Architectural Review Board
Staff Report (ID # 11704)

Report Type: Action Items **Meeting Date:** 12/3/2020

Summary Title: 3585 El Camino Real: Mixed-Use (3rd Formal)

Title: PUBLIC HEARING / QUASI-JUDICIAL. 3585 El Camino Real [17PLN-00305]: Consideration of a Major Architectural Review to Allow The Demolition of a 800 Square Foot Commercial Building and the Construction of a New Three-Story Mixed-Use Project Including 2,400 Square Feet of Office Space, and Three Residential Units. This is a Housing Incentive Program Project with a Variance Request to Deviate From the Parking Lot Shading Requirement. Environmental Assessment: Mitigated Negative Declaration. Zoning District: CN (Neighborhood Commercial). For More Information Contact the Project Planner Sheldon S. Ah Sing at sahsing@m-group.us.

From: Jonathan Lait

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

1. Review and consider the Initial Study/Mitigated Negative Declaration; and
2. Recommend approval of the proposed project to the Director of Planning and Development Services based on findings and subject to conditions of approval.

Report Summary
The subject project was previously reviewed by the ARB on two other occasions. The Municipal Code encourages the Director of Planning and Development Services to decide on projects after three public hearings.

Earlier staff reports include background information, project analysis and evaluation to city codes and policies; these reports are available online:

- October 19, 2019 ARB Meeting: https://tinyurl.com/10-17-2019-ARB-Staff-Report
- May 21, 2020 ARB Meeting: https://tinyurl.com/05-21-2020-ARB-Staff-Report

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

The purpose of this report is to restate the comments made by the ARB and detail the applicant's response to those comments. The analysis section builds upon the information contained in earlier reports, modified to reflect recent project changes.

The ARB is encouraged to make a final recommendation to approve, conditionally approve or deny the project.

Background

On May 21, 2020, the ARB last reviewed the project; this was the second public hearing of the project. A video recording of the ARB's meeting is available online: https://tinyurl.com/05-21-2020-ARB-Video. The ARB's meeting minutes are available online: https://tinyurl.com/5-21-2020-ARBMinutes. The ARB's comments and the applicant's response are summarized in the following table:

ARB Comments/Direction	Applicant Response
• Revise shading exhibit considering all trees affecting shading for the parking area.	• With the inclusion of street trees, the parking area shading was calculated and shown to comply with Palo Alto Municipal Code (PAMC) 18.54.040 landscaping of parking areas. No Variance is necessary. • Parking areas also include an overhang, solid roof and trellis covering parking in addition to tree shading that provides additional shading beyond the PAMC requirements although these areas are not counted under the PAMC standards. *See Sheet A3.13, Shading Diagram* *See Analysis Section for more discussion.*
• The second floor one-bedroom unit appears large.	• The applicant revised the second-floor unit to be a 1,220 square foot two-bedroom unit. *See Sheet A2.2.* *See Analysis Section for more discussion.*
• Demonstrate a defined "base", "middle" and "top" of the building. Especially the top cornice.	• The applicant revised the "top" by including a one-foot parapet with brushed aluminum cladding and coping. *See Sheets A3.1 & X1.4* *See Analysis Section for more discussion.*
• Should include a landscape	• The applicant updated the landscape plans by

professional for the project.	a landscape architect with more detail. *See Sheets L1.1 and L1.2.* *See Analysis Section for more discussion.*
• Evaluate basement parking possibility.	• The applicant provided detailed drawings regarding a basement. These show that basement parking would be very inefficient and is therefore infeasible. *See also Attachment F for exhibits.* *See Analysis Section for more discussion.*
• Update materials to be consistent with plans.	• The applicant updated the 3Form materials to provide consistency with the plans. Notes were updated to differentiate the perforated metal screens and added new brushed aluminum cladding material. *See Materials Exhibit, Sheets A3.2 & 3.16*

Analysis[1]

The applicant refined the site plan, elevations, and materials of the project to respond to the ARB's comments at the May 21, 2020 meeting. In addition, the applicant provided more precise exhibits for further evaluation of basement parking. It appears these revisions strengthen the project's consistency with the required findings for an Architectural Review (*Attachment B*).

Landscaping Plan/Parking Area Shading

The ARB commented that the project would benefit from having input from a landscape architect creating an integrated planting palette that considers the opportunities and constraints of the site and its surroundings. The plants should fit appropriately in the locations planned for landscaping. At the same time, the applicant should consider calculating all of the trees, including street trees, that affect shading of the project's parking area.

Landscape Plan

In response, the applicant hired registered landscape architect Anyi Huang to refine the plans. Sheet L1.1 shows a more detailed planting palette that includes more native plants. The landscape palette is more thoughtful with a purpose of integrating native, drought-tolerant plants with the proposed built-design and the site's surroundings. Western Redbud trees replace the Japanese Maples along the alley, African Iris replaces Golden Bamboo within the

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

planters along El Camino Real and the Golden Bamboo is now added along the alley to provide additional screening from the residential neighbors across the alley.

Parking Area Shading
A revised calculation of the parking area shading consistent with the PAMC verified that the project meets the 50% shading requirement. As indicated on Sheet A3.13, the trees on-site and adjacent along Matadero Road would provide 50.3% shading of the parking area. No variance of this standard is necessary and therefore, the applicant has withdrawn this component from consideration.

In addition to the zoning requirement, the project also includes other shading of the parking area. This includes a building overhang, solid covered parking area, and trellis covered parking area with vines. These areas add an additional 26% of shaded area that are not technically counted by any PAMC standard, however, this helps with the overall shading of the parking area.

These revisions make the project more consistent with Finding #5.

Second Floor Residential Unit Size
The ARB commented that the second-floor residential unit was larger than a typical one-bedroom unit. The ARB further noted that, evaluating the project as a whole, this created a disparity between the sizes of the units within the development and the proposed parking. As previously proposed, the 1,310 square foot one-bedroom unit only required one parking space and the parking spaces provided for the project met the PAMC standards.

In response to these comments, the applicant revised the square footage of the project. In doing so, the applicant was also able to change the bedroom mix. Table 1 summarizes the changes from the May 21, 2020 presentation to the current proposal.

Table 1: Proposed Project Square-Footage and Units

Space	Previous	Current
1st Floor Office	1,244 SF	1,245 SF
2nd Floor Office	915 SF	1,100 SF
2nd Floor Residence #1	1,310 SF (1 bedroom)	1,220 SF (2-bedroom)
3rd Floor Residence #2	897 SF (1-bedroom)	940 SF (1-bedroom)
3rd Floor Residence #3	1,238 SF (2-bedroom)	1,240 SF (2-bedroom)

The previous project required 13 parking spaces. The current project requires 15 parking spaces. The mechanical lift parking system in the building provides the 10 residential spaces. The remainder of the required spaces are provided on the surface. PAMC Section *18.52.040 Off-Street Parking, Loading and Bicycle Facility Requirements*, was recently updated to allow for the counting of the van-accessible aisle space (PAMC 18.52.040(b) as two (2)

vehicle parking spaces. The project has two van-accessible spaces that have one aisle each accounting for four (4) parking stalls. Therefore, the project is consistent with the parking requirements and has two additional spaces.

The changes make the project more consistent with Finding #2.

Evaluate Basement Parking Possibility

The ARB commented that the applicant should develop a plan showing how basement parking would work for the project so that the parking was out of sight.

In response to the ARB's comments, the applicant created multiple iterations demonstrating how basement parking could work for the project site (See *Attachment F*). The applicant submitted drawings that met the requirements for the width of the ramp (two-way), the turning radii within the garage to safely maneuver vehicles and safely allow the backup of vehicles from parking stalls. In every iteration a variance or exception to a standard was required. Variances would be required for protrusions into the front and side setbacks for the maneuverability of vehicles and for backup distance. Reducing the severity of the protrusions required another variance for the width of the ramp down to one-way.

The City's Comprehensive Plan includes a Program and Policy that encourages and promotes parking either underground or behind the building as stated in the following:

> **Program L6.6.1** Modify design standards for mixed use projects to promote a pedestrian-friendly relationship to the street, *including elements such as screened parking or underground parking*, street-facing windows and entries, and porches, windows, bays and balconies along public ways, and landscaping, and trees along the street. Avoid blank or solid walls at street level.
>
> **Policy L-9.2** *Encourage development that creatively integrates parking into the project, including by locating it behind buildings or underground wherever possible*, or by providing for shared use of parking areas. Encourage other alternatives to surface parking lots that minimize the amount of land devoted to parking while still maintaining safe streets, street trees, a vibrant local economy and sufficient parking to meet demand.

Furthermore, *PAMC Section 18.23.070 Parking (Performance Criteria for Commercial Districts)* provides the requirements for parking areas in that the visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones:

- Surface parking areas shall be located so that garages or carports are not predominantly facing the street, and parking locations behind the building(s) are preferable.

- Carport structures shall be architecturally compatible with the main structures in the project and should utilize substantial support posts. Landscaping material associated with the carport shall have adequate room to grow and be protected from damage by cars and pedestrian traffic.

The revised project provides additional landscape screening for the carport parking. The parking is located behind the building and accessed from a side street.

The project as proposed is consistent with Findings #1, #2, #4 and PAMC Section 18.23.

Demonstrate "Base", "Middle", and "Top"

The ARB commented that the project should be more consistent with the *South El Camino Real Design Guidelines* by providing a more articulated "top". The ARB summarized that while the focus of the revision would be the "top", the revision would need to consider the other building components for consistency (See Sheet X1.4).

The following Guidelines are pertinent to this discussion:

> *Guideline 4.1.5 Articulated Facades: Base, Body & Roof*
> **In order to create a cohesive streetscape, building facades should be articulated with a building base, body and roof or parapet edge.** This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.
>
> *Guideline 4.1.8 Expression of Use*
> **Building forms should be articulated as an expression of the building use.** For example, the various uses in a mixed-use building should be apparent through the pattern or scale of entries and windows, and through building elements such as arcades, awnings and balconies.

The "base" of the building, which is the first floor, includes the office use. This space is expressed with exposed column concrete frame and concrete slab with glass walls. This space is set back from El Camino Real to accommodate a 12-foot sidewalk. The first floor includes high ceilings to accommodate commercial uses typically found on the ground floor. The placement of the columns maintains the rhythm and scale of the adjacent buildings.

The "middle" of the building, which is the second floor, includes office along El Camino Real and residential use along the rear of the building. The second floor includes exposed concrete frame and overhanging balconies with steel cable railing and privacy glass railings. Vertical vine landscaping differentiates the level from the base and the top. The second-floor balconies would match the scale of the adjacent buildings.

The "top" of the building, which is the third floor, includes residential uses. This space includes the 3Form cladded walls with operable windows. No structural frame or slab is revealed. The

wall along El Camino Real is setback eight feet with a four-foot overhang of the terrace. To address the comment by the ARB and to ensure further consistency with the Guidelines and Architectural Review Findings, the applicant added a one-foot parapet to the building finished with brushed aluminum metal cladding and coping. This parapet was achieved by reducing the ceiling height of the three floors. The aluminum material provides consistency with the perforated aluminum used for the rooftop mechanical screening.

The project as proposed is consistent with Findings #1, #2, #3, #4 and #5, including the *South El Camino Real Design Guidelines*.

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. Specifically, the project requires the adoption of a Mitigated Negative Declaration because the evaluation determined that implementation of the project would result in significant impacts.

The Mitigated Negative Declaration identified that the project would create significant impacts in several topics. Each significant impact can be reduced to less than significant with the implementation of mitigation measures. The impacted topics include air quality, biological resources, cultural resources, hazards and hazardous materials, and noise. These mitigation measures have been incorporated into the Conditions of Approval as an exhibit. The circulation period for public comment was between May 1, 2020 and June 1, 2020. One letter from the California Department of Transportation was received and contained information on impact fees and encroachment permits.

The revisions for the project are incorporated into a Final Initial Study/Mitigated Negative Declaration. The revisions did not necessitate the recirculation of the CEQA document.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Daily Post* on November 20, 2020, which is 13 days in advance of the meeting. Postcard mailing occurred on November 19, which is 14 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.

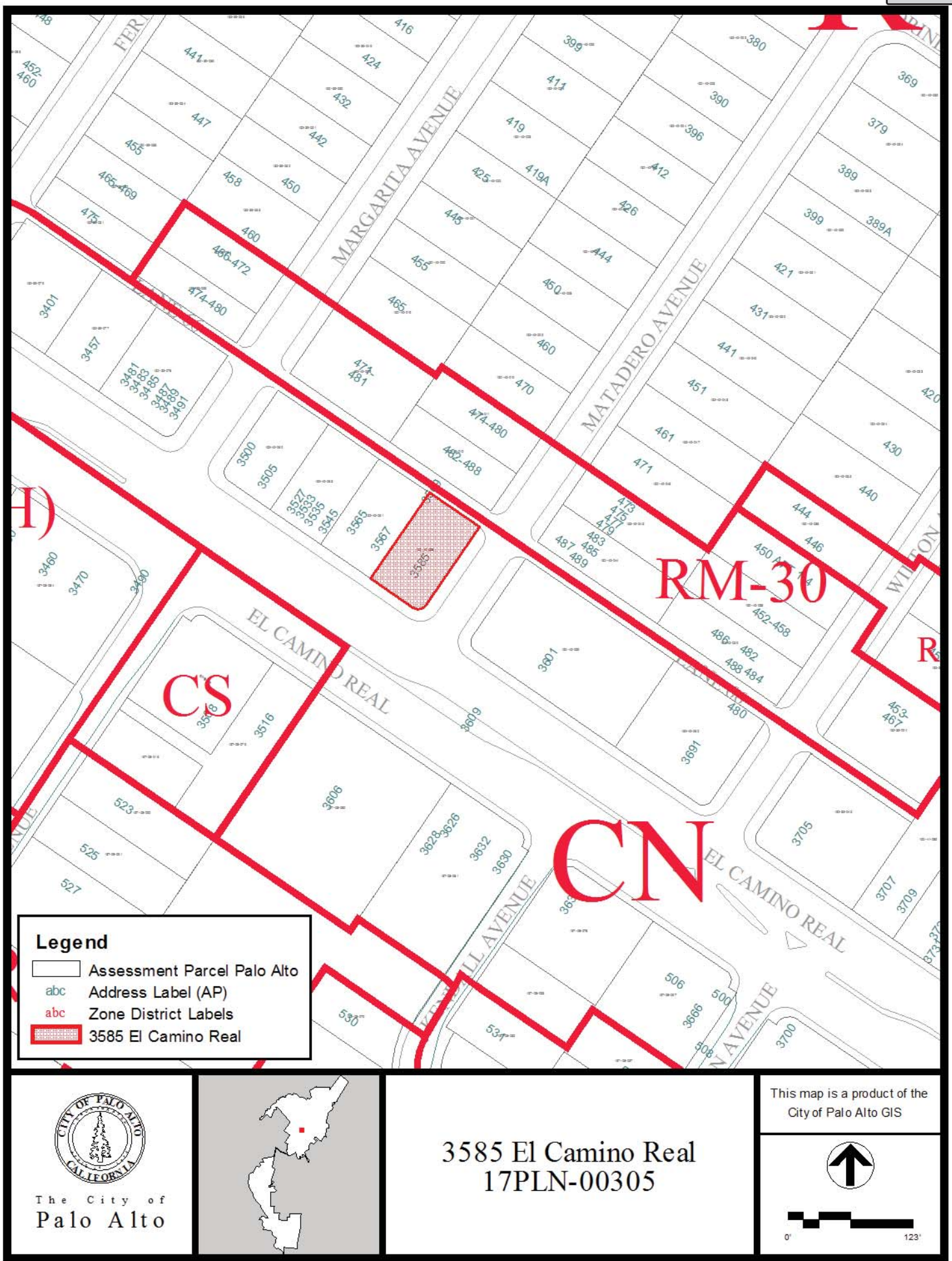
Report Author & Contact Information
Sheldon S. Ah Sing, AICP, Contract Planner
(408) 340-5642 X109
sahsing@m-group.us

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

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Draft ARB Findings (DOCX)
- Attachment C: Conditions of Approval (DOCX)
- Attachment D: Zoning Comparison Table (DOCX)
- Attachment E: Applicant's Project Description (PDF)
- Attachment F: Basement Study Plan (PDF)
- Attachment G: Project Plans and Environmental Review (DOCX)

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



The City of Palo Alto

3585 El Camino Real
17PLN-00305

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ATTACHMENT B
ARB FINDINGS FOR APPROVAL
3585 El Camino Real
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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 the following Comprehensive Plan Goals/Policies:

Comprehensive Plan Goal/Policy	Consistency
Neighborhood Commercial: Includes shopping centers with off-street parking or a cluster of street-front stores that serve the immediate neighborhood. Examples include Charleston Center, Edgewood Center and Midtown. Typical uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, self-service laundries, dry cleaners and hardware stores. In locations along El Camino Real and Alma Street, residential and mixed use projects may also locate in this category. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.	The project includes a mixed-use building with ground floor office, second floor office and residential and third floor residential in conformance with its Neighborhood Commercial designation.
Policy L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.	Developed urban uses surround the 6,000 square foot corner lot. All utilities can serve the site. The adjacent buildings range from one to two stories.
Policy L-1.11: Hold new development to the highest development standards in order to maintain Palo Alto's livability and achieve the highest quality development with the least impacts.	The South El Camino Real Design Guidelines provide guiding design principles for new projects. The architectural review process includes findings and context-based design criteria necessary to ensure high quality development.
Policy L-3.1: Ensure that new or remodeled	The project is compatible with adjacent buildings

structures are compatible with the neighborhood and adjacent structures	since its design incorporates materials, colors and form that follows a similar pattern as other buildings within the area.
Policy L-4.15 Recognize El Camino Real as both a local serving and regional serving corridor, defined by a mix of commercial uses and housing.	The project includes a mix of uses, office and residential, that will work well in the neighborhood.
Policy L-9.2 *Encourage development that creatively integrates parking into the project, including by locating it behind buildings or underground wherever possible*, or by providing for shared use of parking areas. Encourage other alternatives to surface parking lots that minimize the amount of land devoted to parking while still maintaining safe streets, street trees, a vibrant local economy and sufficient parking to meet demand	The project includes mechanical lift parking within the building and covered parking at the rear of the building. The covered parking is also screened by vegetation between the carports and the residences across from the alley.
Policy T-5.1: All new development projects should manage parking demand generated by the project, without the use of on-street parking, consistent with the established parking regulations. As demonstrated parking demand decreases over time, parking requirements for new construction should decrease.	The project provides all of its required parking onsite.

The project is consistent with the South El Camino Real Design Guidelines, including the vision of the Barron-Ventura area, the Guideline's 10 Guiding Principles and supporting guidelines regarding Street Frontage, Parking Lots, Landscape & Hardscape, Site Lighting, Alleys, Massing & Articulation, Entrance Design, Façade Design, Amenities & Functional Requirements, Roofs & Parapets, and Materials. In particular the project provides the following: an effective 12-foot sidewalk along El Camino Real; orientation parallel with El Camino Real; vehicular entry from a side street; use of the alley for services and utilities; and lighting that minimizes glare upon residential neighboring property. In addition, the project screens the parking lot with a four-foot decorative rock wall and trees; the building includes a ground floor with a storefront rhythm similar to adjacent buildings, a body that relates to adjacent buildings, yet differentiated with vertical landscape elements and top level that is setback from the property line with a brushed aluminum metal cladded parapet; and the materials are durable using concrete, 3-form cladding, steel and glass.

The project is consistent with other development zoning standards, except for parking lot shading, which the project requires the approval of a variance.

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

a. **creates an internal sense of order and desirable environment for occupants, visitors, and the general community,**
b. **preserves, respects and integrates existing natural features that contribute positively to the**

site and the historic character including historic resources of the area when relevant,

c. is consistent with the context-based design criteria of the applicable zone district,

d. provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations,

e. enhances living conditions on the site (if it includes residential uses) and in adjacent residential areas.

The project site has public access on three sides (El Camino Real, Matadero Avenue and rear alley). The project creates an effective 12-foot sidewalk along El Camino Real and sets the building back nearly five feet to achieve this sidewalk. There are two pedestrian entries to the building, one along El Camino Real for the ground floor and one along Matadero Avenue for the upper floors. Vehicles enter the site from Matadero Avenue leading to mechanical lift parking tucked into the rear of the building and carports adjacent to the alley. The alley provides service access to trash and utilities serving the site. Long-term bicycle parking is located at the end of the driveway and short-term bicycle parking is located near the entries to the building. The project is one story taller than the adjacent buildings, has similar massing characteristics as the adjacent buildings because of its use of materials, recesses, and stepped back façade. The residential units include terraces and balconies for outdoor living.

The project is consistent with the following Neighborhood Commercial (CN) context-based design criteria:

1. Pedestrian and Bicycle Environment

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

A. Ground floor uses that are appealing to pedestrians through well-designed visibility and access;

B. On primary pedestrian routes, climate and weather protection where possible, such as covered waiting areas, building projections and colonnades, and awnings

C. Streetscape or pedestrian amenities that contribute to the area's streetscape environment such as street trees, bulbouts, benches, landscape elements, and public art

D. Bicycle amenities that contribute to the area's bicycle environment and safety needs, such as bike racks, storage or parking, or dedicated bike lanes or paths (Figure 1-1); and

E. Vehicle access from alleys or side streets where they exist, with pedestrian access from the public street.

The project includes a pedestrian-oriented design for the ground floor with a setback allowing for an effective 12-foot sidewalk along El Camino Real and a five-foot setback along Matadero Avenue. This allows upper-story overhangs to create climate and weather protection. The Matadero Avenue streetscape includes a bench for passers-by. Short-term bicycle parking is located near the entries to the building and long-term bicycle parking is located at the end of the driveway near the mechanical parking lifts. Matadero Avenue provides the vehicular access to site limiting conflicts along El Camino Real.

2. Street Building Facades

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

A. Placement and orientation of doorways, windows, and landscape elements to create strong, direct relationships with the street

B. Facades that include projecting eaves and overhangs, porches, and other architectural elements that provide human scale and help break up building mass

C. Entries that are clearly defined features of front facades, and that have a scale that is in proportion to the size and type of the building and number of units being accessed; larger buildings should have a more prominent building entrance, while maintaining a pedestrian scale;

D. Residential units and storefronts that have a presence on the street and are not walled-off or oriented exclusively inward;

E. Elements that signal habitation such as entrances, stairs, porches, bays and balconies that are visible to people on the street;

F. All exposed sides of a building designed with the same level of care and integrity;

G. Reinforcing the definition and importance of the street with building mass; and

H. Upper floors set back to fit in with the context of the neighborhood.

The ground floor includes clear fenestration in a pattern that is consistent with adjacent buildings. Planters are at the base of the building providing visual interest to passers-by. The entries to the building are located near the corner and are visible from the street. Ground floor setbacks allow for upper story projections using open and opaque guardrails for differentiation. Glass sunshade overhangs at the roof and a brushed aluminum cladded parapet signal the top of the building. The top floor is set back to lessen mass upon the street.

3. Massing and Setbacks

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

The ground floor is setback to provide a pedestrian-oriented experience. The building design expresses the use of the space; like ground floor commercial space has storefronts matching the rhythm of the neighboring building. The proposed building design has an articulated façade with overhanging balconies, corner terraces, operable doors and windows and glass overhangs. These projections and recesses providing visual interest and reducing perception of mass. The third floor is set back eight feet from El Camino Real property line as per El Camino Real Guidelines so it relates to the surrounding two story buildings. The recessed third floor reduces the mass of the building as well as provides privacy to residential units.

4. Low Density Residential Transitions

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

This is not applicable since the adjacent zoning is RM-30. However, care has been taken to set the building forward on the property and away from the residential units to the rear.

5. Project Open Space

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

Terraces and balconies provide the required open space for the project.

6. Parking Design

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

Located at the rear of the site and within the building, parking does not overwhelm the site. Mechanical parking is within the building and screened from view. Covered parking provides the remainder of the required parking. A four-foot decorative rock wall and trees provide screening of the parking area.

7. Large Multi-Acre Sites

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

This is not applicable since the site is 0.14 acres.

8. Sustainability and Green Building Design

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

The project will comply with Title 24 and the City's Green Building Ordinance requirements as shown on Sheets GB-1 and GB-2.

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

The project uses form concrete, perforated metal screening and 3-form cladding. Exposed concrete columns and the slab articulate the building structure. The glass provides the transparency; the 3-form cladded third floor demarcates the top. The materials are integral to the building design. The rooflines are consistent with the rhythm of the building and are similar to adjacent buildings.

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

The project includes a pedestrian-oriented ground floor with a building setback allowing for an effective 12-foot sidewalk along El Camino Real and a 6'-5"sidewalk along Matadero Avenue. These setbacks allow upper-story overhangs to create climate and weather protection. The Matadero Avenue streetscape includes a bench for pedestrians to take a break from their walk. Short-term bicycle parking is located

near the entries to the building and long-term bicycle parking is located at the end of the driveway near the mechanical parking lifts. Matadero Avenue provides the vehicular access to site limiting conflicts along El Camino Real.

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

The project incorporates planters on the ground level at base of the building and at the periphery of the parking area. Planters are also used on the upper floors as well as trailing vines along the El Camino Real frontage. The alley includes overhead utilities, which limit the ability to plant trees that provide height. To shade a large area with a minimal number of trees, London Planes are used as street trees and on-site trees. The plant palette includes native and drought tolerant species. Golden Bamboo, a non-native species augments the screening for the carports for the residences across the alley.

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

The project will be consistent with Title 24 and the City's Green Building Ordinance as shown on Sheets GB-1 and GB-2.

Additional materials include:

- Thermo exterior glazing (double insulated low e-glazing) for energy efficiency.
- Fleetwood operable doors and windows promote natural light, ventilation and acoustical values.
- 3 Form cladding: 3 Form is a manmade, renewable polymer material. The cladding reduces building maintenance and avoids exterior paint.
- Solar panels located on the roof.

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

Performance Criteria	Project Consistency
18.23.020 Trash Disposal and Recycling	
Assure that development provides adequate and accessible interior areas or exterior enclosures for the storage of trash and recyclable materials in appropriate containers, and that trash disposal and recycling areas are located as far from abutting residences as is reasonably possible.	The project includes its trash enclosure accessible off the rear alley. The size of the enclosure the refuse/recycling bins are appropriate to the size of the project.
18.23.030 Lighting	
To minimize the visual impacts of lighting on abutting or nearby residential sites and from adjacent roadways.	The lighting is designed to minimize glare upon neighboring properties and streets.
18.23.040 Late Night Uses and Activities	
The purpose is to restrict retail or service commercial businesses abutting (either directly or across the street) or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. Operations subject to this code may include, but are not limited to, deliveries, parking lot and sidewalk cleaning, and/or clean up or set up operations, but does not include garbage pick-up.	No late night uses are proposed at this time.
18.23.050 Visual, Screening and Landscaping	
Privacy of abutting residential properties or properties with existing residential uses located within nonresidential zones (residential properties) should be protected by screening from public view all mechanical equipment and service areas. Landscaping should be used to integrate a project design into the surrounding neighborhood, and to provide privacy screening between properties where appropriate.	Mechanical equipment screening adequately screens the roof from the right-of-way. Utilities and trash areas are screened from view. The parking area adjacent to the alley includes a four-foot decorative rock wall and small trees for screening.

Performance Criteria	Project Consistency
18.23.060 Noise and Vibration	
The requirements and guidelines regarding noise and vibration impacts are intended to protect residentially zoned properties or properties with existing residential uses located within nonresidential zones (residential properties) from excessive and unnecessary noises and/or vibrations from any sources in abutting industrial or commercially zoned properties. Design of new projects should reduce noise from parking, loading, and refuse storage areas and from heating, ventilation, air conditioning apparatus, and other machinery on nearby residential properties. New equipment, whether mounted on the exterior of the building or located interior to a building, which requires only a building permit, shall also be subject to these requirements.	Mechanical equipment will conform to building code requirements for noise. Trash will be picked up in the alley similar to adjacent properties.
18.23.070 Parking	
The visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones. *Surface parking areas shall be located so that garages or carports are not predominantly facing the street, and parking locations behind the building(s) are preferable.* *Carport structures shall be architecturally compatible with the main structures in the project and should utilize substantial support posts. Landscaping material associated with the carport shall have adequate room to grow and be protected from damage by cars and pedestrian traffic.*	The site includes mechanical parking located within the building and covered surface parking accessed by a driveway from Matadero Avenue located behind the building. The covered parking includes solid roofing and trellis that support landscaping.
18.23.080 Vehicular, Pedestrian and Bicycle Site Access	
The guidelines regarding site access impacts are intended to minimize conflicts between residential vehicular, pedestrian, and bicycle uses and more intensive traffic associated with commercial and industrial districts, and to facilitate pedestrian and bicycle connections through and adjacent to the project site.	Vehicles access the site from Matadero Avenue, service of trash and utilities will be from the rear alley. Bicyclists and pedestrians may enter the site from adjacent sidewalks or the alley.
18.23.090 Air Quality	
The requirements for air quality are intended to buffer residential uses from potential sources of odor and/or toxic air contaminants.	No odor producing uses are proposed for the site.

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

ATTACHMENT C
CONDITIONS OF APPROVAL
3585 El Camino Real
17PLN-00305

PLANNING DIVISION

1. **CONFORMANCE WITH PLANS:** Construction and development shall conform to the approved plans entitled, "3585 El Camino Real," stamped as received by the City on November 13, 2020 on file with the Planning Department, 250 Hamilton Avenue, Palo Alto, California except as modified by these conditions of approval.

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

3. **BUILDING PERMIT PLAN SET:** A copy of this cover letter and conditions of approval shall be printed on the second page of the plans submitted for building permit.

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

5. **ENTITLEMENT EXPIRATION:** The project approval shall be valid for a period of two years from the date of issuance of the entitlement. If within such two years period, the proposed use of the site or the construction of buildings has not commenced, the Planning entitlement shall expire. Application for a one year extension of this entitlement may be made prior to expiration.

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

7. **REFUSE.** All trash areas shall be effectively screened from view and covered and maintained in an orderly state to prevent water from entering into the garbage container. No outdoor storage is allowed/permitted unless designated on the approved plan set. Trash areas shall be maintained in a manner to discourage illegal dumping.

8. **SIGN APPROVAL NEEDED.** No signs are approved at this time. All signs shall conform to the requirements of Title 16.20 of the Palo Alto Municipal Code (Sign Code) and shall be subject to approval by the Director of Planning.

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

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, Sheldon Ah Sing at sahsing@m-group.us to schedule this inspection.

11. **ESTIMATED IMPACT FEE:** Development Impact Fees, currently estimated in the amount of $195,757.47 shall be paid prior to the issuance of the related building permit.

12. **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.

13. **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.

HOUSING

14. **BELOW MARKET RATE REQUIREMENT:** The project as proposed includes three (3) residential ownership units in a mixed used development. The project is subject to the Below Market Rate

(BMR) requirement as set forth by Palo Alto Municipal Code (PAMC) 16.65.060 and subject to a BMR requirement of 0.45 units. When the BMR requirement results in a fractional unit, an in-lieu payment to the Residential Housing Fund may be made instead of providing an actual BMR unit.

15. **BMR IN-LIEU PAYMENT:** The applicant shall provide an in-lieu payment as specified in Section 16.65.060. The fractional in-lieu fee shall be paid prior to issuance of any building permits for the project; however, if the applicant elects to provide one additional inclusionary unit instead of paying the fractional in-lieu payment, a BMR Agreement between the City and applicant shall be executed and recorded prior to final map approval or building permit issuance, whichever occurs first.

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

PUBLIC WORKS ENGINEERING

17. **SIDEWALK, CURB & GUTTER:** As part of this project, the applicant must replace all sidewalk, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property and must remove any unpermitted pavement in the planter strip. The site plan submitted with the building permit plan set must show the extent of the replacement work. The plan must note that any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Street Work Permit* from Public Works at the Development Center.

18. **GRADING PERMIT:** The site plan must include an earthworks table showing cut and fill volumes. If the total is more than 100 cubic yards, a grading permit will be required. An application and plans for a grading permit are submitted to Public Works separately from the building permit plan set. The application and guidelines are available at the Development Center and on our website.

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

20. **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.

21. **RESIDENTIAL STORM WATER TREATMENT:** This project triggers the California Regional Water Quality Control Board's revised provision C.3 for storm water regulations (incorporated into

the Palo Alto Municipal Code, Section 16.11) that apply to residential land development projects that create or replace between 2,500 and 10,000 square feet of impervious surface area. The applicant must implement one or more of the following site design measures:

a. Direct roof runoff into cisterns or rain barrels for reuse.
b. Direct roof runoff onto vegetated areas.
c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
e. Construct sidewalks, walkways, and/or patios with permeable surfaces.
f. Construct driveways, and/or uncovered parking lots with permeable surfaces.

22. **LOGISTICS PLAN:** The contractor must submit a logistics plan to the Public Works Department prior to commencing work that addresses all impacts to the City's right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor's parking, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor's contact, noticing of affected businesses, and schedule of work. The plan will be attached to a street work permit.

23. **CALTRANS:** Caltrans review and approval of this project is required. Caltrans right-of-way across El Camino Real extends from back-of-walk to back-of walk. The City has a maintenance agreement with Caltrans that requires the City to maintain the sidewalk and to issue Street Work Permits for work done on the sidewalks by private contractors. Caltrans has retained the right to review and permit new ingress/egress driveways off El Camino Real as well as the installation of Traffic Control devices as part of this project.

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

25. **OVERLAYS:** Matadero and Lane 66 were recently resurfaced and these streets are under a moratorium. Applicant will be required to grind and overlay the full width (from curb to curb) of Matadero and Lane 66 over the full project frontage per Public Works standards.

26. **STORM WATER HYDRAULICS AND HYDROLOGY:** Plans provided do not show if the existing site drainage has a direct discharge into the existing system. Provide an analysis that compares the existing and proposed site runoff from the project site. Runoff shall be based on City of Palo Alto Drainage Design Standards for 10 year storm event with Hydraulic Grade Line (HGL's) 0.5 foot below inlet grates elevations and 100-year storm with HGL not exceeding the street right-of-way. As described on the City of Palo Alto Drainage Design Standards. Provide the tabulated calculations directly on the conceptual grading and drainage plan. This project may be required to replace and upsize the existing storm drain system to handle the added flows and/or depending on the current pipe condition. The Intensity Duration Frequency (IDF) tables and

Precipitation Map for Palo Alto is available County of Santa Clara County Drainage Manual dated October 2007. The proposed project shall not increase runoff to the public storm drain system.

27. **PUBLIC ACCESS EASEMENT:** The applicant shall include an offer of dedication for a public access easement for the additional dimension of sidewalk between the property line and back of walk and/or building edge that meets the El Camino Real Master Plan requirements.

28. **PUBLIC UTILITY EASEMENT:** Applicant will be required to dedicate a Public Utility Easement at the location of the new proposed transformer.

29. **STREETLIGHTS:** Decorative streetlights shall be added to meet spacing guidelines of 35-feet to 40-feet per light. Existing "cobra head" lights shall be replaced by tall decorative lights and the remaining distance shall be met with pedestrian scale lights.

30. **SUBDIVISION:** If condominium units are proposed, a Preliminary Parcel Map and a Parcel Map, or Tentative Map and a Final Map, are required for the proposed development. Map types and review procedures vary depending on the number of units proposed. Depending on the number of units proposed, the applicant shall submit a minor or major subdivision application to the Department of Planning and Community Environment. Show all existing and proposed dedications and easements on the map submitted as part of the application. Be advised that the Parcel or Tentative map shall be recorded with the Santa Clara County Clerk Recorder prior to Building or Grading and Excavation Permit issuance. A digital copy of the Parcel Map, in AutoCAD format, shall be submitted to Public Works Engineering and shall conform to North American Datum 1983 State Plane Zone 3 for horizontal survey controls and NGVD88 for vertical survey controls.

31. **CERTIFICATE OF COMPLIANCE:** As the Planning application plans show an existing lot line across this site, that lot line shall be removed either through a Certificate of Compliance or a Parcel/Final Map prior to issuance of building or grading permits. The mapping document removing this lot line must be recorded with the County prior to issuance or Grading or Building permits.

32. **RIGHT-OF-WAY:** The Planning application shows the sidewalk on El Camino Real as City of Palo Alto right-of-way. As this does not match the City's records, applicant will be required to provide documentation verifying such for City review. Applicant will be required to demonstrate right-of-way owners' permission for any proposed improvements within that right-of-way (utility lines, etc) prior to grading or building permit issuance.

PUBLIC WORKS URBAN FORESTRY SECTION

33. **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.

34. **PLAN CHANGES.** Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, or (b) landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, Public Works or Urban Forestry.

35. **TREE DAMAGE.** Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to Tree Technical Manual (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.

36. **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.

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

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

39. **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.

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

g. 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)

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

Plans to show protective tree fencing. The Plan Set (esp. site, demolition, grading & drainage, foundation, irrigation, tree disposition, utility sheets, etc.) must delineate/show the correct configuration of Type I, Type II or Type III fencing around each Regulated Tree, using a bold dashed line enclosing the Tree Protection Zone (Standard Dwg. #605, Sheet T-1; City Tree Technical Manual, Section 6.35-Site Plans); **or by using the Project Arborist's unique diagram for each Tree Protection Zone enclosure.**

PUBLIC WORKS WATERSHED PROTECTION

PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT:

41. Stormwater treatment measures:
    a. All Bay Area Municipal Regional Stormwater Permit requirements shall be followed.

42. Bay-friendly Guidelines (rescapeca.org):
    a. Do not use chemicals fertilizers, pesticides, herbicides or commercial soil amendment.
    b. Use Organic Materials Review Institute (OMRI) materials and compost. Refer to the BayFriendly Landscape Guidelines: http://www.stopwaste.org/resource/brochures/bayfriendly-landscape-guidelines-sustainable-practices-landscape-professional for guidance. Add this bullet as a note to the building plans.
    c. Avoid compacting soil in areas that will be unpaved. Add this bullet as a note to the building plans.

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

TRANSPORTATION

44. **MECHANICAL LIFT PARKING.** The project proposes 11 cars to be stored in a mechanical lift parking system which allows independent access to each vehicle. The property owner shall have a maintenance agreement with the lift system manufacturer and the system shall be operational at all times. All new renters/employees shall be given instructions on how to operate the lift system. If the lift system is out of operation for any reason, anyone who is not able to retrieve their vehicle within a 10-minute period shall be reimbursed by the property owner or their designee for travel expenses up to $50 per occurrence.

UTILITILES - WATER, GAS, WASTEWATER (WGW)

45. Sheet C-3.0:
    i. Show an additional water meter for separate metering of commercial and residential spaces
    j. Show water meters & boxes at street curb in the city planting strip per WGW Standards, instead of meters incorrectly shown on property. Maintain Two foot horizontal clear from meter boxes to existing hydrant bury.
    k. Show water services tapped from fire service per WGW Standards
    l. Show RPPA backflow assembly for each city meter per WGW Standards, instead of non-RPPA devices shown. Show footprints to scale
    m. Show RP Detector Assembly for the fire service per WGW Standards, instead of DCDA shown. Show footprints to scale.
    n. Show gas meter footprint to scale (refer to WGW standards), show solid wall behind meter assembly per GD-02, and provide 3 ft clear in front of meter assembly per GD-02.
    o. Show city sewer clean-out in Public Right of Way (P.R.O.W.) at property line on proposed City of Palo Alto Utilities (CPAU) sewer lateral. Show private point of connection in P.R.O.W. to city clean-out per WGW standards. Show lateral connection to sewer main instead of new manhole shown.
    p. Show existing sewer lateral and water service in Matadero Ave to be disconnected the mains per WGW standards.

46. Revise Architectural elevations, rendering, site plan, etc to show visible features per corrections above. Residential water sub metering: Consult with WGW Utilities Engineering to determine if the development for the residential portion will be master metered by CPAU and each dwelling unit will be privately sub metered.

PRIOR TO ISSUANCE OF DEMOLITION PERMIT:

47. 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:

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

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

50. Per SB7 (Water Code, Division 1, Chapter 8, Article 5, Section 537-537.5) requires new multi-family residential building to include a water submeter for each dwelling unit and to bill tenants accordingly for their water use per CPA Utilities rules and Regulations. Submeters shall comply with all laws and regulations governing their installation, maintenance, reading billing, and testing. Due to the extend of the frontage area along the streets, assuming a space constraint does not exist with the total number of meters, these dwelling units could be evaluated for the installation of individual City-owned meters in the Public City Right of Way and not on private property to avoid potential exposure in the event of leaks.

51. New High-density polyethylene (HDPE) water service and meter installation are required to furnish customer's demand for domestic. The water meter will be sized based on the water loads demands. Show the location of the new service and meter on the plans.

52. A separate water meter and backflow preventer is required to irrigate the approved landscape plan. Show the location of the irrigation meter on the plans.

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

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

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

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

57. A new gas service line installation is required to furnish customer's demand specified in the load sheet or new approved gas meter location presented with this project. The work will be performed by CPAU. The gas service and meters will be sized based on the gas loads demands. Show the location of the gas meters on the plans.

58. The applicant shall be responsible for installing and upgrading the existing utility services and meters 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 services and meters.

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

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

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

62. All utility installations shall be in accordance with the latest edition of CPAU Standards for Water, Gas & Wastewater.

ELECTRIC UTILITIES

63. A 3'x5'x54" full traffic rated box shall be installed at the bottom of the existing utility pole 1340.

64. The bike cage shall be constructed as fully removable at CPAU's request.

65. A signed easement for the transformer location shall be the final condition prior to energization. CPAU retains the right to disconnect the power to the building without a signed easement.

EXHIBIT A - MITIGATION MONITORING AND REPORTING PROGRAM

Avoidance/Mitigation Measures	Mitigation and Monitoring Responsibility	Monitoring Action	Schedule
Air Quality [Source: Section 4.3.2 of Initial Study]			
MM AIR-1: Implementation of the following mitigation measures would reduce community risk impacts from construction to a less than significant level. All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on-site for more than two days continuously (or 20 hours in total) shall meet U.S. EPA particulate matter emissions standards for Tier 2 engines equipped with CARB-certified Level 3 Diesel Particulate Filters or equivalent.	Implementation: Project contractor Monitoring: City of Palo Alto Department of Planning and Community Environment, BAAQMD	Observation of conditions by Building Inspectors during construction	During construction
Biological Resources [Source: Section 4.4.1 of Initial Study]			
MM BIO-1.1: *The project owner or designee shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area extends from February 1st through August 31st.* If it is not possible to schedule demolition and construction between September 1st and January 31st to avoid the nesting season, pre-construction surveys for nesting raptors and other migratory nesting birds shall be conducted by a qualified ornithologist, as approved by the City of Palo Alto, to identify active nests that may be disturbed during project implementation on-site and within 250 feet of the site. Projects that commence demolition and/or construction activities between February 1st and August 31st shall conduct a pre-construction survey for nesting birds no more than 14 days prior to initiation of construction, demolition activities, or tree removal.	Implementation: Project applicant Monitoring: City of Palo Alto Department of Planning and Community Environment, City of Palo Alto-approved/qualified ornithologist, CDFW	Pre-construction surveys to be conducted by a qualified ornithologist for nesting raptors and other migratory birds Findings shall be reported to Director of Planning and Community Environment	No more than 14 days prior to demolition, grading, construction or tree removal, if occurring between February 1st and August 31st

Avoidance/Mitigation Measures	Mitigation and Monitoring Responsibility	Monitoring Action	Schedule
If an active nest is found in or close enough to the project area to be disturbed by construction activities, a qualified ornithologist shall determine the extent of a construction-free buffer zone (typically 250 feet for raptors and 100 feet for other birds) around the nest, to ensure that raptor or migratory bird nests would not be disturbed during ground disturbing activities. California Department of Fish and Wildlife (CDFW) will notified, as appropriate. The construction-free buffer zones shall be maintained until after the nesting season has ended and/or the ornithologist has determined that the nest is no longer active. The ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City of Palo Alto prior to any grading, demolition, and/or building permit.			
Cultural Resources [Source: Section 4.5.2 of Initial Study]			
MM CUL-1.1: In the event any significant cultural materials (including fossils) are encountered during construction grading or excavation, construction within a radius of 50 feet of the find would be halted, the Director of Planning shall be notified, and a qualified archaeologist shall examine the find and make appropriate recommendations regarding the significance of the find and the appropriate treatment of the resource. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovered during monitoring shall be submitted to the Director of Planning.	Implementation: Project contractor Monitoring: City of Palo Alto Department of Planning and Community Environment, City of Palo Alto-approved/qualified archaeologist	Qualified archaeologist shall examine any cultural materials encountered during construction activities Findings shall be reported to Director of Planning and Community Environment	During construction
MM CUL-1.2: Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during	Implementation: Project contractor	Santa Clara County Coroner shall determine the status of	During construction

Avoidance/Mitigation Measures	Mitigation and Monitoring Responsibility	Monitoring Action	Schedule
construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the land owner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. If the Director of Planning finds that the archaeological find is not a significant resource, work would resume only after the submittal of a preliminary archaeological report and after provisions for reburial and ongoing monitoring are accepted.	Monitoring: City of Palo Alto Department of Planning and Community Environment, Santa Clara County Coroner, NAHC	remains, if encountered NAHC shall identify descendants of the deceased, if remains are Native American Submittal and acceptance of an archaeological report to the Director of Planning and Community Environment	
Hazards and Hazardous Materials [Source: Section 4.9.2 of Initial Study]			
MM HAZ-1.1: A Site Management Plan (SMP) and Health and Safety Plan (HSP) shall be developed by the applicant and submitted to the Director of Planning and DEH prior to issuance of grading permits in order to reduce exposure of construction workers and surrounding receptors to potentially contaminated soil and soil vapor during development of the site. The SMP shall outline the plan for additional sampling required, in particular sampling for polychlrorinated biphenyls at former hydraulic lift locations on the project site. The SMP and SHP shall outline handling practices and the ultimate disposal location for contaminated soils, as appropriate.	Implementation: Project contractor and applicant Monitoring: City of Palo Alto Department of Planning and Community Environment	Approval of SMP and HSP by Director of Department of Planning and Community Environment and Santa Clara Department of Environmental Health Observation of conditions by Building Inspectors during construction	Prior to and during construction activities

Avoidance/Mitigation Measures	Mitigation and Monitoring Responsibility	Monitoring Action	Schedule
Noise and Vibration [Source: Section 4.13.2 of Initial Study]			
MM NOI-1: Implementation of the following measures would reduce the vibration impact to a less-than-significant level at the nearest commercial building at 3567 El Camino Real, which borders the construction boundary to the northwest: • Place operating equipment on the construction site as far as possible from vibration sensitive receptors. • Avoid using vibratory rollers and tampers near sensitive areas. • Avoid dropping heavy objects or materials near shared property lines. • Occupants of 3567 El Camino Real shall be notified of the construction schedule in writing. This schedule shall indicate when heavy vibration-generating construction will be taking place within 25 feet of the building. • A construction vibration-monitoring plan shall be implemented to document conditions at 3567 El Camino Real, prior to, during, and after vibration generating construction activities within 20 feet of the building. All plan tasks shall be performed in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks: o Performance of a photo survey, elevation survey, and crack monitoring survey for the building at 3567 El Camino Real. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating construction activities within 20 feet of the building, and shall include internal and external crack monitoring in the	Implementation: Project contractor and applicant Monitoring: City of Palo Alto Department of Planning and Community Environment	Observation of conditions by Building Inspectors during construction	During construction

Avoidance/Mitigation Measures	Mitigation and Monitoring Responsibility	Monitoring Action	Schedule
structure, settlement, and distress, and shall document the condition of the foundation, walls, and other structural elements in the interior and exterior of said structure to the extent that access is provided by the owner of the building. o Conduct a post-survey on the structure where monitoring has indicated high levels or complaints of damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities. o Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.			

ATTACHMENT D
ZONING COMPARISON TABLE
3585 El Camino Real, 17PLN-00305

Table 1: COMPARISON WITH CHAPTER 18.16 (CN DISTRICT)
Mixed-Use and Residential Development Standards

Regulation	Required	Existing	Proposed
Minimum Site Area, width and depth	None	0.14 acres (6,252 sf)	0.14 acres
Minimum Front Yard	0-10 feet to create an 8-12 foot effective sidewalk width [8]	70 feet	4'-10" (12'-0" from face of curb for effective sidewalk width)
Rear Yard	10 feet for residential portion; no requirement for commercial portion	5 feet	49 feet
Interior Side Yard	None (not abutting residential district)	10 feet	6 inches
Street Side Yard	5 feet	10 feet	5 feet
Build-to-lines	50% of frontage built to setback on El Camino Real 33% of side street built to setback on Matadero Avenue	Front: 0% Street Side: 0%	Front: 75% Street Side: 50%
Max. Site Coverage [k]	50% (3,138 sf)	28% (1,757 sf)	60% (3,735 sf), *see (k) Housing Incentive Program note below*
Landscape/Open Space Coverage	35%	Not applicable	35% (2,219 sf)
Usable Open Space	150 sf per unit	Not applicable	2-bedroom unit: 238 sf 1-bedroom unit: 180 sf 2-bedroom unit: 515 sf
Max. Building Height	35 ft	20 feet	35 feet
Max. Floor Area Ratio (FAR)[4][k]	Residential: 0.5:1 (3,126 sf) Non-Residential: 0.5:1 (3,126 sf) Total Mixed-Use: 1.0:1 (6,252 sf)	28% (1,725 sf)	Residential: 0.71:1 (4,421 sf) Non-Residential: 0.41:1 (2,594 sf) Total Mixed-Use: 1.12:1 (7,015 sf) *See (k) Housing Incentive Program note below*

Daylight Plane for lot lines abutting one or more residential zoning districts	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Not applicable	Not applicable
Residential Density (net)[3]	15 or 20 [9]	Not applicable	20 du/acre (3 units)
Parking Lot Perimeter Landscaping (18.54.040a)	Five feet	Not applicable	6'-9" to 10'

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

(4) For CN sites on El Camino Real, height may increase to a maximum of 40 feet and the FAR may increase to a maximum of 1.0:1 (0.5:1 for nonresidential, 0.5:1 for residential).

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

(9) Residential densities up to 20 units/acre are allowed on CN zoned housing inventory sites identified in the Housing Element. Other CN zoned sites not located on El Camino Real are subject to a maximum residential density of up to 15 units/acre.

(k) **Housing Incentive Program**

(1) For an exclusively residential or residential mixed-use project in the CC(2) zone or on CN or CS zoned sites on El Camino Real, the Director may waive the residential floor area ratio (FAR) limit and the maximum site coverage requirement after the project with the proposed waiver or waivers is reviewed by the Architectural Review Board, if the Director finds that a project exceeding these standards is consistent with the required architectural review findings. In no event shall the Director approve a commercial FAR that exceeds the standard in Table 4 of Section 18.16.060(b) or a total FAR (including both residential and commercial FAR) in excess of 2.0 in the CC(2) zone or 1.5 in the CN or CS zone.

Table 1: COMPARISON WITH CHAPTER 18.16 (CN DISTRICT) continued

Mixed-Use Residential Development Standards

Topic	Requirement	Proposed
Hours of Operation (18.16.040 (b))	Businesses with activities any time between the hours of 10:00 p.m. and 6:00 a.m. shall be required to obtain a conditional use permit. The director may apply conditions of approval as are deemed necessary to assure compatibility with the nearby residentially zoned property	The application does not include a request for late night hours.
Office Use Restrictions (18.16.050)	Total floor area of permitted office uses on a lot shall not exceed 25% of the lot area, provided a lot is permitted between 2,500 and 5,000 sf of office use. The 5,000 sf maximum size may be increased with a CUP issued by the Director.	2,594 sf (41%, but within the permitted range)

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

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

Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading) for Residential & Office

Type	Required	Existing	Proposed
Vehicle Parking	Office: 1/250 sf: 9 spaces Residential: 1-bedroom: 1 per unit (1 space) 2-bedroom: 2 per unit (4 spaces) Total: 14 spaces	Zero	Office: 10 spaces Residential: 5 spaces Total: 15 spaces
Bicycle Parking	Office: 1/2,500 sf = 1 Residential: 1 per unit (LT) = 3	Zero	3 long term 1 short term
Loading Space	0-9,999 sf = zero	Zero	Zero

Project Description

Project Name: 3585 El Camino Real, Palo Alto, CA

Date: Sep 8th, 2020

To: City of Palo Alto Planning Department

Attn: Sheldon Ah Sing

Subject: Major Architectural Review of development at 3585 El Camino Real

Introduction:

We, together with KSS management, present, for your review, a mixed-use building - one with office and residential spaces.

The proposed design unifies commercial and residential life, and celebrates the City of Palo Alto's tradition and innovation. The building will provide cutting-edge commercial spaces for businesses and residences; encourage walkable, livable, and sustainable urban lifestyle.

Our goal is to create a project that will revitalize the corner, which has been a vacant property for the past 27 years.

The building will create a "node" with neighborhood oriented commercial uses that serve the surrounding residential area. The building will promote harmonious transition in scale and character between different designated land uses.

Existing Conditions:

The site is located on the Southwest Corner of El Camino Real and Matadero Avenue with 60 ft. frontage on El Camino Real. The 6252 sq. ft. lot is served by 20 ft. wide alley on the rear side.

The property is neighboring two story commercial buildings on El Camino Real, a gas station on Matadero Avenue and a residential apartment complex on the alley.

The site has been vacant for the last 27 years. It has been under soil remediation process and currently has received a clean certificate from Santa Clara County.
There is an existing metal shed, approx. 800 sq. ft., which was used as a garage or an automobile repair center previously. Now the shed is in a distressed condition and will be demolished prior to the proposed development.

Proposed Project:

We propose a three story, mixed use building with an office on the first floor, an office and a residential unit on the second floor and two residential units on the third floor

Program:

The proposed program follows guidelines under Palo Alto's Housing Incentive Plan.

Two Office Spaces and Three Residential Units
Total Site: 6252 sq ft
Office Space: 2594 sq ft (permitted 3126 sq ft)
Residential space: 4421sq ft (As per Housing Incentive Plan: Permitted residential FAR is increased from 0.5 to 1.5. So permitted square footage is 9378 sq ft.)

First Floor:
Office Space: 1245 sq ft

Second Floor:
Office: 1100 sq ft
Two Bedroom Residence: 1220 sq ft

Third Floor:
One Bedroom Residence: 940 sq ft
Two Bedroom Residence: 1240 sq ft

Car Parking:
Total Car Parking Spaces Required: 15
Total Car Parking Spaces Provided: 15 (as following)

- Car Parking with two level mechanical lift systems: 10 cars (Klaus Parking System)
- One Van Accessible Space (Counted as Two Standard Spaces)
- One Van Accessible Charging Station (Counted as Two Standard Spaces)
- One Standard car parking space on grade

Planning:

The planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors, and the general community.

The plan follows approximately an 11'-0" x 18'0" grid; with all utilities and plumbing located in the central core area.

The office spaces are located towards El Camino Real, and the residential units, mainly bedrooms, are located towards the alley.

The ground floor facade has a rhythmic glass front which maintains 10’0” storefront rhythm of neighboring buildings.

The Third Floor residential space is set back El Camino to reduce massing, create desirable terraces and provide privacy to residential units.

Access:

Parking facilities are located on the rare half of the property with access from Matadero Avenue.
The ground floor office has an entry on El Camino Real while the residences and office space on the second floor have a stairway entry on Matadero Avenue near the corner of El Camino Real and Matadero Avenue.
The proposed vehicular access eliminates the existing curb cut on El Camino Real, thus providing a cohesive building frontage and streetscape.
The property has well-demarcated entries and circulation is safe and convenient to pedestrians, cyclists, and vehicles.

Setbacks:

On El Camino Real: Building sets back 5’0” to create 12’0” wide sidewalk promoting pedestrian environment.

On Matadero Avenue: 5’-0” building set back.

Structural System:

1: First and Second Floor: Reinforced Concrete Framing
2: Third Floor: Metal Framing.

The proposed building design has an honest expression of building’s structural system. The building reveals its structural members. There is no layering or covering or application of another material on top of the structural members except for the third floor residential portion where we have 3 Form cladding over metal framed walls. Our building design comprises a pallet of basic materials like concrete, steel, glass and 3 Form.

Sustainability:

The project would comply with the City's Green Building Ordinance.

The design includes overhangs, recesses, and other shading devices (vertical garden wall, wood trellis) and techniques to reduce the solar heat gain and energy consumption related to the cooling of the building.

The building will be composed of sustainable building materials with exposed structural composition on the first floor and second floor.

- Concrete: 70% replacement of cement with slag, which is a byproduct of iron extraction process. This replacement makes concrete mix it stronger, impermeable to water and environmentally friendly (cement is a significant emission polluter during its refinement process).
- Steel Framing: Steel is a desirable building material with high recycle content.
- Thermo exterior glazing (double insulated) for energy efficiency.
- Fleetwood operable doors and windows promote natural light, ventilation as well as excellent acoustical values.
- 3 Form cladding: 3 Form is a manmade, polymer material. The cladding reduces building maintenance and avoids exterior paint. 3 Form has 40% pre consumer recycle content.
- Solar panels will be located on the roof.

Landscape:

Landscape forms an integral part of this urban building. Trees, plants and vines create beautiful setting for the building while landscaped terraces create enjoyable outdoor spaces.

There are no existing trees on or on the sidewalk of the property. We are proposing five trees (PLANTANUS ACERIFOLIA, permitted by the City of Palo Alto), on sidewalk along El Camino Real and Matadero Avenue.

Metal Planetrs with African Iris plant has been proposed along El Camino Real and Matadero Avenue side. The planters with beautiful Iris plants will enhance the pedestrian experience as well provide a screen and a view to the occupants. African Iris is a drought tolerant and robust perennial with great aesthetic value and easy care.

A landscape planting strip, with four Western Red Bud trees and shrubs and planters along the alley acts as a buffer between the proposed building and residential apartment. Western Redbud is a native, drought tolerant, ornamental shrub/tree with pink/purple flowers and it grows around 15 ft tall.

Golden Bamboo in metal planters along the alley will define the boundary of the property and screen the parking area.

The vehicular parking on grade is partially covered with IPE wood trellis and flowering creepers which will provide shade to the parked cars as well as create beautiful views for the residents and neighboring residents.

A 8 ft wide landscape strip has been provided at the end of the driveway with permeable pavers and a landscape strip along the property wall. A London Tree provides shading in the parking area .The concrete masonry unit wall along the property line will have creepers on the wall.

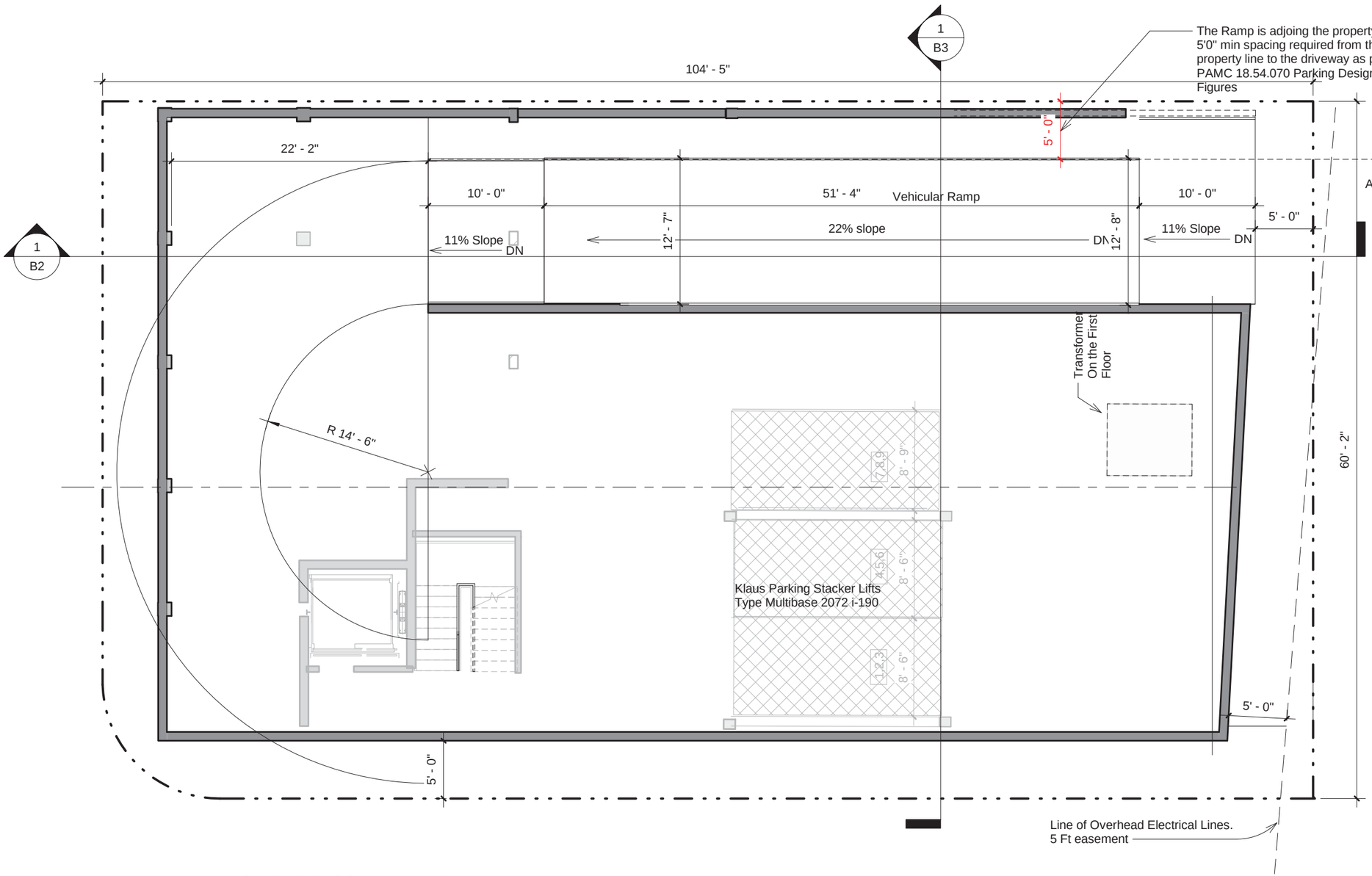
The proposed 6 ft high rock wall along Matadero Avenue demarcates the boundary, hides the view of parking lot and helps to blocks the light from vehicles. It creates visually interesting wall with organic arrangement of rocks and a steel mesh.

The terraces will have potted plants. The Second Floor balcony on El Camino Real will have a vertical screen garden. A cable trellis system will be provided which will guide creepers potted in the planters in the balcony. The creepers and the cable will create a beautiful garden wall with an interesting view and make urban space more livable. It will also help in reducing solar gain, mitigating noise and dust.

Material:
A separate material sheet has been provided along with the description.
Following material samples and mock ups have been provided at the ARB meeting.
3-Form cladding and corner detail, Perforated metal sheets, Steel Frame, Perforated metal sheet samples, IPE wood sample and Concrete color sample
Please refer to the submitted material sheet and the board.

END

one way ramp



1 BASEMENT FLOOR PLAN WITH STACKER LIFTS
1/8" = 1'-0"

Note: For study purpose only
Not a part of design proposal

J OSEPH B ELLOMO ARCHITECTS
102 University Avenue, Suite C
Palo Alto, CA 94301
Tel 650.326.0374
Fax 650.326.0484
www.bellomoarchitects.com

3585 EL CAMINO REAL
Palo Alto, CA 94306

Basement Floor Plan with Stacker Lifts

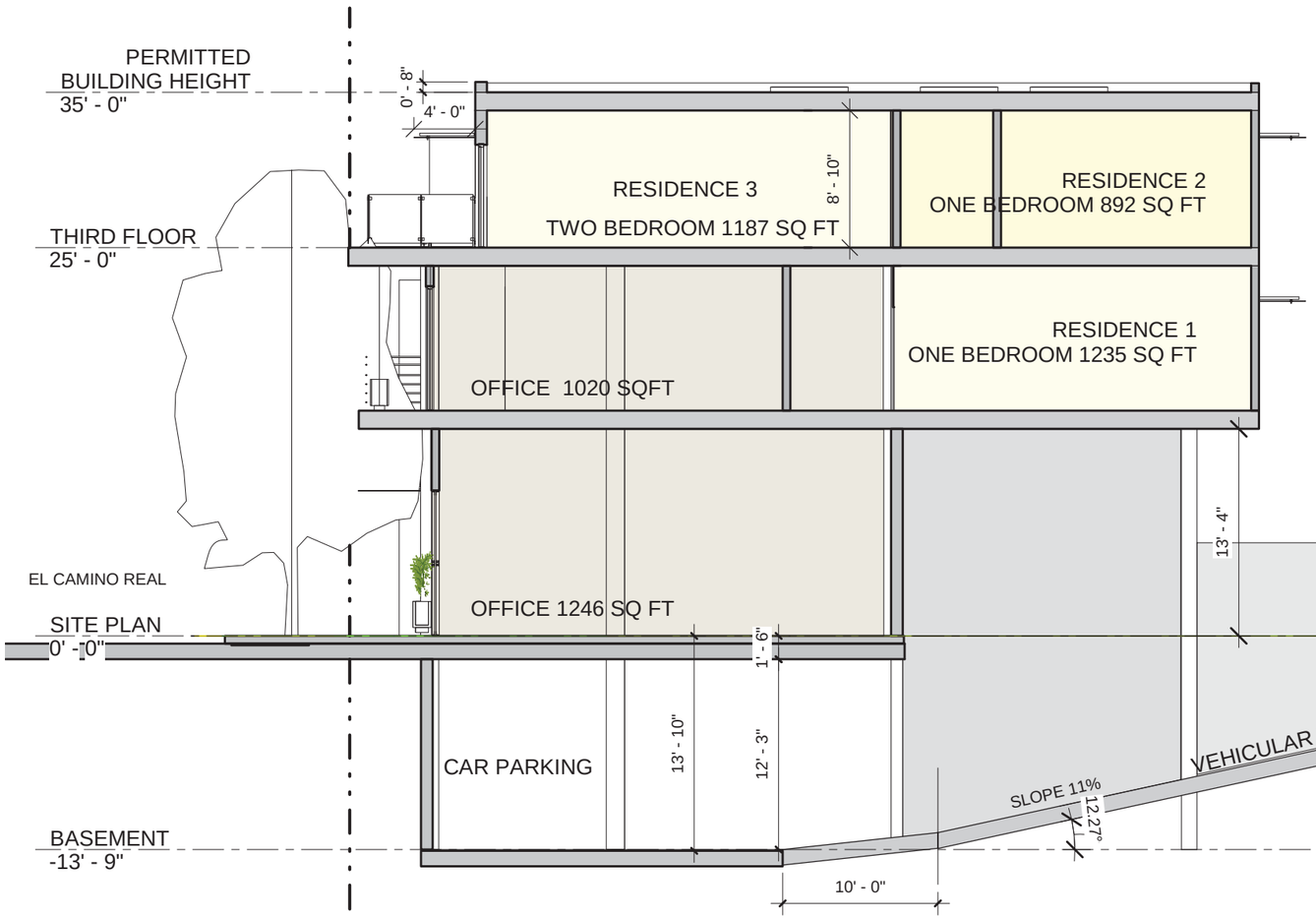
ARB SUBMITTAL

DATE
08/03/20

SCALE
PRINTABLE TO SCALE FORMAT 12" X 18"

Job Number

B1

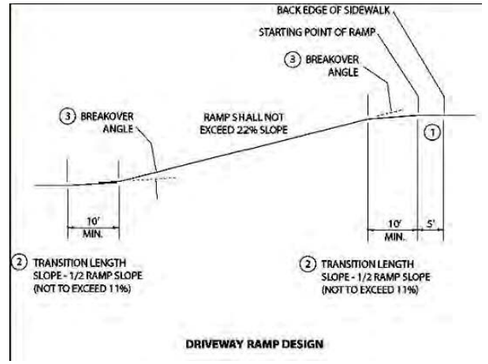


Note: For study purpose only
Not a part of design proposal

1 Section BB
1/8" = 1'-0"

0' 4' 8' 16'

18.54.070 Parking Design Tables and Figures



DRIVEWAY RAMP DESIGN

1. A distance of 5 feet shall be maintained at the same slope as the sidewalk from the back edge of the sidewalk to the starting point of the ramp.

2. The first and last 10 feet of the slope grade (transition length) shall not exceed 11 percent.

3. The remaining portion of the ramp shall not have a slope greater than 22 percent and the breakover angle (see Figure 5) shall not exceed ten degrees (100).

4. Minimum ramp width (two-way) for above or below ground parking facilities shall be 18 feet

J OSEPH B ELLOMO ARCHITECTS
102 University Avenue, Suite C
Palo Alto, CA 94301
Tel 650.326.0374
Fax 650.326.0484
www.bellomoarchitects.com

3585 EL CAMINO REAL
Palo Alto, CA 94306

SECTION BB

ARB SUBMITTAL

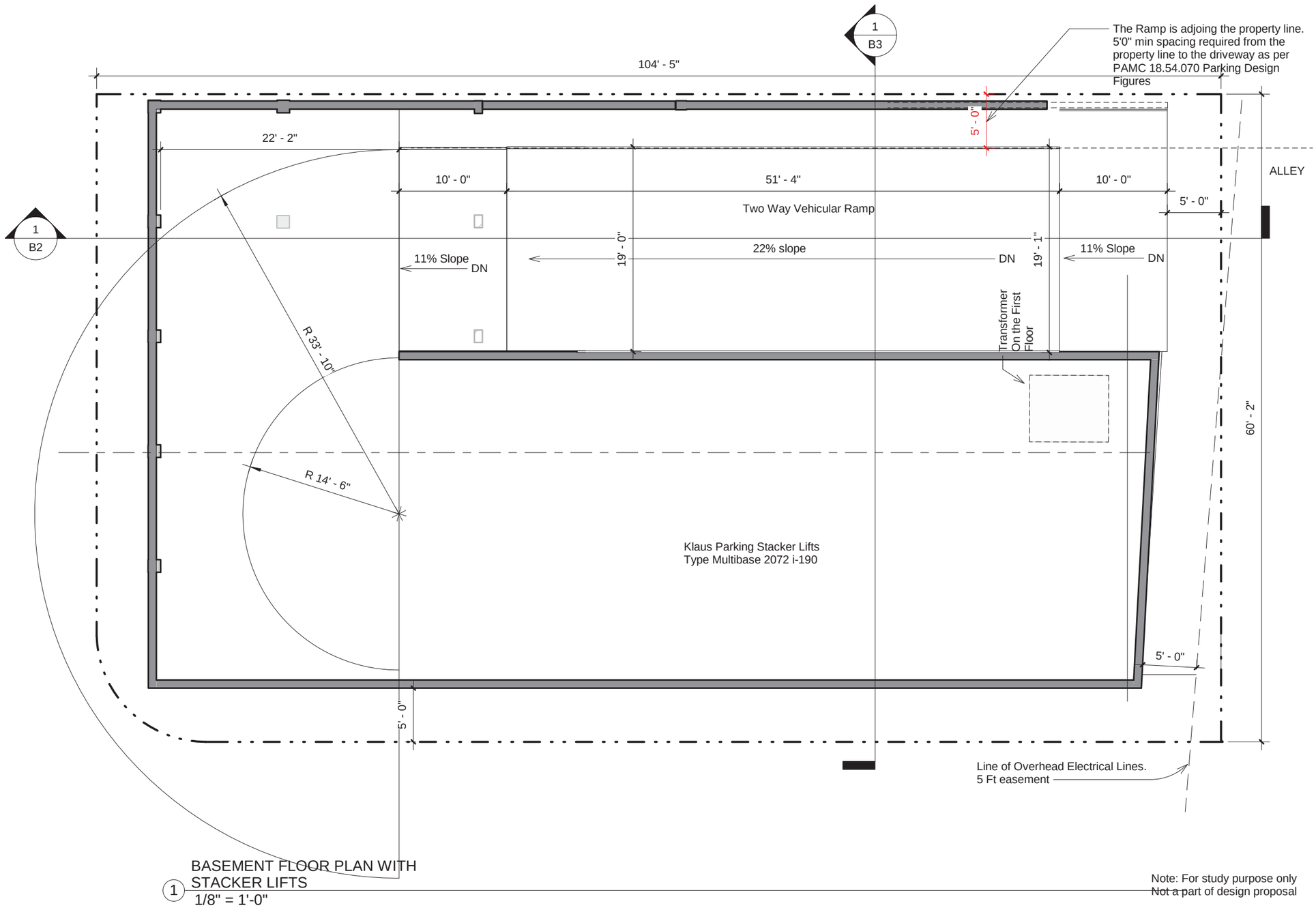
DATE
08/03/2020

SCALE
PRINTABLE TO SCALE FORMAT 12" X 18"

Job Number

B2

two-way ramp



BASEMENT FLOOR PLAN WITH STACKER LIFTS
1 1/8" = 1'-0"

Note: For study purpose only
Not a part of design proposal

JOSEPH BELLOMO ARCHITECTS
102 University Avenue, Suite C
Palo Alto, CA 94301
Tel 650.326.0374
Fax 650.326.0484
www.bellomoarchitects.com

3585 EL CAMINO REAL
Palo Alto, CA 94306

Basement Floor Plan with Stacker Lifts and Two Way Ramp

ARB SUBMITTAL

DATE
08/03/20

SCALE
PRINTABLE TO SCALE FORMAT 12" X 18"

Job Number

B1

Attachment G

Project Plans and Initial Study/Mitigated Negative Declaration

During Shelter-in-Place, project plans are only available online.

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll to find "3585 El Camino Real" and click the address link
3. On this project specific webpage you will find a link to the Project Plans, Initial Study and other important information

Direct Link to Project Webpage:

https://www.cityofpaloalto.org/news/displaynews.asp?NewsID=4589&TargetID=319

Materials Boards:

During Shelter-in-Place, color and material boards will be available to view in the display case outside of City Hall, on the exterior elevator near the corner of Hamilton Ave. and Bryant St.