------|-------|
| Type                               | Count |
| Van Accessible Stall               | 1     |
| Stall                              | 43    |
| Maintenance Storage                | 1     |
| Total Stalls: 45                   |       |

| Level B1 Long-Term Bicycle Parking Summary |         |          |
|--------------------------------------------|---------|----------|
| Type                                       | Pallets | Bicycles |
| Bicycle Pallet (10 Bicycles)               | 2       | 20       |
| Total Stalls: 2                            |         | 20       |

Level B1 Parking Summary

- ALL STANDARD & STANDARD EV AUTOMATED STALLS COMPLY WITH ACCESSIBILITY STANDARDS. SEE ARCHITECTURAL PROJECT SUMMARY FOR COMPLETE PARKING SUMMARY
- ALL EQUIPMENT SIZES SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE USED FOR LAYOUT PURPOSES ONLY
- SEE QG-0.00 FOR MECHANICAL EQUIPMENT LEGEND
- SEE QG-0.00 FOR SYMBOL LEGEND

Mechanical Equipment Notes

**DASHER  
LAWLESS**  
DESIGN CONSTRUCTION AUTOMATION  
LOS ANGELES | CHICAGO | WARREN | MIAMI  
408 Dana Street NE, Warren OH 44483  
818 989 1283 | 885 755 PARK  
www.dasherlawless.com

**AUTOparkit**  
PARKING SYSTEMS  
www.autoparkit.com

NO. 1 ISSUE 1 DATE 08/12/2025 BY 27 QA3.01

**LIVIO EL CAMINO**  
API-25-CA-10004  
for  
**ADL 15 LLC**  
4898 El Camino Real, Los Altos CA 94022

Equipment Floor Plan -  
Automated Parking Level B1

**NOT FOR  
CONSTRUCTION**

|         |                      |
|---------|----------------------|
| STATUS  | Conceptual Design    |
| SYSTEM  | API-25-CA-10004      |
| LARR    | N/A                  |
| SCALE   | As indicated         |
| PRINTED | 8/12/2025 1:46:55 PM |
| SHEET   |                      |

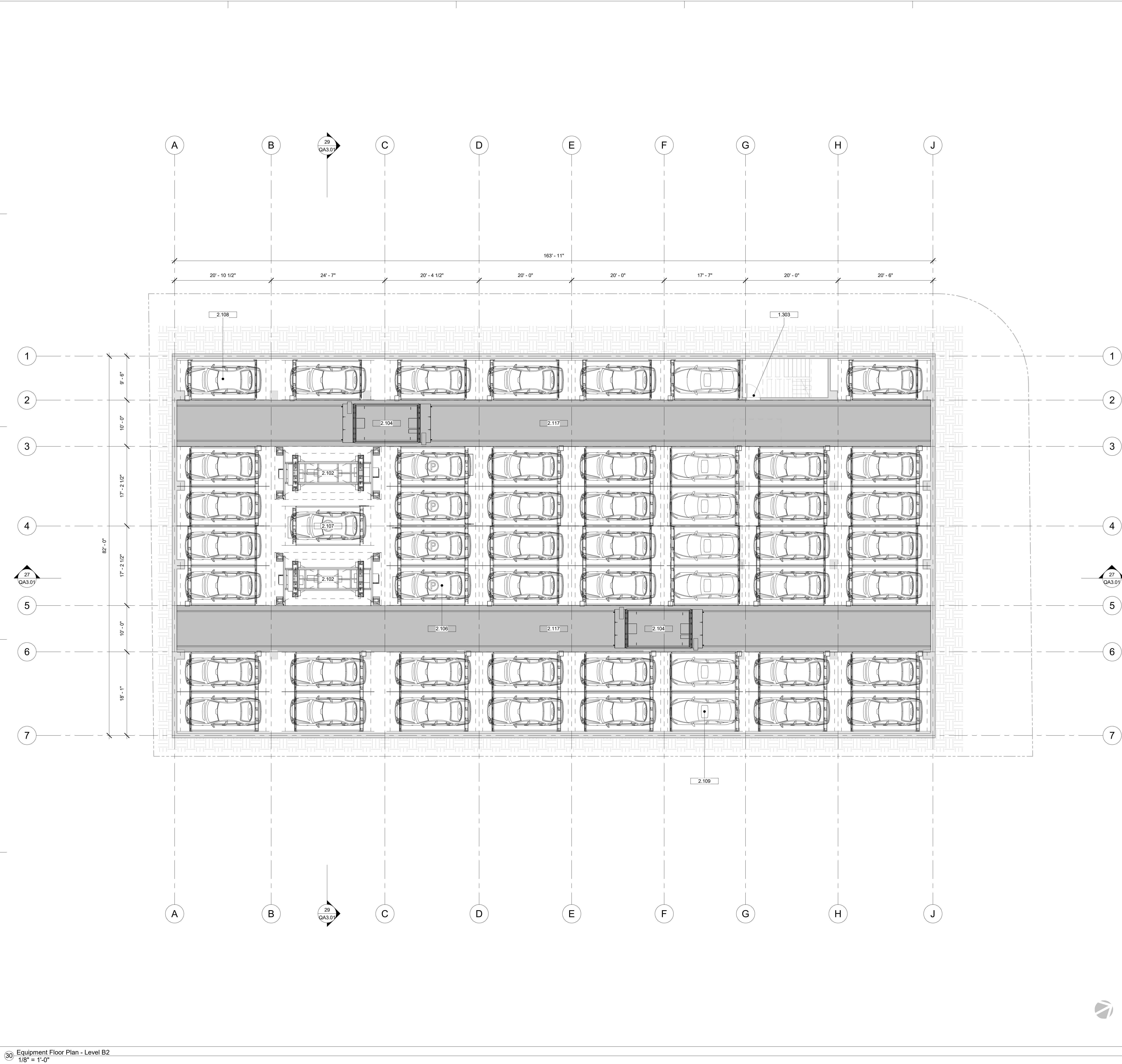
**QA1.0B1**

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Autodesk Docs (LIVIO El Camino) API-25-CA-10004 ADL 15 LLC (LIVIO El Camino) R02 14

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Keynotes

|       |                                                                                        |
|-------|----------------------------------------------------------------------------------------|
| 1.303 | MAGNETIC SAFETY SWITCHES INTEGRATED WITH DOOR, DOOR & HARDWARE BY OTHERS SEE ARCH DWGS |
| 2.102 | VEHICLE LIFT, TYP                                                                      |
| 2.104 | SHUTTLE, TYP                                                                           |
| 2.106 | POWERED CONVEYOR BRIDGE, TYP                                                           |
| 2.107 | POWERED CONVEYOR FOR QUEUING, TYP                                                      |
| 2.108 | 8'-6" X 16'-6" VEHICLE PALLET PARKING STALL, TYP                                       |
| 2.109 | 8'-6" X 15'-6" VEHICLE PALLET PARKING STALL, TYP                                       |
| 2.117 | 10'-0" WIDE SHUTTLE LANE TO BE CLEAR OF ANY OBSTRUCTION, TYP                           |

Level B2 Automated Parking Summary

| Stall            | Type | Count |
|------------------|------|-------|
| Total Stalls: 52 |      | 52    |

Level B2 Parking Summary

NTS

- ALL STANDARD & STANDARD EV AUTOMATED STALLS COMPLY WITH ACCESSIBILITY STANDARDS. SEE ARCHITECTURAL PROJECT SUMMARY FOR COMPLETE PARKING SUMMARY
- ALL EQUIPMENT SIZES SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE USED FOR LAYOUT PURPOSES ONLY
- SEE QG-0.00 FOR MECHANICAL EQUIPMENT LEGEND
- SEE QG-0.00 FOR SYMBOL LEGEND

Mechanical Equipment Notes

LOS ANGELES | CHICAGO | WARREN | MIAMI

408 Dana Street NE, Warren OH 44483  
818 989 1283 | 885 755 PARK  
www.dasherlawless.com

www.autoparkit.com

|    |                 |            |    |
|----|-----------------|------------|----|
| NO | ISSUE           | DATE       | BY |
| 1  | Entitlement Set | 08/12/2025 | MW |

LIVIO EL CAMINO  
API-25-CA-10004  
for  
ADL 15 LLC  
4898 El Camino Real, Los Altos CA 94022

Equipment Floor Plan -  
Automated Parking Level B2

NOT FOR  
CONSTRUCTION

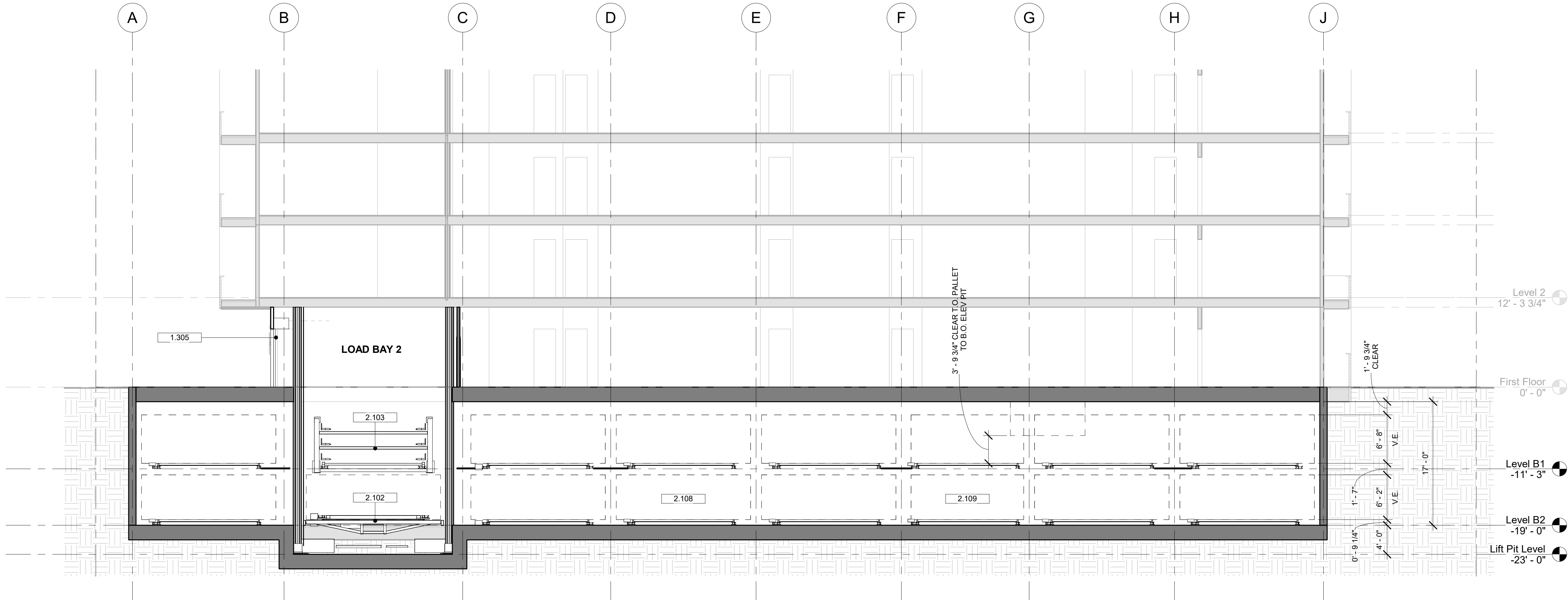
|         |                      |
|---------|----------------------|
| STATUS  | Conceptual Design    |
| SYSTEM  | API-25-CA-10004      |
| LARR    | N/A                  |
| SCALE   | As indicated         |
| PRINTED | 8/12/2025 1:47:00 PM |
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QA1.0B2

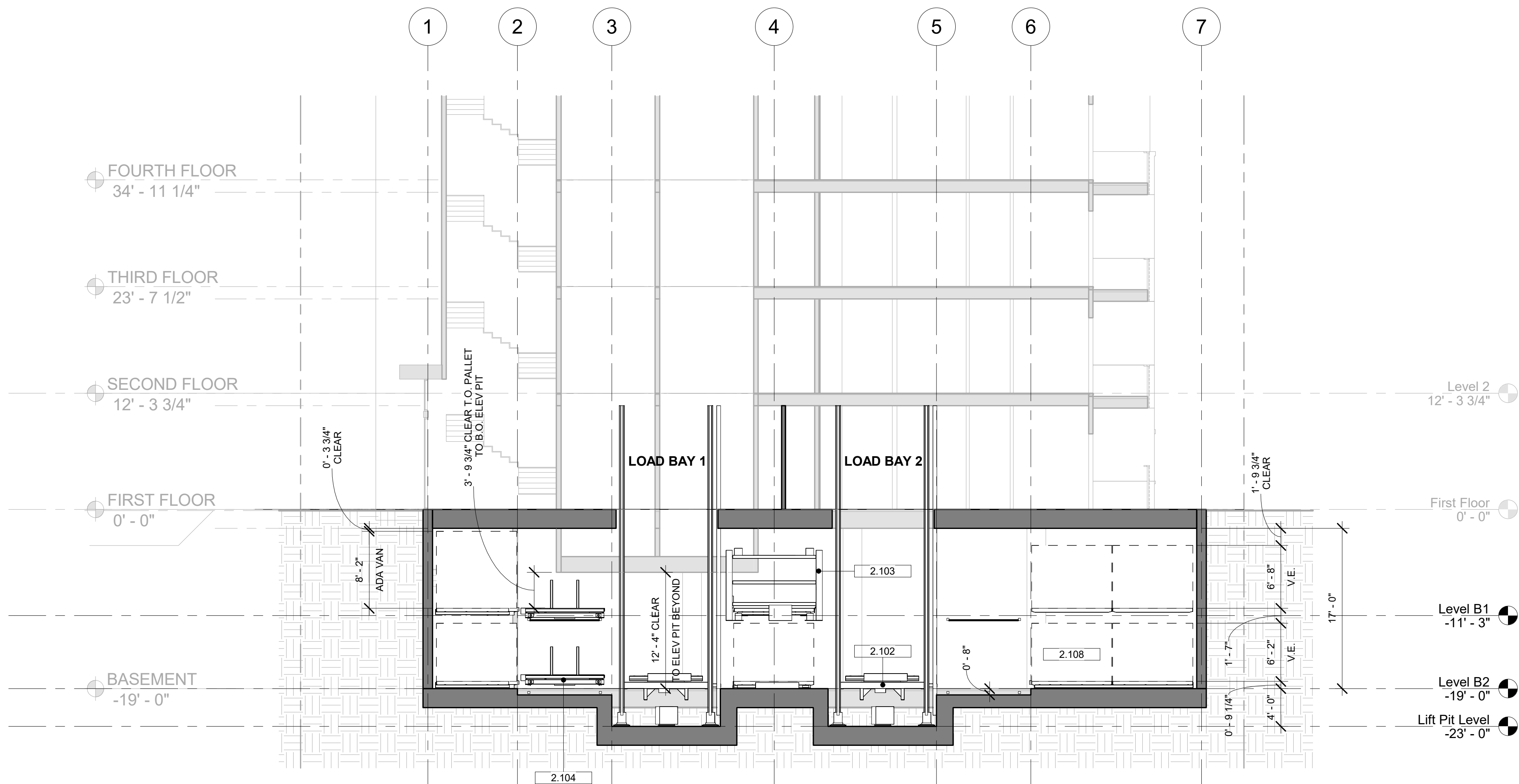
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Page 222 of 286





27 Equipment Building Section  
1/8" = 1'-0"



29 Equipment Building Section  
1/8" = 1'-0"

| Keynotes |                                                  |
|----------|--------------------------------------------------|
| 1.305    | ROLL-UP DOOR BY OTHERS SEE ARCH DWGS             |
| 2.102    | VEHICLE LIFT, TYP                                |
| 2.103    | PALLET STACKER, TYP                              |
| 2.104    | SHUTTLE, TYP                                     |
| 2.108    | 8'-6" X 18'-6" VEHICLE PALLET PARKING STALL, TYP |
| 2.109    | 8'-6" X 15'-6" VEHICLE PALLET PARKING STALL, TYP |



**DASHER  
LAWLESS**  
DESIGN CONSTRUCTION AUTOMATION

LOS ANGELES | CHICAGO | WARREN | MIAMI  
408 Dana Street NE, Warren OH 44483  
818 988 1283 | 885 755 PARK  
www.dasherlawless.com



| NO | ISSUE           | DATE       | BY |
|----|-----------------|------------|----|
| 1  | Entitlement Set | 08/12/2025 | MW |

LIVIO EL CAMINO  
API-25-CA-10004

for  
ADL 15 LLC

4898 El Camino Real, Los Altos CA 94022

Equipment Building Sections

**NOT FOR  
CONSTRUCTION**

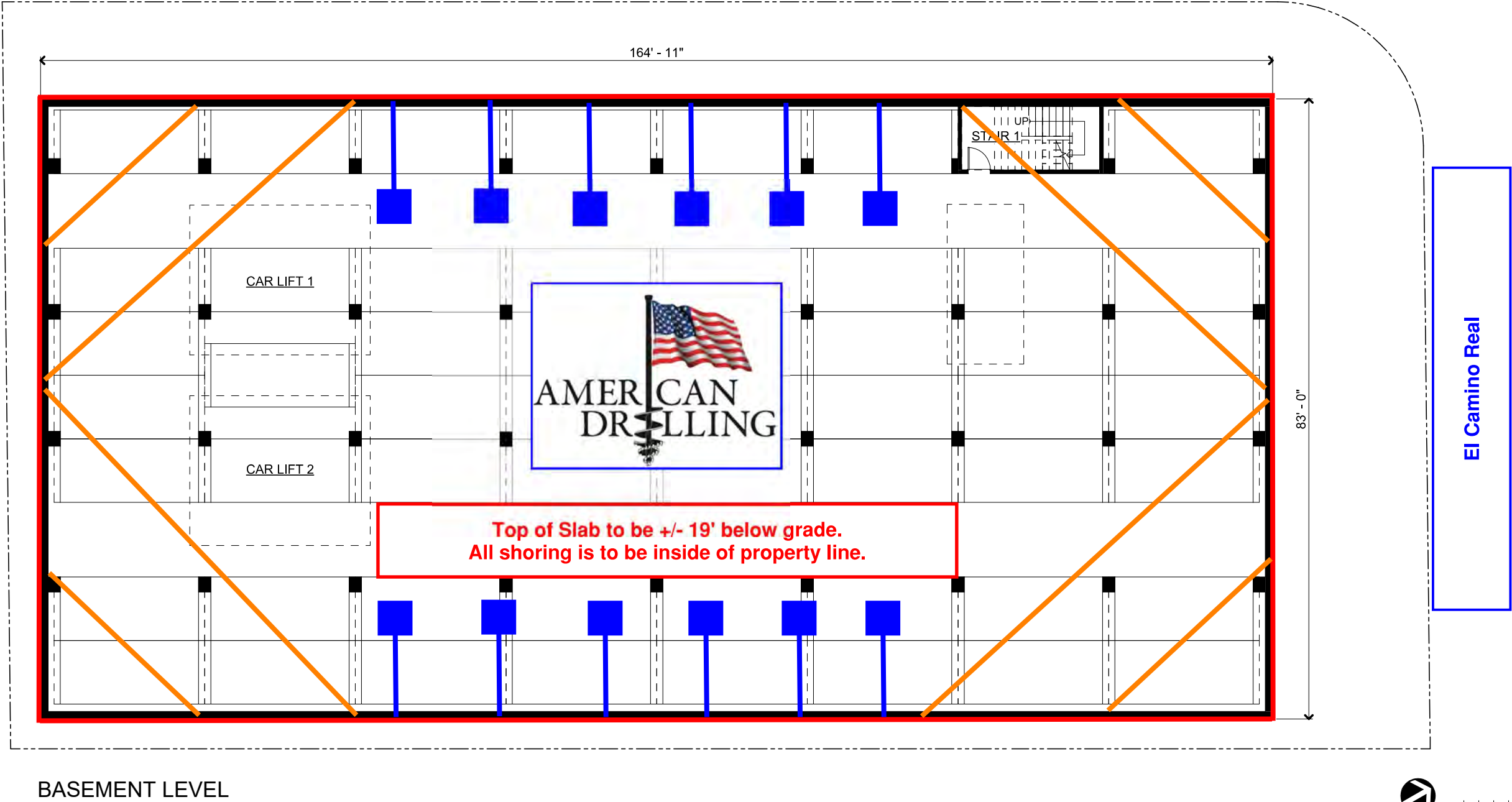
|         |                      |
|---------|----------------------|
| STATUS  | Conceptual Design    |
| SYSTEM  | API-25-CA-10004      |
| LARR    | N/A                  |
| SCALE   | 1/8" = 1'-0"         |
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**QA3.01**

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## Density Bonus Report

4898 El Camino Real, Los Altos

September 25, 2025

This report discusses the 4898 El Camino Real Project (the “Project”)’s relationship to state and local density bonus regulations and presents the applicant’s basis for its density bonus, incentives, and waivers. The Project is an 85-unit residential condominium building that would replace the existing, vacant retail building at 4898 El Camino Real. Because the Project includes 20% very low income units as a proportion of its base density, it qualifies for the benefits of the State Density Bonus Law.<sup>1</sup> These include a 70% density bonus (50% bonus for the first 15% of very low income units, and an additional 20% bonus for the additional 5% of very low income units “stacked” on top),<sup>2</sup> three concessions/incentives,<sup>3</sup> any waivers required from development standards,<sup>4</sup> and an automatic parking reduction.<sup>5</sup> As also indicated in the below chart, the Project site is designated Commercial Thoroughfare in the General Plan, and also zoned Commercial Thoroughfare. The Project is composed of the following units:

| Type           | Bedrooms/Baths | # of Market Rate | # of Affordable | Total |
|----------------|----------------|------------------|-----------------|-------|
| UNIT 1A        | 1/1            | 41               | 6               | 47    |
| UNIT 2A        | 2/2            | 22               | 1               | 22    |
| UNIT 2B        | 2/1            | 5                | 2               | 7     |
| UNIT SA        | 0/1            | 1                | 0               | 2     |
| UNIT SB        | 0/1            | 6                | 1               | 7     |
| TOTAL BUILDING |                | 75               | 10              | 85    |

### DENSITY BONUS – 70% BONUS REQUESTED

| PROJECT DENSITY                             |                                                                                                 |
|---------------------------------------------|-------------------------------------------------------------------------------------------------|
| Lot Size                                    | 18,916 square feet or .434 acres                                                                |
| General Plan – Commercial Thoroughfare (CT) | No residential density set                                                                      |
| Zoning – Commercial Thoroughfare (CT)       | No residential density set                                                                      |
| Base Density                                | 50 units, based on realistic development capacity of the site <sup>6</sup> - see enclosed study |
| Affordable Housing Required (by City)       | 15% <sup>7</sup>                                                                                |
| Affordable Housing Provided                 | 20% very low income as a percentage of base density (10 units)                                  |
| Density Bonus Units                         | 35 (70% bonus)                                                                                  |
| Project Density                             | 195.9 du/acre                                                                                   |
| Total Units Provided                        | 85                                                                                              |

<sup>1</sup> Govt. Code Section 65915(b).

<sup>2</sup> Govt. Code Section 65915(f)(2), (v)(2).

<sup>3</sup> Govt. Code Section 65915(d)(2)(C).

<sup>4</sup> Govt. Code Section 65915(e).

<sup>5</sup> Govt. Code Section 65915(p).

<sup>6</sup> Govt. Code Section 65915(o)(6)(A).

<sup>7</sup> Los Altos Zoning Code Section 14.28.020(B)(2).



## **CONCESSIONS/INCENTIVES – RIGHT RESERVED**

The Project is entitled to three incentives/concessions. While the Applicant has not yet identified the need for any concessions/incentives, it reserves the right to do so in the course of Project review.

## **WAIVERS – SIXTEEN REQUESTED**

The Project has identified the need for sixteen waivers, as follows:

### No. 1 - Front Yard

Per Los Altos Municipal Code ( LAMC) §14.50.90, the City requires a 20'-0" front setback, whereas the Project proposes 17'-2 1/4". In addition, per LAMC §14.50.170.A, a minimum of 75 percent of the ground-floor building frontage along El Camino Real must be built at the minimum setback line. If the Project had to comply with these requirements, it would lose approximately 99 square feet on every level totaling 792 square feet (see Exhibit C).

### No. 2 and 3 – Interior and Exterior Side Yard

Per Code Sections 14.50.100.A and 14.50.100.B, the City typically requires 10 feet setback for interior side yard, and 15 feet for exterior side yard, both with 50% landscaping. The Project proposes 9'-6" interior (but it is 10' not including 6" build out) with 41.5% landscaping and 8' exterior facing Jordan Avenue, with 50.8% landscaping. If the Project had to comply with this requirement, it would lose approximately 322 square feet on every level totaling 2,576 square feet, see Exhibit C. This waiver therefore applies to both the interior and exterior side yard setback standards.

### No. 4 - Rear Yard

Per Code Section 14.50.110, the City typically requires 25 feet rear yard with 50% landscaping, whereas the Project proposes 20'-8" with 14% landscaping. If the Project had to comply with this requirement, it would lose approximately 445 square feet on every level totaling 3,560 square feet, see Exhibit C.

### No. 5 - Height

Per LAMC §14.50.140.A, the maximum building height in the CT District is 55'-0". Rooftop equipment and appurtenances may extend an additional 12'-0" above the permitted height under §14.66.240.E, for a combined maximum of 67'-0". The project proposes a roof deck at 92'-2 1/4", which is 37'-2 1/4" above the 55'-0" limit, and an elevator overrun at 109'-7 1/4", which is 42'-7 1/4" above the 67'-0" maximum. The elevator overrun projects 17'-5" above the roof deck, exceeding the 12'-0" allowance for appurtenances by 5'-5". Compliance with the 55'-0" height limit, or the 67'-0" limit including appurtenances, would reduce the project by approximately three stories and 35 units, precluding the density permitted under State Density Bonus Law (Gov. Code §65915). Accordingly, the project requests waivers for these additional height exceedances.. Please see the capacity study submitted with our application, which illustrates this loss.



#### No. 6 - Upper Story Step Backs

Per Code Sections 14.50.170.B.1.a and b, the City typically requires 10' stepback at front and street side for stories above 45 feet, whereas the Project proposes no stepbacks. If the Project had to comply with this requirement, it would lose approximately 2,051 square feet on every level totaling 8,204 square feet or 10 units, see Exhibit A.

#### No. 7 and 8 - Vertical Articulation and Façade Entrance

Per Code Sections 14.50.170.B.2.a, b, and c, the City typically requires that when a building façade exceeds 100 feet in length along a right-of-way, it must be separated into primary façade bays no greater than 50 feet and secondary façade bays defined by a recess a minimum of 3 feet deep and 10 feet wide. Further, a minimum of one entrance must be provided per one hundred fifty linear feet along El Camino Real and per primary façade bay along the other rights-of-way. The eave/roof of a secondary façade shall be no higher than the corresponding elements of the primary façade bay. The Project instead proposes balconies sized roughly 5'x10' stacked on top of each other to provide sufficient vertical articulation in the building's façade, as well as primary façade bays that are longer than 50' in length in some locations. If the Project had to comply with the primary and secondary bay length requirements, it would lose approximately 316 square feet on every level totaling 2,528 square feet or 3 units. An additional two primary entrances placed along the right-of-way that isn't El Camino would displace an additional 2 units, for a net loss of 5 units. See Exhibit D.

#### No. 9 - Privacy and Line of Sight (Balconies)

Per Code Section 14.50.170.B.5.a, the City typically requires that primary living spaces and balconies located along a side setback shall orient principal windows and balconies toward the front and rear of the building. The Project instead proposes balconies oriented towards the front rear and sides of the lot. If the Project had to comply with this requirement, it would lose approximately 2,099 square feet on every level totaling 16,792 square feet or 21 units, see Exhibit B.

#### No. 10 - Parapet Segment Length

Per Code Section 14.50.170.B.6.a.v.b, the City typically requires that the length of a parapet segment on the third floor and above may not exceed twenty-five (25) feet. The Project instead proposes a max parapet length of 39'-5". If the Project had to comply with this requirement, it would lose approximately 488 square feet with a net loss of 0.5 units. The parapet segment length is determined by the unit layout below. Therefore, we would need to reduce the size of the secondary bedroom units to their minimum to create a parapet above which doesn't exceed the 25'-0" maximum. This change would further fragment the facade design and emphasize an irregular bay pattern. See Exhibit F.

#### No. 11 - Pedestrian-Scaled Entrances

Per Code Section 14.50.170.C.3.a, the City typically requires that buildings more than seventy (70) feet in length along a right-of-way must incorporate at least one forecourt frontage on the right-of-way-facing façade. The Project instead proposes a recessed main entrance at the junction of Jordan Ave and El



Camino to be a scaled down version of a Forecourt spanning all eight floors. If the Project had to comply with this requirement, it would lose approximately 412 square feet on every level totaling 3,296 square feet or 4 units, see Exhibit E.

#### No. 12 - Interior Side Yard Landscaping

Per Code Section 14.50.100, at least 50% of the interior side yard must be landscaped. The Project provides 41.5%. If it had to comply with this requirement, the Project would lose approximately 736 square feet square feet or 1 unit, see Exhibit G.

#### No. 13 - Rear Yard Landscaping

Per Code Section 14.50.100, at least 50% of the required rear yard must be landscaped. The Project provides 14.0%. If it had to comply with this requirement, the Project would lose approximately 5,416 square feet square feet or 7 units, see Exhibit H.

#### No. 14 - Driveway Landscaping

Per Code Section 14.50.170.G, landscaping must be placed on each side of a driveway at grade or in raised planters. If the Project had to comply with this requirement, it would lose approximately 5,416 square feet or 7 units, see Exhibit H.

#### No. 15 - Transformer Fence

Per LAMC Chapter 14.72, fences within 15 feet of a driveway must be limited to 4 feet in height to maintain clear visibility. The fence at the transformers directly adjacent to the rear entry does not comply with this requirement in order to adequately screen the transformers. Rather, the fence is 6'-5". In order to maintain safety, the Project will be utilizing a notification device (such as warning lights or audible signals) to alert pedestrians, bicyclists, and other vehicles of cars exiting the garage. If the Project had to comply with this requirement, it would lose approximately 5,578 square feet or 7 units. See Exhibit I.

#### No. 16 - Loading Space Location

Per Code Section 14.74.090, the Project must provide at least one on-site loading facility due to ten or more housing units. It must measure at least ten by twenty-five feet with fourteen feet vertical clearance if indoors. Loading areas must allow safe vehicle maneuvering without blocking traffic or parking, cannot be considered as parking, and may be in front yard setbacks if other setbacks are met. Vehicles cannot back-in from public streets. Loading spaces must be clearly marked and maintained, with signage directing delivery vehicles. The Project complies with the majority of the above requirements, but does not fully comply because the only feasible location for the loading facility requires backing out onto Jordan Avenue. If the Project had to provide a different location further into the site, it would lose approximately 5,081 square feet or 7 units. See Exhibit J.

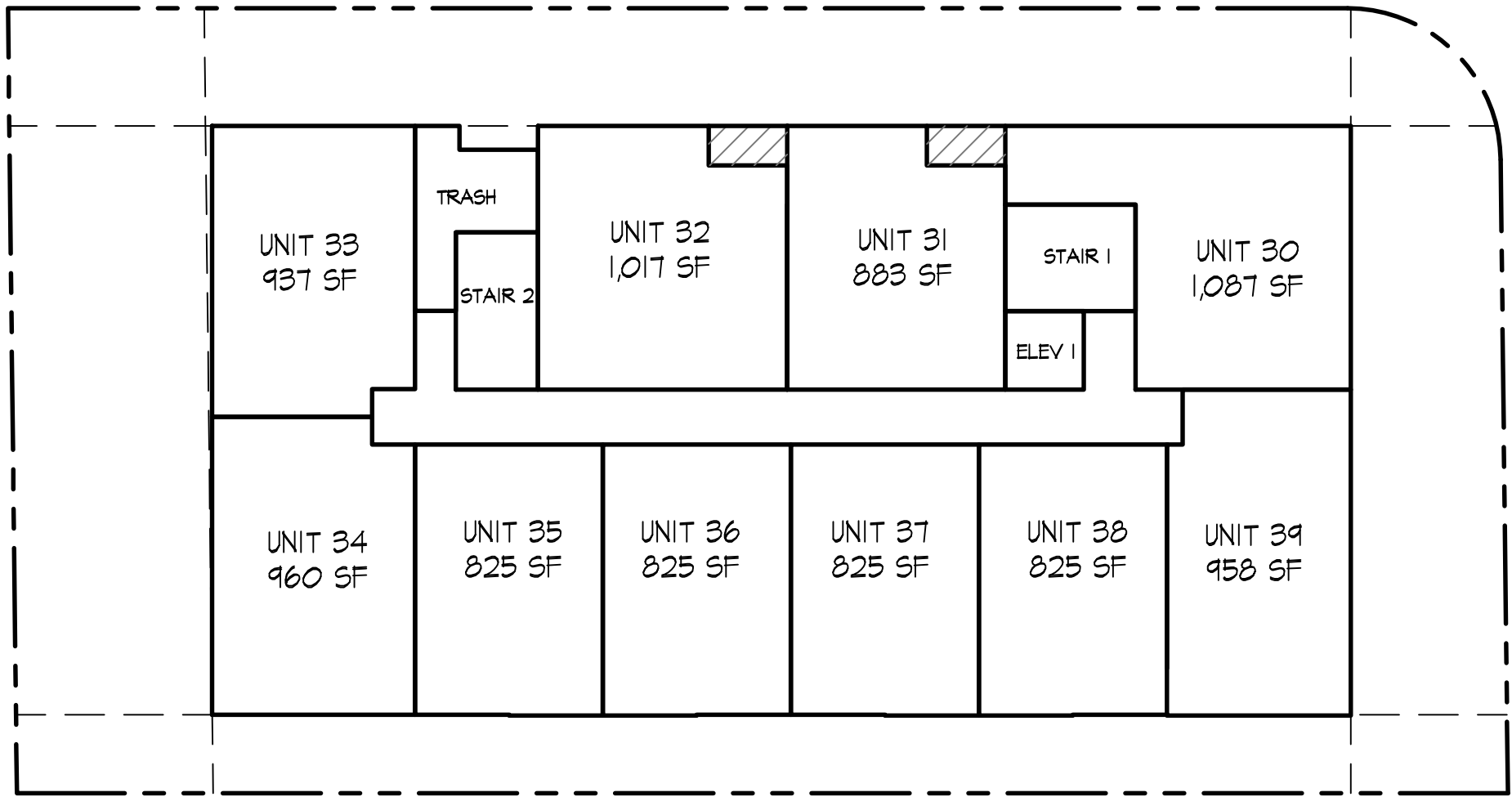
The Applicant reserves the right to identify further waivers during the course of Project review.



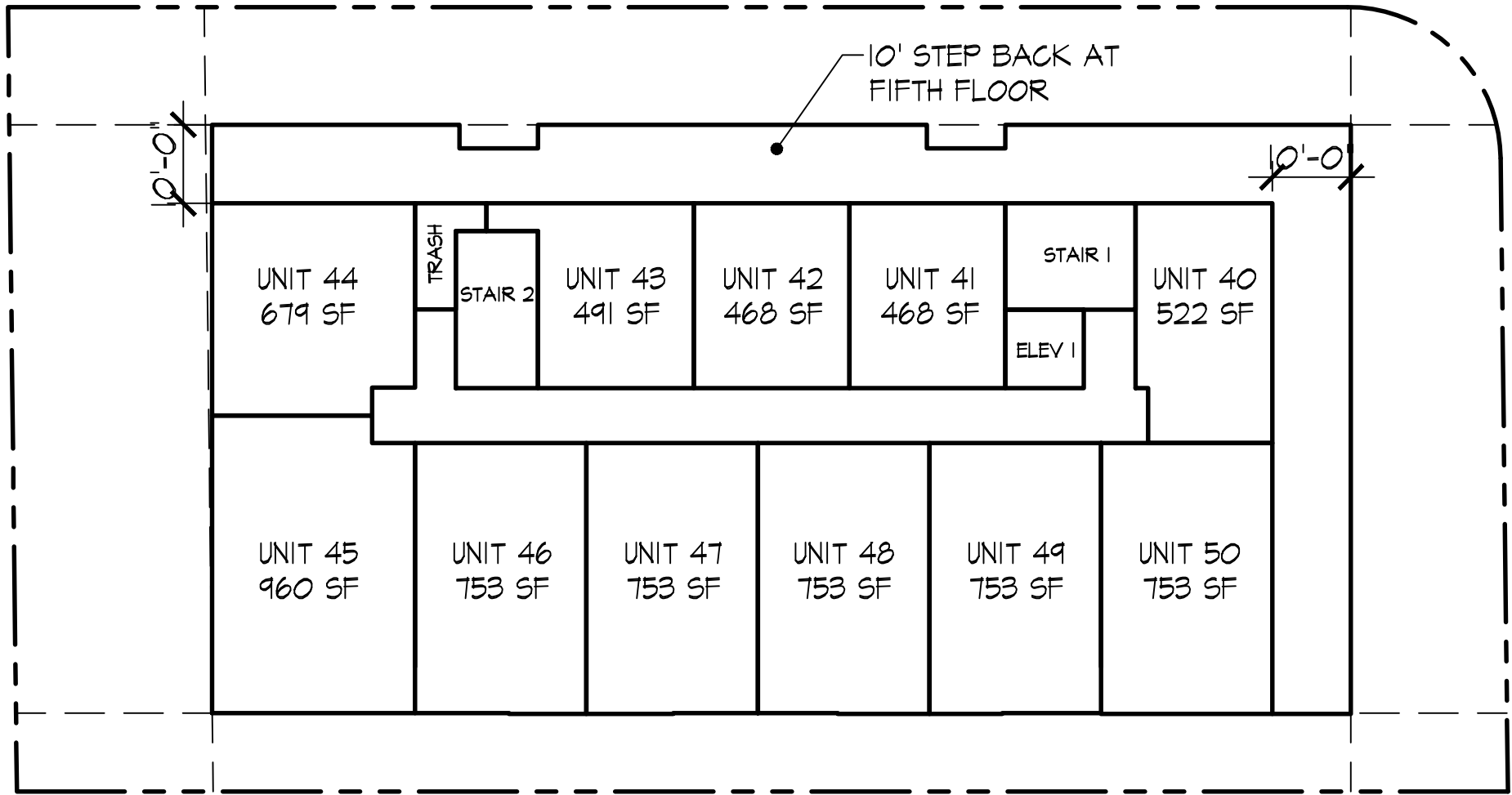
**PARKING**

The Applicant provides 95 parking stalls and is consistent with the parking requirement per the SDBL. Further, the Applicant is entitled to waive all parking requirements per AB 2097.

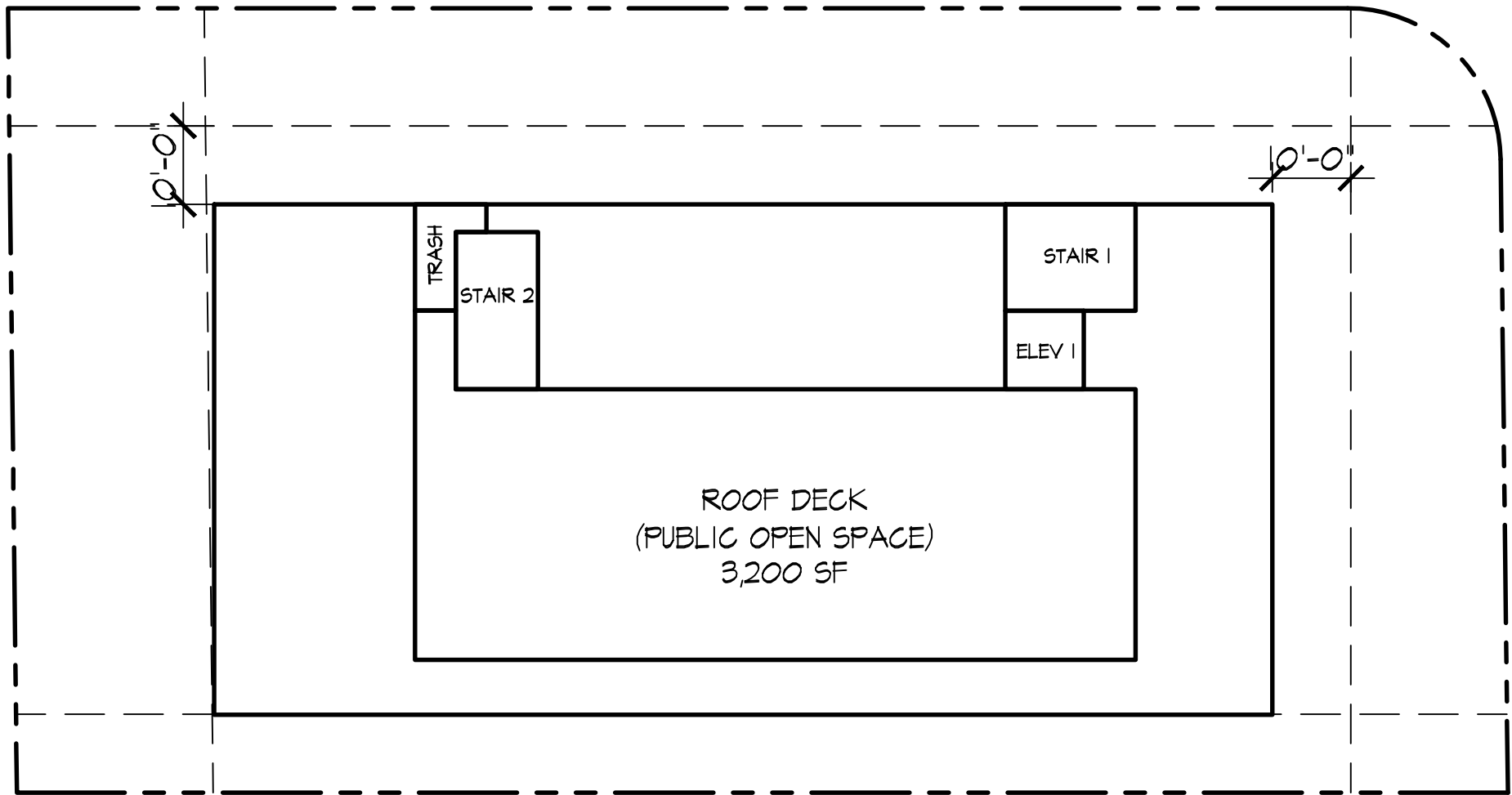




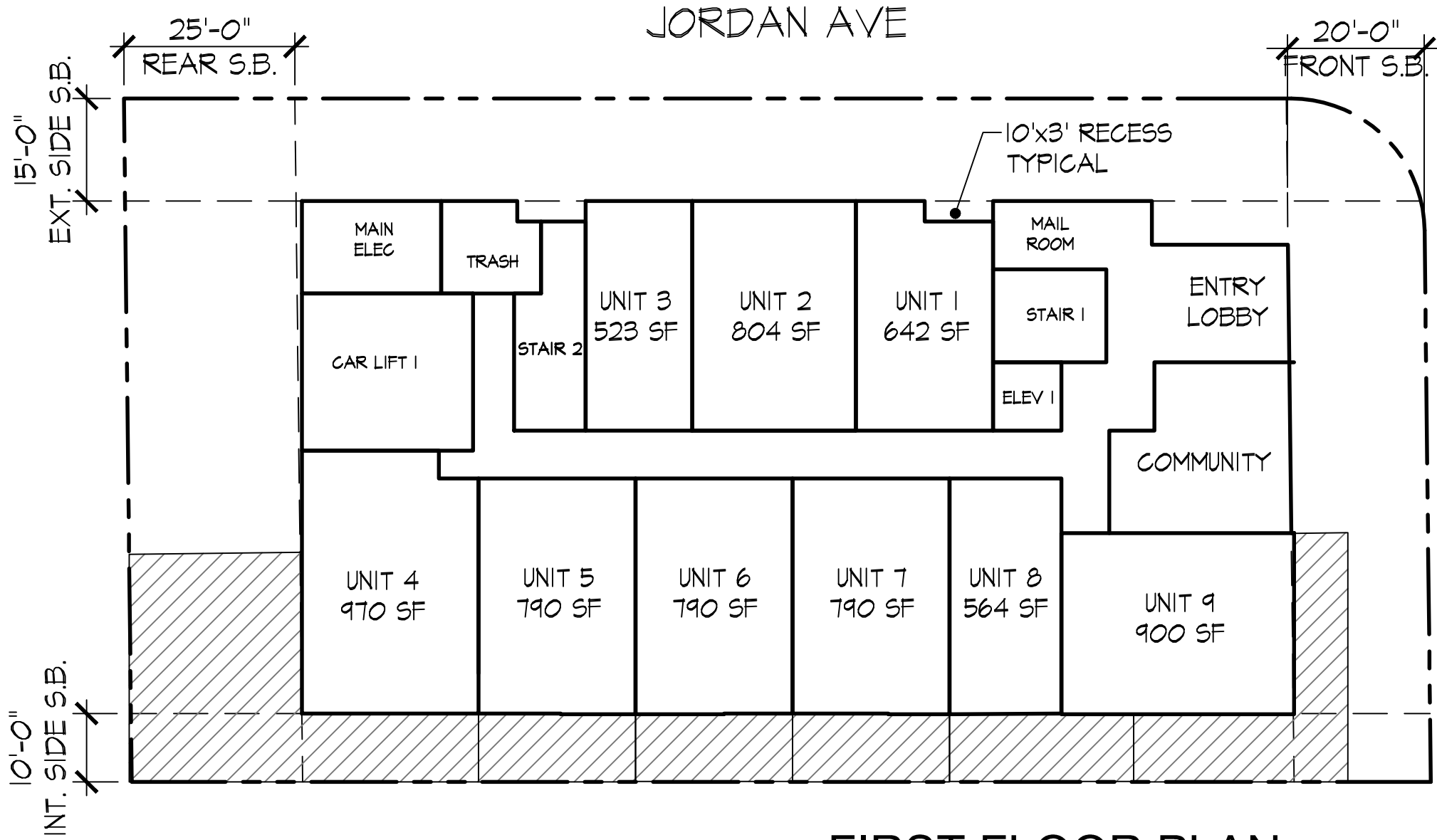
FOURTH FLOOR PLAN



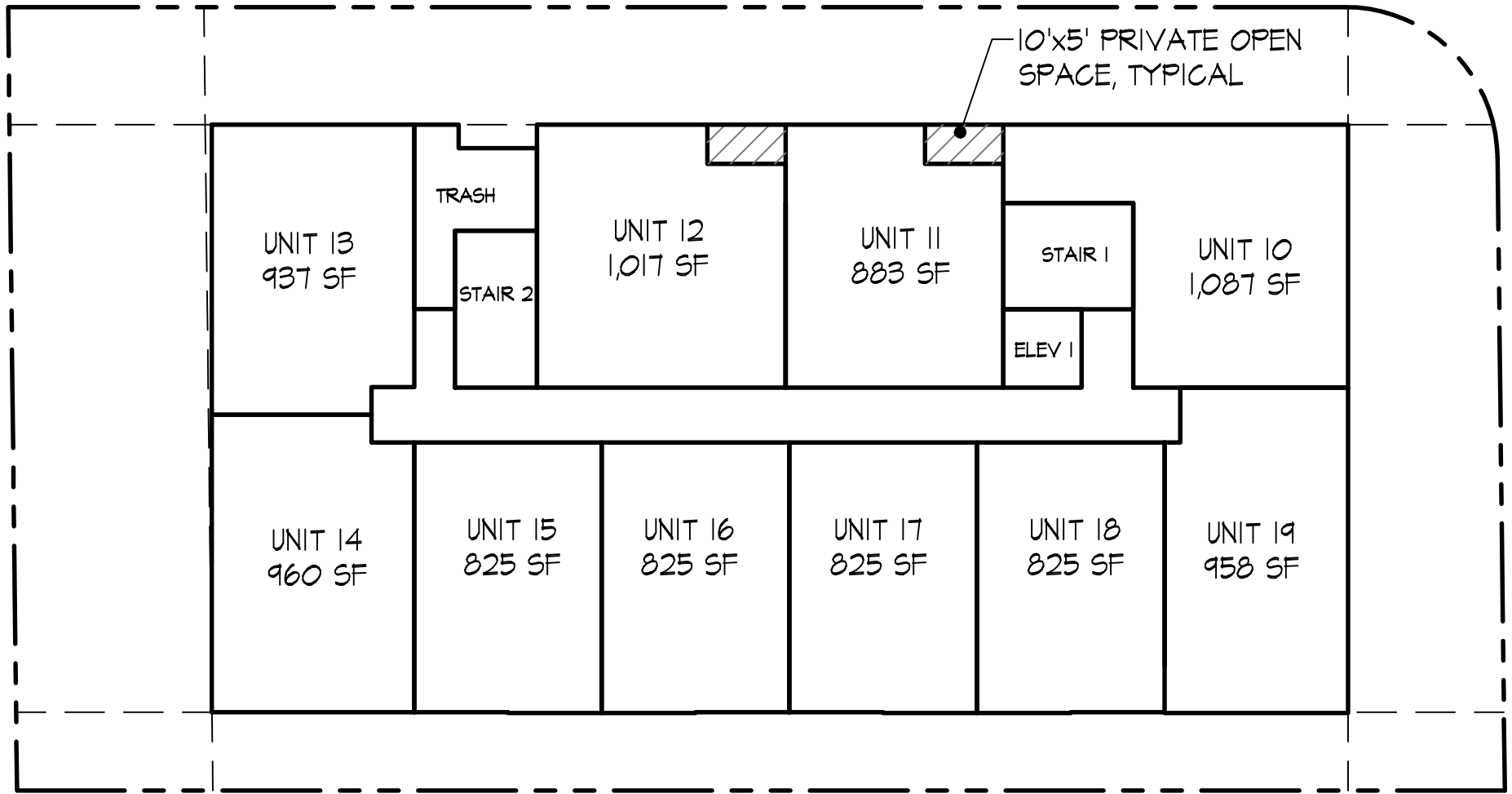
FIFTH FLOOR PLAN



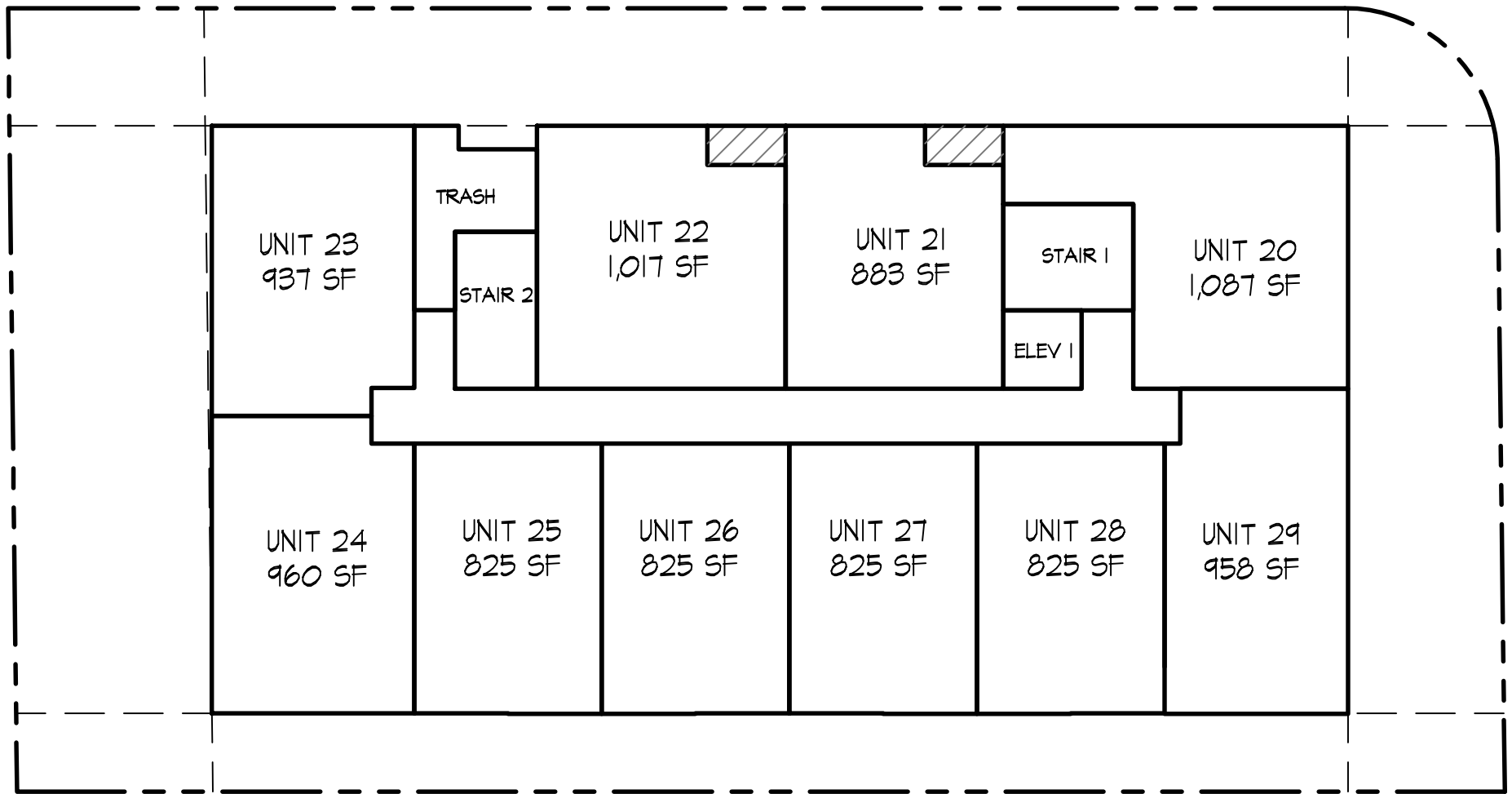
ROOF PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN

SITE DATA

|                     |                                            |
|---------------------|--------------------------------------------|
| ADDRESS:            | 4898 EL CAMINO REAL<br>LOS ALTOS, CA 94022 |
| APN:                | 170-03-085                                 |
| GENERAL PLAN:       | (CT) COMMERCIAL THOROUGHFARE               |
| ZONING:             | (CT) COMMERCIAL THOROUGHFARE               |
| SITE AREA:          | 18,919 SF (0.43 ACRES)                     |
| SETBACKS            |                                            |
| FRONT               | 20'                                        |
| SIDE                | 10' INTERIOR SIDE<br>15' EXTERIOR SIDE     |
| REAR                | 25'                                        |
| MAX BUILDING HEIGHT | 55' (5 STORIES)                            |

BUILDING DATA

BUILDING AREA: 51,703 SF  
PRIVATE OPEN SPACE: 2,870 SF  
PUBLIC OPEN SPACE: 3,200 SF



BASE DENSITY = 50 UNITS

| BUILDING | TOTAL SF |
|----------|----------|
| UNIT 1   | 642      |
| UNIT 2   | 804      |
| UNIT 3   | 523      |
| UNIT 4   | 970      |
| UNIT 5   | 790      |
| UNIT 6   | 790      |
| UNIT 7   | 790      |
| UNIT 8   | 564      |
| UNIT 9   | 900      |
| UNIT 10  | 1087     |
| UNIT 11  | 883      |
| UNIT 12  | 1017     |
| UNIT 13  | 937      |
| UNIT 14  | 960      |
| UNIT 15  | 825      |
| UNIT 16  | 825      |
| UNIT 17  | 825      |
| UNIT 18  | 825      |
| UNIT 19  | 958      |
| UNIT 20  | 1087     |
| UNIT 21  | 883      |
| UNIT 22  | 1017     |
| UNIT 23  | 937      |
| UNIT 24  | 960      |
| UNIT 25  | 825      |
| UNIT 26  | 825      |
| UNIT 27  | 825      |
| UNIT 28  | 825      |
| UNIT 29  | 958      |
| UNIT 30  | 1087     |
| UNIT 31  | 883      |

|                  |        |
|------------------|--------|
| UNIT 32          | 1017   |
| UNIT 33          | 937    |
| UNIT 34          | 960    |
| UNIT 35          | 825    |
| UNIT 36          | 825    |
| UNIT 37          | 825    |
| UNIT 38          | 825    |
| UNIT 39          | 958    |
| UNIT 40          | 522    |
| UNIT 41          | 468    |
| UNIT 42          | 468    |
| UNIT 43          | 491    |
| UNIT 44          | 679    |
| UNIT 45          | 960    |
| UNIT 46          | 753    |
| UNIT 47          | 753    |
| UNIT 48          | 753    |
| UNIT 49          | 753    |
| UNIT 50          | 753    |
| TOTAL (50 UNITS) | 41,552 |
| AVERAGE          | 831    |



BASE DENSITY STUDY  
A01

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





UNIT AREA SUMMARY

| TYPE    | AREA    | NUMBER OF UNITS<br>IN BUILDING | TOTAL SF OF<br>UNITS IN BUILDING | BED-<br>ROOMS | BATHS | PRIVATE<br>OPEN SPACE |
|---------|---------|--------------------------------|----------------------------------|---------------|-------|-----------------------|
| UNIT SA | 520 SF  | 2                              | 1040 SF                          | 0             | 1     | 0 SF                  |
| UNIT SB | 600 SF  | 7                              | 4,200 SF                         | 0             | 1     | 0 SF                  |
| UNIT 1A | 750 SF  | 47                             | 35,250 SF                        | 1             | 1     | 65 SF - 70 SF         |
| UNIT 2A | 1020 SF | 22                             | 22,440 SF                        | 2             | 2     | 30 SF - 40 SF         |
| UNIT 2B | 870 SF  | 7                              | 6,090 SF                         | 2             | 1     | 50 SF                 |
| TOTALS  |         | 85                             | 69,020 SF                        |               |       | 4320 SF               |

PROPOSED BMR UNITS

ALL BMR UNITS TO BE VERY LOW INCOME

| LEVEL<br>(SHEET) | STUDIO<br>(UNIT SB) | 1-BED<br>(UNIT 1A) | 2-BED<br>(UNIT 2A) | 2-BED<br>(UNIT 2B) | TOTAL |
|------------------|---------------------|--------------------|--------------------|--------------------|-------|
| 1 (A11)          |                     | 104                |                    |                    | 2     |
| 2 (A12)          | 208                 | 204                |                    |                    | 2     |
| 3 (A13)          |                     |                    | 301                | 300                | 1     |
| 4 (A14)          |                     |                    |                    | 400                | 1     |
| 5 (A15)          |                     | 504                |                    |                    | 1     |
| 6 (A16)          |                     | 604                |                    |                    | 1     |
| 7 (A17)          |                     | 704                |                    |                    | 1     |
| 8 (A18)          |                     | 804                |                    |                    | 1     |
| TOTALS           | 1                   | 6                  | 1                  | 2                  | 10    |

PROJECT DESCRIPTION

A MULTIPLE-FAMILY RESIDENTIAL PROJECT AT 4898 EL CAMINO REAL. THE PROJECT CONSISTS OF 85 DWELLING UNITS WITHIN AN EIGHT-STORY BUILDING, AND ONE LEVEL OF UNDERGROUND PARKING. THE PROJECT REPLACES THE EXISTING FUTON SHOP BUILDING WHICH IS APPROXIMATELY 8,396 SF. THE UNDERGROUND PARKING LEVEL IS ACCESSED BY AN AUTOMATED LIFT SYSTEM FROM THE ALLEY AND INCLUDES, 104 PARKING STALLS. THE FIRST FLOOR INCLUDES THE MAIN LOBBY, A COMMUNITY ROOM, LOCKED BIKE STORAGE, 7 RESIDENTIAL UNITS, AND A MAIL ROOM. THE ROOF TOP INCLUDES A 3,250 SQUARE FOOT ROOFTOP DECK WITH OUTDOOR SEATING. IN ADDITION SOLAR PANELS WILL BE INSTALLED TO OFFSET ELECTRICITY USE. THE TABLE BELOW SUMMARIZES THE PROJECT. THE PROJECT IS DEFINED AS A HIGH RISE STRUCTURE PER THE 2022 CALIFORNIA BUILDING CODE.

|                       | EXISTING | PROPOSED                 | REQUIRED / ALLOWED |
|-----------------------|----------|--------------------------|--------------------|
| SETBACKS:             |          |                          |                    |
| FRONT                 | 50'      | 17' - 2 1/2"             | 20'                |
| REAR                  | 42'      | 20' - 8"                 | 25'                |
| EXTERIOR (RIGHT) SIDE | 5'       | 17' - 2 1/2" TO 19' - 0" | 15'                |
| INTERIOR (LEFT) SIDE  | 0'       | 9' - 6" TO 16' - 0"      | 10'                |
| HEIGHT:               | +/- 22'  | 109' - 9" (8 STORIES)    | 55' (OR 5 STORIES) |

PROJECT DATA TABLE

|                         |                                                                                       |
|-------------------------|---------------------------------------------------------------------------------------|
| ADDRESS:                | 4898 EL CAMINO REAL<br>LOS ALTOS, CA 94022<br>170-03-085                              |
| APN:                    | 170-03-085                                                                            |
| GENERAL PLAN:           | THOROUGHFARE COMMERCIAL (TC)                                                          |
| ZONING:                 | COMMERCIAL THOROUGHFARE (CT)                                                          |
| GROSS SITE AREA:        | 18,919 SF (0.43 acres)                                                                |
| NET SITE AREA:          | 16,919 SF (0.39 acres)                                                                |
| PROPOSED DENSITY:       | 85 UNITS (219 du / net ac)                                                            |
| LOT COVERAGE:           | 58.7%                                                                                 |
| IMPERVIOUS AREA:        | 18,919 SF                                                                             |
| OCCUPANCY:              | S2 / R2                                                                               |
| CONSTRUCTION:           | TYPE IB                                                                               |
| FIRE SPRINKLERS:        | INCLUDED PER C.B.C. 903.2                                                             |
| FEMA FLOOD ZONE:        | DESIGNATED AS AN "OTHER AREAS OF<br>FLOOD HAZARD": 0.2% ANNUAL CHANCE<br>FLOOD HAZARD |
| FLOOR AREA RATIO (FAR): | TOTAL INTERIOR (91,520 SF) /<br>GROSS SITE AREA (18,919 SF) = 4.84 FAR                |

BUILDING AREA SUMMARY (GROSS S.F.)

|                 |             |
|-----------------|-------------|
| BASEMENT FLOOR: | 13,688 S.F. |
| FIRST FLOOR:    | 11,272 S.F. |
| SECOND FLOOR:   | 11,464 S.F. |
| THIRD FLOOR:    | 11,464 S.F. |
| FOURTH FLOOR:   | 11,464 S.F. |
| FIFTH FLOOR:    | 11,464 S.F. |
| SIXTH FLOOR:    | 11,464 S.F. |
| SEVENTH FLOOR:  | 11,464 S.F. |
| EIGHTH FLOOR:   | 11,464 S.F. |
| TOTAL INTERIOR: | 91,520 S.F. |
| GARAGE:         | 13,494 S.F. |

PARKING STANDARDS

PARKING STANDARDS (PER ASSEMBLY BILL 2097)

THE PROJECT IS LOCATED WITHIN 0.5 MILES OF AT LEAST TWO BUS ROUTES OR STOPS THAT PROVIDE SERVICE EVERY 15 MINUTES. THEREFORE, UNDER AB 2097, THERE IS NO MINIMUM REQUIREMENT FOR AUTOMOBILE PARKING.

|                                |           |
|--------------------------------|-----------|
| PARKING PROVIDED (LIFT-SYSTEM) |           |
| STANDARD SPACES                | 83 SPACES |
| ADA SPACES                     | 2 SPACES  |
| EV CHARGING SPACES (LEVEL 2)   | 10 SPACES |
| TOTAL PROVIDED                 | 95 SPACES |

NOTES:  
PARKING IN BASEMENT IS A DOUBLE-STACKED AUTOMATED LIFT SYSTEM. RESIDENTS EXIT THEIR VEHICLE ON THE FIRST FLOOR AND THEN THE VEHICLE IS BROUGHT TO THE BASEMENT.

ALL VEHICLES ON BASEMENT FLOOR ARE UNOCCUPIED. NO RESIDENTS WILL HAVE ACCESS TO THE BASEMENT. BASEMENT ACCESS IS STRICTLY FOR MAINTENANCE PURPOSES.

BICYCLE PARKING STANDARDS

|                                      |            |
|--------------------------------------|------------|
| REQUIRED SPACES (PER LAMC 14.75.040) |            |
| 1.5 CLASS I SPACES PER 1 UNIT        | 128 SPACES |
| 1 CLASS II SPACES PER 20 UNITS       | 5 SPACES   |
| PROVIDED SPACES                      |            |
| CLASS I (BICYCLE STORAGE ROOM)       | 108 SPACES |
| CLASS I (AUTOMATED PARKING SYSTEM)   | 20 SPACES  |
| CLASS II (OUTDOOR BICYCLE RACKS)     | 5 SPACES   |

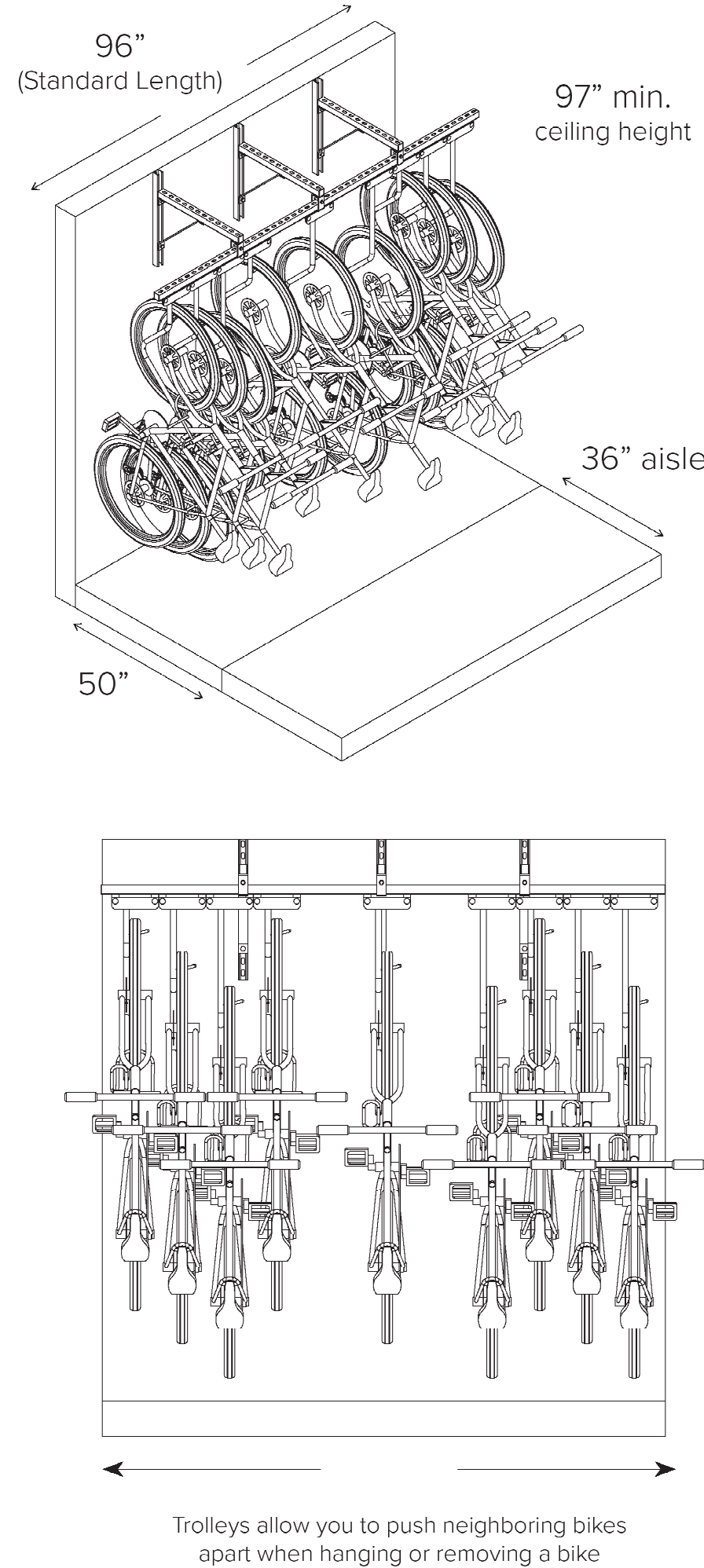
PROJECT DATA SHEET  
A01



BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 68                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

BIKE LOCKS



**CAPACITY**  
9 BIKES PER 8FT BIKE RACK MODULE

**REQUIRED SPACES (PER LAMC 14.75.040)**  
1.5 CLASS I SPACES PER 1 UNIT  
1 CLASS II SPACES PER 20 UNITS

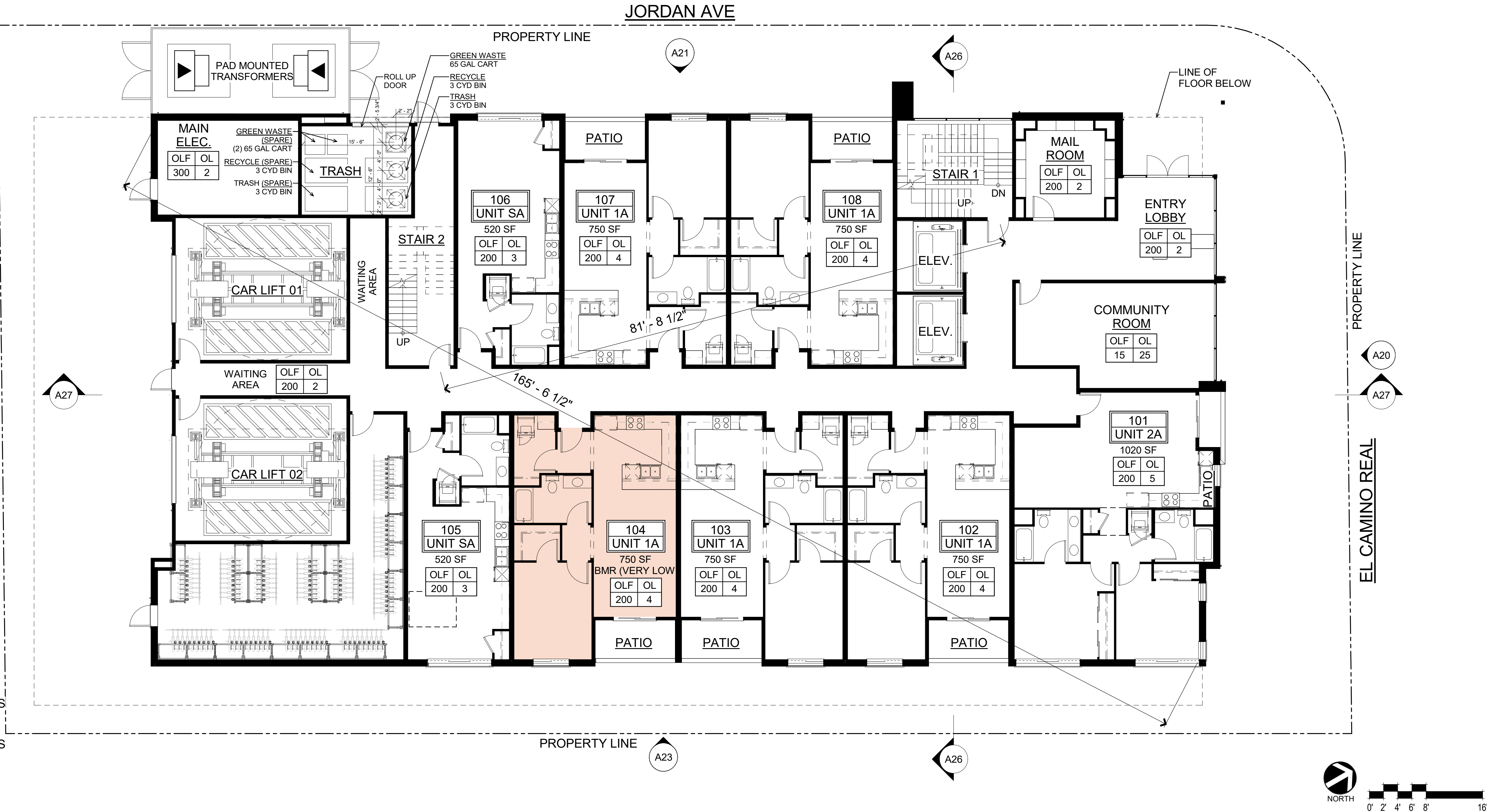
**PROVIDED SPACES**  
CLASS I (BICYCLE STORAGE ROOM)  
CLASS I (AUTOMATED PARKING SYSTEM)  
CLASS II (OUTDOOR BICYCLE RACKS)

128 SPACES  
5 SPACES

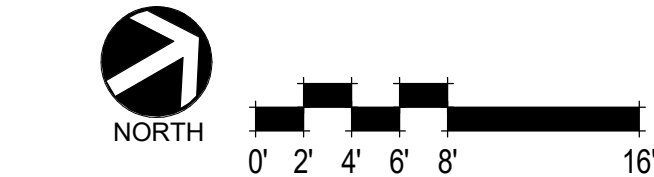
108 SPACES  
20 SPACES  
5 SPACES

FIRE DEPARTMENT ACCESS

1. EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2. FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3. KEY BOXES WITH HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
4. STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
5. ROADWAYS, DRIVEWAYS, BUILDING OPENINGS AND ROOF ACCESS SHALL BE PRESCRIBED IN CFC CHAPTER 5 AND SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAIL AND SPECIFICATION A-1. AERIAL TRUCK ACCESS SHALL BE AS DESCRIBED IN THE AFOREMENTIONED SD&S.
6. A TWO-WAY COMMUNICATION SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDNACE WITH NFPA 72 (2022 EDITION) AND OTHER APPLICABLE BUILDING CODES. THIS COMMUNICATION SYSTEM WILL BE A DEFERRED SUBMITTAL ITEM.



399.298 Livio El Camino  
Los Altos, CA 94022  
August 1, 2025



FIRST FLOOR PLAN  
A11



BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

FIRE DEPARTMENT ACCESS

1.

EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2.

FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3.

KEY BOXES WITH HARDWARE SHALL BE INSTALLED IN LOCATIONS AS PRESCRIBED BY THE FIRE MARSHAL'S OFFICE AND CFC SECTION 506.
4.

STANDPIPE SYSTEM SHALL BE INSTALLED AS PER CFC SECTION 905.3 AND SHALL BE THE MANUAL WET TYPE.
5.

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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5                                       |
| 200  | 47                     | OL = OCCUPANT LOAD FOR THIS SPACE                                                 |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1          |
| 165' | 55'                    | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

FIRE DEPARTMENT ACCESS

1.

EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2.

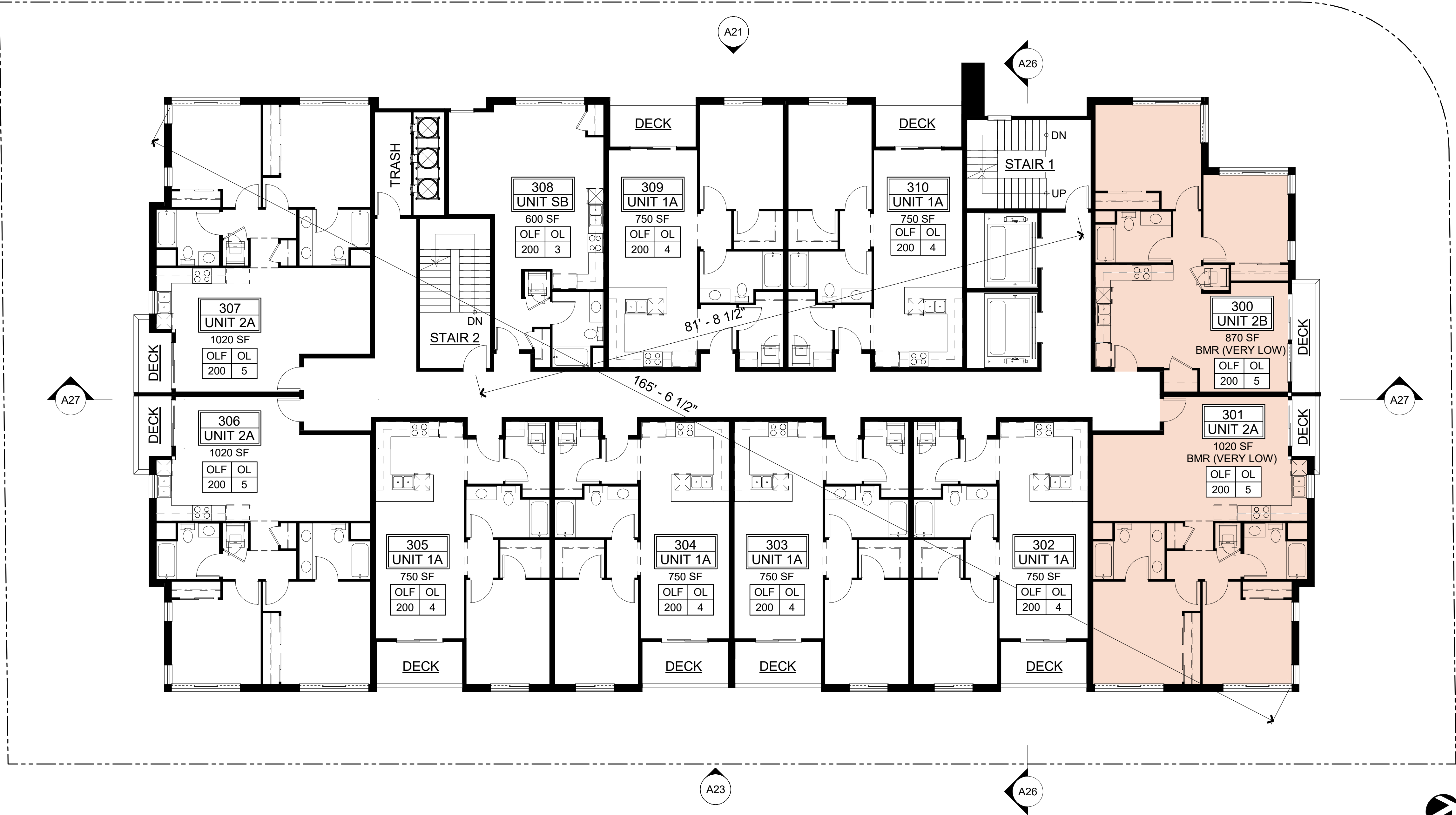
FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3.

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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                                                                                               |
|------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                                                                                               |
| OLF  | OL                     | OLF = OCCUPANT LOAD FACTOR PER TABLE 1004.5<br>OL = OCCUPANT LOAD FOR THIS SPACE                                                                              |
| 200  | 47                     |                                                                                                                                                               |
| MD   | 1/3                    | MD = MAXIMUM DIAGONAL DIMENSION OF BUILDING ARE PER CBC SECTION 1007.1.1<br>1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2 |
| 165' | 55'                    |                                                                                                                                                               |
| 1/3  | DE                     | 1/3 = 1/3 OF THE MAXIMUM DIAGONAL DIMENSION PER CBC SECTION 1007.1.1, EXCEPTION 2<br>DE = DISTANCE BETWEEN EXITS PROVIDED                                     |
| 55'  | 82'                    |                                                                                                                                                               |

FIRE DEPARTMENT ACCESS

1.

EMERGENCY RADIO COVERAGE SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 510.
2.

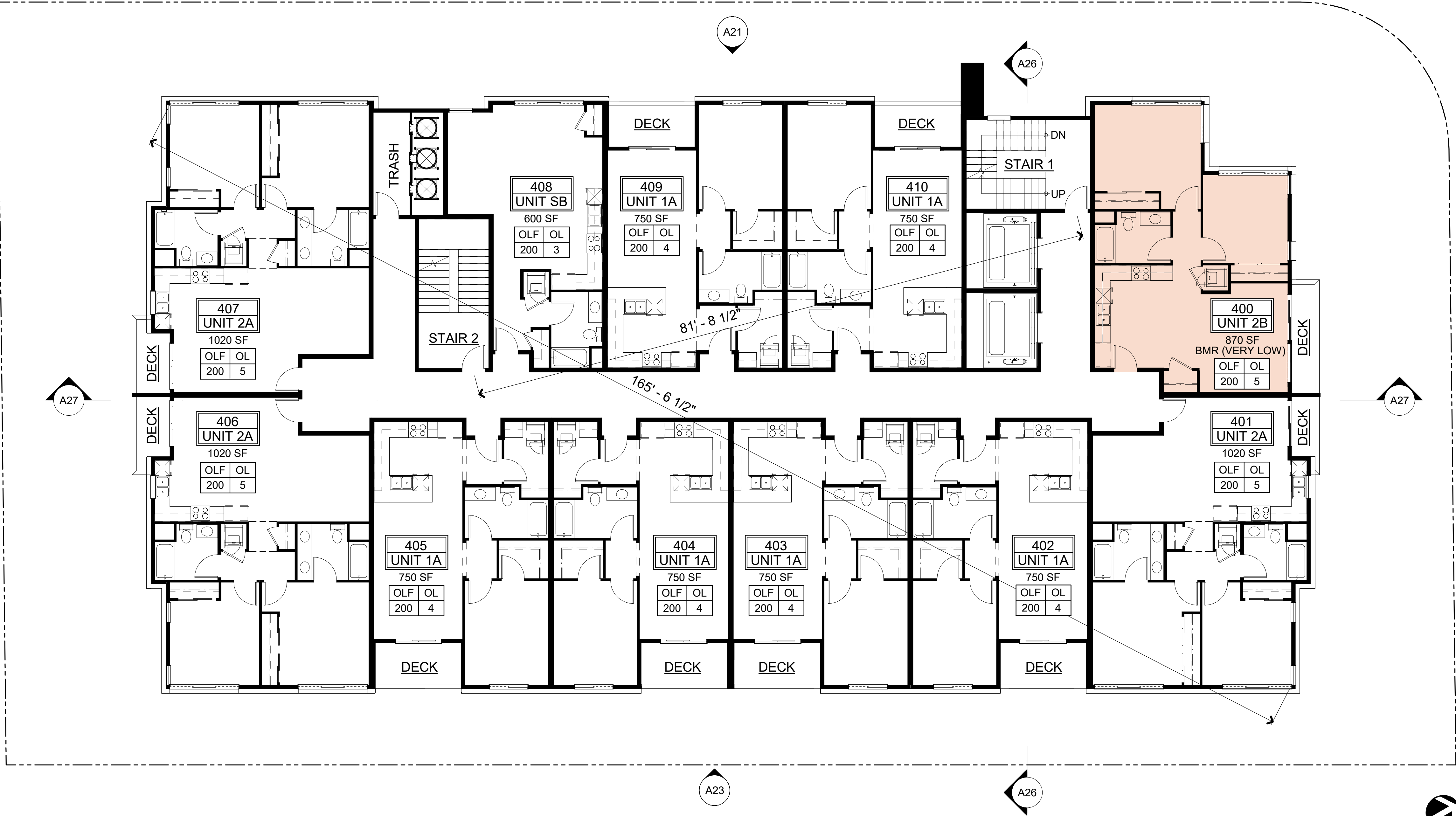
FIRE ALARM SYSTEM SHALL CONFORM WITH THE REQUIREMENTS OF CFC SECTION 907.
3.

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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
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| 55'  | 82'                    | DE = DISTANCE BETWEEN EXITS PROVIDED                                              |

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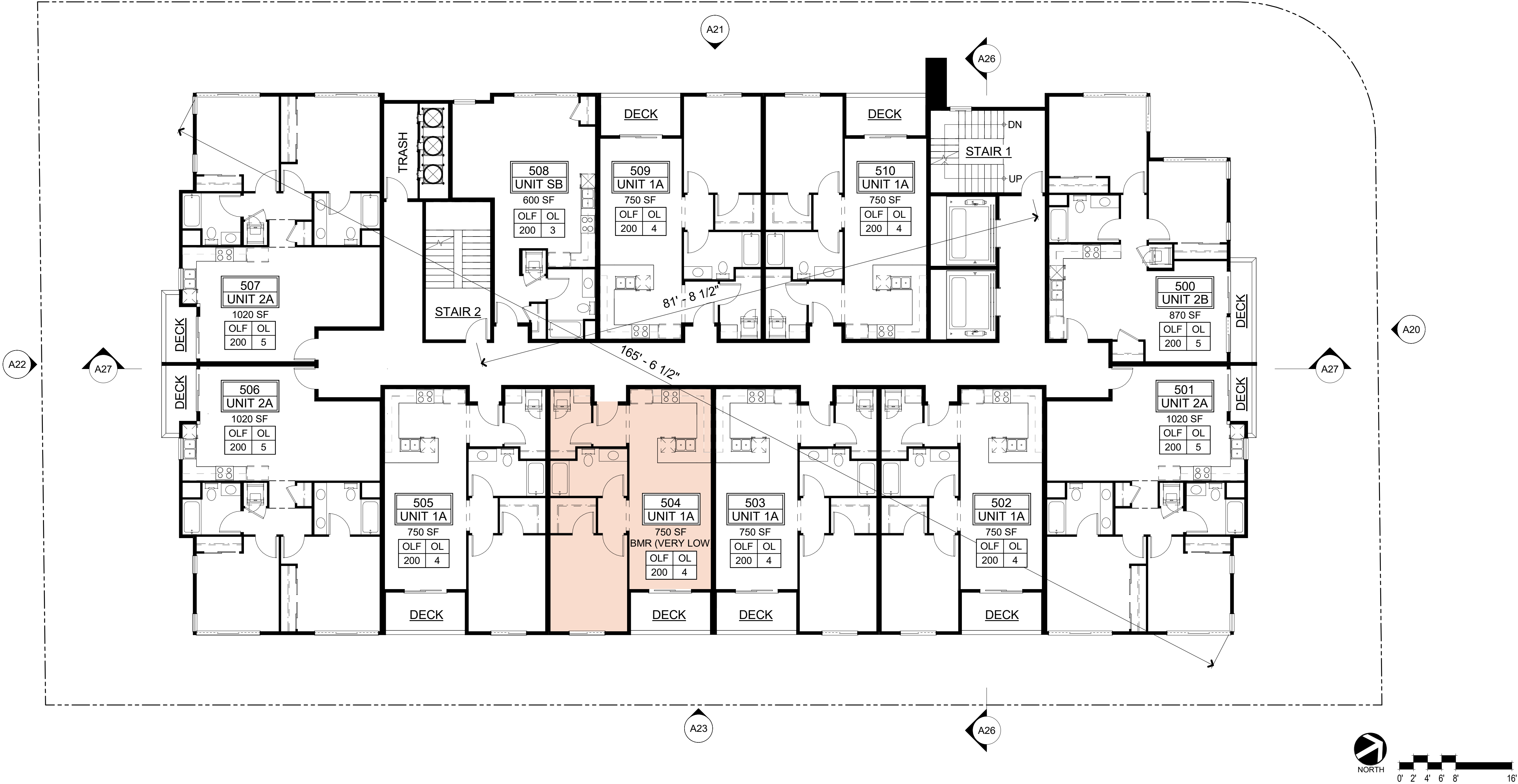
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                                                                                               |
|------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                                                                                               |
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| 55'  | 82'                    |                                                                                                                                                               |

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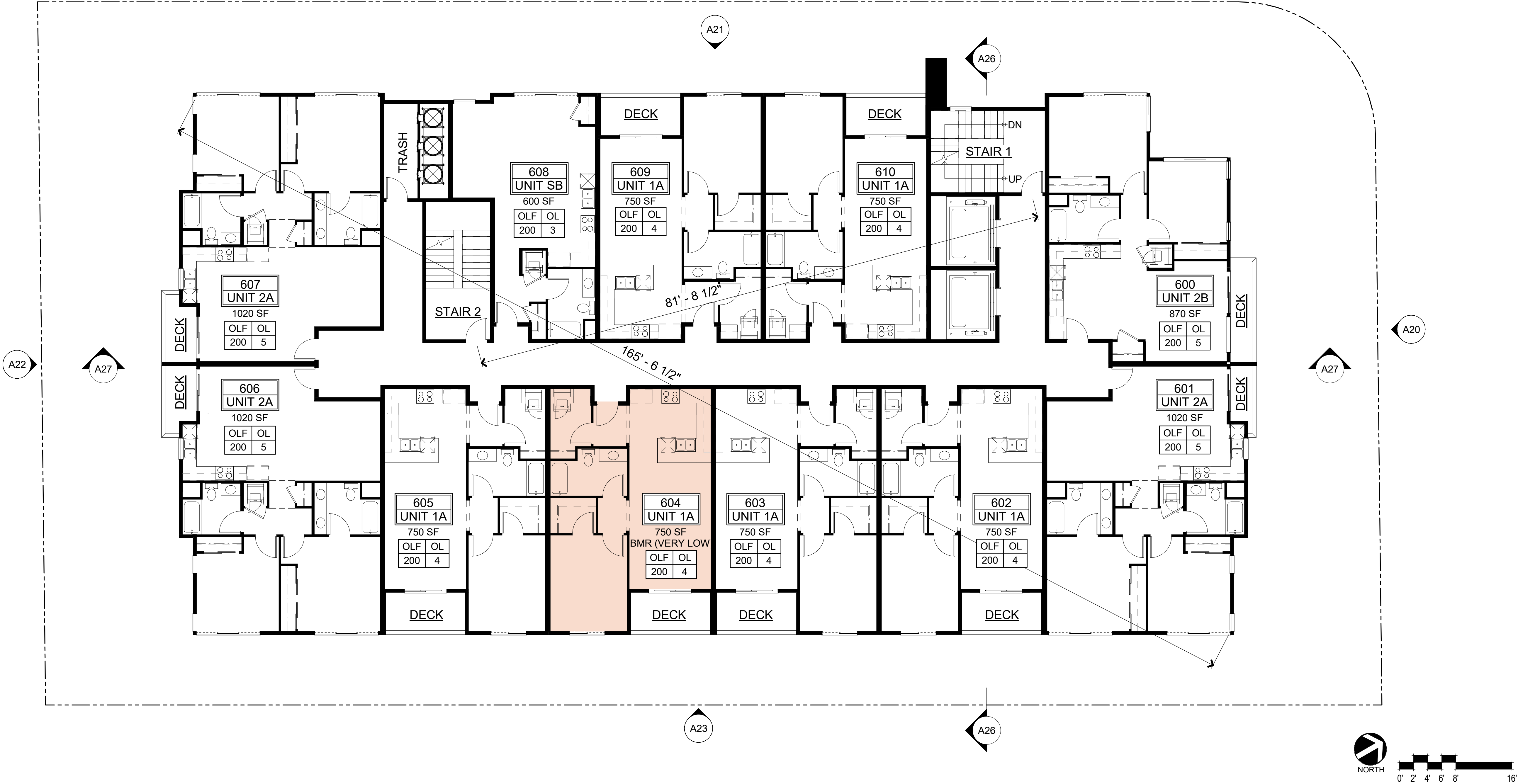
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
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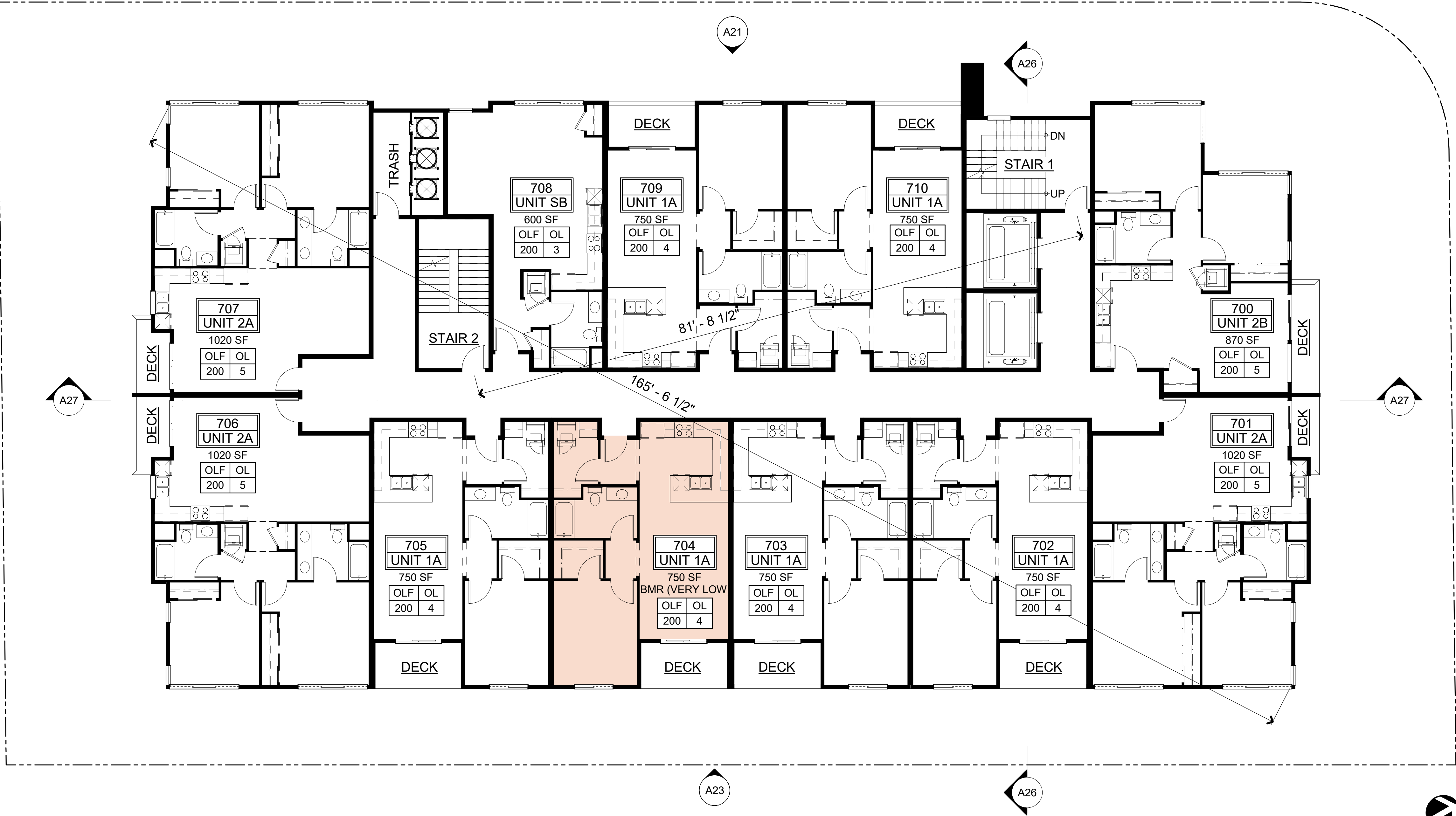
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BUILDING EXIT ANALYSIS PLAN

|      |                        |                                                                                   |
|------|------------------------|-----------------------------------------------------------------------------------|
| #    | OCCUPANCY EXITING LOAD |                                                                                   |
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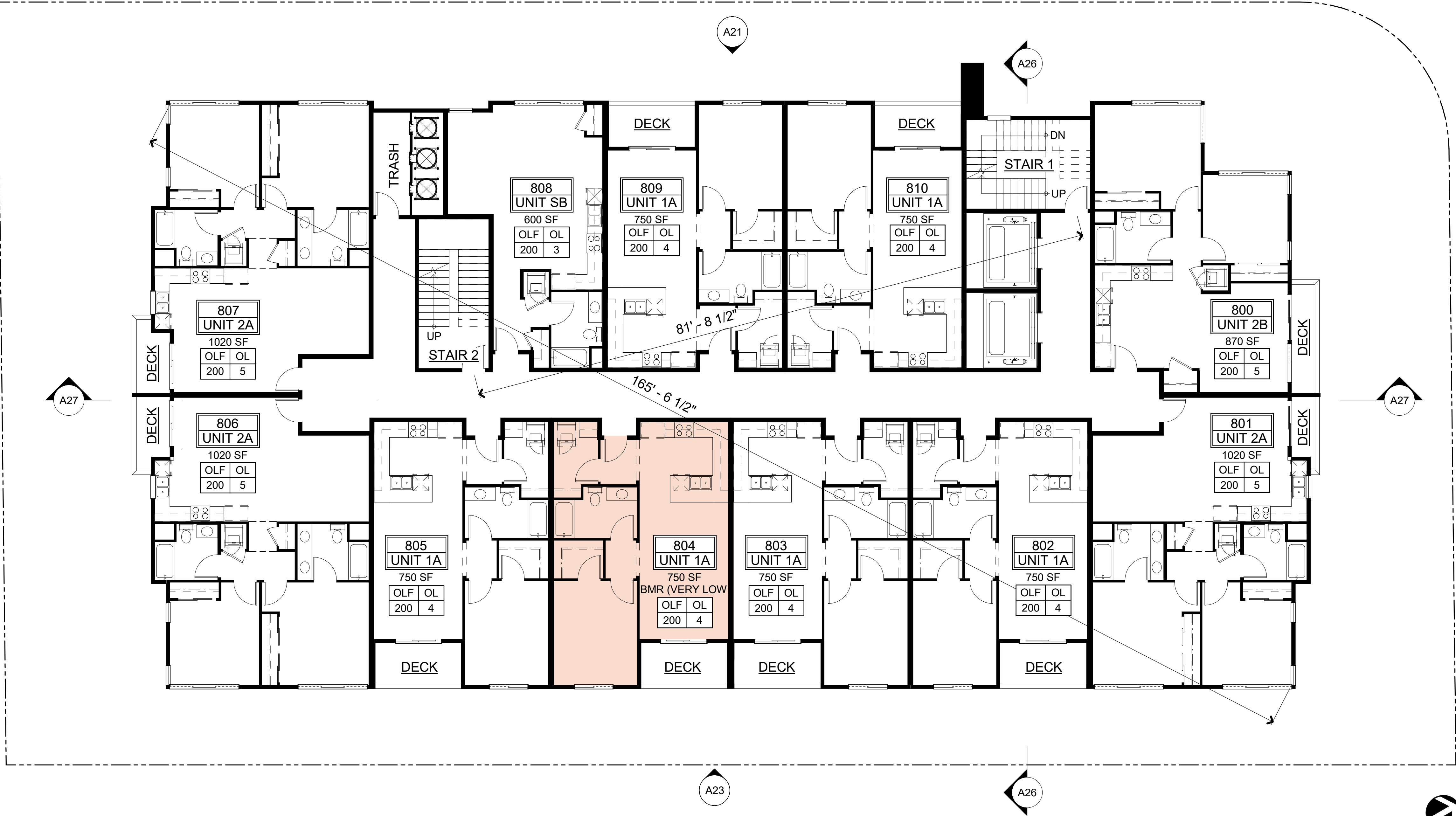
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# EXHIBIT A: UPPER STORY STEP BACK

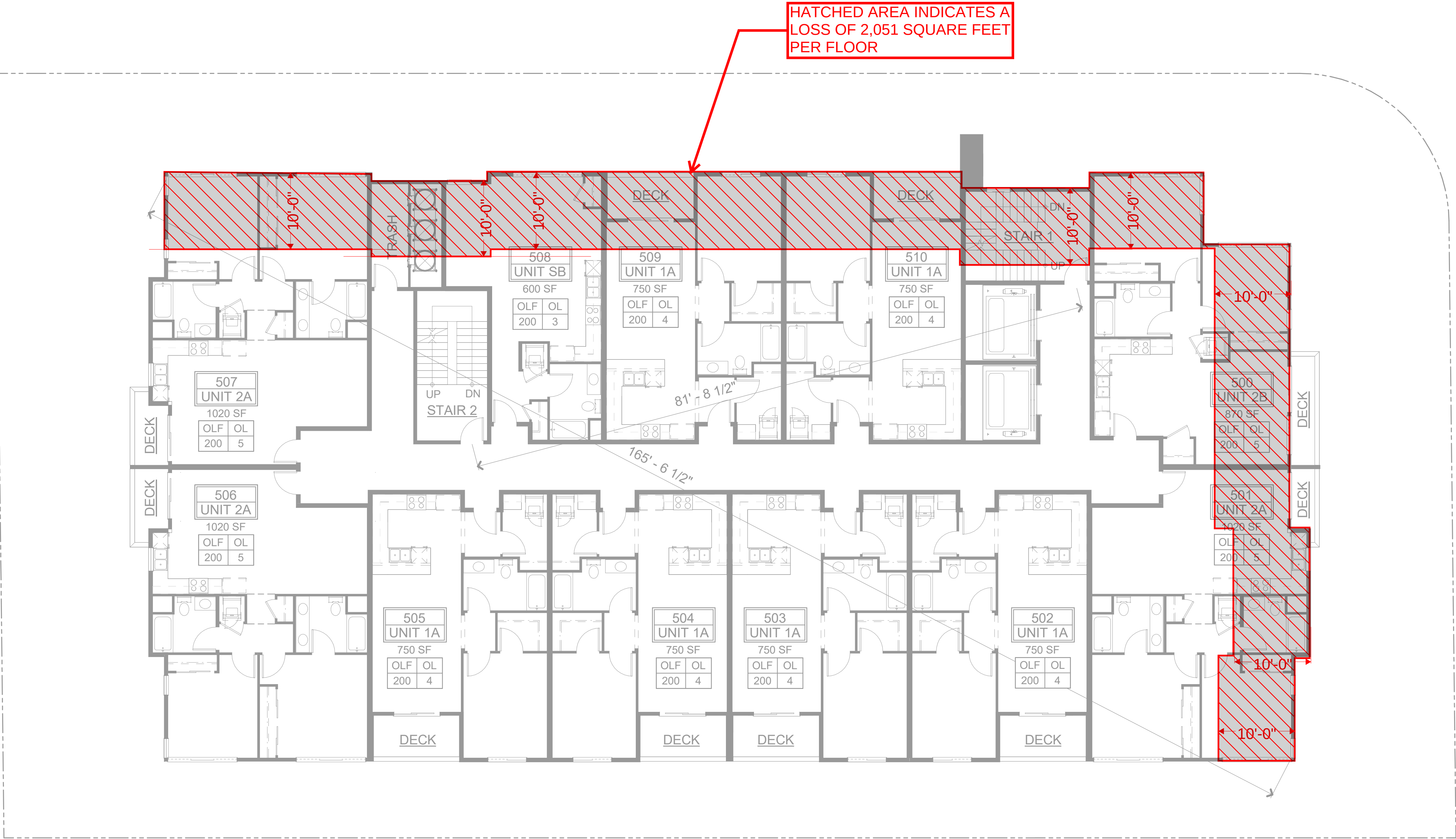
Los Altos Municipal Code Reference  
14.50.170.B.1.a & 14.50.170.B.1.b

Upper story step back **applies to floors 5 through 8.**

The step back results in a loss of 2,051 square feet per floor, with a **total loss of 8,204 square feet** in the building.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 8,204 square feet in the building spread out over four floors would result in a **net loss of 10 units** to the project.





# EXHIBIT B: PRIVACY, LINE OF SIGHT & WINDOW ORIENTATION

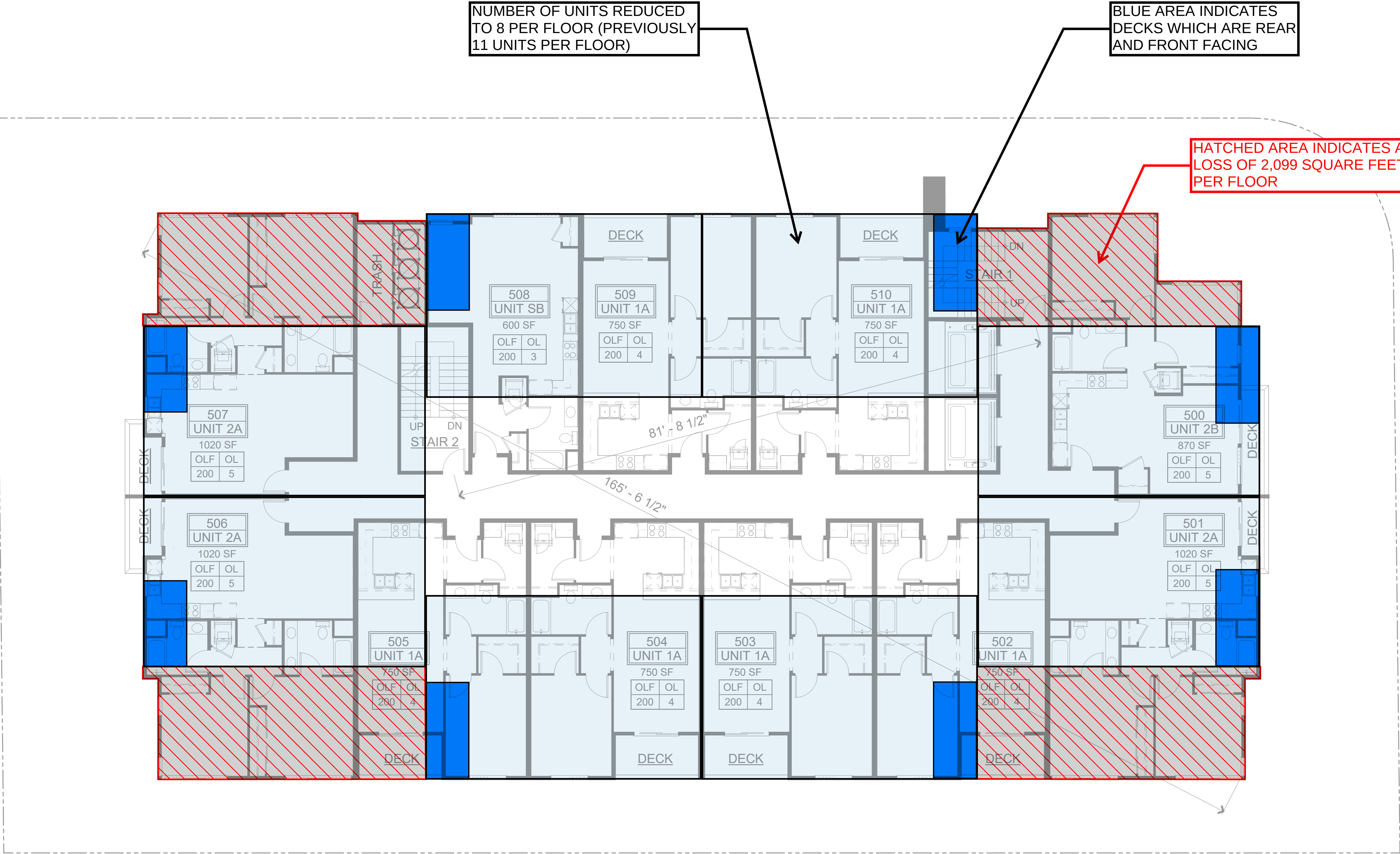
Los Altos Municipal Code Reference  
14.50.170.B.5.a

Deck and Balcony Orientation **applies to all floors (1 through 8).**

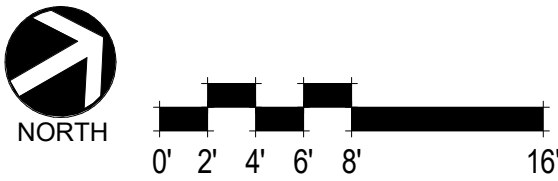
The rearrangement of rear and front facing decks results in a loss of 2,099 square feet per floor, with a **total loss of 16,792 square feet** in the building.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 16,792 square feet in the building spread out over eight floors would result in a **net loss of 21 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



## SECOND FLOOR PLAN EXHIBIT B

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

SDG  
architects



# EXHIBIT C: FRONT YARD, SIDE YARD & REAR YARD SETBACKS

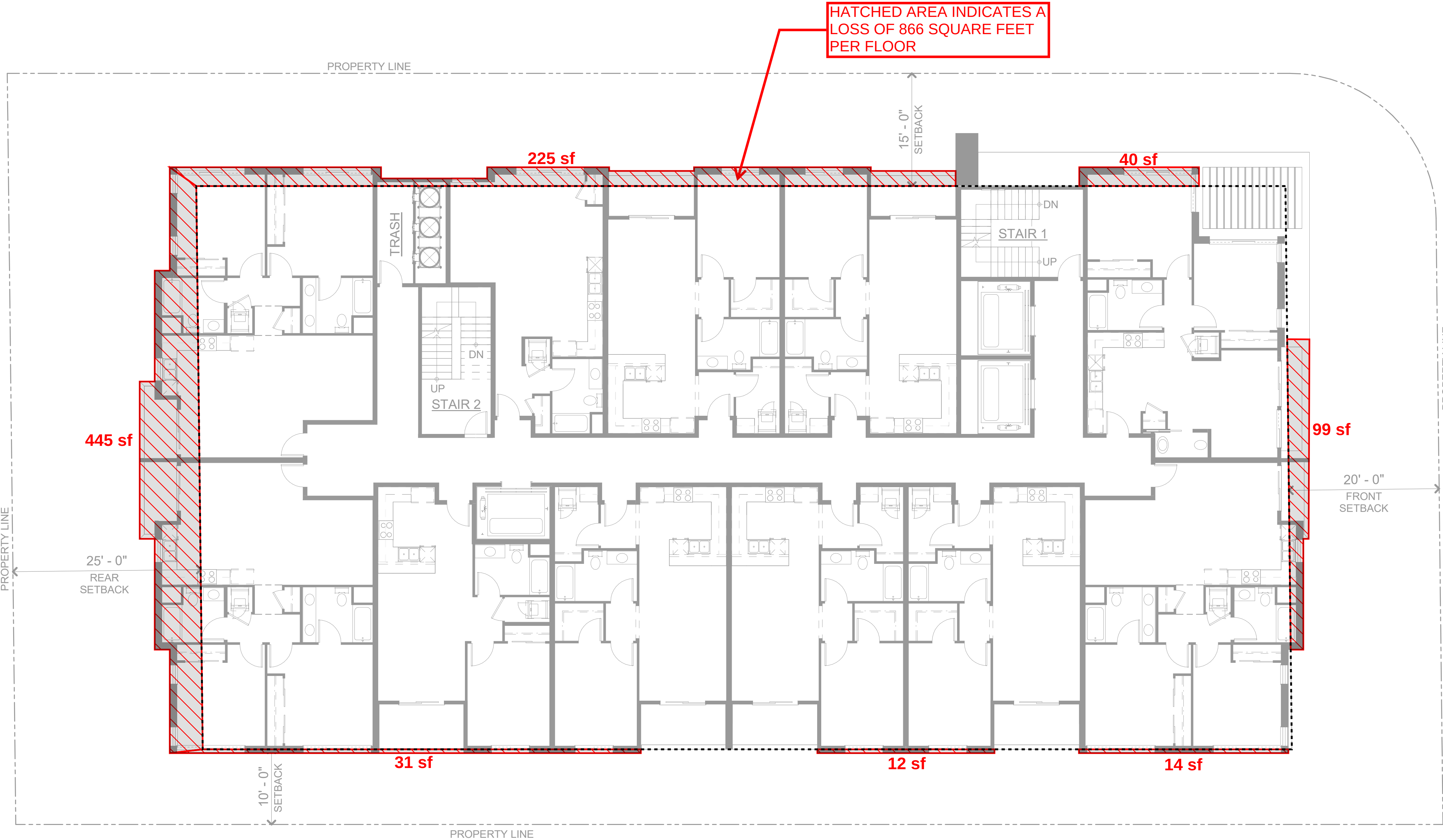
Los Altos Municipal Code Reference  
14.50.090, 14.50.100 & 14.50.110

Upper story step back **applies to all floors (1 through 8).**

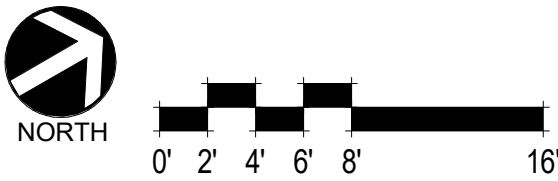
The step back results in a loss of 866 square feet per floor, with a **total loss of 6,928 square feet** in the building.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 6,928 square feet in the building spread out over eight floors would result in a **net loss of 8.5 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



SECOND FLOOR PLAN  
EXHIBIT C

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





# EXHIBIT D: VERTICAL ARTICULATION

Los Altos Municipal Code Reference  
14.50.170.B.2.a, b & c

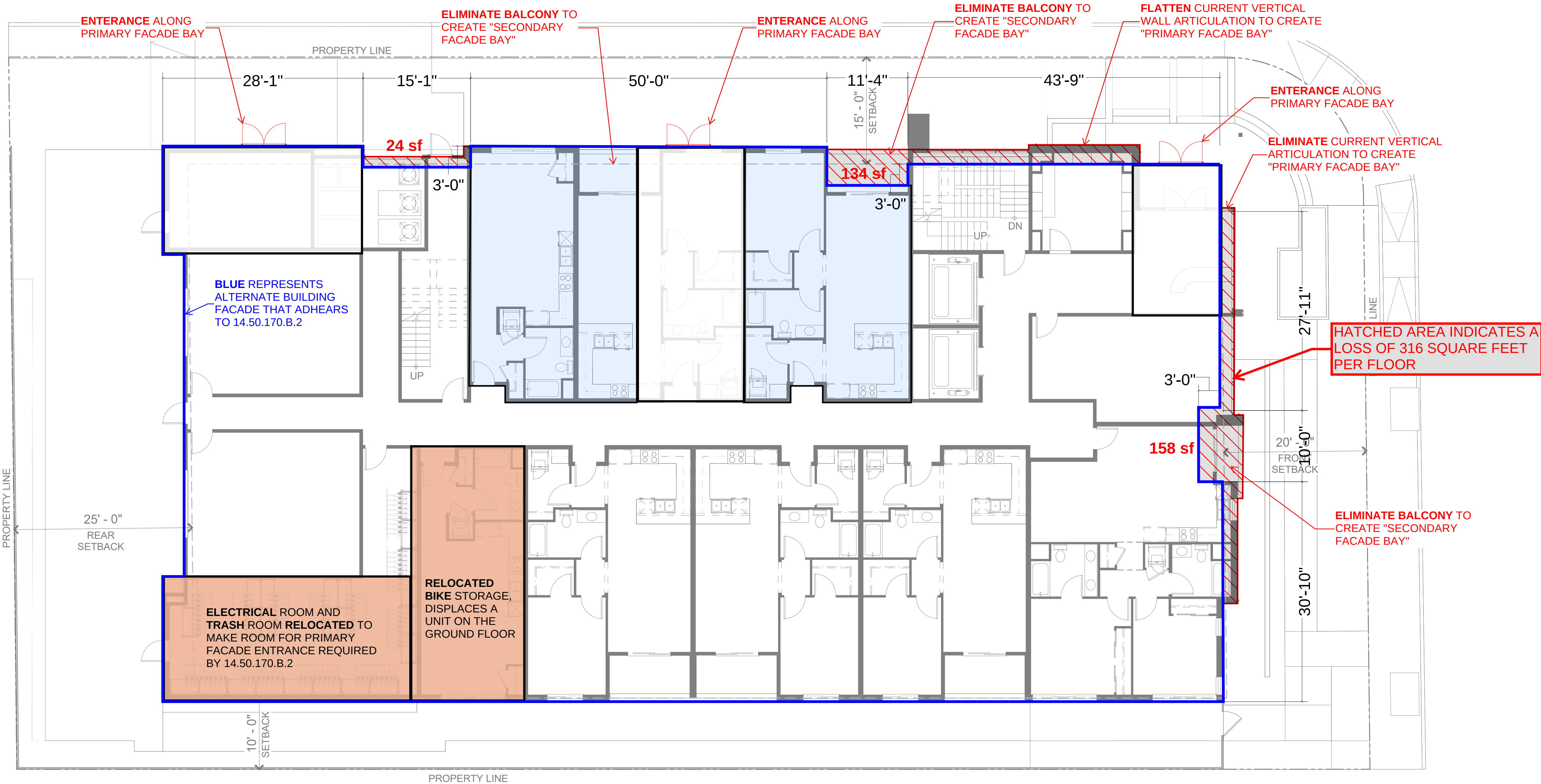
Vertical articulation **applies to all floors (1 through 8) facing Jordan Ave and El Camino Real.**

The vertical articulation as described in 14.50.170.B.2 would require significant redesign. This would result in, but is not limited to, the relocation of building amenities and necessities such as Bike Storage, Electrical Room and Trash Chutes, elimination of balconies on units facing Right-Of-Way-Streets, eliminating a unit on the ground floor to accommodate a primary entrance and removing a unit to accommodate the relocated bike, trash and electrical rooms.

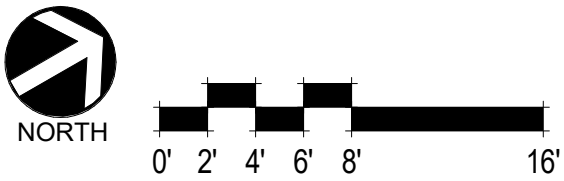
The estimated redesign would result in a loss of 316 square feet per floor, with a **total loss of 2,528 square feet** in the building not including the 2 units displaced on the ground floor.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 2,528 square feet in the building plus the unit lost on the first floor would result in a **net loss of 5 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



FIRST FLOOR PLAN  
EXHIBIT D

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





# EXHIBIT E: PEDESTRIAN-SCALED ENTERANCES

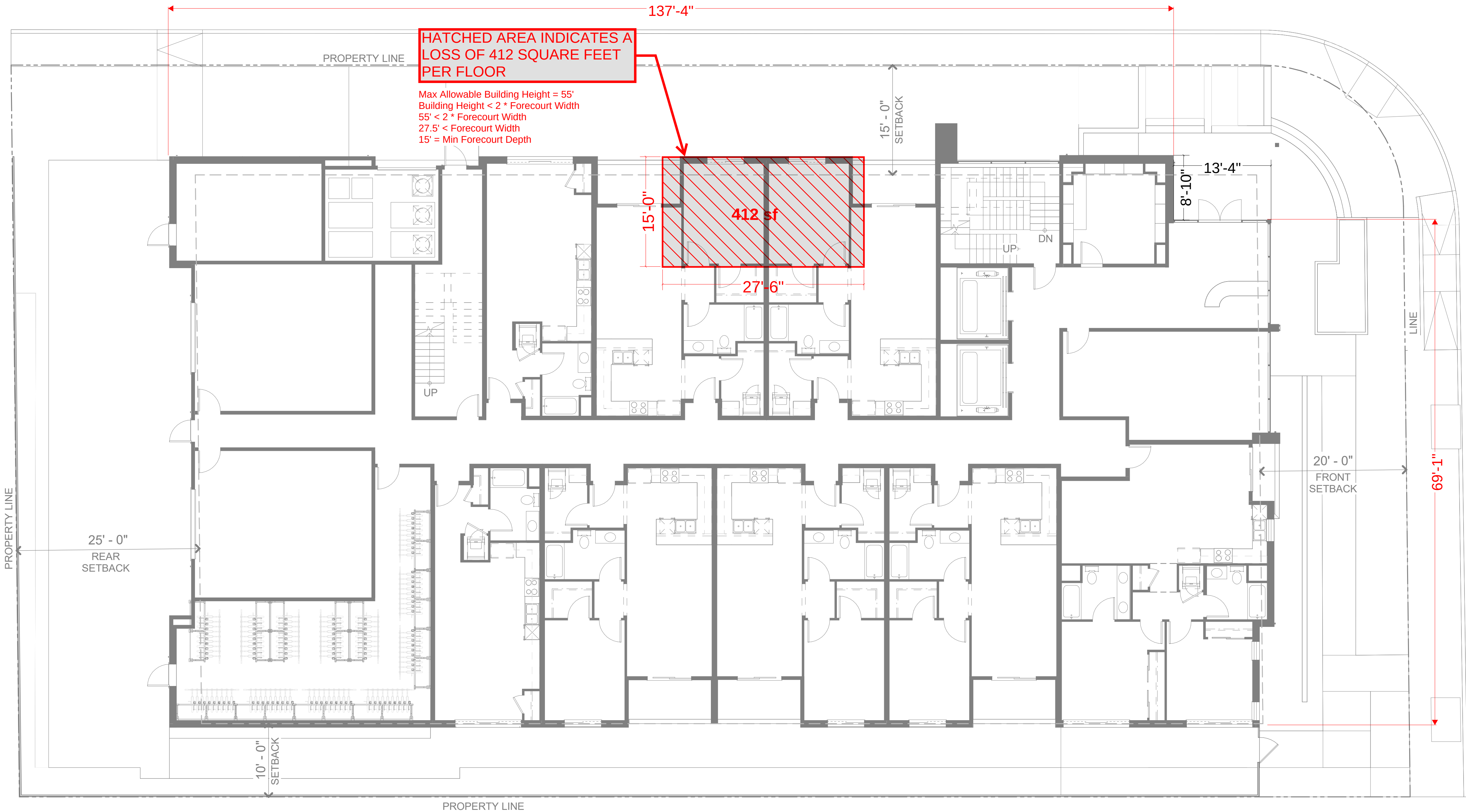
Los Altos Municipal Code Reference  
14.50.170.C.3.a

Pedestrian-Scaled Entrances **applies to all floors (1 through 8).**

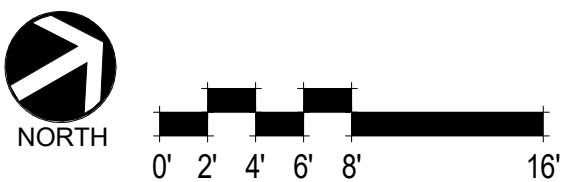
The estimated redesign would result in a loss of 412 square feet per floor, with a **total loss of 3,296 square feet.**

The proposed project has an average unit square footage of 812 square feet.

A reduction of 3,296 square feet in the building plus the unit lost on the first floor would result in a **net loss of 4 units** to the project.



399,298 Livio El Camino  
Los Altos, CA 94022



FIRST FLOOR PLAN  
EXHIBIT E

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





# EXHIBIT F: PARAPET SEGMENT LENGTH

Los Altos Municipal Code Reference  
14.50.170.B.6.a.v.b

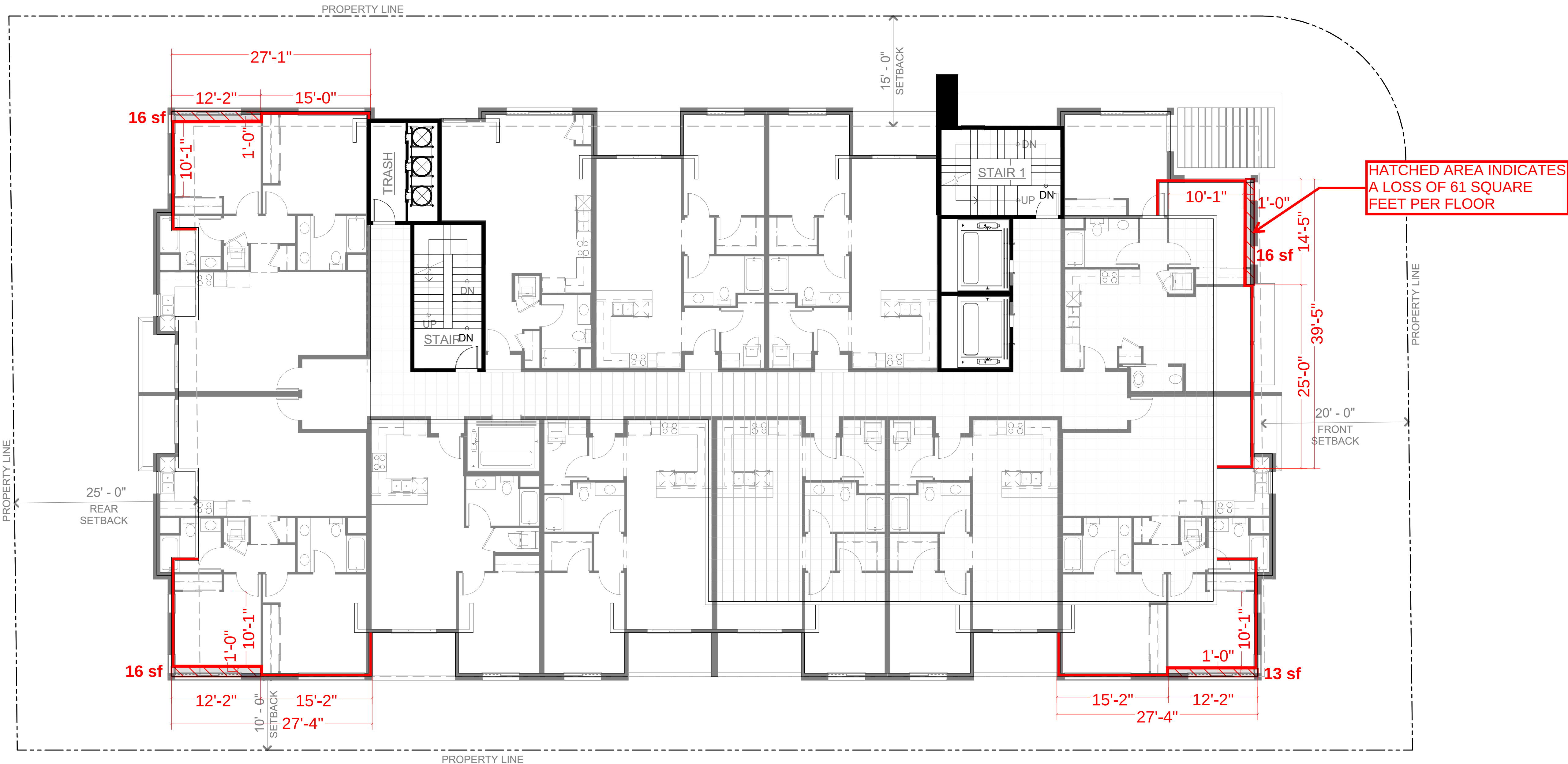
The parapet segment length is determined by the unit layout below. Therefore, we would need to reduce the size of the secondary bedroom units to their minimum to create a parapet above which doesn't exceed the 25'-0" maximum. This change would further fragment the facade design and emphasize an irregular bay pattern.

The Parapet Segment length **applies to all floors (1 through 8).**

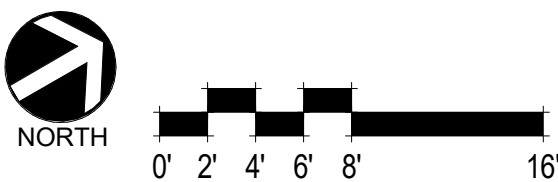
The estimated redesign would result in a loss of 61 square feet per floor, with a **total loss of 488 square feet.**

The proposed project has an average unit square footage of 812 square feet.

A reduction of 488 square feet in the building plus the unit lost on the first floor would result in a **net loss of 0.5 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



ROOF PLAN  
EXHIBIT F

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





# EXHIBIT G: INTERIOR SIDE YARD LANDSCAPING

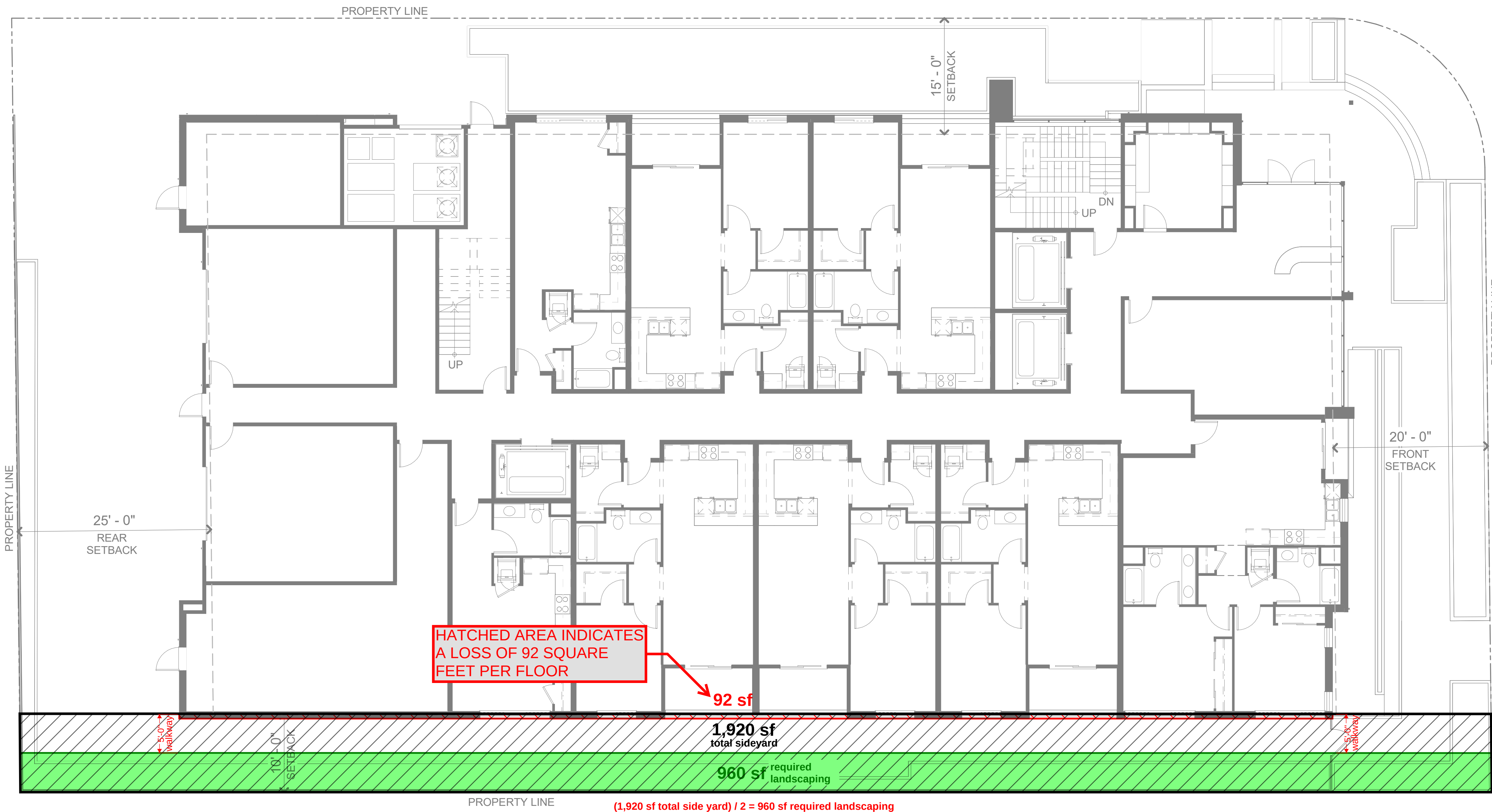
Los Altos Municipal Code Reference  
14.50.100

Interior side landscaping would affect **all floors (1 through 8)**.

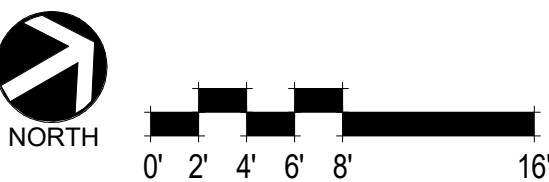
The estimated redesign would result in a loss of 92 square feet per floor, with a **total loss of 736 square feet**.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 736 square feet in the building would result in a **net loss of 1 unit** to the project.



399,298 Livio El Camino  
Los Altos, CA 94022



FIRST FLOOR PLAN  
EXHIBIT G

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





# EXHIBIT H: REAR YARD LANDSCAPING & DRIVEWAY LANDSCAPING

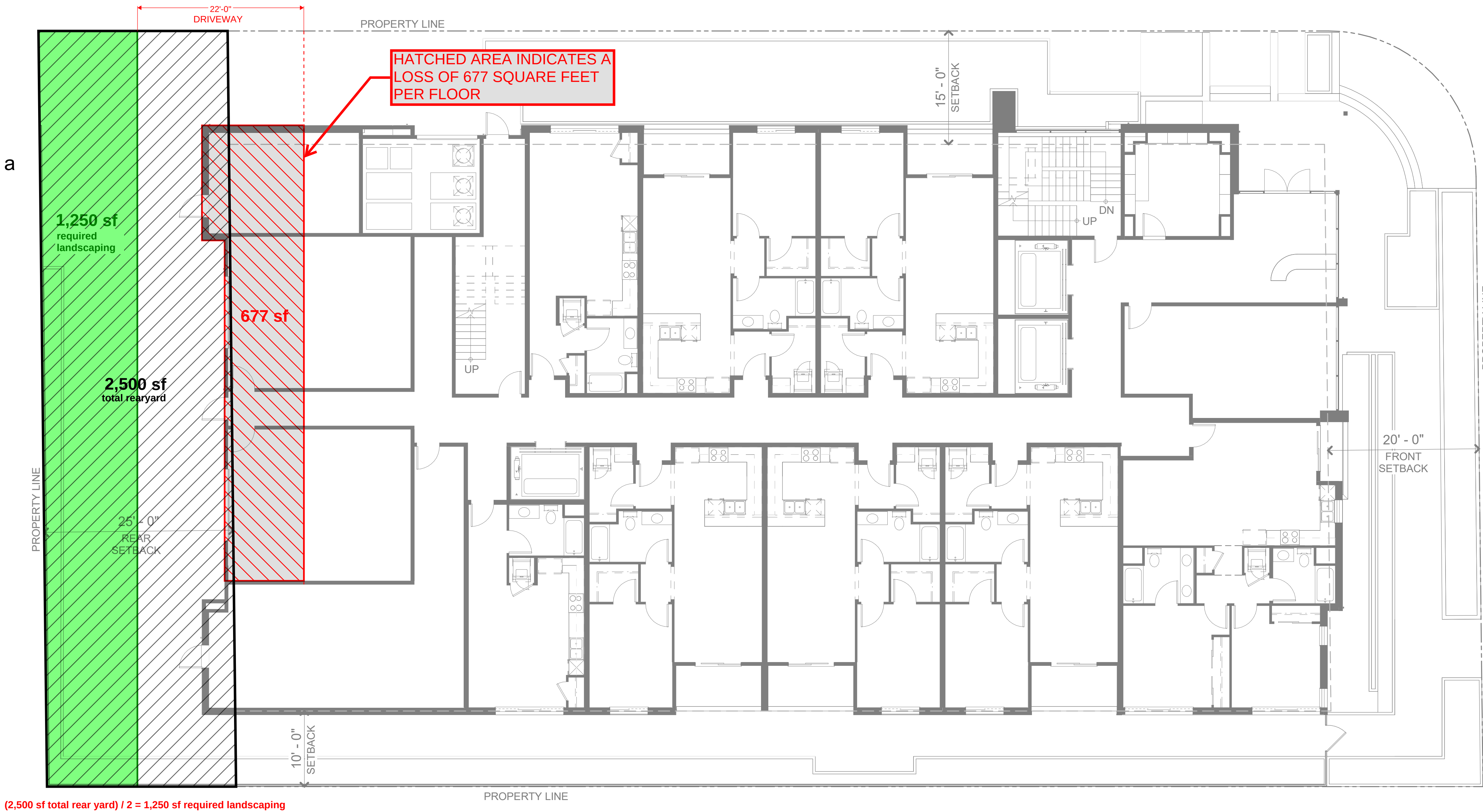
Los Altos Municipal Code Reference  
14.50.100 & 14.50.170.G

Rear yard landscaping would affect **all floors (1 through 8)**.

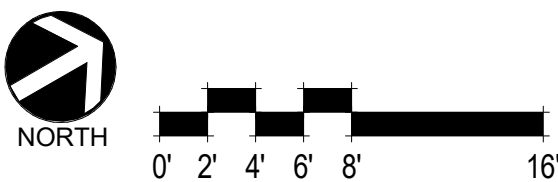
The estimated redesign would result in a loss of 677 square feet per floor, with a **total loss of 5,416 square feet**.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 5,416 square feet in the building would result in a **net loss of 7 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



FIRST FLOOR PLAN  
EXHIBIT H

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





# EXHIBIT I: TRANSFORMER FENCE ADJACENT TO DRIVEWAY

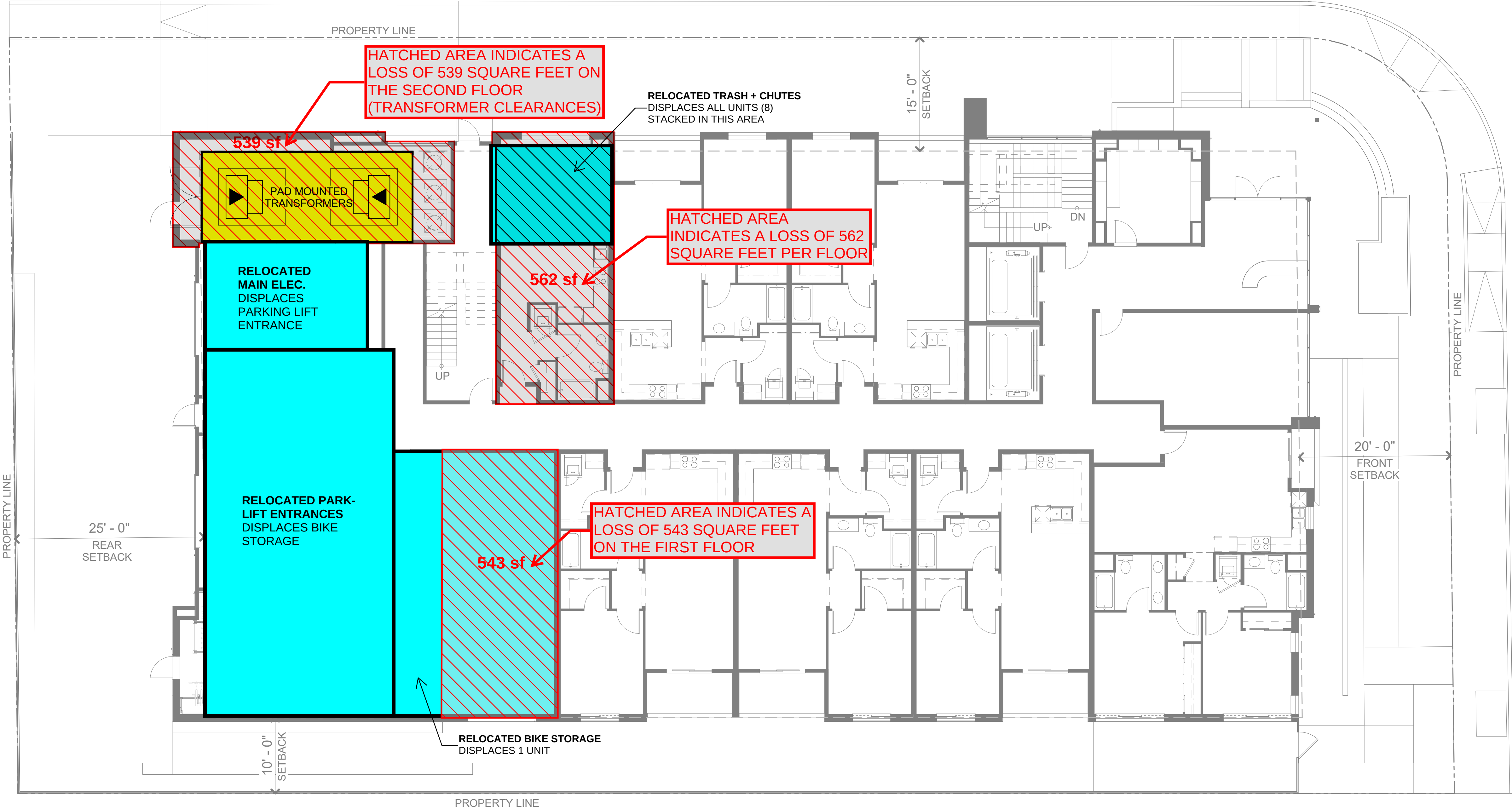
Los Altos Municipal Code Reference  
14.72.020

The relocated transformers affects the building layout and therefore **applies to all floors (1 through 8).**

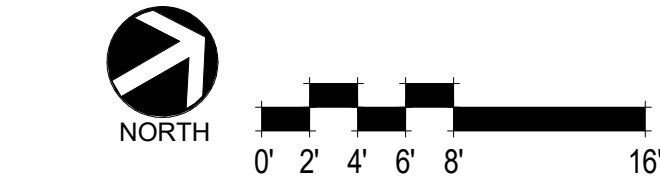
The estimated redesign would result in a loss of 1,105 square feet (562sf +543sf) on the first floor, 1,101 square feet (562sf +539sf) on the second floor, and 562 square feet on every floor following. This results in a **total loss of 5,578 square feet.**

The proposed project has an average unit square footage of 812 square feet.

A reduction of 5,578 square feet in the building would result in a **net loss of 7 units** to the project.



399.298 Livio El Camino  
Los Altos, CA 94022



FIRST FLOOR PLAN  
EXHIBIT I

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





# EXHIBIT J: LOADING FACILITY

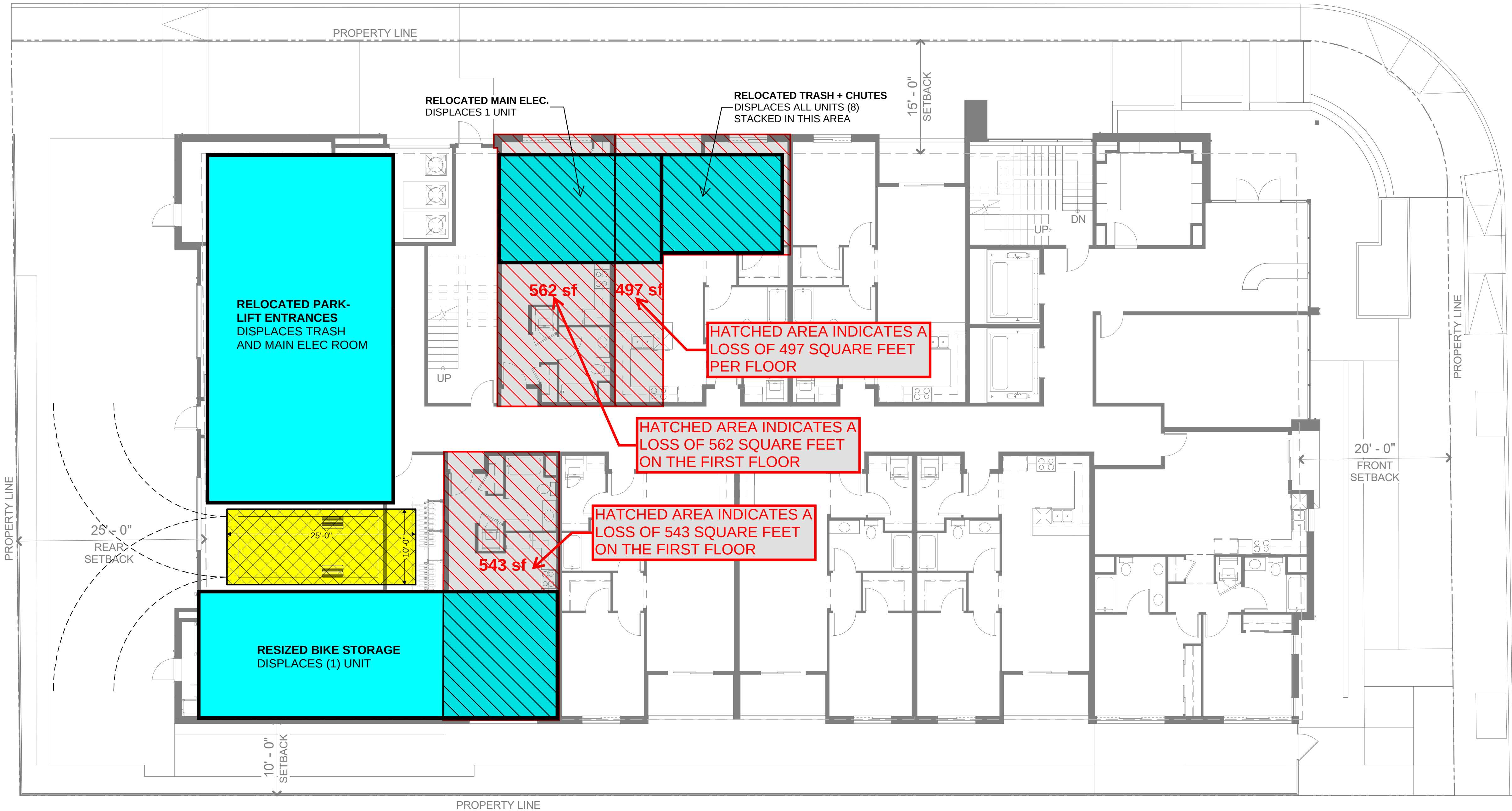
Los Altos Municipal Code Reference  
14.74.090

The allocated loading zone with turn around space affects the overall building layout and therefore **applies to all floors (1 through 8)**.

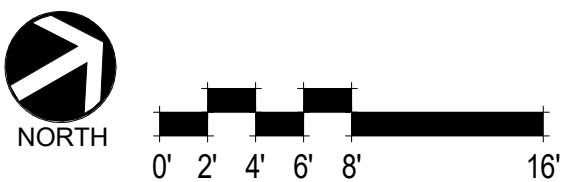
The estimated redesign would result in a loss of 1,602 square feet (562sf + 543sf + 497sf) and 562 square feet on every floor following. This results in a **total loss of 5,081 square feet**.

The proposed project has an average unit square footage of 812 square feet.

A reduction of 5,081 square feet in the building would result in a **net loss of 7 units** to the project.



399,298 Livio El Camino  
Los Altos, CA 94022

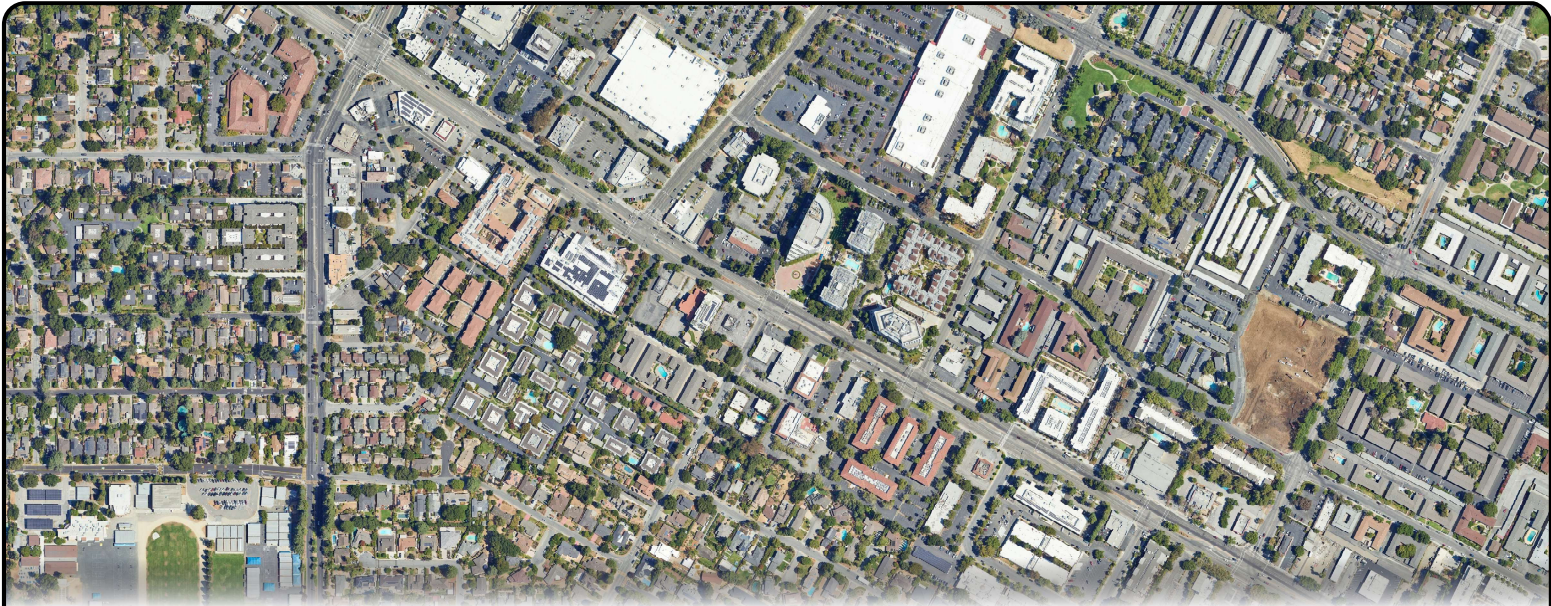


FIRST FLOOR PLAN  
EXHIBIT J

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







*Transportation Impact Analysis*

# **4898 El Camino Real Residential Project**

City of Los Altos

Prepared by:  
Abrams Associates  
1875 Olympic Boulevard, Suite 210  
Walnut Creek CA 94596



**Abrams Associates**  
TRAFFIC ENGINEERING, INC.

**October 3, 2025**



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# 4898 El Camino Real Residential Project

## *City of Los Altos*

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### TRANSPORTATION IMPACT ANALYSIS

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## 1) EXECUTIVE SUMMARY

This traffic operations report describes the existing and future conditions for transportation with and without the proposed project. The proposed project involves construction of condominiums to be located on the east side of Jordan Avenue just south of El Camino Real. The project is expected to include approximately 85 condominium units. This study presents information on the regional and local roadway networks that serve the project site, the pedestrian and transit conditions in the area, and provides an analysis of the effects on transportation facilities associated with the project. This study has been conducted in accordance with the requirements and methodologies set forth by the City of Los Altos, Caltrans, and the applicable provisions of CEQA. Based on the project's design and a detailed analysis conducted according to the City's local transportation analysis requirements there would be no significant impacts to traffic operations according to established traffic engineering standards and no off-site transportation mitigations would be required. Based on the City's adopted vehicle miles traveled policy and CEQA Guidelines section 15064.3(c) the project would not have a significant impact on VMT. The project satisfies the transit proximity screening criteria and also the map-based screening criteria and is exempt from further VMT analysis.

## 2) PROJECT DESCRIPTION

As noted above, the project is expected to include approximately 85 condominium units along with an underground automated parking facility with space for 95 vehicles. The existing commercial buildings on the site are currently vacant. All vehicle access to the site would be via a driveway onto Jordan Avenue. **Figure 1** shows the location of the project and the surrounding roadway network. **Figure 2** shows the proposed site plan for the project.

## 3) ENVIRONMENTAL SETTING

This section of the report describes the roadways, traffic conditions and other existing transportation characteristics in the vicinity of the project. The primary basis of the analysis is the peak hour level of service for the key intersections. Throughout this report, these peak hours will be identified as the AM and PM peak hours.

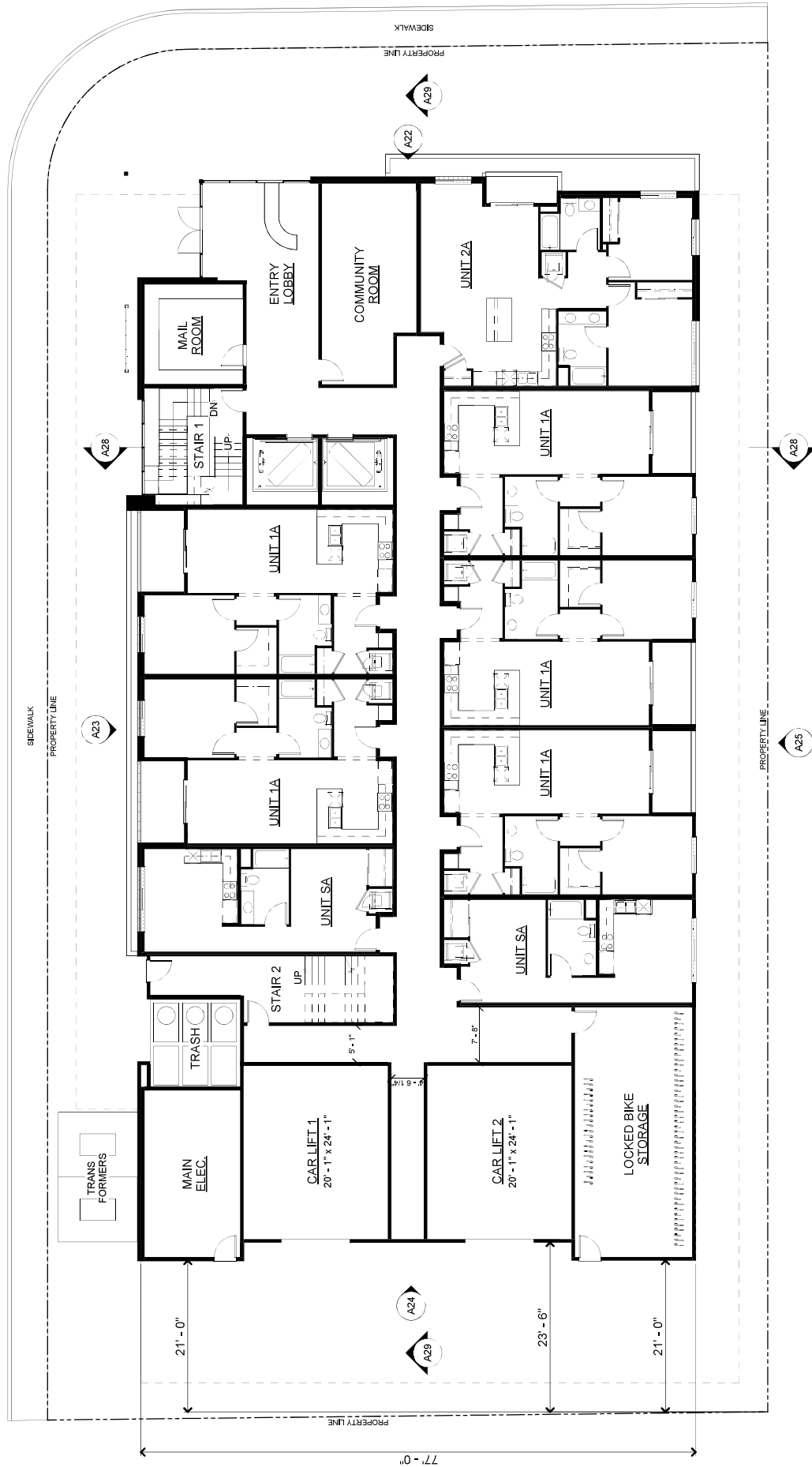




**FIGURE 1 | PROJECT LOCATION AND STUDY INTERSECTIONS**  
TRANSPORTATION IMPACT ANALYSIS  
**4898 El Camino Real Residential Project**  
City of Los Altos



JORDAN AVE



**FIGURE 2 | SITE PLAN**  
**TRANSPORTATION IMPACT ANALYSIS**  
**4898 El Camino Real Residential Project**  
 City of Los Altos



### 3.1 Project Study Intersections

Based on the City's Local Transportation Analysis (LTA) requirements and a review of the potential for project traffic impacts a list of project study intersections was prepared in coordination with City staff.<sup>1</sup> It should be noted that the City's LTA requirements only require analysis of intersections with arterials and collectors, but the project entrance on Jordan Avenue was also analyzed. **Figure 1** shows the location of the project study intersections. There are five (5) study intersections included in the analysis.

#### Project Study Intersections

1. *W El Camino Real at N San Antonio Road*
2. *W El Camino Real at Jordan Avenue*
3. *W El Camino Real at Rengstorf Avenue*
4. *N San Antonio Road at Jordan Avenue*
5. *Jordan Avenue at the Proposed Project Entrance*

### 3.2 Traffic Analysis Scenarios

The study intersections were evaluated for the following four scenarios:

- Scenario 1: *Existing Conditions* – Level of Service (LOS) based on existing peak hour volumes and existing intersection configurations.
- Scenario 2: *Existing Plus Project* – Existing traffic volumes plus trips from the proposed project.
- Scenario 3: *Cumulative Conditions* – This scenario includes year 2040 cumulative volumes using future buildout forecasts for the area based on data from Plan Bay Area 2050.
- Scenario 4: *Cumulative Plus Project Conditions* – This scenario includes year 2040 cumulative volumes plus the trips from the proposed project.

### 3.3 Existing Roadway Network

As discussed previously, the project location and the surrounding roadway network are illustrated in **Figure 1**. It should be mentioned that El Camino Real is part of the county's congestion management plan network. The following is a more detailed description of the arterials that could be affected by the project:

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<sup>1</sup> *City of Los Altos Local Transportation Analysis Requirements*, Development Services Department, City of Los Altos, Los Altos, CA, 2003.



- **El Camino Real** – El Camino Real (SR 82) is a six-lane state arterial that extends from Santa County northerly through 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. The posted speed limit on El Camino Real is 35 mph in the vicinity of the project site.
- **Rengstorff Avenue** – Rengstorff Avenue is a four-lane arterial that extends between US 101 and El Camino Real. Rengstorff Avenue is oriented in a north-south direction in the project vicinity. There are bike lanes and sidewalks present on both sides of the street. The posted speed limit on Rengstorff Avenue is 35 mph.
- **Jordan Avenue** – Jordan Avenue is a two-lane local road that extends south from W El Camino Real to eventually turn west and terminate at N San Antonio Road. There are sidewalks present on some sections of the street. The posted speed limit on Jordan Avenue is 25 mph.
- **N San Antonio Road** – N San Antonio is a four-lane arterial that extends south from Terminal Blvd next to the San Francisco Bay to terminate on the south at the Foothill Expressway. N San Antonio Road is oriented in a north-south direction in the project vicinity. There are bike lanes and sidewalks present on both sides of the street. The posted speed limit on N San Antonio Road is 35 mph.

### 3.4 Intersection Analysis Methodology

Existing operational conditions at the five (5) study intersections have been evaluated according to the requirements set forth by the City of Los Altos using the methodology set forth in the City's Local Transportation Analysis Requirements (2023). Analysis of traffic operations was conducted using the 6<sup>th</sup> Edition of the *Highway Capacity Manual (HCM)* Level of Service (LOS) methodology with Synchro software.<sup>2</sup> Level of service is an expression, in the form of a scale, of the relationship between the capacity of an intersection (or roadway segment) to accommodate the volume of traffic moving through it at any given time. The level of service scale describes traffic flow with six ratings ranging from A to F, with "A" indicating relatively free flow of traffic and "F" indicating stop-and-go traffic characterized by traffic jams. As the amount of traffic moving through a given intersection or roadway segment increases, the traffic flow conditions that motorists experience deteriorate as the capacity of the intersection is reached. Under such conditions relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays that lead to traffic congestion. This near-capacity situation is labeled level of service (LOS) E. Beyond LOS E, the intersection or roadway segment capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

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<sup>2</sup> *Highway Capacity Manual – Sixth Edition*, Transportation Research Board, Washington D.C., 2016.



For signalized intersections, The HCM methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average control delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average control delay and LOS are presented for the intersection. A summary of the HCM results and copies of the detailed HCM LOS calculations are included in the appendix to this report.

**Table 1** summarizes the relationship between LOS, average control delay, and the volume to capacity ratio at signalized intersections. For unsignalized (all-way stop controlled and two-way stop controlled) intersections, the average control delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. In general, the operating conditions for unsignalized intersections are presented for the worst approach. **Table 2** summarizes the relationship between LOS and average control delay at unsignalized intersections.

### 3.5 Existing Conditions Traffic Operations Analysis (Scenario 1)

The existing intersection geometry at each of the project study intersections can be seen in **Figure 3** and the existing traffic volumes at each are presented in **Figure 4**. Traffic counts at the study intersections were conducted in April of 2024 when local schools were in session.

**Table 3** summarizes the associated LOS computation results for the existing weekday AM and PM peak hour conditions. Please note that the corresponding LOS analysis calculation sheets are presented in the *Traffic Analysis Appendix*. As shown in **Table 3**, all of the study intersections currently have acceptable conditions (LOS D or better) during the weekday AM and PM peak hours with the exception of Jordan Avenue at N San Antonio Road (LOS F).

### 3.6 Pedestrian and Bicycle Facilities

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

*Class I* – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.

*Class II* – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

*Class III* – Provides a route designated by signs or permanent markings and shared with pedestrians and motorists.

*Class IV* – Provides an adjacent bike lane or bikeway that is physically separated from motor vehicle traffic.

In the project vicinity, there sidewalks in most areas and bicycle lanes on N San Antonio Road and Rengstorff Road. Crosswalks with pedestrian signals and push buttons are in place at all of the signalized study intersections.



**TABLE 1**  
**SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

| <u>Level of Service</u> | <u>Description of Operations</u>                                                                                                               | <u>Average Delay (sec/veh)</u> | <u>Volume to Capacity Ratio</u> |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------|
| A                       | Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.                                     | $\leq 10$                      | $< 0.60$                        |
| B                       | Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.                                                  | $> 10$ to 20                   | $> 0.61$ to 0.70                |
| C                       | Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.                                          | $> 20$ to 35                   | $> 0.71$ to 0.80                |
| D                       | Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays. | $> 35$ to 55                   | $> 0.81$ to 0.90                |
| E                       | Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.       | $> 55$ to 80                   | $> 0.91$ to 1.00                |
| F                       | Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.                      | $> 80$                         | $> 1.00$                        |

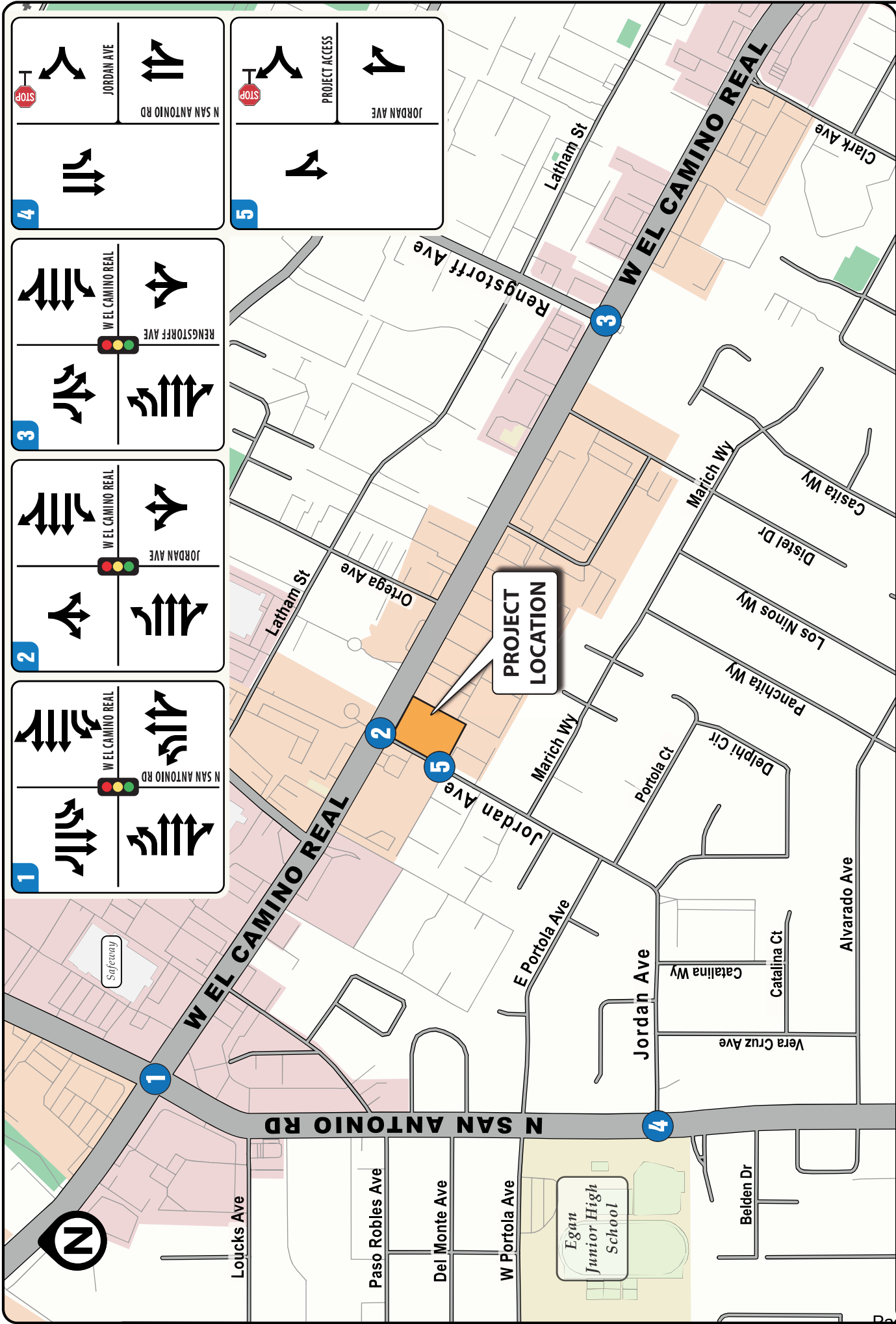
**SOURCES:** 2010 *Highway Capacity Manual*, Transportation Research Board, 2011. *Technical Procedures Update*, Contra Costa Transportation Authority, January 16, 2013.

**TABLE 2**  
**UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

| <u>Level of Service</u> | <u>Description of Operations</u>                                                                       | <u>Average Delay (seconds/vehicle)</u> |
|-------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------|
| A                       | No delay for stop-controlled approaches.                                                               | 0 to 10                                |
| B                       | Operations with minor delays.                                                                          | $> 10$ to 15                           |
| C                       | Operations with moderate delays.                                                                       | $> 15$ to 25                           |
| D                       | Operations with some delays.                                                                           | $> 25$ to 35                           |
| E                       | Operations with high delays and long queues.                                                           | $> 35$ to 50                           |
| F                       | Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers. | $> 50$                                 |

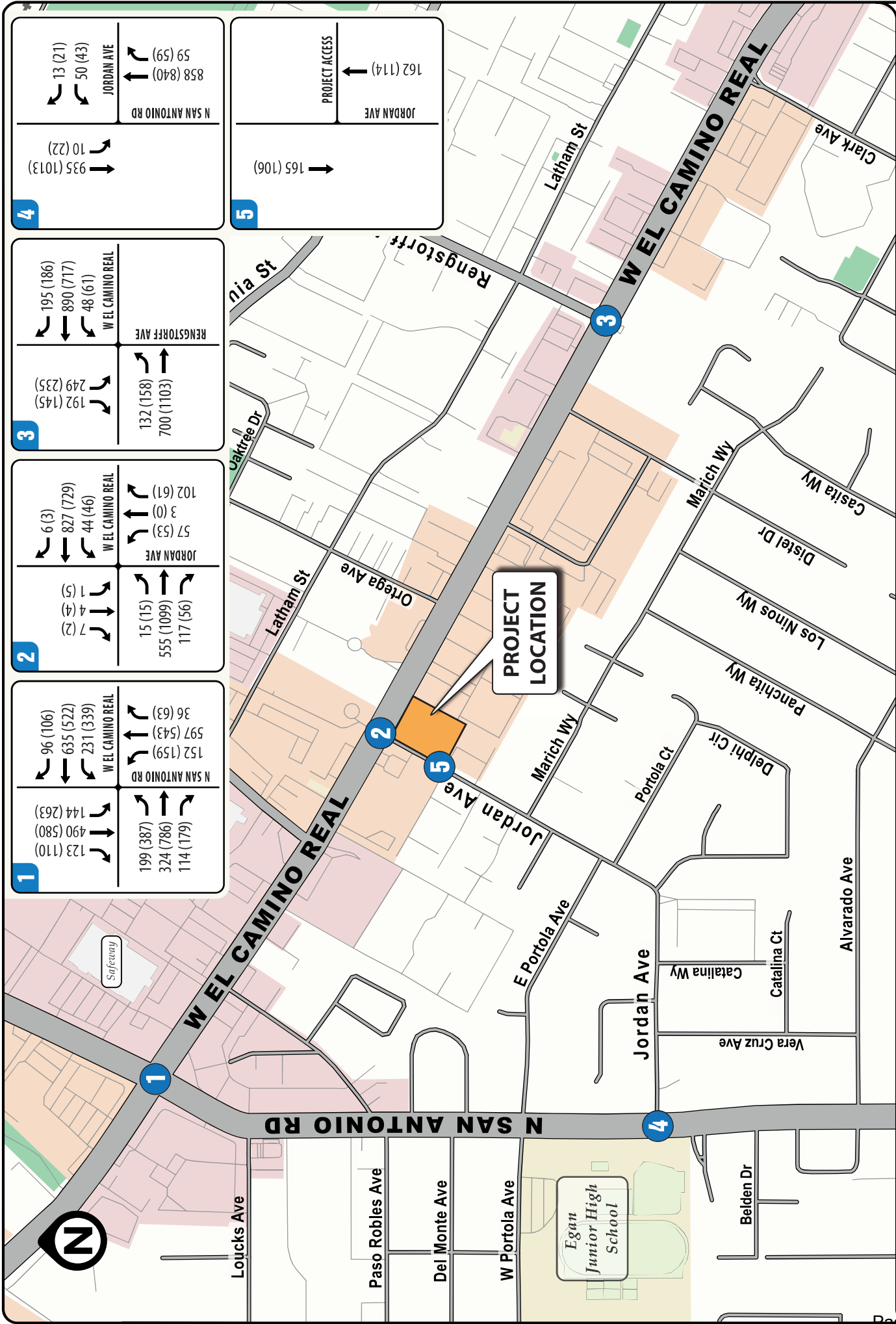
**SOURCE:** 2010 *Highway Capacity Manual*, Transportation Research Board, 2011.





**FIGURE 3 | EXISTING LANE CONFIGURATIONS**  
**TRANSPORTATION IMPACT ANALYSIS**  
**4898 El Camino Real Residential Project**  
**City of Los Altos**





**FIGURE 4 | EXISTING AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
 TRANSPORTATION IMPACT ANALYSIS  
**4898 El Camino Real Residential Project**  
 City of Los Altos



**TABLE 3**  
**EXISTING INTERSECTION LEVEL OF SERVICE CONDITIONS**

| INTERSECTION |                                     | CONTROL          | PEAK HOUR | EXISTING    |          |
|--------------|-------------------------------------|------------------|-----------|-------------|----------|
|              |                                     |                  |           | Delay       | LOS      |
| 1            | W EL CAMINO REAL & N SAN ANTONIO RD | Signalized       | AM        | 22.4        | C        |
|              |                                     |                  | PM        | 30.3        | C        |
| 2            | W EL CAMINO REAL & JORDAN AVE       | Signalized       | AM        | 12.0        | B        |
|              |                                     |                  | PM        | 10.5        | B        |
| 3            | W EL CAMINO REAL & RENGSTORFF AVE   | Signalized       | AM        | 12.1        | B        |
|              |                                     |                  | PM        | 11.2        | B        |
| 4            | N SAN ANTONIO RD & JORDAN AVE       | Side Street Stop | AM        | <b>57.1</b> | <b>F</b> |
|              |                                     |                  | PM        | <b>55.7</b> | <b>F</b> |
| 5            | PROJECT ACCESS & JORDAN AVE         | Side Street Stop | AM        | N/A         | N/A      |
|              |                                     |                  | PM        | N/A         | N/A      |

**SOURCE:** Abrams Associates, 2025

**NOTES:** HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

### 3.7 Transit Service

The major public transit operator providing service within or adjacent to the study area is the Santa Clara Valley Transportation Authority which is described below.

**Santa Clara Valley Transportation Authority (VTA)** – Local route 22 is provided by the Santa Clara Valley Transportation Authority. Local route 22 provides service along El Camino Real between the Palo Alto Transit Center to the Eastridge Transit Center in San Jose, with 15- to 20-minute headways weekdays and weekends. In the project vicinity, bus stops are located on both sides of El Camino Real between Jordan Avenue and Ortega Avenue. The nearest bus stop is located adjacent to the project site on El Camino Real.



## 4) REGULATORY CONTEXT

Existing policies, laws and regulations that apply to the proposed project are summarized below.

### 4.1 State

**Caltrans** - The California Department of Transportation (Caltrans) has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, such as SR 82. Any improvements to this roadway would require Caltrans' approval. The Guide for the Preparation of Traffic Impact Studies provides consistent guidance for Caltrans staff who review local development and land use change proposals. The Guide also informs local agencies about the information needed for Caltrans to analyze the traffic impacts to state highway facilities which include freeway segments, on- or off-ramps, and signalized intersections.

**California Public Utilities Commission** - In California the Public Utilities Commission (CPUC) is designated as the agency that regulates highway/railroad crossings, pursuant to the Public Utilities Code. CPUC staff ensure that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch (RCEB) engineers evaluate requests to construct new rail crossings or modify existing crossings. They also evaluate rail crossing configurations after train-related incidents occur at rail crossings, and review complaints regarding rail crossings safety or conditions.

### 4.2 Local

**Los Altos General Plan** - The Transportation and Circulation Element included in the Los Altos General Plan was prepared pursuant to Section 65302(b) of the California Government Code. The Transportation and Circulation Element addresses the location and extent of existing and planned transportation routes, terminals, and other local public utilities and facilities. The General Plan identifies roadway and transit goals and policies that have been adopted to ensure that the transportation system of the City will have adequate capacity to serve planned growth. These goals and policies are intended to provide a plan and implementation measures for an integrated, multi-modal transportation system that will safely and efficiently meet the transportation needs of all economic and social segments of the City.

### 4.3 Significance Criteria

The goal of the City of Los Altos is to maintain Level of Service (LOS) D during the peak hours.

*Signalized Intersections* - Project-related operational impacts on the City's intersections are considered significant if project-related traffic causes the Level of Service (LOS) rating to deteriorate from LOS D or better to LOS E or F, except on El Camino Real where LOS E is permissible. If a City intersection is operating unacceptably before the addition of project trips, it



would be considered an operational impact if the intersection experiences an increase in the critical-movement delay of four (4) 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.

*Unsignalized Intersections* – For the purposes of this analysis project-related operational effects on unsignalized intersections are considered to result in substantial adverse effects if project generated traffic causes the LOS at an unsignalized intersection to degrade to worse than LOS D and the California Manual on Uniform Traffic Control Devices peak hour signal warrant is met.

In addition, according to CEQA guidelines a project would have a significant impact if it would:

- Conflict with a plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Result in inadequate emergency vehicle access.



## 5) IMPACTS AND MITIGATION MEASURES

### 5.1 Project Trip Generation

The vehicle trip generation for the project is shown in **Table 4**. The trip generation rates are based on the Institute of Transportation Engineers (ITE) rates for a mid-rise multifamily project in a general urban/suburban environment (ITE Land Use Code 221) taken from the 11th Edition of the ITE Trip Generation Manual. For purposes of determining the reasonable worst-case impacts of traffic on the surrounding street network from a proposed project, the trips generated by the proposed development are estimated for the peak commute hours which represent the peak of “adjacent street traffic”. This is the time period when the project traffic would generally contribute to the greatest amount of congestion. Based on the ITE data the project would be forecast to generate an increase in traffic of about 31 new vehicle trips during the AM peak hour and 37 new vehicle trips during the PM peak hour. The trip generation surveys that the ITE rates are based on include all trips from employees and customers, as well as all trucks and deliveries (i.e. all traffic to and from the site are included in the surveys the rates are based on). No trip generation credit was given for any of the prior uses on the site because the site was vacant at the time the traffic counts were conducted for this analysis.

**TABLE 4**  
**TRIP GENERATION CALCULATIONS**

| Land Use                                                   | ITE Code | Size                   | ADT               | AM Peak Hour    |                  |                  | PM Peak Hour     |                  |                  |
|------------------------------------------------------------|----------|------------------------|-------------------|-----------------|------------------|------------------|------------------|------------------|------------------|
|                                                            |          |                        |                   | In              | Out              | Total            | In               | Out              | Total            |
| Multi Family Housing (Mid-Rise) Trip Rates - Trips per ksf | 221      |                        | 5.44              | 0.09            | 0.27             | 0.36             | 0.27             | 0.17             | 0.44             |
| <b><i>Proposed Condominiums Trip Generation</i></b>        |          | <b><i>85 units</i></b> | <b><i>462</i></b> | <b><i>8</i></b> | <b><i>23</i></b> | <b><i>31</i></b> | <b><i>23</i></b> | <b><i>14</i></b> | <b><i>37</i></b> |

**SOURCE:** ITE Trip Generation, 11th Edition, Washington D.C., September 2021.

### 5.2 Trip Generation Comparison to the Prior Land Uses

This section presents a comparison of the trip generation from the prior land uses to the proposed project. The prior building included a 3,480 sq. ft. furniture store, 2,606 sq. ft. of retail space, and 2,310 sq. ft. of office space. The vehicle trip generation comparison to the prior land uses is shown in **Table 5**. The trip generation rates are based on the Institute of Transportation Engineers (ITE) rates taken from the 11th Edition of the ITE Trip Generation Manual. Based on the ITE data (giving credit for the prior land uses) the project would be forecast to generate a net increase in traffic of about 19 new vehicle trips during the AM peak hour and 10 new vehicle trips during the PM peak hour.



**TABLE 5  
TRIP GENERATION CALCULATIONS**

| Land Use                                                                    | ITE Code | Size                 | ADT        | AM Peak Hour |           |           | PM Peak Hour |           |           |
|-----------------------------------------------------------------------------|----------|----------------------|------------|--------------|-----------|-----------|--------------|-----------|-----------|
|                                                                             |          |                      |            | In           | Out       | Total     | In           | Out       | Total     |
| Multi Family Housing (Mid-Rise) Trip Rates - Trips per ksf                  | 221      |                      | 5.44       | 0.09         | 0.27      | 0.36      | 0.27         | 0.17      | 0.44      |
| <b>Proposed Project Trip Generation</b>                                     |          | <b>85 units</b>      | <b>462</b> | <b>8</b>     | <b>23</b> | <b>31</b> | <b>23</b>    | <b>14</b> | <b>37</b> |
|                                                                             |          |                      |            |              |           |           |              |           |           |
| Discount Home Furnishings Trip Rates - Trips per ksf                        | 869      |                      | 20.00      | 0.36         | 0.21      | 0.57      | 0.83         | 0.17      | 0.44      |
| <b>Furniture Store Trip Generation</b>                                      |          | <b>3,480 sq. ft.</b> | <b>70</b>  | <b>1</b>     | <b>1</b>  | <b>2</b>  | <b>3</b>     | <b>2</b>  | <b>5</b>  |
| Strip Retail Plaza Trip Rates - Trips per ksf                               | 822      |                      | 54.45      | 1.42         | 0.94      | 2.36      | 3.30         | 3.29      | 6.59      |
| <b>Retail Trip Generation</b>                                               |          | <b>2,606 sq. ft.</b> | <b>142</b> | <b>4</b>     | <b>2</b>  | <b>6</b>  | <b>9</b>     | <b>8</b>  | <b>17</b> |
| Small Office Building Trip Rates - Trips per ksf                            | 712      |                      | 14.39      | 1.37         | 0.30      | 1.67      | 0.73         | 1.43      | 2.16      |
| <b>Office Space Trip Generation</b>                                         |          | <b>2,310 sq. ft.</b> | <b>33</b>  | <b>3</b>     | <b>1</b>  | <b>4</b>  | <b>2</b>     | <b>3</b>  | <b>5</b>  |
| <b>Subtotals for the Previous Lane Uses</b>                                 |          | <b>8,396 sq. ft.</b> | <b>245</b> | <b>8</b>     | <b>4</b>  | <b>12</b> | <b>14</b>    | <b>13</b> | <b>27</b> |
|                                                                             |          |                      |            |              |           |           |              |           |           |
| <b>Net Increase in Trip Generation When Compared to the Prior Land Uses</b> |          |                      | <b>218</b> | <b>0</b>     | <b>19</b> | <b>19</b> | <b>9</b>     | <b>1</b>  | <b>10</b> |

SOURCE: ITE Trip Generation, 11th Edition, Washington D.C., September 2021.

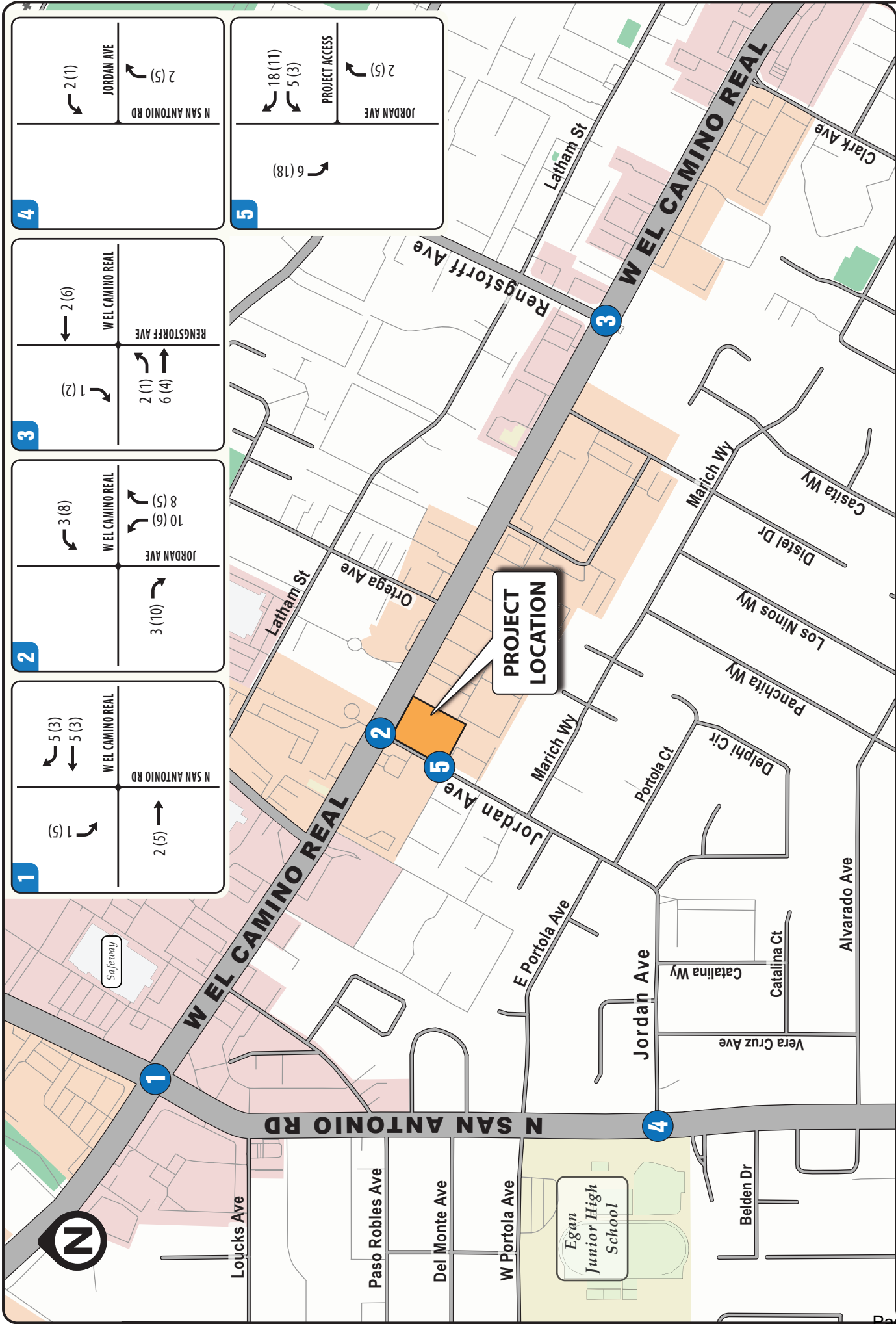
### 5.3 Project Trip Distribution

The trip distribution assumptions have been based on the project's proximity to freeway interchanges, the existing directional split at nearby intersections, and the overall land use patterns in the area. **Figure 5** shows the project traffic added at each of the study intersections.

### 5.4 Existing Plus Project Traffic Operations Analysis (Scenario 2)

This scenario evaluates the existing conditions with the addition of traffic from the proposed project. The traffic volumes for each of the study intersections for the Existing Plus Project scenario are shown in **Figure 6**. The capacity calculations for the Existing Plus Project scenario are shown in **Table 6**. As shown in **Table 6**, all of the existing project study intersections are forecast to continue to have acceptable operations during the weekday AM and PM peak hours with the exception of the intersection of Jordan Avenue with N San Antonio Road. This





**FIGURE 5 | PROJECT AM(PM) PEAK HOUR TRIPS**  
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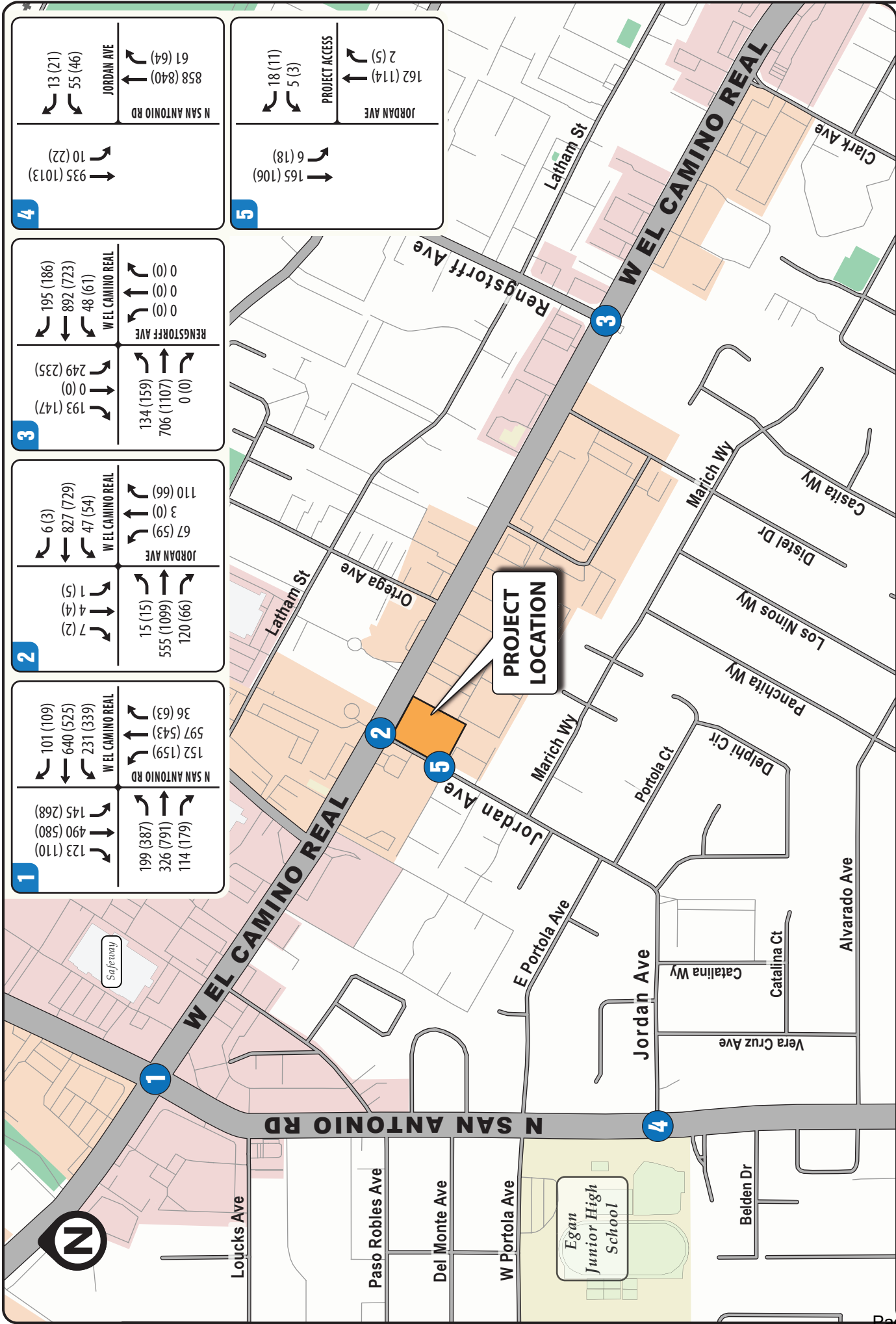


FIGURE 6 | EXISTING PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

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**TABLE 6**  
**EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

| INTERSECTION |                                     | CONTROL          | PEAK HOUR | EXISTING |     | EXISTING PLUS PROJECT |     |
|--------------|-------------------------------------|------------------|-----------|----------|-----|-----------------------|-----|
|              |                                     |                  |           | Delay    | LOS | Delay                 | LOS |
| 1            | W EL CAMINO REAL & N SAN ANTONIO RD | Signalized       | AM        | 22.4     | C   | 22.6                  | C   |
|              |                                     |                  | PM        | 30.3     | C   | 30.5                  | C   |
| 2            | W EL CAMINO REAL & JORDAN AVE       | Signalized       | AM        | 12.0     | B   | 12.5                  | B   |
|              |                                     |                  | PM        | 10.5     | B   | 11.0                  | B   |
| 3            | W EL CAMINO REAL & RENGSTORFF AVE   | Signalized       | AM        | 12.1     | B   | 12.2                  | B   |
|              |                                     |                  | PM        | 11.2     | B   | 11.2                  | B   |
| 4            | N SAN ANTONIO RD & JORDAN AVE       | Side Street Stop | AM        | > 50.0   | F   | > 50.0                | F   |
|              |                                     |                  | PM        | > 50.0   | F   | > 50.0                | F   |
| 5            | PROJECT ACCESS & JORDAN AVE         | Side Street Stop | AM        | N/A      | N/A | 9.7                   | A   |
|              |                                     |                  | PM        | N/A      | N/A | 9.2                   | A   |

**SOURCE:** Abrams Associates, 2025

**NOTES:** HCM LOS results are presented in terms of average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

intersection is forecast to continue operating at LOS F and would exceed the LOS standards regardless of whether or not the proposed project is implemented. In addition, this intersection is not forecast to meet Caltrans' warrants for installation of a traffic signal.

## 5.5 Cumulative Traffic Operations Analysis (Scenario 3)

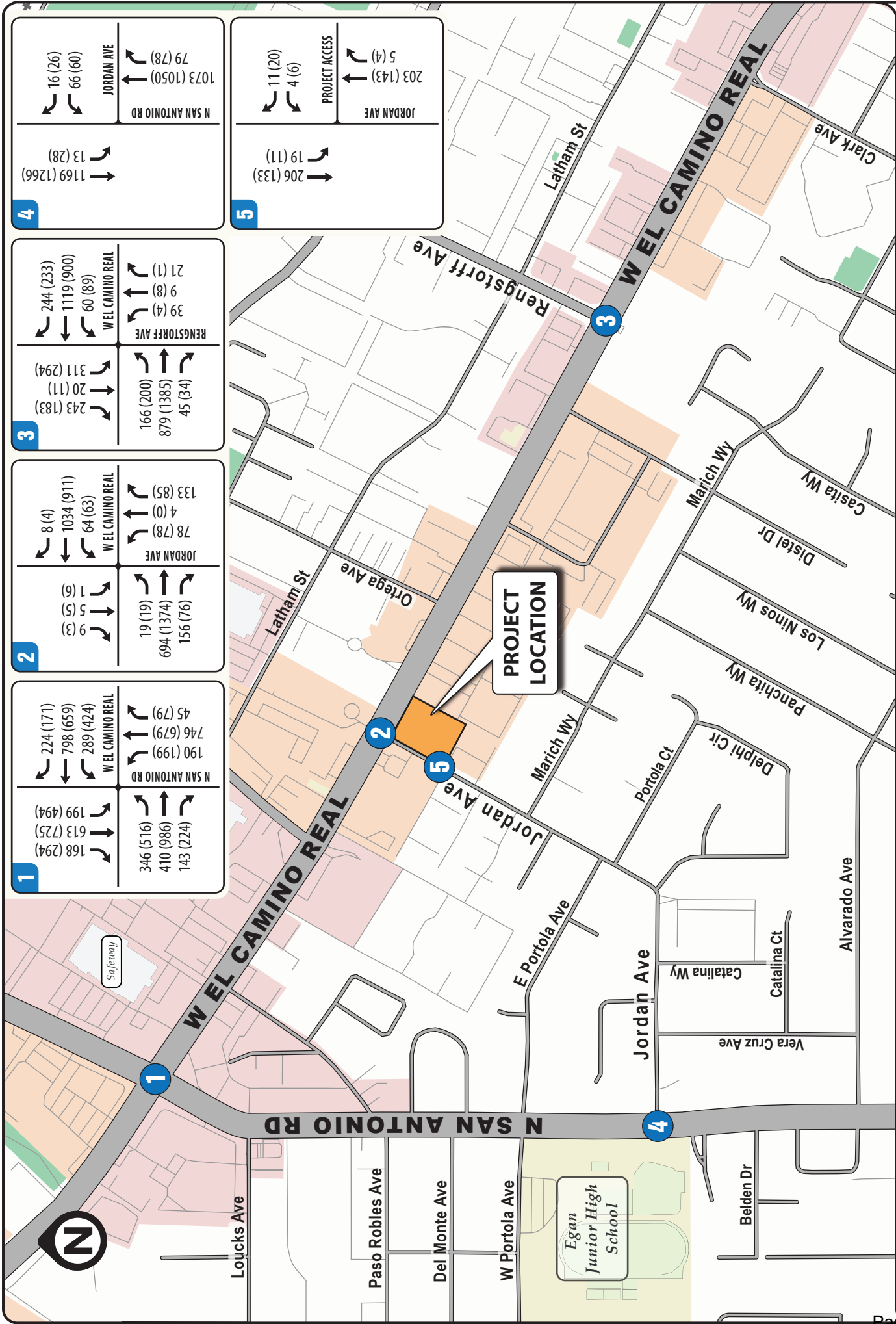
As per the City's LTA requirements, for the year 2040 cumulative conditions analysis the intersection traffic volumes were based on the existing turning movements plus incremental growth in background traffic (1.5% per year to 2040) based on data from Plan Bay Area 2050.<sup>3</sup> The cumulative scenarios also include traffic from the planned project located directly across Jordan Avenue from the project site. This approved project is located at 4896 El Camino Real and was assumed to include 33 residential units plus 16,140 sq. ft. of office space.

Future side street turning movements at the intersection of El Camino Real and Rengstorff Avenue were derived from the traffic impact analysis conducted for the 5150 El Camino Real Project, which was under construction during the traffic counts.<sup>4</sup> **Figure 7** presents the cumulative build-out traffic volumes for the project study intersections. **Table 7** summarizes the LOS results for the Cumulative conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception of Intersection #4, which is forecast to continue operating at LOS F during both the AM and PM peak hours.

<sup>3</sup> *Plan Bay Area 2050 Forecasting and Modeling Report*, Metropolitan Transportation Commission, Oakland, CA, October, 2021.

<sup>4</sup> *5150 El Camino Real Residential Development Traffic Impact Analysis*, Hexagon Transportation Consultants, San Jose, CA, May 24, 2019





**FIGURE 7 | CUMULATIVE (2040) AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**  
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**TABLE 7**  
**CUMULATIVE 2040 PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

| INTERSECTION |                                     | CONTROL          | PEAK HOUR | CUMULATIVE |     | CUMULATIVE PLUS PROJECT |     |
|--------------|-------------------------------------|------------------|-----------|------------|-----|-------------------------|-----|
|              |                                     |                  |           | Delay      | LOS | Delay                   | LOS |
| 1            | W EL CAMINO REAL & N SAN ANTONIO RD | Signalized       | AM        | 33.8       | C   | 34.1                    | C   |
|              |                                     |                  | PM        | 55.0       | E   | 55.5                    | E   |
| 2            | W EL CAMINO REAL & JORDAN AVE       | Signalized       | AM        | 14.0       | B   | 14.6                    | B   |
|              |                                     |                  | PM        | 12.8       | B   | 13.4                    | B   |
| 3            | W EL CAMINO REAL & RENGSTORFF AVE   | Signalized       | AM        | 21.6       | C   | 21.8                    | C   |
|              |                                     |                  | PM        | 17.6       | B   | 17.7                    | B   |
| 4            | N SAN ANTONIO RD & JORDAN AVE       | Side Street Stop | AM        | > 50.0     | F   | > 50.0                  | F   |
|              |                                     |                  | PM        | > 50.0     | F   | > 50.0                  | F   |
| 5            | PROJECT ACCESS & JORDAN AVE         | Side Street Stop | AM        | N/A        | N/A | 10.3                    | B   |
|              |                                     |                  | PM        | N/A        | N/A | 9.7                     | A   |

**SOURCE:** Abrams Associates, 2025

**NOTES:** HCM LOS results are presented in average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

## 5.6 Cumulative Plus Project Traffic Operations Analysis (Scenario 4)

**Figure 8** presents the cumulative build-out traffic volumes including the traffic from the proposed project. **Table 7** summarizes the LOS results for the Cumulative Plus Project (Year 2040) traffic conditions at each of the project study intersections. As shown on this table, all of the project study intersections are forecast to continue to have acceptable operations during the weekday AM and PM peak hours with the exception of the intersection of Jordan Avenue with N San Antonio Road which is forecast to continue operating at LOS F. This intersection is forecast to exceed the LOS standards regardless of whether or not the proposed project is implemented. In addition, this intersection is not forecast to meet Caltrans' warrants for installation of a traffic signal.

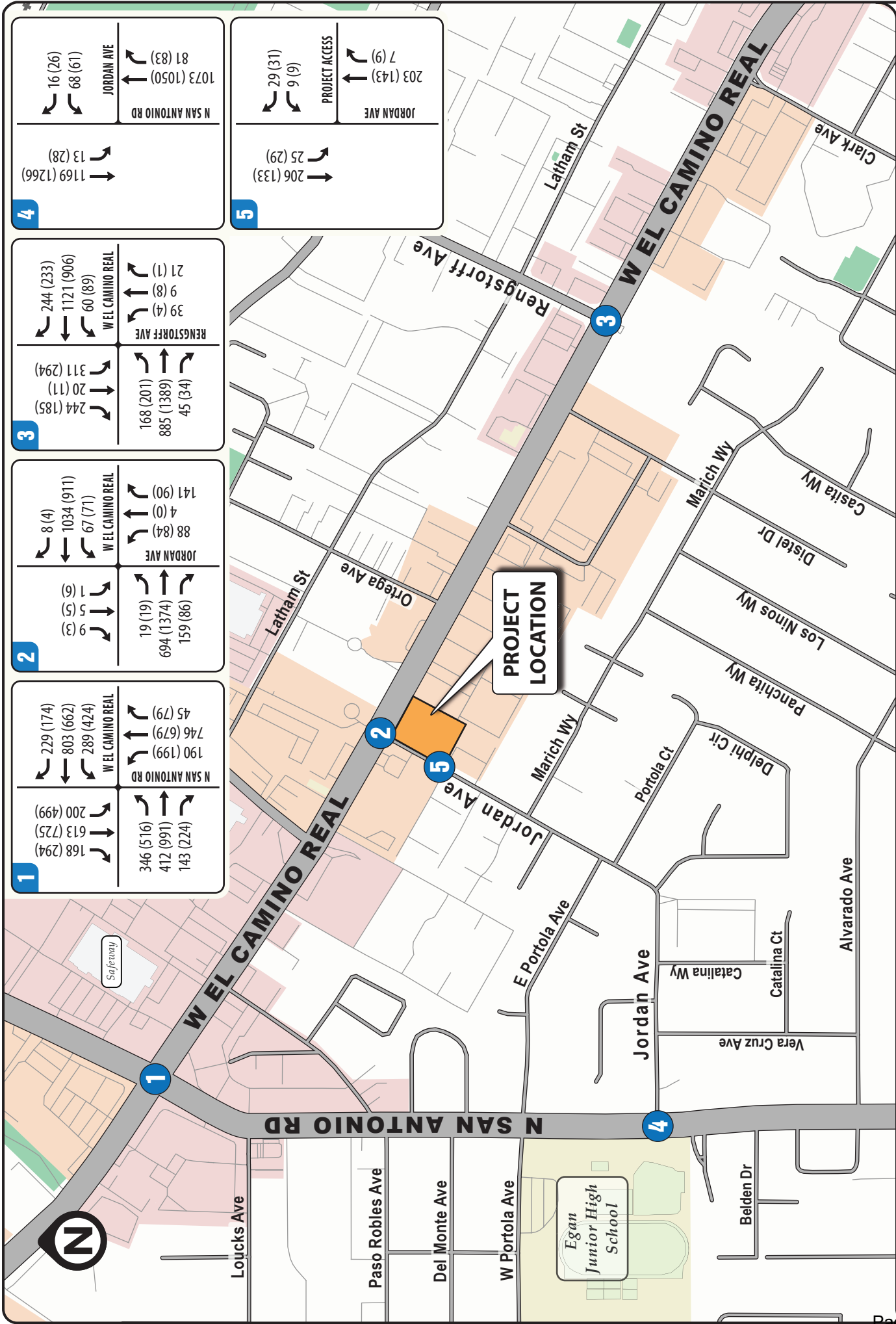
## 5.7 Caltrans Cumulative Traffic Operations Analysis

Typically for forecast conditions Caltrans requires a minimum 20-year horizon for a traffic operations analysis. For example, California's Transportation Plan Guidelines specify that transportation plans should cover at a minimum the next 20 years.<sup>5</sup> Since the project study intersections include intersections on State Highway 82 (W El Camino Real) which is under Caltrans' jurisdiction, a traffic operations analysis for 2045 conditions was also conducted.

**Figure 9** presents the cumulative 2045 traffic volumes for the project study intersections. **Table 8** summarizes the LOS results for the cumulative 2045 conditions at each of the project study intersections. As shown on this table, the project study intersections would continue to have acceptable conditions during the weekday AM and PM peak commute hours with the exception

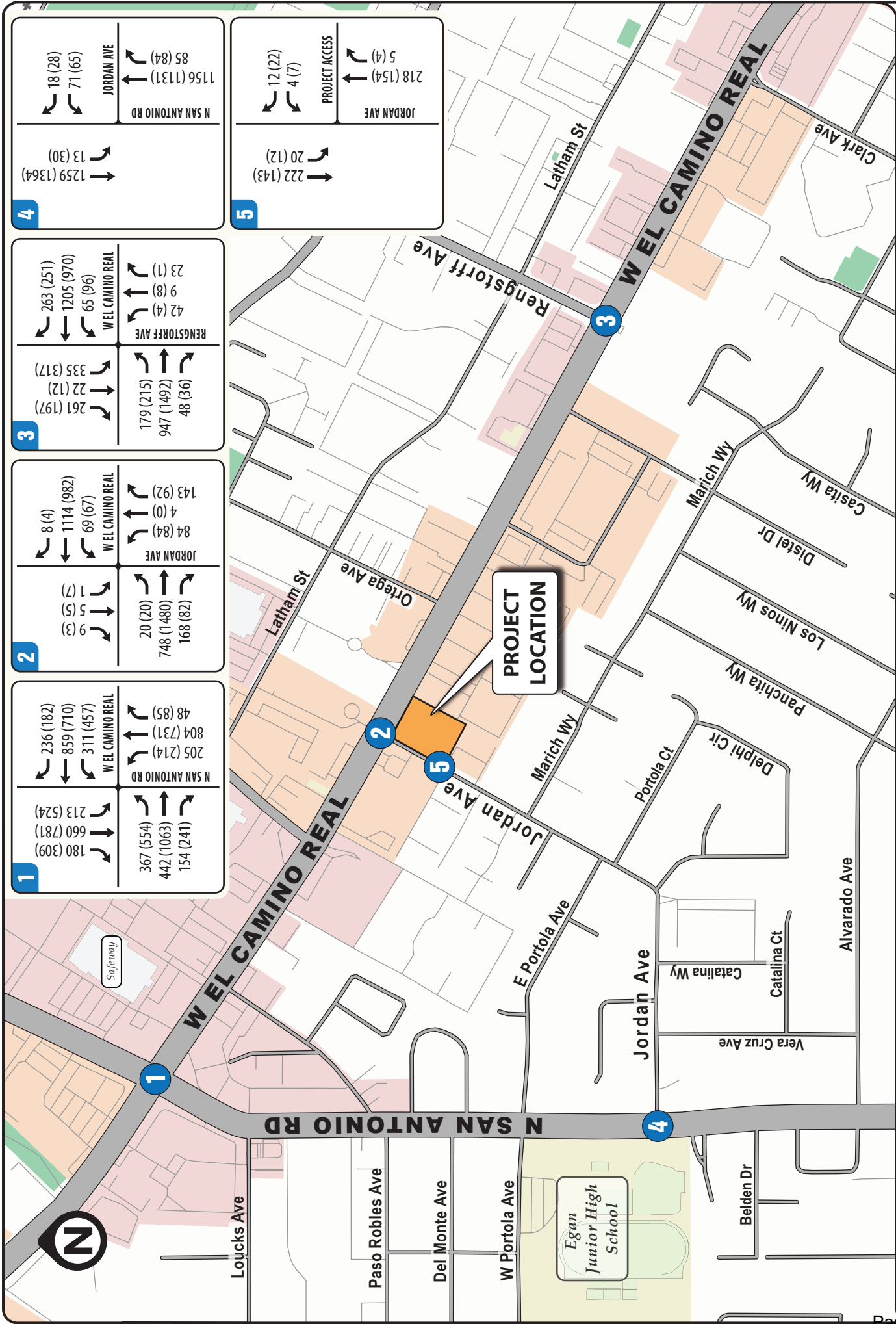
<sup>5</sup> *California Transportation Plan Guidelines*, California Transportation Commission, Sacramento, CA, June 29, 2023.





**FIGURE 8 | CUMULATIVE (2040) PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
**TRANSPORTATION IMPACT ANALYSIS**  
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**FIGURE 9 | CUMULATIVE (2045) AM(PM) PEAK HOUR TRAFFIC VOLUMES**  
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of Intersection #4, which is forecast to continue operating at LOS F during both the AM and PM peak hours.

**Figure 10** presents the cumulative build-out traffic volumes including the traffic from the proposed project. **Table 8** summarizes the LOS results for the Cumulative Plus Project (Year 2045) traffic conditions at each of the project study intersections. As shown on this table, all of the project study intersections are forecast to continue to have acceptable operations during the weekday AM and PM peak hours with the exception of the intersection of Jordan Avenue with N San Antonio Road which is forecast to continue operating at LOS F. This intersection is forecast to exceed the LOS standards regardless of whether or not the project is implemented. This intersection is also not forecast to meet Caltrans' warrants for installation of a traffic signal.

**TABLE 8**  
**CUMULATIVE 2045 PLUS PROJECT INTERSECTION LEVEL OF SERVICE CONDITIONS**

| INTERSECTION |                                     | CONTROL          | PEAK HOUR | CUMULATIVE |     | CUMULATIVE PLUS PROJECT |     |
|--------------|-------------------------------------|------------------|-----------|------------|-----|-------------------------|-----|
|              |                                     |                  |           | Delay      | LOS | Delay                   | LOS |
| 1            | W EL CAMINO REAL & N SAN ANTONIO RD | Signalized       | AM        | 38.6       | D   | 38.9                    | D   |
|              |                                     |                  | PM        | 65.8       | E   | 66.4                    | E   |
| 2            | W EL CAMINO REAL & JORDAN AVE       | Signalized       | AM        | 14.7       | B   | 15.3                    | B   |
|              |                                     |                  | PM        | 13.6       | B   | 14.2                    | B   |
| 3            | W EL CAMINO REAL & RENGSTORFF AVE   | Signalized       | AM        | 24.3       | C   | 24.4                    | C   |
|              |                                     |                  | PM        | 18.9       | B   | 19.0                    | B   |
| 4            | N SAN ANTONIO RD & JORDAN AVE       | Side Street Stop | AM        | > 50.0     | F   | > 50.0                  | F   |
|              |                                     |                  | PM        | > 50.0     | F   | > 50.0                  | F   |
| 5            | PROJECT ACCESS & JORDAN AVE         | Side Street Stop | AM        | N/A        | N/A | 10.5                    | B   |
|              |                                     |                  | PM        | N/A        | N/A | 9.9                     | A   |

**SOURCE:** Abrams Associates, 2025

**NOTES:** HCM LOS results are presented in average intersection delay in seconds per vehicle. For stop-controlled intersections the results for the worst side street approach are presented.

## 5.8 Neighborhood Traffic Intrusion Analysis

Nearby local neighborhood roadways that could potentially be impacted by the proposed project include Jordan Avenue and E. Portola Avenue. As shown in Figure 5 the proposed project would increase the volumes on Jordan Avenue to the south of the project site by about 4 trips added during the morning peak commute hour and about 6 trips added during the PM peak hour. This equates to an addition of about one car every 10 minutes. E. Portola Avenue is forecast to have an increase of about 3 cars per hour during the peak commute hours. This equates to about one additional car every 20 minutes. Typically, a project would need to increase traffic on a neighborhood street by at least 10 cars per hour to potentially warrant additional analysis or evaluation of potential new traffic control elements. In the case of this project the increase in traffic on any local neighborhood streets would be well under 10 trips per hour. The project would have limited traffic increases to neighborhood streets in the area and additional traffic control elements to limit cut through trips are not being proposed.



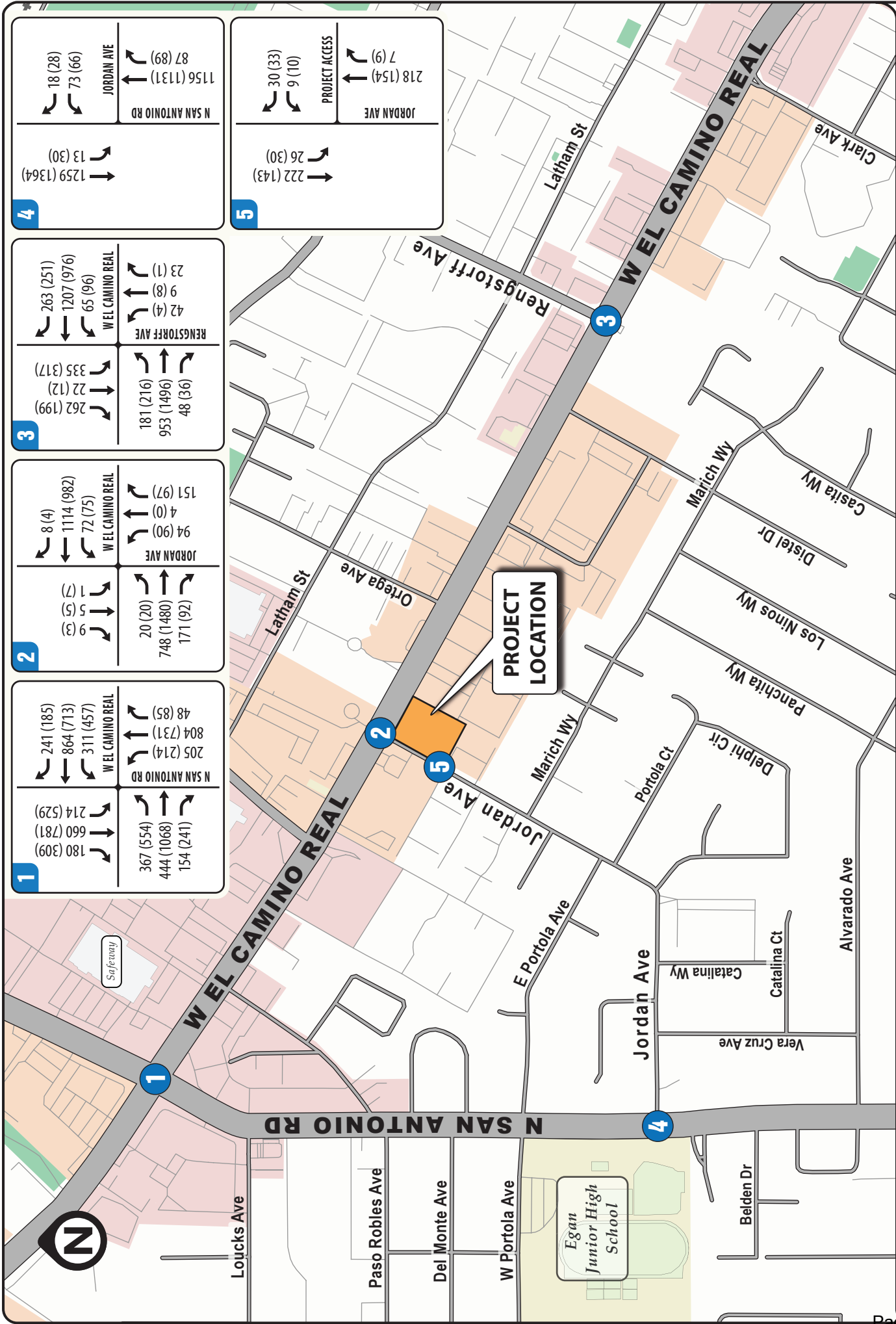


FIGURE 10 | CUMULATIVE (2045) PLUS PROJECT AM(PM) PEAK HOUR TRAFFIC VOLUMES

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## 5.9 Site Plan Review

*Site Access* –The project would provide a paved walkway between the existing sidewalk on Jordan Avenue and the building entrance for pedestrian access. Bicycles would access the secure bicycle parking via the project driveway. Traffic operations at the project entrance on Jordan Avenue were analyzed for the AM and PM peak hours. This intersection is proposed to be controlled with a stop sign on the side street approach (the project driveway) and there would continue to be no stop signs for through traffic on Jordan Avenue. As shown in **Table 8**, under the worst-case Year 2045 conditions the intersection is forecast to operate at LOS B or better during both the AM and PM peak hours. The project driveway intersection is also forecast to have minimal delays on all approaches and the operations analysis indicated the 85<sup>th</sup> percentile queues would be no more than one vehicle on the stop-controlled driveway approach, which is proposed to be 20 feet wide. The design of the project driveway on Jordan Avenue would be adequate for a low-volume, two-way driveway. The project traffic would only be forecast to result in brief delays for exiting vehicles and outbound vehicle queues would not be forecast to be more than one or two vehicles.

Jordan Avenue is a straight roadway adjacent to the project and no significant sight distance problems were identified, based on Caltrans standards. The project design will need to ensure that the City's sight distance standards are met at the project driveway. In the areas that are normally identified by the City for sight distance on either side of a proposed driveway the project landscaping would need to be designed and maintained so that the ground cover (and any signage) is no higher than 2 feet. In addition, any trees proposed to be planted adjacent to the driveway would need to be limbed up to ensure that the tree canopies are higher than six feet from the ground on both sides of the project driveway. If the project design has the potential to restrict sight distance for pedestrians then it is recommended that additional flashing lights and audible alert systems be installed. These could include motion-activated visual alerts, audible warnings, and LED text displays that could indicate a car is coming.

*Truck Access* - No truck loading zones are currently proposed on-site. It is our understanding that the project applicant will be requesting a waiver for truck access.

*Internal Circulation* - No internal site circulation or access issues have been identified that would cause a traffic safety problem or any unusual traffic congestion or delay. In general, the project was not found to cause (or substantially increase) any safety hazards due to any design features or incompatible uses.

*Safety* - Although the project would increase vehicle and pedestrian traffic in the project vicinity it is not expected to significantly impact or change the design of any existing facilities or create any new safety problems in the area. Based on the significance criteria the project's impacts on transportation safety would be less than significant and no mitigation would be required.

## 5.10 Parking

This section discusses the estimated vehicle and bicycle parking demand for the project, and whether or not the proposed supply of each meet City standards.



**Vehicle Parking** - Based on the City of Los Altos municipal code (Section 14.74.130) the project requires 100 off-street parking spaces. The proposed project is currently proposing to meet its demand by providing 95 on-site parking spaces using an automated parking system, which would leave the project 5 spaces short of the City's requirements. The project does not include any school or day care uses and therefore no student drop-off or pick up is proposed.

**Institute of Transportation Engineers (ITE) Parking Demand Data** - As shown in **Table 9**, for the proposed project (ITE Land Use Code 218) the peak parking demand for multi-family housing in a General Urban/Suburban environment with no nearby rail transit and no two-bedroom units has been found to be 0.68 parked vehicles per unit.<sup>6</sup> Therefore, based on surveys of similar residential projects the average peak parking demand is forecast to be for 58 vehicles. This demand includes all vehicles, such as guests and deliveries.

**Table 9**  
**Off-Street Parking Calculations Based on ITE Data**

| <b>Data Source</b>                                                              | <b>Land Use</b>              | <b>Size</b> |       | <b>Parking Ratio</b> | <b>Peak Demand</b> |
|---------------------------------------------------------------------------------|------------------------------|-------------|-------|----------------------|--------------------|
| ITE Multi-Family Housing Parking Demand Rates Per Unit (General Urban/Suburban) | Mid-Rise Multifamily Housing | 85          | units | 0.68                 | 58                 |

**Bicycle Parking** - This section discusses the project bicycle parking supply. Based on the City of Los Altos municipal code (Section 14.75.040) the project requires 148 bicycle parking spaces, including 128 long-term secure (Class I) bicycle parking spaces plus 20 short term (Class II) bicycle parking spaces. The proposed project is currently proposing to meet the City requirements by providing 133 bicycle parking spaces. This will include 108 Class I parking spaces in a secure bicycle parking room, 20 Class I bicycle parking spaces to be provided using the automated parking system, and 5 Class II parking spaces to be provided with outdoor bicycle racks.

## 5.11 Pedestrian and Bicycle Impacts

The City does not have level of service standards for pedestrian or bicycle facilities. Nevertheless, use of existing facilities by the users of the project would not be expected to overcrowd those facilities or decrease their performance or safety. The proposed project would not significantly impact or change the design of any existing or planned pedestrian facilities and should not create any new safety problems for pedestrians or bicyclists in the area. The project

<sup>6</sup> *Parking Generation Manual, 5th Edition*, Institute of Transportation Engineers, Washington D.C., 2019.



could add some bicyclists in the area but the volumes added would not be expected to add a significant number of bicyclists to any substandard bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities.

## 5.12 Transit Impacts

The project would not result in degradation of the level of service (or a significant increase in delay) on any roadway segments currently being utilized by bus transit in the area and, as such, no significant impacts to bus transit are expected. The proposed project would not interfere with any existing VTA bus routes and would not remove or relocate any existing bus stops. The proposed project could potentially help support existing transit services with additional transit ridership and would not conflict with any transit plans or goals of BART or the VTA. As a result, the project would not be expected to result in any significant impacts to bus transit service in the area.

## 5.13 Vehicle Miles Traveled

One performance measure that can be used to quantify the transportation impacts of a project is vehicle miles traveled (VMT). This section presents the extent of the VMT-related transportation impacts caused by the Project. VMT is typically estimated using an area-wide travel demand model from a regional transportation agency (in this case the VTA) that calculates VMT based on the number of vehicles multiplied by the typical distance traveled by each vehicle originating from or driving to a certain area. Los Altos has adopted VMT thresholds as part of the City's Vehicle Miles Traveled Policy (dated 2023) and additional guidance on VMT was taken from the Governor's Office of Planning and Research (OPR), which released their proposed Guidelines in a Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018.

The City of Los Alto VMT Policy specifies eight different screening criteria where if any are met then a project can potentially be presumed to have a less-than-significant transportation impact.<sup>7</sup> This presumption of a less-than-significant VMT impact assumes all the various details/factors associated with the screening criteria can be met. Based on a review of the proposed project it would meet the Map Based Screening Criteria and would also meet the Transit Proximity Screening Criteria.

*Transit Proximity Screening* – The proposed project is located directly adjacent to a high-quality transit corridor and the project is located in a transit priority area, as verified with the Santa Clara Countywide VMT Evaluation Tool (Version 2.1). According to the City's VMT Policy, projects located within one-half mile of a stop on a high-quality transit corridor are presumed to have a less than significant transportation impact under CEQA, as long as none of the following

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<sup>7</sup> *City of Los Altos Vehicle Miles Traveled Policy*, Los Altos Development Services Department, Los Altos, CA, 2023.



factors are exhibited by the project:

- a. *Floor Area Ratio (FAR) of less than 0.75;*
- b. *Provides more parking than required by the City Code; or*
- c. *Replaces affordable housing with a fewer number of affordable units.*

The proposed project has an FAR that exceeds 0.75 and it would not provide more parking than required by City's municipal code. The project would not replace any affordable housing and would provide a parking supply that is under the City's requirement for 100 parking spaces (95 spaces). Therefore, the project would qualify for Los Altos' VMT transit proximity screening criteria.

**Map Based Screening** - The project site is located in traffic analysis zone (TAZ) 199, which the VTA model indicates has a VMT per resident of 9.5 miles. Los Altos' VMT requirements specify that for the project to be exempt it should have an existing VMT less than 85% of the existing citywide average for resident. The City's average VMT per resident is currently estimated to be 12.2 miles, and 85% of that equates to 10.4 miles. As shown below in **Table 7**, the Santa Clara Countywide VMT Evaluation Tool indicates the proposed project would generate an average VMT per resident of 9.5 miles which is less than 85% of the existing Citywide average (10.4 miles).

**TABLE 8**  
**EXISTING PLUS PROJECT RESIDENTIAL VMT ANALYSIS RESULTS**

| <b>Scenario</b>          | <b>Project Average<br/>VMT Per Resident</b> | <b>VMT Impact<br/>Threshold <sup>1</sup></b> | <b>Impact?</b> |
|--------------------------|---------------------------------------------|----------------------------------------------|----------------|
| <b>2024 Plus Project</b> | <b>9.5 miles</b>                            | <b>11.86 miles</b>                           | <b>No</b>      |

**NOTE:** <sup>1</sup> *The existing plus project VMT impact threshold for residential projects is 85% of the Bay Area regional average VMT per resident (13.95 miles) which equates to 11.86 miles.*

The proposed project is consistent with the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), which is required for application of the screening criteria. Based on the City's adopted vehicle miles traveled policy and CEQA Guidelines section 15064.3(c) the project would not have a significant impact on VMT. The project satisfies both the transit proximity screening criteria and the map-based screening criteria and is therefore presumed to have a less than significant impact on VMT in the City.



## 5.14 Impacts and Mitigation Measures

Based on the project's design and a detailed analysis conducted according to the required guidelines there would be no significant transportation impacts according to established traffic engineering standards and no off-site traffic or transportation mitigations would be required.

### **Impact #1 Impacts related to conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or potential decreases to the performance or safety of such facilities.**

The project would not result in degradation of the level of service (or a significant increase in delay) on any intersections or roadway segments currently being utilized by bus transit in the area and would not increase ridership beyond existing capacity. As such, no significant impacts to bus transit will occur. In addition, the proposed project would not significantly impact or change the design of any existing pedestrian facilities and would not create any new safety problems for pedestrians in the area. The project will add some bicyclists in the area but the volumes added would not be expected to significantly impact any existing bicycle facilities. In relation to the existing conditions, the proposed project would not cause substantial changes to the pedestrian or bicycle traffic in the area and would not significantly impact or require changes to the design of any existing bicycle or pedestrian facilities. The intersection of Jordan Avenue with N San Antonio Road is forecast to continue operating at LOS F and is forecast to exceed the LOS standards regardless of whether or not the proposed project is implemented. In addition, this intersection is not forecast to meet Caltrans' warrants for installation of a traffic signal. Therefore, impacts related to project conflicts with adopted policies, plans, or programs related to alternative transportation would be considered **less-than-significant**, subject to City approval.

Mitigation Measure(s)  
None required.

### **Impact #3 Impacts relating to demolition and construction activities**

The increase in traffic as a result of demolition and construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 12 months.

#### *Heavy Equipment*

Approximately five pieces of heavy equipment are estimated to be transported on and off the site each month throughout the demolition and construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each



load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan include, but are not limited to, the following: truck drivers would be notified of and required to use the most direct route between the site and the freeway, as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveways to the project site and construction activities may require installation of temporary (or ultimate) traffic signals as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; any debris and mud on nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, the transport of heavy equipment being hauled to and from the site each month would be short-term and temporary.

### *Employees*

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for about 50 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 10 to 15 trucks and automobiles per day. Therefore, up to 65 vehicle parking spaces may be required during the peak construction period for the construction employees. Furthermore, the Traffic Control Plan requires construction employee parking be provided on the project site whenever possible to eliminate conflicts with nearby residential areas. Because the construction of the project can be staggered so that construction worker parking demand is met by using on-site parking, the impacts of construction-related employee traffic and parking are considered less-than-significant.

### *Construction Material Import/Export*

The project would also require removal of existing debris as well as the importation of construction material, including raw materials for the building pads, the buildings, and landscaping. During the maximum peak construction period, the project could generate approximately 15 truck trips per day. Furthermore, under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a



traffic nuisance, then the City Engineer may limit the hours the activities can take place.

#### *Traffic Control Plan*

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. The last phase may require added worker parking measures, depending on the circumstances, as there will not be any remaining vacant land for parking. Therefore, the demolition and construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a **less-than-significant** impact.

#### Mitigation Measure(s)

*None required.*

#### **Impact #4 Impacts related to site access and circulation.**

The proposed project would have three access driveways for employees, customers, and deliveries. The proposed stop-controlled exit for the project driveway would be forecast to have acceptable operations. Based on a review of the proposed site plan it was determined that the site circulation should function well and would not cause any safety or operational problems. The project site design has been required to conform to City design standards and is not expected to create any significant impacts to pedestrians, bicyclists or traffic operations. Therefore, impacts related to access and circulation to the proposed project would be considered **less-than-significant**, subject to City approval.

#### Mitigation Measure(s)

*None required.*

#### **Impact #5 Impacts regarding emergency vehicle access on and surrounding the proposed project site.**

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The land use plan for the proposed project would include one access driveway. All lane widths within the project would meet the minimum width that can accommodate an emergency vehicle. In addition, the addition of traffic from project traffic would not result in any significant changes to emergency vehicle response times in the area. Therefore,



subject to approval from the City and the fire department, the development of the proposed project is expected to have ***less-than-significant*** impacts regarding emergency vehicle access.

Mitigation Measure(s)

*None required.*



**From:** Hui Zheng <h.frances.zheng@gmail.com>  
**Sent:** Saturday, November 01, 2025 12:53 PM  
**To:** Public Comment - PC; Sean Gallegos  
**Subject:** STRONG OPPOSITION: 8-Story, 85-Unit Project at 4898 El Camino Real

**To the Members of the Los Altos Planning Commission and City Planners:**

I am a resident of Jordan Avenue, and I am writing to express my strong and unequivocal opposition to the proposed 8-story, 85-unit development at 4898 El Camino Real.

This project's unprecedented scale and density represent a fundamental and destructive shift for our neighborhood. The "bad impact design" of this project will place an untenable burden on the residents of Jordan Avenue, and the city's consideration of a CEQA exemption is deeply alarming and sets a dangerous precedent for bypassing community review across all of Los Altos.

For a resident of Jordan Avenue, this project is irresponsible with a **significant intensification** of land use at the entry to our residential street, which will **functional transform Jordan Avenue** into a busier, more congested access point for a large-scale complex.

My primary objections are as follows:

1. **ABUSE OF CEQA EXEMPTION:** The claim that this project is "categorically exempt" (Section 15332) from a full Environmental Impact Report (EIR) is absurd. An 8-story, 85-unit high-density complex is, by definition, a project with "significant effects on the environment." This exemption appears to be a procedural loophole used to silence public concern and fast-track a project that will cause irreversible harm from noise, shadowing, and, most critically, traffic. **We demand a full and transparent EIR be conducted.**
2. **UNACCEPTABLE TRAFFIC & SAFETY HAZARD ON JORDAN AVE:** This project is at the corner of our street. It is not credible to assume the **150-200+ daily car** trips generated by 85 units will use El Camino Real for access. **The entire burden of this traffic—the ingress, egress, and constant queuing—will be dangerously funneled onto Jordan Avenue.** This will transform our residential street into a **congested, high-traffic thoroughfare, creating a significant safety hazard for the children, pedestrians, and existing residents who live here.**
3. **INTENTIONAL PARKING DEFICIENCY:** The notice explicitly states the developer is seeking "concessions and waivers" under the State Density Bonus. This is a transparent attempt to under-build on-site parking, externalizing their costs onto our community. **The resulting parking spillover from 85 units, which might 200+ daily cars (evenmore plus guests and deliveries) will consume every available space on Jordan Avenue, making parking for existing residents impossible and rendering emergency vehicle access questionable.**
4. **DESTRUCTION OF NEIGHBORHOOD CHARACTER:** An **8-story building** is wildly out of scale, towering dramatically over the existing one and two-story homes of the Jordan Avenue community and completely **inappropriate for the edge of a low-density residential neighborhood.** This massive, high-density structure will loom over our homes, destroy the character of our street, and create a "canyon" effect at the entrance to our neighborhood, signaling that Los Altos is abandoning its residential character in favor of high-density overdevelopment.



This is the wrong project, in the wrong location, at the wrong scale. The project's bad-faith attempt to bypass environmental review while maximizing density at the expense of our neighborhood's safety and quality of life is unacceptable.

We urge the Planning Commission to listen to the directly affected residents and **REJECT this project** as proposed.

P.S.: Also, the other 4896 new proposal which is with a bigger lot, that is 5-story and two underground parking and 33 units, which will already bring more traffic, parking and DESTRUCTION OF NEIGHBORHOOD CHARACTER. We Cannot imagine how worse impact would be brought by the 4898 proposal with smaller lot and pretty dense units (85) and extremely abrupt 8-story and without underground garage. The proposal is **UNACCEPTABLE** and should be **REJECTEd**.  
Sincerely,

resident at Jordan Avenue

Los Altos, CA



## Yvonne Dupont

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**From:** Jing Xin <jessxinj@gmail.com>  
**Sent:** Saturday, November 01, 2025 1:46 PM  
**To:** Public Comment - PC; Sean Gallegos  
**Subject:** Strong Opposition to the 4898 El Camino Real 8-Story Development

Dear Mr. Gallegos and Members of the Planning Commission,

I am writing as a Los Altos resident to express my **strong and unequivocal opposition** to the proposed **eight-story, 85-unit residential development at 4898 El Camino Real**. While I recognize the City's housing goals, this project represents a serious overreach that threatens the livability, character, and safety of our community.

### 1. Height and Scale Incompatibility

An eight-story structure is far beyond the established development scale along El Camino Real. Surrounding properties are two to four stories at most. The proposed height would dominate the skyline, cast significant shadows on adjacent homes, and severely impact privacy and neighborhood character. It is incompatible with the small-town identity Los Altos has carefully preserved.

### 2. Traffic, Parking, and Safety Impacts

The intersection of Jordan Avenue and El Camino Real already experiences heavy congestion during peak hours. Adding 85 residential units will further strain traffic flow, reduce pedestrian safety, and overflow street parking into neighboring residential areas. A comprehensive traffic impact analysis—based on current conditions—is essential before any approval.

### 3. Improper Use of CEQA Exemption

Claiming a “categorical exemption” under CEQA §15332 (In-Fill Development Projects) is highly questionable. A project of this size and intensity cannot reasonably qualify as a “minor infill.” The City must require a **full Environmental Impact Report (EIR)** to evaluate the project's true effects on traffic, air quality, and cumulative neighborhood impact.

### 4. Lack of Transparency on Density Bonus and Public Benefit

The application references a State Density Bonus but fails to disclose the number, location, and long-term management of the affordable units. Residents deserve full transparency on the concessions being granted and what tangible community benefits will result.

### 5. Precedent and Corridor Consistency

It is important to note that the recently approved and now under-construction project at **4856 El Camino Real** was limited to **five stories** after extensive public review. That project—also including affordable units—set a clear precedent for the appropriate height and scale along this corridor. Allowing an **eight-story** development at 4898 El Camino Real would grossly exceed that precedent and disrupt the established balance of the El Camino Real corridor. The City must conduct a **cumulative impact study** to assess the combined environmental, visual, and traffic consequences before granting any further approvals.

### Requested Actions:



- **Deny or defer** approval of this project pending a full Environmental Impact Report and traffic study.
- **Require a redesign** consistent with the corridor precedent—no more than five stories.
- **Hold a public workshop** to gather meaningful neighborhood input before final consideration.

Los Altos residents value thoughtful, human-scale development that balances growth with community integrity. I urge the Planning Commission to uphold these values and reject this project in its current form.

Sincerely,

Jessa X.