



Architectural Review Board

Staff Report (ID # 11214)

Report Type:	Action Items	Meeting Date: 5/21/2020
Summary Title:	250 Hamilton Avenue: Bus Shelters in the Stanford Research Park	
Title:	PUBLIC HEARING / QUASI-JUDICIAL. 250 Hamilton Avenue [19PLN-00220]: Recommendation on Applicant's Request for Minor Board Level Architectural Review of Three New Bus Stops in the Public Rights-of-Way Located at 3380 Coyote Hill Road, 3223 Hanover Street and 1501 Page Mill Road. Environmental Assessment: Exempt From the Provisions of the California Environmental Quality Act (CEQA) in Accordance With Guideline Section 15311. Zoning District: PF (Public Facility). For More Information Contact the Project Planner Garrett Sauls at garrett.sauls@cityofpaloalto.org.	
From:	Jonathan Lait	

Recommendation

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

1. 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 ARB previously reviewed this project. An earlier staff report includes extensive background information, project analysis and evaluation to city codes and policies; that report is available online: <https://www.cityofpaloalto.org/civicax/filebank/documents/74448>.

The purpose of this report is to restate the ARB comments and forward the applicant's response to those comments. The analysis section below builds upon the information contained in the earlier report and has been modified to reflect recent project changes.

Background

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

On December 19, 2019 the ARB reviewed the project. A video recording of the meeting is available online: <https://midpenmedia.org/architectural-review-board-74-12192019/>. The ARB's comments and the applicant's response are summarized in the following table:

ARB Comments/Direction	Applicant Response
<p>Ensure sidewalks adjacent to the proposed bus shelters are up to current standards, to encourage pedestrian activity.</p>	<p>Applicant's project description notes that future sites will be modified to meet current ADA and VTA standards and describes other site constraints. Building and Public Works staff will further review the proposal at the Building permit stage for compliance with the required 5-foot sidewalk width requirement.</p>
<p>Concerns with use of IPE on trash enclosure/structure and how weathering could be affected over time.</p>	<p>The design has changed to only utilize the IPE material for the bench inside the enclosure. The trash enclosure material was modified to a painted plastic.</p>
<p>The bus shelter should complement and integrate with the futuristic Stanford Research Park design and encourage ridership. There is less concern about the color of the structure.</p>	<p>The proposed aluminum frame creates a more polished and modern design. This design complements the structure by creating a defining element while not being overbearing and taking away from the openness of the structure. The design also will tie into the surrounding environment of modern, high-tech buildings more successfully than the previous Butler building design.</p>
<p>Structure is dark and heavy, include more glass, transparency, and light</p>	<p>The structure was significantly modified to bring more light in, through the increased use of glass for the walls and roof of the structure.</p>
<p>Clarity is needed regarding who will maintain these structures.</p>	<p>Stanford has an agreement with VTA Real Estate to maintain these non-VTA standard shelters in perpetuity.</p>

Analysis¹

The new design represents a substantial change from the original plans. Stanford proposes a shelter that appropriately relates to the surrounding built environment. The aluminum framing presents a modern, smooth texture and finish that is emblematic of the high-tech business

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.

culture the Research Park supports. The aluminum material also gives the shelter a more polished appearance.

The sleek appearance with extensive use of glass panels on the sides and roof create visual points of interest on the shelter. The clear glass design and down lighting will enable views into the shelter and illuminate the interior of the shelter, enhancing nighttime security. The glass will create a more visually inviting environment and enhance sheltering for riders at bus stops where shelters do not exist.

Previously, staff was concerned the use of the color on the shelters would effectively brand structures in the right of way. With the change in materials and colors, this is no longer a concern and staff supports the project. The proposed bus shelter is emblematic of the modern, world-class architecture that is scattered throughout the Research Park. The shelters will greatly contribute to the built environment for riders and visitors, as the program replaces more of the shelters throughout the Research Park.

Colors and Materials

Due to the current shelter-in-place, we are not able to provide a color and materials board for this project. However, the bus shelter currently in place near 780 Quarry Road is constructed of identical materials and finishes as the proposed SRP bus shelter. This includes the silver powder coated aluminum shelter frame and bench, clear glass side panels, frosted glass roof, and IPE wood slats on the bench. Note the Quarry Road bus shelter is an older version of the Landscape Forms shelter than is proposed in this project and the proposed bench is a simpler design.

The proposed waste receptacle can be viewed throughout Palo Alto Square at 3000 El Camino Real. These receptacles are identical to those proposed for the SRP bus shelters, including the silver powder coated aluminum frame and black polyethylene waste bins.

ARB Findings

The project meets Architectural Review Findings #2A, #3 and #6:

- Creates an internal sense of order and desirable environment for occupants, visitors, and the general community;
- the selected materials are of a high aesthetic quality and will be compatible with and enhance the surrounding area; and
- the design incorporates design principles that achieve sustainability in areas related to energy efficiency.

Environmental Review

The subject project was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City's

environmental regulations. Specifically, the project is exempt from CEQA per Section 15311 (Accessory Structures).

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 May 8, 2020, which is 13 days in advance of the meeting. Postcard mailing occurred on May 8, 2020, which is 13 days in advance of the meeting.

Public Comments

As of the writing of this report, no project-related, public comments were received via contact by staff. At the public hearing there were four individuals who spoke on the project. Three were representatives of businesses in the Stanford Research Park who spoke in support of the project design. The fourth was a resident who supported replacing the existing shelters but raised concerns about the choice of color. All comments against the project have been addressed through the design changes shown in the attached plans.

Alternative Actions

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

1. Approve the project with modified findings or conditions;
2. Recommend project denial based on revised findings.

Report Author & Contact Information

Garrett Sauls, Associate Planner
 (650) 329-2471

Garrett.Sauls@CityofPaloAlto.org

ARB² Liaison & Contact Information

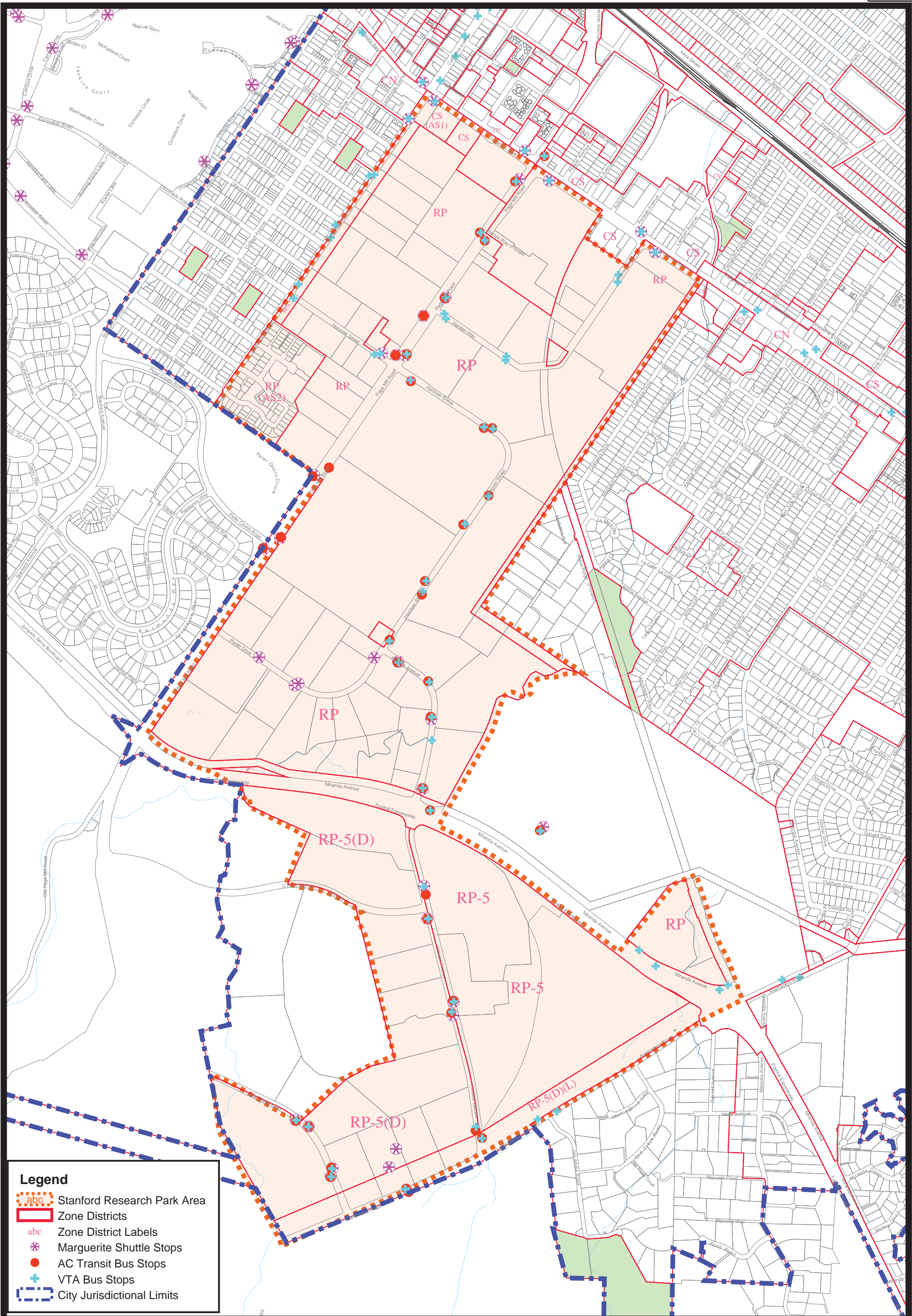
Jodie Gerhardt, AICP, Planning Manager
 (650) 329-2575

jodie.gerhardt@cityofpaloalto.org

Attachments:

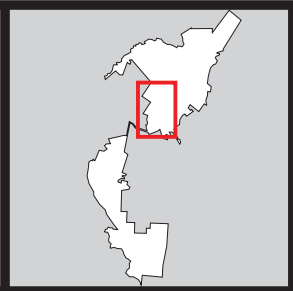
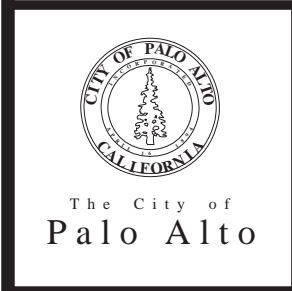
- Attachment A: Location Map (PDF)
- Attachment B: Draft ARB Findings (DOCX)
- Attachment C: Draft Conditions of Approval (DOCX)
- Attachment D: Applicant's Project Description (PDF)
- Attachment E: Project Plans (DOCX)

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



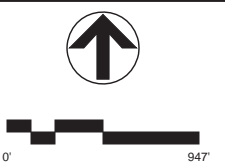
Legend

- Stanford Research Park Area
- Zone Districts
- Zone District Labels
- Marguerite Shuttle Stops
- AC Transit Bus Stops
- VTA Bus Stops
- City Jurisdictional Limits



Stanford Research Park Bus Map

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



ATTACHMENT B
ARB FINDINGS FOR APPROVAL
 250 Hamilton Avenue/19PLN-00220

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

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

The project is consistent with Finding #1 because:

As discussed in the staff report and shown below, the project is in conformance with the Comprehensive Plan.

<i>Land Use and Community Design Element</i>	
Policy L-6.1: Promote high-quality design and site planning that is compatible with surrounding development and public spaces.	The bus shelter design makes use of aluminum and wood materials that are durable while also being simple, clean, and aesthetically pleasing. The inclusion of a shelter around existing sites that only accommodate a bench creates a more appealing environment for transit riders.
Policy L-1.9: Participate in regional strategies to address the interaction of jobs, housing balance and transportation issues.	
<i>Transportation Element</i>	
GOAL T-1: Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles.	With the mix of locations that do or do not have shelters, the proposed project will help to support and increase transit ridership within the Stanford Research Park by creating a shelter from the elements for transit riders. In addition, the standard design includes upgrading each site to be ADA compliant which would make it accessible to all individuals. Each shelter is designed to maintain a minimum of a five-foot sidewalk clear of any vertical or horizontal obstruction as well as a three foot distance between the back edge of the sidewalk to the back wall of the structure. This
Policy T-1.1: Take a comprehensive approach to reducing single-occupant vehicle trips by involving those who live, work and shop in Palo Alto in developing strategies that make it easier and more convenient not to drive.	

<p>Policy T-1.2: Collaborate with Palo Alto employers and business owners to develop, implement and expand comprehensive programs like the TMA to reduce single-occupant vehicle commute trips, including through incentives.</p>	<p>will create an effective eight-foot setback from the curb that will help to maintain on-site access and circulation for each facility, as they will not be encroaching into the public right of way.</p>
<p>Policy T-1.3: Reduce GHG and pollutant emissions associated with transportation by reducing VMT and per-mile emissions through increasing transit options, supporting biking and walking, and the use of zero-emission vehicle technologies to meet City and State goals for GHG reductions by 2030.</p>	<p>By creating a uniform design throughout the Research Park, the shelters will be more recognizable and appealing to employees. This serves to enhance the facilities that are already present at each site that can encourage riders to use the facilities more often and reduce single occupancy vehicle trips to and from the Research Park.</p>
<p>Program T1.6.1: Collaborate with transit providers, including Caltrain, bus operators and rideshare companies, to develop first/last mile connection strategies that boost the use of transit and shuttle service for local errands and commuting.</p>	<p>The proposed shelter materials have smooth textures and finishes which give them a more modern and polished appearance that looks aesthetically pleasing. The clear glass design and down lighting will help to illuminate the interior of the shelter which will help to enhance security at night by providing views through the shelter. With the inclusion of solar panels on the roof and waste/recycling bins, each shelter will generate its own electricity and help the sites to become self-sufficient for their energy production and reduce waste around the facilities.</p>
<p>Policy T-1.9: Continue to encourage the provision of amenities such as seating, lighting and signage, including real-time arrival information, at bus and shuttle stops and train stations to increase rider comfort, safety and convenience.</p>	
<p>Policy T-1.13: Encourage services that complement and enhance the transportation options available to help Palo Alto residents and employees make first/last mile connections and travel within the city for daily needs without using a single-occupancy vehicle, including shuttle, taxi and ridesharing services</p>	

<p>Policy T-7.4: Collaborate with transit and shuttle providers including VTA, AC Transit, SamTrans, Stanford Marguerite Shuttle, Palo Alto Free Shuttle, Dumbarton Express Bus Service and Caltrain in the provision of service that is accessible to seniors and people with disabilities.</p>	
<p>Natural Environment Element</p>	
<p>Policy N-5.2: Support behavior changes to reduce emissions of particulates from automobiles</p>	<p>The addition to, and upgrading of, bus stop locations with shelters in the Research Park will create a more inviting environment for employees. This can help encourage employees to more frequently use public transit knowing that a shelter exists to protect them from the elements. In turn, this could help reduce single-occupancy vehicle trips and GHG emissions.</p>

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

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

The project is consistent with Finding #2 because:

The bus shelter design presents a framework for bus stop modifications for the purposes of creating a standard to be used within the Stanford Research Park. As shown, the proposed bus shelter design will use consistent materials and colors that are unified and coherent, and will assist in creating a sense of order on the site and the surrounding area. As proposed, the bus shelter design is appropriately scaled for the site and reflects the character of the surrounding R&D park context.

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 is consistent with Finding #3 because:

The bus shelter design makes use of steel and wood materials that are durable while also being simple, clean, and aesthetically pleasing. As shown, the proposed color palette and shelter materials draw inspiration from surrounding buildings commonly seen throughout the City and the Stanford Research Park.

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 is consistent with Finding #4 because:

The new bus shelters will have a uniform design that will be recognizable throughout the Stanford Research Park. Each site will be modified to be ADA compliant, which will allow for pedestrians with varying degrees of capability to access and use the site. Including lighting and clear glass panels to see through the shelter will enhance the site's security at night which will encourage transit riders to use the facilities at any time of day.

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 is consistent with Finding #5 because:

Finding #5 is not applicable for this project. A landscaping plan was prepared and approved previously on adjacent sites to the bus shelters and will continue to be implemented outside the scope of work included in this project.

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 is consistent with Finding #6 because:

The proposed bus shelters will include LED lighting and solar panels on top of the roof that are energy efficient and long lasting.

ATTACHMENT C
CONDITIONS OF APPROVAL

250 Hamilton Avenue
19PLN-00220

PLANNING DIVISION

1. **CONFORMANCE WITH PLANS.** Construction and development shall conform to the approved plans entitled, “Stanford Research Park Bus Shelter Improvements” dated April 8, 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 all conditions of the Planning, Fire, Public Works, and Building Departments.
3. **BUILDING PERMIT PLAN SET.** The ARB approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.
4. **MAINTENANCE.** Given the unique design of these bus shelters and their deviation from VTA standards, the Board of Trustees of the Leland Stanford Junior University (Stanford) shall maintain all shelters installed as a part of this permit in perpetuity. Any structures damaged through natural or unnatural means shall be repaired and replaced as soon as possible. Any graffiti or etching into glass shall be removed or repaired as soon as possible. The City shall be a third party to any agreements made between Stanford and VTA for maintenance of these structures with the right to enforce its provisions.
5. **APPROVAL OF FUTURE BUS SHELTERS.** Should Stanford wish to install additional bus shelters of the same design, within the Stanford Research Park Area, they shall submit an over-the-counter application for review and approval by the Director of Planning or his/her designee. New bus shelters shall follow all tree/landscape replacement requirements if needed and shall setback at least five feet from the curb to allow sufficient space for pedestrians to congregate. Roof overhangs/eaves are allowed within this setback.
6. **SIGNAGE.** Only signs for each bus service provided at each location shall be allowed. No advertising signs for other businesses are allowed. All signs shall comply with the City’s Sign Code.
7. **COLORS.** The aluminum steel colors for the bus shelters shall be maintained for the life of the structure and any future replacement structures that are maintained by Stanford. Changes to the master shelter design or colors must be approved by the Director of Planning and Development Services after consultation with the Architectural Review Board.
8. **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.

9. PROJECT EXPIRATION. The project approval shall automatically expire after two years from the original date of approval if, within such two year period, the proposed use of the site or the construction of buildings has not commenced pursuant to and in accordance with the provisions of the permit or approval. Application for a one year extension of this entitlement may be made prior to the expiration. (PAMC 18.77.090(a))
10. 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.
11. 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, Garrett Sauls at Garrett.Sauls@CityofPaloAlto.org to schedule this inspection.

PUBLIC WORKS ENGINEERING

PRIOR TO ISSUANCE OF EXCAVATION AND GRADING PERMIT:

12. DEMOLITION PLAN: Place the following note adjacent to an affected tree on the Site Plan and Demolition Plan: "Excavation activities associated with the proposed scope of work shall occur no closer than 10-feet from the existing street tree, or as approved by the Urban Forestry Division contact 650-496-5953. Any changes shall be approved by the same".
13. WORK IN THE RIGHT-OF-WAY: The plans must clearly indicate any work that is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, or utility laterals. The plans must include notes that the work must be done per City standards and that the contractor performing this work must first obtain a Street Work Permit from Public Works at the Development Center. If a new driveway is in a different location than the existing driveway, then the sidewalk associated with the new driveway must be replaced with a thickened (6" thick instead of the standard 4" thick) section. Additionally, curb cuts and driveway approaches for abandoned driveways must be replaced with new curb, gutter and planter strip.

14. A street-work permit will be required for work within the public right-of-way. This permit will be routed for Departments comments.
15. Provide the following note on the Site Plan and adjacent to the work within the Public road right-of-way. "Any construction within the city's public road right-of-way shall have an approved Permit for Construction in the Public Street prior to commencement of this work. THE PERFORMANCE OF THIS WORK IS NOT AUTHORIZED BY THE BUILDING PERMIT ISSUANCE BUT SHOWN ON THE BUILDING PERMIT FOR INFORMATION ONLY."
16. 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. Copies are available from Public Works on our website <http://www.cityofpaloalto.org/civicax/filebank/documents/2732>
17. PUBLIC WORKS STANDARDS CONDITIONS: The City's full-sized "Standard Conditions" sheet must be included in the plan set. Copies are available from Public Works on our website: <http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=67175.06&BlobID=66261>
18. Provide the following as a note on the Site Plan: "The contractor may be required to 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 surrounding properties , and schedule of work. The requirement to submit a logistics plan will be dependent on the number of applications Public Works Engineering receives within close proximity to help mitigate and control the impact to the public-right-of-way. If necessary, Public Works may require a Logistics Plan during construction."

BUILDING DIVISION

19. At building permit submittal, submit the following items for each bus shelter.
- a. Site plan with dimensions
 - b. Structural calculations/plans
 - c. Soil report
 - d. Accessible plan.
 - i. Slope of site
 - ii. Bus shelter shall not encroach into the required minimum 48 inches accessible sidewalk/aisle.
 - iii. Show all accessible features in the bus shelter.
 - e. Solar system design/plan/calculation.
 - f. Electrical/lighting plan if applicable.

OFFICE OF TRANSPORTATION

20. Applicant shall provide a 5' wide sidewalk clear of any horizontal and/or vertical obstructions. A

minimum of 3' shall be provided between the sidewalk and the back-wall of the bus shelter. Deviation from these standards shall be reviewed and approved by Transportation staff.

PROJECT DESCRIPTION

SRP Bus Shelter, Stanford Research Park

Major Architectural Review

April 7, 2020

The Stanford Research Park Bus Shelter project (“*Project*”) will replace an obsolete bus shelter with a modern, high quality bus shelter in the public right-of-way along Hillview Avenue in Stanford Research Park (SRP). Two new shelters will be added at high-use transit stops on Hanover Street that currently do not have shelters.

PROJECT GOALS

The goal of the Project is to support and encourage transit use by providing safe and comfortable spaces for commuters to wait for bus and shuttle pick-ups. The Project will replace a worn, outdated and non-uniform bus shelter with an attractive and highly functional shelter that welcomes current and future transit riders. Two new shelters at high-use transit stops that currently do not have shelters will provide much needed protection from sun, wind and rain.

Through thoughtful design, the Project will be compatible with a variety of surrounding built and natural environments. The shelter will become the preferred option for future bus shelter replacements and additions along interior roads in Stanford Research Park resulting in a uniform shelter design where most of the commuter bus and shuttle services operate.

PROJECT CONTEXT

The Stanford Research Park Transportation Management Association (SRP TMA) provides services to 140 companies and 29,000 employees through a comprehensive commuter transportation program, known as SRP*GO*. In just three years, the SRP TMA has reduced solo driving by 10 percentage points and increased transit ridership from 6% to 11%.

This impressive growth in transit ridership has been accomplished by making existing public transit systems more affordable for SRP commuters, providing additional last-mile connections, and filling gaps in public transit service. Specifically, the SRP TMA purchases discounted VTA Smart Passes that provide free fare on all VTA and Dumbarton Express buses, operates 2 last-mile shuttle routes to provide convenient connections to Caltrain, and operates commuter buses from the west side of San Francisco and the Santana Row area of San Jose where transit options are lacking. Additional SRP*GO* program information at <https://stanfordresearchpark.com/transportation>.

The Project is key to building on the success of the SRP*GO* program, and reflects a significant investment in infrastructure to support current transit users and attract new riders, as well as clearly convey that transit use is not only a safe, comfortable, convenient option, but a priority in Stanford Research Park.

PROJECT METRICS

The Project will replace 1 existing bus shelter located in the public right-of-way along Hillview Avenue in Stanford Research Park. In addition, the Project will add shelters at 2 highly used bus stops where shelters do not currently exist.

The Project will replace an existing shelter with a similarly sized shelter of 12 feet wide by 5 feet deep by 8 feet tall that complies with the VTA “Bus Stops and Passenger Facilities Standards – January 2019 Draft”. No gross floor area or FAR (floor area ratio) is associated with the Project.

Implementation is planned in 3 phases, to be installed in 2020 as follows:

1. Replacement of non-standard shelter on Hillview Avenue in conjunction with 3380 Coyote Hill project (voluntary)
2. Installation of new shelter at 3223 Hanover Street in conjunction with 3223 Hanover project (condition of approval)
3. Installation of new shelter on Hanover Street near the entrance to HP Inc. at 1501 Page Mill (voluntary)

EXISTING CONDITIONS

The three bus stops that make up this project are part of 68 total bus and shuttle stops in and adjacent to Stanford Research Park outfitted as follows:

- 29 stops with bus shelters
- 14 stops with benches, but no shelter
- 25 stops with a sign pole, but no shelter or bench

Most of the existing shelters are a standard VTA bus shelter, composed of metal supports with a perforated metal skin, a metal bench, and in some cases an attached perforated metal garbage can, most painted blue-green. There are also non-standard shelters, composed of brown-black metal supports with a clear plastic skin.

Shelter and paved surface sizes vary by location with typical shelter size of 12 feet wide by 5 feet deep by 8 feet tall. Slopes at each bus shelter location are typically less than 5% in the direction of travel with a cross slope less than 2%.

SITE DESIGN AND ACCESS

The guiding principles for each bus shelter site plan will be optimal placement of the shelter to maximize safe and convenient access by pedestrians, bicyclists and transit riders, and provide rational and safe access for transit vehicles. In most cases, shelters will be placed in the same location as an existing bus stop with proven access.

Site plans will vary by location per the following three installation types: 1) existing paving to remain, 2) expand limits of existing paving, and 3) entirely new paving.

New or replaced paving around the bus shelters could include asphalt, concrete, bricks, pavers, decomposed granite, etc., and would total approximately 700 sf maximum per shelter location. Minimal landscaping areas would be included in the limit of work, and so the percentage of site to be covered or paved would likely range from 80% to 100%.

Minimal grading would be required at each shelter to maintain pedestrian walkway slopes. Slopes at each bus shelter location for walkways would typically be less than 5% in the direction of travel with a cross slope less than 2%. Maximum slope at steep sites would be 10%. Total cut and fill would range from 5 to 25 cubic yards.

SHELTER DESIGN

The guiding principles of the shelter design include enhancing the safety and comfort of transit riders and blending with the outdoor beauty that exists in the Research Park. The design integrates high quality materials and timeless finishes that are compatible with varied environments throughout Stanford Research Park. Shelters will be enhanced with lighting and informational displays.

The selected shelter, the Landscape Forms Connect 2.0, is an updated version of the Landscape Forms Connect shelter that is currently installed in 2 locations on Quarry Road and was specified as a condition of approval for the 3223 Hanover project. Additional information on the Connect 2.0 shelter is available at <https://www.landscapeforms.com/en-US/product/Pages/Connect-2-0-Shelter.aspx>.

The aluminum frame of the Connect 2.0 shelter is a defining element and presents as both light and modern in the selected silver finish. Clear glass side panels and a frosted glass roof provide openness. Wood on the bench adds warmth and relates to the natural environmental. The combination of these elements results in a unique and striking design that will create a sense of place and purpose for those who use and view the shelters.

A roof mounted photovoltaic (PV) panel will power integrated LED lighting to make the shelters welcoming at night. Display space will display VTA and SRPGO transit system maps to provide valuable information to current and future transit riders and will not display any advertising. Stanford agrees to maintain all aspects of the SRP bus shelters installed in the Project, including regular cleaning and waste collection, to ensure that the shelter

appearance and environment exceeds the expectations of our commuters and strengthens our efforts to increase transit use.

LANDSCAPE DESIGN

The shelters have been designed to be compatible with existing landscaped and natural environments throughout the Research Park. No vegetation will be removed or replaced in locations where existing paving meets current requirements and can accommodate the new shelter.

In locations where paving must be enlarged to meet current standards, grass and shrubs will be removed only as necessary and replaced with similar or more appropriate options. No trees will be removed.

SUSTAINABILITY FEATURES AND GOALS

The Project design incorporates sustainability in areas related to energy efficiency and waste reduction. The Project will be fully powered by self-contained, roof-mounted photovoltaic panels for the primary purpose of powering LED lighting at night. The Project will also include collection bins for both waste and mixed-recyclables. The Project design is projected to have a 20+ year lifespan.

Stanford Research Park is currently served by 13 bus and shuttles routes, including 4 VTA Express bus routes, the Dumbarton Express, 2 SRPGO long-distance commuter buses, and 2 free Caltrain shuttles. Together, these routes comprise a robust set of transit options with the potential to serve many more commuters than currently use these services. The Project will increase the visibility and appeal of transit options, thus enabling the SRPGO program to further reduce solo driving, associated environmental impacts and traffic congestion around Stanford Research Park.

KURV-SW FIXTURES - FLEXIBLE (Q-CAP)



PRODUCT	MOUNTING	RATED	CCT	OUTPUT	LENS	TYPE	CONNECTOR/ WIRE IN	CONNECTOR/ WIRE OUT	END CAPS (NO FEED)	LENGTH (IN)
KURV-SW		WET	35	VHO	ENC/TL	S1				
Voltage: 24 VDC Wattage: see table *White snug clip included with side graze channel	WSC RLC MC *SGC PPS-2 PPS-96 PPS-FT PPS-LP-2 PPS-LP-96 PPS-LP-FT	DRY WET	24 - 2400K 27 - 2700K 30 - 3000K 35 - 3500K 40 - 4000K	SO HO VHO	ENC/CL ENC/TL	S1 S2 S3 S4 2S5 2S6 P1 P2 P3 P4 2P5	1BW BRL	N/A	CL WH	1" increments from 1"-191"

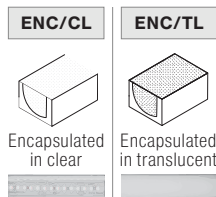
ENCAPSULATED PRODUCTS ARE NOT FIELD CUTTABLE

- NOTES:**
- Field modifications are not covered under Q-Tran warranty
 - Data subject to change, all data has +/- 5% tolerance
 - PPS-FT** is to be cut at Q-Tran to requested length
 - 1** BW comes in standard 24"- request custom length (Max 120") by writing it in inches next to "BW" in the order code box (ex. BW48)
 - 2** Connector/Wire In or Out not needed to specify product. Standard configuration is type S1, Connector/Wire In: BW & Connector/Wire Out: N/A with white endcap (WH)
 - 2** PPS mounting clip recommended for seamless applications

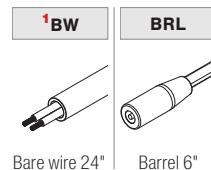
OUTPUT Tested for KURV-SW-WSC-DRY [L70 = 40000 HRS]

CCT	SO Standard Output 1.5 W/ft				HO High Output 3.0 W/ft				VHO Very High Output 5.0 W/ft			
	ENC/CL		ENC/TL		ENC/CL		ENC/TL		ENC/CL		ENC/TL	
	LM	CRI	LM	CRI	LM	CRI	LM	CRI	LM	CRI	LM	CRI
2400K	110	94	103	95	197	93	182	93	274	94	261	94
2700K	110	98	103	97	208	98	195	98	279	99	247	99
3000K	118	98	109	98	213	98	198	98	298	97	277	97
3500K	121	96	115	95	213	96	203	97	305	97	295	97
4000K	128	96	121	96	229	97	213	97	294	97	284	97

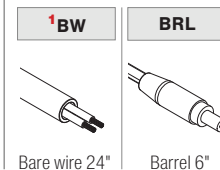
LENS with LED visibility



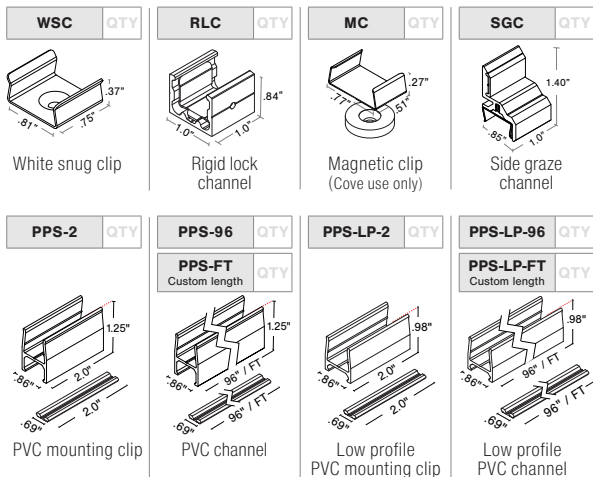
CONNECTOR/WIRE IN



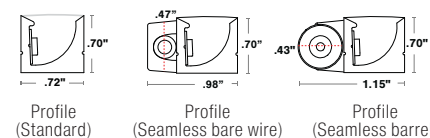
CONNECTOR/WIRE OUT



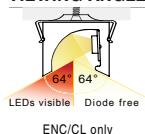
MOUNTING NOTE: 2 white snug clips provided per first 12", 1 for each additional 12". Other mounting styles incur additional charge, see price guide for details.



DIMENSIONS

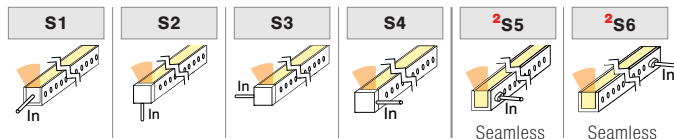


VIEWING ANGLE

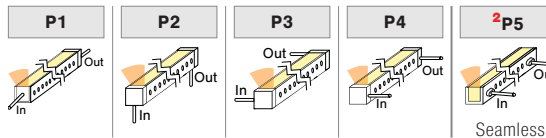


TYPE

SINGLE (Input only)



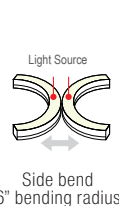
PASS THROUGH (Input/Output)



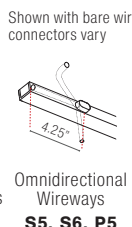
ORDER EXAMPLE



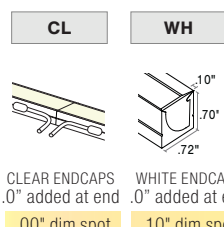
FLEXIBILITY



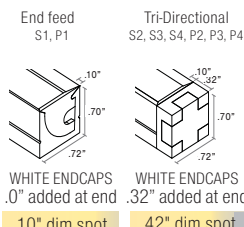
SEAMLESS



END CAPS (NO FEED)



END CAPS (WITH FEED)



PROJECT NAME	DATE	COMPANY	TYPE	NOTE

Litter Receptacle

- Litter available in single or double units.
- The litter is available as a freestanding/surface mount (with base) or embedded.
- Freestanding unit ships assembled. Unit can be set in place. The base is filled with Meldstone at the manufacturing facility for added weight and stability.
- Single bin has approximately an 18 gallon capacity and is roto-molded with built in handles, a bag hanger, and optional lock.
- Double units are back to back, with a total capacity of 36 gallons.
- Plate options for the top of the bin include a standard waste opening, round recycling, and slotted recycling.
- The litter supports come in prefinished anodized cast aluminum or powdercoat finish.

Litter Receptacle	Style	Depth	Width	Height	Weight
	single litter	13"	15"	47"	58 lb
	double litter	26"	15"	47"	85 lb

Polyethylene

Litter Liner



black

Attachment E

Project Plans

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

Directions to review Project plans online:

1. Go to: bit.ly/PAPendingprojects
2. Scroll down to find “250 Hamilton Avenue” and click the address link
3. On this project specific webpage you will find a link to the project plans and other important information

Direct Link to Project Webpage:

<https://www.cityofpaloalto.org/news/displaynews.asp?NewsID=4644>