



# Architectural Review Board

Staff Report (ID # 8356)

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<b>Report Type:</b>	Study Session	<b>Meeting Date:</b> 9/7/2017
<b>Summary Title:</b>	Preliminary Review: Downtown Parking Garage 375 Hamilton Ave	
<b>Title:</b>	PRELIMINARY REVIEW: 375 Hamilton, Downtown Parking Garage [17PLN-00224]: Preliminary Architectural Review of a New Five-Story Parking Garage with One Basement Parking Level with 1,709 sf of Ground Floor Retail, Bike Storage and 331 Parking Spaces Located on a 29,164 s.f. Surface Parking Lot. Zone District: PF (Public Facilities). Environmental Assessment: An Initial Study has been Prepared in Accordance With the California Environmental Quality Act, and a Draft Environmental Impact Report will be Prepared with the Formal Application. For More Information Contact Amy French, Chief Planning Official, at <a href="mailto:amy.french@cityofpaloalto.org">amy.french@cityofpaloalto.org</a>	
<b>From:</b>	Hillary Gitelman	

## Recommendation

Staff recommends the Architectural Review Board (ARB):

1. Review and provide comments on this Preliminary Architectural Review application.

## Report Summary

The subject application is a request for preliminary review. No formal direction is provided to the applicant and HRB members should refrain from forming and expressing opinions either in support or against the project. This is an opportunity for the ARB and the public to discuss the project and its context.

The Planning and Community Environment Department has performed a cursory review of the concept plans for code compliance as part of the preparation of an Initial Study (Attachment E) and Notice of Preparation. The Notice of Preparation (Attachment F) was issued and the associated comment period concluded. A Scoping Meeting was held with the Planning and

Transportation Commission, and a 'Prescreening' was conducted by the City Council to provide direction on the approach to amend the PF zone district development standards.

The purpose of the ARB meeting, and of the August 24 Historic Resources board meeting, is to provide the applicant opportunities to present conceptual project plans to the HRB and ARB and receive initial comments. Board members may identify aspects of the projects that are appropriate given the neighborhood context and consistent with city policies or areas of concern that the applicant may want to reconsider in a formal submittal. Community members are also encouraged to provide early input to the project.

## Background

### Project Information

Owner:	City of Palo Alto
Architect:	Watry Design, Inc.
Representative:	Holly Boyd, Public Works Senior Engineer, Project Manager
Legal Counsel:	Molly Stump, City Attorney

### Property Information

Address:	375 Hamilton Avenue
Neighborhood:	Downtown Business District
Lot Dimensions & Area:	L-shaped lot; 29,200 square feet (sq.ft.) of surface parking lot area (concept plans note 29,164 sq.ft. site)
Housing Inventory Site:	No
Located w/in a Plume:	No
Protected/Heritage Trees:	Yes
Historic Resource(s):	Subject property (parking lot) is non-historic; (1) Across Hamilton Av. is 380 Hamilton, the US Post Office, a Category 1 and National Registered resource. Register Form, Inventory Form, and a photo are provided as Attachment B; (2) Adjacent site at 526 Waverley St. is a Category 3 Local resource that was modified following HRB/ARB review in February 1998 (new second story fenestration, new rear exit door, and elevator penthouse) and the Inventory Form and photos are provided as Attachment C; (3) 510 Waverley is a Category 2 Local resource; a photo is provided as Attachment D.
Existing Improvement(s):	The site is surfaced with asphalt and trees (some protected oak trees) in planters striped for use a public parking lot
Existing Land Use(s):	Public Facilities - Surface parking lot
Adjacent Land Uses & Zoning:	Subject site is zoned Public Facilities; <b>Adjacent sites fronting Waverly and University are zoned CD-C(GF)(P):</b> <u>East, fronting Waverley:</u> 526, circa 1928, Category 3, 2-story recently in retail use (Palo Alto Sport Shop and Toy World Inc.); 550-552, circa 1952, 1-story Prolific Oven retail bakery and Day One retail store; 558-560, 2-story circa 1938, Tai Pan ground floor restaurant, and second office space; <u>North:</u> 352-364 University, circa 1948, 2-story with CVS ground floor retail and second floor office space

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**Adjacent site to the west zoned PF:** 345 Hamilton, circa 19789, 4-story plus basement AT&T building (31,610 sf)

**Nearby sites zoned PF and CD-C (P):** South: Post Office, circa 1932, PF zone; 510 Waverley, circa 1900, 2-story, GF retail, office upper

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Special Setbacks:

7 feet Along Hamilton Avenue

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Aerial View of Property:



Source: Google

Land Use Designation & Applicable Plans/Guidelines

Zoning Designation:	Public Facilities (PF)
Comp. Plan Designation:	Regional Community Commercial
Context-Based Design:	Context Based Criteria are not contained in PF regulations
Downtown Urban Design:	The project is within the Hamilton Avenue District as described in the Downtown Urban Design Guide
SOFA II CAP:	NA
Baylands Master Plan:	NA
ECR Guidelines ('76 / '02):	NA
Proximity to Residential Uses or Districts (150'):	Not within 150 feet of residential uses or district
Located w/in AIA (Airport Influence Area):	NA
<u>Prior City Reviews &amp; Action</u>	
City Council:	<u>December 2016:</u> Council directed cost and impacts analysis and directed staff to proceed with design and environmental review. The Council staff report is viewable here: <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/55028">http://www.cityofpaloalto.org/civicax/filebank/documents/55028</a> <u>April 11, 2017:</u> Council provided direction on legislative approach.

	<p>The Council staff report is viewable here: <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/56784">http://www.cityofpaloalto.org/civicax/filebank/documents/56784</a> The video of the Council meeting is viewable here: <a href="http://midpenmedia.org/city-council-123/">http://midpenmedia.org/city-council-123/</a> Council meeting minutes are viewable here: <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/57557">http://www.cityofpaloalto.org/civicax/filebank/documents/57557</a></p> <hr/>
PTC:	<p><u>May 31, 2017</u>: Scoping Meeting The staff report is viewable here: <a href="https://www.cityofpaloalto.org/civicax/filebank/documents/57978">https://www.cityofpaloalto.org/civicax/filebank/documents/57978</a> The video of the Council meeting is viewable here: <a href="http://midpenmedia.org/planning-transportation-commission-49/">http://midpenmedia.org/planning-transportation-commission-49/</a> Council meeting minutes are viewable here: <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/58628">http://www.cityofpaloalto.org/civicax/filebank/documents/58628</a> Excerpt Minutes attached to this report (Attachment A)</p> <hr/>
HRB:	<p>August 24, 2017: Preliminary Review. The staff report is viewable here: <a href="http://www.cityofpaloalto.org/civicax/filebank/documents/59211">http://www.cityofpaloalto.org/civicax/filebank/documents/59211</a> and the video of the HRB meeting is at this link: <a href="http://midpenmedia.org/historic-resources-board-42/">http://midpenmedia.org/historic-resources-board-42/</a></p> <hr/>
ARB:	<p>NA</p>

### Infrastructure Plan

The new public parking garage was envisioned in the 2014 Council Infrastructure Plan. The applicant proposes construction of the garage to replace and increase surface parking facilities.

## **Project Description**

The City intends to construct a new above and below grade parking garage providing 331 automobile spaces at 375 Hamilton Avenue. The plans provide context images, floor plans indicating 331 parking spaces (330 spaces plus 1 space serving 550 Waverley Street), with three options for architectural treatment. The project description is provided as Attachment A. The Notice of Preparation and the Initial Study also contain project descriptions.

The City Council directed staff to proceed with full preliminary design of a new 331-space parking garage concept with five levels of above-ground parking, one level of basement parking and retail space along the Waverley frontage (see [Staff Report #7942](#)). Three distinct concepts were developed for discussion. The Public Works Department webpage for the 'Downtown Parking Garage' is viewable at this link: <http://www.cityofpaloalto.org/downtowngarage>. Updates to this website are anticipated. Additional application information and project plans are available through the "Building Eye" website at <https://paloalto.buildingeve.com/planning>. The HRB is provided hard-copy project plans.

### Anticipated Entitlements:

The following discretionary applications are anticipated:

- Architectural Review – Major (AR).
- Rezoning – Text Amendment to the Public Facilities Zone District development standards for public parking garages in the Public Facility zone districts in Downtown and California Avenue Business Districts. The recent Council discussion served the purpose of a “prescreening” preliminary review for rezoning; Council directed staff to prepare revisions to the Public Facility (PF) zoning Ordinance to specifically accommodate public parking garages (see [Staff Report #7942](#)).

## Discussion

Preliminary review applications receive a cursory review for compliance with zoning regulations and consistency with the Palo Alto Comprehensive Plan or other applicable policy documents. A more comprehensive review will occur upon formal submittal, which may reveal other code or policy concerns. At this point in project development, the ARB is encouraged to provide objective feedback to the City on the preliminary drawings. The ARB may want to consider comments that relate to:

- Scale and mass
- Transitions in scale to adjacent properties
- Relationship to the neighborhood setting and context
- Pedestrian-orientation and design
- Access to the site
- Consideration to any applicable policy documents
- Architectural design, theme, cohesiveness, and quality of materials
- Preservation of existing native or mature landscaping or features, if any

The submittal of an application for amendment to the Public Facilities Zone District Development Standards is anticipated, in order to allow greater floor area ratio and height, and reduced street setbacks for public parking garages in the Downtown and California Business Districts.

### Public Facilities Zone Development Standards

A zoning compliance table is attached (Attachment G) to note where the project would not meet PF Zone standards, and why a text amendment will be part of the formal application request. The text amendment is to relieve City parking structures from meeting maximum standards for setbacks, floor area ratio, and height.

### HRB Review August 24, 2017

On August 24, the HRB was scheduled to conduct a preliminary review. Staff will provide a verbal report to the ARB about the HRB meeting. Generally, the HRB was asked to review the proximity of the parking garage to, and any issues with respect to its compatibility with, two nearby historic resources:

- 526 Waverley Street, a local Category 3 resource on the City’s Historic Inventory; and
- 380 Hamilton Avenue, the US Post Office, a local Category 1 and National Register historic resource.

The HRB was also asked to discuss the relevance of Architectural Review Finding #2b, which states, “The project has a unified and coherent design that 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.” The HRB will be provided the opportunity to review the Draft Environmental Impact Report, once published for public comment.

#### Downtown Design Guide and AR Findings

The project is identified in the Downtown Design Guide as within the Hamilton Avenue District. The Hamilton Avenue District Goals are as follows:

- ‘Promote Hamilton Avenue as an active mixed use district which comfortably accommodates larger scale commercial office, civic and institutional buildings.’
- ‘Maintain Hamilton Avenue as a pleasing, tree-lined pedestrian environment with complimentary outdoor amenities to offset the urban intensity which naturally results from the provision of transit service and convenient surface parking.’

The most relevant guidelines within the Hamilton Avenue District section are these:

- “Provide pedestrian links from Hamilton Avenue to University Avenue in conjunction with development of the alleys and parking lots.”
- Regarding the westerly intersection corner (project site on map): ‘strong building volume recommended’, and ‘opportunity for pedestrian friendly use’.

### **Environmental Review**

An Environmental Impact Report (EIR) will be prepared. To start the EIR process, an Initial Study (Attachment E) and Notice of Preparation (NOP) (Attachment D) of an Environmental Impact Report (EIR) was filed on May 12, 2017. An EIR scoping meeting was held at the Planning and Transportation Commission (PTC) meeting on May 31, 2017. Comments were received at the meeting from two members of the public, and from PTC members. An additional comment was recently received (Attachment H). The NOP comment period is now closed. The next step will be the release of a draft EIR (DEIR) after the design is further refined and a formal Architectural Review application is submitted. The Preliminary Review involves no discretionary action and is therefore not a project and not subject to review pursuant to the California Environmental Quality Act (CEQA).

### **Next Steps**

There is no further action required by the ARB after its discussion of the preliminary plans. The applicant will file the formal application subsequent to the ARB review of the Preliminary Review application. The meetings are webcast and archived through the MediaCenter website (<http://midpenmedia.org/local-tv/watch-now/>).

#### **Report Author & Contact Information**

#### **ARB<sup>1</sup> Liaison & Contact Information**

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<sup>1</sup> Emails may be sent directly to the ARB using the following address: [arb@cityofpaloalto.org](mailto:arb@cityofpaloalto.org)

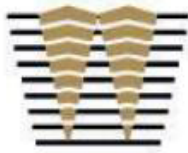
Amy French, AICP, Chief Planning Official  
(650) 329-2336  
[amy.french@cityofpaloalto.org](mailto:amy.french@cityofpaloalto.org)

Jodie Gerhardt, AICP, Planning Manager  
(650) 329-2575  
[jodie.gerhardt@cityofpaloalto.org](mailto:jodie.gerhardt@cityofpaloalto.org)

**Attachments:**

- Attachment A: Downtown Parking Garage - Preliminary ARB Project Description (PDF)
- Attachment B: Cty inventory form Post Office (PDF)
- Attachment C - 526 Waverley inventory form (PDF)
- Attachment D: 510 Waverley Street Photo (DOCX)
- Attachment E - Downtown Parking Garage - Draft Initial Study - Signed (PDF)
- Attachment F - Downtown Parking Garage - NOP - Signed (PDF)
- Attachment G: Zoning Compliance Table (DOTX)
- Attachment H: E Wong letter to Council (PDF)
- Attachment H part 2: Wong Email week of August 28, 2017(PDF)





**WATRY DESIGN, INC.**  
Architects • Engineers • Parking Planners



June 21<sup>st</sup>, 2017

City of Palo Alto  
Department of Planning & Community Environment  
250 Hamilton Avenue, 5<sup>th</sup> floor  
Palo Alto, CA 94303

**Re: 375 Hamilton Ave., Downtown Parking Garage, ARB Preliminary Review Project Description**

To Planning Staff and ARB Members:

Attached is the preliminary ARB submittal package for 375 Hamilton Ave., the proposed Downtown Parking Garage. The project applicant is Watry Design Group, with Hayes Group Architects, on behalf of our client, the City of Palo Alto.

This package includes eight sets of half size drawings and eight full size drawings, including the site survey, contextual photos, the proposed floor plans, elevations, sections, and perspectives.

**CONTEXT and EXISTING CONDITIONS**

The site is located at the east corner of Hamilton Avenue and Waverley Street. The rear of the site adjoins the 'Lane 21' alley. The surrounding vicinity is a mix of downtown retail and office uses. Southwest of the property, at 345 Hamilton, is the four-story AT&T central office. Northwest along Waverley are several one and two-story retail buildings, including historic buildings at 526 Waverley, a category 3 historic building and 510 Waverley, a category 2 historic building. Across Hamilton, to the Southeast, is the historic, two-story Post Office, a category 1 historic building. Across Waverley to the Northeast is the All Saints Episcopal Church. The site is more than 150 feet from any residentially zoned properties so increased zoning restrictions do not apply.

The zone district is PF: Public Facility. The district has a fifty-foot height limit. There is a special setback of seven feet along the Hamilton Ave. property line. Easements are not known at this time.

The site area is 29,164 SF, accommodating a surface-level parking lot. There is a public restroom at the corner of Hamilton and Waverley. The Arborist Report identifies eight trees on the property, including one protected Coast Live Oak.

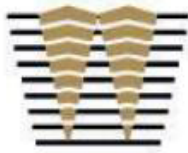
The occupants of 526, 550 and 560 Waverley utilize a portion of the site to access the backs of their buildings and pick up trash and recycling.

**PROPOSED PROJECT**

**Program/Goals**

Due to an increased parking demand and a shortage of available parking spaces in the downtown, the City of Palo Alto has begun the process for the design of a new parking structure at the corner of Hamilton Avenue and Waverley Street. Maximizing the amount of structured parking while integrating the structure within the downtown context with retail storefronts are primary goals for the project.





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GROUP  
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TECTS

### **Description/Constraints**

The proposed building extends to the property line at the Hamilton Avenue and Waverley Street edges as well as the interior side lot line shared with the AT&T building. A ground floor, 1,500 SF, retail space is programmed for the Waverley Street frontage. At the north property line, shared with 560 Waverley, the edge of the garage sets back ten feet from the property line, allowing openings for natural ventilation into the parking garage, as well as light to reach the existing windows at 560 Waverley. This necessary setback also creates an opportunity for a pedestrian walkway, focused on and leading to the secondary stair and elevator vertical circulation elements.

The primary stair and elevator circulation features are prominently positioned at the corner of Waverley Street and Hamilton Avenue since pedestrian way finding is an important aspect of garage navigation. At this street corner, the building edge erodes, creating a pedestrian court with access to the stair and elevator, as well as an entrance to the ground floor retail space that extends down Waverley Street.

In order to maintain access for utilities, services and secondary means of egress for the existing buildings fronting on Waverley Street, the garage sets back sixteen feet from the shared property line at this location.

To satisfy the car count goal, the garage is four stories, with parking at the roof level, plus one level of basement parking. The main vehicle entry / exit shall be on Hamilton Avenue near the south corner of the lot since Hamilton is a more travelled way. A secondary vehicular entry / exit shall be at Lane 21.

The garage requires substantially open sides to provide natural ventilation for all levels save the basement level that is mechanically ventilated.

### **Options**

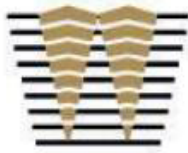
Given the program and the site constraints discussed above, we are presenting three options for the architecture of the new garage for the ARB's review, discussion and direction for the design team as the project is developed.

Our approach in developing the three options for your review is predicated on the belief that the garage should be an integrated building in the context of the downtown rather than aggressive and self-conscious. An integrated building defines itself through program, connections with the site and context as well as streetscape character and compatibility.

The program mandates a large, five-story, parking structure with primarily open sides for ventilation and a ground floor retail space fronting Waverley Street. Solving this problem, all options share the same height and footprint as well as façade transparency requirement. However, the three options vary significantly in their response to the context, materiality and streetscape character.

#### **One**

A metal fabric or perforated metal panel wrapped garage creates a semi-solid mass while allowing for ventilation. The semi-solid façade provides interesting visual depth during the day and glowing quality at night for the upper stories. A two-story arcade of plaster or concrete along Hamilton defines the street edge and subtly references the historic post office's arcade immediately across the street and aligning with the overall height of the post office. Similar to the Hamilton façade, along Waverley, the two-story



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base of the building aligns with the façade and rhythm of the adjacent building and streetscape to the north. At the entry court, the metal mesh and the arcades disappear revealing the stair and elevator elements.

The ground floor retail and seating areas are defined by horizontal canopies between the building columns.

### **Two**

A metal, semi-solid material wraps the entire garage from the second floor to the fifth floor defining the edge of the garage in a vertical rhythm of bands. Within each band, taking a detail from the AT&T building, “windows” punch through creating a random pattern of shade, shadow and views from within. Defining the ground floor and concealing the parking from view, wrought iron or steel bars in a vertical array wrap the ground floor along Hamilton celebrating the handcraft of the wrought iron of the post office across the street. Along Waverley and at the corner court, a one-story frame of solid material defines the ground floor retail and references the architectural frame of 400 Hamilton.

Along Hamilton, in front of the metal array, a linear bench provides opportunities for relaxing in full view of the historic post office.

### **Three**

Solid fins of material, at random angles intended to create fixed patterns and celebrating the tile roof color of the historic post office, wrap the upper floors to define the volume and partially conceal the cars from below. Along Hamilton, as in Option One, a two-story arcade defines the pedestrian realm and provides opportunities for bench seating. Decorative infill panels of spaced brick reference the brick next door and the craft of the historic post office. Along Waverley Street a two-story façade reference the adjacent building scale and rhythm while defining the retail space.

In all options, areas for landscaping, including planted areas and green walls, are provided at Hamilton, Waverley and the pedestrian walkway. New street trees along Hamilton and Waverley shall be coordinated with Palo Alto Urban Forestry.

## **PARKING & BICYCLE SPACES**

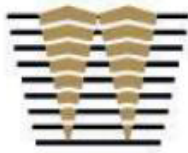
This project shall include **331** total parking spaces. Of these, **8** shall be accessible spaces and provision for **83** electric vehicle chargers **17** to be installed initially.

This count also includes **6** spaces serving to the new retail space and **1** space serving 550 Waverley.

A long-term bike storage room shall be at Hamilton Avenue near the main vehicle entry/exit. This room shall be approximately **800** square feet and have space for over **60** bicycles. Short-term bicycle storage can be provided at the sidewalk near the retail space.

## **TRASH, COMPOST AND RECYCLING**

A common refuse storage room shall be at Lane 21 near the secondary vehicle entry / exit. This room shall be approximately **450** square feet. It will serve the Waverley businesses and the proposed new retail space.



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We look forward to our presentation and discussion with the Architectural Review Board.

Please call us at (650) 365-0600x15 if you have any questions.

Sincerely,

Ken Hayes, AIA  
Principal

cc: Watry Design Group

enclosed: Arborist Report, June 2017

# City of Palo Alto

## Historic Resources Inventory Detail

Date: 25-Jan-95



Historic Building Inventory ID: 224

### location

Historic name: U.S. Post Office

Common or current name: U.S. Post Office

Number & street: 380 Hamilton Avenue

City: Palo Alto

ZIP:

County: Santa Clara

Alternate Address:

Past Address:

### status

Category: 1

☐ National Registry

Historical District:

☐ State Registry

### ownership

Owner: U.S. Government

☒ public ☐ private

Address: same

City:

ZIP:

### use

Present: Post Office

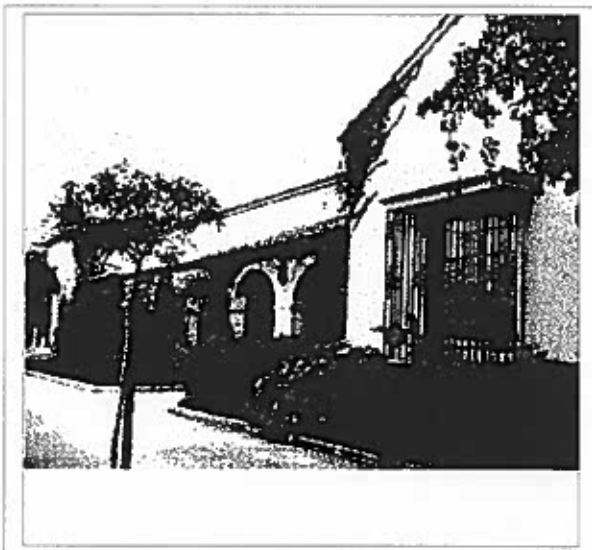
Original: Post Office

Past:

### description

A deliberate and successful attempt to avoid the classical modes usually associated with government buildings of the period, this Spanish Colonial Revival design was allowed only after the intervention of Birge Clark's clients, then-President Hoover and his wife. In 1981 the steps at one end were replaced by a wheelchair ramp.

Photo Date: 1978



Property Size frontage: 225

depth: 150

acreage:

Condition: excellent

Alteration: Altered

Surroundings:

- |  |  |
|--|--|
| <input type="checkbox"/> Open                | <input type="checkbox"/> Residential           |
| <input type="checkbox"/> Scattered Buildings | <input checked="" type="checkbox"/> Commercial |
| <input type="checkbox"/> Densely Built       | <input type="checkbox"/> Industrial            |

Other:

Threats:

- |  |                                       |
|--|---------------------------------------|
| <input checked="" type="checkbox"/> None Known | <input type="checkbox"/> Public Works |
| <input type="checkbox"/> Vandalism             | <input type="checkbox"/> Zoning       |
| <input type="checkbox"/> Private Development   |                                       |

Other:

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**description**  
(cont.)

Architect: Birge and David Clark

Exterior Material: stucco

Builder: Albert Nelson (S.F.)

Other Material: Reinforced Concret

Date: 1932

Original Site: original

☒ factual ☐ estimated

Theme: architecture

Notes:

Features:

☐ Barn☐ Formal Garden☐ Outhouse☐ Watertower☐ Carriage House☐ Windmill☐ Shed☒ None

OtherFeatures:

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**significance**

The Spanish image of the building, with its historic and local associations, successfully challenged the long-standing habit of choosing classical designs for government buildings. For the architect, it displayed more influences of the Mission style than any other he created. The decorative features are especially effective. Civic discussion of the project began in 1927; problems of securing government funds, satisfying owners of residences demolished to clear the site, and raising additional money to complete the transaction by public contributions delayed the start of construction until mid-summer, 1932. It was dedicated as national landmark building in May, 1985.

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**sources**

P.A. Times 12/16/30, 9/18/31, 5/14/27, 10/26/32, 12/17/32, 9/5/33, 5/22/85; Birge Clark Commercial Inventory; Santa Clara Inventory; P.A. Historical Assn. Archives.

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**preparation**

Organization:

By: Historical Resources Board; P.A. Hist. Assn.

Date: 1981, 1985

DB Record Date: 7/8/94

Address: 250 Hamilton Avenue

City: Palo Alto

State: CA

ZIP: 94301

Phone:

# City of Palo Alto

## Historic Resources Inventory Detail

Date: 25-Jan-95



Historic Building Inventory ID: 431

### location

Historic name:

Common or current name:

Number & street: 526-534 Waverley Street

City: Palo Alto

ZIP: 94301

County: Santa Clara

Alternate Address:

Past Address:

### status

Category: 3

☐ National Registry

Historical District:

☐ State Registry

### ownership

Owner: Edward and Gunhild L. Hoffacken

☐ public ☒ private

Address: 530 Waverley Street

City: Palo Alto, CA

ZIP: 94301

### use

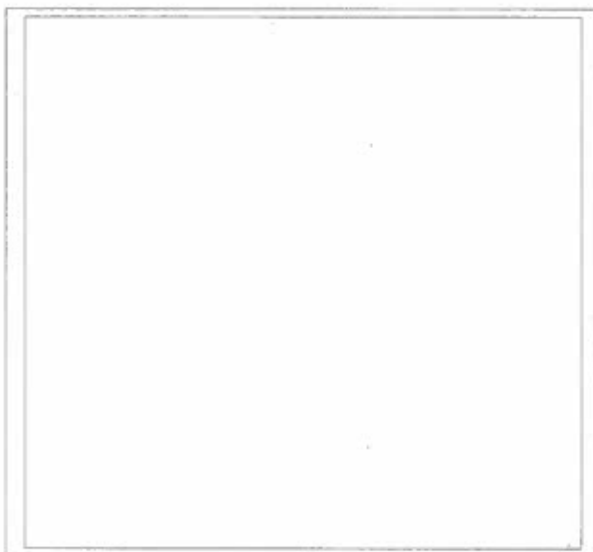
Present: Store

Original: Store and offices

Past:

### description

Photo Date:



Property Size frontage:

depth:

acreage:

Condition:

Alteration:

Surroundings:

☐ Open

☐ Residential

☐ Scattered Buildings

☒ Commercial

☐ Densely Built

☐ Industrial

Other:

Threats:

☐ None Known

☐ Public Works

☐ Vandalism

☐ Zoning

☐ Private Developmen

Other:



**description**  
(cont.)

Architect: Birge M. Clark

Builder: Wells P. Goodenough

Date: 1927

☒ factual ☐ estimated

Notes:

Features:

☐ Barn

☐ Formal Garden

☐ Outhouse

☐ Watertower

☐ Carriage House

☐ Windmill

☐ Shed

☒ None

OtherFeatures:

Exterior Material:

Other Material:

Original Site: original

Theme: architecture

**significance**

On a formerly residential site, H.J. Hoffacker commissioned the construction of this building principally for his Palo Alto Sport Shop. Space at 534 was also rented for office use, principally into the 1950s by the Palo Alto Realty Co.

**sources**

P.A. City Directories; P.A. Times 4/16/27, 6/17/27.

**preparation**

Organization:

By: Historic Resources Board; P.A. Hist. Assn.

Date: 1986

DB Record Date: 8/10/94

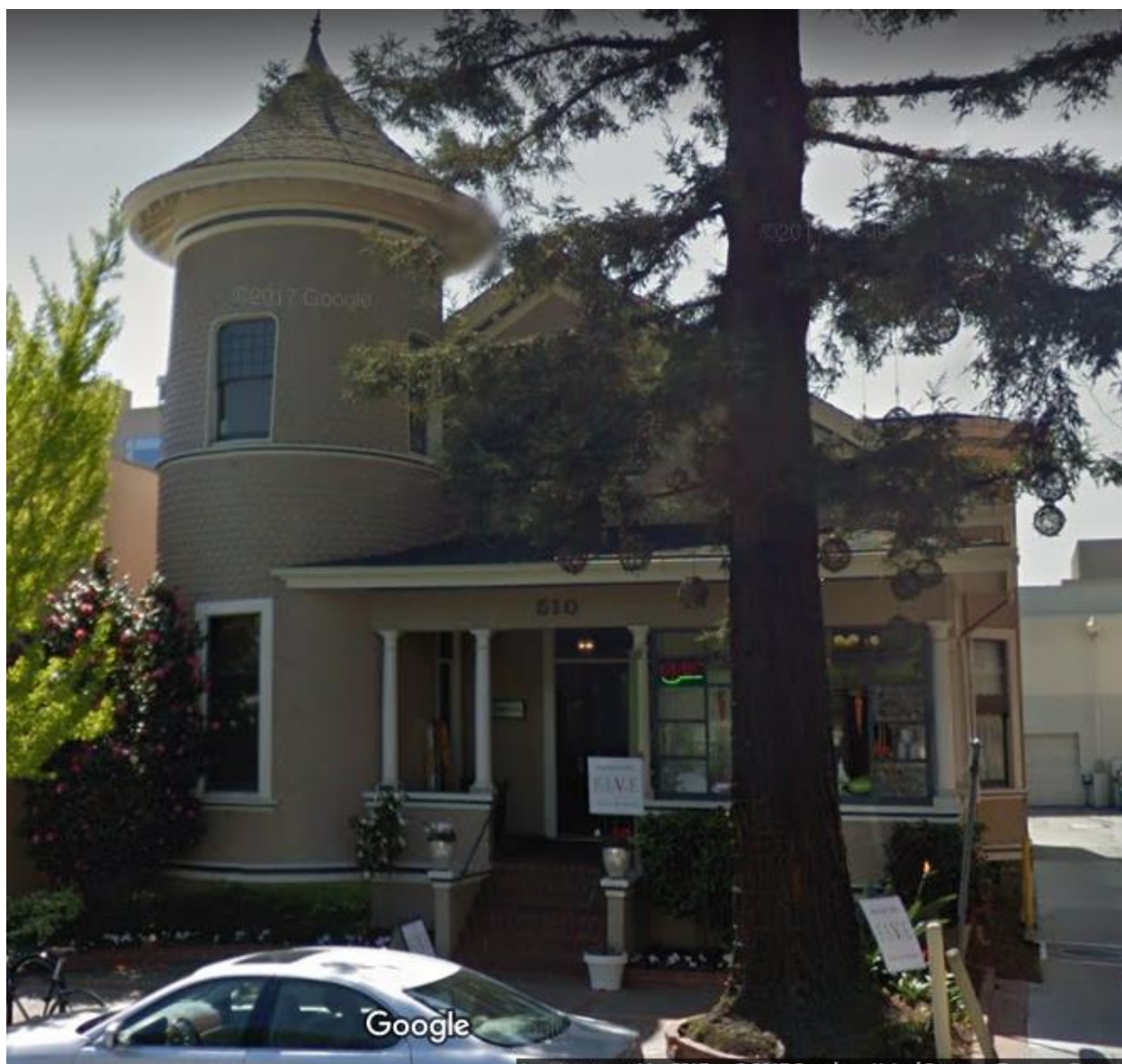
Address: 250 Hamilton Avenue

City: Palo Alto

State: CA

ZIP: 94301

Phone:



**510 Waverley Street**

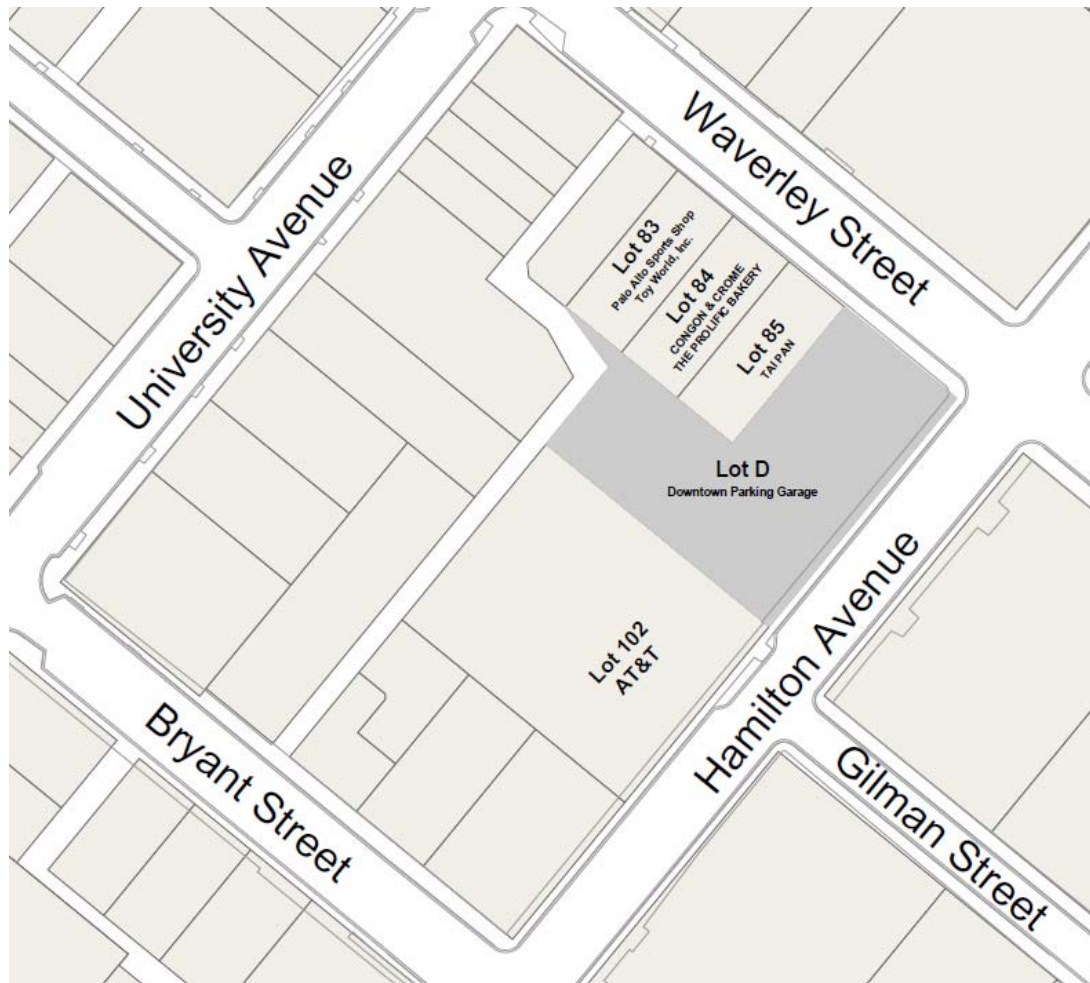
**Category 2 Resource on Local Historic Inventory**

***City of Palo Alto***  
**Department of Planning & Community Environment**  
**California Environmental Quality Act**  
**CITY OF PALO ALTO**  
**INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM**

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- 1. Project Title:** City of Palo Alto Parking Structure at 375 Hamilton Avenue (aka Downtown Parking Garage)
- 2. Lead Agency Name and Address:** City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, California 94301
- 3. Contact Person and Phone Number:** Holly Boyd, Senior Engineer  
Department of Public Works  
Telephone: (650) 329-2612  
Fax: (650) 329-2154  
Email: Holly.Boyd@cityofpaloalto.org
- 4. Project Location:** 375 Hamilton Avenue in the Downtown Business District, Northwest corner of Hamilton Avenue and Waverley Street, within the city of Palo Alto, Santa Clara County, California. See Figure 1.
- 5. Project Sponsor's Name and Address:** City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, California 94301
- 6. General Plan Designation:** Community Commercial (CC)
- 7. Zoning:** Public Facilities (PF)
- 8. Existing Plan Area Land Uses:** The project lot is abutted by four developed sites. These include: 345 Hamilton, 1958 building occupied by AT&T and Excel Aviation (Lot 102), 526 Waverley, a 1928 building, Category 3 historic resource most recently occupied by retail use (Palo Alto Sport Shop and Toy World Inc.) (Lot 83), 550-552 Waverley, a 1952 building occupied by the Prolific Oven retail bakery and Day One retail store (Lot 84), and 558-560 Waverley, a 1938 building housing the Tai Pan Restaurant on the ground floor and second office space (Lot 85). (Shown on Figure 1) The existing parking lot serves restaurant and retail uses along Waverley Street and provides rear-entry parking to the CVS market.

Figure 1. Downtown Parking Garage Site at 375 Hamilton Avenue



## 9. Description of Project:

The City of Palo Alto (City/project applicant) proposes to construct a parking garage on an existing City-owned surface Parking Lot D to provide a net increase of 205 to 329 public parking stalls to address additional parking demand within the City's Downtown Area. The subject site is 29,200 SF in area, and has 86 existing parking spaces. Parking is currently limited to two-hour parking with no permit parking provided. There are four existing access points from adjacent streets. The EIR prepared for the project would evaluate build alternatives for replacing the existing surface lot parking.

The Project includes the following primary elements:

- A new five level public parking garage over one basement parking level, providing approximately 291-415 spaces, and associated site improvements.
- An approximately 3,800 SF or less single-tenant commercial shell space building fronting Waverley Street, to be used as commercial retail space for new or existing businesses.

- Other proposed options being considered include incorporating a bike station, mechanical parking system, and a photovoltaic system.

## 10. Required Approvals:

The proposed project is within the City's jurisdiction and will require approval from the City Council. As currently planned, the proposed parking garage will require changes to the zoning district ordinance to allow for the planned lot coverage, floor area, height and setbacks.

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input checked="" type="checkbox"/> Greenhouse Gas Emissions      | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Air Quality              | <input checked="" type="checkbox"/> Hydrology/Water Quality       | <input checked="" type="checkbox"/> Transportation/Traffic             |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Land Use/Planning             | <input checked="" type="checkbox"/> Utilities/Service Systems          |
| <input checked="" type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology/Soils            | <input checked="" type="checkbox"/> Noise                         | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
|  | <input type="checkbox"/> Population/Housing                       |  |


## DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated impact." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (2) have been avoided or mitigated

pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by:

Signature:   
Lorraine Ahlquist, Environmental  
Manager  
WPS/ Parsons Brinckerhoff

Date: 5/4/17

Reviewed by:

Signature:   
Amy French, Chief Planning Official  
City of Palo Alto

Date: 5/4/17



## ENVIRONMENTAL IMPACTS:

### I. AESTHETICS. *Would the project:*

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) <i>Substantially degrade the existing visual character or quality of the area and its surroundings?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site and immediate vicinity include commercial buildings, including listed historic resources, and parking lots similar to the proposed project. There are no impacts anticipated on visual characteristics or scenic quality of surrounding area. There are different perspectives on compatibility of new buildings with existing architectural context.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) <i>Significantly alter public viewsheds or view corridors or scenic resources (such as trees, rocks, outcroppings or historic buildings) along a scenic highway?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

There are no scenic routes or resources located in the project area. The project is located in the City downtown area in an area with similar land use. The project will not demolish or replace existing buildings, but will remove existing protected trees. There are no direct impacts anticipated on public viewsheds, scenic resources or historic buildings.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

It is not anticipated that the project would result in the addition of lights and glare as a result of the vehicles head lights and interior building lights. It is anticipated that light and glare from the project would be less than significant.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) <i>Substantially shadow public open space (other than public streets and adjacent sidewalks) between 9:00 a.m. and 3:00 p.m. from September 21 to March 21?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project would replace a surface parking lot with a five story parking garage building. There are not any open spaces within the project area. The project would not result in shadow impact on the public open space.</p>				
<p><b>II. AGRICULTURAL AND FORESTRY RESOURCES.</b> <i>(In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.)</i> Would the project:</p>				
<p>a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i></p> <p>As documented on the California Resources Agency Farmland Mapping and Monitoring Program maps, the project is located in an area designated as Urban and Built-Up Land. The project would not convert any Farmland to non-agricultural use.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i></p> <p>The project site is zoned and used as Downtown Commercial District (Pedestrian Shopping). The project does not conflict with any zoning for agricultural use or Williamson Act contract.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is zoned and used as Downtown Commercial District (Pedestrian Shopping). The project does not conflict with any zoning of forest land, or timberland and timberland production.

d) <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There is no forest land in the project area. The project converts existing parking lot to a parking garage, and would not result in the conversion of forest land to non-forest use.

e) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

There is no farmland or forest land within or near the project site. The proposed project does not involve any changes which would directly or indirectly result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

III. **AIR QUALITY.** *(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) Would the project:*

a) <i>Conflict with or obstruct implementation of the applicable air quality plan? (such as the Bay Area Clean Air Plan)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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There is a potential for air quality impacts as a result of the project. The consistency of the proposed project implementation with adopted, applicable air quality plans will be

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
evaluated in the EIR.				
b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>There is a potential for increased emissions from the project activities and uses such as increased vehicle traffic, and building equipment operation. These activities could result in exceeding Bay Area Air Quality Management District (BAAQMD) significant thresholds for pollutants of concern such as particulate matter 10 microns or smaller in diameter (PM10) and 2.5 microns or smaller in diameter (PM2.5). The project may also result in emission of reactive organic gases (ROG) and nitrogen oxides (NOX), which are precursors to ozone. There are also potential air quality impacts as a result of project construction activities. The potential of the project to violate air quality standards or contribute to existing or projected air quality violation due to construction activities and operation will be addressed in the EIR.</p>				
c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The EIR will address individual and cumulative impacts on criteria pollutants for which the project region is non-attainment as described under question III.b above.</p>				
d) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project has the potential to expose sensitive receptors, if the air quality analysis determined that the project would contribute to substantial increase in pollutants in the project area. Impacts on sensitive receptors will be addressed in the EIR.</p>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

It is not anticipated that the added number of vehicles using the site for parking would create minimal increase in objectionable odors affecting people. Construction equipment may create objectionable odors for short periods that would affect people in the immediate vicinity of the project area. The project is not anticipated to create objectionable odors affecting substantial number of people.

**IV. BIOLOGICAL RESOURCES.** *Would the project:*

a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project will be constructed on a site that consists of a paved parking lot. However, a few mature trees may be removed to allow for the construction of the garage building. Trees could provide nesting habitat for raptors and other migratory birds. The EIR would evaluate the project area to identify the presence of any bird species that are considered as candidates, sensitive, or special status species by the CDFG, and USFWS. The EIR would also evaluate the project compliance with the state and federal Endangered Species Act, as well as, and also species protection under the federal Migratory Bird Treaty Act and further protection of raptor nests under Section 3503.5 of the California Fish and Game Code.

b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
There are no riparian habitats or species protection under the federal Migratory Bird Treaty Act and further protection of raptor nests under Section 3503.5 of the California Fish and Game Code.				
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands are areas that periodically or permanently covered with ground water and support vegetation adapted to life in saturated soil. Wetlands could support fish and wildlife, function as stormwater storage and flood areas, and potentially ground water recharge. According to the National Wetland Inventory for surface waters and wetlands, there are no waters or wetlands within the project area. There are no wetlands within the project area, and it is anticipated that the project would not have impacts on wetlands in any means.				
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The only wildlife anticipated to be present within the project area is wildlife associated with built urban environment for commercial uses. Wildlife may include rodents, and other small animals not restricted by the type of developments in the project area. Trees in the project area provide nesting habitats for native and migratory birds. It is anticipated that the project would have less than significant impacts as a result of interference with wildlife movement.				
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The project includes removal of protected trees and would be subject to the City tree removal ordinances. A survey of the affected trees would be completed for the EIR. The EIR would include applicable tree preservation/ replacement measures as required by regulations. One-one replacement on the site may not be feasible.				
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or State habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other adopted habitat conservation plan applicable to the project site.				

V. **CULTURAL RESOURCES.** *Would the project:*

a) <i>Adversely affect a historic resource listed or eligible for listing on the National and/or California Register, or listed on the City's Historic Inventory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The City of Palo Alto inventory of downtown area shows several historic buildings within close proximity of the project area. The most prominent building is the U.S Post Office located across the street from the project site, which is listed on the National Register for Historic Places. However, it is not anticipated that the project would affect the post office building. The adjacent building located at 526 Waverley Street is listed on the City's Historic Inventory as a Category 3 historic resource. Other adjacent buildings are more than 50 years old and are therefore potentially eligible for listing. The EIR would address the proximity of the historic properties and any required measures to avoid impacts to these resources.				
b) <i>Eliminate important examples of major periods of California history or prehistory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Excavation would be required for the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>construction of the project. Alternative C would require excavation of significant depth. Previous construction at the project site and nearby sites would likely have disturbed archeological sites. However, considering the depth of excavation required for the project, there is a potential to disrupt, alter, or eliminate undiscovered archeological resources. The EIR would address any measures required to avoid impacts on potential archeological resources.</p>				
<p>c) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>See response to question V.b above.</p>				
<p>d) <i>Disturb any human remains, including those interred outside of dedicated cemeteries?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project could potentially disrupt, alter, or eliminate undiscovered archaeological resources, potentially including Native American remains. The EIR would evaluate this issue to address necessary measures for the potential of the project disturbing any human remains.</p>				
<p>e) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Previous land development of the site would likely have disturbed or removed paleontological resources that may have existed. However, due to the excavation work required for the construction of the project, the project could have the potential to disrupt, alter, or eliminate as-yet undiscovered paleontological resources. The EIR would evaluate this issue to address necessary measures for the potential of the project disturbing or destroying any paleontological resources.</p>				
<p>f) <i>Directly or indirectly destroy a local cultural resource that is recognized by City Council resolution?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
See response to question V.a and b above.				
g) <i>Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1) a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				
2) a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.				

**VI. GEOLOGY AND SOILS.** *Would the project:*

a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
i) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
According to Alquist-Priolo Earthquake Fault Zoning Map for the Palo Alto 7.5 Minute Quadrangle Map, there are no mapped faults within or adjacent to the project site, nor is the project site within				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>fault zone. The closest fault is the San Andreas Fault, located approximately over 5 miles southwest of the project site.</p>				
<p>ii) <i>Strong seismic ground shaking?</i></p> <p>Due to the presence of nearby active faults, the project area is likely to experience moderate to strong earthquakes during the design life of the project. Settlements caused by ground shaking are non-uniformly distributed and can result in damage to buildings and structures. Degrees of settlements resulting from seismic ground shaking are related to magnitude and distance of earthquakes. Buildings are required to be designed and constructed to avoid risks of seismic ground shaking to people and properties. The EIR would evaluate the potential risks at the project location and measures to avoid and minimize the potential impacts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>iii) <i>Seismic-related ground failure, including liquefaction?</i></p> <p>Liquefaction is a phenomenon in which the strength and stiffness of a soil are reduced (behaves like a liquid) by earthquake shaking of significant duration or other rapidly applied loading. Liquefaction and related types of ground failure are of greatest concern under conditions with loose to medium dense cohesionless soils, shallow groundwater (typically within 50 feet of ground surface) and sustained ground shaking.</p> <p>The EIR would evaluate potential impacts that could be caused by liquefaction and seismic-related ground failure factors. The EIR will identify potential impacts and mitigation measures to avoid and minimize impacts.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) <i>Landslides?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The topography within the project area is flat. Landslide considerations are limited to stability of excavations for construction of the project. This issue will be evaluated for the various project alternatives and addressed in the EIR and during the design phase of the project.</p>				
v) <i>Expansive soils?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>A study of the characterization and consideration of site-specific geologic and soils conditions would be prepared for the project and addressed in the EIR. Project specific soil test would be performed to provide information regarding subsurface geology, ground-water levels, and the engineering characteristics of soils in the project area.</p> <p>State and local planning, building, and engineering regulations will also be considered in addressing structures, excavation, foundations, retaining walls, and grading activities. The EIR will describe recommendations to mitigate effects of soils types and related factors in the design of the project.</p>				
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Project construction would involve grading, excavation, or other activities that could temporarily expose disturbed soils to erosion. The EIR will address the potential for erosion that could occur during construction activities, and applicable best management practices according to the City and state regulations.</p> <p>Best management will also be implemented as part of measures to avoid and minimize effects of soil erosion on water quality. See Hydrology and Water Quality section.</p>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i></p> <p>See response to question VI.a. and VI.a.v. above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i></p> <p>See response to question VI.a.v above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</i></p> <p>No use of septic tanks or alternative wastewater disposal systems is proposed for the project site. The proposed project would have no impact related to the capacity of local soils to effectively accommodate septic systems.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) <i>Expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety techniques?</i></p> <p>It is not anticipated that the project would expose people and property to major geological hazards that cannot be mitigated with consideration of all applicable engineering design and seismic safety techniques</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS.** *Would the project:*

a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Greenhouse gas emissions would increase at



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
as a result of new traffic attracted to the area by the parking the facility. The greenhouse gases emission as a result of the project would be evaluated to determine if the project would result in exceedance of BAAQMA significant thresholds.				
b) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project exceedance of greenhouse gas emissions will be evaluated to determine impacts on applicable plans and policies adopted for the reduction of greenhouse gases. The EIR would evaluate measures that can be adopted as part of the project in order to minimize impacts.

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** *Would the project:*

a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not result in routine transport, use, or disposal of hazardous substances.

b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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See response to question VIII.a above.

c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no schools within one quarter mile of the project area. In addition, the project would not result in the emission or the need to handle hazardous material.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) <i>Create a significant hazard to the public or the environment from existing hazardous materials contamination by exposing future occupants or users of the site to contamination either in excess of ground soil and groundwater cleanup goals developed for the site or from the location on listed hazardous materials sites complied pursuant to Government Code section 65962.5?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project is located in an area that has been developed with various commercial land uses. The EIR will investigate the presence of existing hazardous material and potential contamination of soil and ground water in the project area. If contamination is identified, the EIR will address all necessary measures to avoid exposure of the public or the environment to hazardous material.

e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is not located within, or two miles from land designated or used as airport land.

f) <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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See response to question VIII.d above.

g) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project would not result in changes to the roadway and transportation system and would not create physical changes that would interfere with emergency response or evacuation plans.

The EIR would evaluate impacts on traffic and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
potential road closures during construction, as well as measures to avoid impacts to emergency services.				
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the Santa Clara County Fire Hazards Map, the City of Palo Alto is not in a moderate, high, or very high fuel hazard zone. The project site and vicinity are built environments largely devoid of wildfire-prone vegetation.

**IX. HYDROLOGY AND WATER QUALITY.** *Would the project:*

a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The existing site for the proposed project is a paved parking lot. It is not anticipated that the project would have a significant increase to impervious surface subject to storm water impacts. A stormwater control plan will be prepared to address existing untreated storm water and any potential future effects on storm water facilities. The plan would identify required measures to meet standards and requirements of the NPDES permit. The plan would address the operation and maintenance of the stormwater facilities.

The proposed project would be constructed on a lot size less than one acre. If the construction activities would disturb more than one acre, the project would require submitting a Notice of Intent (NOI) to the RWQB before start of construction. This would also require the implementation of Storm Water Pollution Prevention Plan (SWPPP) containing Best Management Practices (BMPs) during construction. The EIR will evaluate potential impacts on water quality as a result of the operation and construction of the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i></p> <p>The project does not result in the use of groundwater and would not affect groundwater recharge. Dewatering during construction may be addressed with standard approval conditions.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) <i>Substantially alter the existing drainage pattern (increase the rate, volume, or flow duration of storm water runoff) of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in new or increased flooding on or off-site?</i></p> <p>It is not anticipated that the project would increase the rate, volume or flow duration of stormwater runoffs. The project does not propose to alter courses of streams or rivers.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) <i>Result in stream bank instability?</i></p> <p>The project site is not located near a stream.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) <i>Significantly alter the existing drainage pattern (increase the rate, volume, or flow duration) of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i></p> <p>The project would not result in significant increase in rate, volume, or flow duration of stormwater runoff. The stormwater system in the project area would be evaluated to address needed drainage improvements and potential for on- or off-site flooding.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>f) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i></p> <p>See response to questions IX.a and IX.e above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>g) <i>Provide substantial additional sources of pollutants associated with urban runoff or otherwise substantially degrade water quality?</i></p> <p>See response to questions IX.a and IX.e above.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>h) <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i></p> <p>Although Palo Alto contains no areas within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, the EIR would evaluate adequacy of the storm drains to handle potential localized flooding during storm events. In addition, due to the proximity of the project area to the San Francisco Bay region, the EIR will address potential impacts on the project from global climate change on the rise of sea levels.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>i) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i></p> <p>The project is not located in 100-year flood hazard area, and does not propose the construction of a structure that would impede or direct flows.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>j) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i></p> <p>The project does not propose the</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of housing or other developments within a 100-years flood hazard area.				
According to the EIR prepared for the Palo Alto Comprehensive Plan Update, the project area is within Dam Inundation area for Lake Lagunita, and possibly Searsville Lake. The EIR will address potential impacts from dams failure on inundation area.				
k) <i>Result in inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
A seiche is a tidal change in an enclosed or semi-enclosed water body caused by sustained high winds or an earthquake. A tsunami is a series of waves created when a body of water such as an ocean is rapidly displaced on a massive scale, most commonly as the result of an earthquake. Palo Alto is not in a tsunami/seiche area or area susceptible to a mudflow. There is no impact anticipated on the project area from seiche, tsunami or mudflow.				
X. <b>LAND USE AND PLANNING.</b> <i>Would the project:</i>				
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project is located within the commercially developed downtown area of the City and does not include residential use. It is not anticipated that the project would physically divide an established community				
b) <i>Conflict with any applicable City land use plan, policy, or regulation (including not limited to the Comprehensive Plan, CAP, or the City's Zoning Ordinances adopted for the purpose of avoiding or mitigating an environmental effect.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Substantially adversely change the type of intensity of existing o planned land use patterns in area?</i>				
The project would increase the number of parking spaces available in the downtown area to meet the existing need for parking.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project is compatible with existing land use designation (community commercial) but seeks zoning code changes to allow for greater intensity of use beyond existing development standards of the Public Facilities zoning designation. A text amendment to the Public Facilities zone district will be proposed as part of this project. It is not anticipated to change the type and intensity of existing or planned land use pattern in the area. The EIR would evaluate the project plans in relationship to the City adopted comprehensive plan to demonstrate compatibility with the City plan for the project and surrounding area.</p> <p><i>ii) Be incompatible with adjacent land uses or with the general character of the surrounding area, including density and building height.</i></p> <p>The building height and character of the building would be evaluated for compatibility with the general character of the surrounding area. Some may view as incompatible with general character, density and building height given the five story parking garage would be next to a Category 3 resource and across the street from a low-profile National Register historic resource. See response to question Xb above.</p> <p><i>iii) Conflict with established residential, recreational, religious, or scientific uses of an area?</i></p> <p>The project provides additional parking facilities to accommodate commercial and other facilities and services available in the project area.</p>				
<p><i>c) Conflict with an applicable habitat conservation or natural community conservation plan?</i></p> <p>There is no habitat conservation plan or natural community conservation plan in this project area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b> <i>Would the project:</i>				
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project is located in an area developed and designated for commercial land use. The project would not result in the loss of land with known mineral resources.</p>				
b) <i>Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>See response to question XI.a above.</p>				
<b>XII. NOISE.</b> <i>Would the project result in:</i>				
a) <i>Exposure of persons to or generation of excessive ground borne vibrations or ground borne noise levels?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Construction activities would result in excessive ground born vibration and noise levels. Impacts would be temporary and for short periods during equipment operation for construction activities such as and demolition and excavation.</p>				
b) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or the municipal code, State standards, or applicable standards of other agencies, including but not limited to:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Result in indoor noise levels for residential development to exceed an Ldn of 45 dB?</i>				
<p>There is no residential development within the immediate project area; housing units are found along Waverley Street one block south of the project. The project is not anticipated to have long-term noise impacts on residents.</p>				
ii) <i>Result in instantaneous noise levels of 50dB or more in a bedroom or 55 dB or</i>				



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>more measures from other rooms inside a house?</i></p> <p>The sites in the immediate vicinity are developed as commercial properties, and the project is not anticipated to have long-term noise impacts on houses.</p>				
<p>c) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including:</i></p> <p>i) <i>Cause the average 24-hour noise level (Ldn) to increase by 5.0 decibels (dB) or more in an existing residential area, even if the Ldn would remain below 60 dB?</i></p> <p>ii) <i>Cause the Ldn to increase by three dB or more in an existing residential area, thereby causing the Ldn in the area to exceed 60 dB?</i></p> <p>iii) <i>Cause an increase of three dB or more in an existing residential area where the Ldn currently exceeds 60 dB?</i></p> <p>See response to questions XII.b above. Construction noise may result in temporary noise impacts during construction hours. Standard conditions require compliance with the City's noise ordinance and construction hours.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.</i></p> <p>See response to questions XII.b above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i></p> <p>The project is not located within, or two miles from land designated or used as airport land.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
See response to question XII.d above.				
XIII. <b>POPULATION AND HOUSING.</b> <i>Would the project:</i>				
a) <i>Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project accommodates the need for additional parking in a built out area that includes businesses and other public facilities. The project does not propose improvements that would result in population growth either directly or indirectly.				
b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project is replacing an existing parking lot. The project would not result in displacing any number of houses or requires the construction of replacement housing.				
c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
See response to question XIII.a and XII.b above.				
d) <i>Create a substantial imbalance between employed residents and jobs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project improvements would not result in any changes to the existing employment and housing conditions, and would not create imbalance between employed residents and jobs.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES.</b>				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</i>				
a) <i>Result in an adverse physical impact from the construction of additional school facilities in order to maintain acceptable performance standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction and operation of a new parking garage would not require the construction of new school facilities, parks, recreational facilities, or library facilities.				
b) <i>Result in an adverse physical impact from the construction of additional fire protection facilities in order to maintain acceptable performance standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project will increase the retail space and parking facilities. However, this increase is not anticipated to result in the need to construct additional fire protection facilities in order to maintain acceptable performance standards. The project would not have impact on the environment from the construction additional fires protection facilities.				
c) <i>Result in an adverse physical impact from the construction of additional police protection facilities in order to maintain acceptable performance standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction and operation of a new parking garage would not require the construction of additional police protection facilities.				
d) <i>Result in an adverse physical impact from the construction of additional parks and recreation facilities in order to maintain acceptable performance standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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See response to question XIV.a above.

**XV. RECREATION.**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The construction the parking garage would not result in increase of demand on recreational facilities such as regional parks or other public recreational facilities.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) <i>Does the project include recreational facilities, or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project does not include the construction of recreational facilities or require the expansion of existing recreational facilities.

**XVI. TRANSPORTATION/TRAFFIC. Would the project:**

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Cause an intersection to drop below its level of service standard, or if it is already operating at a substandard level of service, deteriorate by more than a specified amount?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Construction and operation of the project could increase traffic congestion and cause intersections to operate below the desired Level of Service (LOS) at local roads providing access to the facility. The EIR will evaluate potential traffic impacts at the local roads and intersections in the vicinity of the project area for peak hours, under existing conditions, existing plus project, and future conditions with and without the project. Analysis of future conditions would also consider cumulative impacts with and without the project.

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) <i>Cause a roadway segment to drop below its level of service standard, or deteriorate operations that already operate at a substandard level of service?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
See response to question XVI.a above.				
c) <i>Cause a freeway segment or ramp to operate at LOS F or contribute traffic in excess of 1 percent of segment capacity to a freeway segment or ramp already operating at LOS F?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project is not located near a freeway, and would not generate additional trips that might contribute to any segments of freeway traffic.				
d) <i>Impede the development or function of planned pedestrian or bicycle facilities?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is not anticipated that the project would impede the development or function of planned pedestrian or bicycle facilities. The project. The project would impact the existing facilities during construction. This impact would be evaluated in the EIR.				
e) <i>Increase demand for pedestrian and bicycle facilities that cannot be met by current or planned services.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
It is not anticipated that the project would increase demand for pedestrian and bicycle facilities that cannot be met by current services.				
f) <i>Impede the operation of a transit system as a result of congestion or otherwise decrease the performance of safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project is located approximately half a mile from the Palo Alto Transit Center/ Station. The EIR would evaluate impacts on the operation of the transit system.				
g) <i>Create demand for transit services that cannot be met by current or planned services?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would not generate new demand for transit services.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>h) Create the potential demand for through traffic to use local residential streets?</i></p> <p>As part of the evaluation of traffic impacts, the EIR will evaluate potential impacts on roadways and intersections located in residential areas close to the project area.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>i) Cause any change in traffic that would increase the Traffic Infusion on Residential Environment (TIRE) index by 0.1 or more?</i></p> <p>See response to question XVI.h above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>j) Create an operational safety hazard?</i></p> <p>The EIR will evaluate the project impact of traffic and circulation in relation to potential effects on operational safety hazards.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>k) Result in inadequate emergency access?</i></p> <p>See response to question XVI.j above.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>l) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i></p> <p>It is anticipated that the project would not have impacts on air traffic.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>m) Cause queuing impacts based on a comparative analysis between the design queue length and the available queue storage capacity? Queuing impacts include, but are not limited to, spillback queues at project access locations; queues at turn lanes at intersections that block through traffic; queues at lane drops; queues at one intersection that extend back to impact other intersections, and spillback queues on ramps.</i></p> <p>The EIR will evaluate potential queuing impacts resulting from the project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i></b>				
a) <i>Need new or expanded entitlements to water supply?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would connect to the existing City facilities and would not result in new or expanded entitlements to water supply.				
b) <i>Result in adverse physical impacts from new or expanded utility facilities due to increased use as a result of the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project would connect to the existing City facilities and would not result in new or expanded utility facilities.				
c) <i>Result in a substantial physical deterioration of a utility facility due to increased use as a result of the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
It is not anticipated that the project would result in deterioration of utility facilities due to increased use.				
d) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
It is not anticipated that the project would result in exceeding wastewater treatment requirements. The construction and operation of the project would be subject to all applicable regional and local water quality standards and regulations.				
e) <i>Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
See response to question XVII.d above.				
f) <i>Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>cause significant environmental effects?</i>				
The project may result in the design and construction of new storm water drainage facilities. It is not however, anticipated that the redesign and construction of the facilities would cause significant effect on the environment.				
g) <i>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The project may result in the design and construction of new storm water drainage facilities. It is not however, anticipated that the redesign and construction of the facilities would cause significant effect on the environment.				
h) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The operation of the parking garage would not result in significant impacts that would affect capacity of landfills in order to accommodate the project. Construction of the project may result in one time need to dispose of material resulting from excavation and pavement removal of the existing parking lot. The construction impact on landfills will be addressed in the EIR.				
i) <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste.				
j) <i>Result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and distribution infrastructure or capacity enhancing alterations to existing facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The project proposes to include accommodations for the use of vehicles run by natural gas or electricity. The additional demand of electrical and natural gas demand and impact on energy consumption created by the project would be evaluated in the EIR.				

#### XVIII. ENERGY

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have an energy impact? Energy impacts may include:  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) <i>Impacts resulting from amount and fuel type used for each stage of the project</i>             |                          |                          |                                     |                          |
| ii) <i>Impacts on local and regional energy supplies and on requirements for additional capacity</i> |                          |                          |                                     |                          |
| iii) <i>Impacts on peak and base period demands for electricity and other forms of energy</i>        |                          |                          |                                     |                          |
| iv) <i>Impacts to energy resources</i>   |                          |                          |                                     |                          |
| v) <i>Impacts resulting from the project's projected transportation energy use requirements</i>      |                          |                          |                                     |                          |

See response to question XVII.j above.

#### XIX. MANDATORY FINDINGS OF SIGNIFICANCE.

- |  |                                     |                          |                                     |                          |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</i> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a</i>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>				
c) <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***City of Palo Alto***  
**Department of Planning & Community Environment**

**California Environmental Quality Act**

**NOTICE OF PREPARATION**

**TO:** Responsible Agencies, Trustee Agencies, and Other Interested Parties

**FROM:** City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA 94301

**SUBJECT:** Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for a proposed City of Palo Alto Downtown Parking Garage at 375 Hamilton Avenue at the Northwest corner of Hamilton Avenue and Waverley Street.

The City of Palo Alto will be the lead agency under the California Environmental Quality Act (CEQA) and will prepare a project EIR for the proposed project, identified below.

**AGENCIES:** The City of Palo Alto requests that public agencies provide comments regarding the scope and content of the EIR as it relates to an agency's statutory responsibilities in connection with the proposed project in accordance with California Code of Regulation, Title 14, Section 15082(b), if the agency will need to use the EIR prepared by the City of Palo Alto when considering any permit or other approval for the project.

**ORGANIZATION AND INTERESTED PARTIES:** The City of Palo Alto requests comments and concerns from organizations and interested parties regarding the environmental issues associated with construction and operation of the proposed project.

**PROJECT TITLE:** City of Palo Alto Downtown Parking Garage

**PROJECT LOCATION:** 375 Hamilton Avenue; Northwest corner of Hamilton Avenue and Waverley Street, within the City of Alto Palo, Santa Clara County, California.

**PROJECT DESCRIPTION:** The City of Palo Alto (City/project applicant) proposes to construct a parking garage on an existing City-owned surface Parking Lot D to provide a net increase of 205 to 329 public parking stalls to address additional parking demand within the City's Downtown Area. The subject site is 29,200 SF in area, and has 86 existing parking spaces. Parking is currently limited to two-hour hourly parking with no permit parking provided. There are four existing access points from adjacent streets. The EIR prepared for the project would evaluate build alternatives for replacing the existing surface lot parking.

The Project includes the following primary elements:

- A new five level above ground public parking garage over one basement parking level, providing approximately 291-415 spaces, and associated site improvements.
- An approximately 3,800 SF or less single-tenant commercial shell space building fronting Waverley Street, to be used as commercial retail space for new or existing businesses.
- Other proposed options being considered include incorporating a bike station, mechanical parking system, and a photovoltaic system.

Further details about the project design are included in the Initial Study, which is available for review at the City of Palo Alto website: <http://www.cityofpaloalto.org/downtowngarage>.

The project site's land use designation is Community Commercial (CC) in the Palo Alto Comprehensive Plan. The site is zoned as Public Facilities (PF) and is located in the Downtown Business District.

Implementation of the proposed project will require approval from the City Council. As currently planned, the proposed parking garage will require changes to the zoning district ordinance to allow for the planned lot coverage, floor area, height and setbacks.

**POTENTIAL ENVIRONMENTAL EFFECTS:** The following areas of potential significant environmental impact will be analyzed in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soil, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation, Utilities and Service System, and Energy. Potential cumulative impacts an alternative, including the No Project Alternative, will be evaluated. An Initial Study evaluating the project's environmental effect is available for review at the City of Palo Alto website, as noted above.

**SCOPING MEETING:** The City of Palo Alto will hold a scoping meeting as part of the Planning and Transportation Commission (PTC)'s regularly scheduled meeting on May 31, 2017. The meeting will start at 6:00 PM and will be held at the City of Palo Alto Council Chambers, located in City Hall at 250 Hamilton Avenue. The meeting agenda will be posted to the City's website: <http://www.cityofpaloalto.org/gov/boards/ptc/default.asp>.

Interested parties are welcome to attend and present environmental information or concerns that you believe should be addressed in the EIR.

The NOP and related CEQA documents for this project will be available for review on the web. You can view this NOP and the Initial Study electronically at: <http://www.cityofpaloalto.org/downtowngarage>.

If you require additional project information, please contact Holly Boyd, Senior Engineer, Department of Public Works, at [Holly.Boyd@cityofpaloalto.org](mailto:Holly.Boyd@cityofpaloalto.org).

**PUBLIC REVIEW PERIOD:** This Notice of Preparation is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b), for 30 days. The comment period for the NOP begins May 12, 2017 and ends on June 10, 2017. Due to the limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

**RESPONSES AND COMMENTS:** Please indicate a contact person for your agency and send your

Notice of Preparation of an EIR  
City of Palo Alto Downtown Parking Garage

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responses and comments to:

Amy French  
Planning & Community Environment Department  
City of Palo Alto  
250 Hamilton Avenue  
Palo Alto, California 94301  
Telephone: (650) 329-2442  
Fax: (650) 329-2154  
Email: [Amy.French@cityofpaloalto.org](mailto:Amy.French@cityofpaloalto.org)

  
Project Planner

5/4/17  
Date

**ATTACHMENT F**  
**ZONING COMPARISON TABLE**  
**375 Hamilton Avenue**

<b>Table 1: COMPARISON WITH CHAPTER 18.28 (PF DISTRICT)</b> Public Facilities			
<b>Regulation</b>	<b>Required</b>	<b>Existing</b>	<b>Proposed</b>
Minimum Site Area, width and depth	None	29,164 sf	29,164 sf
<b>PF Setbacks</b> - Minimum front, side, and rear yards in the PF zone shall be equal to the respective front, side, and rear yards of the most restrictive abutting district, <u>provided no yard adjoining a street shall be less than 20 feet, and no interior yard shall be less than 10 feet</u> – this provision would need to be modified for public parking structures			
Front Yard (Waverley)	0' in CD district (10')	NA	2 feet (encroaches 8') – PF code to be revised
Rear Yard (next to ATT bldg)	10 feet	NA	2 feet (encroaches 8') – PF code to be revised
Interior Side Yard (at CVS and backing Waverley addressed lots)	10 feet	NA	10 feet – CVS and side of Tai Pan, 16 feet-from rear lines of Waverley buildings
Street Side Yard (Hamilton, special setback)	Special setback line: Seven feet on Hamilton But 20' required in PF	NA	2 feet (encroaches 18 feet into setback) – PF code to be revised
Min. yard for lot lines abutting or opposite residential districts or residential PC districts	10 feet <sup>(2)</sup>	NA (not abutting 510 Waverley, CDC-GF-P, may have residential use on upper floor)	NA
Build-to-lines	NA	NA	NA
Max. Site Coverage	Equal to site coverage established by most restrictive adjacent district (CD)	NA	NA
Max. Building Height	50 feet	NA	60' stair/elev. Tower 50' elsewhere – PF code to be revised
Max. Floor Area Ratio (FAR)	Equal to FAR established by most restrictive adjacent district (1:1 for non-residential use in CDC zone with increase allowed with TDR not to exceed 3:1 in CDC)	NA	142,320 (4.88:1)
Daylight Plane for lot lines abutting one or more residential zone districts other than an RM-40 or PC Zone	None	NA	NA

P. O. Box 204  
Palo Alto, CA 94302

April 7, 2017

The Hon. Mayor Gregory Scharff and City Council  
City of Palo Alto

Re: Parking Garage D – Hamilton Ave. and Waverley Street

Preliminary designs for Garage D will be presented to you on Tuesday, April 11, 2017. As the owners of the property immediately adjacent to the proposed parking facility and designated Lot 85 on your drawings, we present our concerns.

1. **LOSS OF ACCESS.** We are concerned about the loss of vehicular access to the rear of the building. We plan to add 2-3 residences to this building in the future, with terraces and exterior doors and windows. That will require up to 6 on-site parking spaces with access from the west side of the building fronting the proposed parking structure. The pedestrian access path running north-south needs to allow vehicles to go through to provide such access.

Lot 85 is home to a restaurant on the ground floor and offices above. In addition to placing trash and recycling dumpsters at the rear of the building, vehicular access to Lot 85 and an off-street loading area are essential to evacuate the grease trap, and for daily deliveries of foods and supplies.

2. **SHADOWS.** We are concerned about the loss of natural fresh air and sunlight from a new, tall parking structure south and west of the building. The building today receives abundant fresh air and natural light on its side and rear exposures (nominally, south and west exposures). Also, the rooftop is a natural candidate for future installation of solar panels.

Having stated our principal concerns, we also reiterate that we support the construction of this parking facility as a needed improvement to the downtown amenities. We offer the following suggestions:

1. **VEHICULAR ACCESS.** Ensure that the pedestrian walkways shown between the parking structure and Lot 85 are retained. Further, provide vehicular access to the rear of Lot 85 for services, deliveries and future on-site parking. The rear walkway is currently shown as 16' wide. Increasing its width to a 20' wide driveway would allow cars and pedestrians to use it safely.
2. **2-LEVELS UNDERGROUND.** Construct 2 levels of underground parking to maximize the parking options downtown. Land is at a premium in the downtown, and there will be fewer opportunities to add parking in the future and at greater cost. An additional underground level will increase the number of parking stalls by 60 spaces. See Exhibit A – Parking Stall Analysis.
3. **SHADOWS; COMPATIBILITY.** We anxiously await the results of the requisite shadow study that will determine how shadows from the parking structure will impact Lot 85. Preliminarily, a 4-story parking structure would fit in best and be more compatible at this location compared to a structure 5-stories above ground which would loom over the existing adjacent neighbors and whose shadow would limit the sunlight, air and privacy.

On the subject of compatibility with existing adjacent neighbors, in addition to the 1-2 story structures lining Waverley Street, some of which are historical buildings, there are the historic Birge Clark post office immediately across Hamilton Avenue and the church structure across Waverley Street to consider.

4. **BUILDING HEIGHT.** A structure 5-stories above ground would total 50 feet height at the safety railing. If the City installs solar panels above, which it has contracted to do at four other parking lots in town, the height will be 56 feet. With or without the solar canopy, the final height of the elevator shaft will be at least 60'-6". In contrast, a 4-story structure will end at 38'-6" at the safety rail, 44'-6" at the solar panels, and 49' or more at the top of the elevator shaft. See Exhibit B – Building Heights.
5. **SMALL RETAIL.** On the Waverley Street frontage, we encourage small retail on the ground level. It would activate this end of the block and encourage pedestrian traffic leading to the Birge Clark post office, for example. The amount of retail shown on the drawing marked "Retail Option" seems large, however.



Optimally, 1,500-2,000 sq ft of retail would seem ideal for a flower shop, coffee shop and even a city information post.

6. BIKE STATION. On the drawing marked "Basement Option", a bike station is shown occupying the prime frontage on Waverley Street, a prime location for retail. The bike station should not be placed here nor accessed directly from Waverley Street.

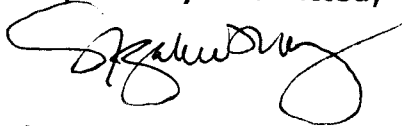
#### SOLAR PANEL HEIGHT, FAR.

The approved addition of solar canopies at the top level of four public garages in the City would bring the total height of the buildings to above the downtown 50' height limit.

Public Works states that the solar canopy elements are height limit exceptions covered under 18.40.090 in the code which provides that *"...flues, chimneys, exhaust fans or air conditioning equipment, elevator equipment, cooling towers, antennas, and similar architectural, utility, or mechanical features may exceed the height limit established in any district by not more than fifteen feet; provided, however, that no such feature or structure in excess of the height limit shall be used for habitable space, or for any commercial or advertising purposes."* Given the benefits of eco-friendly solar power, this code should also be available to private downtown development projects as it pertains to solar panels above open spaces.

In addition, the open area under the solar panels should not be included in the floor area (FAR) calculations. Otherwise, solar panel canopies above open areas (e.g.: terraces, private parking lots, loading zones) will never be considered because FARs are too valuable for these open area uses. The City will miss out on the opportunity to add valuable and eco-friendly sources for solar power.

Respectfully submitted,



Elizabeth Wong

cc: Brad Eggleston  
Holly Boyd  
Gloria Yu  
Brad Ehikian  
James Keene

Amy French  
Hillary Gitelman  
Jonathan Lait  
Molly Stump  
Ed Shikada

**EXHIBIT A -  
PARKING STALL ANALYSIS**

**56' HT (INC. SOLAR) - 5 FLOORS ABOVE GROUND PARKING**

	Base Option	Retail Option	Basement Option
No. of Stalls	303	291	351
Basement 1			60
Total	303	291	411
2 underground			
Basement 1	60	60	
Basement 2	60	60	60
Total	423	411	471
Less existing lot	(146)	(146)	(146)
Net New parking	277	265	325
Dedicate 10 stalls for retail			315

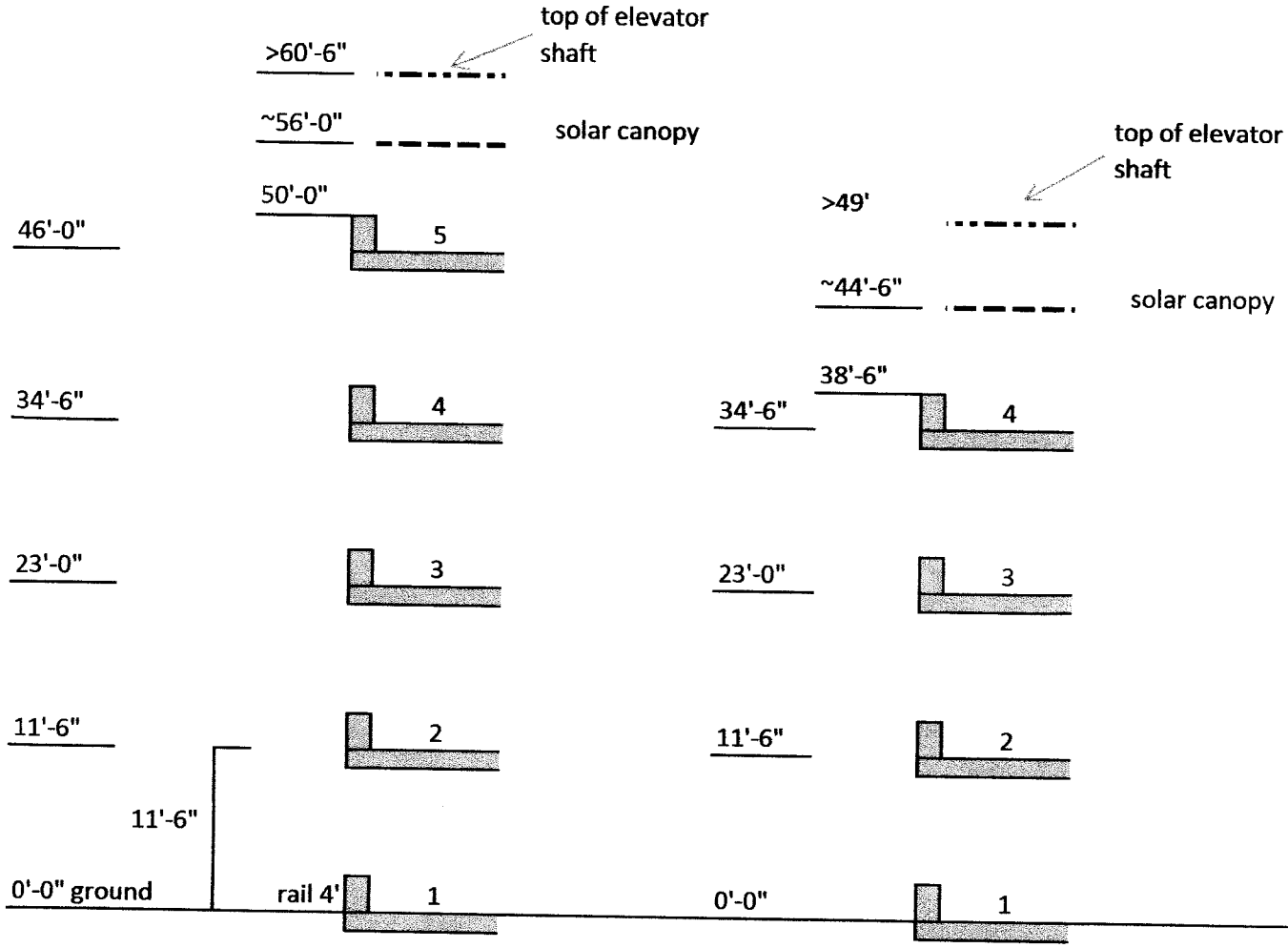
**44'-6" HT (INC. SOLAR) - 4 FLOORS ABOVE GROUND PARKING  
net reduction to 4-floor case = 56 stalls**

	Base Option	Retail Option	Basement Option
No. of Stalls	247	235	295
Basement 1			60
Total	247	235	355
2 underground			
Basement 1	60	60	
Basement 2	60	60	60
Total	367	355	415
Less existing lot	(146)	(146)	(146)
Net New parking	221	209	269
Dedicate 10 stalls for retail			259

EXHIBIT B -  
BUILDING HEIGHTS

5 FLOORS ABOVE GROUND

4 FLOORS ABOVE GROUND



**From:** [Elizabeth Wong](#)  
**To:** [French, Amy](#)  
**Cc:** [Gitelman, Hillary](#); [Council, City](#); [Architectural Review Board](#); [Brad Ehikian \(PPM\)](#); [Jon Goldman](#); [Eggleston, Brad](#); [Boyd, Holly](#); [Keene, James](#); [Shikada, Ed](#); [Stump, Molly](#); [Lait, Jonathan](#)  
**Subject:** 375 Hamilton  
**Date:** Monday, August 28, 2017 11:43:10 AM  
**Attachments:** [PkgD ltr 04072017 \(5\).pdf](#)

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Good morning Amy,

I have serious concerns regarding 375 Hamilton, mostly regarding the "walkway" parallel Waverley and behind 558-560 Waverley St.

For as long as I remember, since such building was built in 1938, this "walkway" has been and is actively used by delivery trucks servicing the stores on Waverley St., specially the restaurant that takes deliveries several times a day and has scheduled grease trap evacuations. The delivery trucks park in the existing parking spaces and use the "walkway" to reach the stores. How will deliveries take place or service trucks reach the stores in Garage D's design? Will the stores continue to be permitted to park in the "walkway" for deliveries and servicing? Will the "walkway" be permitted to be used for ingress and egress to the Waverley properties, specially for residential occupants?

Secondly, the "walkway" is only 16 feet wide. This is too narrow for entering and exiting the "walkway". This is of special concern for the properties on Waverley St as such properties are ideal locations for housing above the commercial areas.

Thirdly, the width of the "walkway" is further reduced by the planters and seating along the "walkway", making it even more punitive for accessing the Waverley properties.

These concerns were discussed with Holly Boyd and others in Public Works (see attached). I would appreciate meeting with you soon, ahead of the ARB hearing, to discuss the above. I would prefer resolving these issues to avoid delays in and appeal of this project. Please set an appointment with me to discuss.

Thank you.

Elizabeth Wong

[650 814 3051](tel:6508143051)