Architectural Review Board
Staff Report (ID # 7175)

Report Type:	Action Items	**Meeting Date:**	4/6/2017

Summary Title: 901 High Street - Mixed Use Development in SOFA II CAP

Title: PUBLIC HEARING / QUASI-JUDICAL. 901 High Street [15PLN-00052]: Recommendation on Applicant's Request for Approval of a Coordinated Development Permit for a 17,942 Square Foot Mixed Use Building With Retail and 25 Residential Units on a Vacant 20,288 Square Foot Parcel. Environmental Assessment: An Initial Study/Mitigated Negative Declaration was Circulated From February 26, 2016 to March 17, 2016. Zoning District: RT-35. For More Information, Contact the Project Planner Margaret Netto at margaret.netto@cityofpaloalto.org

From: Hillary Gitelman

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

1. Recommend approval of the proposed Initial Study/Mitigated Negative Declaration.
2. Recommend approval of the proposed project to the Director of Planning and Community Environment based on findings and subject to conditions of approval.

Report Summary
It has been one year since the Architectural Review Board (ARB) and Historic Resources Board (HRB) reviewed the proposed project. At that time, the applicant was proposing 11 residential units; 5,000 square feet of office; and 1,000 square feet of retail. The project was also subject to the interim office growth meter ordinance. Since then, the project has been revised to include more and smaller units (25), eliminated the office component entirely, and redesigned aspects of the building and parking circulation to respond to the ARB/HRB comments.

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2442

This report clarifies the application review process and the specific roles of the two Boards reviewing the project and offers some comments regarding the project design that may require subcommittee review.

Background

The proposed mixed use development is located in the South of Forest Avenue (Phase II) Coordinated Area Plan, or SOFA II. The subject application was filed in February 2015. After nearly one year, the project was presented to the ARB and HRB at a joint meeting. At the time, the project was also subject to the City's interim regulations regarding the construction of net new office space. However, since then, the office component of the project has been removed and it is no longer subject to that review process.

The previous staff report and video presentation of the meeting are available online, respectively, at: https://www.cityofpaloalto.org/civicax/filebank/documents/51540 and http://midpenmedia.org/architectural-review-board-40/.

Prior ARB / HRB Comments

Boardmembers were generally supportive of the project from a conceptual level citing several positive attributes related to the proposed housing and retail land uses, incorporation of the corner plaza, retention of significant trees, the prominent location for a public art display, and tying in design elements that acknowledged the historic resources across High Street and Channing Avenue. However, there were a variety of other comments that related to the overall mass of the building, fenestration, roof forms, landscaping and transition to the properties east of the project site that warranted further study. The proposed surface parking lot was another challenging aspect of the design, which also included parking lifts.

The HRB commented on the proposed structure in regards to the two historic resources across the street. Generally, the HRB found the project respectful of those buildings and appreciated the accent color used to reflect or mirror the color found on the Creamery building and the masonry brick on the Watercourse Way building across Channing Avenue. The HRB did request this color accent be more subtle and subordinate to the adjacent buildings; requested a correction in the mitigated negative declaration; and, sought to have the transition in scale at the third floor adjacent to High Street be improved.

Revised Project

As detailed more fully in the project plans and the applicant's response letter to the board (Attachment F), the applicant has made several refinements to the project. Notably, the applicant eliminated the office component, but retained a retail presence. The housing density has increased from 11 to 25 units. This has reduced the required parking and resulted in the elimination of parking lifts, however, surface parking is still proposed. The applicant reports that full buildout of a basement level to accommodate parking is restricted by mature trees along the perimeter of the site reducing the number of spaces that could be accommodated within a subterranean garage.

The applicant has also made other refinements to the colors, materials, placement of balconies, increased building setbacks at the upper levels and articulation, improved the fenestration, and updated the landscape plans in an effort to respond to boardmember comments. Below are some the issues and applicant responses:

ARB Comments/Direction	Applicant Response
Long term bike racks are in located in the rear of the site, not very convenient, appears to be designed as an after thought	Sheet AS-5 shows the long-term bike racks near the elevator in the garage.
The butterfly roof contradicts the architectural design and is not a roof form found in the area	Sheet AS-9 shows a series of flat roofs instead of a butterfly roof.
Project is inadequately landscaped due to surface parking, underground parking is a solution	Sheet L-1 shows additional landscaping along the perimeter and wall vines on the High Street and Channing Avenue elevations.
Parking seems awkward with the parking lifts	Parking lifts are no longer proposed. The project is fully parked with surface and tandem spaces. There will be restrictions on the parking: tandem parking will be for residential use only and the surface parking along the rear will be used for retail use.
Clarify the height of the building	Sheet AS-9 and AS-11 clarifies the height limit at 35 feet. One flat roof element is shown slightly above the 35-foot height limit; a condition has been added to require compliance with the height limit.
Add balconies to the High Street elevation to create a friendlier neighborhood feel	Sheet AS-9-shows balconies have been added on the 2nd and 3rd level units to articulate the façade including using larger windows at the living/dining room and smaller windows in the kitchen.
Concern with the modulation on High Street	A revised Sheet AS-9 shows the High Street elevation has been redesigned by reducing the accent color to just the retail area, more glazing has been added to the storefront and the 2rd floor has been changed from stucco to metal panel.
Concern with the uniformity of the balconies on the south side	The balconies on the south elevation have been stepped back to provide modulation.

Does not comply with the SOFA 2 compatibility requirements	The project has been revised with the intent of achieving better compliance with the SOFA 2 Compatibility Requirements (see analysis below).

ARB and HRB Purview

This section of the report provides a brief summary of application review process for SOFA II projects. New development governed by a coordinated area plan (CAP) requires a Coordinated Development Permit, as opposed to an Architecture Review or other entitlement. Since adoption of the SOFA CAP, Phase I, review of this permit has been conducted at a joint meeting with the ARB and HRB. However, SOFA CAP Phase II established its own review process, which more closely resembles the City's generally applicable review procedures. Specifically, projects in the SOFA II area are subject to review by the ARB in a manner that is consistent with this Board's review of any other project.

The HRB's role, as it relates to SOFA II, generally extends to reviewing projects that involve a transfer of development rights, when related to historic rehabilitation; changes to the SOFA II historic resources list; the demolition or moving of historic resources; and, alterations and additions to Category 1 and 2 structures (and all structures in an historic district, but there are no historic districts in SOFA II).

Since the subject application does not include any of the above triggers for HRB review, the HRB's role is quite limited and advisory to the ARB. If a future hearing regarding the subject application is required, this would take place before the ARB as opposed to a joint meeting with the HRB.

Analysis[1]

Review of the project is subject to a number of policies, design criteria, compatibility requirements and findings. Code compliance for the project is evaluated to the development standards set forth in the SOFA II CAP (see compliance chart, Attachment D). The project is also subject to the typical ARB findings (Attachment B). When reviewing those findings, there is specific mention to reviewing compliance with applicable provisions of the CAP. There are several policies that this project relates to that the Board is asked to evaluate in its review of the project, including:

Land Uses:

Policy L-1. Promote varied residential development and neighborhood services while sustaining the character and vitality of the commercial and public facilities.

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

Policy L-6. Enhance the vitality and livability of the South of Forest Area by allowing a mixture of residential and neighborhood serving commercial land uses.

Housing:

Policy H-1. Within SOFA, Phases 1 and 2, provide for a total of 300 residential units and promote the retention of existing housing units and encourage the development of new housing units throughout the South of Forest Area.

Policy H-2. Use SOFA 2 as a transition between the existing single-family uses to the South and the commercial uses in the downtown area to the north by providing opportunities for medium and high density multiple family housing within the area.

Policy H-5. Allow a variety of housing types in SOFA 2, including, but not limited to, the following: units in a mixed-use configuration; apartments; townhouses; and studio units.

Transportation:

Policy T-5. Reduce impacts on residential areas adjacent to SOFA 2 area from the parking impacts of the downtown area and the Residential Transition Districts by encouraging shared parking facilities and below grade parking.

Policy T-6. Decrease the adverse visual impacts of surface parking and street level parking garages by encouraging parking for mixed use and multi-family residential parking to be either underground or otherwise not visible from adjacent roadways through the use of landscape screening. Allow parking reductions and flexibility for historic buildings to avoid conflicts between preservation and provision of parking.

Community Facilities:

Policy CF-2. Encourage private development proposals to accommodate publicly accessible open spaces and connections to other open spaces where feasible. Encourage establishment of usable outdoor pedestrian open spaces, plazas, etc. with pedestrian amenities.

Design and Character:

Policy DC-1 Promote quality design as defined by massing, detail, materials, etc. Implementation of the design guidelines should allow for flexibility and diversity in relation to the overall context of the neighborhood.

Policy DC-2 With new development, require new street trees, storefront treatment of front facades, pedestrian scale signage, pedestrian/seating, sidewalk widening, and other improvements to improve pedestrian experience throughout SOFA 2.

Policy DC-4 Incorporate transition techniques into new buildings to blend higher density housing or mixed-use projects into the existing lower density residential housing adjacent to the southeastern portion of SOFA 2.

Policy DC-15 Encourage new development to provide public art within all major projects. The art is to be reviewed and approved by the Public Art Commission

Public and Private Trees:

Policy PPT-3 Any new development or substantial renovation of an existing building within SOFA 2 should consider the replacement of any "missing" street trees at an interval of approximately 20-25 feet on center.

Policy PPT-6 Protect and maintain Heritage Trees. In addition, promote preservation of Coast Live Oak and Valley Oak, which are not yet large enough to qualify for protection under the Tree Protection Ordinance. Incorporate planting of these native oak species in established open spaces, plazas, etc. and in other appropriate locations in SOFA 2.

On balance, staff concludes that the project is generally consistent with the above policies, but encourages the Board to review in particular polices T-5, T-6, DC-1 and DC-2. The policies chapter of the SOFA II CAP is provided in Attachment B, which provides more detailed language as to the intent of these policies.

In addition to the above, SOFA II projects are subject to Compatibility Requirements and Design Guidelines. These standards are excerpted from the SOFA II CAP and included as Attachment I. Generally, however, these standards attempt to ensure new construction is compatible with the existing neighborhood and character by focusing review on the following:

1. **Siting, scale, massing, materials;**
2. **The rhythmic pattern of the street established by the general width of the buildings and the spacing between them;**
3. **The pattern of roof lines and projections;**
4. **The sizes, proportions, and orientations of windows, bays, and doorways;**
5. **The location and treatment of entryways;**
6. **The shadow patterns from massing and decorative features;**
7. **The treatment of landscaping.**

The SOFA II CAP states that compatibility is achieved when the apparent scale and mass of new buildings is consistent with that existing in the neighborhood, and when new construction shares general characteristics and establishes design linkages with surrounding existing buildings so that the visual unity of the street is maintained. The Guidelines, also included in Attachment I, address several design features related to the building architecture, paseos,

plazas, entrances, height, massing/building articulation, driveways, landscaping, lighting, parking and other standards.

Staff has reviewed the project to the guidelines and finds, on balance, the project meets the intent of these provisions. The applicant has made significant improvements, reducing the height, replaced the butterfly-styled roof with a series of four flat roofs, added more thoughtfully designed outdoor space for the units, and created pedestrian-scaled entrances to the residential units adjacent to High Street. The structure strikes an appropriate balance of increasing upper level building setbacks while increasing the number of housing units.

There are, however, two areas that staff believes warrant additional consideration from the ARB. Both relate to screening the surface parking lot from Channing Avenue and High Street. The Channing Avenue elevation near the driveway approach is the proposed location for the building transformer. More information is needed to understand how landscaping in this area will successfully screen the transformer and the surface parking spaces behind it. The choice of landscaping material is important to consider as there is a water sensitive oak tree in proximity to this location. Also, the bench is a welcome amenity, but it seems oddly placed and insignificant. The Board is asked to explore whether a more substantial wall that incorporates a bench and/or irrigated landscaping that does not impact the oak tree is a preferred design solution.

Adjacent to High Street, there are lattice structures that appear to be intended to support climbing vines or plant material to eventually screen from view the surface parking lot beyond. The Board is requested to examine this feature more fully and offer recommendations as appropriate.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Based upon the Initial Study / Mitigated Negative Declaration (IS/MND), it was determined that the project would not have a significant adverse impact on the environment. A Minor Modification to the IS/MND was prepared updating the project description, no new impacts were identified. As of the preparation of this staff report, no comments have been received. Specifically, the project has potential for soil and groundwater contamination. The area of potential contamination will be excavated, sampled and disposed of by a licensed waste disposal facility. With mitigation, the impact will be considered less than significant.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the Palo Alto

Weekly on March 24, 2017 which is 13 days in advance of the meeting. Postcard mailing occurred on March 27, 2017 which is 10 days in advance of the meeting.

Public Comments

As of the writing of this report, no project-related, public comments were received.

Alternative Actions

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

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

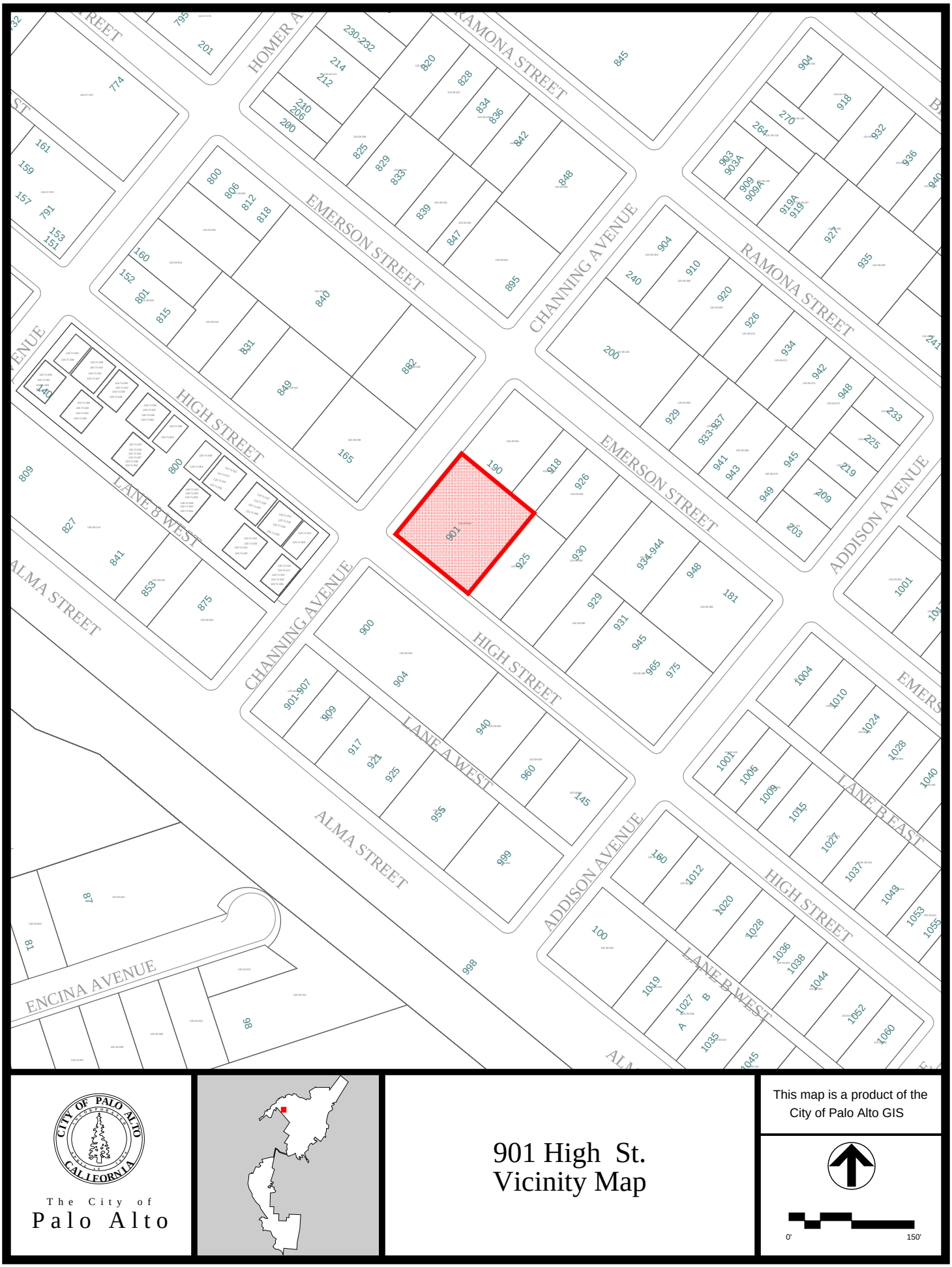
Report Author & Contact Information
Margaret Netto, Contract Planner
(650) 796-5828
margaret.netto@cityofpaloalto.org

ARB[2] Liaison & Contact Information
Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Draft ARB Findings (DOCX)
- Attachment C: Draft Conditions of Approval (DOCX)
- Attachment D: Zoning Compliance Table (DOCX)
- Attachment E: March 17, 2016 ARB/HRB Staff Report without attachments (PDF)
- Attachment F: Applicant's ARB Response Letter 3-12-17 (PDF)
- Attachment G: Initial Study and Mitigated Negative Declaration (DOCX)
- Attachment H: Project Plans (DOCX)
- Attachment I: SOFA II Chapters 3 & 4 (PDF)

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



The City of Palo Alto

901 High St. Vicinity Map

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

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ATTACHMENT B
ARB FINDINGS FOR APPROVAL
901 High Street
15PLN-00052

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review as required in Chapter 18.76 of the PAMC.

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

The project is consistent with Finding #1 because:

The project, as conditioned, complies with applicable provisions of the zoning code. The project site is located within the South of Forest Avenue Coordinated Area Plan, Phase II, or SOFA II. There are several policies in SOFA II that relate to this project, including the following:

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the use of landscape screening. Allow parking reductions and flexibility for historic buildings to avoid conflicts between preservation and provision of parking.

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Policy PPT-6 Protect and maintain Heritage Trees. In addition, promote preservation of Coast Live Oak and Valley Oak, which are not yet large enough to qualify for protection under the Tree Protection Ordinance. Incorporate planting of these native oak species in established open spaces, plazas, etc. and in other appropriate locations in SOFA 2.

The proposed project is, on balance, consistent with the above policy objectives. The project integrates the character of the neighborhood into the project and conforms to the South of Forest Phase 2 Coordinated Plan Area Architectural Guidelines. More specifically, the proposed project is a medium density mixed use development, providing 25 additional housing units in a transitional, mixed use neighborhood. Pedestrian features are included in the design, such as residential entries near sidewalk-grade along High Street, human scaled landscaping, a corner plaza that not only includes pedestrian amenities such as tables and chairs, but also reflects the courtyard at the large housing development at the opposite street corner, all promote and contribute to the

positively to a walkable neighborhood. Vehicular access to the site is provided from two adjacent streets and is located at grade and is screened in part by the building and landscaping; however, this is not an ideal design feature given the size of the lot. An underground parking structure was considered, but it was determine that such a structure would negatively impact two significant Oak trees located around the perimeter of the site. This constraint results in the proposed surface parking lot design and it does not substantively detract from the environment. The overall building design incorporates appropriate transitions in scale to the adjacent properties along High Street and Channing Avenue, provides an articulated façade and residential balconies at upper levels. The proposed building materials, finishes and colors are appropriate to the surrounding context. The exterior design has the accent color overhang with the aluminum frames and storefront window at Channing Avenue facing the plaza area to mimic the original Peninsula Creamery colors and textures. The exterior wall would be high-quality stone veneer to complement the clay tile walls at the historic Watercourse Way building across Channing Avenue. Additionally, as required by code, the project is providing publically accessible art, which would be located prominently on the building adjacent to Channing Avenue.

<u>Finding #2</u>: The project has a unified and coherent design, that:

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

The project is consistent with Finding #2 because:

As described in Finding #1, the overall design incorporates appropriate transitions in scale to the adjacent properties along High Street and Channing Avenue, provides an articulated façade and preserves two significant Oak trees.

The project is consistent with the adjacent land uses and provides transition with the commercial and mufti-family uses by providing façade articulation, outdoor seating and pedestrian activity. A plaza area can be found at the corner of the project and there are other clear paths of travel that will encourage pedestrian activity. The building and its pedestrian orientation are compatible with the existing context of the commercial South of Forest Phase 2 Coordinated Plan Area in that the project meets the intent of the development guidelines established for this area.

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

The design is compatible with the immediate environment of the site in that the building is located within a South of Forest Are Coordinated Plan where other buildings of similar size and scale are common. The design is a reflection of its residential and commercial use. Individual entries and detailed materials reinforce a pedestrian scale. The forms are informal and varied reflecting a residential and commercial character. The design concentrates the bulk at the middle of the site. The project includes a corner plaza that provides interest and a gathering space on Channing Avenue and High Street. Decks are proposed on the upper floors along High Street and Channing Avenue. The project maintains the two Oak trees and provides new trees and other landscaping within the parking areas and vines on the elevations. In addition, the project provides additional landscape fingers to support trees, making the project compliant with the parking lot shading plan. The design is compatible with the sidewalks, roadway, utilities and other existing improvements. The proposed front landscaping will enhance the improvements both on and off site.

The project's design on the covered parking provides visual consistency with the main building by using similar materials. The covered garage is consistent with the surrounding properties and does not detract from the adjacent uses.

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

The design of the new building is consistent with contemporary development within the City and the use of the space as residential and commercial on the ground floor. The site layout provides common area for the residents and the patrons, and enlivens the Channing Avenue and High Street corner with the outdoor plaza area and seating. Public art is proposed as part of the project. Overall, the amount of open space exceeds the amounts required in the RT-35 zoning. Each unit is provided with a private balcony and access to a common open space.

There is a clear path to the building for the residences and visitors from the street. Storage for waste and recycling has been accommodated. The project has been designed to encourage pedestrian activity and is convenient for cyclists and vehicles. The transformer is screened from public view.

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

Natural features will be preserved by retaining the protected trees and providing new landscaping and new street trees along Channing Avenue and High Street. Drought tolerant landscaping is proposed throughout the project site and efficient irrigation systems are to be provided as reflected in the proposed irrigation plans. Natural features will not be displaced. Landscaping along the side property line softens views of the site from the adjacent land uses. The materials, textures and colors and details of construction and plant material are an appropriate expression to the design and function and compatible with the adjacent and neighboring structures, landscape elements and functions.

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

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for CALGreen Mandatory + Tier 2. To meet this requirement the project includes bicycle parking, reduction in water use in irrigation, light pollution reduction, and using low odor-emitting materials.

The project incorporates various green building strategies including high quality and long life-cycle rain screen façade system, recessed windows, high efficiency glazing systems, LED lighting, and abundant daylighting.

ATTACHMENT C
CONDITIONS OF APPROVAL
901 High Street
15PLN-00052

Planning Division

1. CONFORMANCE WITH PLANS. The plans submitted for Building Permit shall be in substantial conformance with plans dated on January 19, 2017, except as modified to incorporate the following conditions of approval and any additional conditions placed on the project by the Planning Commission, Architectural Review Board, or City Council.

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

3. BUILDING PERMIT PLAN SET. This complete approval document shall be printed on the cover sheet of the plan set submitted with the Building Permit application.

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

5. ZONING COMPLIANCE. The project plans shall be modified as appropriate to comply with the City's building height limit for the subject property.

6. DEVELOPMENT IMPACT FEES. Estimated Development Impact Fees in the amount of $**97,925.42** plus the applicable public art fee, per PAMC 16.61.040, shall be paid prior to the issuance of the related building permit.

7. REQUIRED PUBLIC ART. In conformance with Ordinance No. 5226, and to the satisfaction of the Public Art Commission, the property owner and/or applicant shall select an artist and received final approval of the art plan , or pay the in-lieu fee equivalent to 1% of the estimated construction valuation, prior to obtaining a Building permit. All required artwork shall be installed as approved by the Public Art Commission and verified by Public Art staff prior to release of the final Use and Occupancy permit.

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

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

9. INDEMNITY. To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the "indemnified parties") from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City for its actual attorneys' fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its own choice.

10. FINAL INSPECTION. A Planning Division Final Inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Margaret Netto at mnetto@cityofpaloalto.org to schedule this inspection.

Public Work Department

PRIOR TO A GRADING OR BUILDING PERMIT SUBMITTAL

8. CERTIFICATE OF COMPLIANCE: Since the project site is located within two parcels 120-28-091 and 120-28-050 a certificate of compliance for a lot merger is required. Applicant shall apply for a certificate of compliance and provide the necessary documents. As shown on the attached link: http://www.cityofpaloalto.org/civicax/filebank/documents/2273 Certificate of Compliance shall be recorded prior to issuance of a building or grading and excavation permit.

9. MAPPING: If the applicant intends to sell portions of the building (the retail space, office space or the residential units) a Minor or Major Subdivision Application will be required. Public Works' *Tentative Maps and Preliminary Parcel Maps* checklist must accompany the completed application. All existing and proposed dedications and easements must be shown on the submitted map. The map process can also merge the two existing lots and therefore eliminating the certificate of compliance process. The map would trigger further requirements from Public Works, see Palo Alto Municipal Code section 21.12 for Preliminary Parcel Map requirements and section 21.16 for Parcel Map requirements. If a Map is required, it shall be recorded prior to issuance of a building permit or excavation and grading permit. The applicant shall be aware that they may not be able to do a condo conversion after the structure is built.

PRIOR TO ISSUANCE OF EXCAVATION AND GRADING PERMIT:

10. GRADING PERMIT: An Excavation and Grading Permit is required for grading activities on private property that fill, excavate, store or dispose of 100 cubic yards or more based on PAMC Section 16.28.060. Applicant shall prepare and submit an excavation and grading permit to Public Works separately from the building permit set. The permit application and instructions are available at the Development Center and on our website. http://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits.asp

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

12. SHORING: If applicable, provide shoring plans for excavation. If shoring soldier piles are required they shall be <u>located completely within the private property</u>, clearly including tiebacks (if any). Tieback shall not extend onto adjacent private property or into the City's right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works. The shoring plans shall clearly show the property line and the dimension between the outside edge of the soldier piles and the property line for City records.

13. LOGISTICS PLAN: The applicant and contractor shall submit a construction logistics plan to the Public Works Department that addresses all impacts to the City's right-of-way, including, but not limited to: pedestrian access along the frontage, traffic control, truck routes, material deliveries areas, contractor's parking, on-site staging and storage areas, concrete pours, crane lifts, work hours, noise control, dust control, temporary construction trailer, storm water pollution prevention, contractor's contact information and tree protection measures. The existing hydrant shall remain accessible to Fire Department at all times. The construction fence shall be located at the property line, and construction fence gates shall be shown to open inwards, travel lane closures will not be permitted. The plan shall be prepared and submitted along the Rough Grading Plan and the Grading and Excavation Permit. It shall include notes as indicated on the approved Truck Route Map for construction traffic to and from the site.

14. DEWATERING: Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is not allowed. **Dewatering is only allowed from April through October due to inadequate capacity in our storm drain system.** The geotechnical report for this site must list the highest anticipated groundwater level. We recommend that a piezometer be installed in the soil boring. The contractor shall determine the depth to groundwater immediately prior to excavation by using a piezometer or by drilling an exploratory hole if the deepest excavation will be within 3 feet of the highest anticipated groundwater level. If groundwater is found within 2 feet of the deepest excavation, a drawdown well dewatering system must be used, or alternatively, the contractor can excavate for the basement and hope not to hit groundwater, but if he does, he must immediately stop all work and install a drawdown well system before he continues to excavate. Based on the determined groundwater depth and season the contractor may be required to dewater the site or stop all grading and excavation work. In addition Public Works may require that all groundwater be tested for contaminants prior to initial discharge and at intervals during dewatering. If testing is required, the contractor must retain an independent testing firm to test the discharge water for contaminants Public Works specifies and submit the results to Public Works. Public Works reviews and approves dewatering plans as part of a S*treet Work Permit*. The applicant can include a dewatering plan in the building permit plan set in order to obtain approval of the plan during the building permit review, but the contractor will still be required to obtain a street work permit prior to dewatering. Alternatively, the applicant must include the above dewatering requirements in a note on the

site plan. Public Works has a sample dewatering plan sheet and dewatering guidelines available at the Development Center and on our website.

15. WATER FILLING STATION: Due to the California drought, applicant shall install a water station for the non-potable reuse of the dewatering water. This water station shall be constructed within private property, next to the right-of-way, (typically, behind the sidewalk). The station shall be accessible 24 hours a day for the filling of water carrying vehicles (i.e. street sweepers, etc.). The water station may also be used for onsite dust control. Before a discharge permit can be issued, the water supply station shall be installed, ready for operational and inspected by Public Works. The groundwater will also need to be tested for contaminants and chemical properties for the non-potable use. The discharge permit cannot be issued until the test results are received. Additional information regarding the station will be made available on the City's website under Public Works.

16. GROUNDWATER USE PLAN: A Groundwater Use Plan (GWUP) shall be submitted for review for any project which requires dewatering. The GWUP, a narrative that shall be included in or accompany the Dewatering Plan, must demonstrate the highest beneficial use practicable of the pumped groundwater. The GWUP shall also state that all onsite, non-potable water needs such as dust control shall be met by using the pumped groundwater. Delays in submitting the GWUP can result in delays in the issuance of your discharge permit as Public Works requires sufficient review time which shall be expected by the applicant.

17. GEOTECHNICAL REPORT: Shall clearly identify the highest projected groundwater level to be encountered in the area of the proposed basement in the future will be _____ feet below existing grade. Provide a note on the Rough Grading Plan that includes the comment above as a note.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

18. DEMOLITION PLAN: Place the following note adjacent to an affected tree on the Site Plan and Demolition Plan: "Excavation activities associated with the proposed scope of work shall occur no closer than 10-feet from the existing street tree, or as approved by the Urban Forestry Division contact 650-496-5953. Any changes shall be approved by the same".

19. GRADING AND DRAINAGE PLAN: Provide a separate Grading and Drainage Plan prepared by a qualified licensed engineer, surveyor or architect. Plan shall be wet-stamped and signed by the same. Plan shall include the following: existing and proposed spot elevations, earthwork volumes (cut and fill in CY), pad, **finished floor elevation at every at grade door entrance** (based on existing curb grades and 2% max slope), area drain and bubbler locations and TG's, slopes, TC, FL, etc. See PAMC Section 16.28.110 for additional items.. Provide drainage flow arrows to demonstrate positive drainage away from building foundations at minimum of 2% or 5% for 10-feet per 2013 CBC Section 1804.3. Label the downspouts, splashblocks (2-feet long min) and any site drainage features such as swales, area drains, bubble-up locations. Include grate elevations, low points and grade breaks. In no case shall drainage across property lines exceed that which existed prior to grading per 2013 CBC Section J109.4. For additional grading and drainage detail design See Grading and Drainage Plan Guidelines for Residential Development.
http://www.cityofpaloalto.org/civicax/filebank/documents/2717

Public Works generally does not allow rainwater to be collected and discharged into the street gutter or connected directly to the City's infrastructure, but encourages the developer to keep rainwater onsite as much as feasible by directing runoff to landscape and other pervious areas of the site. Plan shall also

include a drainage system as required for all uncovered exterior basement-level spaces such as lightwell, stairwells or driveway ramps.

20. STORM WATER TREATMENT: This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bioswales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a "water quality storm" specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system.

21. Applicant shall be aware that the project may trigger water line and meter upgrades or relocation, if upgrades or relocation are required, the building permit plan set shall plot and label utility changes. If a backflow preventer is required, it shall be located within private property and plotted on the plans. Similarly if a transformer upgrade or a grease interceptor is required it shall also be located within the private property. Plot and label these on the Utility plan.

22. The following note shall be shown on the plans adjacent to the area on the *Site Plan*:
"Any construction within the city right-of-way must have an approved *Permit for Construction in the Public Street* prior to commencement of this work. THE PERFORMANCE OF THIS WORK IS NOT AUTHORIZED BY THE BUILDING PERMIT ISSUANCE BUT SHOWN ON THE BUILDING PERMIT FOR INFORMATION ONLY."

23. SIDEWALK, CURB & GUTTER: As part of this project, the applicant shall replace those portions of the existing sidewalks, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property. Contact Public Works' inspector at 650-496-6929 to arrange a site visit so that the inspector can discuss the extent of replacement work along the public road. The site plan submitted with the building permit plan set must show the extent of the replacement work. At minimum the curb and gutter and sidewalk along the project frontage shall be shown to be replaced.

24. PAVEMENT: Any cutting into the pavement will trigger additional pavement requirements. Add the following note to the Site Plan adjacent to the public right-of-way: "Applicant and contractor will be responsible for resurfacing portions of Channing Avenue and High Street based the roadway surface condition after project completion and limits of trench work. At a minimum pavement resurfacing of the full width of the street along the project frontage may be required." Plot and label the area to be resurfaced as hatched on the site plan.

    Provide the following note on the Site Plan and Grading and Drainage Plan: "Contractor shall not stage, store, or stockpile any material or equipment within the public road right-of-way." Construction phasing shall be coordinate to keep materials and equipment onsite or within private property.

25. ADJACENT NEIGHBORS: For any improvements that extend beyond the property lines such as tie-backs for the basement or construction access provide signed copies of the original agreements with the adjacent

property owners. The agreements shall indicate that the adjacent property owners have reviewed and approved the proposed improvements (such as soldier beams, tiebacks) that extend into their respective properties. Applicant shall also be aware that the 930 Emerson Street will also be under construction. Applicants and contractors shall coordinate directly with one an another.

26. "NO DUMPING" LOGO: The applicant is required to paint the "No Dumping/Flows to San Franscisquito Creek" logo in blue color on a white background, adjacent to all onsite storm drain inlets. Stencils of the logo are available from the Public Works Environmental Compliance Division, which may be contacted at (650) 329-2598. A deposit may be required to secure the return of the stencil. Include the instruction to paint the logos on the construction grading and drainage plan. Similar medallions shall be installed near the catch basins that are proposed to be relocated. Provide notes on the plans to reference that medallions and stencils.

27. OIL/WATER SEPARATOR: Parking garage floor drains within covered levels shall be connected to an oil/water separator prior to discharging to the sanitary sewer system. The oil/water separator shall be located within private property.

28. IMPERVIOUS SURFACE AREA: The project will be creating or replacing 500 square feet or more of impervious surface. Accordingly, the applicant shall provide calculations of the existing and proposed impervious surface areas with the building permit application. The *Impervious Area Worksheet for Land Developments* form and instructions are available at the Development Center or on our website. To determine the impervious surface area that is being disturbed, provide the quantity on the site plan.

29. STORMWATER POLLUTION PREVENTION – The plan set shall include the "Pollution Prevention – It's Part of the Plan" An electronic copy of this plan is available on the City's website. http://www.cityofpaloalto.org/civicax/filebank/documents/2732

PRIOR TO ISSUANCE OF DEMOLITION PERMIT

30. Prior to demolition, the applicant shall submit the existing water/wastewater fixture unit loads (and building as-built plans to verify the existing loads) to determine the capacity fee credit for the existing load. If the applicant does not submit loads and plans they may not receive credit for the existing water/wastewater fixtures.

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

FOR BUILDING PERMIT

32. The applicant shall submit completed water-gas-wastewater service connection applications - load sheets for City of Palo Alto Utilities for each unit or place of business. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the existing (prior) loads, the new loads, and the combined/total loads (the new loads plus any existing loads to remain).

33. The applicant shall submit improvement plans for utility construction. The plans must show the size and

location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater laterals and mains need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially storm drain pipes, electric and communication duct banks. **Existing duct banks need to be daylighted by potholing to the bottom of the ductbank to verify cross section prior to plan approval and starting lateral installation**. Plans for new storm drain mains and laterals need to include profiles showing existing potential conflicts with sewer, water and gas.

34. The city's wastewater distribution map shows no wastewater main available in High Street for this project.

35. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).

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

37. The applicant's engineer may require to submit flow calculations and system capacity study showing that the on-site and off-site water and sanitary sewer mains and services will provide the domestic, irrigation, fire flows, and wastewater capacity needed to service the development and adjacent properties during anticipated peak flow demands. Field testing may be required to determined current flows and water pressures on existing water main. Calculations must be signed and stamped by a registered civil engineer. The applicant is required to perform, at his/her expense, a flow monitoring study of the existing sewer main to determine the remaining capacity. The report must include existing peak flows or depth of flow based on a minimum monitoring period of seven continuous days or as determined by the senior wastewater engineer. The study shall meet the requirements and the approval of the WGW engineering section. No downstream overloading of existing sewer main will be permitted.

38. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. **Show the location of the RPPA on the plans**.

39. An approved reduced pressure detector assembly is required for the existing or new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval) reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. **Show the location of the reduced pressure detector assembly on the plans**.

40. All backflow preventer devices shall be approved by the WGW engineering division. Inspection by the utilities cross connection inspector is required for the supply pipe between the meter and the assembly.

41. Existing wastewater laterals that are not plastic (ABS, PVC, or PE) shall be replaced at the applicant's expense.

Existing water services (including fire services) that are not a currently standard material. The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc. These comments are provided as a courtesy and are not required to be addressed prior to the Planning entitlement approval:

42. **PAMC 16.09.170, 16.09.040 Discharge of Groundwater** Prior approval shall be obtained from the city engineer or designee to discharge water pumped from construction sites to the storm drain. The city engineer or designee may require gravity settling and filtration upon a determination that either or both would improve the water quality of the discharge. Contaminated ground water or water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain. Such water may be discharged to the sewer, provided that the discharge limits contained in Palo Alto Municipal Code (16.09.040(m)) are not exceeded and the approval of the superintendent is obtained prior to discharge. The City shall be compensated for any costs it incurs in authorizing such discharge, at the rate set forth in the Municipal Fee Schedule.

43. **PAMC 16.09.055 Unpolluted Water** Unpolluted water shall not be discharged through direct or indirect connection to the sanitary sewer system.

44. **PAMC 16.09.175 (b) General prohibitions and practices** Exterior (outdoor) drains may be connected to the sanitary sewer system only if the area in which the drain is located is covered or protected from rainwater run-on by berms and/or grading, and appropriate wastewater treatment approved by the Superintendent is provided. For additional information regarding loading docks, see section 16.09.175(k)

45. **PAMC 16.09.180(b)(9) Covered Parking** Drain plumbing for parking garage floor drains must be connected to an oil/water separator with a minimum capacity of 100 gallons, and to the sanitary sewer system if such drains are installed.

46. **PAMC 16.09.180(b)(14) Architectural Copper** On and after January 1, 2003, copper metal roofing, copper metal gutters, copper metal down spouts, and copper granule containing asphalt shingles shall not be permitted for use on any residential, commercial or industrial building for which a building permit is required.

47. **PAMC 16.09.180(b)(5) Condensate from HVAC** Condensate lines shall not be connected or allowed to drain to the storm drain system.

48. **PAMC 16.09.180(b)(b) Copper Piping** Copper, copper alloys, lead and lead alloys, including brass, shall not be used in sewer lines, connectors, or seals coming in contact with sewage except for domestic waste sink traps and short lengths of associated connecting pipes where alternate materials are not practical. The plans must specify that copper piping will not be used for wastewater plumbing.

49. **16.09.180(12) Mercury Switches** Mercury switches shall not be installed in sewer or storm drain sumps.

50. **PAMC 16.09.205(a) Cooling Systems, Pools, Spas, Fountains, Boilers and Heat Exchangers** It shall be unlawful to discharge water from cooling systems, pools, spas, fountains boilers and heat exchangers to the storm drain system.

51. **PAMC 16.09.165(h) Storm Drain Labeling** Storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent.

52. **Undesignated Retail Space: PAMC 16.09 -** Newly constructed or improved buildings with all or a portion of the space with undesignated tenants or future use will need to meet all requirements that would have been applicable during design and construction. If such undesignated retail space becomes a food service facility the following requirements must be met (as further described in comments supplied by the Water Quality Team:

    Designated Food Service Establishment (FSE) Project:

    A. Grease Control Device (GCD) Requirements, PAMC Section 16.09.075 & cited Bldg/Plumbing Codes
    B. Drainage Fixture Requirements, PAMC Section 16.09.075 & cited Bldg/Plumbing Codes
    C. Covered Dumpsters, Recycling and Tallow Bin Areas PAMC, 16.09.075(q)(2)
    D. Large Item Cleaning Sink, PAMC 16.09.075(m)(2)(B)
    E. GCD sizing criteria and an example of a GCD sizing calculation were supplied in comments from Water Quality

    - All resubmitted plans to Building Department which include FSE projects shall be resubmitted to Water Quality.
    - Please note that the 750 gallon interceptor shown on the plans may not be sufficient depending on the type of restaurant.

Utilities Department

53. The meter room shall be at grade level, have 24/7 access for Utilities and have direct access to outside with a double lock mechanism. The total bend for the secondary conduit s shall not exceed 270 degree.
54. All clearance between utilities conduits shall meet CPAU standard. Sanitary sewer shall be at least 12" vertically and 48" horizontally clear of electric.
55. Applicant shall grant easement for transformer (10'x10') and 5' for conduit access. Conduit path and vault are marked for preliminary purpose only. Actual plan might change depending on the final design.

Urban Forestry Conditions for Public & Private Trees
PRIOR TO DEMOLITION, BUILDING OR GRADING PERMIT ISSUANCE

56. TREE DISPOSITION. As identified on the tree survey sheet T-1.2, four trees shall be protected thru final inspection (#1, 2, 3 & 5), inclusive of two protected oaks shared by the abutting property and two red maples on public land, Channing planter strip. One publicly owned right-of-way tree (#4) is authorized for removal. Three new public trees shall be added to the High Street frontage (24" size Hornbeam); provided with Kiva Tree Grates, and 800 cu.ft. of engineered soil mix per tree in the locations shown on Sheet L-1, dated 7/17/2015.

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

accompanied by the project site arborist's certification letter that the plans have incorporated said design changes and are consistent with City Tree Technical Manual Standards, Regulations and information:

a. Provide a project arborist's Updated Tree Protection Report (TPR) with building permit level mitigation measures, (e.g., resolve grading proximity issues with Public trees; exact TPZ scaled in feet). Provide plan revision directions to minimize root cutting conflicts that are obvious in the civil, basement, sidewalk improvement sheets. See TPR below.
b. The arborist report shall designate the optimum tree protection zone (TPZ) scaled out on all site plans as a no encroachment area. Variable distances currently proposed are not definitive enough for grading and improvements proposed within the tree's dripline. Plans shall show the TPZ scaled out with no utility or grading impacts that are foreseeable. Spot grades to eliminate curb cuts in TPZ.
c. Palo Alto Tree Technical Manual Construction Standards, Section 2.00 and PAMC 8.10.080.

58. PLAN SET REQUIREMENTS. The final Plans submitted for building permit shall include the following information and notes on relevant plan sheets:
    a. SHEET T-1, BUILDING PERMIT. The building permit plan set will include the City's full-sized, Sheet T-1 (Tree Protection-it's Part of the Plan!), available on the Development Center website at http://www.cityofpaloalto.org/civicax/filebank/documents/31783. The Applicant shall **complete and sign the Tree Disclosure Statement** and recognize the Project Arborist Tree Activity Inspection Schedule. Monthly reporting to Urban Forestry/Contractor is mandatory. (Insp. #1: applies to all projects; with tree preservation report: Insp. #1-7 applies)
    b. The Tree Preservation Report (TPR). All sheets of an updated construction level TPR approved by the City for full implementation by Contractor, Deborah Ellis, MS, dated 2/25/2015, shall be printed on numbered Sheet T-1 (T-2, T-3, etc) and added to the sheet index.
    c. Plans to show protective tree fencing. The Plan Set (esp. site, demolition, grading & drainage, foundation, irrigation, tree disposition, utility sheets, etc.) must delineate/show the correct configuration of Type I, Type II or Type III fencing around each Regulated Tree, using a bold dashed line enclosing the Tree Protection Zone (Standard Dwg. #605, Sheet T-1; City Tree Technical Manual, Section 6.35-Site Plans); **or by using the Project Arborist's unique diagram for each Tree Protection Zone enclosure.**
59. SITE PLAN REQUIREMENTS: In addition to showing TPZ fencing, add the following Notes on the specified Plan Sheets.
    a. Note #1. Civil sheets shall be corrected to reflect the specified area of engineered soil mix for the sidewalk base consistent with Sheet L-1. Show as cross-hatched or shaded area, provide cross section indicating (D x L x W). Plans shall locate all utilities and transformer outside of the oak tree protection zone.
    b. Note #2. Apply to the site plan stating, "*All tree protection and inspection schedule measures, design recommendations, watering and construction scheduling shall be implemented in full by owner and contractor, as stated on Sheet T-1, in the Tree Protection Report and the approved plans*".
    c. Note #3. The civil plans, grading plans, irrigation plans, site plans and utility plans and relevant sheets shall add a note applying to the trees to be protected, including neighboring trees stating: "*Regulated Tree--before working in this area contact the Project Site Arborist at* decah@pacbell.net, 408-725-1357*";*
    d. Note #4. Utility (sanitary sewer/gas/water/backflow/electric/storm drain) plan sheets shall include the following note: "*Utility trenching shall not occur within the TPZ of the protected tree. Contractor shall be responsible for ensuring that no trenching occurs within the TPZ of the*

protected tree by contractors, City crews or final landscape workers. See sheet T-1 for instructions."

e. Note #5. "*Basement or foundation plan. Soils Report and Excavation for basement construction within the TPZ of a protected tree shall specify a vertical cut (stitch piers may be necessary) in order to avoid over-excavating into the tree root zone. Any variance from this procedure requires Urban Forestry approval, please call (650) 496-5953.*"

f. Note #6. "*Pruning Restrictions. No pruning or clearance cutting of branches is permitted on City trees. Contractor shall obtain a Public Tree Permit from Urban Forestry (650-496-5953) for any work on Public Trees*"

60. TREE REMOVAL—PROTECTED & RIGHT-OF-WAY TREES. Existing trees (Publicly-owned or Protected) to be removed as shown accurately located on all site plans, require approval by the Urban Forestry Tree Care Permit only after issuance of the building, demolition or grading permit. Must also be referenced in the required Street Work Permit from Public Works Engineering.

    a. Add the plan note for each tree to be removed: "*Tree Removal. Contractor shall obtain a completed Urban Forestry Tree Care Permit # _____ (contractor to complete) separate from the Building or Street Work Permit. Permit notice hanger and conditions apply. Contact (650-496-5953)*.

61. NEW RIGHT-OF-WAY TREES--PLAN REQUIREMENTS. New trees shall be shown with a 10' clear radius zone from any (new or existing) underground utility or curb cut, in coordination with all relevant plans (site, utility, irrigation, landscape, etc.)

    a. Add note on the Planting Plan that states, "*Tree Planting. Prior to in-ground installation, Urban Forestry inspection/approval required for tree stock, planting conditions and irrigation adequacy. Contact (650-496-5953)*."
    b. Landscape Plans shall state the Urban Forestry approved species, size and include relevant Standard Planting Dwg. #603, #603a or #604 (reference which), and shall note the tree pit dug at least twice the diameter of the root ball.
    c. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.
    d. Add note on the Planting & Irrigation Plan that states, "Irrigation and tree planting in the right-of-way requires a street work permit per CPA Public Works standards."
    e. Automatic irrigation shall be provided for each tree. Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers mounted inside an aeration tube are prohibited. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards.

62. NEW TREES ON SITE—SOIL VOLUME. Unless otherwise approved, new trees in landscape areas or small finger islands shall be provided with 800 cubic feet of rootable soil area to achieve mature tree size (identify d/w/l area by cross-hatch). Rootable soil shall mean compaction less than 90% over the area, excluding high compacted areas. Sidewalk or asphalt base underlayment [in lieu of compacted base rock] shall use an *Alternative Base Material* method such as Engineered Soil Mix (see below). Note: these details requires coordination with the civil engineer, arborist and landscape architect.

a. Minimum soil volume for **tree size** growth performance (in cubic feet): Channing Trees & Plaza Oak: 1,200 cu.ft.; High Street trees: 800 cu.ft.
b. Landscape Plan. When qualifying for parking area shade ordinance compliance (PAMC 18.40.130) trees shall be labeled (as S, M or L).
c. Engineered Soil Mix (ESM). When approved, Engineered Soil Mix base material shall be utilized in specified areas (five finger islands=10 area identified) for parking, sidewalk base or channeling to a landscape area, to achieve expected shade tree rooting potential and maximum service life of the sidewalk, curb, parking surfaces and compacted areas. Plans and Civil Drawings shall use CPA Public Works Engineering ESM Specifications, Section 30 and Standard Dwg. #603a. Designated areas will be identified by cross-hatch or other symbol, and specify a minimum of 24" depth. The technology may be counted toward any credits awarded for LEED or Sustainable Sites certification ratings.

63. LANDSCAPE PLANS
    a. Along the southeast landscape border add seven new trees evenly spaced between the proposed shrubs to shade the parking spaces (replacing 3 *Prunus sp.).* Specify 24" size Chitalpa, Chinese Pistache or approved equivalent.
    b. Correct the *Agonis* 'After Dark' symbol.
    c. Change the *Carpinus betulus* to European Hornbeam (not hackberry) and 24" size.
    d. Include all changes recommended from civil engineer, architect and staff, including planting specifications if called for by the project arborist.
    e. Show details for public sidewalk approved 48" Kiva Tree Grates.
    f. Provide a detailed landscape and irrigation plan encompassing on-and off-site plantable areas out to the curb as approved by the Architectural Review Board. A Landscape Water Use statement, water use calculations and a statement of design intent shall be submitted for the project. A licensed landscape architect and qualified irrigation consultant will prepare these plans, to include:
        i. All existing trees identified both to be retained and removed including street trees.
        ii. Complete plant list indicating tree and plant species, quantity, size, and locations.
        iii. Irrigation schedule and plan.
        iv. Fence locations.
        v. Lighting plan with photometric data.
        vi. Landscape Plan shall ensure the backflow device is adequately obscured with the appropriate screening to minimize visibility (planted shrubbery is preferred, painted dark green, decorative boulder covering acceptable; wire cages are discouraged).
        vii. All new trees planted within the public right-of-way shall be installed per Public Works (PW) Standard Planting Diagram #603 or 604 (include on plans), and shall have a tree pit dug at least twice the diameter of the root ball.
        viii. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.
        ix. Automatic irrigation shall be provided to all trees. For trees, Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers shall not be mounted inside an aeration tube. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency

Standards. Irrigation in the right-of-way requires a street work permit per CPA Public Works standards.

g. Provide a shade plan for the parking area open to the sun, per Zoning Ordinance, PAMC 18.40.130. See attached handout for 50% shade goals.
h. Specify the type of pervious surface or pavers (e.g. RimaStone)
i. Add Planting notes to include the following mandatory criteria:
    i. *Prior to any planting, all plantable areas shall be tilled to 12" depth, and all construction rubble and stones over 1" or larger shall be removed from the site.*
    ii. *A turf-free zone around trees 36" diameter (18" radius) required for best tree performance.*
j. Add note: "*Mandatory Landscape Architect (LA) Inspections and Verification to the City. The LA shall verify the performance measurements are achieved with a letter of verification to City Planning staff, in addition to owner's representative for the following:*
    i. *All the above landscape plan and tree requirements are in the Building Permit set of plans.*
    ii. *Percolation & drainage checks have been performed and are acceptable.*
    iii. *Fine grading inspection of all plantable areas has been personally inspected for tilling depth, rubble removal, soil test amendments are mixed and irrigation trenching will not cut through any tree roots.*
    iv. *Tree and Shrub Planting Specifications, including delivered stock, meets Standards in the CPA Tree Technical Manual, Section 3.30-3.50. Girdling roots and previously topped trees are subject to rejection*.

<u>DURING CONSTRUCTION</u>

64. TREE PROTECTION VERIFICATION. Prior to any site work a written verification from the contractor that the required protective fencing is in place shall be submitted to the Urban Forestry Section (derek.sproat@cityofpaloalto.org). The fencing shall contain required warning sign and remain in place until final inspection of the project.

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

66. PLAN CHANGES. Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, decah@pacbell.net, 408-725-1357 or (b) landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.

67. CONDITIONS. All Planning Department conditions of approval for the project shall be printed on the plans submitted for building permit.

68. TREE PROTECTION COMPLIANCE. The owner and contractor shall implement all protection and inspection schedule measures, design recommendations and construction scheduling as stated in the TPR & Sheet T-1, and is subject to code compliance action pursuant to PAMC 8.10.080. The required

protective fencing shall remain in place until final landscaping and inspection of the project. Project arborist approval must be obtained and documented in the monthly activity report sent to the City. The mandatory Contractor and Arborist Monthly Tree Activity Report shall be sent monthly to the City (pwps@cityofpaloalto.org) beginning with the initial verification approval, using the template in the Tree Technical Manual, Addendum 11.

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

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

PRIOR TO OCCUPANCY

71. URBAN FORESTRY DIGITAL FILE & INSPECTION. The applicant or architect shall provide a digital file of the landscape plan, including new off-site trees in the publicly owned right-of-way. A USB Flash Drive, with CAD or other files that show species, size and exact scaled location of each tree on public property, shall be delivered to Urban Forestry at a tree and landscape inspection scheduled by Urban Forestry (650-496-5953).

72. LANDSCAPE CERTIFICATION LETTER. The Planning Department shall be in receipt of a verification letter that the Landscape Architect has inspected all trees, shrubs, planting and irrigation and that they are installed and functioning as specified in the approved plans.

73. PROJECT ARBORIST CERTIFICATION LETTER. Prior to written request for temporary or final occupancy, the contractor shall provide to the Planning Department and property owner a final inspection letter by the Project Arborist. The inspection shall evaluate the success or needs of Regulated tree protection, including new landscape trees, as indicated on the approved plans. The written acceptance of successful tree preservation shall include a photograph record and/or recommendations for the health, welfare, mitigation remedies for injuries (if any). The final report may be used to navigate any outstanding issues, concerns or security guarantee return process, when applicable.

74. PLANNING INSPECTION. Prior to final sign off, contractor or owner shall contact the city planner (650-329-2441) to inspect and verify Special Conditions relating to the conditions for structures, fixtures, colors and site plan accessories.

POST CONSTRUCTION

75. MAINTENANCE. All landscape and trees shall be maintained, watered, fertilized, and pruned according to Best Management Practices-Pruning (ANSI A300-2008 or current version) and the City Tree Technical Manual, Section 5.00. Any vegetation that dies shall be replaced or failed automatic irrigation repaired by the current property owner within 30 days of discovery.

ATTACHMENT D
ZONING COMPLIANCE TABLE
901 High Street, 15PLN-00052

Table 1: Compliance with SOFA 2 CAP RT-35 District Regulations			
Regulation	**Requirement**	**Existing**	**Proposed**
Minimum Site Area	No minimum	20,288 sf	20,288 sf
Min. Site Width	No minimum	162'-6"	162'-6"
Min. Site Depth	No minimum	124'-10"	124'-10"
Front Setback High Street	15' may be reduced to zero by the Director or Council if consistent with the building pattern of the area	N/A	3' (stairwell 10")
Front Setback Channing Avenue	15' may be reduced to zero by the Director or Council if consistent with the building pattern of the area	N/A	3' (stairwell 10")
Side Yard	15' may be reduced to zero by the Director or Council if consistent with the building pattern of the area	N/A	9'
Rear Setback	15' may be reduced to zero by the Director or Council if consistent with the building pattern of the area	N/A	44'
Daylight Plane-side and rear lines	None	N/A	N/A
Floor Area Ratio	1.15:1	N/A	0.821:1
Site Coverage	No maximum	N/A	.50
Building Height	35 feet maximum	N/A	35'
Residential density-max average unit size	1,250 sf	N/A	661 sf
Street Trees	Street trees shall be spaced no further than 20 to 25 feet on center	N/A	Trees planted on center, 20 to 25 feet

CONFORMANCE WITH CHAPTER 18.52 and 18.54 (parking/landscape)			
Type	**Requirement**	**Existing**	**Proposed**
Vehicle Parking	1 space for each 250 sf of gross floor area = 18 spaces	N/A	45
Accessible Parking	One accessible parking stall for 19 spaces	N/A	2
Bicycle Parking	10% of auto parking = 1 space	N/A	26 long term 4 short term

5.050 RT District-Performance Standards
PAMC Performance Standards

Residential, non-residential and mixed use projects shall comply with PAMC 18.64.

Noise, Odors and Clutter Noise, odors, and clutter shall be screened effectively from streets and adjacent properties.	**Project Consistency** The project is in compliance with the noise thresholds established by the City. The trash enclosure is located away from the residential units and adjacent to the parking area. Roof top equipment is located centrally and a screen is provided that will further attenuate sound emissions.
Trash and Service Equipment Trash and service equipment, including but not limited to satellite receiving dishes, dumpsters, recycling containers, and air conditioning units, shall be located on the rear of buildings or otherwise out of public view and shall be enclosed or screened with 100% opaque materials around all sides, including landscaping where permissible.	The project‘s trash enclosure is located on the east side of the property adjacent to the parking area out of public view. The project’s wall obscures the view and will attenuate the noise of servicing the facility.
Trash Recycling Ares Trash recycling areas and similar offensive areas shall be entirely enclosed (top and sides) and screened with 100% opaque materials when located adjacent to or in close proximity to existing residential, proposed residential uses, and residential uses and residentially zoned properties.	The project‘s trash enclosure is located on the east side of the property adjacent to the parking area. The trash enclosure is on the opposite side of the residential units.
Reduction of Noise and Visual Impacts New commercial and mixed use projects, including such noise generating uses as vehicle, automobile repair, automobile service station, and transportation centers shall be designed to reduce potential noise and visual impacts on adjacent uses with particular attention existing residential users.	The mixed-use project includes residential and commercial uses. The project does not propose noise generating uses.

Reduction of External Noise Impacts All new development or substantial remodeling of existing uses, which might be impacted by such uses shall incorporate design features to minimize potential impacts from noise producing uses on future building tenants and users.	No proposed uses on the project site include noise producing uses. All roof top equipment is adequately screened and a screen is provided that will further attenuate sound emissions.
Storage Yards All commercial uses with outside service or storage yards, including vehicle storage yards, shall provide attractive, opaque screening around the entire perimeter of these yards. Screening shall include dense landscaping in combination with an opaque fence if feasible.	No outside services or storage yards are proposed with this project.
Elimination of Odors and Fumes All uses producing strong odors and fumes, which can be detected from off or adjacent to the property shall install equipment or containment areas in order to eliminate such detachable odors and fumes.	No proposed uses on the project site would produce odors or fumes. Future uses are required to comply with these performance standards.
Light Sources Light Sources Interior and exterior light sources shall be shielded in such a manner as to prevent visibility of the light sources and to eliminate glare and light spillover beyond the perimeter of the development.	As demonstrated on the photometric plan, the project's site lighting will be contained with the project site.
Prohibition of Nuisance All uses, whether permitted or conditional, shall be conducted in such a manner as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electrical disturbance, humidity, heat, cold, glare, or night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the chief building official may require evidence that adequate controls, measures, or devices have been	No proposed uses on the project site would produce offensive conditions. Future uses are required to comply with these performance standards.

provided to insure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition.	
Private Useable Open Space Residential and Mixed Use development shall provide useable private open space in a yard, patio, porch, deck, balcony, French balcony at least two feet in depth, or loggia for each dwelling unit. The type and design of the useable private open space shall be appropriate to the architectural character of the building, and shall consider dimensions, solar access, wind protection, views, and privacy. Notwithstanding PAMC Section 18.04.030 (65)(A), loggias up to 80 square feet per dwelling unit shall be excluded from gross floor area. Spaces enclosed with windows are not open space.	The project complies with the private open space requirement providing 132 square feet per unit.
Common Useable Open Space Residential and Mixed Use development in the RT-35 and RT-50 zones shall provide common useable open space. The design of the common useable open space shall be suitable for a variety of user groups, including families with children. The common useable open space shall be intentionally designed for the use and enjoyment of the residents and as an integrated composition with the building, with particular attention to solar access, protection from wind, visibility both into and from the area, quality and durability of paving and furnishings, and use of appropriate and attractive plant materials. The size and dimensions of the common open space(s) shall be adequate and suitable for the number of units served by the open space(s).	The project complies with the private open space requirement providing 2,826 square feet. The useable open space is available to the residence and patrons.

5.120 All SOFA 2 Districts - Environmental Protection

Noise (1) Design of all residential development within the RT-35 and RT-50 districts located in an area where the Ldn exceeds 60 dBA shall be subject to modeling of interior noise levels by acoustical engineers prior to construction to ensure compliance with City of Palo Alto standard of 45 dB Ldn for residential development set forth in PAMC Title 9 (2) All residential development proposed in a noise environment of 65 dBA Ldn shall be designed so that all required exterior open space shall have a noise environment not exceeding 65 Ldn	**Project Consistency** The proposed project would be required to adhere to the California Residential Code (CRC) interior noise requirements, Sound Transmission, which requires noise attenuation for residential uses to ensure interior noise levels do not exceed 45 dBA (California Building Code, 2014).
Geology Project applicants shall, if determined necessary by the building official, contract with a qualified soils or geotechnical engineer to perform a detailed geotechnical study for any development proposed within SOFA 2. All mitigation measures identified in the geotechnical report shall be implemented in order to reduce geologic-related impacts to a less than significant level. The geotechnical report shall be subject to review and approval by the Palo Alto Building Division prior to grading activities	Murray Engineers Inc. (Murray Engineers) prepared a geotechnical investigation report for the project site. All recommendations identified will be incorporated into the project.
Hydrology Development within SOFA 2 shall incorporate Best Management Practices (BMP's) as defined within Policy N-21 of the Comprehensive Plan, into project plans. The project applicant shall prepare a stormwater pollution prevention plan identifying the specific BMP's to be followed during the project. Incorporation of the BMP's identified in the prevention plan shall be completed prior to the issuance of any grading permit, and shall be subject to the approval of the City Public Works Engineering Division	BMP's will be incorporated into the project.
Groundwater or Soil Contamination (1) For all redevelopment projects on sites suspected by the city of containing	**HAZ-1 Mitigation Measure** The following mitigation measure would be required to reduce impacts related to off-

groundwater or soil contamination within the planning area, the City shall require that the project applicant hire a qualified environmental testing company to collect and test random soil samples for analysis of soil and groundwater contamination. The environmental consultant, hired and paid for by the applicant, shall comply with all regulations governing sampling methodologies, shipping and handling procedures, and testing methodologies. The analysis shall comply with the planned schedule and analytical procedures for providing the information specified in the State of California Environmental Protection Agency Department of Toxic Substances Control's Preliminary Endangerment Assessment (PEA).	gassing of TPHmo to a less than significant level. **Groundwater Contamination**. Soil excavation around the leaking drum should be 3 feet by 3 feet, and the vertical limit of excavation should be 2 feet below the surface. Excavation shall be placed in a 55-gallon DOT drum for disposal. The area of excavation should be back filled with compacted soil and covered with a steel plate. Following excavation another soil sample shall be performed. The 55-gallon drum shall be transported by a certified waste hauler to a licensed waste disposal facility. Waste manifests shall be transmitted to Benchmark Environmental upon receipt. Upon receipt of field notes and analytical results, a brief Technical Memorandum shall be prepared by environmental consultant, LACO discussing the results of excavation, sampling and disposal.
Asbestos All development projects shall be comply with City of Palo Alto Fire Department standards and procedures for asbestos containing material.	No structures are located on-site.
Demolition Waste All development projects subject to ARB or joint ARB/HRB review shall prepare construction recycling plans as part of the project approval process. The construction recycling plan shall be implemented through explicit provisions in demolition and construction contracts. The construction recycling plans shall include the following specific steps: (1) Recovery of concrete, asphalt, and other inert solids; (2) Recovery of scrap metals; (3) Salvage of building fixtures and other re-usable items; and (4) Siting containers at the construction site for cardboard, beverage containers, wood, and other recyclable materials.	Incorporated as a Condition of Approval.

Solid Waste Disposal All new development projects subject to ARB review shall prepare operation recycling plans as part of the project approval process. The ongoing programs shall describe the proposed diversion rates for different material types and the location to which they will be diverted, as well as locations, areas, types of bins, etc. In addition, the program should contain the following specific information: (1) Specific locations, square footage, and equipment that would be used to hold and handle recyclables and solid waste; (2) The locations of containers within the retail facility near high volume pedestrian areas to encourage waste minimization and recycling; and (3) Store layouts that incorporate space for the storage of recyclable material, principally cardboard, prior to its movement to another area for processing and transport.	Incorporated as a Condition of Approval.
Archaeological Resources- In the event that archaeological resources or human remains are discovered during grading or construction activities, all work shall cease within 150 feet of the find until it can be evaluated by a qualified, professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be developed and implemented in accordance with Appendix K of the CEQA Guidelines. Any discoveries shall be reported to the City of Palo Alto community development director for forwarding to the historic resources board.	The site has been previously graded with an existing surface parking lot. New ground disturbance would be substantially below the level of past disturbance. As a result, there is the possibility of encountering undisturbed subsurface cultural or paleontological resources. In the unlikely event that such resources are unearthed during construction, applicable regulatory requirements pertaining to the handling and treatment of such resources would be followed. If archaeological or paleontological resources are identified, as defined by Section 21083.2 of the Public Resources Code, the site would be required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.

City of Palo Alto (ID # 6673)

Architectural Review Board ARB Staff Report

Report Type: New Business **Meeting Date: 3/17/2016**

Summary Title: 901 High Street - Joint ARB and HRB in SOFA area

Title: 901-909 High Street [14PLN- 00116]: Request by Peter Ko, Ko Architects, Inc., on behalf of Bettencourt & Santana for Architectural Review by both the Architectural Review Board and the Historic Resources Board for a 18,335 square foot mixed use building with retail, office and 11 residential units on a vacant 20,288 square foot lot in the South of First Area. Environmental Assessment: An Initial Study was prepared and Negative Declaration has been circulated for public comment from February 26, 2016 to March 18, 2016. Zoning District: RT-35 (Residential Transition District)

From: Margaret Netto

Lead Department: Architectural Review Board

RECOMMENDATION

Staff recommends that the Architectural Review Board (ARB) and Historic Resources Board (HRB) recommend approval of the proposed mixed use building based upon the attached Architectural Review and South of Forest Area Coordinated Area Plan Phase 2 (SOFA 2 CAP) findings (Attachment A and B) and subject to the conditions of approval (Attachment C).

EXECUTIVE SUMMARY

The proposed project would involve demolition of existing asphalt and construction of a new 18,334 square foot (sf), 3-story mixed use building and surface parking facilities. The project would be located on a 20,288 sf lot. The project site is currently vacant of buildings and is zoned Residential Transition District (RT-35).

In accordance with the SOFA 2 Coordinated Area Plan (CAP), a joint ARB and HRB meeting is requested to provide recommendations on whether the project complies with the findings for Architectural Review, South of Forest Area Coordinated Plan Phase 2 Performance Criteria, and the Context-based Design Criteria. This project is also subject to the interim growth meter ordinance and thus the ARB and HRB's recommendations will ultimately be forwarded to Council for final review.

BACKGROUND

Site Information

The project site is located on two parcels at the southeasterly corner of Channing Avenue and High Street, near Downtown in the South of Forest neighborhood. This area is characterized by a mix of neighborhood serving commercial and residential uses. The site is bordered by Channing Avenue to the north, and is across the street from 165 Channing Avenue, a Historic Category 4 resource site listed on the City's Historic Inventory and in long-term use for the personal services business 'Watercourse Way'. To the west across High Street is 900 High Street, a Historic Category 2 resource on the City's Historic Inventory list, the Peninsula Creamery restaurant and adjacent uses. The four-story, multi-family residential building approved via Planned Community (PC 4779) is located at 800 High on the opposite corner. Existing retail and automotive uses are located to the south, an office building is located to the east. While not an identified historic district, several individual historic structures and sites are scattered throughout the South of Forest neighborhood. The boundary of the Professorville historic district begins at Addison Avenue and Emerson Street, one block south and one block east of this neighborhood.

Project Description

The proposed project would involve the construction of a new 3-story mixed-use building including ground floor retail space with a corner plaza, office space on the second floor, and seven (7) two-bedroom residential units and four (4) one-bedroom units on the third floor (see Table 1). The gross floor area for the mixed-use project would be 18,335 sf, including 1,800 sf of retail space, 5,000 sf of office space, and 11,535 sf of residential space. The site is currently vacant and used for storage and parking. All existing on-site improvements would be demolished.

The proposed project would include a total of 48 parking spaces (including 3 tandem spaces for residential and 7 car lift storage systems). Some of the parking is podium style below the second and third floors with uncovered surface parking along the rear property line. One of the existing driveways on High Street would be closed, and the project would be served by two driveways; a two-way driveway (25' wide) accessed from High Street and another two-way driveway accessed from Channing Avenue.

Table 1
Project Characteristics

Project Site Size	20,288 sf (0.46 acres)
Building Floor Area	Total Building Area: Retail: 1,800 sf Office: 5,000 sf Residential: 11,535 sf *Total Gross Building Area: 18,335 sf*

Residential Units	One-Bedroom: 4 units Two-Bedroom: 7 units *Total: 11 units*
Parking	48 vehicle spaces (including 3 tandem spaces for residential and 7 car lift storage systems)
Floor Area Ratio (FAR)	0.57 residential 0.25 nonresidential *Total FAR: 0.82:1*
Building Height	Mixed-Use Building: three stories, 35 feet max height

Short-term bicycle parking spaces would be provided in front, and long-term bicycle parking spaces would be provided in the rear of the parking lot.

The proposed three-story building consists of ground level retail space enclosing a large open urban plaza at the corner for planter seating and outdoor gathering. The large oak tree on the corner will be retained and protected during construction. The ground floor also has a separate lobby area for the office and residential units. The second floor office area has modulated operable windows for natural ventilation with well lighting staircases. The second floor also is comprised of 4 residential units with private balconies. The third level has seven (7) residential units with solar panels covering the sloped roofs.

The exterior of the building has a large accent color overhang to articulate the aluminum storefront at the ground floor and second floor stucco wall with a creamy color to echo the Peninsula Creamery (across High Street) colors and textures. The setback of the upper level metal siding wall panels breaks up the front elevation. The proposed building would have a maximum height of 35 feet.

Project Review

The project site is located in the South of Forest Area Coordinated Area Plan Phase 2 (SOFA 2 CAP) area and has a zoning designation of Residential Transition with a 35 foot maximum height limit (RT-35). The SOFA 2 CAP contains development standards, parking regulations, design guidelines and performance standards for environmental protection and compatibility between the various uses within the district. Attachment B contains findings from the SOFA 2 CAP that describe the regulations for the RT-35 district. All new external alterations or improvements in SOFA 2 require a Coordinated Development Permit and are subject to design review pursuant to the Palo Alto Municipal Code (PAMC) Chapter 18.76 and 18.77 (former Chapter 16.48, Architectural Review).

While not codified, past practice has been to have projects in SOFA 2 be reviewed concurrently

by the Architectural Review and Historic Resources Boards at a joint meeting. When acting on a motion, the HRB members will vote first to determine whether the project is compatible with nearby listed historic structures in accordance with the Compatibility Requirements and Design Guidelines of the SOFA 2 CAP (Chapter IV), followed by the ARB members' vote on Architecture Review findings and other SOFA 2 CAP findings. The ARB Chair will take the lead role and co-chair the meeting with the HRB Chair.

Because this project is subject to the Office R&D Growth Cap (discussed later in this report), recommendations will be forwarded to the City Council for consideration and final action.

DISCUSSION

Compliance with SOFA 2 CAP

To ensure conformance with the SOFA 2 CAP, the proposed project will need to comply with the following polices. Following the policies are statements that support the policy for the Board's consideration:

Policy DC-1: *Promote quality design as defined by massing, detail, materials, etc. Implementation of the design guidelines should allow for flexibility and diversity in relation to the overall context of the neighborhood.* The project incorporates quality design that recognizes the regional importance of the area as described in the Comprehensive Plan and reinforces its pedestrian character. The project provides a plaza on the corner and is a reflection that adds contextual elements of the original Peninsula Creamery and the neighborhood design elements.

Policy DC-2: *With new development, require new street trees, storefront treatment of front façades, pedestrian scale signage, pedestrian seating, sidewalk, sidewalk widening, and other improvements to improve pedestrian experience throughout the SOFA 2. Building articulation, roofline step backs and variations and frequent use of street entry features are all design measures that reinforce the original finer grain of development in this area.*
The proposed building includes corrugated metal siding wall panels, painted structure steel, laminated safety glass for guard rails and balcony, and clear double pane windows with aluminum mullions cement fiberboard, and recessed entry on High Street enhancing the pedestrian environment. The plaza area provides areas for gathering and the sidewalks are proposed to be widened to further enhance the pedestrian environment.

Policy DC-6: *Require public and private efforts to maintain, preserve, and use historic buildings and other historic resources in order to maintain the scale and character of the area.* There are no historic structures on the project site. The project would maintain and preserve existing historic properties in the vicinity of the project site by complying with existing building codes that safeguard the physical conditions of existing structures during new construction.

Policy PPT-1: *Preserve and protect existing street trees when in compliance with Appendix D or as otherwise approved by the Planning or Public Works Arborist, planning new development so*

that damage or removal of existing healthy street trees is minimized. One street tree will be removed on High Street but three new European Hackberry trees will be planted.

Policy PPT-2: *Driveways, walkways and structures should be located to preserve existing street trees wherever possible. Protective measures should be taken in construction and landscaping to assure the continued health of existing street trees.* One street tree will be removed on High Street but three European Hackberry trees will be planted. The proposed project would involve planting 13 trees on-site (1 After Dark Peppermint tree, 3 European Hackberry trees, 8 Carolina Cherry trees and 1 Valley Oak). Three European Hackberry street trees would be planted on the sidewalk along High Street and the two existing Maple street trees along Channing Avenue will remain and be protected during construction. Shrubs and perennials will be planted throughout the site. The Live Oak tree on the corner will be preserved, protected and be the focal point for the corner plaza area.

SOFA 2 CAP Design Guidelines for Private Property

The SOFA 2 CAP includes design guidelines for private property development that are to be used in design review of projects in the RT Residential Transition zones. Those guidelines that are applicable to the project include:

Architecture

The SOFA 2 CAP includes the following design guidelines for architecture:

1. It is strongly recommended that the architectural design and styles of new construction, additions, modifications, etc. reference and enhance the scale, massing and character of the existing architectural and/or historical heritage of South of Forest Avenue area. Contemporary reinterpretations of these styles, which are similar and compatible in style, color, articulation and form are also encouraged.

2. Each style should utilize characteristic roof forms, materials, window treatments, and other details, which should be used consistently throughout the design in order to create a compatible design.

3. Buildings along Emerson Street, Homer Avenue and Ramona Street should provide a particularly inviting appearance to pedestrians, with high quality materials and landscaping and observance of all the guidelines of this Section 4.030 to improve the pedestrian experience.

4. Publicly oriented uses should be visible through storefront windows from the sidewalk.

The project would provide an inviting appearance for pedestrians. The ground floor retail space and the large open urban plaza at the corner for planter seating and outdoor gathering would be pedestrian friendly. The window systems along Channing Avenue and High Street would allow light to enter the building and would promote views into and from the building. The

existing site is vacant, the new building with pedestrian plaza area would improve the presence of the site from the public right-of-way.

Entrances

The SOFA 2 CAP includes the following design guidelines for entrances:

1. Main entrances to buildings are encouraged, with direct visibility from the street. A clear entry path should lead from the sidewalk to the front door.

2. Low hedges, fences or trellises or gateposts are recommended to mark the transition from the public street to common entry to private residential entrance.

3. Ornamental lighting consistent with the building's architectural style is encouraged to improve the safety, security and attractiveness of the pedestrian entry.

4. Open space, plaza areas, etc., are recommended in association with building entrances.

5. Outside pedestrian seating (benches, for example) is encouraged. The linear seating length is recommended to be equal to 15% of the proposed building linear frontage with a minimum of 12 lineal feet of seating.

6. Trellises, arbors, porte-cocheres or other similar architectural features are encouraged to identify entrances. These may project no more than three feet into the setback area.

The project would strengthen the relationship of the building to the street by providing easily identifiable main entrances on both the Channing Avenue and High Street elevations. The entryways would be recessed into the building. Outdoor pedestrian seating is proposed on both Channing Avenue and High Street elevations. Landscaping and ornamental lighting is proposed as part of the project and is consistent with the architectural style.

Trash/Recycling and Loading Areas

The SOFA 2 CAP includes the following design guidelines for Trash/Recycling areas:

1. Trash and loading areas should be centralized where possible.

The applicant proposes a covered trash for commercial and retail near the southwest property line. The trash and recycling room for the residential is next to the building near the elevators and covered parking.

RT District Performance Standards and Environmental Protection

SOFA 2 CAP, Section 5.050 and Section 5.120 describe the performance standards for environmental protection and compatibility between the various uses within the district. Many of the regulations in these sections are not applicable to this mixed-use project. However, the

performance standards regarding lighting, noise, trash/recycling, storage, and open space would be applicable.

The applicant has submitted an Environmental Noise Analysis prepared by Mei Wu that states, "Environmental noise levels measured at the site are consistent with the land use compatibility guidelines and does not require noise reduction measures".

The trash and recycling areas for the residential use is located in an enclosed area and centrally located in the building. The commercial and retail trash and recycling area is proposed to be located on the southwest corner of the property, enclosed and screened by landscaping.

The proposed project would incorporate exterior lighting in the form of pedestrian walkway lighting and other safety related lighting. Additionally, interior lighting would be visible through the proposed building's windows.

The project provides 227 sf of private open space for each unit, for a total of 2,501 sf. The project proposes a 729 sf plaza on the corner of Channing Avenue and High Street along with patio area along Channing Avenue and High Street.

Parking

According to the City of Palo Alto Zoning Ordinance (PAMC Chapter 18.52), the project is required to provide parking at the following rates:

- *Office*: 1 space per every 250 square feet
- *Retail*: 1 space per every 200 square feet
- *Residential*: 2 spaces per two-bedroom or larger unit
- *Residential*: 1.5 spaces per on-bedroom unit
- *Guest*: 1 space plus 10% of total number of units

Based on 5,000 sf of office space, 1,800 sf of retail space, and 7 two- bedroom units and 4-one-bedroom units, the project is required to provide 51 on-site parking spaces. The project is proposing to provide 49 on-site parking spaces. The project would be two spaces short overall. The City allows tandem parking spaces for multifamily residential units that require two spaces, up to 25 percent of the total parking required for the project. The project is proposing three tandem stalls to provide six spaces for the two-bedroom units and seven stalls equipped with vehicle lifts to provide 14 total spaces. Together, lifts and tandems spaces account for approximately 40 of the total planned on-site parking spaces.

However, the City of Palo Alto allows for a reduction in parking (up to 20 percent) for mixed-use developments such with a Director's adjustment. Applying the maximum 20 percent reduction equates to a parking requirement of 41 spaces. The proposed project would provide 49 parking spaces (6 tandem spaces, 14 lift spaces and 29 surface parking spaces). The project will rely on shared parking between the retail, office, and residential uses to allow a 4 percent reduction in

the parking requirement. Therefore, the proposed project would be required to prepare a parking management plan with annual performance requirements that would be conducted post-occupancy, in coordination with City Staff (PAMC Chapter 18.52.080).

Affordable Housing

The parcel at 901 High Street is a housing opportunity site with an assumed maximum yield of 11 units and a realistic capacity of 6 units on a 0.32 acre site. For projects including five or more residential units, the developer is required to contribute at least 15% of those units at below market rates. The proposed project with 11 units would be required to provide 1.65 units. The initial BMR sales prices are set by the City's Director of Planning and Community Environment, and the buyer selection process is administered by the Palo Alto Housing Corporation (PAHC). PAHC is a private, non-profit organization under contract to the City. It is the applicant's intention to build one affordable unit into the project and pay an in-lieu payment for the remaining fractional unit.

HISTORIC

According to the Compatibility Requirements and Design Guidelines of the SOFA 2 CAP (Chapter IV), buildings adjacent to or across the street from Historic Resources must be compatible with the scale and massing of such historic buildings. The project site is located across the street from two existing historic buildings: 900 High Street, a Historic Category 2 one-story structure (also previously determined eligible for listing in the National Register); and 165 Channing Street, a Historic Category 4 one- and two-story structure. There are no other historic buildings located nearby to, or within visual range of, the project site.

The project would maintain the existing, varied one- to three-story scale of the neighborhood, a characteristic that reflects historical development patterns as well as recent trends. The three-story height of the proposed new construction would be mitigated by delineations between stories and setbacks at upper stories, which would avoid an overwhelming appearance adjacent to the nearby historic structures at 900 High Street and 165 Channing Street. Furthermore, the horizontal massing of the new development would be broken up by vertical bays and projections, which would echo historic building forms. The proposed new construction would also use compact rectangular building plan, horizontal canopies and rooflines, expansive glazing, and stucco cladding, which are features that are currently found in the existing architectural vocabulary of the neighborhood, including the historic structures at 900 High Street and 165 Channing Street.

POLICY ISSUES

Office/R&D Annual Growth Limit

This project proposal is subject to the interim ordinance that established a 50,000 sf annual limit on Office/R&D development in a portion of the City including Downtown, the California Avenue area, and the El Camino corridor, adopted October 26, 2015. The City of Palo Alto and the region have experienced dramatic job growth since the end of the recession, resulting in

increases in traffic, parking demand, and other impacts of growth. This growth and the attendant impacts are not directly addressed by the City's current growth management strategies, which include a cumulative cap on non-residential development in downtown and in the City as a whole. Over the course of several meetings in 2015, the City Council discussed growth management strategies that might effectively address the pace of growth and provided staff with direction to develop an interim ordinance that would put in place an annual limit on new development of office and research & development (R&D) space in the City's fastest changing commercial districts. The interim ordinance is intended to control the pace of growth and change in these areas for a two-year trial period or until the Comprehensive Plan Update is adopted, with the understanding that the Comprehensive Plan Update may perpetuate or modify this program.

The interim ordinance reflects the City Council's specific direction on parameters of the annual limit program, including affected land uses and exemptions, the process by which the annual limit would be implemented, the criteria that would be used to evaluate competing projects, and the disposition of pending or "pipeline" projects (ordinance available online: http://www.cityofpaloalto.org/civicax/filebank/documents/49501).

The 50,000 sq. ft. annual limit means that projects proposing net increases in office space greater than 2,000 sq. ft. could only be approved late in the fiscal year, when it would be clear whether they could collectively exceed the annual limit. Projects that exceed the limit would be evaluated individually by the City Council based on a number of criteria. This process will determine which projects would be approved, and which would be denied or deferred to future years.

Based on the requirements of the interim ordinance, in order for this project to be eligible for approval in 2016, all relevant planning entitlement steps must be completed (i.e. CEQA review, ARB, PTC, and Council reviews) by March 31, 2016.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration (IS/MND) pursuant to the California Environmental Quality Act (CEQA) was prepared for the proposal. Based upon the IS/MND, it was determined that the project would not have a significant adverse impact on the environment. The IS/MND (Attachment G) was available for public review beginning February 26, 2016 and the review period will end on March 18, 2016. As of the preparation of this staff report, no comments have been received. Comments received through March 18, 2016 will be considered by the City Council prior to rendering a decision on the ARB application.

COURTESY COPIES

Peter Ko - design@koarch.com

Prepared by: Margaret Netto, Contract Planner
Attachments:

- Attachment A: ARB Findings (DOC)
- Attachment B: SOFA Findings (DOCX)
- Attachment C: Conditions of Approval (DOCX)
- Attachment D: Development Standards Table (DOC)
- Attachment E: Parking Lift Product Sheet (PDF)
- Attachment F: Applicant's Project Description (PDF)
- Attachment G - Initial Study and Mitigated Negative Declaration - (PDF)
- Attachment H - Plan Set (PDF)

Ko Architects, Inc.

March 12, 2017 (revised)
City of Palo Alto
Planning Department

To: Architectural Review Board (ARB)

In reply to: ARB Hearing Comments dated March 17, 2016

Re: Plan Check #: 15PLN-00052
Project Name: 901-925 High St Mixed-Use Development
Project Address: 901-925 High St, Palo Alto

Dear ARB members:
I am writing this itemized letter with our revised drawings in response to your comments during the last ARB hearing on March 17, 2016 as following:

1. We adjusted the parking lot at grade level and eliminated puzzle lift to meet all the required parking for the retail tenant, and residential units. (See our parking tabulation on the resubmitted cover sheet for break downs on total required 45 stalls and total provided 45 stalls on each category.) This project provides enough parking spaces to meet the city parking ordinance requirements.
In responding to the ARB comment of below grade parking, we layout the potential underground parking garage, due to the preservation of existing live oak trees and the requirement of the ramp in limited site area, it only get total 23 stalls including 3 tandem parking. Our assumption is that the underground parking garage is not feasible for this project.

2. We relocated the bike lockers to the center of the building at the open atrium area with natural lighting; added more landscape areas to the parking lot including bigger landscape setback at the eastside by large setback on the building 2nd and 3rd floor plates.

3. We redesigned the south (High Street) elevation by reducing the accent red color overhang at open plaza for the retail space as entry feature. We revised to have narrower storefront window mullion to increase the glazing areas, and changed the ground level residential unit wall finish from stucco to stone veneer. We added more balconies on the 2nd and 3rd level for the residential units to articulate the facade by using the larger windows at the living/Dining room and smaller windows at the kitchen and bed rooms.

4. In response to the ARB comment on the butterfly roof, we eliminated the large sloping (butterfly) roof to four smaller sections of flat roofing. The design intent is to scale down with the residential character by maintaining the higher ceiling for living room and lower ceiling height in bedrooms in order to reflect the form following function. The project meets 35’-0” maximum height limit requirement.

5. The project is located on a housing inventory site in the part of housing element which yields to minimum 14 units are required. We are meeting this goal and exceeding the requirement from original design of 14 residential units to current design of total of 25 residential apartment units without increase floor areas.

Thank you very much for your attention, and please contact us at (650) 853-1908 if you have any questions.

Sincerely,
Peter Ko, AIA
Ko Architects, Inc.

900 High Street, Suite One, Palo Alto, CA 94301
Tel: 650/853-1908

Attachment G

CEQA

A printed version of the environmental documents is available to the public by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

These documents may also be reviewed on online:

1. Go to: http://www.cityofpaloalto.org/planningprojects
2. Go to the "Commercial and Mix Use projects" webpage
3. Search for "901 High Street"
4. Review the record details and click on the address for more details

A direct link to the project page is also provided here:
http://www.cityofpaloalto.org/civicax/filebank/documents/55931

Attachment H

Project Plans

Hardcopies of project plans are provided to ARB Members. These plans are available to the public by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

Directions to review Project plans online:

1. Go to: https://paloalto.buildingeye.com/planning
2. Search for "901 High Street" and open record by clicking on the blue/green dot
3. Review the record details and open the "more details" option
4. Use the "Records Info" drop down menu and select "Attachments"
5. Go to Page 3 of the Attachments
6. Open the attachment named **"901 High-planning resubmittal 1-17-2017.pdf"**

Chapter III - Policies

The following chapter includes policies for SOFA 2 related to land uses, housing, traffic and circulation, community facilities, design character and street trees and landscaping. These policies state the expectations for the area and provide direction to those responsible for reviewing proposed projects within the area.

Land Uses (L)

To achieve the community described in the Vision statement above, the CAP includes the opportunity for combined residential and commercial development. Most increase in intensity will be for residential uses.

1. General Land Use Policies:

POLICY L-1:
Promote varied residential development and neighborhood services while sustaining the character and vitality of the commercial and public facilities.

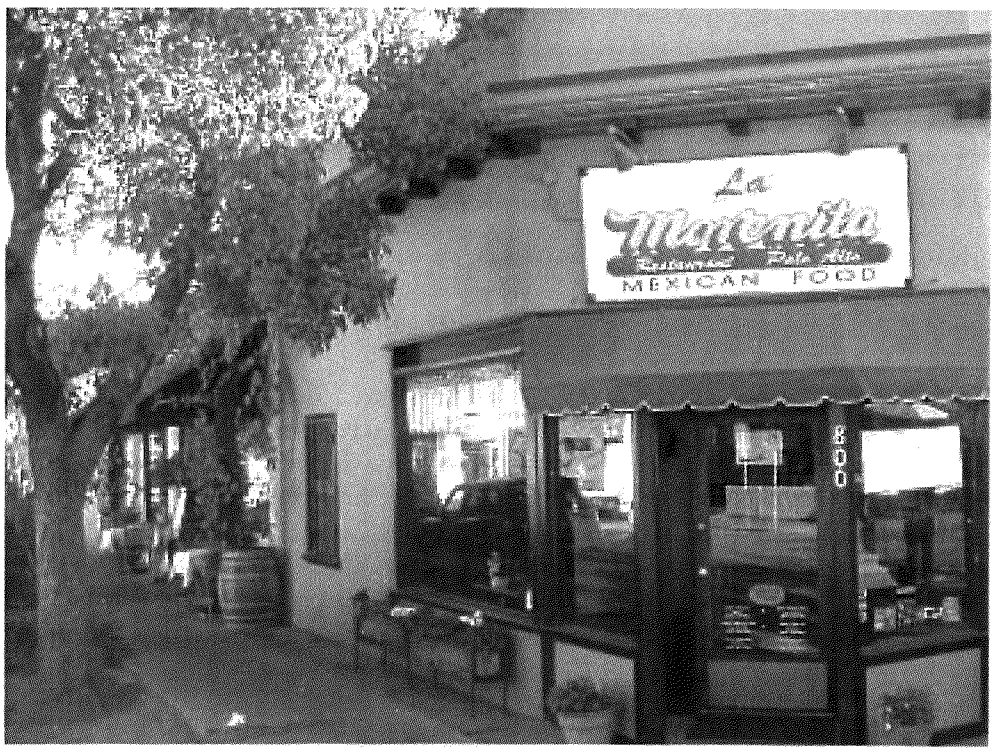
POLICY L-2:
Enhance desirable characteristics and uses by using planning and development standards to create opportunities for neighborhood development. Encourage a compatible transition from the residential neighborhoods to the downtown. Emphasize the addition of new open spaces and plantings that improve the tree canopy and other vegetation in the area.

PROGRAM L-1:
Develop a comprehensive Transfer of Development Rights (TDR) program for SOFA 2 to provide incentives for historic and seismic rehabilitation, and other desirable characteristics and uses including pocket parks and other public open space

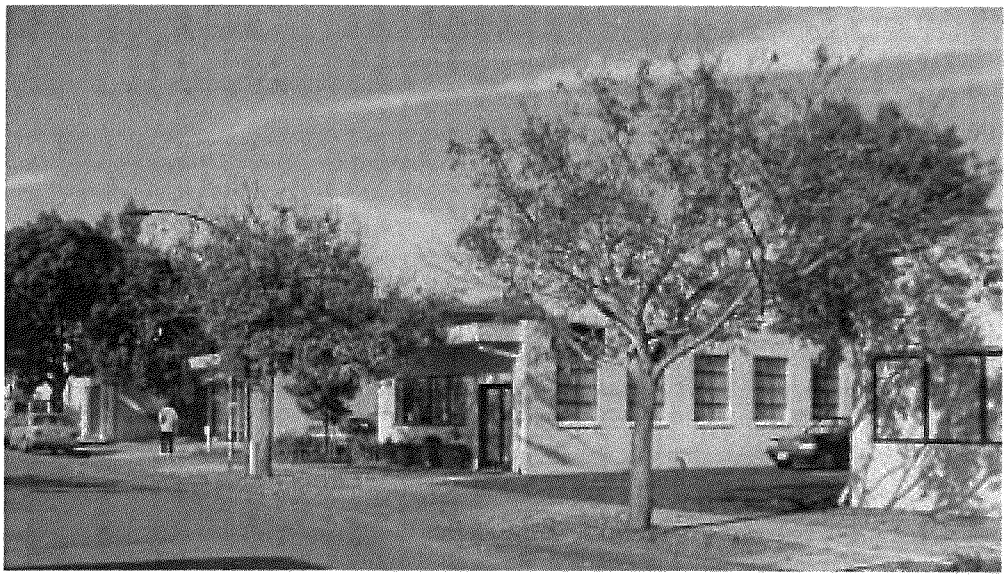
2. Neighborhood-Serving Commercial Uses

The distinct character of the SOFA area is created by its role in providing commercial services to the downtown area, such as auto repair, along with lower cost office space and convenient neighborhood-serving uses such as a grocery store, hardware store, gymnasium, day spa, and restaurants, The distinct character of the SOFA commercial and mixed use area is further enhanced by its role in serving downtown employees and visitors. The continuation of these uses will be encouraged due to their neighborhood serving functions.

Some ground floor office use will remain as existing nonconforming uses, and in most areas of SOFA 2 new office uses will be permitted in the same manner as under the previous CD-S zoning. Some different regulations apply in the Homer/Emerson Corridor, which is centered on the intersection of Homer Avenue and Emerson Street, and includes Homer Avenue between Alma and Ramona Streets, and Emerson Street between Forest and Channing Avenues. This area is a retail node for the area, so office uses will not be permitted to replace existing retail, personal



Restaurants on Emerson Street



Small Businesses on Emerson Street

services, automotive services, or restaurants, and new buildings will be required to be convertible to retail use. Impacts from commercial uses and mixed-use residential projects will be reduced with the application of the development standards and design guidelines.

POLICY L-3:
Create an active commercial center for the South of Forest Area by encouraging neighborhood-serving businesses to locate along Emerson Street and Homer Avenue.

POLICY L-4:
Encourage pedestrian activity along Emerson Street and Homer Avenue through uses that include retail, personal service and restaurants. Incorporate frequent building entrances, storefront windows, pedestrian-scale signage, and outdoor activity spaces into new development in the entire SOFA 2 area to create a lively, pedestrian-friendly environment.

POLICY L-5:
Permit existing commercial uses to remain. Encourage new neighborhood, and pedestrian oriented commercial uses in existing buildings and new mixed-use development.

The SOFA 2 CAP anticipates that the Residential Transition districts in SOFA 2 will become much more of a mixed use area with substantial residential development next to or combined with office and commercial uses. This type of development is strongly encouraged in the City's 1998-2010 Comprehensive Plan as an opportunity to create neighborhoods that are made more interesting and livable by providing the following: 1) a variety of activities taking place; 2) the ability to be active both day and night; 3) the opportunity for a rich texture of architectural and urban design; and 4) the easy accessibility of commercial service to residents and employees of the area. The standards and regulations in Chapters IV and V are designed to result in the development of substantial quantities of housing. So long as great care is given in project design to ensure compatibility between residential and other uses, the area is considered an appropriate location for higher density residential development.

By concentrating future neighborhood serving businesses in SOFA 2, the vitality of the existing hub will be reinforced and a wider array of services will be possible. While the CAP does not forbid residential uses along Homer Avenue and Emerson Street, it does provide opportunities for small-scale neighborhood serving retail and reduced parking requirements for historic commercial buildings to reflect their reliance on pedestrian access and the constraints of reusing those historic buildings. Transparent storefronts or window displays, frequent entries, and other measures to increase visual appeal for pedestrians, regardless of the use of these properties, are included in the design review guidelines in Chapter IV and the development standards in Chapter V.

An economic analysis prepared for the plan cautioned that the market for retail and service uses in the area is limited due to the proximity of the area to Downtown and the limited neighborhood population. However, the market for neighborhood local retail and service uses will improve with the private redevelopment facilitated by the CAP due to increased number of residents and employees in the area, and the expected opening of the Homer Avenue bicycle and pedestrian tunnel in 2004. Residents have expressed the desire to maintain and encourage additional local serving commercial uses in the area. Therefore the plan allows for that type of development.

3. Mixed-Use Development:

This plan provides development standards and design guidelines to facilitate in-fill residential and mixed-use development while continuing a broad range of compatible service commercial uses within SOFA 2 and by incorporating measures to reduce noise, visual and other conflicts between such uses, which include auto-related uses. The responsibility for ensuring compatibility with legal existing land uses and activities is placed on new development, and not existing uses.

POLICY L-6:
Enhance the vitality and livability of the South of Forest Area by allowing a mixture of residential and neighborhood serving commercial land uses.

4. Automobile and Other Service Uses

The long-standing presence of several automobile and other service uses in the area is very valuable to the City. The presence of these business uses is a great convenience to local residents and downtown workers, and opportunities to locate such uses are limited in the rest of the City. The SOFA 2 CAP encourages existing automobile and service uses in the area but limits new automotive uses to Alma Street and the west side of High Street, with conditional use permits to ensure compatibility with surrounding land uses. Assuming that all the activities at the existing automobile and service uses are operating legally, the responsibility for resolving issues that arise from incompatible land uses locating on adjacent properties will rest with new development. However, new automobile or other service uses will also be responsible for addressing compatibility issues.

POLICY L-7:
Enhance the character of the South of Forest Area by ensuring that new residential development is compatible with existing residential areas and incorporates measures to minimize potential nuisance conflicts with existing commercial land uses.

5. Transit Oriented Development

The permitted commercial, residential, and mixed use floor area ratios provide a combined development potential that locates both housing and jobs within walking distance of the Palo Alto CalTrain Station and regional bus routes served by the Dumbarton Express. Mixed use, transit-oriented development of this type will increase the amount of housing and employment located close to major transit services, increasing the attractiveness of transit throughout the region.

POLICY L-8:
Pursuant to the 1998-2010 Comprehensive Plan, encourage transit-oriented development by allowing greater housing density in areas located nearest to major transit routes providing access to housing and employment centers.

Housing (H)

The City of Palo Alto is confronted with a well-documented phenomenon related to the continually rising cost of housing. The SOFA 2 CAP seeks to provide for more modest homes through the provision of less expensive, attached housing units in residential and mixed-use projects. Phase 2 also addresses the well-documented need for "affordable" housing in Palo Alto special provisions for certain types of housing such as single room occupancy (SRO) facilities or senior housing facilities. Projects including affordable housing are required to meet the same development standards (except for residential density) and the same design guidelines as market rate housing projects and are required to incorporate design features to ensure compatibility with the SOFA area.

1. Housing Quantity and Density Policies:

The area within Phase 2 of SOFA provides increased housing opportunities convenient to shops, services, and transit. The Comprehensive Plan recommends the creation of a substantial number of new residential units near the downtown, responding to the city's housing shortage and the area's proximity to transportation opportunities. The concentration on residential uses maintains the overall character of this area and helps create the transition to lower density residential areas to the east and south.

POLICY H-1:
Within SOFA, Phases 1 and 2, provide for a total of 300 residential units and promote the retention of existing housing units and encourage the development of new housing units throughout the South of Forest Area.

POLICY H-2:
Use SOFA 2 as a transition between the existing single-family uses to the South and the commercial uses in the downtown area to the north by providing opportunities for medium and high density multiple family housing within the area.

POLICY H-3:
Provide for increased residential densities including additional lower cost ownership and rental housing within traditional historic housing types.

POLICY H-4:
Permit planned community districts, subject to specific development standards, to permit higher FARs in SOFA 2 for residential use. Require planned community districts to provide specific public benefits.

2. Variety of Housing Type Policies:

Phase 2 of the SOFA plan includes a range of housing options, including mixed use housing, apartments, condominiums, and affordable housing to enable new residents the benefit of being in an area with convenient access to downtown, jobs, transit and services.

POLICY H-5:
Allow a variety of housing types in SOFA 2, including, but not limited to, the following: units in a mixed-use configuration; apartments; townhouses; and studio units.

POLICY H-6:
Housing types in SOFA 2 should be suitable for various ages, household sizes, lifestyles and incomes.

3. Affordable Housing Policies:

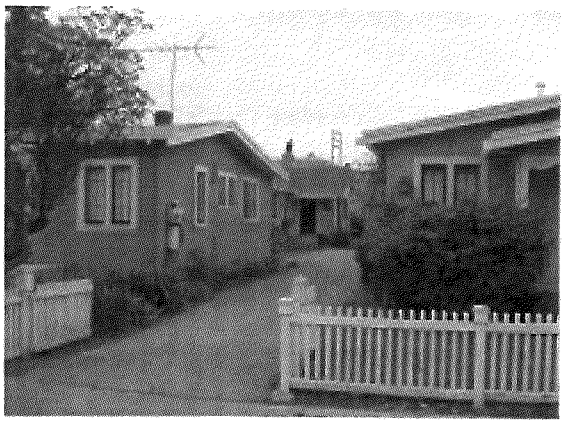
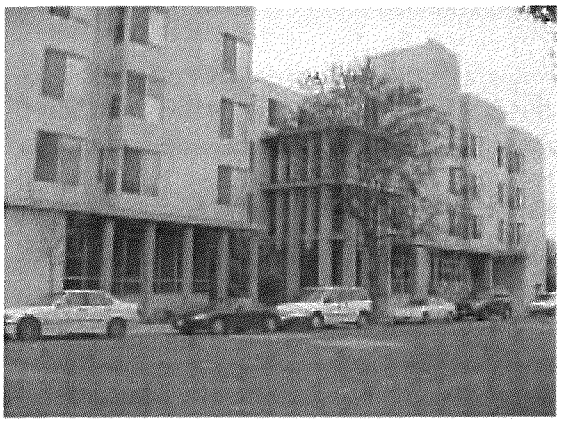
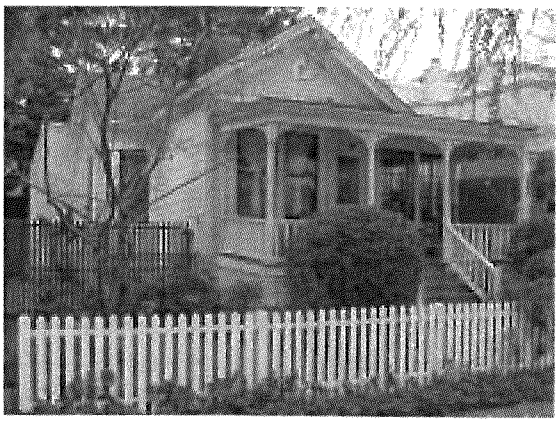
Provision for the allowance of affordable housing is incorporated into Phase 2 of the CAP pursuant to the current Below Market Rate housing program. Program H-20 of the Comprehensive Plan sets forth priorities for compliance with the Below Market Rate (BMR) program by developers. The primary objective of this BMR program is: "to obtain actual housing units or buildable parcels within each development rather than off-site units or in-lieu payments". Palo Alto's Below Market Rate Housing program requires all developers of projects of more than five units to develop at least 15% of the units using specific affordability criteria, or in some cases, to pay a fee in-lieu of providing BMR units. These requirements are subject to change as the Comprehensive Plan Housing Element as amended from time to time.

POLICY H-7:
Preserve existing affordable housing opportunities within the South of Forest Area and expand the supply of affordable housing units.

PROGRAM H-1:
When applicable, negotiate Below Market Rate (BMR) agreements with property owners to comply with Program H-20 of the Comprehensive Plan.

POLICY H-8:
Strongly encourage retention of existing housing, particularly traditional housing structures, rental and other housing that is affordable in an area where land and construction costs have made this retention difficult.

POLICY H-9:
Increase the possibility of developing housing in a mixed-use configuration by making residential development standards more compatible with existing non-residential development standards through adjustment of setbacks, daylight planes, and other requirements.

A variety of housing types in SOFA 2

Transportation (T)

The SOFA area offers an unusually varied set of transportation options. A traditional grid street pattern with a mixture of uses and moderately dense, pedestrian-oriented residential and commercial development helps to support alternatives to automobile use. Walking and bicycling within the area on flat tree-lined streets is pleasant and convenient. The bicycle boulevard passes through SOFA 2 on Bryant Street, and part of the segment of Addison Avenue that passes through SOFA 2 has a designated bike lane. Bus and train service is within a fifteen-minute walk of the outer boundaries of SOFA 2 and provides transportation throughout the Peninsula, South and East Bay.

A one-way street couplet including Homer and Channing Avenue has facilitated heavy through-traffic across SOFA to the major sub-regional arterials of Middlefield and Alma. This roadway system has provided good automobile access but has also resulted in relatively higher volumes and increased speed of traffic. This topic is discussed in more detail in the "Traffic Patterns" section of this CAP.

The policies in this chapter address six transportation issues in SOFA 2. These include trip reduction, transit oriented development, parking management, traffic patterns, transit service, and bicycle and pedestrian circulation.

1. Trip Reduction

Encouraging use of the many alternatives to automobile access in SOFA 2 is the single most effective way to reduce transportation impacts on the area while providing safe and convenient access. The area has excellent transit, bicycle and pedestrian access, and proximity to a variety of retail, employment, housing opportunities, and community facilities. Reinforcing the mixed land use pattern will increase the viability of transportation alternatives and reduce the need for automobile use. These efforts need to be coordinated with comprehensive downtown transportation management efforts to be fully effective.

POLICY T-1:
Reduce vehicle use in the Downtown and SOFA 2 area, where development patterns support transportation alternatives such as walking, biking and transit use.

PROGRAM T-1:
Through the Transportation Division, coordinate SOFA 2 trip reduction efforts with Downtown trip reduction efforts, including shuttle service, transit service and other projects. Establish a citywide Transportation Demand Management program that is integrated with SOFA 2.

POLICY T-2:
Provide 5% reductions in commercial parking requirements for developers who complete all of the following: 1) require commitments from all commercial tenants to provide financial incentives to employees for not driving to work or who participate in the Santa Clara Valley Transportation Authorities Eco-Pass free transit program or commuter check program, 2) pay annual fees to support Downtown/SOFA 2 Transportation Management programs and monitoring by the City, and 3) submit annual monitoring reports to the City on implementation of these incentives and employee travel behavior.

PROGRAM T-2:
Support the continuation of a full time City of Palo Alto Transportation Management Coordinator for the downtown area (including SOFA 2), with responsibility for promoting trip reduction efforts, reviewing requests for parking reductions based on Transportation Demand Management (TDM) plans, and monitoring the success of trip reduction programs based on data provided by SOFA and downtown employers. The coordinator would develop guidelines for approval of parking management, employee trip reduction incentives, and other programs proposed by developers and tenants of mixed use and other projects within SOFA 2.

In Silicon Valley and other Bay Area locations, financial incentives that pay employees cash for not driving to work, or provide credits toward transit or bicycling costs, have been shown to reduce auto use by 15-30% depending on the size of the cash incentive.

3. Parking Management

Presently, there is a parking shortage at peak periods in the downtown and SOFA, which in turn affects adjacent residential areas. This demand is predominantly generated by downtown and SOFA visitors and employees, and by SOFA residents. The shortage will be reduced with the two new downtown parking structures: the recently-opened garage on High Street (Lot R) and the garage on Bryant Street (Lots S and L), scheduled to open in Winter 2003.

The SOFA 2 CAP addresses the parking shortage by requiring that new development, except that located in the Downtown Parking District, provide onsite parking and share parking facilities where appropriate. The relocation of the Palo Alto Medical Foundations (PAMF), and some existing commercial development in the Phase I area of SOFA, combined with new development that provides adequate parking is anticipated to ease the parking shortage in the area. The SOFA 2 CAP provides for limited reductions in parking when appropriate conditions exist (i.e., when a project can utilize shared parking for different uses with different peak demand periods or it is within walking distance of the transit station, or it provides all affordable or senior housing units, etc.). Parking incentives are also provided to encourage renovation of historic structures and their adaptive reuse.

POLICY T-4:
Encourage shared parking for all uses with different peak hour parking demands and provide parking reductions of up to 20% for mixed-use projects with a housing component that have shared parking facilities and offset peak hour parking needs, and parking reductions of up to 15% for projects with multiple commercial uses that have shared parking facilities and offset peak hour parking needs.

Uses with offset peak parking needs can share parking facilities, resulting in lower land and construction costs for parking, and less visual impact of parking lots and structures. This policy will be implemented through an existing City regulation in the parking regulations in Chapter 18.83 of the Palo Alto Municipal Code that allows a 20% reduction in the number of spaces that would otherwise be required for each use separately. For mixed-use projects combining housing with retail and office uses with offset peak requirements, this reduction could be up to 20%. If a project proposes incentives for trip reduction that will further reduce parking demand, such as employee transit passes or separate charges for residential or employee parking spaces, an additional 5% reduction could be approved.

POLICY T-5:

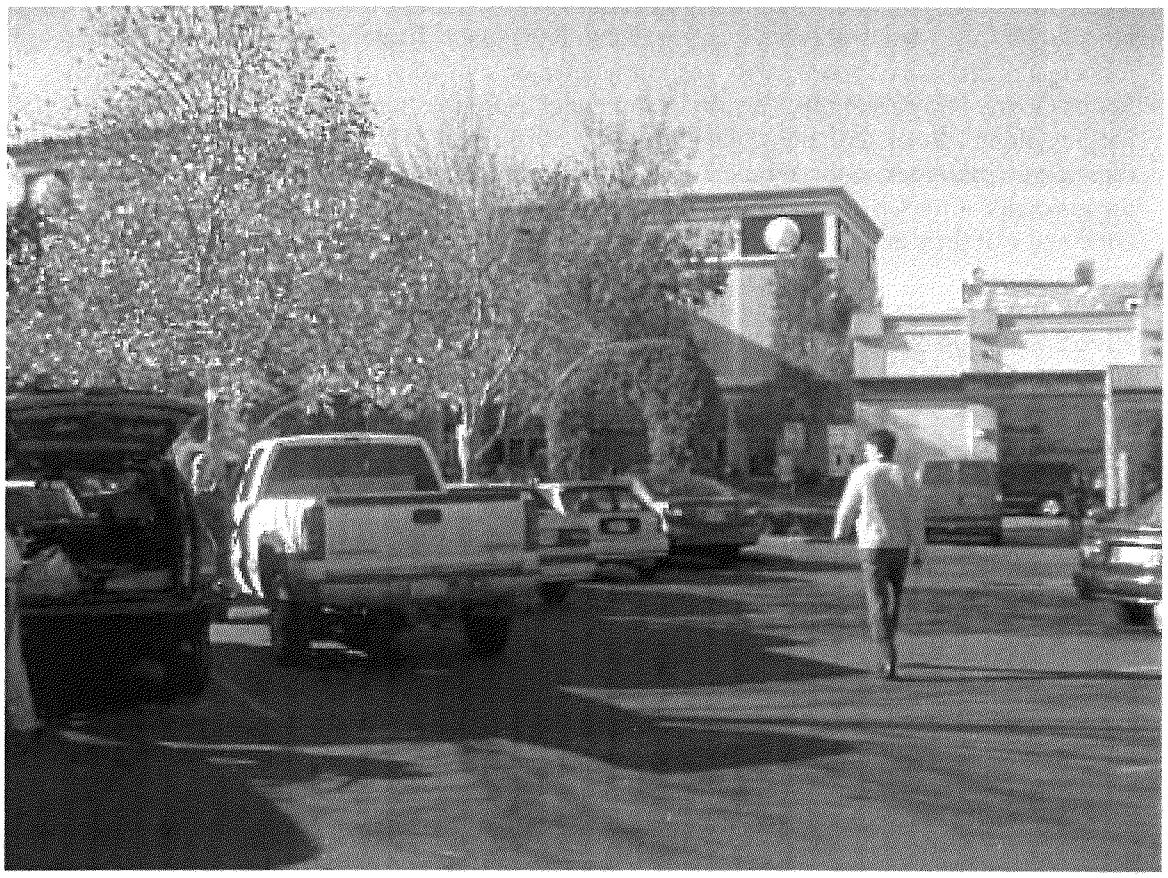
Reduce impacts on residential areas adjacent to SOFA 2 area from the parking impacts of the downtown area and the Residential Transition Districts by encouraging shared parking facilities and below grade parking.

POLICY T-6:

Decrease the adverse visual impacts of surface parking and street level parking garages by encouraging parking for mixed use and multi-family residential parking to be either underground or otherwise not visible from adjacent roadways through the use of landscape screening. Allow parking reductions and flexibility for historic buildings to avoid conflicts between preservation and provision of parking.

POLICY T-7

Encourage an increased amount of short-term on-street parking for retail and commercial uses.



Business parking in SOFA 2

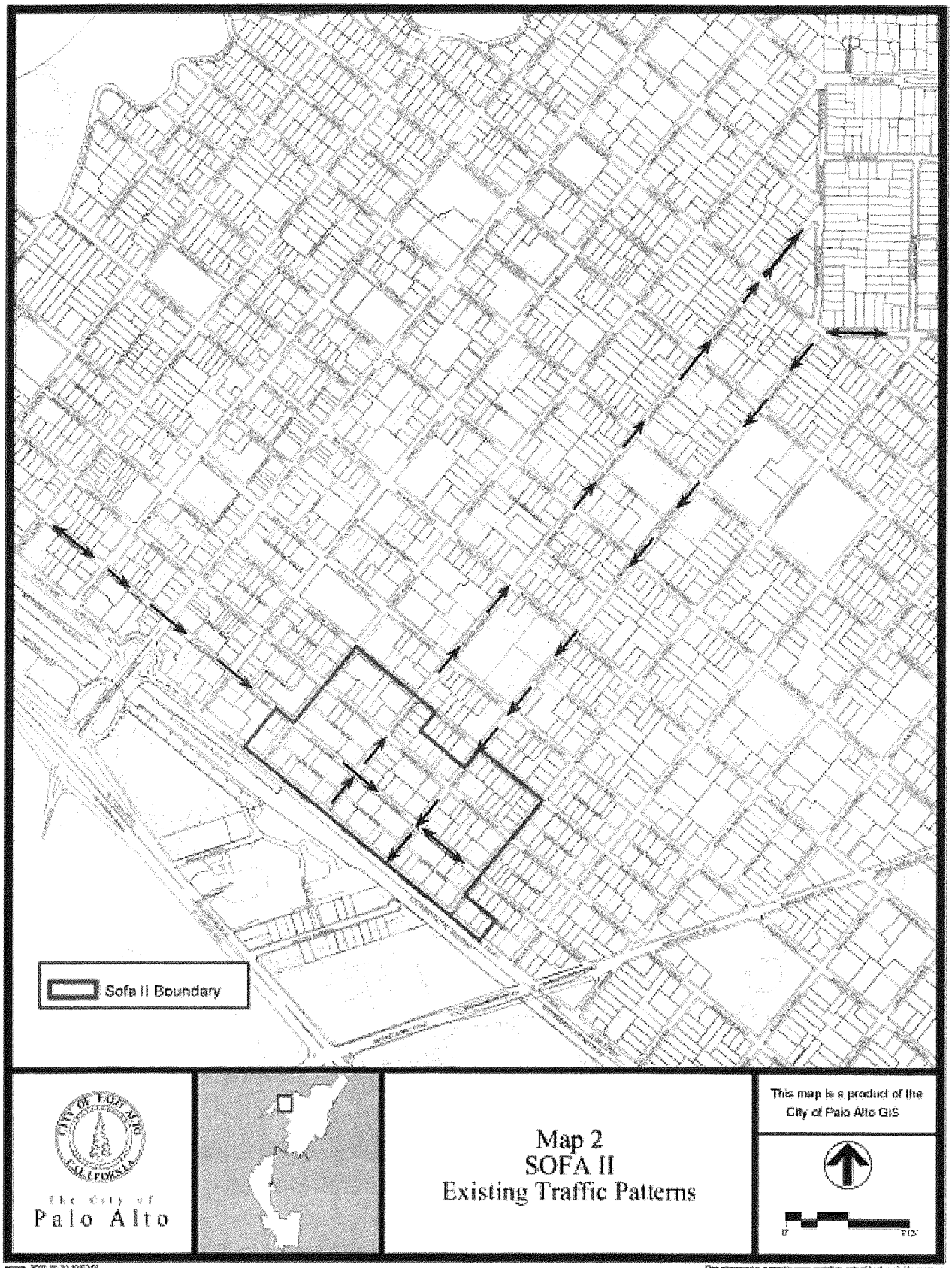
4. Traffic Patterns

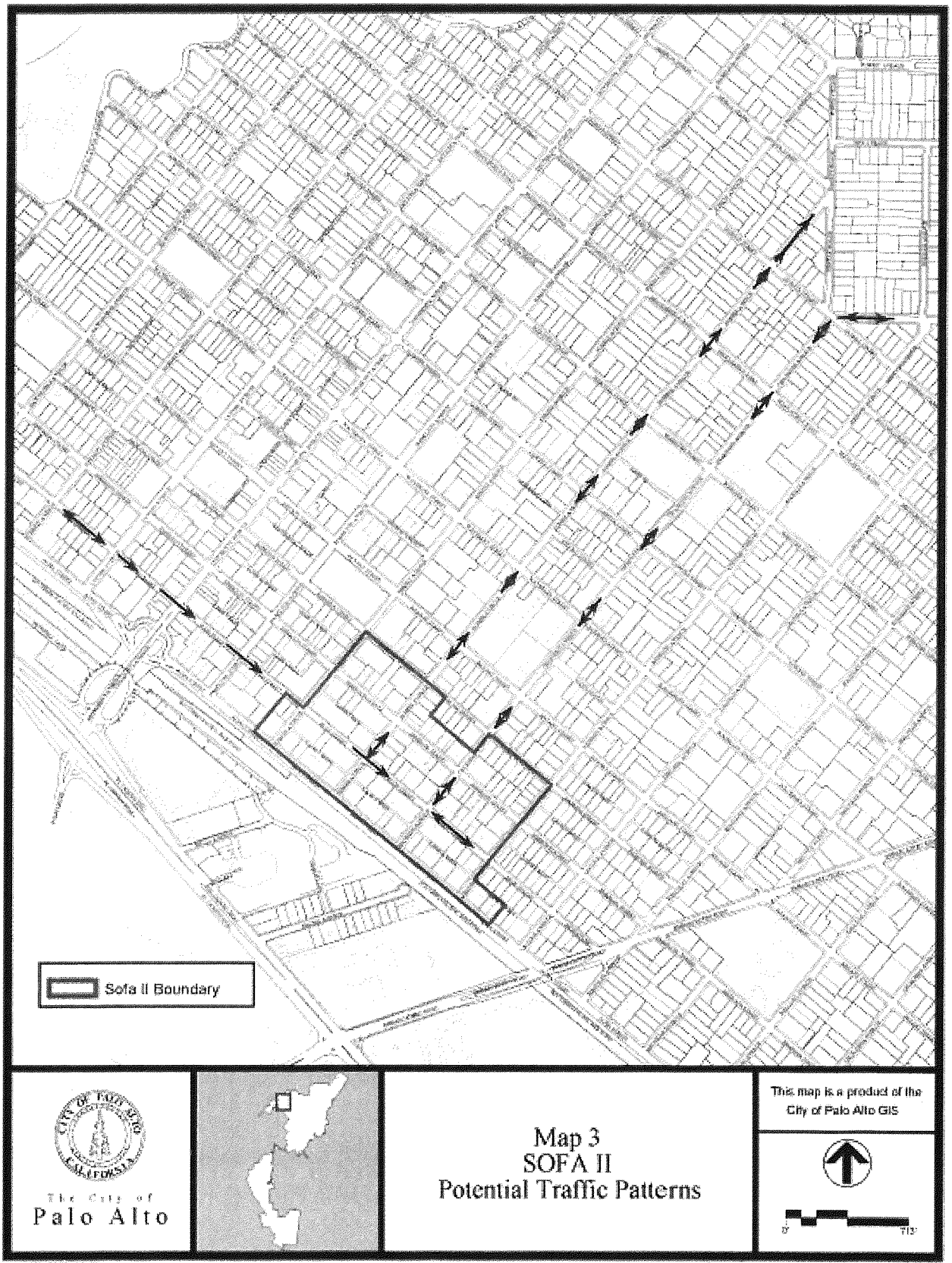
SOFA 2 is affected by Downtown and through traffic as well as neighborhood-generated traffic. For several decades, Homer and Channing Avenues have formed a one-way couplet three to four blocks south of University Avenue. As a result of the one-way designation, Homer and Channing Avenues are attractive opportunities to bypass downtown at higher speeds than the two-way streets closer to Downtown, such as Forest Avenue. Maps 2 and 3 show the existing and potential traffic patterns in SOFA 2.

The fast-moving traffic on Homer and Channing Avenues is a concern for pedestrians, bicyclists and vehicles attempting to exit the driveways of homes. Residents along Homer Avenue have expressed the concern that the volume and speed of traffic along the street makes safe and convenient exiting from their driveways, especially when they must back up into the traffic flow, difficult. Consideration was given to returning these streets to two-way flow in order to calm traffic and maintain the residential character of the area. Returning the streets to two-way travel would affect circulation around the commercial uses in SOFA 2 closer to Alma Street as well as outside SOFA 2. Truck access to various commercial uses frequently requires wide turning movements that can be more easily accommodated on one-way streets. Deliveries to Whole Foods Grocery Store and other nearby commercial uses are often accomplished by trucks double-parking along Homer Avenue which blocks one traffic lane. That same area has a pedestrian crossing at mid-block to the Whole Foods parking area. Additional concerns were also raised by the residents of the Channing House, located just outside SOFA 2, regarding their ability to safely enter and exit their underground parking garage if Channing becomes a two-way street.

The Working Group endorsed the conversion of Homer and Channing Avenues and a portion of High Street from one-way to two-way traffic flow, with the caveat that this conversion should not adversely affect the needs of Whole Foods and the Channing House. The issue will require further analysis, which will be conducted at a future date.

It should be noted that traffic calming measures could be implemented whether Homer and Channing Avenues remain one-way or become two-way streets. The City of Palo Alto Five Year Capital Improvement Program (CIP) calls for street improvements and traffic calming measures such as speed tables and bulb-outs along Homer and Channing Avenues. In addition, the CIP project includes bike boulevard improvements, street furniture, and accessibility improvements. These improvements are scheduled for construction in fiscal year 2004/05.


Sofa II Boundary
The City of
Palo Alto
This map is a product of the
City of Palo Alto GIS
Map 2
SOFA II
Existing Traffic Patterns


Sofa II Boundary
The City of
Palo Alto
Map 3
SOFA II
Potential Traffic Patterns
This map is a product of the
City of Palo Alto GIS

The SOFA 2 CAP is consistent with the City of Palo Alto's CIP in that the CAP encourages further study of traffic calming measures, which could include: pedestrian bulb-outs, traffic lane narrowing and conversion to two-way flow.

POLICY T-8:
Study ways of calming traffic on Homer and Channing Avenues that could include, but not be limited to, pedestrian bulb-outs, traffic lane narrowing or conversion to two-way flow. Consider converting a portion of High Street to a two-way traffic circulation pattern where appropriate.

POLICY T-9:
Complete further research on the possible installation of a traffic signal and signing improvements if Homer, Channing and a portion of High Street are converted to two-way traffic flow. These improvements could include a new signal at Channing and Alma and a southbound left turn lane on Alma at Channing. Coordinate these changes with the improvements to loading and delivery access described below.

POLICY T-10:
Assist SOFA 2 businesses in finding safe and convenient ways to accommodate truck deliveries which may be affected by change if the one way street pattern is converted to a two-way pattern.

POLICY T-11:
Future study of the conversion of Homer and Channing Avenues should address the concerns raised by a major grocery store and Channing House, as described in Programs T-3 and T-4 below, in addition to the need for signals and turn lanes on Alma Street.

PROGRAM T-3:
Coordinate with the major grocery store on Homer Avenue in SOFA 2 to reduce current and potential future conflicts of truck loading with two-way traffic on Homer Avenue. These changes may include but not be limited to the addition of loading zones on Homer Avenue and Emerson Street, restrictions in loading hours, increased use of the alley between Homer and Forest, or the evaluation of the redesign of loading facilities within the store.

PROGRAM T-4:
Coordinate with the Channing House residents, as part of a future Transportation Division study, to improve safety and reduce conflict between trucks loading, traffic on Homer Avenue and residents entering and exiting the parking facilities.

POLICY T-12:
Support necessary and appropriate changes to mid-block pedestrian crossings, including relocation of crossings to nearby intersections, raised pavement, signing to assure that crossings are visible to passing traffic and convenient and safe for pedestrians.

POLICY T-13:
Maintain the existing alleys between Alma and High Streets and High and Emerson Streets primarily as support for the nearby commercial sites, providing both loading and circulation for local businesses.

5. Transit Service

Transit service within SOFA 2 is fairly good by regional standards, with a heavily used commuter rail station within 3 to 12 blocks of any part of SOFA 2, a regional express bus to the East Bay,

and two local services through the area, with several others through the nearby downtown area. More frequent daily service and evening and weekend service would increase convenience for transit users. The Marguerite shuttle to Stanford University comes within one block of Forest Avenue. The 1998-2010 Comprehensive Plan also calls for the provision of a shuttle/jitney type bus system to serve Palo Alto. This program has been implemented and provides a shuttle service that travels within close proximity of SOFA along Webster Street. This program reduces traffic and parking demands in this area by providing an alternative to driving. Ridership is generally low on all transit except rail and East Bay bus service, suggesting most residents, employees and visitors have cars available and find few incentives to use public transportation services. Studies show housing and employment near transit and incentives such as free transit passes can increase transit use and discourage auto use; such efforts are supported and encouraged in the SOFA 2 CAP.

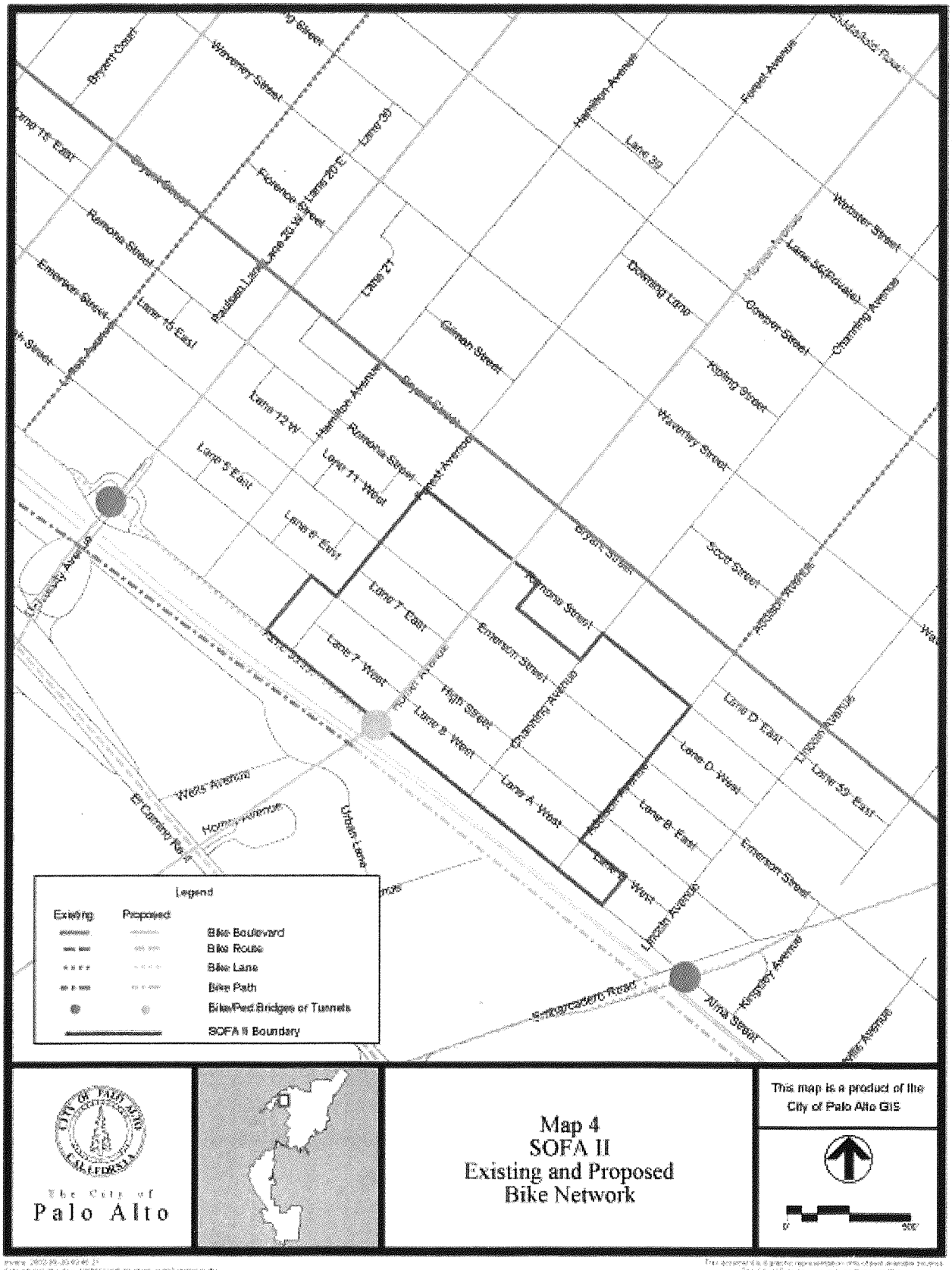
POLICY T-14:

In coordination with Downtown efforts, encourage transit use by SOFA residents, employees and visitors, increasing awareness of available transit service and schedules and working with Santa Clara Valley Transportation Authority (SCVTA), SamTrans, Stanford, and other transit providers to improve service.

6. Bicycle Circulation

Bicycling is a convenient transportation method for residents, employees, and visitors to SOFA and those who travel through the area to nearby destinations. Map 4 shows the existing and proposed bicycle routes. Bryant Street is a bicycle boulevard and Addison Avenue is a bicycle route between Bryant and Guinda Streets. The Alma Street sidewalk is currently designated as a sidewalk and bicycle path, but this designation will be removed in the future as planned bike routes are developed. Bicyclists can cross under Alma Street and the railroad tracks using sidewalk bicycle paths at University Avenue and Embarcadero Road. Access to both existing undercrossings is inconvenient. In addition, crossing the railroad tracks and El Camino Real at University Avenue is complex and can be hazardous. A new undercrossing of the railroad tracks at Homer Avenue and Alma Street will be constructed by the City of Palo Alto to correct the existing situation. In addition, Homer Avenue is recommended to be designated a bicycle boulevard in the Draft Bicycle Transportation Plan.

The new undercrossing will involve the construction of a bicycle and pedestrian tunnel under the railroad right-of-way that would connect the area around the Palo Alto Medical Foundation (PAMF) with the SOFA and Downtown areas. Entry/exit features will be constructed on the Alma Street side and at the PAMF side of the railroad tracks. Both entry/exit features will be set back from the street on the Alma side and from bicycle paths on the PAMF side. Stairways and Americans with Disabilities Act-compliant ramps will be integrated with new landscaping at the


Legend
Existing
Proposed
Bike Boulevard
Bike Route
Bike Lane
Bike Path
Bike/Ped Bridges or Tunnels
SOFA II Boundary
The City of
Palo Alto
Map 4
SOFA II
Existing and Proposed
Bike Network
This map is a product of the
City of Palo Alto GIS

Access points to the tunnel. The tunnel will also incorporate lighting features and design enhancements to promote safety and reduce the perception of the tunnel as a long, dark enclosed corridor. The tunnel's expected opening is Spring of 2004.

POLICY T-15:
Provide safe and efficient bicycle routes consistent with the proposed bike/pedestrian undercrossing of the railroad tracks. These routes should provide connections between the SOFA, Downtown, and nearby schools, shopping centers, transit centers and employment centers.

PROGRAM T-5:
Revise bicycle routes in SOFA 2 to provide a bicycle route between the Bryant Street "bike boulevard" and Alma Street using Homer and/or Channing Avenue, or as otherwise recommended by the Palo Alto Bicycle Advisory Committee (PABAC), to connect with the proposed pedestrian bicycle undercrossing at Homer Avenue and Alma Street. Further study of an alternate route is needed if Homer Avenue remains one-way between Alma and Ramona Streets.

POLICY T-16:
Support the construction of a bicycle/pedestrian undercrossing at Homer Avenue and Alma Street. Facilitate implementation of the recommendations of the Railroad Crossing Feasibility Study to improve pedestrian access from SOFA to the PAMF campus and points west.

7. Pedestrian Circulation

Pedestrian access throughout the South of Forest Area is good, with a regular pattern of small blocks. In the commercial areas towards Alma Street, the attractiveness of the pedestrian experience is diminished by areas of narrow sidewalks, missing or stunted street trees and by heavy and fast-moving traffic on Alma Street. Heavy, fast traffic on Homer and Channing Avenues also impacts pedestrians despite wider sidewalks and large street trees. To improve the safety and circulation of pedestrians and contribute to a walkable neighborhood, the SOFA 2 CAP encourages traffic calming improvements at key intersections within SOFA 2.

Alma Street and the railroad tracks both form barriers between the area and Stanford University, the new Urban Lane PAMF facility and other areas to the southeast. The proposed pedestrian and bicycle crossing at Homer Avenue and Alma Street would help mitigate these obstacles.

POLICY T-17:
Improve pedestrian and bicycle connections between and within SOFA 2, the Palo Alto Transit Center, and Stanford University.

PROGRAM T-6:
Develop a plan for improvements to Alma Street, adjacent streets and key intersections, using bulb-outs, raised walkways, street trees and other measures to improve pedestrian safety and convenience within SOFA 2 and crossing Alma Street, helping to link with the transit center and Stanford.

POLICY T-18:
Improve access for the disabled throughout SOFA 2.

PROGRAM T-7:
Complete corner curb cuts throughout SOFA 2, consider the needs of wheelchair users and persons with other disabilities in planning for crossings and other public and private pedestrian improvements in the area. As sidewalks are repaired, applicable ADA requirements shall be satisfied.

Community Facilities (CF)

Community facilities include public and private facilities that provide services to the surrounding community. Among these services are schools, libraries, open space/public facilities and childcare. Because they are the subject of separate, ongoing planning processes at the School district and City-wide level, this CAP contains no policies or programs related to schools or libraries. However, the issues of schools and libraries related to SOFA 2 are briefly discussed below. Childcare and Open Space/Parks issues are discussed in more detail with accompanying CAP policies and programs:

1. Schools

Potential impacts on schools are addressed in the Environmental Impact Report for the entire SOFA area (Phases I and 2). Demographic changes have resulted in increasing enrollments throughout the city, which are the subject of Palo Alto Unified School District planning efforts. City policy requires that new development be evaluated for its impact on school enrollment relative to existing capacity. However, the City does not discourage new development solely on the basis of impacts to schools, nor can it require new development to address impacts to school enrollment beyond the payment of established school impact fees. The type of housing encouraged in SOFA 2 would yield fewer children than the single-family detached housing allowed in areas of the Phase I plan.

2. Libraries

The area is currently served by the Downtown Library, located within the study area, and the Main Library, located less than one mile away. Library services are assumed to continue unchanged for the purposes of this Coordinated Area Plan. This issue was also evaluated in the environmental document for all of SOFA and was found to have a less than significant impact.

3. Open Space/Public Facilities

Scott Park, a 0.4-acre mini-park located off Scott Street near Channing Avenue is adjacent to SOFA 2. The park contains a half court basketball court, a grassy area, playground equipment and picnic tables. The closest developed neighborhood park is 2.0-acre Johnson Park, located five blocks to the north across University Avenue. Kellogg Park, approximately 0.4 acres in size, located just south of Embarcadero Road and the turf area at Addison Elementary School both provide additional neighborhood recreational open space. In addition, the Williams House and gardens, located on Homer Avenue, provides an additional 0.25-acre of city-owned open space within SOFA 2, although presently public access to the space is limited to guided tours during the hours the museum is open. The El Camino Park playing fields, located across from Stanford Shopping Center, are within one-half mile of portions of SOFA 2.

In addition to these existing public facilities, a new two-acre public park will be developed by the City of Palo Alto along Homer Avenue between Bryant and Waverley Streets as part of the implementation of Phase I of the SOFA plan. This new park will be within easy walking distance of SOFA 2 and will serve as the closest neighborhood park for residents of the area.

Along with these existing and new public facilities, the SOFA area provides opportunities for private development of publicly accessible open space through the development of "pocket parks" or public plazas that are incorporated into the design of a private development.

POLICY CF-1:
Develop Urban Design Plan for improvements in the public right-of-way including street furniture, lighting and other amenities.

POLICY CF-2:
Encourage private development proposals to accommodate publicly accessible open spaces and connections to other open spaces where feasible. Encourage establishment of usable outdoor pedestrian open spaces, plazas, etc. with pedestrian amenities.

4. Accessibility

The Comprehensive Plan Housing Element and Community Services and Facilities Element emphasize the City's commitment to providing services and housing for people with special needs, including persons with disabilities. The Fair Housing Act Amendments of 1988 require requires that local governments make reasonable accommodations in their rules, policies, practices, or services when necessary to afford persons with handicaps equal opportunity for access to housing. The Americans with Disabilities Act gives other rights with respect to commercial enterprises and other public accommodations

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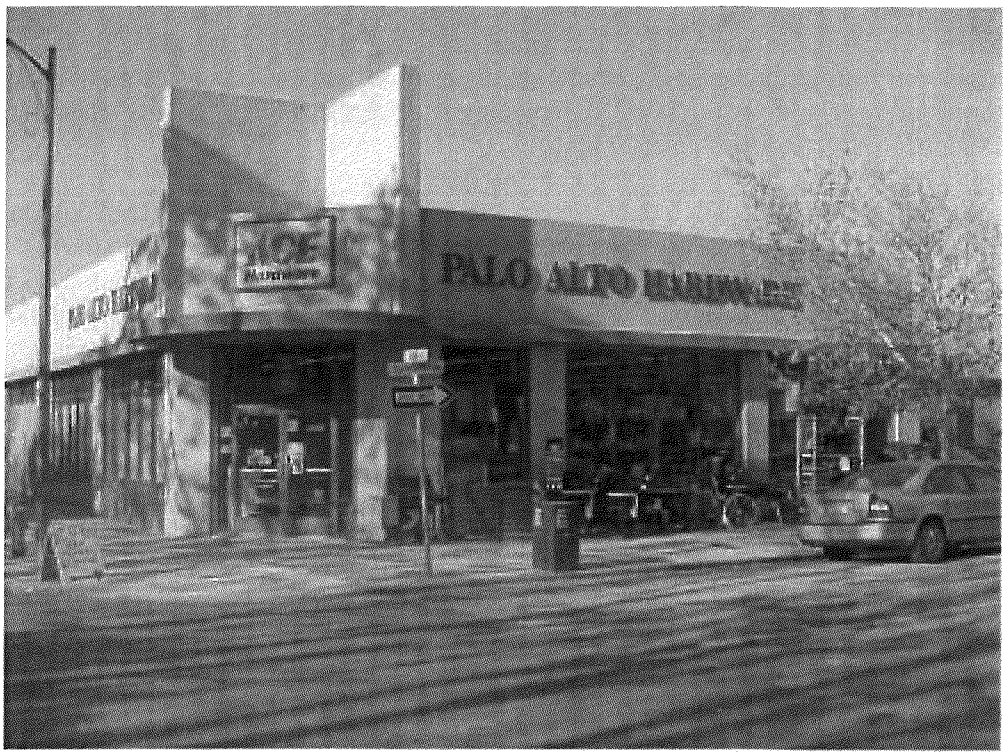
POLICY CF-3
The SOFA 2 CAP shall be interpreted and applied in a manner that does not deny to persons with disabilities the access to housing and public accommodations that they are guaranteed under federal law.

Design Character and Guidelines (DC)

The goal of the Coordinated Area Plan with respect to Design Character is to create the conditions that will encourage future development to preserve and enhance the original, varied, pedestrian-oriented and generally fine-grained scale of development in the area. In order to do so, the CAP policies address several different issues, including subdivision or lot development pattern, compatibility of new development with existing patterns and historic preservation, the process of development review, and the establishment of design guidelines and development standards.

This section of the CAP addresses the visual quality, urban design and distinct character of SOFA 2. This character arises from consistent patterns of physical forms, including the canopy created by the area's street trees; the size, bulk, mass, height and location of buildings; the type of architecture and age of buildings; as well as from notable exceptions to those patterns.



Renovated Businesses on Alma Street

SOFA 2 contains a wide variety of building types, heights, sizes, and styles generally possessing a high degree of visual interest and pedestrian orientation. Styles vary, but the buildings have patterns of entryways, porches and fenestration in common. This section of the CAP addresses key aspects of this character for SOFA 2, including street trees and heritage trees, historic preservation, architectural design and public art.

The design guidelines included in the CAP encourage the scale, bulk and mass of buildings and their architectural components to be compatible with that of existing structures in the neighborhood. Heights are generally limited to 35' with 50' buildings allowed in the RT-50 District areas along the west side of High Street and along Alma Street where the height of the buildings would be compatible with the width of the street and speed of the traffic. Ground floor designs will provide visual interest such as display windows, porches, storefronts, courts, landscaping, and architectural details.

POLICY DC-1:
Promote quality design as defined by massing, detail, materials, etc. Implementation of the design guidelines should allow for flexibility and diversity in relation to the overall context of the neighborhood.

PROGRAM DC-1:
Include design guidelines for SOFA 2 that encourage quality design as defined by style, detail, massing, and materials. Encourage flexibility in design character, and allow creative use of architectural styles consistent with the fabric of the neighborhood.

POLICY DC-2:
With new development, require new street trees, storefront treatment of front facades, pedestrian scale signage, pedestrian/seating, sidewalk widening, and other improvements to improve pedestrian experience throughout SOFA 2.

Building articulation, roofline stepbacks and variations, and frequent use of street entry features are all design measures that reinforce the original, finer grain of development in this area.

POLICY DC-3:
The commercial development in SOFA 2 is centered on Homer Avenue and Emerson Street, with many intact buildings remaining. The character of these commercial buildings, with store front entrances and no front or side setbacks, creates a lively pedestrian environment which should be reinforced by new development, particularly along Emerson Street, which links this area to the downtown.

POLICY DC-4:
Incorporate transition techniques into new buildings to blend higher density housing or mixed-use projects into the existing lower density residential housing adjacent to the southeastern portion of SOFA 2.

1. Historic Preservation

One of the goals of the SOFA 2 CAP is to encourage the preservation and adaptive reuse of historic buildings throughout the area.

SOFA 2 played a significant role in the early history of Palo Alto and includes a substantial number of historic structures currently listed on Palo Alto's Historic Inventory. These structures, and the historic patterns of development they create, contribute to much of the area's unique and interesting character.

The commercial development along Homer Avenue and Emerson Street was the center of a mixed-use district, which provided a variety of essential services to the adjacent downtown and nearby residential areas such as Professorville, a National Register Historic District. The SOFA area included the residences, businesses and community facilities of a variety of ethnic groups and nationalities. Map 5 shows the locations of Historic Resources in SOFA 2.

Appendix B-1 lists the properties that have been designated as SOFA 2 Historic Resources. These historic resources are protected by the SOFA 2 CAP. Alterations or additions on these sites must comply with the Secretary of the Interior's Standards for Rehabilitation. Appendix B-2 lists properties that have been identified as Potential SOFA 2 Historic Resources. When any development is proposed on these sites, they will first be evaluated for historical significance under CEQA. If the site is eligible for the California Register of Historic Resources or the National Register of Historic Places, it will be reclassified as a SOFA 2 Historic Resource.

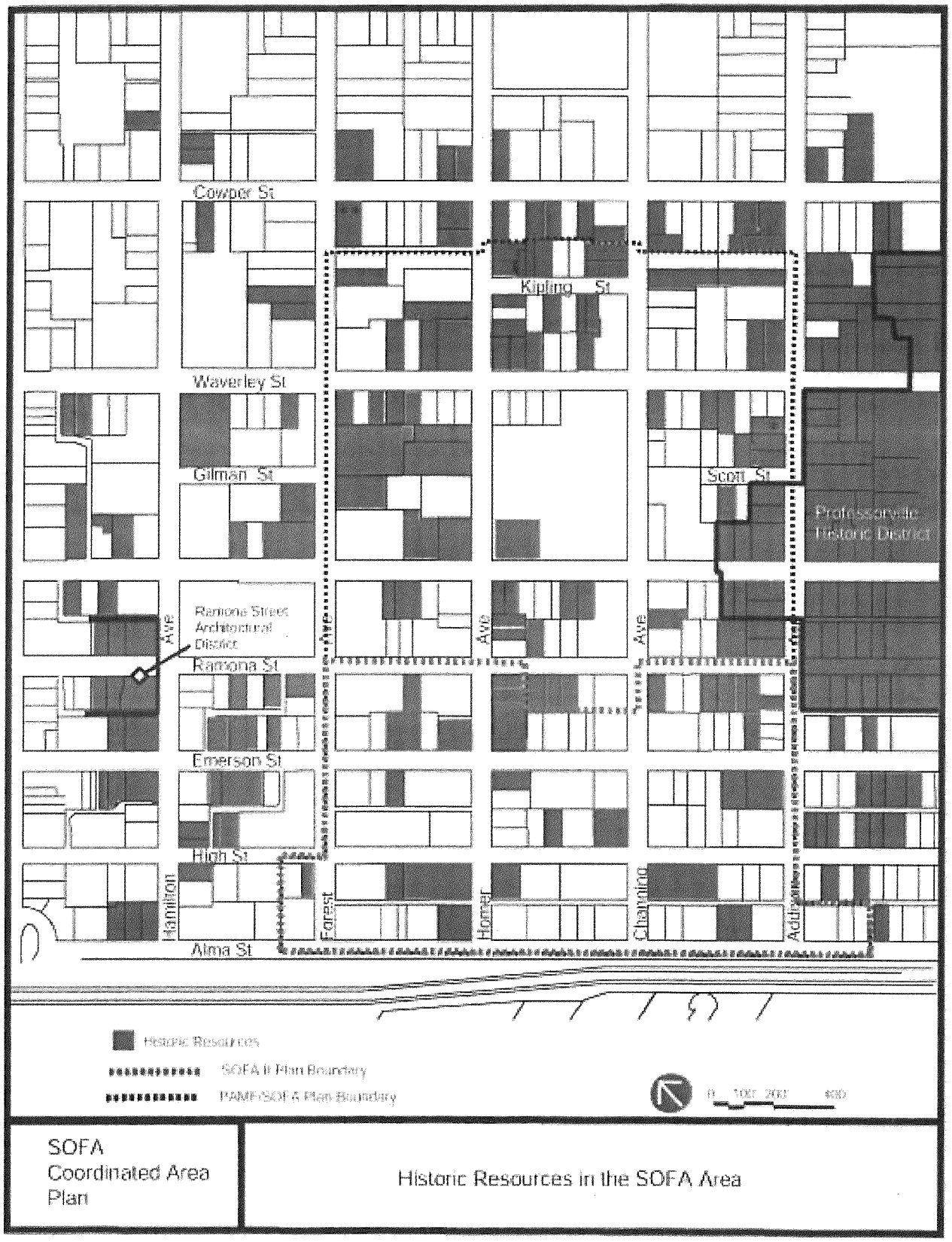
POLICY DC-5:
Require SOFA 2 Historic Resources, which are identified in Appendix B-1, to conform to the Secretary of the Interior's Standards when undergoing alterations or additions.

POLICY DC-6:
Require public and private efforts to maintain, preserve, and use historic buildings and other historic resources in order to maintain the scale and character of the area.

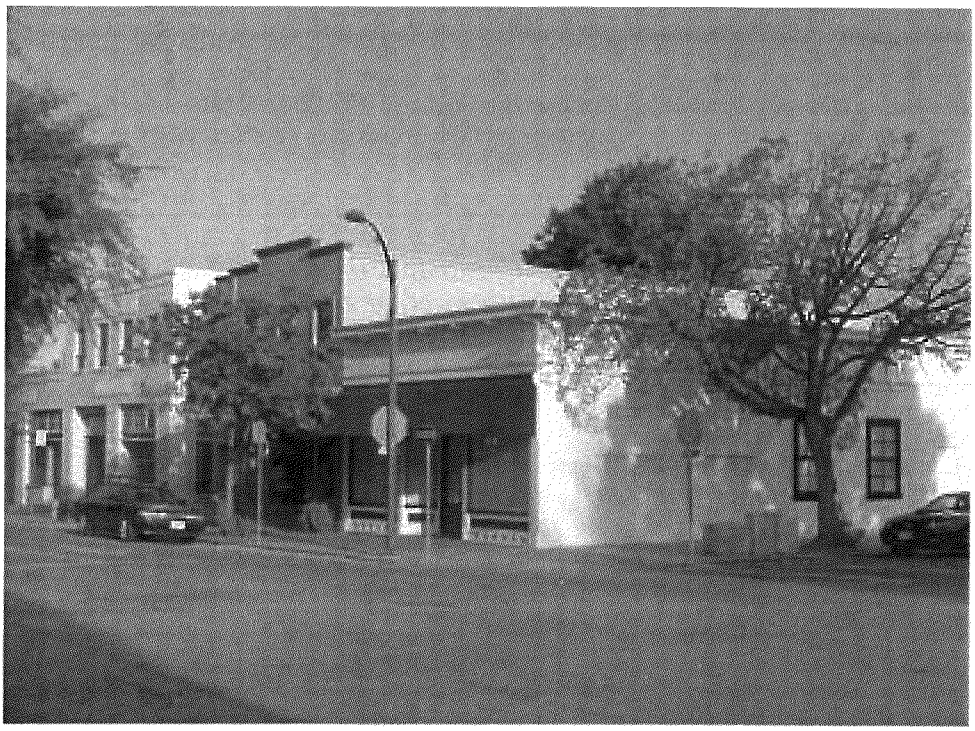
POLICY DC-7:
Allow exceptions of up to 25% less than the full parking requirement to encourage reuse of historic buildings for original or compatible uses.

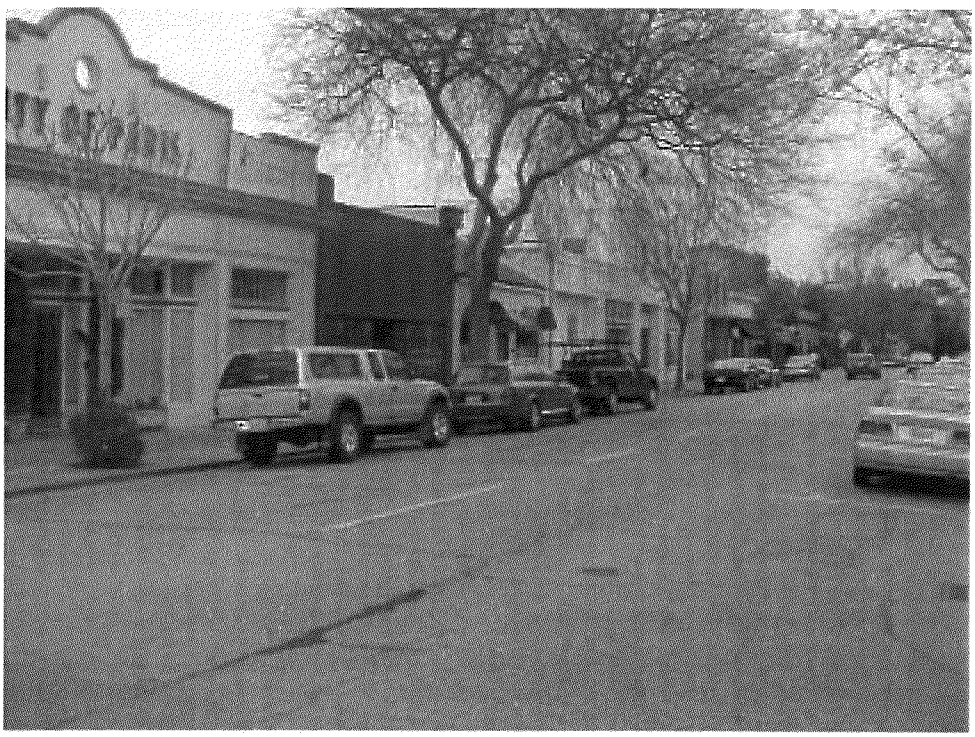
POLICY DC-8:
Provide information to the public, developers, homeowners etc., on all available historic preservation tax programs, credits and other financial assistance available.

POLICY DC-10:
Encourage use of the State Historic Building Code when reviewing proposed modifications to historic structures, and provide information regarding the Code to the public, developers, homeowners, etc.



Map 5: Historic Resources in SOFA 2





Historic buildings on Homer Avenue

POLICY DC-11:
Promote continuation or restoration of the original use of SOFA 2 Historic Resources wherever possible, but allow adaptive reuse if compatible with preservation of historic features where original use is infeasible.

POLICY DC-12:
Permit continued non-conforming use of SOFA 2 Historic Resources if necessary to assure preservation and restoration of historic resources. Continuation of the original use or a similar use should be pursued wherever feasible. Established and designated historic resources shall be exempt from the minimum densities outlined in the CAP.

POLICY DC-13:
Develop a Transfer of Development Rights (TDR) program for historic structures in the SOFA 2 Residential Transition districts which allows development rights to be transferred from historic buildings in the area to eligible receiver sites in either the SOFA 2 Residential Transition districts or the Downtown (CD) area, with the limitation that development rights cannot be transferred to another historic building.

POLICY DC-14:
Make determinations on historic resources using consultants hired by the city. For commercial and mixed-use development, the applicant will pay for the consultant.

2. Public Art

Public art makes a valuable contribution to the urban design of Palo Alto and enriches the built environment and public life. The plan encourages new development in SOFA 2 to provide public art as a part of the project.

POLICY DC-15:
Encourage new development to provide public art within all major projects. The art is to be reviewed and approved by the Public Art Commission.

Public and Private Trees (PPT)

To achieve the city's tree preservation goals, all development must be consistent with the Citywide Tree Protection Ordinance. The ordinance requires preservation and maintenance of large Coast Live Oaks and Valley Oaks, and Coast Redwoods. Planting of new oaks and redwoods and protection of those not yet large enough to be protected will also help to maintain Palo Alto's distinctive tree canopy after the inevitable loss of today's large oaks and redwoods.

The Tree Technical Manual establishes standards for removal, maintenance, and planting of trees. In establishing these procedures and standards, it is the City's intent to encourage the preservation of trees.

The South of Forest Area of Palo Alto includes many fine tree specimens growing on public and private property. The area also contains several examples of the two oak species and redwoods that are protected in Palo Alto. These notable trees and the remainder of the urban forest presents both opportunities to build on the area's distinctive features and constraints for the location of

new development within the area. The existing trees provide wildlife habitat, shade, and a dramatic urban design feature and enhance the pedestrian environment. The preservation and enhancement of these resources is essential to maintaining the character of the neighborhood.

In order to introduce a healthy diversity of street trees, while producing consistency within a block to create a strong pattern, the street tree species listed in Appendix D should normally be used.

1. Trees on Public Property:

POLICY PPT-1:
Preserve and protect existing street trees when in compliance with Appendix D or as otherwise approved by the Planning or Public Works Arborist, planning new development so that damage or removal of existing healthy street trees is minimized.

POLICY PPT-2:
Driveways, walkways and structures should be located to preserve existing street trees wherever possible. Protective measures should be taken in construction and landscaping to assure the continued health of existing street trees.

POLICY PPT-3:
Any new development or substantial renovation of an existing building within SOFA 2 should consider the replacement of any "missing" street trees at an interval of approximately 20-25 feet on center.

POLICY PPT-4:
Street tree selection should be in accordance with the proposed street tree species shown in Appendix D or as otherwise approved by the City.

POLICY PPT-5:
Adopt city policies that require use of structural soil to promote tree growth when sidewalks are replaced.

2. Trees on Private Property:

POLICY PPT-6:
Protect and maintain Heritage Trees. In addition, promote preservation of Coast Live Oak and Valley Oak, which are not yet large enough to qualify for protection under the Tree Protection Ordinance. Incorporate planting of these native oak species in established open spaces, plazas, etc. and in other appropriate locations in SOFA 2.

POLICY PPT-7:
Strongly encourage the preservation of significant trees on private property in SOFA 2 when applying the design criteria in Chapter IV.

Chapter IV – Compatibility Requirements and Design Guidelines

Section List

4.010 Compatibility Requirements

(a) New and remodeled structures

Compatibility with the existing area is required for all new and remodeled structures in all districts throughout SOFA 2. Compatibility is achieved when the apparent scale and mass of new buildings is consistent with that existing in the neighborhood, and when new construction shares general characteristics and establishes design linkages with surrounding existing buildings so that the visual unity of the street is maintained.

A compatible building design is one that supports and reinforces the shared architectural and site features of neighboring properties. It is not necessary in an area of coherent architectural or historic character to employ specific styles in new construction in order to achieve compatibility. Other fundamental features of neighboring properties are more important. A contemporary style, for example, can be fully compatible with a historic neighborhood if the new design has taken careful account of the following characteristics of the street and area:

(1) siting, scale, massing, materials;

(2) the rhythmic pattern of the street established by the general width of the buildings and the spacing between them;

(3) the pattern of roof lines and projections;

(4) the sizes, proportions, and orientations of windows, bays, and doorways;

(5) the location and treatment of entryways;

(6) the shadow patterns from massing and decorative features;

(7) the treatment of landscaping.

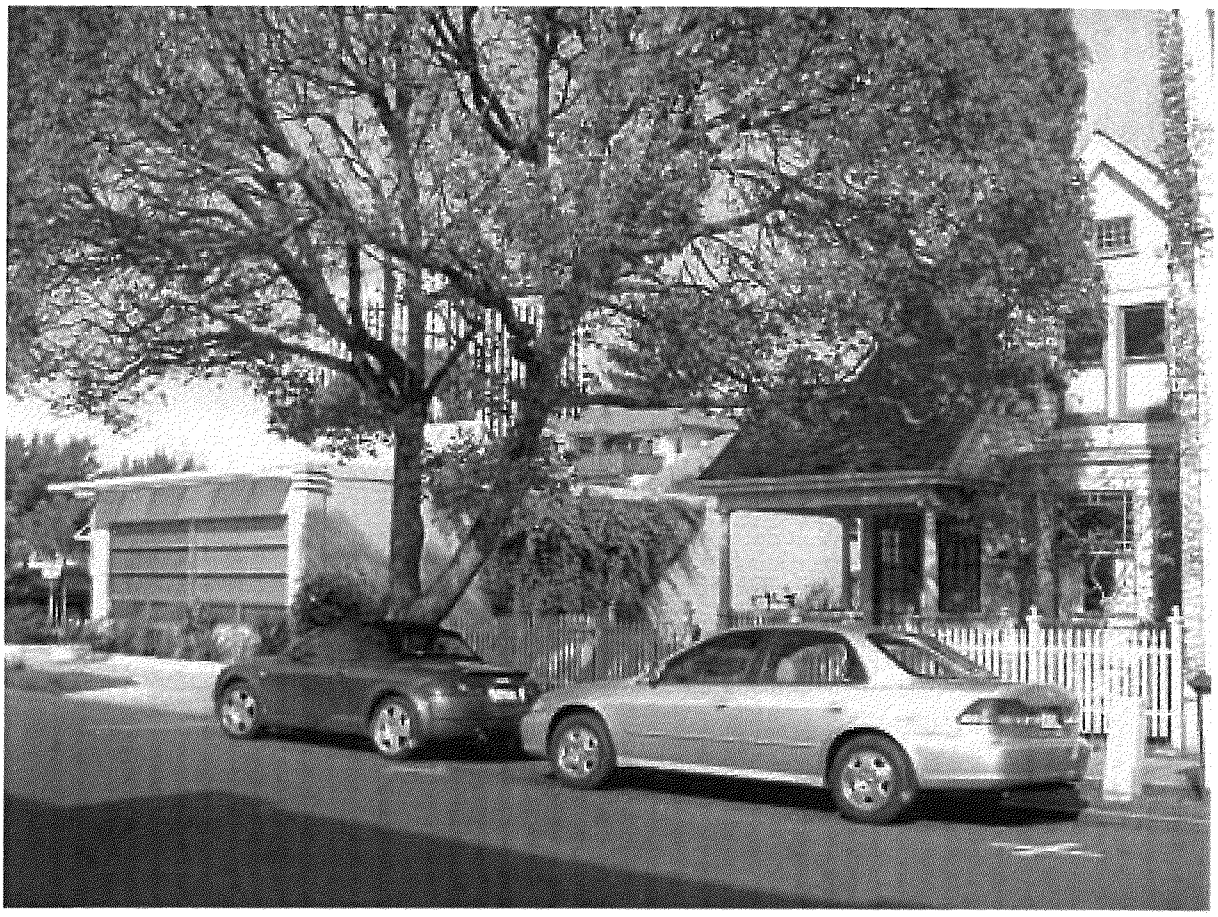
With respect to scale, compatibility refers to what is apparent rather than to actual measurements. Buildings can be designed to appear smaller or larger than they actually are by respectively increasing or reducing the articulation of massing and wall surfaces. When articulation is minimal, one's primary impression is of the building as a whole, and it seems larger and more monolithic. When articulation is increased, the primary impression is of the building's separate parts perceived one after another, and the building seems smaller and more humanly scaled.

(b) Compatibility with historic structures and other existing structures

(1) Buildings adjacent to or across the street from Historic Resources must be compatible with the scale and massing of such historic buildings.

(2) Existing buildings, whether or not Historic Resources, can provide character and scale to new development and should be reused and remodeled rather than demolished when to do so would strengthen the area.

(3) Renovated storefronts should be compatible in materials, scale and proportion with Historic Resources and other existing buildings. Awnings and signage should complement and not hide building columns, windows, and other architectural features. Where several businesses exist in a single building, coordination of awnings and sign changes can reduce visual clutter.



Adaptive reuse of buildings on Emerson Street

Section 4.020 Design Guidelines for Public Property

These guidelines for public property development are to be used in designing and reviewing projects on public property, particularly in the public right of way. They may also be useful to designers of private projects. Where there is a number or amount referenced, this is illustrative only.

(a) Streets and Alleys

(1) Street improvements should facilitate and enhance the pedestrian environment. Desirable features include, but are not limited to, the following: street trees, benches, bus stop shelters, increased sidewalk width, pedestrian open space, public/private open space, and right of way improvements such as bulb-outs and other enhanced pedestrian crossing features.

(2) New developments should incorporate design features that encourage pedestrian usage of existing and new alleys, when appropriate.

(3) Alleys should connect to other alleys or streets when possible to form a continuous vehicular and pedestrian network.

(4) Alleys in commercial areas place service vehicle access and parking away from the street and sidewalks, offering a secondary access to individual parcels and attractive and comfortable streetscapes. The alleys between Alma Street and High Street, and High Street and Emerson Street, provide important support to commercial uses. Continuing their effectiveness in supporting commercial uses is the highest priority for future maintenance and modification of the alleys and in reviewing new development adjacent to them. Improved pedestrian or bicycle access, and use of the alleys to provide access to residential development, are all desirable if this can be done in a way that does not substantially interfere with their primary purpose.

(5) In areas where walking is to be encouraged, streets lined with garages are undesirable. Alleys provide an opportunity to put the garage to the rear, allowing the more "social" aspects of the building to be oriented toward the front of the street. Streets lined with porches, entries and living spaces are safer due to visual surveillance.

(6) Design of alleys should provide sufficient light to promote nighttime safety. Where alleys intersect streets, adequate sight distances and building setbacks should be provided.

(b) Intersections and Crosswalks

(1) Intersections should be designed to facilitate both pedestrian and vehicular movement. The dimensions should be minimized while providing adequate levels of service.

(2) Intersections should be designed to slow traffic and reduce pedestrian crossing distances.

(3) The street system should balance the needs and viability of the pedestrian, as well as the car.

(4) Reduced auto speeds improve pedestrian accessibility and safety and can continue to accommodate safe vehicular movement. Minimum curb radius at the intersection will reduce the pedestrian crossing distance while reducing the speed of the car through the intersection.

(5) Crosswalks should be designed to clearly confer the right-of-way to the pedestrian and minimize the crossing distance.

(6) Raised crosswalks will be considered where there are no traffic signals. The color and texture of paving materials shall be reviewed and approved by the City prior to installation of such a crosswalk. The paving materials should enhance visibility and minimize hazards such as slipping and tripping.

(c) Gateways

(1) Gateways should be located at the intersection of Alma Street and Homer Avenue and at the intersection of Ramona Street and Homer Avenue. The gateways denote the entrance into the pedestrian friendly shopping street.

(2) Elements of the gateway features, such as materials and form should be used in the street furniture throughout the area.

(d) Sidewalks

(1) Sidewalks adjacent to new development should include a continuous minimum clear width of 5 feet for pedestrian travel and a minimum overall sidewalk width of 10 feet to the curb line. Where such a sidewalk width is not currently provided, new development should supplement the public sidewalk with an additional setback for the building.

(2) Where existing buildings constrain sidewalk widening on private property, developers of the private property are encouraged to widen the sidewalk in the public right of way where possible.

(3) Historic sidewalk dimensions should be investigated and incorporated into new development where appropriate, as determined by a site analysis.

(e) Pedestrian Amenities

(1) Sidewalk improvements should be grouped so that a minimum 5-foot wide walking area is maintained for pedestrians. Trees, street furniture and outdoor displays and tables should be located either next to the curb, or within 3 feet of the building provided that adequate walkway is preserved.

(2) Arcades or building setbacks with awnings or shade trees should be provided where sidewalk width is inadequate for anticipated pedestrian and outdoor use.

(f) Street Furniture

Street furniture should be selected or designed to promote a sense of continuity throughout the area. The design intent is to create a distinctive community character while meeting the user's needs.

(g) Street Parking

Street parking should be provided although it will not count towards meeting a private development's on-site parking requirement. In some cases a street parking space may be deleted to use the area for a landscaped area with a bench or other pedestrian amenity, or for ADA compliance.

(h) Landscaping

(1) Landscaping should be appropriate for the area, well maintained, and not allowed to create a safety hazard by concealing or overgrowing pedestrian facilities. As the area redevelops, tree canopy and other vegetation should be increased, to create an atmosphere more hospitable to pedestrians and those making use of outdoor spaces.

(2) Tree canopy should be used wherever possible to provide shade and weather protection for pedestrians. Adequate room for tree growth should be provided so that tree roots will not damage pedestrian facilities.

(3) Landscaping may be used to provide a buffer between vehicles and pedestrians and to screen parking and utility areas.

(4) Street tree planter areas along Alma should incorporate Japanese Box Wood borders similar to existing examples along Alma between Channing and Homer Avenues.

(5) Streets should be lined with a limited selection of trees, in accordance with the proposed street tree species shown in Appendix D, to give them a unified and distinct image.

(6) Adequate sight distances must be maintained to ensure safety. In areas that do not have space for planter strips, the trees should be kept close to the sidewalk to provide shade and should be aligned to visually frame the street. In all cases, trees should be trimmed regularly to accommodate buses and service vehicles. Tree maintenance should be ensured. Shade for the comfort of the pedestrian is key to creating a viable walking environment. Street trees help reduce heat build up from large asphalt areas and create a cooler microclimate. Trees also provide habitat for local birds.

(7) Street Trees.

(A) Street trees should be planted (at developer's expense) along the centerline of the planting strip at a maximum spacing of twenty-five (25) feet on center of the entire length of street frontage. Where there exist street trees in good health and condition, they should be protected and incorporated into street tree planting. Species of the shade trees should be as approved by Planning and Public Works arborists;

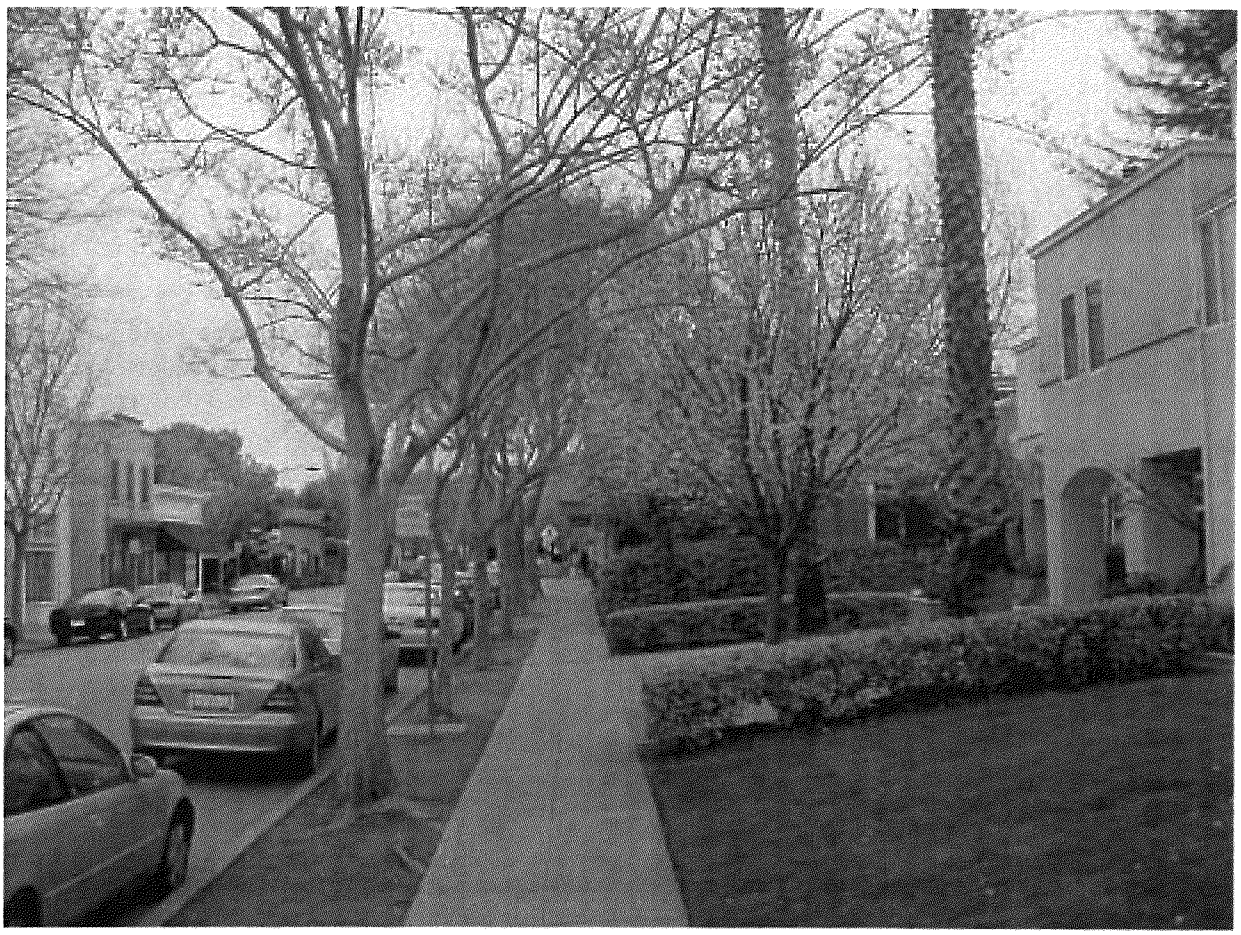
(B) New development or major remodeling of existing development should include planting of 24 inch box street trees (at developer's expense) to replace any missing or diseased trees. Species should be selected according to Appendix D (Street Tree Species Recommendations) unless otherwise approved by the Planning and Public Works arborists.

(i) Lighting

Decorative lighting should be used in the public right-of-way that showcases adjacent buildings. Light fixtures should be attractive elements during the day when they are not illuminated.

(j) Public Art

Art should be used whenever possible in the public right-of-way to provide visual interest for pedestrians and other passers-by.



Street trees on Homer Avenue

Section 4.030 Design Guidelines for Private Property

These guidelines for private property development are to be used in design review of projects in the RT Residential Transition zones and new PC Districts and provide methods for meeting the compatibility requirements of Section 4.010. Where there is a number or amount referenced, this is illustrative only. The guidelines do not apply to projects that are not subject to design review.

(a) Multiple-family Residential Design Guidelines

The guidelines in PAMC Chapter 18.28 apply to multiple-family residential projects and residential portions of mixed-use projects.

(b) Architecture

(1) It is strongly recommended that the architectural design and styles of new construction, additions, modifications, etc. reference and enhance the scale, massing and character of the existing architectural and/or historical heritage of South of Forest Avenue area. Contemporary reinterpretations of these styles, which are similar and compatible in style, color, articulation and form are also encouraged.

(2) Each style should utilize characteristic roof forms, materials, window treatments, and other details, which should be used consistently throughout the design in order to create a compatible design.

(3) Buildings along Emerson Street, Homer Avenue and Ramona Street should provide a particularly inviting appearance to pedestrians, with high quality materials and landscaping and observance of all the guidelines of this Section 4.030 to improve the pedestrian experience.

(4) Publicly oriented uses should be visible through storefront windows from the sidewalk.

(c) Paseos

Paseos are publicly accessible walkways on private property.

(1) Paseos have the potential to be attractive, well-designed, people-oriented places that provide desirable spaces. Paseos, whether publicly or privately owned, should be designed and maintained for general public use.

(2) Paseos should be incorporated into new public or private developments where any of the following situations occur:

(A) An area open to the public area exists within the interior of a block that should be connected to the surrounding street frontage;

(B) Pedestrians are required to walk out of their way to move between public areas on a block; or

(C) There are opportunities to make pedestrian connections between residential and commercial areas.

(D) Other functions of the paseo (e.g. merchandise delivery, trash collection and fire access) may be considered during the design and development review process.

(d) Entrances

(1) Main entrances to buildings are encouraged, with direct visibility from the street. A clear entry path should lead from the sidewalk to the front door.

(2) Low hedges, fences or trellises or gateposts are recommended to mark the transition from the public street to common entry to private residential entrance.

(3) Ornamental lighting consistent with the building's architectural style is encouraged to improve the safety, security and attractiveness of the pedestrian entry.

(4) Open space, plaza areas, etc., are recommended in association with building entrances.

(5) Outside pedestrian seating (benches, for example) is encouraged. The linear seating length is recommended to be equal to 15% of the proposed building linear frontage with a minimum of 12 lineal feet of seating.

(6) Trellises, arbors, porte-cocheres or other similar architectural features are encouraged to identify entrances. These may project no more than three feet into the setback area.

(e) Height

Staggered stepbacks that vary the massing of portions of a building are recommended to encourage diversity in design and assist in increasing the access to daylight from the interior of a building.

(f) Massing/building articulation.

It is recommended that building mass or facade composition be articulated. Techniques for creating this massing or facade module may include but are not limited to roofline variations and projections or recessed wall surfaces.

(g) Driveways

(1) Setback of driveways from adjacent properties should be a minimum five (5) feet.

(2) The maximum number of curb cuts for one building should be one two-way curb cut or two one-way curb cuts per parcel or for every 150 feet of frontage. The maximum width should be 12 feet for a one-way driveway and 24 feet for a two-way driveway.

(3) The maximum grade of ramps should be sixteen percent (16%).

(4) Ramps should be a maximum of 20 feet wide.

(5) Permeable driveway surfaces should be used where appropriate.

(h) Fence and Walls

(1) Aesthetically appealing fences and/or walls should be provided along all property lines when needed to screen service areas, and parking areas from adjacent developments.

(2) Planting areas established adjacent to a fence or wall should have a minimum width of 5 feet, and shade trees should be planted approximately 25 feet on center.

(3) All service areas, sanitation areas/containers, recycling bins, mechanical areas and similar items and functions should be entirely screened. Screening should be a minimum of one foot above the height of the container or similar structure.

(i) Landscaping

(1) See Section 4.020 for information on street trees and other plantings in the public right-of- way.

(2) On sites where existing heritage trees and other significant trees and landscape features exist, new development should be designed to preserve such trees and incorporate them into the open space or other appropriate areas of the development. For summary of City ordinances and requirements and map of such trees, refer to Appendix D of this CAP.

(3) Open space/pocket parks. Trees of at least 24-inch box size should be planted in all open spaces at approximately 25 feet on center. Adequate area for root zone should be incorporated into underground or decked parking garage design.

(j) Lighting

Exterior lighting within parking areas should be adequately shielded to minimize glare and intrusion on neighboring residential properties.

(k) Signage

(1) Where permitted, signs should be designed to be read at the pedestrian scale. Use of projecting signs and signs on awnings is strongly recommended.

(2) Building mounted signs should relate to the architectural design of the building, and should be indirectly lit, avoiding large areas of bright colors. Illuminated can signs and illuminated awnings are not permitted.

(l) Parking

(1) Parking for multi-family projects should be underground where feasible. Partially submerged parking a half level below the building is allowed. Required guest parking may be provided in well-landscaped lots at grade.

(2) Any garage openings for natural ventilation associated with partially below grade parking should be located along side or rear property lines rather than along street faces. Openings should be screened with lattice that is compatible with the facade above, and with hedges or other planting. Garage lighting should be designed to minimize glare and intrusion though the plant and lattice screening.

(3) Requests to extend fully underground parking under the public right of way may be considered provided that there will be no cost to the City, no impact on the quality of street trees and on-site tree landscaping to be provided and no impact to existing and/or proposed utilities or similar infrastructure.

(4) Surface parking lots should be located behind buildings or in the interior of a site whenever possible. Surface parking lots should be visually and functionally segmented into several smaller lots. Land devoted to surface parking lots should be reduced via redevelopment and construction of shared parking facilities. The configuration of surface parking lots should accommodate future redevelopment. All surface parking lots should be planted so that in 10 years 70% of the surface area of the lot is shaded. Additionally, surface parking lots should be screened from streets by landscape treatments.

(5) If it is necessary to provide surface parking in front of a building, such parking should be planted with shade trees at a ratio of 1 tree for every 3 spaces, with the tree located between the parking spaces to maximize shade over the paved parking area and the area where cars are parked.

(6) Providing approximately 10% of required spaces as short term parking outside underground garage structure is encouraged and may be identified as short term parking only. This surface level parking should be landscaped with one tree for every 3 spaces. Short term parking should be located along the rear alley when available, serving to widen the alley travel lane to a safer 20 foot width while creating parking with the look and feel of public on-street parking.

(7) Parking structures may be used for shared parking arrangements but should not dominate the street frontage. Retail uses should be encouraged on the first floor of street-side edges of parking structures.

(m) Bicycle Facilities

Pedestrian facilities should be connected with bicycle parking facilities whenever possible to encourage bicyclists to park their bikes and walk to nearby destinations.

(n) Art

Art should be used to provide visual interest for pedestrians and other passers-by.

(o) Mixed Use Design Guidelines

(1) Where residential uses are located above non-residential uses, balconies, window designs, building articulation, street level entries, and other similar architectural characteristics should be utilized to emphasize the residential character of the structures and strengthen the pedestrian scale.

(2) Where non-residential uses are located above residential uses, the ground floor residential uses should be slightly above grade level, including a landscaped setback, porch and stoop design to provide both privacy for the resident and interest for the pedestrian.

(p) Trash and Loading Areas

Trash and loading areas should be centralized where possible.

(q) Pocket parks, plazas and courts

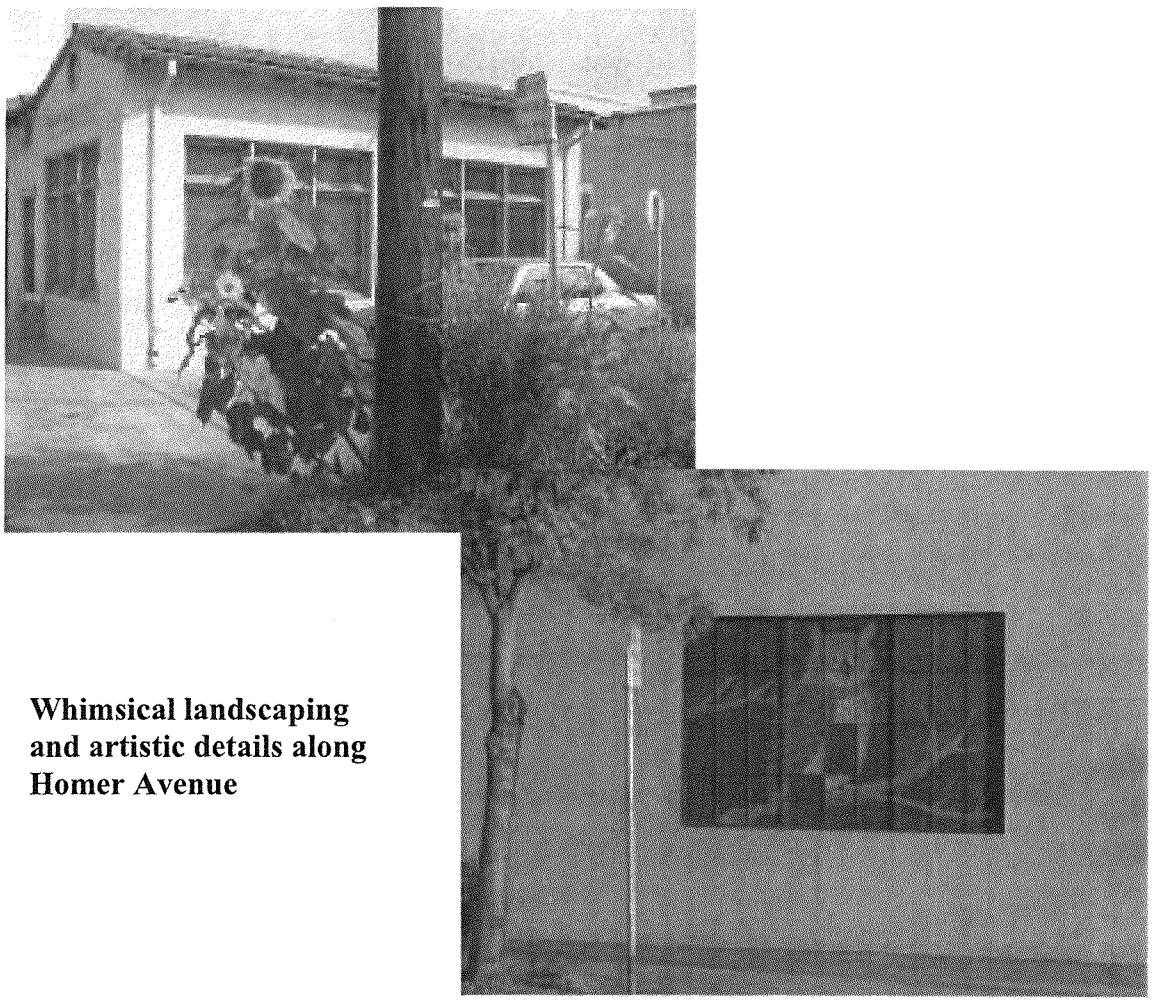
(1) Pocket parks, plazas, and courts should be located on major circulation routes, such as corners or near building entrances, to increase usage.

(2) Restaurant uses, cafes, or similar service establishments are strongly encouraged to provide outdoor seating areas, benches, or tables.

(3) Such spaces should be well-landscaped with trees and other vegetation increasing the tree canopy

(r) Noise Reductions

All development within the RT-35 and RT-50 districts should employ design and construction methods and materials that reflect or absorb sound such as barriers, landscaping, soundproofing construction materials, and double-glazed windows where necessary to achieve desired noise levels.



Whimsical landscaping and artistic details along Homer Avenue