Architectural Review Board
Staff Report (ID # 11484)

Report Type: Action Items **Meeting Date:** 8/20/2020

Summary Title: 788 - 796 San Antonio Road Mixed-Use Project (3rd Formal)

Title: PUBLIC HEARING / QUASI-JUDICIAL. 788 San Antonio Avenue [19PLN-00079]: Recommendation on Applicant's Request for Approval of a Major Architectural Review to Allow the Demolition of Existing 12,000 Square Feet of Commercial Space and Construction of a Four-Story Mixed-use Building that Includes 102 Residential Units and 1,803 Square Feet of Commercial Space With a Two-level Basement Parking Garage. Sixteen of the Residential Units Would be Below Market Rate. The Project Also Requires a Comprehensive Plan Amendment and Zoning Code Amendment to Apply the Housing Incentive Program at This Location and a Variance From the Special Setback Along San Antonio Road for a Pedestrian Ramp. The Applicant Also Proposes to Subdivide the Property for Condominiums. Environmental Assessment: An Environmental Impact Report was Circulated on July 31, 2020 Through September 14, 2020 and was Prepared in Accordance With the California Environmental Quality Act (CEQA). Zoning District: CS (Service Commercial). For More Information Contact the Project Planner Sheldon S. Ah Sing at sahsing@m-group.us

From: Jonathan Lait

Recommendation

Staff recommends the Architectural Review Board (ARB) take the following action(s):

1. Consider the Draft Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act (CEQA); and
2. Recommend approval of the proposed Architectural Review project to the City Council based on findings and subject to conditions of approval.

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Report Summary

The ARB previously reviewed the subject project on two prior occasions. Prior staff reports include extensive background information, project analysis, and evaluation to city codes and policies as well as responses to ARB comments. The project includes two components:

1) A mixed-use development proposal for 788 – 796 San Antonio Road, and

2) A Comprehensive Plan Amendment and Zoning Text Amendments that affect Service Commercial (CS) zoned parcels along San Antonio Road, between Middlefield Road and East Charleston Road, allowing for the implementation of the development project.

The mixed-use project involves three entitlement applications requesting: (1) Architectural Review, (2) a Variance, and (3) a Subdivision. The latter two applications are within the purview of the Planning & Transportation Commission (PTC). The PTC considered the Draft EIR, Amendments and mixed-use project applications at its August 12, 2020 meeting.

All project components are reviewed in the Draft EIR prepared in accordance with CEQA. The Draft EIR was published July 31, 2020 with the public comment period ending September 14, 2020. The purpose of this report is to facilitate the ARB's consideration of the Draft EIR and review the applicant's response to the ARB's January 2020 comments.

Background

The project has been the subject of several prior public hearings, including two pre-screenings with the City Council, a Scoping Meeting and a project review meeting with the Planning & Transportation Commission (PTC), and two prior ARB hearings.

Prior City Reviews & Action

City Council:	October 15, 2018: tinyurl.com/788-San-Antonio-10-5-2018 May 20, 2019: bit.ly/788SA2ndPrescreening
PTC:	September 11, 2019: tinyurl.com/788-San-Antonio-PTC-9-11-2019 August 12 2020: bit.ly/788SanAntonioPTCAugust122020
HRB:	None
ARB:	August 15, 2019: bit.ly/2OWv9qW January 16, 2020: tinyurl.com/788-San-Antonio-ARB-1-16-2020 Minutes: tinyurl.com/788-San-Antonio-1-16-20Minutes

On January 16, 2020 the ARB reviewed the project. A video recording of the ARB meeting is available online: tinyurl.com/788-San-AntonioARBVideo1-16-20. The following table summarizes the ARB's comments and the applicant's response to those comments:

ARB Comments/Direction	Project Revisions by Applicant
• A revised materials board displaying "warmer colors" – more joyful, inviting	• Material board includes: ○ Smooth stucco

colors.	○ Clear-heart redwood ○ Grooved Equitone cement fiber panels ○ Corten steel ○ Redwood rain screen • Updated physical board to be presented *See Sheets A3.0d (materials board) and Elevations (A3.0a-c) and other perspective views (A3.1a-c) and Attachment I.*
• The scale is too large at the residential lobby.	• The lobby is 1/3 narrower • Height of the space appears lower since the shade structure at the roof terrace is pulled back. *See Sheet A2.1b & A3.0a and analysis section for more discussion.*
• Frames of the building feel too monumental and busy. Consider changes to window frame at the entry, the roof terrace, and the garage.	• Residential balconies frames are overhauled and simplified. Are now all clad in the same clear-heart redwood siding material. • The frames around the corner tower and the entries/lobby and retail areas are clad in corten steel. • The layout of the frames are redone. *See Analysis section for more discussion.* *See Sheets A3.0a, A3.0b, A3.1a, and A3.1b.*
• The roof terrace soffits should be more than just stucco because they will be very visible from the ground floor.	• Redesigned shade structure at the roof terrace to continue the “triangle” motif seen at other elements of the building (corner and other vertical elements). • Some of these wooden triangles have been omitted so that light can filter through to the roof terrace surface. • The shade structure is pulled back from the street so it is less visible from the street.

	See Sheets A3.1c, A3.1d, and A3.2b.
• Consider street drop offs for Transportation Network Companies (TNC) along San Antonio Road.	• Two temporary parking spaces (44 feet in length) shown on San Antonio Road for TNC operators and temporary loading and unloading. *See Sheets A1.1a and C2.1.*
• All facades need to be designed with the same level of design.	The west, east and north elevations are revamped to similar level of detail as the San Antonio Road elevation. *See Analysis section for more discussion.* *See Sheets A3.0a, A3.0b, A3.0c, A3.1a and A3.1b.*
• Explore breaking down the scale of the courtyard. Consider more attention to privacy planting at courtyard to screen lower level units.	The inner courtyard is broken into three main functions: Seating areas with curved benches and movable bistro tables, fixed exercise stations, and a proposed bike wash area. These courtyard functions are filtered from view to the unit patios by means of long planters and seat walls. The shade-tolerant planting selection has taken into account the amount of light expected to hit the courtyard level. *See Analysis section for more discussion.* *See Sheets A2.5a, A3.0c, A3.1c, A3.2a, A5.0a, and LA-1.*
• This is a 50-foot building with lower lying vegetation.	• The building at the corner is 50 feet, however, at the opposite end, the roof top terrace reducing the massing to below 50 feet. • The site includes four oak trees along San Antonio Road. There are also five western redbud trees located on San Antonio Road and Leghorn Street. • Plantings are native except for two types of trees within the courtyard.

	See Sheet A3.1d.
• Consider flush header windows or windows going all the way to the floor.	• Most units have floor to ceiling glass now. Most units also have glassy guardrails at the balcony to further open the units up to views and light. • The lower level units do have solid balcony rails though to provide more privacy from street level eyes. *See Sheet A5.1.*
• Consider street parking along Leghorn Street to support corner retail space.	• Leghorn Street frontage includes three parking spaces adjacent to the temporary loading zone. *See Sheet C2.1.*
• Bike parking, within the building, should be secure and yet visible from the street.	• The long-term bicycle parking is visible from the outside through a glass wall. On the interior, this area is broken into six rooms and a bike repair area. The entire area is secured from the lobby. *See Sheet A2.1c and A3.1a.*

Analysis[1]

The project plans refined the designs for the building exterior and interior courtyard. These changes primarily affect the massing, symmetry, the roof terrace, materials, and the design and use of the interior courtyard. It appears that the revisions strengthen the project's consistency with the required findings for an Architectural Review (Attachment B).

Massing

The ARB commented that the project's lobby was too expansive and the framed elements (darker color ribbons) of the building were too monumental and busy. In response to the ARB comments, the applicant reduced the lobby frontage by a third.

Continuous refinement in the project plans, as shown in Figure 1 below, indicates a less prominent roof terrace creating a noticeable step down in mass from the tower element at the

[1] The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The Architectural Review Board in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to take an alternative action from the recommendation in this report.

Leghorn/San Antonio intersection. Revisions to the framed elements around residential areas include simplification by using the same redwood material. The framed element around the tower element, lobby and retail areas are clad in corten steel.

Comparing the project plans to August 19 plans and initial ARB comments, the building now maintains less symmetry along San Antonio Road and includes more vertical elements along the all of the façades. The project maintains symmetry along the other sides of the building.

The changes make the project more consistent with Findings #2 and #3.

Figure 1: Front Elevation Comparison

	
August 2019	January 2020
	August 2020

Source: Studio S Squared

Consistent design quality

The ARB sought the same level of design quality for all sides of the building as was done for the San Antonio Road frontage. In response, the project's elevations have significantly changed. The elevations other than San Antonio Road have more symmetry and use a lighter color palette creating an overall brighter theme.

The revisions make the project more consistent with Findings #2, #4 and #5.

Figure 2: Corner Perspective Comparisons

	
August 2019	January 2020

	August 2020

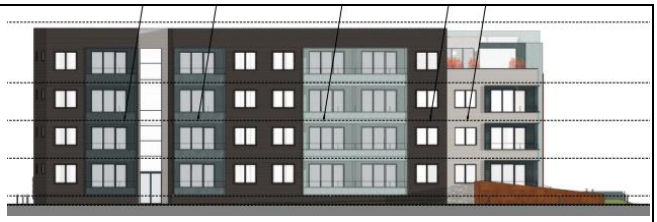
Source: Studio S Squared

Figure 3: Elevation Opposite San Antonio Road

	
August 2019	January 2020
	August 2020

Source: Studio S Squared

Figure 4: Elevation Opposite Leghorn

	
August 2019	January 2020
	August 2020

Source: Studio S Squared

Courtyard

The ARB sought to break down the scale of the courtyard and requested the applicant consider privacy plantings at the courtyard to screen lower level units. In response, the applicant broke down the inner courtyard into three main functions:

(1) Seating areas with curved benches and movable tables;
(2) fixed exercise stations; and
(3) a proposed bike wash area.

These courtyard functions are filtered from view to the unit patios by means of long planters and seat walls. The shade-tolerant planting selections consider the amount of light expected to reach the courtyard level.

Figure 5: Courtyard Comparisons

	
January 2020	August 2020

Source: Studio S Squared

The changes make the project more consistent with Findings #2, #4 and #6

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. City Council will be requested to certify a Final Environmental Impact Report (EIR). Because the existing building at 788 San Antonio is eligible for listing on the California Register and the project proposes to demolish it, a 'significant and unavoidable impact' results. The City Council would need to adopt a 'statement of overriding considerations' to approve the mixed-use project. The Council will also consider the EIR for the Amendments applicable to the San Antonio Road properties along the south side of the roadway between Middlefield and E. Charleston Road.

Notably, CEQA no longer considers Level of Service (transportation delay) as an impact as of July 1, 2020. Vehicle Miles Travelled is the methodology to determine traffic impacts under CEQA. The following sections provide more detail on this issue.

Notice of Preparation and Scoping Meeting

Pursuant to CEQA, the City posted a Notice of Preparation (NOP) for public comment on September 4, 2019 through October 7, 2019. The purpose of the NOP was to state the intent to

prepare an EIR for the project and to allow the public and other affected agencies to provide comment on topics that they thought should be covered by the EIR. This consultation period was for at least 30-days after the issuance of the NOP. The City received two written comments on the NOP and those were included in the Introduction section of the EIR for reference.

Public Circulation

The EIR is currently in circulation for public review and comment (July 31, 2020 through September 14, 2020). The City Council will consider certifying the EIR at a later public hearing. The EIR is considered a Program EIR in that is prepared on a series of actions that can be categorized as one large project and are related. The EIR provides sufficient information and analysis to cover Council legislative actions and entitlements proposed to approve the mixed-use project at 788-796 San Antonio Road. The contents and detail of the EIR can be found in Attachment F.

Potential Impacts

Environmental impacts are considered physical impacts on the environment and are separated into either construction (temporary) or operational (longer-term and ongoing) impacts based upon established thresholds of significance. If an impact is identified, then mitigation measures are required to reduce that impact to a level of less than significant.

The EIR identified several potentially significant impacts but most were reduced to less than significant with mitigation, as further detailed in the Draft EIR. Cultural Resources/Historic is the one category where impacts are significant and unavoidable. In accordance with Chapter 18.31 of the PAMC, this issue will be considered by the City Council.

Cultural Resources

Impact CUL-1. The project would result in demolition and removal of two existing single-story commercial buildings at 788 and 790-796 San Antonio Road. Due to its retained integrity, one existing structure at 788 San Antonio Road may be eligible for individual listing in the California Register of Historical Resources (CRHR) and constitutes a historical resource for the purposes of CEQA. Further, development in the rest of the program area under the HIP expansion could result in the demolition or modification of structures eligible for listing on the City's Historic Inventory or CRHR. Therefore, impacts to historic resources for the 788 – 796 San Antonio development would be significant and unavoidable.

The mitigation measures would reduce significant direct impacts to the eligible historic resource to the extent feasible; these measures include historic and photographic documentation and an interpretive website. However, the historic resource would be demolished and the impact to the 788 San Antonio Road property would not be reduced to less-than-significant levels under CEQA. Demolition by its nature is complete and results in total material impairment of the historical resource; no feasible mitigation measures are available to mitigate the demolition of the CEQA historical resources to a less-than-significant level. As a result, demolition of an individually eligible resource would be a significant and unavoidable adverse impact.

For the balance of the program area, where demolition or modifications are proposed to structures over 45 years in age, Historic Resources Evaluations would be required to determine these structures' eligibility for listing as historic resources on the local or State historic registers.

Historic Listing Eligible Structure
The building at 788 San Antonio Road was constructed in 1953. As noted in the Page & Turnbull 788 San Antonio Road Historic Resources Report (Appendix D of the EIR), the building appears to be individually eligible for listing in the California Register under Criterion 1 (Events) for its association with the California Chrysanthemum Growers Association. The Association is a long-term representative of the important Japanese American floriculture and industrial cooperatives in the San Francisco Bay Area. This cooperative floriculture group provided Japanese American growers on the San Francisco Peninsula with shared access to growing technologies, shipping options, and stabilized markets from its founding in 1932 to the end of the twentieth century.

The character-defining features of 788 San Antonio Road include the following features original to its 1953 construction:

- Rectangular, one-story massing, including original building and 1958 eastern extension;
- Side- and cross-gabled roof element at west building façade;
- Concrete masonry unit construction;
- Multi-light steel-frame windows on north, west, and south façades;
- Vehicle utility openings on south façade;
- Wood-plank shelves below windows on west façade.

The building at 788 San Antonio Road retains integrity to the degree necessary to appear eligible for individual listing in the California Register under Criterion 1 (Events) with a period of significance of 1953-2002.

Transportation
Staff has provided a summary of the Vehicle Miles Traveled (VMT) methodology now used to determine traffic impacts (see Attachment G). The proposed project (both components) would provide housing growth in an area of the County that has a surplus of jobs relative to the supply of housing. By providing residences closer to employment centers in the Peninsula, additional housing in the City would help to reduce net VMT at a regional level.

For the proposed mixed-use project, it was determined that the average daily home-based VMT for the six transportation analysis zones near San Antonio Road is 11.19 miles per resident. This means that, on average, each resident near San Antonio Road drives 11.19 miles per day to and from their home. Therefore, the VMT is below the established threshold and is considered a less than significant impact.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Daily Post* on August 7, 2020, which is 13 days in advance of the meeting. Postcard mailing occurred on August 4, 2020, which is 16 days in advance of the meeting.

Community meeting

The applicant facilitated a community meeting on August 6, 2020. Because of the current pandemic, the meeting was conducted online. The applicant sent notices to properties within 600 feet of 788 – 796 San Antonio Road and those specific properties within the program area.

Public Comments

Public comments were submitted before and after the PTC hearing on August 12, 2020. These comments are attached as Attachment H and viewable here: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=78007. There were seven commenters who spoke on this matter during the August 12, 2020 meeting.

Alternative Actions

In addition to the recommended actions, the Architectural Review Board may:

1. Continue the project to a date (un)certain; or
2. Recommend project denial based on revised findings.

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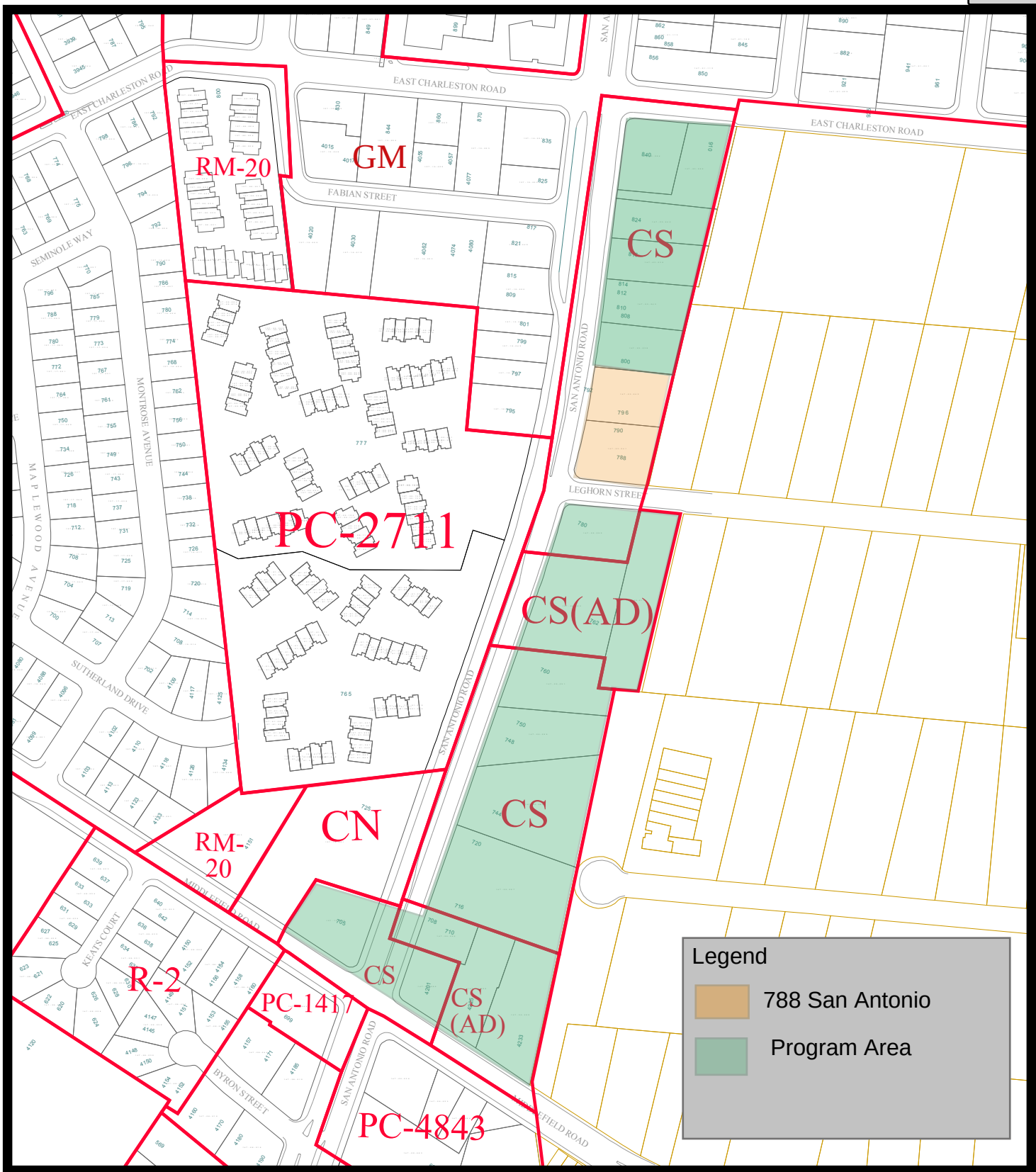
Attachments:

- COI - To be deleted (DOCX)
- Attachment A: Location Map (PDF)
- Attachment B: Draft ARB Findings (DOCX)
- Attachment C: Draft Conditions of Approval (DOCX)
- Attachment D: Zoning Comparison Table (DOCX)
- Attachment E: Applicant's Response Letter (PDF)
- Attachment F: Project Plans and Environmental Review (DOCX)

[2] Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org



The City of Palo Alto

788-796 San Antonio & Program Area

This map is a product of the City of Palo Alto GIS

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ATTACHMENT B
ARB FINDINGS FOR APPROVAL

In order for the ARB to make a future recommendation of approval, the project must comply with the following Findings for Architectural Review as required in Chapter 18.76.020 of the PAMC.

Finding #1: The design is consistent with applicable provisions of the Palo Alto Comprehensive Plan, Zoning Code, coordinated area plans (including compatibility requirements), and any relevant design guides.

The project is consistent with the following Comprehensive Plan Goals/Policies:

Comprehensive Plan Goal/Policy	Consistency
Service Commercial. Facilities providing citywide and regional services and relying on customers arriving by car. These uses do not necessarily benefit from being in high volume pedestrian areas such as shopping centers or Downtown. Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types. In almost all cases, these uses require good automobile and service access so that customers can safely load and unload without impeding traffic. In some locations, residential and mixed-use projects may be appropriate in this land use category. Examples of Service Commercial areas include San Antonio Road, El Camino Real and Embarcadero Road northeast of the Bayshore Freeway. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.	The project includes a mixed-use building with ground floor retail and 102 residential units on an approximately one acre site. The project is a considered in the context of the proposed broader zoning text amendment that would allow higher density housing for properties within the Service Commercial District along San Antonio Road.
Policy L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.	Developed urban uses surround the project site. All utilities can serve the site. The adjacent buildings are one-story in height, there are buildings that are five stories in height within the vicinity consistent with zoning development standards.

Policy L-1.11: Hold new development to the highest development standards in order to maintain Palo Alto's livability and achieve the highest quality development with the least impacts.	The architectural review process includes findings and context-based design criteria necessary to develop the project. The project is subject to the Architectural Review process.
Policy L-2.4: Use a variety of strategies to stimulate housing, near retail, employment, and transit, in a way that connects to and enhances existing neighborhoods.	The project will be implemented using the Housing Incentive Program (HIP). The HIP is a part of the proposed broader zoning text amendment that would allow higher density housing for properties along San Antonio Road.
Policy L-2.6: Create opportunities for new mixed use development consisting of housing and retail.	The project would recreate 102 new residential units and approximately 1,700 square feet of retail space.
Policy L-2.11: Encourage new development and redevelopment to incorporate greenery and natural features such as green rooftops, pocket parks, plazas and rain gardens.	The project includes a roof terrace area with plantings as well as an interior courtyard area with plantings.
Policy L-3.1: Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures.	The adjacent and surrounding area includes much older buildings. The project has a very different design from the adjacent structures. However, there are two more recently developed projects that are similar in scale and design as the proposed project. The other projects went through the Architectural Review process.
Policy L-4.2: Preserve ground-floor retail, limit the displacement of existing retail from neighborhood centers and explore opportunities to expand retail.	The project will incorporate retail on the ground floor consistent in scale with the development and retail that promotes pedestrian activity. A certain amount of retail would be waived pursuant to the process allowed in the zoning code.
Policy L-4.3: Encourage street frontages that contribute to retail vitality in all Centers. Reinforce street corners in a way that enhances the pedestrian realm or that form corner plazas. Include trees and landscaping.	The project creates a corner plaza area defined by landscaping a furniture such as outdoor seating and low walls.
Policy T-5.1: All new development projects should manage parking demand generated by the project, without the use of on-street parking, consistent with the established parking regulations. As demonstrated parking	The project provides all of its required parking onsite.

demand decreases over time, parking requirements for new construction should decrease.	
Policy N-2.10: Preserve and protect Regulated Trees, such as native oaks and other significant trees, on public and private property, including landscape trees approved as part of a development review process and consider strategies for expanding tree protection in Palo Alto.	The project protects the existing oak trees. Any removed regulated tree is replaced pursuant to City requirements.
H3.1.2 PROGRAM. Implement the BMR ordinance to reflect the City's policy of requiring: a) At least 15 percent of all housing units in projects must be provided at below market rates to very low-, low-, and moderate-income households.	The project includes 15% of the proposed units as below market rate.

The project is consistent with Zoning Code requirements, except where the project seeks to amend the zoning code to allow the provisions of the Housing Incentive Program (HIP), and expansions to waivers to retail preservation requirements.

Finding #2: The project has a unified and coherent design, that:

a. **creates an internal sense of order and desirable environment for occupants, visitors, and the general community,**
b. **preserves, respects and integrates existing natural features that contribute positively to the site and the historic character including historic resources of the area when relevant,**
c. **is consistent with the context-based design criteria of the applicable zone district,**
d. **provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations,**
e. **enhances living conditions on the site (if it includes residential uses) and in adjacent residential areas.**

The project is a residential mixed-use project. The project proposes a design with ground floor retail at the corner. This retail space is expected to be pedestrian-serving. The exterior of the space includes an outdoor plaza with a connection to the street corner. Elements of the existing historic building's former association with nurseries are integrated into the stamped paving patterns of the plaza. The residential component of the project has a primary entry along San Antonio Road. At the double-height lobby level includes an extensive bicycle room where long-term bicycle parking is proposed. The lobby leads to the central interior courtyard that will serve as on-site open space for tenants. The same elements used at the corner plaza are also used in the interior courtyard. The architecture is very different from the existing adjacent architecture, however, it is designed to complement recent projects of similar scale in the vicinity. The project includes balconies for residential units and access to a roof-top terrace

allowing users to a larger on-site outdoor amenity space in addition to the interior courtyard.

Context-Based Design Criteria PAMC 18.16.90

1. Pedestrian and Bicycle Environment

The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity through design elements

The project includes pedestrian-oriented retail with an outdoor plaza. Long-term bicycle parking is located adjacent to the double-height lobby. The lobby is accessible from the sidewalk via a ramp. Short-term bicycle parking is located along the building along San Antonio Road and Leghorn Street.

2. Street Building Facades

Street facades shall be designed to provide a strong relationship with the sidewalk and the street (s), to create an environment that supports and encourages pedestrian activity through design elements

A glassy retail corner with a 12 foot ceiling topped by three residential units provides a focal point for the two intersecting street-facing elevations. From this corner high point, the building steps down in both directions, especially on the San Antonio Road side, where the rooftop terrace provides a common outdoor area with views towards the Bay and the East Bay hills.

3. Massing and Setbacks

Buildings shall be designed to minimize massing and conform to proper setbacks

The building is taller than the adjacent single-story buildings. Variegated facades include recessed features such as balconies and windows, different color shades and use of different materials provide visual relief.

4. Low Density Residential Transitions

Where new projects are built abutting existing lower scale residential development, care shall be taken to respect the scale and privacy of neighboring properties

The project is located kitty-corner from the Greenhouse residential community. San Antonio Road is a divided road with four lanes and the Greenhouse community has a larger setback from San Antonio Road. Scale and privacy are not expected to be an issue given the location.

5. Project Open Space

Private and public open space shall be provided so that it is usable for the residents and visitors of the site

The project is subject to public park dedication or payment of an in-lieu fee. Given the difficulty in finding suitable park land within the vicinity of the project, the project applicant will pay the in-lieu fee. On-site private open space includes private balconies, the interior

courtyard and the rooftop terrace.

6. Parking Design

Parking shall be accommodated but shall not be allowed to overwhelm the character of the project or detract from the pedestrian environment

The project provides all of the required parking in two basement levels. The garage entry is off of the side street (Leghorn Street) as not to interfere with the pedestrian and bicycle movement along San Antonio Road.

7. Large Multi-Acre Sites

Large sites (over one acre) shall be designed so that street, block, and building patterns are consistent with those of the surrounding neighborhood

The project proposes to merge to parcels, however, the aggregate size of the two parcels is under one-acre.

8. Sustainability and Green Building Design

Project design and materials to achieve sustainability and green building design should be incorporated into the project

The project will be consistent with current Green Building codes (CalGreen) including Tier 2 measures shown on Sheets GB-1-R and GB-1-NR of the plans.

Finding #3: The design is of high aesthetic quality, using high quality, integrated materials and appropriate construction techniques, and incorporating textures, colors, and other details that are compatible with and enhance the surrounding area.

The project includes a materials palette of smooth white and gray stucco, clear-heart redwood, Equitone cement fiber panels, and Corten Steel. These provide visual interest at all levels of the building. The Corten panels clad act as an architectural "ribbon", which winds its way across the San Antonio Road and Leghorn Street elevations, demarcating private/public zones, and entry portals. Redwood is used as frames around certain residential balcony areas. A redwood rain screen relates to the walkways and structures of the nearby Baylands Nature Preserve and provides a warm tone at most of the residential balconies.

Finding #4: The design is functional, allowing for ease and safety of pedestrian and bicycle traffic and providing for elements that support the building's necessary operations (e.g. convenient vehicle access to property and utilities, appropriate arrangement and amount of open space and integrated signage, if applicable, etc.).

Taking advantage of the ideal weather and the proximity of large employers in the area, the building will provide 102 indoor long-term bike parking spaces adjacent to the ground floor main lobby. Entry walkways are sized appropriately to accommodate cyclists, pedestrians and those with disabilities. The building will also feature indoor bike repair areas, and an outdoor

bike wash area for residents. The property will also accommodate 18 guest and short-term bike spaces along San Antonio Road and Leghorn Street.

Access to utilities are convenient to maintain and serve the building. Open space is purposely located in the central interior courtyard and on the rooftop. The building includes an architectural ribbon, which will be a location for signs.

Finding #5: The landscape design complements and enhances the building design and its surroundings, is appropriate to the site's functions, and utilizes to the extent practical, regional indigenous drought resistant plant material capable of providing desirable habitat that can be appropriately maintained.

The design intent of the landscape is to: 1) reinforce the San Antonio Road and Leghorn Street frontages; 2) differentiate between the uses (residential and retail) with the proposed tree plantings; 3) provide recognizable entries for both the residential and retail uses; 4) address the privacy needs of future residents; and 5) provide varied open space opportunities for future residents and retail uses. All but two of the proposed plant species for the project are native plants (75% of the trees would be native). The plant palette includes trees, shrubs, perennials & annuals, and groundcover.

Finding #6: The project incorporates design principles that achieve sustainability in areas related to energy efficiency, water conservation, building materials, landscaping, and site planning.

The project will meet the current Green Building Code requirements. The majority of the proposed landscape palette is low to very low water use.

Performance Criteria
788 San Antonio Road 19PLN-00079

Pursuant to PAMC 18.23, the following performance criteria are intended to provide additional standards to be used in the design and evaluation of developments in the multi-family, commercial, and industrial zones. The purpose is to balance the needs of the uses within these zones with the need to minimize impacts to surrounding neighborhoods and businesses. The criteria are intended to make new developments and major architectural review projects compatible with nearby residential and business areas, and to enhance the desirability of the proposed developments for the site residents and users, and for abutting neighbors and businesses.

Performance Criteria	Project Consistency
18.23.020 Trash Disposal and Recycling	
Assure that development provides adequate and accessible interior areas or exterior enclosures for the storage of trash and recyclable materials in appropriate containers, and that trash disposal and recycling areas are located as far from abutting residences as is reasonably possible.	The project includes its trash enclosure in the basement, where collection of trash and recycling would occur. The property management will bring the trash bins to the street level for servicing at a temporary staging area along Leghorn Street when the trash/recycling are scheduled for pick up. Once the bins are serviced, they are returned to the trash enclosures.
18.23.030 Lighting	
To minimize the visual impacts of lighting on abutting or nearby residential sites and from adjacent roadways.	The lighting is designed to minimize glare upon neighboring properties and streets.
18.23.040 Late Night Uses and Activities	
The purpose is to restrict retail or service commercial businesses abutting (either directly or across the street) or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. Operations subject to this code may include, but are not limited to, deliveries, parking lot and sidewalk cleaning, and/or clean up or set up operations, but does not include garbage pick- up.	No late night uses are proposed at this time.
18.23.050 Visual, Screening and Landscaping	
Privacy of abutting residential properties or properties with existing residential uses located	Mechanical equipment screening adequately screens the roof from the

Performance Criteria	Project Consistency
within nonresidential zones (residential properties) should be protected by screening from public view all mechanical equipment and service areas. Landscaping should be used to integrate a project design into the surrounding neighborhood, and to provide privacy screening between properties where appropriate.	right-of-way. Utilities and trash areas are screened from view.
18.23.060 Noise and Vibration	
The requirements and guidelines regarding noise and vibration impacts are intended to protect residentially zoned properties or properties with existing residential uses located within nonresidential zones (residential properties) from excessive and unnecessary noises and/or vibrations from any sources in abutting industrial or commercially zoned properties. Design of new projects should reduce noise from parking, loading, and refuse storage areas and from heating, ventilation, air conditioning apparatus, and other machinery on nearby residential properties. New equipment, whether mounted on the exterior of the building or located interior to a building, which requires only a building permit, shall also be subject to these requirements.	Mechanical equipment will conform to building code requirements for noise. Trash will be picked up along Leghorn Street.
18.23.070 Parking	
The visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones.	The project includes two levels of underground parking with the driveway to the parking provided on Leghorn Street.
18.23.080 Vehicular, Pedestrian and Bicycle Site Access	
The guidelines regarding site access impacts are intended to minimize conflicts between residential vehicular, pedestrian, and bicycle uses and more intensive traffic associated with commercial and industrial districts, and to facilitate pedestrian and bicycle connections through and adjacent to the project site.	Vehicles access the site from Leghorn Street, service of trash and utilities will also be from Leghorn Street. Bicyclists and pedestrians may enter the site from adjacent sidewalks.
18.23.090 Air Quality	
The requirements for air quality are intended to buffer residential uses from potential sources of odor and/or toxic air contaminants.	No odor producing uses are proposed for the site.

Performance Criteria	Project Consistency
18.23.100 Hazardous Materials	
In accordance with Titles 15 and 17 of the Palo Alto Municipal Code, minimize the potential hazards of any use on a development site that will entail the storage, use or handling of hazardous materials (including hazardous wastes) on-site in excess of the exempt quantities prescribed in Health and Safety Code Division 20, Chapter 6.95, and Title 15 of this code.	The site does not propose a use that would store hazardous materials.

ATTACHMENT B
CONDITIONS OF APPROVAL
788 San Antonio Road
19PLN-00079

PLANNING DIVISION

1. **CONFORMANCE WITH PLANS.** Construction and development shall conform to the approved plans entitled, "788 San Antonio Housing," stamped as received by the City on May 11, 2020 on file with the Planning and Development Services Department, 250 Hamilton Avenue, Palo Alto, California except as modified by these conditions of approval.

2. **BUILDING PERMIT.** Apply for a building permit and meet any and all conditions of the Planning, Fire, Public Works, and Building Departments.

3. **BUILDING PERMIT PLAN SET.** All Department conditions of approval for the project shall be printed on the plans submitted for building permit.

4. **PROJECT MODIFICATIONS:** All modifications to the approved project shall be submitted for review and approval prior to construction. If during the Building Permit review and construction phase, the project is modified by the applicant, it is the responsibility of the applicant to contact the Planning Division/project planner directly to obtain approval of the project modification. It is the applicant's responsibility to highlight any proposed changes to the project and to bring it to the project planner's attention.

5. **PROJECT EXPIRATION.** The project approval shall automatically expire after two years from the original date of approval, if within such two year period, the proposed use of the site or the construction of buildings has not commenced pursuant to and in accordance with the provisions of the permit or approval. Application for a one year extension of this entitlement may be made prior to the expiration. (PAMC 18.77.090(a)).

6. **LANDSCAPE PLAN.** Plantings shall be installed in accordance with the approved plan set and shall be permanently maintained and replaced as necessary.

7. **DEVELOPMENT IMPACT FEES:** Development Impact Fees, currently estimated in the amount of $5,344,136.59 plus the applicable public art fee, per PAMC 16.61.040, shall be paid prior to the issuance of the related building permit.

8. **IMPACT FEE 90-DAY PROTEST PERIOD.** California Government Code Section 66020 provides that a project applicant who desires to protest the fees, dedications, reservations, or other exactions imposed on a development project must initiate the protest at the time the development project is approved or conditionally approved or within ninety (90) days after the date that fees, dedications, reservations or exactions are imposed on the Project. Additionally, procedural requirements for protesting these development fees, dedications, reservations and exactions are set forth in Government Code Section 66020. IF YOU FAIL TO INITIATE A PROTEST WITHIN THE 90- DAY PERIOD OR FOLLOW THE PROTEST PROCEDURES DESCRIBED IN GOVERNMENT CODE SECTION 66020, YOU WILL BE BARRED FROM

CHALLENGING THE VALIDITY OR REASONABLENESS OF THE FEES, DEDICATIONS, RESERVATIONS, AND EXACTIONS. If these requirements constitute fees, taxes, assessments, dedications, reservations, or other exactions as specified in Government Code Sections 66020(a) or 66021, this is to provide notification that, as of the date of this notice, the 90-day period has begun in which you may protest these requirements. This matter is subject to the California Code of Civil Procedures (CCP) Section 1094.5; the time by which judicial review must be sought is governed by CCP Section 1094.6.

9. **INDEPENDENCE AVENUE / LEGHORN STREET INTERSECTION:** Prior to issuance of an occupancy permit, with approval from the City of Mountain View, the owner or designee shall modify the intersection to include restriping of the westbound approach to the intersection to provide a westbound right-turn lane, or to provide a de facto right-turn lane by prohibiting curb-side parking during p.m. peak hours on weekdays.

10. **TOXIC AIR CONTAMINANTS EMISSIONS REDUCTIONS**: To comply with Comprehensive Plan Policy N-5.4 the applicant shall implement the following measures to reduce exposure of proposed residences to toxic air contaminants emissions from vehicles on San Antonio Road:

a. Submit to the City of Palo Alto a ventilation proposal prepared by a licensed design professional for all on-site buildings that describes the ventilation design and how that design ensures all dwelling units would be below the excess cancer risk level of 10 in one million established by the Bay Area Air Quality Management District.

b. If the proposed buildings would use operable windows or other sources of infiltration of ambient air, the development shall install a central HVAC system that includes high efficiency particulate filters (a MERV rating of 13 or higher). These types of filters are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system. The system may also include a carbon filter to remove other chemical matter. Filtration systems must operate to maintain positive pressure within the building interior to prevent entrainment of outdoor air indoors.

c. If the development limits infiltration through non-operable windows, a suitable ventilation system shall include a ventilation system with filtration specifications equivalent to or better than the following: (1) American Society of Heating, Refrigerating and Air-Conditioning Engineers MERV-13 supply air filters, (2) greater than or equal to one air exchanges per hour of fresh outside filtered air, (3) greater than or equal to four air exchanges per hour recirculation, and (4) less than or equal to 0.25 air exchanges per hour in unfiltered infiltration. These types of filtration methods are capable of removing approximately 90 percent of the DPM emissions from air introduced into the HVAC system.

d. Windows and doors shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years. Weatherproof should be maintained and replaced by the property owner, as necessary, to ensure functionality for the lifetime of the project.
e. Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph).

f. Ensure an ongoing maintenance plan for the HVAC and filtration systems. Manufacturers of these types of filters recommend that they be replaced after two to three months of use.

g. The applicant shall inform occupants regarding the proper use of any installed air filtration system.

11. **MITIGATION MONITORING AND REPORTING PROGRAM.** The Mitigation Monitoring and Reporting Program (MMRP) associated with the project and attached here as Exhibit 1 is incorporated by reference and all mitigation measures shall be implemented as described in said document. Prior to requesting issuance of any related demolition and/or construction permits, the applicant shall meet with the Project Planner to review and ensure compliance with the MMRP, subject to the satisfaction of the Director of Planning and Development Services.

12. **FINAL INSPECTION:** A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Sheldon S. Ah Sing at sahsing@m-group.us to schedule this inspection.

RECYCLING

13. It is the responsibility of the Site (788 San Antonio Road) to transport the refuse containers one to three times per week to the refuse staging area located along Leghorn Avenue. The refuse container lids must be kept closed to prevent rain and vermin from entering the bins. The Site is also responsible for transporting the refuse containers back to the refuse enclosure immediately after collection.

The applicant has agreed that the property management will find the proper adaptable hitch (hook tow hitch) that can maneuver the waste hauler, GreenWaste of Palo Alto's refuse bins. Please contact GreenWaste of Palo Alto at (650) 493-4894 or e-mail ecissna@greenwaste.com (Eric Cissna) for recommendations.

WATERSHED PROTECTION

14. The applicant shall complete and submit the "PCBs Applicant Package," including any required sampling reports (per the Applicant Package instructions), with the demolition permit application. The Applicant Package will outline PCBs sampling and reporting requirements that must be met if the project meets ALL of the following conditions:

    a. The project is a commercial, public, institutional, or industrial structure constructed or remodeled between January 1, 1950 and December 31, 1980. Single-family homes are exempt regardless of age.
    b. The framing of the building contains material other than wood. Wood-frame structures are exempt.
    c. The proposed demolition is a complete demolition of the building. Partial demolitions do not apply to the requirements.

15. If the project triggers polychlorinated biphenyls (PCBs) sampling as identified on the "PCBs Applicant Package," then the project shall conduct representative sampling of PCBs concentration in accordance with the "Protocol for Evaluating Priority PCBs-Containing Materials before Building Demolition (2018)."
    a. If the representative sample results or records DO NOT indicate PCB concentrations ≥50 ppm in one or more "priority materials," then the screening assessment is complete. Applicant submits screening form and the supporting sampling documentation with the demolition permit application. No additional action is required.

b. If the representative sample results or records DO indicate PCBs concentrations ≥50 ppm in one or more "priority materials," then the screening assessment is complete, but the Applicant MUST also contact applicable State and Federal Agencies to meet further requirements. Applicant submits screening form and the supporting sampling documentation with the demolition permit application, and also must contacts the State and Federal Agencies as indicated on Page 3 of the "PCBs Screening Assessment Form."

IMPORTANT: ADVANCED APPROVAL FROM THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (USEPA) OR OTHER STATE AGENCIES MAY BE REQUIRED PRIOR TO BUILDING DEMOLITION. IT IS RECOMMENEDED THAT APPLICANTS BEGIN THE PCBs ASSESSMENT WELL IN ADVANCE OF APPLYING FOR DEMOLITION PERMIT AS THE PROCESS CAN TAKE BETWEEN 1-3 MONTHS.

PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT:

16. Stormwater treatment measures
    a. All Bay Area Municipal Regional Stormwater Permit requirements shall be followed.
    b. Refer to the Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Handbook (download here: http://scvurppp-w2k.com/c3_handbook.shtml) for details.
    c. For all C.3 features, vendor specifications regarding installation and maintenance should be followed and provided to city staff. Copies must be submitted to Pam Boyle Rodriguez at mailto:mpamela.boylerodriguez@cityofpaloalto.org. Add this bullet as a note to the building plans.
    d. Staff from Stormwater Program (Watershed Protection Division) may be present during installation of stormwater treatment measures. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 before installation. Add this bullet as a note to building plans on Stormwater Treatment (C.3) Plan.
    e. Bay-friendly Guidelines (rescapeca.org)
    f. Do not use chemicals fertilizers, pesticides, herbicides or commercial soil amendment. Use Organic Materials Review Institute (OMRI) materials and compost. Refer to the Bay Friendly Landscape Guidelines: http://www.stopwaste.org/resource/brochures/bayfriendly-landscape-guidelines-sustainable-practices-landscape-professional for guidance. Add this bullet as a note to the building plans.
    g. Avoid compacting soil in areas that will be unpaved. Add this bullet as a note to the building plans.

17. Stormwater quality protection
    a. Temporary and permanent waste, compost and recycling containers shall be covered to prohibit fly-away trash and having rainwater enter the containers.
    b. Drain downspouts to landscaping (outward from building as needed).
    c. Drain HVAC fluids from roofs and other areas to landscaping.

TRANSPORTATION

18. **SAN ANTONIO ROAD TWENTY-FOUR FOOT (24') SETBACK.** To guide and make reservations for future growth, in the event that future public mobility improvements along San Antonio Road are necessary, the property owner shall dedicate property within the 24' setback for construction of public improvements. The access into the building shall be adaptable for future mobility improvements.

19. **TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN.** Pending submittal of the TIA memo, or if the applicant requests a reduction in parking requirement. The applicant shall prepare a TDM plan for review and approval by the Chief Transportation Official (CTO) or designee prior to the issuance of building

permits. The TDM plan shall include measures and strategies to achieve the goal of reducing single-occupancy vehicle trips to the project site by a minimum of 20% in conformance with the City's Comprehensive Plan. The TDM plan shall include an annual monitoring plan to document mode split and trips to the project site. Where the monitoring reports indicate that performance measures are not met through the measures and programs initially implemented, the City may require program modifications and may impose administrative penalties if identified deficiencies are not addressed within six months.

UTILTIES – WASTE, WATER & GAS

PRIOR TO ISSUANCE OF DEMOLITION PERMIT:

20. The applicant shall submit a request to disconnect all utility services and/or meters including a signed affidavit of vacancy. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued by the building inspection division after all utility services and/or meters have been disconnected and removed.

FOR BUILDING PERMIT:

21. The applicant shall submit a completed water-gas-wastewater service connection application - load sheet for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.).

22. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, backwater valve, sewer ejector pumps and any other required utilities. The plans must include complete profiles for the design of all gravity lines clearly identifying the minimum vertical clearances from existing underground facilities.

23. The applicant to verify crossing utilities and **provide engineering profile drawings for the proposed sewer latera**l, there are existing primary and secondary high voltage conduits running along the frontage of the building.

24. The residential development portion will be master metered by CPAU and each dwelling unit will be privately sub metered. See requirement below. The applicant needs to provide an estimated domestic water load in g.p.m. to design the water service and meter size. A 4" master water meter will require a 4'x8' water meter set with a 2" by-pass per DWG. # STD. WD-04. The vault shall be in private property inside a public utility easement (PUE). 5. Per SB7 (Water Code, Division 1, Chapter 8, Article 5, Section 537-537.5) requires new multifamily residential building to include a water sub-meter for each dwelling unit and to bill tenants accordingly for their water use per CPA Utilities rules and Regulations. Sub-meters shall comply with all laws and regulations governing their installation, maintenance, reading billing, and testing. Due to the extend of the frontage area along the streets, assuming a space constraint does not exist with the total number of meters, these dwelling units could be evaluated for the installation of individual City-owned meters in the Public City Right of Way and not on private property to avoid potential exposure in the event of leaks.

25. The residential will have set of meters and the retails will have another set of meters shown on the plans.

26. New HDPE water service and meter installation are required to furnish customer's demand for domestic. The water meter will be sized based on the water loads demands.

27. A separate water meter and backflow preventer for the retail space is required.

28. New HDPE water service installation is required to furnish customer's demand for fire sprinkler system. The water service and connection will be sized based on the water fire protection load demands. The applicant shall provide to the engineering department a copy of the plans for fire system including all fire department's requirements prior to the actual approval of the service.

29. The existing unused water services and sewer lateral (s) will be disconnected and abandoned at the main per utilities standards by the City of Palo Alto Utilities.

30. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for all new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5' (feet) of the property line or City Right of Way.

31. An approved reduced pressure detector assembly (RPDA backflow preventer device) is required for the new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive.

32. There shall be no new gas service for this project.

33. The applicant is responsible for installing and upgrading the existing utility mains/services/lateral as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains/services/lateral.

34. Per City of Palo Alto Ordinance 16.08.130 Amendment to CPC 710.1. Sewer backflow protection shall be installed for all new construction, remodels, sewer line repairs/ modifications, structures with sewer ejectors pumps and building floors. Where the elevation is at or below the invert of the city sanitary sewer main. **Show the location of the backwater valve on the plans**.

35. Sewer ejector pumps shall meet the CPA Utilities conditions limiting the wastewater discharge flow rate to the wastewater collection. Sewage ejector pumps shall meet the following conditions:
    a. The pump(s) shall be limited to a total 100 GPM capacity or
    b. The sewage line changes to a 4" gravity flow line at least 20' from the City clean out.
    c. The tank and float is set up such that the pump run time not exceed 20 seconds each cycle.

36. Trees may not be planted within 10 feet of new water, gas or wastewater mains/services or meters. New water, gas or wastewater services/meters may not be installed within 10' of existing trees.

37. The applicant shall pay the capacity fees and connection fees associated with new utility service/s or added demand on existing services. The approved relocation of services, meters, hydrants, or other facilities will be performed at the cost of the person/entity requesting the relocation.

38. All utility installations shall be in accordance with the latest edition of C.P.A. Utility Standards for Water,

Gas & Wastewater.

PUBLIC WORKS ENGINEERING

39. **STORM WATER TREATMENT:** This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bioswales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a "water quality storm" specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system. **Effective February 10, 2011, regulated projects, must contract with a qualified third-party reviewer during the planning phase to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11.** The C3 Data Form and a stamped and signed letter from the third party reviewer confirming which documents they reviewed and that the project complies with Provision C.3 and PAMC 16.11 must be provided prior to PWE approval of the planning application. Provide updated C3 Data Form stamp/signed by 3rd party and signed/stamped approval letter for Building permit set of plans.

40. **SUBDIVISION:** As this proposed project involves merging two lots and the creation of condominium units, a Tentative Map and a Final Map are required for the proposed development. The applicant shall submit a major subdivision application to the Department of Planning & Development Services. Show all existing and proposed dedications and easements on the map submitted as part of the application. Please be advised that the Final map shall be recorded with the Santa Clara County Clerk Recorder prior to Building and/or Grading and Excavation Permit issuance. A digital copy of the Parcel Map, in AutoCAD and DXF format, shall be submitted to Public Works Engineering and shall conform to North American Datum 1983 State Plane Zone 3 for horizontal survey controls and NGVD88 for vertical survey controls. Tentative/Final maps are submitted under a Major Subdivision application to the Department of Planning and Community Environment. Public Works will review and provide comments on the documents provided as part of the submittal. Please be advised that under the provisions of the Subdivision Map Act, off-site improvement plans are processed as an extension of the subdivision application process and the applicant may be required to enter into a subdivision improvement agreement and provide security for work shown in the plans.

41. **EASEMENTS:** All existing easements shall remain and not be removed. Above grade features such as building features shall not encroach into easement area.

42. **SIDEWALK, CURB & GUTTER:** As part of this project, the applicant must replace all sidewalks, curbs, gutters and driveway approaches in the public right-of-way along the frontage(s) of the property and must remove any unpermitted pavement in the planter strip. In addition, any abandoned driveway approaches need to be replaced with City standard sidewalk, curb and gutter. The site plan submitted with the building permit plan set must show the extent of the replacement work. The plan must note that

any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Street Work Permit* from Public Works at the Development Center.

43. **BASEMENT DRAINAGE:** Due to high groundwater throughout much of the City and Public Works prohibiting the pumping and discharging of groundwater, perforated pipe drainage systems at the exterior of the basement walls or under the slab are not allowed for this site. A drainage system is, however, required for all exterior basement-level spaces, such as lightwells, patios or stairwells. This system consists of a sump, a sump pump, a backflow preventer, and a closed pipe from the pump to a dissipation device onsite at least 10 feet from the property line, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. The device must not allow stagnant water that could become mosquito habitat. Additionally, the plans must show that exterior basement-level spaces are at least 7-3/4" below any adjacent windowsills or doorsills to minimize the potential for flooding the basement. Public Works recommends a waterproofing consultant be retained to design and inspect the vapor barrier and waterproofing systems for the basement.

44. **BASEMENT SHORING:** Shoring for the basement excavation, including tiebacks, must not extend onto adjacent private property or into the City right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works.

45. **DEWATERING:** Proposed underground garage excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. Dewatering is only allowed from April 1 through October 31 due to inadequate capacity in our storm drain system. The geotechnical report for this site must list the highest anticipated groundwater level; if the proposed project will encounter groundwater, the applicant must provide all required dewatering submittals for Public Works review and approval prior to grading permit issuance. Public Works has dewatering submittal requirements and guidelines available at the Development Center and on our website: https://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits/default.asp

46. **GRADING & EXCAVATION PERMIT:** An application for a grading & excavation permit must be submitted to Public Works when applying for a building permit. The application and guidelines are available at the Development Center and on our website.

47. **STORM WATER POLLUTION PREVENTION:** The City's full-sized "Pollution Prevention - It's Part of the Plan" sheet must be included in the plan set. The sheet is available here: http://www.cityofpaloalto.org/civicax/filebank/documents/2732

48. **SWPPP:** The proposed development will disturb more than one acre of land. Accordingly, the applicant will be required to comply with the State of California's General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent to Comply (NOI), paying a filing fee, and preparing and implementing a site specific storm water pollution prevention plan (SWPPP) that addresses both construction-stage and post-construction BMP's for storm water quality protection. The applicant is required to submit two copies of the NOI and the draft SWPPP to the Public Works Department for review and approval prior to issuance of the building permit. Also, include the City's standard "Pollution Prevention - It's Part of the Plan" sheet in the building permit plan set. Copies are available from Public Works at the Development Center.

49. **IMPERVIOUS SURFACE AREA:** The project will be creating or replacing 500 square feet or more of

impervious surface. Accordingly, the applicant shall provide calculations of the existing and proposed impervious surface areas with the building permit application. The *Impervious Area Worksheet for Land Developments* form and instructions are available at the Development Center or on our website. Provide hard copy in submittal.

50. **STORMWATER MAINTENANCE AGREEMENT:** The applicant shall designate a party to maintain the control measures for the life of the improvements and must enter into a **maintenance agreement** with the City to guarantee the ongoing maintenance of the permanent C.3 storm water discharge compliance measures. **The maintenance agreement shall be executed prior to any Building and/or Grading permit issuance**. The City will inspect the treatment measures yearly and charge an inspection fee.

51. **LOGISTICS PLAN:** The contractor must submit a logistics plan to the Public Works Department prior to commencing work. Please be sure to follow the City's Logistics Plan Preparation Guidelines when preparing this plan. If separate demo, grading and/or building permits are submitted, a separate logistics plan will be required for each separate permit application specific to that phase of construction.

52. Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, third-party reviewer shall also submit to the City a certification for approval that the project's permanent measures were constructed and installed in accordance to the approved permit drawings.

53. **STREET OVERLAY.** San Antonio Road and Leghorn Street were recently resurfaced and these streets are under a moratorium. Applicant will be required to grind and overlay the full width (from curb to curb) of San Antonio Road and Leghorn Street over the full project frontage per Public Works standards. Plans shall include a signage a striping plan.

54. Based on the City's GIS there may be plume monitoring wells within the project site. Typically these wells are maintained by Santa Clara Valley Water District (SCVWD). The proposed work shall not destroy any of the monitoring well or affect the function and use of these. Contact SCVWD to verify the well location. Plot and label them on the plans and provide notes to protect wells as required by the district.

55. **ROUGH GRADING PLAN.** Provide a Rough Grading Plan for the work proposed as part of the Grading and Excavation Permit application. The Rough Grading Plans shall including the following: pad elevation, basement elevation, elevator pit elevation, ground monitoring wells, shoring for the proposed basement, limits of over excavation, stockpile area of material, overall earthwork volumes (cut and fill), temporary shoring for any existing facilities, ramps for the basement access, crane locations (if any), etc. Plans submitted for the Grading and Excavation Permit, shall be stand-alone, and therefore the plans shall include any conditions from other divisions that pertain to items encountered during rough grading for example if contaminated groundwater is encountered and dewatering is expected, provide notes on the plans based Water Quality's conditions of approval. Provide a note on the plans to direct the contractor to the approve City of Palo Alto Truck Route Map, which is available on the City's website.

56. **STORM WATER HYDRAULICS AND HYDROLOGY:** Plans provided do not show if the existing site drainage has a direct discharge into the existing system. Provide an analysis that compares the existing and proposed site runoff from the project site. Runoff shall be based on City of Palo Alto Drainage Design Standards for 10 year storm event with HGL's 0.5 foot below inlet grates elevations and 100-year storm with HGL not exceeding the street right-of-way. As described on the City of Palo Alto Drainage Design

Standards. Please provide the tabulated calculations directly on the conceptual grading and drainage plan. This project may be required to replace and upsize the existing storm drain system to handle the added flows and/or depending on the current pipe condition. The IDF tables and Precipitation Map for Palo Alto is available County of Santa Clara County Drainage Manual dated October 2007. The proposed project shall not increase runoff to the public storm drain system.

57. **STORM DRAIN LOGO:** The applicant is required to paint the "No Dumping/Flows to Adobe Creek" logo in blue color on a white background, adjacent to all onsite storm drain inlets. Stencils of the logo are available from the Public Works Environmental Compliance Division, which may be contacted at (650) 329-2598. A deposit may be required to secure the return of the stencil. Include the directions to paint the logos on the construction grading and drainage plan. Include maintenance of these logos in the Hazardous Materials Management Plan, if such a plan is part of this project. For any new public catch basins in the public road right-of-way, applicant shall place medallions next to the inlets. Medallions are also available from Environmental Compliance Division.

58. Plans for proposed development show the entire site's storm water runoff directed into the catch basin on Leghorn Street. Applicant will be required to provide Public Works Storm Drain Division a video of the storm drain line from that catch basin to the San Antonio manhole connection. If any of that storm drain line needs to be repaired or replaced, this project must complete that work as part of its offsite improvements.

59. The grading plan provided in the planning stage proposes overland release into the public right of way on San Antonio and Leghorn. This will only be allowed if applicant demonstrates that this matches existing drainage patterns and existing flow volume.

60. Civil plans submitted in the Building permit stage shall include detail sections at all locations where C.3 treatment devices are within 10' of the property line.

61. Areas noted as self treating or self retaining on the SWMP will not be allowed to have area drains that ultimately connect to the City storm system without explicit third party C.3 reviewer approval and approval from the City's storm drain division. This may include revising drainage calculations to factor in this additional discharge.

UTILITIES - ELECTRIC

62. Applicant shall provide easement for the transformer. A signed easement shall be the final condition prior to energization of the building. The City reserves the right to shut the power to the building without a signed easement.

63. The applicant shall comply with all the Electric Utility Engineering Department service requirements noted during plan review.

64. The applicant shall be responsible for identification and location of all utilities, both public and private, within the work area. Prior to any excavation work at the site, the applicant shall contact Underground Service Alert (USA) at 1-800-227-2600, at least 48 hours prior to beginning work.

65. Only one electric service lateral is permitted per parcel. Utilities Rule & Regulation #18.

66. If this project requires pad-mount transformers, the location of the transformers shall be shown on the site plan and approved by the Utilities Department and the Architectural Review Board. Utilities Rule & Regulations #3 & #16 (see detail comments below).

67. The developer/owner shall provide space for installing pad-mount equipment (i.e. transformers, switches, and interrupters) and associated substructure as required by the City.

68. The location of the electric panel/switchboard shall be shown on the site plan and approved by the Architectural Review Board and Utilities Department.

69. The customer shall install all electrical substructures (conduits, boxes and pads) required from the service point to the customer's switchgear. The design and installation shall be according to the City standards and shown on plans. Utilities Rule & Regulations #16 & #18.

70. The customer is responsible for sizing the service conductors and other required equipment according to the California Electric Code requirements and City standards.

71. Any additional facilities and services requested by the Applicant that are beyond what the utility deems standard facilities will be subject to Special Facilities charges. The Special Facilities charges include the cost of installing the additional facilities as well as the cost of ownership. Utilities Rule & Regulation #20.

72. Projects that require the extension of high voltage primary distribution lines or reinforcement of offsite electric facilities will be at the customer's expense and must be coordinated with the Electric Utility.

73. The applicant shall secure a Public Utilities Easement for facilities installed on private property for City use.

74. Industrial and large commercial customers must allow sufficient lead-time for Electric Utility Engineering and Operations (typically 8-12 weeks after advance engineering fees have been paid) to design and construct the electric service requested.

75. A completed Utility Service Application and a full set of plans must be included with all applications involving electrical work. The Application must be included with the preliminary submittal.

76. The applicant shall submit a request to disconnect all existing utility services and/or meters including a signed affidavit of vacancy, on the form provided by the Building Inspection Division. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued after all utility services and/or meters have been disconnected and removed.

77. All utility meters, lines, transformers, backflow preventers, and any other required equipment shall be shown on the landscape and irrigation plans and shall show that no conflict will occur between the utilities and landscape materials. In addition, all aboveground equipment shall be screened in a manner that is consistent with the building design and setback requirements.

78. Contractors and developers shall obtain permit from the Department of Public Works before digging in the street right-of-way. This includes sidewalks, driveways and planter strips.

79. At least 48 hours prior to starting any excavation, the customer must call Underground Service Alert (USA) at 1-800-227-2600 to have existing underground utilities located and marked. The areas to be checked for underground facility marking shall be delineated with white paint. All USA markings shall be removed by the customer or contractor when construction is complete.

80. The customer is responsible for installing all on-site substructures (conduits, boxes and pads) required for the electric service. No more than 270 degrees of bends are allowed in a secondary conduit run. All conduits must be sized according to California Electric Code requirements and no 1/2 – inch size conduits are permitted. All off-site substructure work will be constructed by the City at the customer's expense. Where mutually agreed upon by the City and the Applicant, all or part of the off-site substructure work may be constructed by the Applicant.

81. All primary electric conduits shall be concrete encased with the top of the encasement at the depth of 30 inches. No more than 180 degrees of bends are allowed in a primary conduit run. Conduit runs over 500 feet in length require additional pull boxes.

82. All new underground conduits and substructures shall be installed per City standards and shall be inspected by the Electrical Underground Inspector before backfilling.

83. For services larger than 1600 amps, a transition cabinet as the interconnection point between the utility's pad-mount transformer and the customer's main switchgear may be required. See City of Palo Alto Utilities Standard Drawing SR-XF-E-1020. The cabinet design drawings must be submitted to the Electric Utility Engineering Division for review and approval.

84. For underground services, no more than four (4) 750 MCM conductors per phase can be connected to the transformer secondary terminals; otherwise, bus duct or x-flex cable must be used for connections to padmount transformers. If customer installs a bus duct directly between the transformer secondary terminals and the main switchgear, the installation of a transition cabinet will not be required.

85. The customer is responsible for installing all underground electric service conductors, bus duct, transition cabinets, and other required equipment. The installation shall meet the California Electric Code and the City Standards.

86. Meter and switchboard requirements shall be in accordance with Electric Utility Service Equipment Requirements Committee (EUSERC) drawings accepted by Utility and CPA standards for meter installations.

87. Shop/factory drawings for switchboards (400A and greater) and associated hardware must be submitted for review and approval prior to installing the switchgear to:

    Tiffany Pagtulingan Power Engineer
    Utilities Engineering (Electrical) 1007 Elwell Court
    Palo Alto, CA 94303

88. For 400A switchboards only, catalog cut sheets may be substituted in place of factory drawings.

89. All new underground electric services shall be inspected and approved by both the Building Inspection

Division and the Electrical Underground Inspector before energizing.

90. The customer shall provide as-built drawings showing the location of all switchboards, conduits (number and size), conductors (number and size), splice boxes, vaults and switch/transformer pads.

91. The follow must be completed before Utilities will make the connection to the utility system and energize the service:

    a. All fees must be paid.
    b. All required inspections have been completed and approved by both the Building Inspection Division and the Electrical Underground Inspector.
    c. All Special Facilities contracts or other agreements need to be signed by the City and applicant.
    d. Easement documents must be completed.

HOUSING

The project as proposed includes 102 residential ownership units in a mixed-use development. The project is subject to the Below Market Rate requirement as set forth by Palo Alto Municipal Code (PAMC) 16.65.060.

92. When the BMR requirement results in a fractional unit, an in-lieu payment to the Residential Housing Fund may be made for the fractional unit instead of providing an actual BMR unit, except that larger projects of 30 or more units must provide a whole BMR unit for any fractional unit of one-half (0.50) or larger. The proposed project – 102 ownership units is subject to a Below Market Rate (BMR) requirement of 15.3 units and is proposing 16 units. Of the 16 BMR units, at least 66% of units affordable to households of 80-100% area median income (AMI) and up to 33% affordable to households 100-120% AMI.

93. All BMR units constructed shall be in conformance with the City's BMR Program rules and regulations. Failure to comply with the timing of this condition and any adopted BMR Program rules and regulations shall not waive its later enforcement.

94. A BMR Agreement in a form acceptable to the City Attorney for the 16 BMR units shall be executed and recorded prior to final map approval or building permit issuance, whichever occurs first. Failure to comply with the timing of this condition and any adopted BMR Program rules and regulations shall not waive its later enforcement.

URBAN FORESRTY

TREE PROTECTION COMPLIANCE:

95. The owner and contractor shall implement all protection and inspection schedule measures, design recommendations and construction scheduling as stated in the **TPR & Sheet T-1**, and is subject to code compliance action pursuant to PAMC 8.10.080. The required protective fencing shall remain in place until final landscaping and inspection of the project. Project arborist approval must be obtained and documented in the monthly activity report sent to the City. The mandatory Contractor and Arborist Monthly Tree Activity Report shall be sent monthly to the City (pwps@cityofpaloalto.org) beginning with the initial verification approval, using the template in the Tree Technical Manual, Addendum 11.

96. **PLAN CHANGES.** Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, or (b) landscape architect with written letter of acceptance

before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.

97. **TREE DAMAGE.** Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to TTM, Section 2.20-2.30. Contractor shall be responsible for the repair or replacement of any publicly owned or protected trees that are damaged during the course of construction, pursuant to Title 8 of the Palo Alto Municipal Code, and city Tree Technical Manual, Section 2.25.

98. **GENERAL.** The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.

99. **BUILDING PERMIT SUBMITTAL- PROJECT ARBORIST CERTIFICATION LETTER.** Prior to submittal for staff review, attach a Project Arborist Certification Letter that he/she has; (a) reviewed the entire building permit plan set submittal and, (b) affirm that ongoing Contractor/Project Arborist site monitoring inspections and reporting have been arranged with the contractor or owner (see Sheet T-1) and, (c) understands that design revisions (site or plan changes) within a TPZ will be routed to Project Arborist/Contractor for review prior to approval from City.

100. **TREE PROTECTION VERIFICATION.** Prior to any site work verification from the contractor that the required protective fencing is in place shall be submitted to the Urban Forestry Section. The fencing shall contain required warning sign and remain in place until final inspection of the project.

101. **EXCAVATION RESTRICTIONS APPLY (TTM, Sec. 2.20 C & D).** Any approved grading, digging or trenching beneath a tree canopy shall be performed using 'air-spade' method as a preference, with manual hand shovel as a backup. For utility trenching, including sewer line, roots exposed with diameter of 1.5 inches and greater shall remain intact and not be damaged. If directional boring method is used to tunnel beneath roots, then Table 2-1, Trenching and Tunneling Distance, shall be printed on the final plans to be implemented by Contractor.

102. **PLAN SET REQUIREMENTS.** The final Plans submitted for building permit shall include the following information and notes on relevant plan sheets:

103. **SHEET T-1, BUILDING PERMIT.** The building permit plan set will include the City's full-sized, Sheet T-1 (Tree Protection-it's Part of the Plan!), available on the Development Center website at http://www.cityofpaloalto.org/civicax/filebank/documents/31783. The Applicant shall **complete and sign the Tree Disclosure Statement** and recognize the Project Arborist Tree Activity Inspection Schedule. Monthly reporting to Urban Forestry/Contractor is mandatory. (Insp. #1: applies to all projects; with tree preservation report: Insp. #1-7 applies)

104. **The Tree Preservation Report (TPR).** All sheets of the Applicant's TPR approved by the City for full implementation by Contractor, shall be printed on numbered Sheet T-1 (T-2, T-3, etc) and added to the sheet index.

105. **Plans to show protective tree fencing.** The Plan Set (esp. site, demolition, grading & drainage, foundation, irrigation, tree disposition, utility sheets, etc.) must delineate/show the correct configuration of Type I,

Type II or Type III fencing around each Regulated Tree, using a bold dashed line enclosing the Tree Protection Zone (Standard Dwg. #605, Sheet T-1; City Tree Technical Manual, Section 6.35-Site Plans); **or by using the Project Arborist's unique diagram for each Tree Protection Zone enclosure.**

PUBLIC ART

106. If the applicant chooses to commission art on site, then they must complete both initial and final reviews and receive approval from the Public Art Commission prior to the issuance of a building permit.

107. If the applicant chooses to pay a contribution into the Public Art fund in-lieu of commissioning art on site, the contribution must be made prior to the issuance of a building permit.

ATTACHMENT D
ZONING COMPARISON TABLE
788 San Antonio Road

Table 1: CS ZONING DISTRICT COMPARISON TABLE (TITLE 18.16)			
Zoning District	**CS (Existing Zoning)**	**Housing Incentive Program (HIP)**	**Proposed Project if HIP approved**
Regulation	**Required**	**Required**	**Proposed**
Minimum Site Specifications			
Minimum Site Area (ft^2)	None Required	Not Applicable	43,390 sf (0.996 acres)
Site Width (ft)	None Required	Not Applicable	234-255 feet (varies)
Site Depth (ft)	None Required	Not Applicable	147-187 feet (varies)
Minimum Setbacks			
Min. Front Yard (Leghorn Street) [8]	0 – 10 feet to create an 8 – 12 feet effective sidewalk width [1]	Not Applicable	25 feet with 7' 6" sidewalk
Min. Rear Yard	10 feet for residential portion; no requirement for commercial portion	Not Applicable	10 feet – 1 inch
Min. Interior Side Yard	10 feet (for lots abutting a residential zone district)	Not Applicable	10 feet – 3 inch
Min. Street Side Yard (San Antonio Road)	5 feet (superseded by special setback requirement)	Not Applicable	Building: 26 feet – 1 inch with 5 foot sidewalk **Pedestrian Ramp: 10 feet**
Special Setback	24 feet along San Antonio Road and 15 feet along Leghorn Street	Not Applicable	26 feet 1 inch along San Antonio Road and 25 feet along Leghorn Street
Build-to-Lines (from Special Setback)	50 percent of frontage built to setback; 33 percent of side street built to setback [1]	Not Applicable	Not Applicable
Maximum Site Coverage	50 percent	May be waived by the Director of Planning	**68 percent (29,467 sf)**
Minimum Site Open Space (percent)	30 percent	Not Applicable	35.5 % (15,412.31 sf)
Minimum Usable Open Space (sf per unit)	150 sf per unit (15,300 sf) [2]	Not Applicable	155 sf per unit (15,823.86 sf)

Table 1: CS ZONING DISTRICT COMPARISON TABLE (TITLE 18.16)			
Zoning District	**CS (Existing Zoning)**	**Housing Incentive Program (HIP)**	**Proposed Project if HIP approved**
Maximum Height	50 feet	Not Applicable	49 feet – 5 inches
Maximum Residential Floor Area Ratio (FAR)	0.6:1	May be waived by the Director of Planning	**1.95:1 (84,812 sf)**
Maximum Non-Residential Floor Area Ratio (FAR)	0.4:1	Not Applicable	0.04:1 (1,802.56 sf)
Maximum Combined Residential and Commercial Floor Area Ratio (FAR)	1.0:1	1.5:1	**2.00:1 (86,614.75 sf)**
Minimum Mixed-Use Ground Floor Commercial FAR	0.15:1 (6,508.5 sf) (10)	Not Applicable	0.04:1 (1,779.5 sf)
Daylight Plane for lot lines abutting one or more residential zone districts	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Not Applicable	Not Applicable
Maximum Residential Density per Acre(3)	30 units/per acre, and no maximum for sites on El Camino Real	Not Applicable	102.34 units per acre

CS Zoning Notes for Mixed Use Projects

(1) Twenty-five-foot driveway access permitted regardless of frontage; build-to requirement does not apply to CC district.

(2) Required usable open space: (1) may be any combination of private and common open spaces; (2) does not need to be located on the ground (but rooftop gardens are not included as open space except as provided below); (3) minimum private open space dimension six feet; and (4) minimum common open space dimension twelve feet.

For CN and CS sites on El Camino Real and CC(2) sites that do not abut a single- or two-family residential use or zoning district, rooftop gardens may qualify as usable open space and may count as up to 60% of the required usable open space for the residential component of a project. In order to qualify as usable open space, the rooftop garden shall meet the requirements set forth in Section 18.40.230.

(3) Residential density shall be computed based upon the total site area, irrespective of the percent of the site devoted to commercial use.

(8) A 12-foot sidewalk width is required along El Camino Real frontage.

(10) In the CC(2) zone and on CN and CS zoned sites on El Camino Real, there shall be no minimum mixed use ground floor commercial FAR for a residential project, except to the extent that the retail preservation requirements of Section 18.40.180 or the retail shopping (R) combining district (Chapter 18.30(A)) applies.

Housing Incentive Program
See Draft Ordinance for details.

18.16.080 Performance Standards. All development in the CS district shall comply with the performance criteria outlined in Chapter 18.23 of the Zoning Ordinance, including all mixed use development

18.16.090 Context-Based Design Criteria. As further described in a separate attachment, development in a commercial district shall be responsible to its context and compatible with adjacent development, and shall promote the establishment of pedestrian oriented design.

Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)

Type	Required		Proposed	Conforms?
Multiple-Family	1 space per studio and one-bedroom; 2 spaces per two-bedroom unit	Studio: 32 1-bedroom: 66 2-bedroom: 4 Total: 106 spaces	106 spaces	Yes
Commercial (Restaurant)	1 space per 60 square feet of dining & 1 space per 200 square feet of other areas.	930/60 = 15.5 spaces 873/200 = 4.4 spaces Total: 20 spaces	20 spaces	Yes
Bicycle Parking *Residential* *Restaurant*	1 space per unit/ 100% Long Term (LT) 1 space per 10 units short term for guests (ST) 1 space per 600 square feet (ST) & 1 space per 2,000 square feet (LT)	102 LT spaces 10.2 ST spaces 1.55 + 0.44 = 2 ST spaces Total: 102 LT and 12 ST spaces	102 LT Spaces 18 ST Spaces	Yes

Studio S Squared Architecture, Inc.
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San Jose, CA 95128
ph: (408) 998-0983
www.StudioS2arch.com

March 30, 2020

City of Palo Alto
Planning and Community Environment
250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
Attn: Sheldon S. Ah Sing, AICP, Planning
SAhSing@m-group.us

Re: 788 San Antonio Road; 19PLN-00079
Studio S Squared job#: 18019

Dear Mr. Ah Sing,

Thank you for taking the time to review our revised drawings in response to multiple department reviews as well as the second ARB review from January 16, 2020. The following pages detail our responses.

We look forward to further working with you on this project; please do not hesitate to call our office should you have any questions.

Sincerely,

Eugene H. Sakai, AIA, LEED AP
President, Studio S² Architecture, Inc.

cc: Property Owners
File

Architectural Review Board Response

Materials Board needed to better understand materials. There are concerns that the materials palette isn't high quality.
Response: The architecture has been designed to complement recent projects of similar scale along San Antonio Road, while also recalling older historic uses in the area. A glassy retail corner with an 11 ½ foot ceilings topped by 3 residential units provides a focal point for the two street-facing elevations. From this corner high point, the building steps down in both directions, especially on the San Antonio side, where the rooftop terrace provides a common outdoor space with views towards the Bay and the East Bay hills beyond. A double height residential lobby provides a grand sense of arrival for residents, and a refreshing view of our lushly landscaped courtyard for passers-by. A bright and rich exterior materials palette of smooth bright white and contrasting gray stucco, warm clear-heart redwood, heavily textured and grooved Equitone cement fiber panels, and Corten Steel provides visual interest at all levels of the building. The Corten panels clad a playful architectural "ribbon" which winds its way across the San Antonio and Leghorn elevations, demarcating private/public zones, entry portals, and glassy/solid areas of the facade as it travels. A redwood rain screen evokes the walkways and structures of the nearby Baylands Nature Preserve and provides a warm tone at most of the residential balconies. Recalling the historic use of the site as a wholesale flower mart for chrysanthemum distribution, a floral stamp pattern enlivens both the public retail plaza and the private residential courtyard Our larger format elevations (3/16" = 1'-0") on A3.0a, b, and c should help clarify where these different materials are proposed to be applied. Our easier to read Color + Materials Board on A3.0d should also make our proposed material palette easier to understand. Additional eye-level perspective views of these materials are shown on the following sheets A3.1a, b, and c.
The scale is too large at the residential lobby
Response: The residential lobby has been redesigned to be about one-third narrower, while still allowing for inviting looks through the lobby to the courtyard space beyond. The height of the lobby also appears to be much shorter now since we're no longer proposing to have the shade structure at the roof terrace as an additional frame element above the lobby. Now that the roof terrace shade structure is pulled back away from San Antonio, and now that the lobby is much narrower, we have drastically reduced the scale of the lobby, while still achieving our desired effects.
Frames of the building feel too monumental, busy, and dissident. One frame type too many. Window frame at the entry with the window frame of the roof terrace above it need some work. Same at the garage

Response: The frames at the residential balconies have been overhauled and simplified. The frames are now all clad in the same clear-heart redwood siding material. The rhythm of the frames has been rethought as well, and the resulting elevations look more thoughtful and clearly organized.
The roof terrace soffits shouldn't just be stucco since they'll be very visible from the ground floor
Response: The shade structure at the roof terrace has been redesigned to continue the "triangle" motif seen at other elements of the building. Some of these wooden triangles have been omitted so that light can playfully punctuate the roof terrace. The shade structure has also been pulled back from the street so it's somewhat less prominently visible from the street.
Site planning, we need a dropoff (uber lyft) on San Antonio, not just off Leghorn. They're going to stop on SA, not want to do a u-turn on busy Leghorn
Response: Proposed street parking has been clarified on our plans now. Our plans show four parking spaces dedicated to commercial and passenger loading: two spaces on San Antonio centered in front of the residential lobby, as well as two spaces on Leghorn. These spaces can be used for moving trucks, package delivery, doordash, uber, lyft, etc. The two spaces along Leghorn will also be used temporarily for refuse bin collection.
All facades need to be designed with the same level of design. Side and the back of the building, the most important, is the west elevation. The side of the elevation WILL be seen and needs some love. Needs to be carefully designed along its entire length.
Response: All elevations of the proposed building have been more carefully and consistently designed.
Break down the scale of the courtyard. More attention to privacy planting at courtyard to screen lower level units
Response: The inner courtyard is currently shown to be broken into 3 main functions including: seating areas with curved benches and movable bistro tables, fixed exercise stations, and a proposed bike wash area. These courtyard functions are filtered from view to the unit patios by means of long planters and seat walls. The shade-tolerant planting selection has taken into account the amount of light expected to hit the courtyard level.
50 foot tall building with no trees
Response: The corner of the building at San Antonio and Leghorn approaches the maximum height limit, but the long northern sections of the building along San Antonio steps down a full level to provide more visual interest and a variety of scales. The roof terrace parapet is broken into sections of full height planters, and glassy guardrails to provide visual interest. The shade structure at the roof terrace has been pulled back from the street to The three other elevations are designed as 4-levels of units, but the scale of the 4th level is broken up by having open-to-sky balconies as well as varied maximum parapet heights to provide more visual variety. Finally, the proposed trees and plantings have been added to the elevations and perspective views, though in some instances, some trees (oaks

at street) have been hidden to not confuse or obscure the building elevations. A vast majority of the plantings are California natives, except for the courtyard trees, in which case a more shade-tolerant species was selected.
Retail at corner OK, no need to move lobby
Response: We are glad the ARB approves of the overall building parti and organization.
Flush header windows or windows going all the way to the floor makes a critical difference to little shoebox units Response: Most units have floor to ceiling glass now. Most units also have glassy guardrails at the balcony to further open the units up to views and light. The lower level units do have solid balcony rails though to provide more privacy from street level eyes.
End of Architectural Review Board Section

Attachment F

Project Plans and Environmental Impact Report

Due to shelter-in-place, these documents are only available online.

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll to find "788 San Antonio Road" and click the address link
3. On this project specific webpage you will find a link to the Project Plans, Initial Study and other important information

Direct Link to Project Webpage:

https://www.cityofpaloalto.org/news/displaynews.asp?NewsID=4575&TargetID=319