



City of Palo Alto

(ID # 5928)

Architectural Review Board ARB Staff Report

Report Type:

Meeting Date: 7/30/2015

Summary Title: 1050 Page Mill Road - replacement office bldgs

Title: 1050 Page Mill Road (14PLN-00074): Request by 1050 Page Mill Road Property LLC for Architectural Review to allow demolition of two existing structures totaling 265,895 sf and for construction of four two-story office buildings totaling 265,895 square feet of floor area with below and at-grade parking and other site improvements. Zoning District: Research Park (RP). Environmental Assessment: An Initial Study and Draft Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA).

From: Jonathan Lait

Lead Department: Architectural Review Board

RECOMMENDATION

The Architectural Review Board (ARB) is requested to make a recommendation of approval to the City Council on both the Architectural Review and the Draft Environmental Impact Report (DEIR), based on the Findings in Attachment A and the Conditions of Approval contained within Attachment B.

EXECUTIVE SUMMARY

The ARB is requested to review and make a recommendation to the City Council on the Architectural Review of the proposed project. The project includes the redevelopment of the existing 13.5-acre parcel with four two-story office buildings with one level of below grade parking under each building. The four new buildings, which would replace two buildings having the same total floor area, would be placed around the perimeter of the site, leaving a landscaped central plaza area. As shown in the project plans, the proposed buildings would consist of clear glass envelopes with glass vertical fins for shading. Visual interest and additional shading would be provided by the use of an aluminum ribbon sunshades. As noted in the DEIR, implementation of this project would result in significant environmental impacts that can be mitigated via mitigation measures that are proposed for inclusion as conditions of approval.

BACKGROUND

Prior Review

The ARB conducted a preliminary review of the conceptual project design on December 3, 2013. The five public speakers for this item expressed concerns about 1) vehicular traffic on California Avenue, 2) construction activities/traffic from all new development in the area, 3) incorporation of pathways for bikes and pedestrians, 4) connectivity to public transportation, 5) allowed floor area ratio, and 6) alignment of the spine road. It should be noted that the 'spine road' concept that emerged during the adjacent 2475 Hanover project, appealed to Council in 2002, was revisited by staff and the applicant during the Preliminary ARB Review process. The spine road was an idea that commercial traffic could be diverted from California Avenue if a road parallel to California, mid-block, were planned for and implemented as sites within the superblock redeveloped. Since the proposal is to limit access to the site from California Avenue, traffic to and from the site will be focused at Page Mill Road; therefore the spine road is not proposed. (See below for a discussion of pedestrian and bicycle access through the site.) The applicant has provided a letter detailing the comments from the preliminary review hearing and the design changes they made in response to those comments (Attachment C).

To initiate the EIR process, the City circulated a Notice of Preparation (NOP) (Attachment F) and Initial Study (IS) (available online at <http://www.cityofpaloalto.org/planningprojects>) to solicit agency and public comments on the scope of the environmental analysis to be included in the EIR. The Initial Study concluded the project could have potential impacts on the environment, and therefore further study was needed in the form of a DEIR. The topics identified in the study as having potential impacts are Air Quality, Biological Resources, Hazards and Hazardous Materials, Noise, and Transportation and Traffic. On November 20, 2014, a scoping meeting was held at the ARB hearing to inform the public that the City was beginning preparation of the DEIR for the redevelopment of the subject property.

Site Information

The project site, located within the Stanford Research Park, is rectangular in shape and has an area of approximately 587,363 square feet (sf). The site fronts on to Page Mill Road and currently has access to California Avenue via a driveway easement through 1117 California Avenue. A location map showing the subject site and surrounding properties is contained in the plan set. The property is currently occupied by two structures including a two-story 134,400 sf office building that faces Page Mill Road, a second two-story 129,120 sf office building that is internal to the site, and a 2,375 sf storage building approved in 1982 (ARB 82-91). The total floor area of the existing buildings is 265,895 sf and the front building along Page Mill Road is currently occupied by Machine Zone. The existing parking lot contains 564 automobile parking spaces; if all of the building's floor area were included as office area, the parking ratio is currently one parking space per 471 square feet of floor area where one parking space per 300 square feet of gross floor area is required.

The site has a Comprehensive Plan land use designation of Research/Office Park and a zoning designation of Research Park (RP) district. The Research/Office Park land use designation allows office, research, and manufacturing establishments whose operations are buffered from adjacent residential uses. The RP zoning district allows a limited group of research and manufacturing uses that may have unusual requirements for space, light, and air. The maximum Floor Area Ratio (FAR) in the RP district is 0.4:1 (or 40 percent of the site area); the existing FAR on the site is 45.27 percent.

The project site is surrounded by existing Research and Development (R&D) uses, with the exception of the Mayfield Fire Station #2 located to the south along Hanover Street. Across Page Mill Road to the east, the buildings contain additional research and manufacturing uses.

Project Description

The project includes demolition of two existing buildings and storage structure, totaling 265,895 square feet of floor area, historically used for offices and R&D, as well as construction of four two-story office buildings totaling 265,895 square feet with associated site improvements on a 13.5 acre property. The four buildings are proposed to be placed around the edge of the site, leaving a landscaped central plaza area that would include seating and pedestrian walkways. The proposed plans are available at the City's website: <http://www.cityofpaloalto.org/planningprojects>

The project also includes 10,745 sf of amenity space, four percent of the total building size of 276,640 sf, which is not counted toward gross floor area in accordance with Palo Alto Municipal Code (PAMC) Section 18.04.030(a)(65)(B)(v). This square footage would be used for on-site employee amenities, as may be approved by the Director of Planning and Community Environment, upon determination that such additions will facilitate the reduction of employee vehicle use. Such amenities may include, but not be limited to, recreational facilities, credit unions, cafeterias, day care centers, automated teller machines, convenience stores and dry cleaners.

The applicant is currently targeting Leadership in Energy and Environmental Design (LEED) Platinum status for the project with the inclusion of photovoltaics covering all roofs to generate 150,000 kilowatt-hours (kWh) per year.

Primary access would be from Page Mill Road at Hansen Way, a signalized intersection. Currently access is also provided to California Avenue, northwest of the site, through a connecting parking lot at 1117 California Avenue. The proposed project would maintain this connection; however, access between the adjoining parking lots would be limited by installation of an arm gate at the connection point. This arm gate would be controlled by access cards that would be issued only to employees and visitors of 1117 California Avenue. Therefore, Page Mill Road would serve as the single point of ingress/egress to the 1050 Page Mill Road project site.

The proposed project includes 348 automobile parking spaces around the perimeter of the site, as well as below-grade garage parking spaces in each building (539 garage spaces) for a total of 887 automobile spaces. The project would also provide 101 bicycle parking spaces.

DISCUSSION

Comprehensive Plan Conformance and ARB Findings

ARB finding #1 requires that the design be consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan. The site has a Comprehensive Plan land use designation of Research/Office Park land use designation, which allows office, research, and manufacturing establishments whose operations are buffered from adjacent residential uses. The proposed project is the replacement of existing office buildings with new office building.

The project will comply with the following Comprehensive Plan policies:

- **Policy L-44:** Develop the Stanford Research Park as a compact employment center served by a variety of transportation modes.
- **Policy L-48:** Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.
- **Goal B-1:** A thriving business environment that is compatible with Palo Alto's residential character and natural environment.

While it could be argued that the project is out of keeping with other specific Comprehensive Plan goals and policies (for example, those about reducing automobile trips), it is consistent with the applicable Comprehensive Plan land use designation and staff believes that it is on balance consistent with the Comprehensive Plan as a whole. In staff's assessment, the project design also meets the balance of the Architectural Review Board findings as discussed in more detail in Attachment A.

There are at least two larger policy issues that are likely to be of interest with regard to this project, although they fall outside the purview of the ARB. These involve the conversion from "research and development" to office space, which the City Council has expressed an interest in examining in an effort to ensure the Research Park as a whole does not lose its research and development focus. Both research and development and office space are permitted uses on the site, and staff expects the discussion of this issue to occur in the context of the Comprehensive Plan Update, along with a discussion of ways to effectively address vehicle trips to/from the Research Park via effective transportation demand management (TDM) programs, including transit (shuttle) and parking management strategies.

Zoning Compliance and Existing FAR

The RP zoning district has a minimum 20 foot requirement for front, rear, side yard setbacks, and a height limit of 35 feet. The site must also abide by a special setback of 50 feet along Page Mill Road. The proposed buildings will be set back 50 feet from the front property line and a minimum of 70 feet from the side and rear property lines.

The maximum allowable lot coverage is 30% with a 0.4:1 (40% of the site area) maximum FAR. The applicant has stated that the existing and proposed FAR for the subject property is 45.27 percent. It is not known exactly how the property came to exceed its FAR. However, after significant research, staff assumes it is related to the movement of lease lines in this area and is in discussions with Stanford University representatives (and internally with City staff) about how to avoid such increases in the future. In January 1980, a parcel map (App # 80-PM-2) was submitted to merge two lease parcels. The first lease parcel was 5.479 acres and the second lease parcel was 12.063 acres. This merge was required to allow further development of the land. The merger was approved by City Council on March 24, 1980. It is not known when the commercial lease line was reinstated, but in 1999 when Hoover Associates applied for a preliminary review by the ARB (App # 99-ARB-67) for new construction at 1117 California Avenue, the parcel was described as four acres in size. A County Assessor's Parcel Map from 1999 also shows the California Avenue parcel as 4.01 acres and the Page Mill Road parcel as 13.53 acres.

Although the new project exceeds the allowable FAR by 30,950 sf, the replacement of the non-complying floor area is permitted. The applicant intends to utilize the same amount of floor area that currently exists today for the two proposed commercial buildings. The existing floor area exceeds what would be permitted to be constructed today, but is allowed, based upon Palo Alto Municipal Code (PAMC) Section 18.70.100(c): "A noncomplying facility in the commercial CS, CN and CC zones and the industrial MOR, ROLM, RP and GM districts, except for those areas designated as special study areas, existing on August 1, 1989, which when built was a complying facility, shall be permitted to be remodeled, improved or replaced in accordance with applicable site development regulations other than floor area ratio, provided that any such remodeling, improvement or replacement shall not result in increased floor area." Please refer to Attachment E for the project's zoning compliance summary.

Site Design

The existing large building facing Page Mill Road creates a visual barrier whereas the proposed buildings would break the same square footage into four buildings and provide greater visibility into the site while maintaining a presence on Page Mill Road.

The impervious footprint of the development would be reduced by approximately five (5) percent with the inclusion of below grading parking under the four proposed structures. These parking facilities, along with trash facilities, would be dispersed around the site to allow for efficient circulation.

Building Design

The applicant's project description (Attachment C) contains a narrative about the building design. As shown in the project plans on sheets A2.1 thru A2.4 and A5.1, the proposed buildings would consist of clear glass envelopes with glass vertical fins for shading. Visual interest and additional shading would be provided by the use of aluminum ribbon type sunshades.

Circulation

Primary access would be from Page Mill Road at Hansen Way, a signalized intersection. As shown on the vicinity map in the plan set, California Avenue is northwest of the site, and the 1117 California Avenue office building is located between the project site and California Avenue. The parking lots for 1117 California Avenue and the project site are connected. Although this is not a public right of way, this connection facilitates vehicular access between Page Mill Road and California Avenue. The proposed project parking lot would maintain this connection; however, access between the adjoining parking lots would be limited by installation of an arm gate at the connection point. While details for the gate are not included in the plan set, the applicant proposes an arm gate that would be controlled by access cards that would be issued to the business at 1117 California Avenue. This would provide for all employees and visitors to 1117 California Avenue to have access from both California Avenue and Page Mill Road, as is currently provided. Employees and visitors to 1050 Page Mill Road would not be given access cards and therefore would not have access to or from California Avenue via this connection. Page Mill Road would serve as the single point of ingress/egress to the 1050 Page Mill Road project site. As explained in the Draft EIR, the additional traffic expected to enter the site from Page Mill Road would result in queuing impacts, as eastbound cars stack-up to make a left turn into the site. This potential impact would be addressed by reconfiguring and extending the turn lane, which would affect the configuration of the westbound turn lane serving Hansen, necessitating improvements to the Page Mill/Hansen intersection.

As noted earlier, comments were raised in the scoping process regarding the idea of a "spine road" through the site paralleling California Avenue. Though this idea has not been advanced as part of the project (and is not needed to enhance vehicle circulation or address circulation impacts), staff requested that the project site plan preserve the potential for east-west pedestrian and bicycle circulation through the site. This circulation is currently proposed via a route that jogs through the central plaza in front of Building 3 and is a private path, such that public access could be limited by the property owner.

Parking

Per the PAMC 18.52, an office use of 265,895 sf in size would require a minimum of one automobile parking space per 300 gross square feet of floor area, or 886 total parking spaces. The site is currently under parked with 564 parking spaces. This project would increase parking supply by 323 spaces for a total of 887 spaces, bringing the site into conformance with the City's parking regulation. The applicant also proposes to keep an additional 86 parking spaces in landscape reserve.

No parking spaces would be provided for the 10,745 sf of on-site employee amenity space. In accordance with the PAMC 18.52.050, the Planning Director may allow for an adjustment to the parking requirement that would exempt from the required parking calculation any building space that is considered to be on-site employee amenities. The proposed amenity space is equal to four percent of the total square footage, which is well within industry standards for research park/office uses and would facilitate the reduction of employee vehicle use.

The project would also provide 101 bicycle parking spaces on the site, with a total of 24 short-term spaces located at each building entry and 77 long-term spaces divided equally between the four garages, twelve (12) spaces over the Code requirements.

Landscaping

The project is required to conform to the City parking design standards contained in Chapter 18.54 of the PAMC and preserve mature trees as possible. The County of Santa Clara has jurisdiction over Page Mill Road as it is a County expressway. The County typically does not permit trees to be within seven feet of the roadway for safety and road maintenance concerns.

Landscaping would include significant trees, and various ground cover and low plantings as shown on sheet L2.0. The proposed project includes the retention of 81 of the existing 225 trees, 20 of which are protected trees as defined by the PAMC. These mature trees and additional new trees will ensure the projects conformance with the requirement to shade 50 percent of the parking spaces within 20 years. The project also includes landscaped islands in conformance with the Code requirement of one island every 10 spaces. Where some of these islands would normally be too small to support a mature tree, staff will worked with the applicant to enlarge the island or add structural soil to support additional tree growth at the Building permit stage.

Lighting/Glare Impacts

As shown on Sheets E 1.1 thru E2.2, proposed lighting would include pole lighting as well as bollard style lights, wall wash and in-ground lighting. All pole lighting would be directed downward to ensure minimal spillover of light across property lines. All proposed lighting would be installed along interior driveways and walkways. The lighting would have a maximum average 'foot-candle' of 29.5 along the Building 1 perimeter pathway, which would quickly reduce to 0.1 foot-candle at any property line.

Performance Criteria

The project is not subject to the Performance Criteria found in Palo Alto Municipal Code (PAMC) Section 18.23 given the property is over 150 feet away from any R-E, R-1, R-2, RM or PC district permitting single family or multi-family development.

PUBLIC NOTICE

Notice of this public hearing was provided by publication of the agenda in a local newspaper of general circulation. In addition, property owners and utility customers within 600 feet of the project site were mailed a notice card.

ENVIRONMENTAL REVIEW

The City has prepared a DEIR to provide the public and responsible agencies information about potential adverse effects on the local and regional environment associated with the proposed project. The DEIR is provided as Attachment G for Board Members and may be viewed on the City's website at <http://www.cityofpaloalto.org/planningprojects>. The 45 day public comment period on the DEIR began on July 24, 2015 and runs through September 8, 2015. The public is invited to comment on the DEIR at this time. All substantive comments received during the comment period will be responded to in a Final EIR, which will be provided to the City Council for certification in advance of their decision on the project. The City's Planning and Transportation Commission will hold a hearing on the Draft EIR during the public comment period, and will make a recommendation to the City Council regarding Final EIR certification.

The City began the environmental analysis with an Initial Study (available online at <http://www.cityofpaloalto.org/planningprojects>). The environmental analysis determined that the project could have a significant impact on the environment, which triggered the requirement to prepare an EIR. The five environmental topics covered in the DEIR are Air Quality, Biological Resources, Hazards and Hazardous Materials, Noise, and Transportation and Traffic.

For each of the five topics, the Draft EIR describes the existing environmental and regulatory conditions, presents the criteria used to determine whether an impact would be significant, analyses significant impacts, identifies mitigation measures for each significant impact, and discusses the significance of impacts after mitigation has been applied. Potential direct, indirect, and cumulative impacts are all considered.

Air Quality

Project construction would generate air pollutant emissions. While the emissions are anticipated to remain below the Bay Area Air Quality Management District thresholds, all projects are required to implement the District's standard construction emissions measures to minimize pollutant emissions. In addition, the project applicant has proposed to implement additional measures to reduce emissions, including limiting the daily use of construction equipment to 6 hours per piece of equipment rather than 8 hours and using diesel particulate filters on the construction equipment. The air district's standard measures and the applicant's

proposed measures were identified as mitigation measures in the EIR so that they can be incorporated in the project's mitigation monitoring program to ensure the impact remains less than significant.

Biological Resources

The project site provides foraging and nesting habit for protected species that could be disturbed during site clearing and building demolition. Mitigation would be included that requires surveys be conducted within the onsite trees and buildings for nesting birds and roosting bats, prior to commencement of construction, and for nesting birds throughout all phases of project construction that occur during the nesting season. These mitigation measures would reduce the potential impact to a less than significant level.

Hazards and Hazardous Materials

There are four potentially significant impacts related to hazards and hazardous materials. These are related to the transport, use, storage and disposal of hazardous materials and waste during construction, the removal of existing hazardous materials within buildings proposed for demolition, disturbance of contaminated soils, and the disturbance of contaminated groundwater due to dewatering and potential release of VOCs. Mitigation measures have been included that reduce the level of significance to less than significant.

Noise

Noise associated with project construction would result in a short-term significant impact. Project operation would expose building occupants to noise from traffic along Page Mill Road and Hanover Street that would exceed acceptable noise standards resulting in a significant impact. Noise from rooftop equipment could exceed City noise standards resulting in a significant impact. Mitigation measures have been included that reduce the level of significance to less than significant.

Transportation and Traffic

Baseline Conditions

According to Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, an EIR must include a description of the existing physical environmental condition in the vicinity of the project as they exist at the time when the Notice of Preparation (NOP) is published. However, the CEQA Guidelines also recognize that physical environmental conditions may vary over a range of time, the use of environmental baselines that differ from the date of the NOP is reasonable and appropriate in certain circumstances when doing so results in a more accurate or conservative environmental analysis.

At the time that the application for the proposed project was submitted to the City of Palo Alto and that initial data collection for technical studies began, the existing buildings at the project site were vacant. Later in November 2014, when the NOP for this Draft EIR was published, a portion of the existing buildings on site were occupied by Google and Nest Labs Inc. The buildings had been mostly vacant for at least a couple of years before the Google and Nest Labs

leases were signed in late 2013 and early 2014 respectively. Machine Zone Inc. is currently using Building 1 for office space. As a result, use of the existing space has varied over time. Based on historical usage and current square footage configurations, the following land use conditions are used to define the baseline land use conditions at the project site: 67.4% office space, 16.3% manufacturing space, and 16.3% research and development space. While an alternate baseline could have been selected for the analysis, these baseline assumptions are reasonable because they reflect historic use of the site and consideration of the fluctuations in tenancy. Also, the technical analyses that form the basis of the Draft EIR contain sufficient information to allow comparisons between expected conditions with the proposed project and past site conditions.

Traffic Impact Analysis

The environmental analysis found that during project construction, equipment staging and lane closures could cause hazards to bicyclists and pedestrians and damage to the roadways resulting in a temporary impact. Mitigation includes preparation of a Construction Traffic Management Plan to minimize impacts to a less than significant level. As noted earlier, project traffic would also add traffic to the eastbound left-turn pocket lanes at the Hansen Way/Project Driveway and Page Mill Road intersection during the AM peak hour exceeding the existing vehicle storage capacity resulting in a significant impact. Mitigation measures have been included that reduce the level of significance to less than significant.

Following the 45 day public comment period, written responses to substantive questions and comments on the Draft EIR will be prepared for inclusion in a Final EIR. The Final EIR will consist of the DEIR, the comments received during the public review period, responses to the comments, and any revisions to the DEIR needed as a result of public agency and public comments.

COURTESY COPIES

Allison Koo, Sand Hill Property Company
Bob Giannini, AIA, Form4 Architecture, Inc.
Margit Aramburu, College Terrace

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Jonathan Lait, Assistant Director
Cara Silver, Senior Assistant City Attorney
Hillary Gitelman, Director

Attachments:

- Attachment A: ARB Findings (DOCX)
- Attachment B: Draft Conditions of Approval (DOC)
- Attachment C: Applicant's Project Description (PDF)
- Attachment D: Comp Plan Conformance - Under Separate Cover (DOCX)

- Attachment E: Zoning Comparison (DOC)
- Attachment F: Notice of Preparation(PDF)
- Attachment G: Draft Environmental Impact Report (Board Members only) (DOCX)
- Attachment H: Project Plans (ARB Members Only) (DOCX)

ATTACHMENT A
ARB FINDINGS FOR APPROVAL
1050 Page Mill Road
14PLN-00074

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.

Comprehensive Plan and Purpose of ARB:

Finding #1: The design is consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan.

Finding #16: The design is consistent and compatible with the purpose of architectural review, which is to:

- Promote orderly and harmonious development in the city;
- Enhance the desirability of residence or investment in the city;
- Encourage the attainment of the most desirable use of land and improvements;
- Enhance the desirability of living conditions upon the immediate site or in adjacent areas; and
- Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.

The project is consistent with Findings #1 and #16 because:

In conformance with the following Comp Plan Goals and Policies, the project will include high quality design compatible with surrounding development.

- **Policy L-44:** Develop the Stanford Research Park as a compact employment center served by a variety of transportation modes.
- **Policy L-48:** Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.
- **Goal B-1:** A thriving business environment that is compatible with Palo Alto's residential character and natural environment.

Compatibility and Character:

Finding #2: The design is compatible with the immediate environment of the site.

Finding #4: This finding of compatibility with unified or historic character is not applicable to the project (there is no unified design or historic character along this portion of El Camino Real).

Finding #5: The design promotes harmonious transitions in scale and character in areas between different designated land uses.

Finding #6: The design is compatible with approved improvements both on and off the site.

The project is consistent with Findings #2, #4, #5 and #6 because:

The proposed buildings would replace existing Research & Development/Office buildings with two-story contemporary buildings. The project design is compatible with the forward thinking character of the Stanford Research Park in that its designed with high quality exterior finishes and human scaled buildings to create a campus like setting. The site incorporates work related functions with passive and active outdoor areas. The buildings are designed to integrate into the environmental setting and include intensive landscape plantings and outdoor features as well as pedestrian walkways to connect the larger area.

Functionality and Open Space:

Finding #3: The design is appropriate to the function of the project.

Finding #7: The planning and siting of the building on the site creates an internal sense of order and provides a desirable environment for occupants, visitors and the general community.

Finding #8: The amount and arrangement of open space are appropriate to the design and the function of the structures.

The project is consistent with Findings #3, #7, and #8 because:

The design is appropriate to the function of the project in that the placement of the two-story buildings create a series of human-scaled interconnected outdoor plaza that promote a quality of life for employees. The amount and arrangement of open space are appropriate to the design and the function of the structures in that the intensively landscaped central plaza provides outdoor rooms and event spaces which promotes participation and interaction with the environment. The architectural design emphasizes the use of natural daylight and other energy design elements that promote a healthy environment for employees.

Circulation and Traffic:

Finding #9: Sufficient ancillary functions are provided to support the main functions of the project and the same are compatible with the project's design concept.

Finding #10: Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles.

The project is consistent with Findings #9 and #10 because:

The project's design concept provides adequate automobile, accessible and bicycle parking located conveniently with pedestrian access to the building entrances. Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles in that the existing access way off Page Mill Road and the interior perimeter road will be maintained for vehicular use. Bicycle parking is convenient and close to building entrances with long term bike parking in below grade parking garages.

Landscaping and Plant Materials:

Finding #11: Natural features are appropriately preserved and integrated with the project.

Finding #12: The materials, textures and colors and details of construction and plant material are an appropriate expression to the design and function and compatible with the adjacent and neighboring structures, landscape elements and functions.

Finding #13: The landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment on the site and the landscape concept depicts an appropriate unit with the various buildings on the site.

Finding #14: Plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety that would tend to be drought-resistant and to reduce consumption of water in its installation and maintenance.

The project is consistent with Findings #11- #14 because:

Several existing mature trees will be preserved and integrated into the project's perimeter landscape. The building materials, textures and colors are complimentary to the environmental setting and the landscape design utilizes drought tolerant and native plants that are appropriate to the site. Exterior pathways connect one building to another and help complete the connection to the entire campus. Outdoor areas also contribute to adding functioning space that is compatible with the buildings and natural features of the site. Parking areas and buildings are well screened with intensive tree plantings and existing landscaping.

Sustainability:

Finding #15: The design is energy efficient and incorporates renewable energy design elements including, but not limited to:

- a. Careful building orientation to optimize daylight to interiors
- b. High performance, low-emissivity glazing
- c. Cool roof and roof insulation beyond Code minimum
- d. Solar ready roof
- e. Use of energy efficient LED lighting
- f. Low-flow plumbing and shower fixtures
- g. Below grade parking to allow for increased landscape and stormwater treatment areas

The project is consistent with Finding #15 because:

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for CALGreen Mandatory + Tier 2.

The applicant is currently targeting Leadership in Energy and Environmental Design (LEED) Platinum status for the project with the inclusion of photovoltaics covering all roofs to generate 150,000 kilowatt-hours (kWh) per year.

ATTACHMENT B
CONDITIONS OF APPROVAL
1050 Page Mill Road
14PLN-00074

PLANNING DIVISION

1. The plans submitted for Building Permit shall be in substantial conformance with plans received and date stamped July 20, 2015, except as modified to incorporate these conditions of approval.
2. The ARB approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.
3. Any exterior changes to the building such as size, location, materials or signage are subject to ARB review and approval prior to occupancy/installation.
4. 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.
5. Development Impact Fees. The proposed building will replace existing square footage, therefore no additional impact fees are due.
6. 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, Jodie Gerhardt at Jodie.gerhardt@cityofpaloalto.org to schedule this inspection.

PUBLIC WORKS ENGINEERING

PRIOR TO AN EXCAVATION AND GRADING PERMIT SUBMITTAL

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

2. **ROUGH GRADING:** provide a Rough Grading Plan for the work proposed as part of the Grading and Excavation Permit application. The Rough Grading Plans shall including the following: pad elevation, basement elevation, elevator pit elevation, ground monitoring wells, shoring for the proposed basement and utilities to remain, limits of over excavation, stockpile area of material, overall earthwork volumes (cut and fill), temporary shoring for any existing facilities, ramps for the basement access, crane locations (if any), parking for construction workers, etc. Plans submitted for the Grading and Excavation Permit, shall be stand-alone, and therefore the plans shall include any conditions from other divisions that pertain to items encountered during rough grading for example if contaminated groundwater is encountered and dewatering is expected, provide notes on the plans based Water Quality's conditions of approval. Provide a note on the plans to direct the contractor to the approve City of Palo Alto Truck Route Map, which is available on the City's website.
3. **GEOTECHNICAL REPORT:** Shall clearly identify the highest projected groundwater level to be encountered in the area of the proposed basement in the future will be ____ feet below existing grade.
4. **NOTICE OF INTENT:** If the proposed development disturbs more than one acre of land, the applicant will be required to comply with the State of California's General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent to Comply (NOI), paying a filing fee, and preparing and implementing a site specific storm water pollution prevention plan (SWPPP) that addresses both construction-stage and post construction Best Management Practices (BMP) for storm water quality protection. The applicant is required to submit two copies of the NOI and the draft SWPPP to Public Works Engineering for review and approval prior to issuance of the building permit.
5. **LOGISTICS PLAN:** The applicant and contractor shall submit a construction logistics plan to the Public Works Department that addresses all impacts to the public right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor's parking, on-site staging and storage areas, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor's contact. The plan shall be prepared and submitted along the Rough Grading and Excavation Permit. It shall include notes as indicated on the approved Truck Route Map for construction traffic to and from the site. Permits from County or conditions for Page Mill associated with the off-haul.
6. **DEWATERING:** Basement excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is not allowed. **Dewatering is only allowed from April through October due to inadequate capacity in our storm drain system.** The geotechnical report for this site must list the highest anticipated groundwater level. We recommend that a piezometer be installed in the soil boring. The contractor shall determine the depth to groundwater immediately prior to excavation by using a piezometer or by drilling and exploratory hole. Based on the determined groundwater depth and season the contractor may be required to dewater the site or stop all grading and excavation work. In addition Public Works may require that all groundwater be tested for contaminants prior to initial discharge and at intervals during dewatering. If testing is required, the contractor must retain an independent testing firm to test the discharge water for contaminants Public Works specifies and submit the results to Public Works.

7. **WATER FILLING STATION:** Due to the California drought, applicant shall install a water station for the non-potable reuse of the dewatering water. This water station shall be constructed within private property, next to the right-of-way, (typically, behind the sidewalk). The station shall be accessible 24 hours a day for the filling of water carrying vehicles (i.e. street sweepers, etc.). The water station may also be used for onsite dust control. Before a discharge permit can be issued, the water supply station shall be installed, ready for operational and inspected by Public Works. The groundwater will also need to be tested for contaminants and chemical properties for the non-potable use. The discharge permit cannot be issued until the test results are received. Additional information regarding the station will be made available on the City's website under Public Works.
8. **TRANSFORMER AND ELECTRIC UTILITIES:** As brought up by Public Works Utilities during DRC, the electric utilities services located through the project site will need to be relocated prior to issuance of a building permit. Applicant shall coordinate with utilities the proposed electrical utility relocation and provide confirmation to Public Works Engineering that the phasing of electric relocation is resolved. Note that electric utility relocation may need to be completed in the field prior to issuance a grading and excavation permit.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

9. **PUBLIC UTILITY EASEMENT:** Based on the plans provided it is difficult to determine the portions of Public Utility Easements (PUE) that will need to be abandoned and where the proposed PUE will be located. Plan shall clearly show the location and width of the proposed public utility easements for reviewed and approved by the City prior to recordation. Note that no structures shall be located within an easement.
10. **SHARED PARKING AND ACCESS AGREEMENT:** Clarify who benefits for the shared parking agreement document 142259356 as shown on Sheet C1.0. Will the occupants of 142-20-090 continue to have access to park on 142-20-91? Will the proposed development of 142-20-091, continue to provide the min and max number of stalls as described in the agreement?
11. **PAGE MILL ROAD:** Is a County maintained Road. Applicant shall contact the County to obtain the necessary approvals and for any work proposed on Page Mill Road right-of-way. Applicant shall submit a copy of permit from County to the City.
12. **GRADING AND DRAINAGE PLAN:** Provide a separate Grading and Drainage Plan prepared by a qualified licensed engineer, surveyor or architect. Plan shall be wet-stamped and signed by the same. Plan shall include the following: existing and proposed spot elevations, earthwork volumes (cut and fill in CY), pad, finished floor, garage elevation, base flood elevation (if applicable) grades along the project conforms, property lines, or back of walk. See PAMC Section 16.28.110 for additional items. Projects that front directly into the public sidewalk, shall include grades at the doors or building entrances. Provide drainage flow arrows to demonstrate positive drainage away from building foundations at minimum of 2% or 5% for 10-feet per 2013 CBC Section 1804.3. Label the downspouts, splashblocks (2-feet long min) and any site drainage features such as swales, area drains, bubbler locations. Include grate elevations, low points, high

points and grade breaks. In no case shall drainage across property lines exceed that which existed prior to grading per 2013 CBC Section J109.4.

Provide the following note on the Final Grading Plans.

“In my professional judgement, the highest projected groundwater level to be encountered in the area of the proposed basement in the future will be _____ feet below existing grade. As a result, the proposed drainage system for the basement retaining wall will not encounter and pump groundwater during the life of this wall.”

13. The site drainage system that collects runoff from downspouts and landscape area shall be a separated from the pump system that discharges runoff from light wells. Plot and clearly label the two separate systems and including the separate outfalls for each system.
14. ACCESSIBILITY: The path of travel does not connect buildings 2, 3 and 4 with building 1. Provide an accessible path of travel.
15. STORM WATER HYDRAULICS AND HYDROLOGY: Provide an analysis that compares the existing and proposed runoff calculations from the site for the 10 year storm event, 6 hour duration. The IDF tables and Precipitation Map for Palo Alto is available County of Santa Clara County Drainage Manual dated October 2007. The proposed project shall not increase runoff to the public storm drain system.
16. STAIRWELLS AND LIGHTWELLS: Due to high groundwater throughout much of the City and Public Works prohibiting the pumping and discharging of groundwater, perforated pipe drainage systems at the exterior of the basement walls or under the slab are not allowed for this site. A drainage system is, however, required for all exterior basement-level spaces, such as lightwells, patios or stairwells. This system consists of a **sump, a sump pump, a backflow preventer**, and a closed pipe from the pump to a dissipation device onsite at least **10 feet from the property line**, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. The device must not allow stagnant water that could become mosquito habitat. Additionally, the plans must show that exterior basement-level spaces are at least **7-3/4”** below any adjacent windowsills or doorsills to minimize the potential for flooding the basement. Public Works recommends a waterproofing consultant be retained to design and inspect the vapor barrier and waterproofing systems for the basement.
17. BIORETENTION SWALES shall be designed to use the full swale length for treatment, place the bubbler (outlet) and catch basin (inlet) at the ends of the swale.
18. UTILITIES AND BIORETENTION AREAS: Due to maintenance and inspection requirements associated with treatment areas, utilities that are not associated with the bio-retention design, shall not be installed within the bio-retention areas.
19. STORM WATER TREATMENT: This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface. In order to address the potential

permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bioswales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a “water quality storm” specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system. **Effective February 10, 2011, regulated projects, must contract with a qualified third-party reviewer during the building permit review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11.** The certification form, 2 copies of approved storm water treatment plan, and a description of Maintenance Task and Schedule must be received by the City from the third-party reviewer prior to approval of the building permit by the Public Works department. **Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, third-party reviewer shall also submit to the City a certification for approval that the project’s permanent measures were constructed and installed in accordance to the approved permit drawings.**

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.

PRIOR TO BUILDING PERMIT FINAL

21. STORMWATER MAINTENANCE AGREEMENT: The applicant shall designate a party to maintain the control measures for the life of the improvements and must enter into a **maintenance agreement** with the City to guarantee the ongoing maintenance of the permanent C.3 storm water discharge compliance measures. **The maintenance agreement shall be executed prior to the first building occupancy sign-off.** The City will inspect the treatment measures yearly and charge an inspection fee. There is currently a \$381 (FY 2015) C.3 plan check fee that will be collected upon submittal for a grading or building permit.

PUBLIC WORKS URBAN FORESTRY SECTION

PRIOR TO DEMOLITION, BUILDING OR GRADING PERMIT ISSUANCE

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

* (b above) Other information. The Building Permit submittal set shall be accompanied by the project site arborist's typed certification letter that the plans have incorporated said design changes for consistency with City Standards, Regulations and information:

- a. Applicant/project arborist's final revised Tree Protection Report (TPR) with said design changes and corresponding mitigation measures. (e.g.: if Pier/grade beam=soils report w/ specs required by Bldg. Div.; if Standard foundation= mitigation for linear 24" cut to all roots in proximity)
- b. Palo Alto [Tree Technical Manual](#) Construction Standards, Section 2.00 and PAMC 8.10.080.
- c. Specialty items. Itemized list of any activity impact--quantified and mitigated, in the Tree Protection Zone (TPZ) for each tree.
- d. Oaks, if present. That landscape and irrigation plans are consistent with CPA Tree Technical Manual, Section 5.45 and Appendix L, Landscaping under Native Oaks and PAMC 18.40.130.

2. BUILDING PERMIT CORRECTIONS/REVISIONS--COVER LETTER. During plan check review, provide a separate cover letter with Correction List along with the revised drawings when resubmitting. State where the significant tree impacts notes occur (bubble) and indicate the sheet number and/or detail where the correction has been made. Provide: 1) corresponding revision number and 2) bubble or highlights for easy reference. Responses such as "see plans or report" or "plans comply" are not acceptable. Your response should be clear and complete to assist the re-check and approval process for your project.
3. TREE APPRAISAL & SECURITY DEPOSIT AGREEMENT. (Reference: CPA Tree Technical Manual, Section 6.25). Prior to the issuance of a grading or building permit, the applicant shall prepare and secure a tree appraisal and security deposit agreement stipulating the duration and monitoring program. The appraisal of the condition and replacement value of all trees to remain shall recognize the location of each tree in the proposed development. Listed separately, the appraisal may be part of the Tree Survey Report. For the purposes of a security deposit agreement, the monetary market or replacement value shall be determined using the most recent version of the "Guide for Plan Appraisal", in conjunction with the Species and Classification Guide for Northern California. The appraisal shall be performed at the applicant's expense, and the appraiser shall be subject to the Director's approval.
 - a. SECURITY DEPOSIT AGREEMENT. Prior to grading or building permit issuance, as a condition of development approval, the applicant shall post a security deposit for the 150% of the appraised replacement value of the following 23 Designated Trees: (ID numbers to be determined), to be retained and protected.. The total amount for this project is: \$ To Be Determined with Urban Forestry staff. The security may be a cash deposit, letter of credit, or surety bond and shall be filed with the Revenue Collections/Finance Department or in a form satisfactory to the City Attorney.
 - b. SECURITY DEPOSIT & MONITORING PROGRAM. The project sponsor shall provide to the City of Palo Alto an annual tree evaluation report prepared by the project arborist or other qualified certified arborist, assessing the condition and recommendations to correct potential tree decline for trees remain and trees planted as part of the mitigation program. The monitoring

program shall end two years from date of final occupancy, unless extended due to tree mortality and replacement, in which case a new two year monitoring program and annual evaluation report for the replacement tree shall begin. Prior to occupancy, a final report and assessment shall be submitted for City review and approval. The final report shall summarize the Tree Resources program, documenting tree or site changes to the approved plans, update status of tree health and recommend specific tree care maintenance practices for the property owner(s). The owner or project sponsor shall call for a final inspection by the Planning Division Arborist.

- c. **SECURITY DEPOSIT DURATION.** The security deposit duration period shall be two years (or five years if determined by the Director) from the date of final occupancy. Return of the security guarantee shall be subject to City approval of the final monitoring report. A tree shall be considered dead when the main leader has died back, 25% of the crown is dead or if major trunk or root damage is evident. A new tree of equal or greater appraised value shall be planted in the same area by the property owner. Landscape area and irrigation shall be readapted to provide optimum growing conditions for the replacement tree. The replacement tree that is planted shall be subject to a new two-year establishment and monitoring program. The project sponsor shall provide an annual tree evaluation report as originally required.

4. **PLAN SET REQUIREMENTS.** The final Plans submitted for building permit shall include

- a. **SHEET T-1, BUILDING PERMIT.** The building permit plan set will include the City's full-sized, Sheet T-1 ([Tree Protection-it's Part of the Plan!](http://www.cityofpaloalto.org/civicax/filebank/documents/31783)), 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. #2-6 applies; with landscape plan: Insp. #7 applies.)
- b. **The Tree Preservation Report (TPR).** All sheets of the Applicant's TPR approved by the City for full implementation by Contractor, ArborResources, Inc., shall be printed on numbered Sheet T-1 (T-2, T-3, etc) and added to the sheet index.

5. **PLANS--SHOW PROTECTIVE TREE FENCING.** The Plan Set (esp. site, demolition, grading & drainage, foundation, irrigation, tree disposition, utility sheets, etc.) must delineate/show Type I or Type II fencing around each Regulated Trees, using a bold dashed line enclosing the Tree Protection Zone as shown on Standard Dwg. #605, Sheet T-1, and the City Tree Technical Manual, Section 6.35-Site Plans; **or using the Project Arborist's unique diagram for each Tree Protection Zone enclosure.**

6. **SITE PLAN REQUIREMENTS:** Plans with Public Trees shall show (a) Type II street tree fencing enclosing the entire parkway strip or, (b) Type I protection to the outer branch dripline (for rolled curb & sidewalk or no-sidewalk situations.)

- a. **Add Site Plan Notes.)**
 - i. **Note #1.** Apply to the site plan stating, "*All tree protection and inspection schedule measures, design recommendations, watering and construction scheduling shall be*

implemented in full by owner and contractor, as stated on Sheet T-1, in the Tree Protection Report and the approved plans”.

- ii. Note #2. All civil plans, grading plans, irrigation plans, site plans and utility plans and relevant sheets shall add a note applying to the trees to be protected, including neighboring trees stating: *"Regulated Tree--before working in this area contact the Project Site Arborist at 650-654-3351 "*;
- iii. Note #3. Utility (sanitary sewer/gas/water/backflow/electric/storm drain) plan sheets shall include the following note: *"Utility trenching shall not occur within the TPZ of the protected tree. Contractor shall be responsible for ensuring that no trenching occurs within the TPZ of the protected tree by contractors, City crews or final landscape workers. See sheet T-1 for instructions."*
- iv. Note #4. *"Basement or foundation plan. Soils Report and Excavation for basement construction within the TPZ of a protected tree shall specify a vertical cut (stitch piers may be necessary) in order to avoid over-excavating into the tree root zone. Any variance from this procedure requires Urban Forestry approval, please call (650) 496-5953."*
- v. Note #5. *"Pruning Restrictions. No pruning or clearance cutting of branches is permitted on City trees. Contractor shall obtain a Public Tree Permit from Urban Forestry (650-496-5953) for any work on Public Trees"*

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

- a. Add plan note for each tree to be removed, *"Tree Removal. Contractor shall obtain a completed Urban Forestry Tree Care Permit # _____ (contractor to complete) separate from the Building or Street Work Permit. Permit notice hanger and conditions apply. Contact (650-496-5953)."*
- b. Copy the approval. The completed [Tree Care Permit](#) shall be printed on Sheet T-2, or specific approval communication from staff clearly copied directly on the relevant plan sheet. The same Form is used for public or private Protected tree removal requests available from the Urban Forestry webpage: <http://www.cityofpaloalto.org/gov/depts/pwd/trees/default.asp>

8. LANDSCAPE PLANS

- a. New HTG Building. Plans shall add: above the western parking lot area, the open landscape shall be planted with several native California Buckeye, *Aesculus californica*, extending from the oak grove down to within 15' of the parking lot retaining wall (24" size with drip irrigation or approved equal)
- b. Include all changes recommended from civil engineer, architect and staff, including planting specifications if called for by the project arborist,
- c. Provide a detailed landscape and irrigation plan encompassing on-and off-site plantable areas out to the curb as approved by the Architectural Review Board. A Landscape Water Use statement, water use calculations and a statement of design intent shall be submitted for the project. A licensed landscape architect and qualified irrigation consultant will prepare these plans, to include:
 - i. All existing trees identified both to be retained and removed including street trees.

- ii. Complete plant list indicating tree and plant species, quantity, size, and locations.
- iii. Irrigation schedule and plan.
- iv. Fence locations.
- v. Lighting plan with photometric data.
- vi. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.
- vii. All new trees planted within the public right-of-way shall be installed per Public Works (PW) Standard Planting Diagram #603 or 604 (include on plans), and shall have a tree pit dug at least twice the diameter of the root ball.
- viii. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.
- ix. Automatic irrigation shall be provided to all trees. For trees, Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers shall not be mounted inside an aeration tube. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards. Irrigation in the right-of-way requires a street work permit per CPA Public Works standards.
- x. Landscape Plan shall ensure the backflow device is adequately obscured with the appropriate screening to minimize visibility (planted shrubbery is preferred, painted dark green, decorative boulder covering acceptable; wire cages are discouraged).

d. Add Planting notes to include the following mandatory criteria:

- i. Prior to any planting, all plantable areas shall be tilled to 12" depth, and all construction rubble and stones over 1" or larger shall be removed from the site.
- ii. Note a turf-free zone around trees 36" diameter (18" radius) for best tree performance.

e. Add note for Mandatory Landscape Architect (LA) Inspections and Verification to the City. The LA of record shall verify the performance measurements are achieved with a separate letters of verification to City Planning staff, in addition to owner's representative for each of the following:

- i. All the above landscape plan and tree requirements are in the Building Permit set of plans.
- ii. Percolation & drainage checks have been performed and are acceptable.
- iii. Fine grading inspection of all plantable areas has been personally inspected for tilling depth, rubble removal, soil test amendments are mixed and irrigation trenching will not cut through any tree roots.
- iv. Tree and Shrub Planting Specifications, including delivered stock, meets Standards in the CPA Tree Technical Manual, Section 3.30-3.50. Girdling roots and previously topped trees are subject to rejection.

9. TREE PROTECTION VERIFICATION. Prior to demolition, grading or building permit issuance, a written verification from the contractor that the required protective fencing is in place shall be

submitted to the Building Inspections Division. The fencing shall contain required warning sign and remain in place until final inspection of the project.

DURING CONSTRUCTION

10. 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.
11. PLAN CHANGES. Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, ArborResources, (650-496-5953, or (b) landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.
12. CONDITIONS. All Planning Department conditions of approval for the project shall be printed on the plans submitted for building permit.
13. 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.
14. TREE DAMAGE. Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to TTM, Section 2.20-2.30. Contractor shall be responsible for the repair or replacement of any publicly owned or protected trees that are damaged during the course of construction, pursuant to Title 8 of the Palo Alto Municipal Code, and city Tree Technical Manual, Section 2.25.
15. GENERAL. The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.

PRIOR TO OCCUPANCY

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

17. LANDSCAPE CERTIFICATION LETTER. The Planning Department shall be in receipt of a verification letter that the Landscape Architect has inspected all trees, shrubs, planting and irrigation and that they are installed and functioning as specified in the approved plans.
18. PROJECT ARBORIST CERTIFICATION LETTER. Prior to written request for temporary or final occupancy, the contractor shall provide to the Planning Department and property owner a final inspection letter by the Project Arborist. The inspection shall evaluate the success or needs of Regulated tree protection, including new landscape trees, as indicated on the approved plans. The written acceptance of successful tree preservation shall include a photograph record and/or recommendations for the health, welfare, mitigation remedies for injuries (if any). The final report may be used to navigate any outstanding issues, concerns or security guarantee return process, when applicable.
19. PLANNING INSPECTION. Prior to final sign off, contractor or owner shall contact the city planner (650-329-2441) to inspect and verify Special Conditions relating to the conditions for structures, fixtures, colors and site plan accessories.

POST CONSTRUCTION

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

UTILITIES - WATER,GAS,WASTEWATER

PRIOR TO SUBMITTAL OF DEMOLITION PERMIT

1. **Prior to demolition, the applicant shall submit the existing water/wastewater fixture unit loads (and building as-built plans to verify the existing loads) to determine the capacity fee credit for the existing load. If the applicant does not submit loads and plans they may not receive credit for the existing water/wastewater fixtures.**
2. 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.

PRIOR TO SUBMITTAL FOR BUILDING PERMIT

3. 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.). The applicant shall provide the existing (prior) loads, the new loads, and the combined/total loads (the new loads plus any existing loads to remain).

4. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities.
5. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).
6. The applicant shall be responsible for installing and upgrading the existing utility mains and/or services as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains and/or services.
7. The applicant's engineer shall submit flow calculations and system capacity study showing that the on-site and off-site water and sanitary sewer mains and services will provide the domestic, irrigation, fire flows, and wastewater capacity needed to service the development and adjacent properties during anticipated peak flow demands. Field testing may be required to determine current flows and water pressures on existing water main. Calculations must be signed and stamped by a registered civil engineer. The applicant is required to perform, at his/her expense, a flow monitoring study of the existing sewer main to determine the remaining capacity. The report must include existing peak flows or depth of flow based on a minimum monitoring period of seven continuous days or as determined by the senior wastewater engineer. The study shall meet the requirements and the approval of the WGW engineering section. No downstream overloading of existing sewer main will be permitted.
8. For contractor installed water and wastewater mains or services, the applicant shall submit to the WGW engineering section of the Utilities Department **four** copies of the installation of water and wastewater utilities off-site improvement plans in accordance with the utilities department design criteria. All utility work within the public right-of-way shall be clearly shown on the plans that are prepared, signed and stamped by a registered civil engineer. The contractor shall also submit a complete schedule of work, method of construction and the manufacturer's literature on the materials to be used for approval by the utilities engineering section. The applicant's contractor will not be allowed to begin work until the improvement plan and other submittals have been approved by the water, gas and wastewater engineering section. After the work is complete but prior to sign off, the applicant shall provide record drawings (as-builts) of the contractor installed water and wastewater mains and services per City of Palo Alto Utilities record drawing procedures. For contractor installed services the contractor shall install 3M marker balls at each water or wastewater service tap to the main and at the City clean out for wastewater laterals.
9. Water, gas, and sewer utilities are connected from Page Mill Rd. to the front of the property except for the gas meter/s (above ground). The water meter and City's sewer clean out in the public right of way and the gas meter to be on private property all required to be approved by the utility inspector.
10. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be

installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. **Show the location of the RPPA on the plans.**

11. An approved reduced pressure detector assembly is required for the existing or new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval). reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. **Show the location of the reduced pressure detector assembly on the plans.**
12. All backflow preventer devices shall be approved by the WGW engineering division. Inspection by the city building inspector is required for the supply pipe between the meter and the assembly.
13. Existing wastewater laterals that are not plastic (ABS, PVC, or PE) shall be replaced at the applicant's expense.
14. Existing water services that are not a currently standard material shall be replaced at the applicant's expense.
15. **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.**
16. Each unit or place of business shall have its own water and gas meter shown on the plans. Each parcel shall have its own water service, gas service and sewer lateral connection shown on the plans. Existing utilities meeting current WGW utilities standards can be reused with CPAU engineering approval.
17. 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. This meter shall be designated as an irrigation account and no other water service will be billed on the account. The irrigation and landscape plans submitted with the application for a grading or building permit shall conform to the City of Palo Alto water efficiency standards.
18. A new water service line installation for domestic usage is required. For service connections of 4-inch through 8-inch sizes, the applicant's contractor must provide and install a concrete vault with meter reading lid covers for water meter and other required control equipment in accordance with the utilities standard detail. Show the location of the new water service and meter on the plans.
19. A new water service line installation for irrigation usage is required. Show the location of the new water service and meter on the plans.
20. A new water service line installation for fire system usage is required. Show the location of the new water service on the plans. The applicant shall provide to the engineering department a copy of the plans for fire system including all fire department's requirements.

21. A new gas service line installation is required. Show the new gas meter location on the plans. The gas meter location must conform to utilities standard details.
22. A new sewer lateral installation per lot is required. Show the location of the new sewer lateral on the plans
23. The applicant shall secure a public utilities easement for facilities installed in private property. The applicant's engineer shall obtain, prepare, record with the county of Santa Clara, and provide the utilities engineering section with copies of the public utilities easement across the adjacent parcels as is necessary to serve the development.
24. Where public mains are installed in private streets/PUEs for condominium and town home projects the CC&Rs and final map shall include the statement: *“Public Utility Easements: If the City’s reasonable use of the Public Utility Easements, which are shown as P.U.E on the Map, results in any damage to the Common Area, then it shall be the responsibility of the Association, and not of the City, to Restore the affected portion(s) of the Common Area. This Section may not be amended without the prior written consent of the City”*.
25. Where there is more than one gas meter installed, a P.U.E is required for the gas service from the gas meters to the gas main.
26. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW utilities procedures.
27. Utility vaults, transformers, utility cabinets, concrete bases, or other structures can not be placed over existing water, gas or wastewater mains/services. Maintain 1’ horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions. 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’ of existing trees. Maintain 10’ between new trees and new water, gas and wastewater services/mains/meters.
28. To install new gas service by directional boring, the applicant is required to have a sewer cleanout at the front of the building. This cleanout is required so the sewer lateral can be videoed for verification of no damage after the gas service is installed by directional boring. T
29. The applicant shall obtain an encroachment permit from Santa Clara county department of transportation for all utility work in the county road right-of-way. **The applicant must provide a copy of the permit to the WGW engineering section.**
30. The applicant may require a construction permit from Santa Clara county valley water district if necessary for the utility service line to be installed by the City of Palo Alto Utilities.

31. All utility installations shall be in accordance with the City of Palo Alto utility standards for water, gas & wastewater.
32. For contractor installed water and wastewater mains or services, the applicant shall prepare and submit to the WGW engineering section of the Utilities Department **as-built drawings** at the completion of construction of the installation of water and wastewater utilities to be owned and maintained by the City in accordance with:
 1. Two sets of as-built drawings (hard copies).
 2. As-built drawings in 2008 or 2010 AutoCAD format.
 3. As-built drawings in .tiff format.
 4. Survey points in .csv format for all new utility features.

Note: All survey data shall be collected by a California Licensed Land Surveyor. The surveyor is responsible to setup all control points needed to perform the survey work. The accuracy for all survey data shall be +/- 1cm.

Survey data to be collected (what's applicable):

I. Collect horizontal and vertical data for:

1. Sanitary sewer manholes (rim and invert elevations and depth)
2. Storm drain manholes and catch basins (rim and invert elevations and depth)
3. Water valves (cover and stem elevations)

II. Collect horizontal data only for:

1. Service or lateral connection points at the main
2. Fire hydrants
3. Water meters
4. Sanitary sewer cleanout boxes

Use CPAU WGW Engineering's "feature codes" for naming convention available from CPAU WGW Engineering 1007 Elwell Ct, Palo Alto, CA 94303 (650) 566-4501. All drawings and survey data shall be on the California State Plane Coordinate System - Zone 3 in units of feet. The horizontal datum shall be the North American Datum of 1983 (NAD83) and the vertical datum shall be based on Best or 93.

FIRE DEPARTMENT

1. Fire sprinklers and fire alarm systems required in accordance with NFPA 13, NFPA 24, NFPA 72 and State and local standards. Sprinkler, fire alarm and underground fire supply installations require separate submittal to the Fire Prevention Bureau.
2. Sprinkler main drain must be coordinated with plumbing design so that the 200 gpm can be flowed for annual main drain testing for 90 seconds without overflowing the collection sump, and the Utilities Department approved ejector pumps will be the maximum flow rate to sanitary sewer. An acceptable alternative would be to direct sprinkler main drain to an approved landscape location.

3. Applicant shall work with Utilities Department to provide acceptable backflow prevention configuration.
4. All floor levels in multi-story buildings must be served by an elevator capable of accommodating a 24 x 84 inch gurney without lifting or manipulating the gurney.
5. Low-E glass and underground parking areas can interfere with portable radios used by emergency responders. Please provide an RF Engineering analysis to determine if additional devices or equipment will be needed to maintain operability of emergency responder portable radios throughout 97% of the building in accordance with the Fire Code Appendix J as adopted by the City of Palo Alto. A written report to the Fire Marshal shall be provided prior to final inspection.

PUBLIC WORKS – WATERSHED PROTECTION GROUP

We have reviewed the site floor plans for this project. Please note the following issues must be addressed in building plans prior to final approval by this department:

6. PAMC 16.09.170, 16.09.040 Discharge of Groundwater

The project is located in an area of suspected or known groundwater contamination with Volatile Organic Compounds (VOCs). If groundwater is encountered then the plans must include the following procedure for construction dewatering:

Prior to discharge of any water from construction dewatering, the water shall be tested for volatile organic compounds (VOCs) using EPA Method 601/602 or Method 624. The analytical results of the VOC testing shall be transmitted to the Regional Water Quality Control Plant (RWQCP) 650-329-2598. Contaminated ground water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain system or creeks. If the concentrations of pollutants exceed the applicable limits for discharge to the storm drain system then an Exceptional Discharge Permit must be obtained from the RWQCP prior to discharge to the sanitary sewer system. If the VOC concentrations exceed the toxic organics discharge limits contained in the Palo Alto Municipal Code (16.09.040(m)) a treatment system for removal of VOCs will also be required prior to discharge to the sanitary sewer. Additionally, any water discharged to the sanitary sewer system or storm drain system must be free of sediment.

7. PAMC 16.09.055 Unpolluted Water

Unpolluted water shall not be discharged through direct or indirect connection to the sanitary sewer system (e.g. any uncovered ramps to the parking garage should be directed to the storm drain system).

8. PAMC 16.09.180(b)(9) Covered Parking

Drain plumbing for parking garage floor drains must be connected to an oil/water separator with a minimum capacity of 100 gallons, and to the sanitary sewer system

9. PAMC 16.09.180(b)(10) Dumpsters for New and Remodeled Facilities

New buildings and residential developments providing centralized solid waste collection, except for

single-family and duplex residences, shall provide a covered area for a dumpster. The area shall be adequately sized for all waste streams and designed with grading or a berm system to prevent water runoff and runoff from the area.

10. PAMC 16.09.180(b)(14) Architectural Copper

On and after January 1, 2003, copper metal roofing, copper metal gutters, copper metal down spouts, and copper granule containing asphalt shingles shall not be permitted for use on any residential, commercial or industrial building for which a building permit is required. Copper flashing for use under tiles or slates and small copper ornaments are exempt from this prohibition. Replacement roofing, gutters and downspouts on historic structures are exempt, provided that the roofing material used shall be prepatinated at the factory. For the purposes of this exemption, the definition of "historic" shall be limited to structures designated as Category 1 or Category 2 buildings in the current edition of the Palo Alto Historical and Architectural Resources Report and Inventory.

11. PAMC 16.09.175(k) (2) Loading Docks

(i) Loading dock drains to the storm drain system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation.

(ii) Where chemicals, hazardous materials, grease, oil, or waste products are handled or used within the loading dock area, a drain to the storm drain system shall not be allowed. A drain to the sanitary sewer system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation. The area in which the drain is located shall be covered or protected from rainwater run-on by berms and/or grading. Appropriate wastewater treatment approved by the Superintendent shall be provided for all rainwater contacting the loading dock site.

12. PAMC 16.09.180(b)(5) Condensate from HVAC

Condensate lines shall not be connected or allowed to drain to the storm drain system.

13. PAMC 16.09.205 Cooling Towers

No person shall discharge or add to the sanitary sewer system or storm drain system, or add to a cooling system, pool, spa, fountain, boiler or heat exchanger, any substance that contains any of the following:

- (1) Copper in excess of 2.0 mg/liter;
- (2) Any tri-butyl tin compound in excess of 0.10 mg/liter;
- (3) Chromium in excess of 2.0 mg/liter.
- (4) Zinc in excess of 2.0 mg/liter; or
- (5) Molybdenum in excess of 2.0 mg/liter.

The above limits shall apply to any of the above-listed substances prior to dilution with the cooling system, pool, spa or fountain water.

A flow meter shall be installed to measure the volume of blowdown water from the new cooling

tower. Cooling systems discharging greater than 2,000 gallons per day are required to meet a copper discharge limit of 0.25 milligrams per liter.

14. PAMC 16.09.180(b)(b) Copper Piping

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

15. 16.09.180(12) Mercury Switches

Mercury switches shall not be installed in sewer or storm drain sumps.

16. PAMC 16.09.205(a) Cooling Systems, Pools, Spas, Fountains, Boilers and Heat Exchangers

It shall be unlawful to discharge water from cooling systems, pools, spas, fountains boilers and heat exchangers to the storm drain system.

17. PAMC 16.09.165(h) Storm Drain Labeling

Storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent.

Undesignated Retail Space:

18. PAMC 16.09

Newly constructed or improved buildings with all or a portion of the space with undesignated tenants or future use will need to meet all requirements that would have been applicable during design and construction. If such undesignated retail space becomes a food service facility the Sewer Use Ordinance requirements must be met.

If a Cafeteria is planned for the site, the Food Service Establishment requirements must be met.

BUILDING DIVISION

Include in plans submitted for a building permit:

- Separate submittals and permits are required for the following systems and components if utilized: E.V., P.V., and Solar Hot Water systems.
- Deferred submittals shall be limited to as few items as possible.
- Recycling areas (if applicable) are required to be accessible and require warning devices prior to entering parking and driveway areas.
- All building exits shall include an accessible path to the public way.
- Plans shall show accessible routes for both interior and exterior areas.

- Please explain how the existing utility easements will be dealt with that are in areas where proposed new structures will be constructed upon them.

GREEN BUILDING

Green Building Requirements for Non-Residential Projects

For design and construction of non-residential projects, the City requires compliance with the mandatory measures of Chapter 5, in addition to use of the Voluntary Tiers.

(Ord. 5220 § 1 (part), 2013)

NOTE: Please be advised that the Palo Alto City Council will be considering a new energy and green building ordinance in the second quarter of 2015. The following requirements are subject to change if the project submits for a building permit after the new requirements are adopted. To follow the ordinance changes, you may visit the [Green Building Advisory Group](#) webpage to view the agendas and meeting minutes.

The following are required for Building Approval:

- **The project is a new nonresidential construction project greater than 1,000 square feet** and therefore must comply with California Green Building Standards Code Mandatory plus Tier 2 requirements, as applicable to the scope of work. PAMC 6.14.180 (Ord. 5220 § 1 (part), 2013). The requirements are indicated on CS 0.2 of the formal ARB submittal. The project applicant shall indicate the requirements on the Permit Plans. The submittal requirements are outlined here: www.cityofpaloalto.org/gov/depts/ds/green_building/default.asp.
- **The project is a new building over 10,000 square feet** and therefore must meet the commissioning requirements outlined in the California Building Code section 5.410.2 for Planning Approval. The project team shall submit the Owner's Project Requirements (OPR) in accordance with section 5.410.2.1 with Basis of Design (BOD) in accordance with 5.410.2.2 that reflects the design elements finalized between Planning Approval and Permit Submittal. The project shall also submit a Commissioning (Cx) Plan in accordance with 5.410.2.3 and shall show the Cx plan on the Permit Plans.
- **The project is a nonresidential project exceeding \$100,000 valuation** and therefore must acquire an Energy STAR Portfolio Manager Rating and submit the rating to the City of Palo Alto once the project has been occupied after 12 months. PAMC 16.14.250 (Ord. 5220 § 1 (part), 2013). The Energy Star Project Profile shall be submitted to the Building Department prior to permit issuance. Submittal info can be found at: https://www.cityofpaloalto.org/gov/depts/utl/business/benchmarking_your_building.asp.
- **The project is greater than 100,000 square feet and is not within the boundaries of a recycled water project area** and therefore must install dual plumbing for use of recycled water for toilet and urinal flushing. PAMC 6.14.190 (Ord. 5220 § 1 (part), 2013). The project applicant shall indicate the requirements on the Permit Plans.

- **The project is a new construction project with a landscape of any size included in the project scope** and therefore must comply with Potable water reduction Tier 2. Documentation is required to demonstrate that the Estimated Total Water Use (ETWU) falls within a Maximum Applied Water Allowance (MAWA) using the appropriate evapotranspiration adjustment factor (ETAF) designated by the prescribed potable water reduction tier. PAMC 16.14.220 (Ord. 5220 § 1 (part), 2013). The project applicant shall indicate the requirements on the Permit Plans in coordination with the planting plan shown on L2.0 of the ARB submittal. The submittal requirements are outlined on the following site:
<http://www.cityofpaloalto.org/gov/depts/utl/residents/resrebate/landscape.asp>.
- **The project includes a new or altered irrigation system** and therefore must be designed and installed to prevent water waste due to overspray, low head drainage, or other conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, parking lots, or structures. PA 16.14.300 (Ord. 5220 § 1 (part), 2013).
- **The project includes a new or altered irrigation system** and therefore the irrigation must be scheduled between 8:00 p.m. and 10:00 a.m. unless weather conditions prevent it. Operation of the irrigation system outside the normal watering window is allowed for auditing and system maintenance. Total annual applied water shall be less than or equal to maximum applied water allowance (MAWA) as calculated per the potable water use reduction tier. PAMC 16.14.310 (Ord. 5220 § 1 (part), 2013).). The project applicant shall indicate the requirements on the Permit Plans.
- **The project is outside the boundaries of the recycled water project area and is greater then 1,000 square feet** and therefore must install recycled water infrastructure for irrigation systems. PAMC 16.14.230 (Ord. 5220 § 1 (part), 2013). The project applicant shall indicate the requirements on the Permit Plans.
- **The project is a nonresidential new construction or renovation project and has a value exceeding \$25,000** and therefore must meet Enhanced Construction Waste Reduction Tier 2. PAMC 16.14.240 (Ord. 5220 § 1 (part), 2013). The project shall use the Green Halo System to document the requirements.
- **The project includes non-residential demolition** and therefore must meet the Enhanced Construction Waste Reduction - Tier 2. PAMC 16.14.270 (Ord. 5220 § 1 (part), 2013). The project shall use the Green Halo System to document the requirements.
- **The project is a new non-residential structure** and therefore must comply with the City of Palo Alto Electric Vehicle Charging Ordinance 5263. The project shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 25% of parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed. The requirements shall be applied separately to accessible parking spaces. See Ordinance 5263 for EVSE definitions, minimum circuit capacity, and design detail requirements. PAMC 16.14.380 (Ord. 5263 § 1 (part), 2013) See <https://www.cityofpaloalto.org/civicax/filebank/documents/43818> for additional details. EVSE parking analysis must be shown on the Permit Plans.

The following are required at Post-Construction after 12 months of occupancy.

- **The project is a nonresidential projects exceeding \$100,000 valuation** and therefore must acquire an Energy STAR Portfolio Manager Rating and submit the rating to the City of Palo Alto once the project has been occupied after 12 months. PAMC 16.14.250 (Ord. 5220 § 1 (part), 2013). Submittal info can be found at:
https://www.cityofpaloalto.org/gov/depts/utl/business/benchmarking_your_building.asp.

The following are **optional to the project team**:

Optional Zero Net Energy Design Review:

- **OPTIONAL: The project is a new construction or remodel of a commercial project** and therefore may elect to engage the City of Palo Alto consultant, BASE Energy Inc, free of charge. BASE will assist the project in targeting Zero Net Energy and exceeding the Title 24 Energy Code. Rebates may be available via working with Base. For more information, visit cityofpaloalto.org/commercial program or call 650.329.2241. The applicant may also contact Ricardo Sfeir at BASE Energy at rsfeir@baseco.com to schedule a project kick-off.

Utilities Incentives & Rebates

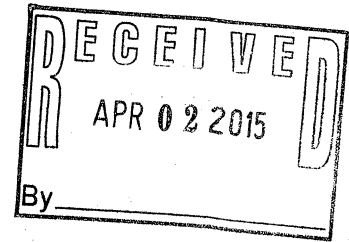
- **OPTIONAL:** The project may be eligible for several rebates offered through the City of Palo Alto Utilities Department. These rebates are most successfully obtained when planned into the project early in design. For the incentives available for the project, please see the information provided on the Utilities website:
<http://www.cityofpaloalto.org/gov/depts/utl/business/rebates/default.asp>

Bird-Friendly Building Design

- **OPTIONAL:** The project contains a glazed façade that covers a large area. The project should consider bird-safe glazing treatment that typically includes fritting, netting, permanent stencils, frosted glass, exterior screens, and physical grids placed on the exterior of glazing or UV patterns visible to birds. In some cases, bird-friendly treatment is invisible to humans. Vertical elements of the window patterns should be at least 1/4 inch wide at a minimum spacing of 4 inches, or have horizontal elements at least 1/8 inch wide at a maximum spacing of 2 inches. The applicant should reference the San Francisco Guidelines for Bird-Safe Buildings:
<http://www.sf-planning.org/index.aspx?page=2506>.

Form 4

ARCHITECTURE



1050 Page Mill Road, Palo Alto
Project Narrative - Formal ARB Review

April 2, 2015

To: City of Palo Alto Planning Division
 Architectural Review Board Members

From: 1050 Page Mill Road Property, LLC - Applicant
 Robert Giannini, Architect

Subject: **1050 Page Mill Road, Palo Alto**
 Preliminary Architectural Review Board Review

We have benefited from our Preliminary hearing before the ARB on this project and are pleased to submit this application for your approval. We have listened to your valuable comments, worked with staff and our neighbors, and have refined the design and architecture in response. We are excited to take this meaningful step and have intentionally stayed within the City's guidelines (Zoning and Design Guidelines) for development of this property so as to respect the community.

1050 Page Mill Road Property, LLC is the sponsor of this application for a new +/- 265,895 square foot, four building energy efficient Class-A office project to replace existing, obsolete buildings on the project site. The site, on the north side of Page Mill Road at Hansen Way, has a magnificent and expansive frontage. The site is +/- 13.48 acres and is zoned Research Park (RP). It currently contains two buildings; the front building facing Page Mill is a 2-story office building, and the rear building, internal to the site is primarily high bay one-story with a two-story portion at its south end.

Building Area - Replacement Square Footage:

10,745 The proposed new buildings will contain the same total floor area as the two existing buildings together, as reviewed and refined in our discussions with staff. In addition we are providing ~~10,475~~ sf of amenity space allocation bringing the total area of the project to 265,895 square feet. Because the amenity space does not count toward FAR, the proposed area of the new project represents *replacement square footage*.

Parking:

The site is currently 100% surface parked, and is, in fact, under-parked by current zoning standards. This proposal would bring the site to current parking standards.

The proposed project also has surface parking, however In order to maximize the open area over half the parking will be below grade. Parking will be provided on the site at a ratio of 1/300sf, for a total of +/- 887 spaces. This ratio is the Palo Alto minimum requirement. We have provided space for an additional 86 spaces that the Owner may add in the future if needed by tenants, and to help ensure that project parking does not need to expand to the surrounding neighborhood streets. This has been shown on the site plan as "landscape reserve." The total potential parking on site is therefore 973 spaces.

Please refer to the following table for a summary of the project's data. We look forward to feedback from the Architectural Review Board and the City of Palo Alto on this proposed redevelopment project.

PROJECT DATA - PROPOSED		
BUILDING AREA		
Proposed Building 1 (includes prorated share of amenity)	66,697.50	sf
Proposed Building 2 (includes prorated share of amenity)	66,697.50	sf
Proposed Building 3 (includes prorated share of amenity)	76,547.50	sf
Proposed Building 4 (includes prorated share of amenity)	66,697.50	sf
Total Area Including Future Amenity Space:	276,640.00	
Less Committed Amenity Space Allocation *	(10,745.00)	sf
TOTAL BUILDING FAR PROPOSED:	265,895.00	sf
PROPOSED FAR (does not include amenity area)	45.27%	
COVERAGE		
First Floor Building 1 (includes prorated share of amenity)	36,245.00	sf
First Floor Building 2 (includes prorated share of amenity)	36,245.00	sf
First Floor Building 3 (includes prorated share of amenity)	41,176.00	sf
First Floor Building 4 (includes prorated share of amenity)	36,245.00	sf
TOTAL COVERAGE PROPOSED:	149,911.00	sf
PROPOSED COVERAGE: (does include amenity area)	25.52%	
PARKING		
Parking Required at 1/300 sf	886.32	spaces
Parking Provided:		
Surface Parking Provided	348	spaces
Garage Parking Provided	539	spaces
Total Parking Provided	887	spaces
Parking Ratio	1/300	sf
Landscape Reserve for Additional Parking **	86	spaces
Total Potential Parking including land banked spaces	973	spaces
BIKE PARKING		
Bike Parking Required at 1/3000 sf	89	spaces
20% Short Term	18	spaces
80% Long Term	71	spaces
Bike Parking Provided:		
Short Term (located at each Building entry)	24	spaces
Long Term (divided equally between garages)	77	spaces
Total Bike Parking Provided:	101	spaces



Architectural Design Narrative

It is a pleasure to provide this design application for 1050 Page Mill Road.

Several elements of the design were identified for further refinement and study as follows:

SITE

- a) Conceal surface parking with more landscape.
- b) Create smaller landscape "rooms" for more intimate sized spaces in large site.
- c) Study the visitor experience and entry sequence.
- d) Study how to conceal cars as they queue after entering the site from Page Mill Road.

SITE & ARCHITECTURE

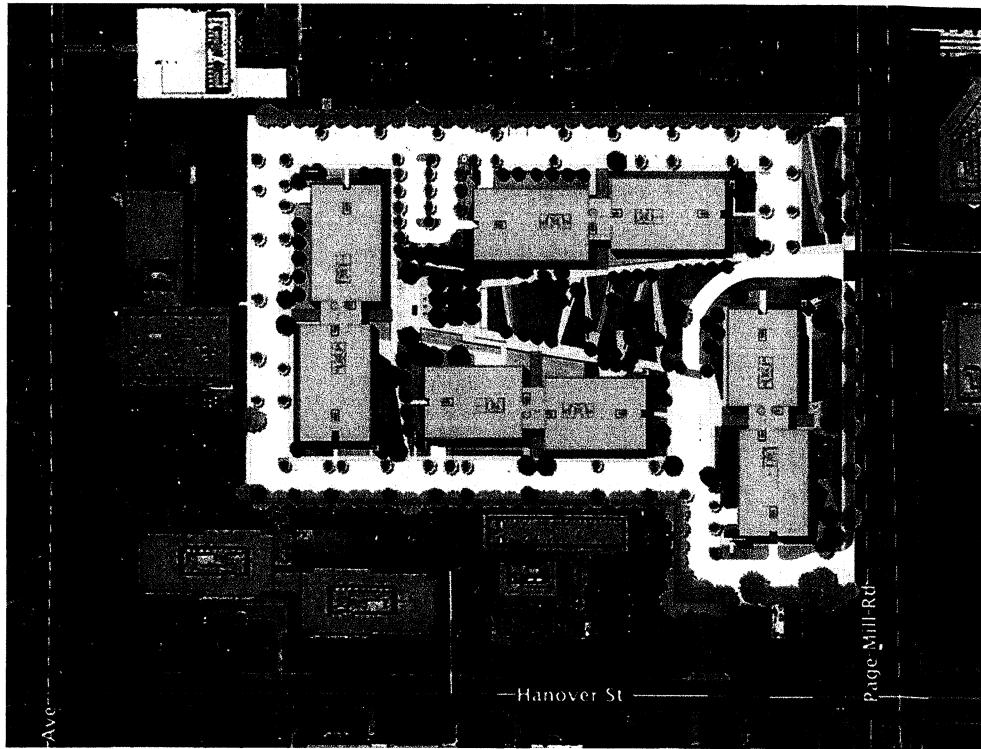
- e) Explore ways to be even bolder with the curving aluminum ribbons and extend into the landscape.

ARCHITECTURE

- f) Address issues of sustainability, and also the potential sight of interior office clutter, in buildings that with predominantly glass skins.
- g) Study ways to differentiate the buildings.



SITE ISSUES:

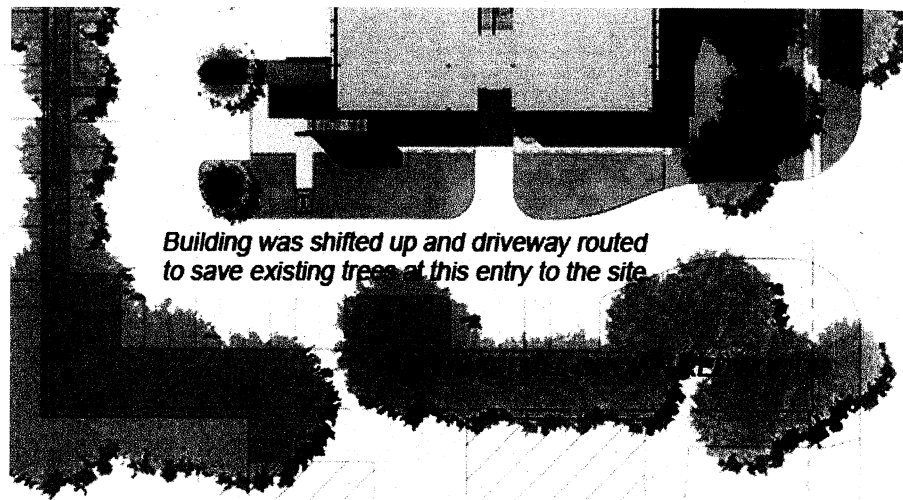


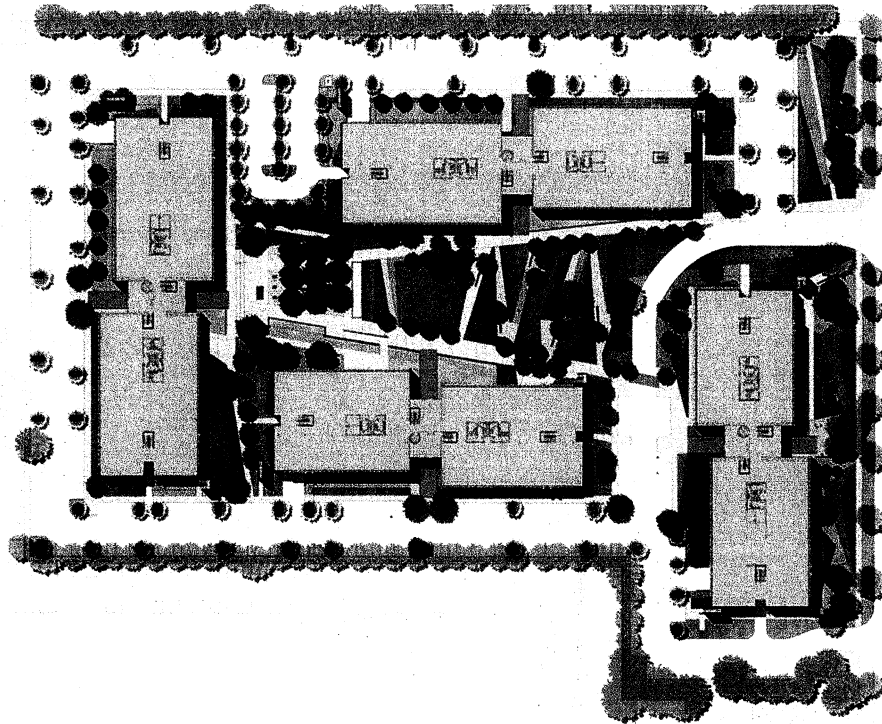
a) Conceal surface parking with more landscape.

Our initial proposal located about half the parking on the surface, and half below grade. We have now parked a higher ratio of cars in the below grade structure: 539 to 348 with space for an additional 86 surface spaces land banked.

Circulation around the perimeter was also reworked in collaboration with the City arborist to avoid existing trees - especially at the secondary right in / right out driveway on Page Mill.

The end result is there is less surface parking, and what remains is better screened.





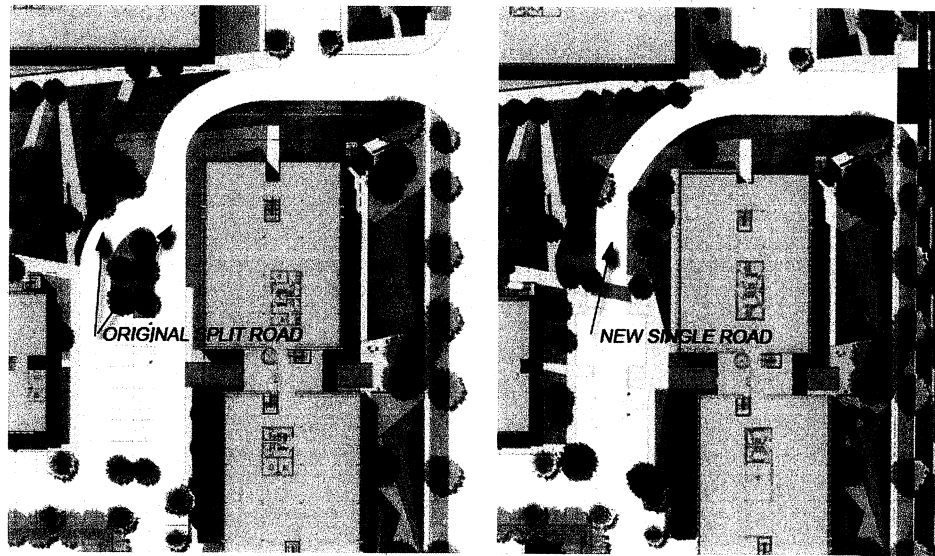
- b) Create smaller landscape “rooms” for more intimate sized spaces in large site; and**
- c) Study the visitor experience and entry sequence.**

The diagram above shows the programming for the central open space:

- Bicyclists entering the site from City streets will use the loop road to arrive at the main entry of each building where parking is provided for them. Secure parking is also provided for bikes in the garage of each building. Bicyclists are not encouraged to use the paths through the central open space as a courtesy to pedestrians circulating between buildings. See sheets A1.1 and A1.2 for bike parking locations.
- Cars also use the loop road to quickly access surface and below grade parking. People that surface park enter the building through the auto side of the through lobbies. People who park in the garages enter the lobbies through the main elevator of each building.
- The major pedestrian paths through the central open space are two broad diagonal promenades. One starts at the Page Mill main entry (near a city bus stop - see Site Circulation Diagram Sheet MP-2.4), and cuts all the way through the site. It starts at the street and moves through a series of wedge shaped land forms that are a stylized California native landscape. Diagonal paths are defined by the land forms and pass on bridges over bio-swales, past existing oak trees that are being saved, and walks that offer “short cuts” between buildings. The paths are dotted with spots to pull off, talk, meet, work outdoors, or just sit.
- The promenade continues deeper into the site past a large Campus Green which can accommodate large numbers of people in “all hands meetings.”
- The wedge of outdoor space ends in Town Square - a decomposed granite area with benches under a bosque of canopy trees. The edge along the far building (Building 3) is made up of broad steps that create a perch that looks back over the entire central space.
- From that apex one may walk back along the second diagonal promenade that leads you back through the site with the front building (Building 1) as its terminus.

- A visitor entering the site by car experiences the long view through the central space before they turn right or left onto the loop road and make their way to each buildings main entry or garage ramp. The buildings all have through lobbies so once again as you enter a building you experience the open space on the other side of the lobby.
- Pedestrians with business at the site may walk back through the diagonal promenades and the central green and enter the building through their garden entry sides.

d) Study how to conceal cars as they queue after entering the site from Page Mill Road.

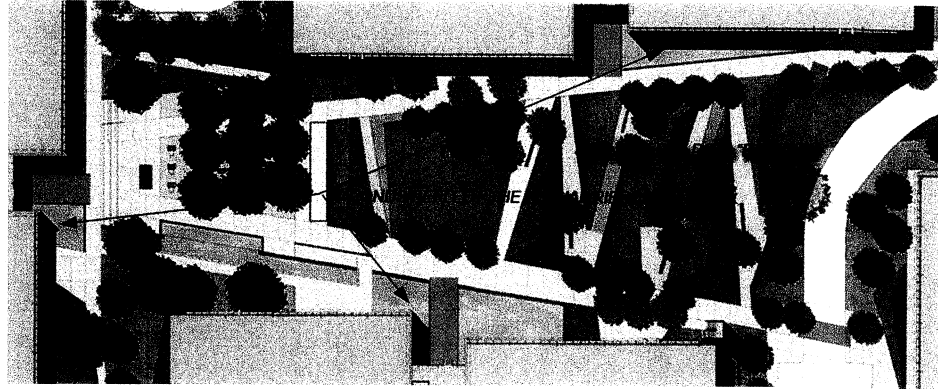


The loop road has been redesigned to better move cars quickly through the site. Originally we split the road creating a decision point as you enter with a double row of parking. Our traffic consultant suggested that the traffic moves more quickly with no decision point, and less parking.

This has the added benefit of more landscaping at this key point as well, and making for a safer pedestrian crossing from the central open space.

e) Explore ways to be even bolder with the curving aluminum ribbons and extend into the landscape.

There had been a suggestion that perhaps the aluminum ribbons on the building facades might break away and become more whimsical. We explored this, however became concerned that the character of the design changed from the goal of clean simplicity. The notion of pulling the building architecture into the landscaping was strong, however. Now it is the diagonal paths that slice through the site that become the landscape expression of the building's ribbons. Changing from our original curvilinear gardenesque landscape to this more stylized version of the California hills seem to keep the building and landscape in the same family.



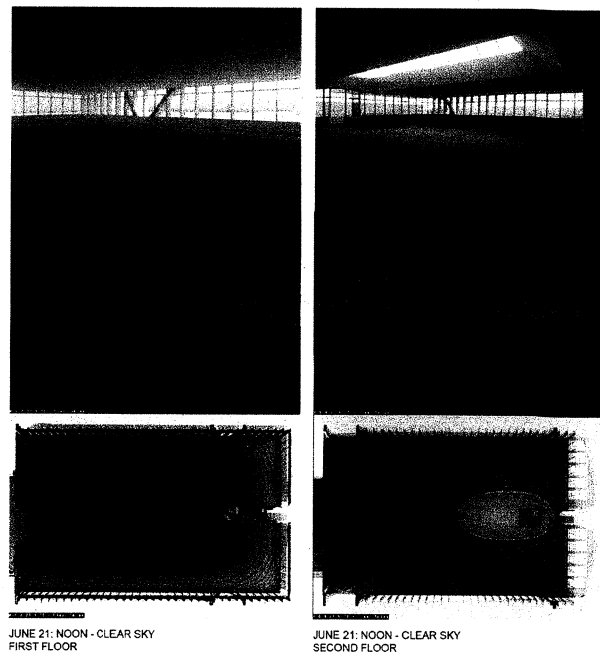
In addition we are proposing ponds along the promenades to reflect the ribbons into the water at their most dynamic inflection points. This will provide an ever changing impression of the ribbons leaping off the buildings perhaps than a literal material move.

Of course water is a precious commodity in California - especially in drought years, and these ponds utilize a very small amount of water - as shallow as only a few inches. Besides providing that magical quality of water, these ponds, as well as the vertical glass fins, act as buffers between the pedestrian walkways and the interior offices.

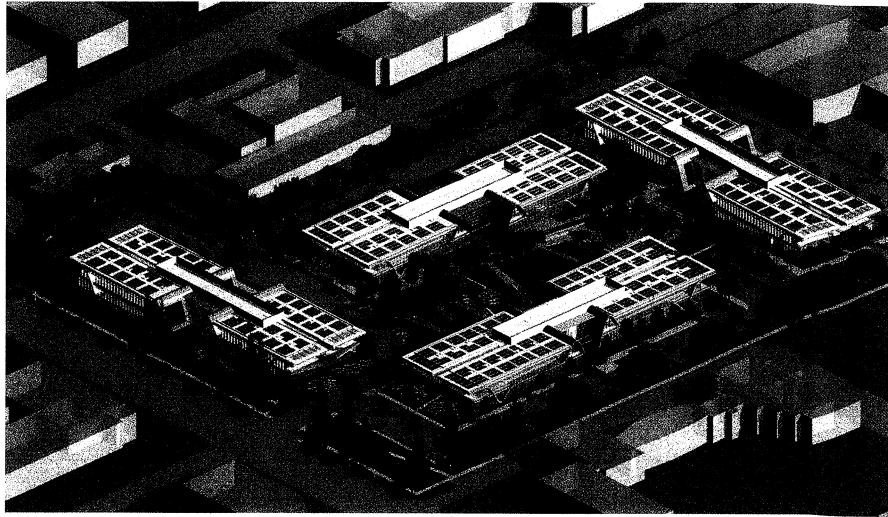
f) Address issues of sustainability, and also the potential sight of interior office clutter, in buildings that with predominantly glass skins.

Core goals of the project are to bring the outdoors in, and to be highly sustainable. This has become even more challenging with the adoption of more stringent T-24 guidelines. We remain on track with both goals, however. Following are some of the strategies:

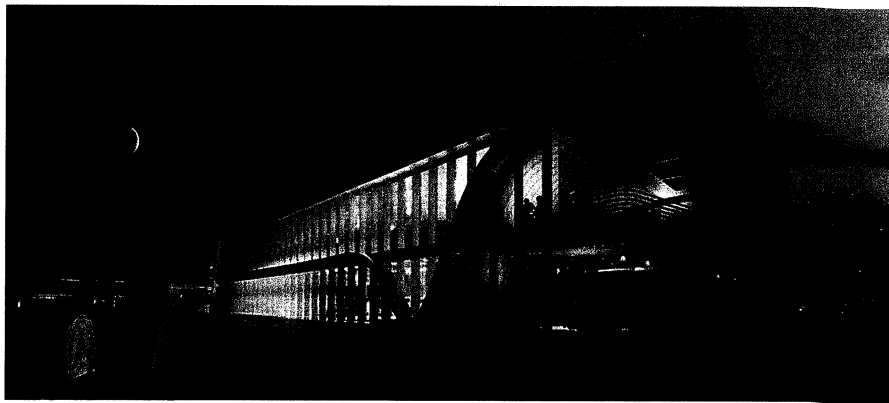
- Careful daylighting studies, and the existence of even better LED lighting mean we can hold down the wattage necessary to light the building. Following is one of the hundreds of daylighting diagrams we have studied:



- We are providing complete PV arrays for the building roofs.



- Sun shading has become more refined and complete.



- One element addresses both sustainability, and addressing seeing visual clutter through clear glass. We will specify fritted glass for the lowest 30" of both floors. This is a tried and true approach for us to control the clutter of desks and boxes on the floors, and also allows us to insulate that zone where needed.

g) Study ways to differentiate the buildings.

The above image also shows one of the strongest ways we have chosen to differentiate the buildings. The glass fins below the ribbon on the first floor, and to one side of the lobby, will be a transparent color; a different one for each building. It will occur on both the auto side and the courtyard side to assist in wayfinding.

Thanks very much for your review of the various design aspects of this project!



**Members
Architectural Review Board**

June 26, 2015

**Re: 1050 Page Mill Road Replacement Building:
Extraordinary Land Use Features**

Dear Architectural Review Board Members:

The purpose of this letter is to describe issues related to 1050 Page Mill Road ("1050 PMR") for consideration by you and the Planning Staff to help place in context the many wonderful land use aspirations and community considerations of the 1050 PMR Project. This letter supplements the April 2, 2015 Project Narrative focused on design and presented by the Project Architect Robert Giannini of Form4 Architects. As you may know, a favorable preliminary architectural review was conducted by the ARB on December 5, 2013. To provide full information necessary for approval under a Formal Review, we have completed documents and studies necessary for environmental review by the City. The City's environmental review document has been completed in draft and will be ready to be certified by the City Council, not by the ARB, later in 2015. Any ARB approval will be subject to a condition subsequent requiring certification of the City's environmental by City Council. As a straight one-for-one replacement building of the existing buildings with the same proposed Gross Building Area of 265,895 square feet, the 1050 PMR Project impacts are not substantial under CEQA or other California or localized development standards. The replacement project will improve on several existing features and impacts.

1. Building and Site Areas.

1050 PMR is an existing project consisting of two primary buildings; Building #1 runs parallel to and fronts onto Page Mill Road; Building #2 is perpendicular and behind Building #1 and is not visible from Page Mill Road, Hanover Street or California Avenue. The total existing Gross Building Area is

265,895 square feet. The buildings are of no historic significance, developed in the late 1960s and previously occupied by Beckman Instruments, and Facebook. The uses have varied from Research and Development to Office Services most recently. The traffic analysis adopted by the City's EIR consultant considered the existing use of the buildings as 50% Office Services and 50% Research and Development. The proposed use anticipates and plans for its impacts based on the possible use as 100% Office Services.

1050 PMR is located on the north side of Page Mill Road and is served directly by the signalized intersection with Hansen Way. Page Mill Road runs along the boundary of 1050 PMR. There are occupied Research and Development and Office Service buildings on the adjacent north, east and west properties.

1050 PMR is located in the RP Zone District.

The parcel size is 587,355 square feet and the existing buildings are 265,895 square feet. This results in an FAR of 45.2% with site coverage of 25.5%.

The City Planning Staff has carefully reviewed the size of the existing building, over a twenty-month period, and has made the final determination of existing Gross Building Area after a number of inspections, measurements and verifications by consultants to both the Applicant and the City. The Applicant has certified the dimensions of existing buildings and affirmed by the City.

2. Proposed Building: Zoning Compliance.

The proposed replacement building for 1050 PMR complies with all City of Palo Alto rules, guidelines, zoning code provisions and Comprehensive Plan policies.

- (a) **Replacement of existing, noncomplying FAR.** As authorized by PAMC 18.70.100, the 265,895 existing square feet constitute a noncomplying facility by exceeding the currently allowable 0.40 FAR under the RP Zone. These 265,895 square feet may be preserved and replaced under Palo Alto's zoning code.

PAMC 18.70.100(c) provides: "a noncomplying facility in the RP zone.... existing on August 1, 1989, which when built was a

complying facility, shall be permitted to be remodeled, improved or *replaced* in accordance with Site Development regulations (other than floor area ratio), provided such that any such remodeling, improvement or replacement shall not result in increased floor area."

The proposed replacement building at 1050 PMR does not increase floor area, but merely preserves the existing area as verified by the City.

The proposed replacement building at 1050 PMR complies with Site Development regulations thereby improving parking by eliminating the existing 323 vehicle parking deficit.

- (b) **Site Development Standards.** As required by 18.70.100 in order to preserve the existing gross building area as grandfathered area, even though greater than the floor area ratio allowed under the current RP Zone District, the proposed 1050 PMR replacement building complies with all site development standards.
- (c) **Parking Compliance.** The existing building provides only 564 parking stalls when 887 are required under current standards. The new project eliminates this parking deficit as described and provides 887 current spaces satisfying the 1/300 sf parking requirement.
- (d) **Parking Shading.** Of the 887 parking stalls, 539 stalls are in underground garages with 348 stalls at grade. The underground and at grade parking stalls are shaded at a far greater ratio than 50% as required by code.
- (e) **The building is of no historical significance.** The building does not appear on any historic inventory of the City of Palo Alto. The building construction was April 1967. The building is not identified in the California Register of Historical Resources.

(f) Comprehensive Plan Policy Support.

PROGRAM T-3: Locate higher density development along transit corridors and near multimodal transit stations.

POLICY L-48: Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.

- (g) Limited Amenity Area.** The Project Data Sheet indicates Total Amenity area for employees of 10,475 square feet (less than 4% Gross Building Area) across all 4 of the proposed new buildings as provided under PAMC 18.04.030(65)(A) and that is less than one-half of amenity area generally allowed for a building the size of 1050 PMR. These amenity areas provide food service areas to meet the goals of amenity space by reducing vehicle trips on most congested areas. The amenity areas also encourage use of bicycles with small locker rooms (male and female) for showering and changing clothes as bicyclists are encouraged. Were it not for food service areas, employees would use their vehicles to impact the Page Mill/El Camino intersection that is the busiest intersection in Palo Alto.

3. Project Design

The April 2, 2015 letter from Form4 Architects well describes the design intent and urban design and open space accomplishments of 1050 PMR.

Since that submittal, 1050 PMR and Form4 Architects have won two international design recognitions. (1) 1050 PMR won a second place award for Commercial Building Concept granted by Re-Thinking the Future . (2) 1050 PMR is also in a small group of finalists to present to a panel in Singapore at the World Architectural Festival for the opportunity to be considered as a Future Office Project of the Year.

4. Progressive Transportation Improvements.

The 1050 PMR Applicant proposes several conditions to be included as Conditions of Approval for the Project. These are voluntary conditions because there are no codes, laws or regulations for Palo Alto that would compel any of these transportation features. The 1050 PMR Project, as a one-for-one replacement project, has no transportation or traffic impacts. 1050 PMR has been fully occupied, principally, as professional offices, since its early development and this use will continue. Each of the following Progressive Transportation Improvements are fully voluntary offered by the Applicant in the spirit of improving localized and City-wide transportation conditions.

- (a) Improved Parking by 300 spaces.** The new project eliminates this parking deficit by providing 887 spaces that meets the full parking requirement without any discounted parking for the TDM Plan.. The full parking requirement is satisfied and so is the requirement that 50% of parking spaces shall be shaded.
- (b) EV Charging Stations.** 1050 PMR will provide eight Electrical Vehicle charging stations (the details of which shall be as approved by the Transportation Division) with six in the underground structured parking garages, and two at grade that can be used by a public guest or client of the tenants and occupants of 1050 PMR.
- (c) Comprehensive TDM Plan Without any Parking Reduction.** 1050 ECR will provide a comprehensive Transportation Demand Management Plan to be implemented by the Building Owner and made a condition, through lease covenants, with the new tenants for any tenant with greater than 20 employees. TDM Plans have been, typically, based on a parking reduction of up to 20% of the required parking as allowed under Title 18.52.050(d). However, the Applicant seeks no reduced parking for 1050 PMR recognizing that adequate parking is a primary concern of residential neighborhoods throughout the City. 1050 PMR will provide a comprehensive TDM Plan despite not seeking or receiving any parking reduction as otherwise allowed under the Zoning Code. The TDM Plan for 1050

PMR may be placed prior to the TDM Plan to be developed by Stanford for the Research Park. 1050 PMR will participate in the Stanford Plan and will fund its appropriate share, if required by Stanford of participants. The TDM plan for 1050 PMR may be supplemental to the Stanford Transportation Management Plan and will not duplicate any features in the Stanford Plan.

- (d) **Public Bicycle Pod.** 1050 PMR will offer the opportunity for a small bicycle pod for parking bicycles that may be used by the public. The City Transportation Division may determine that the 1050 PMR Project is unsuitable for a bicycle pod, but 1050 PMR will offer a location for a bicycle pod if it is useful.
- (e) **Zip Car Locations.** 1050 PMR will offer locations for six Zip Cars. Zip Cars are installed based on economic analysis of usefulness by the provider of the vehicles. Applicant will cooperate with any Zip Car agency and the City Transportation Division to provide success Zip Cars for use by occupants of 1050 PMR.
- (f) **Bicycle Paths.** 1050 PMR provides extensive bicycle paths on its site to encourage use of bicycles rather than single occupant vehicles. No other project in the Stanford Research Park will have such advanced bicycle planning.
- (g) **Gates to Protect California Avenue from Traffic.** 1050 PMR plans to place gates operated by electronic cards on the southern property line so that employees and visitors of 1050 PMR cannot enter or exit 1050 PMR from California Avenue. Under traffic studies, it is determined that these gated features will eliminate as many as 327 vehicle trips per day otherwise headed from the site onto California Avenue.

5. Sustainable Design Leadership.

The 1050 PMR team embraces principles of sustainable design for new buildings. None of the features offered below are subject to Zoning Code or other legal mandates by the City of Palo Alto as expressed in detail in the April 2, 2015 letter submitted by Form4 Architects. Each of these sustainable design features is offered as a voluntary Condition of Approval.

- (a) **Rooftop Photovoltaic Panels.** Provided that the Feed In Tariff program for Palo Alto remains in effect at the rates as currently offered, 1050 PMR offers, as a voluntary Condition of Approval, the installation of Photovoltaic Panels on the roofs of the four proposed new buildings. We estimate that these panels will generate 400 Kw.
- (b) **All Electric Building – No Natural Gas.** Consistent with the City's 2015 goal to reduce carbon emissions, 1050 PMR offers, as a voluntary Condition of Approval, to power 1050 PMR entirely with electricity. Natural gas will not be used.
- (c) **Energy Management Planning and LEED Certification.** The Applicant will participate in the Department of Utilities net Zero Energy Design Review making use of groups such as Base Energy Community Group. The purpose is for 1050 PMR to use the City's *High End Energy Modeling Services* to provide design and engineering input to optimize the building's performance for sustainable design and reduced energy use. In conjunction with these energy modeling services, 1050 PMR, following its completion, will obtain LEED *Platinum* certification, to further its serving as a role model for Sustainable Design practices.

6. Project Schedule and Phasing

Subject to timely approvals by the City, the schedule for development of 1050 PMR project will begin immediately in Q1 2016 and will continue without interruption through 2018.

There are two phases planned for the 1050 PMR Project with Building #2 to be demolished while Building #1 remains occupied by the existing tenant. When Building #2 is demolished, then two of the four proposed new buildings will be developed. Thereafter, Building #1 will be demolished and the final two of the four proposed new buildings will be developed.

The phases of the new project could be compressed if the proposed tenant chooses not to continue to occupy Building #1 while two of the four new buildings are constructed, in which case the project would be constructed under a possible single phase.

7. Summary.

The proposed project at 1050 PMR demonstrates that even during this constrained period of development of buildings for commercial uses, that for an extraordinary applicant as for this project, a replacement building can produce many fine results as summarized here:

- a. As a replacement building, only the existing FAR is replaced. The building is not enlarged above today's size.
- b. The existing parking deficit of fifty-six vehicles is being eliminated so that 2600 ECR will be fully parked in compliance with zoning code requirements. There will be no parking encroachment into neighboring residential or commercial districts.
- c. 1050 PMR provides a Transportation Demand Management Plan of its own that will supplement and not duplicate Transportation Management Programs put in place by Stanford in which 1050 PMR will participate while making necessary financial contributions for its participation. No parking reduction is taken as a result of this TDM. Transportation studies inform us that a successful TDM program near transit is likely to reduce single vehicle trips by 40%.
- d. 1050 PMR provides substantial open space and features serving the public along its dominant Page Mill Road frontage. No other building on Page Mill Road has yet provided these public access features.
- e. 1050 PMR will provide Electric Vehicle charging stations for automobiles of the building occupants and their guests.

- f. 1050 PMR advances City environmental goals, most importantly, 1050 PMR will be among the earliest "all electric" buildings, using no natural gas, in order to constitute a building that generates no carbon emissions other than from vehicles.
- g. 1050 PMR provides showers and lockers to encourage extensive use of bicycles by building tenants and their guests.
- h. 1050 PMR will provide locations for both ZIP Cars and a bicycle pod, if 1050 PMR is chosen by Zip Car and the bicycle leasing company as a successful location for public use of bicycles and vehicles.
- i. Although the design of 1050 PMR is contemporary, as is most suitable for this strong frontage within the Stanford Research Park, the design incorporates columns, eaves and pilasters that bring the buildings to the ground as strong pedestrian features.
- j. 1050 PMR will voluntarily provide photovoltaic panels sufficient to generate 400 Kwh, provided that the City's feed in tariff program remains in effect and at the rates offered in May 2015.
- k. 1050 PMR provides extensive bicycle paths on its site to encourage use of bicycles rather than single occupant vehicles. No other project in the Stanford Research Park will have such advanced bicycle planning.
- l. 1050 PMR plans to place gates operated by electronic cards on the southern property line so that employees and visitors of 1050 PMR cannot enter or exit 1050 PMR from California Avenue. Under traffic studies, it is determined that these gated features will eliminate as many as 327 vehicle trips per day otherwise exiting onto California Avenue.

Sincerely yours,


James E. Baer

Attachment D: Comp Plan Conformance - Under Separate Cover

ATTACHMENT E
ZONING COMPARISON TABLE
1050 Page Mill Road
14PLN-00074

Table 1: COMPARISON WITH CHAPTER 18.20 (RP DISTRICT)			
Regulation	Required in Research Park (RP) zone	Existing	Proposed
Minimum Site Area	1 acre	13.48 acres	13.48 acres
Minimum Front Setback	50 feet special setback along Page Mill Road	57.7 feet	50 feet +
Interior Side Setback	20 feet	70 feet +/-	77 feet +
Rear Setback	20 feet	29.4 feet	77 feet +
Min. yard for site lines abutting or opposite residential districts	20 feet	n/a	n/a
Max. Total Floor Area Ratio	40% (234,945 sf)	45.27% (265,895 sf)	45.27% (265,895 sf + 10,745 sf amenity space)
Max. Site Coverage	30% (176,209 sf)	30.65% (180,045 sf)	25.52% (149,911 sf)
Max. Building Height	35 ft (with additional 15 feet for mechanical) or 25 ft when located within 40 ft of residentially zoned property ^(4,5)	34 feet +/- (with additional mech. screen)	35 feet (mechanical screen will be 7 ft +/-)

(4) See subsection 18.20.040(e) below for exceptions to height and floor area limitations in the ROLM and RP zoning districts.

(5) Residential zones include R-1, R-2, RE, RMD, RM-15, RM-30, RM-40 and residential Planned Community (PC) zones.

Table 1: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)			
Type of Parking	Required	Existing	Proposed
Auto Parking	947 parking spaces (1/300 sf of gross floor area)	564 spaces	951 spaces, with 49 additional spaces in landscape reserve
Bike Parking	89 spaces (1/3,000 sf - 80% long term and 20% short term bike parking)	unknown	101 spaces (77 long term, 24 short term)
Loading Spaces	3 loading spaces for 200,000 sf or greater	6 loading docks	8 loading areas

* On-site employee amenity space is exempted from the parking requirements

City of Palo Alto
Department of Planning and Community Environment

California Environmental Quality Act

NOTICE OF PREPARATION

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report (EIR) for the 1050 Page Mill Road Project (proposed project)

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

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

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

PROJECT TITLE: 1050 Page Mill Road

PROJECT LOCATION: The project is located at 1050 Page Mill Road on the north side of Page Mill Road at Hansen Way and north of Hanover Street and is designated with Assessor's Parcel Number 142-20-091.

PROJECT DESCRIPTION: The proposed 1050 Page Mill Road project (proposed project) would involve the demolition of two existing buildings and surface parking and the construction of four new two-story office buildings with below-grade parking. The existing structures comprise approximately 283,980 square feet of office, research and development, and warehouse space while the project would construct up to 287,980 square feet of office space. The project would place 391 parking spaces around the perimeter of the site and 560 garage spaces for a total

of 951 parking spaces on site. The project would also provide 104 bicycle parking spaces on the site, with short-term spaces located at each building entry and long-term spaces divided equally between the four garages.

The proposed buildings would consist of clear glass envelopes with glass vertical fins for shading. Visual interest and additional shading would be provided by the use of aluminum horizontal sunshades. The applicant is currently targeting Leadership in Energy and Environmental Design (LEED) Platinum status for the project with the inclusion of photovoltaics covering all roofs to generate 150,000 kilowatt-hours per year.

The project site is designated as Research/Office Park (RP) in the Palo Alto 1998–2010 Comprehensive Plan and is in the Research Park zoning district.

The project is required to undergo Major Architectural Review by the Palo Alto Architectural Review Board. The project will also be required to obtain appropriate encroachment permits from the Public Works department for construction activities in the City's right-of-way, as well as the standard required demolition and building permits. Additional project details are provided in the Initial Study, which is available for review at the City of Palo Alto website:
<http://www.cityofpaloalto.org/planningprojects>

POTENTIAL ENVIRONMENTAL EFFECTS: The following areas of potentially significant environmental impact will be analyzed in the Draft EIR: Air Quality (project construction only), Biological Resources (trees and migratory birds), Hazards and Hazardous Materials, Noise, and Traffic. Potential cumulative impacts and potential for growth inducement will be addressed; alternatives, including the No Project Alternative, will be evaluated. An Initial Study evaluating the project's environmental effects in other resource areas is available for review at the City of Palo Alto website.

SCOPING MEETING: The City of Palo Alto will hold a scoping meeting as part of the Architectural Review Board's regularly scheduled meeting on November 20, 2014. The meeting will start at 8:30 a.m. and will be held at the City of Palo Alto Council Chambers, located in City Hall at 250 Hamilton Avenue. The meeting agenda will be posted to the City's website:
<http://www.cityofpaloalto.org/gov/boards/architectural/default.asp>

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


The NOP and related CEQA documents for this project will be available for review on the web. You can view this NOP and the Initial Study electronically at: [http://www.cityofpaloalto.org/planning projects](http://www.cityofpaloalto.org/planningprojects)

If you require additional project information, please contact Jodie Gerhardt, AICP, Senior Planner, at jodie.gerhardt@cityofpaloalto.org.

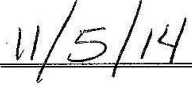
PUBLIC REVIEW PERIOD: This Notice of Preparation is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b), for 30 days. The comment period for the NOP begins November 6, 2014 and ends on December 8, 2014. Due to the limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

RESPONSES AND COMMENTS: Please indicate a contact person for your agency and send your responses and comments to:

Jodie Gerhardt, AICP, Senior Planner
City of Palo Alto PCE Dept.
250 Hamilton Avenue
Palo Alto, California 94301
650.329.2575
jodie.gerhardt@cityofpaloalto.org



Project Planner



Date

Attachment G: Draft Environmental Impact Report (Board Members only)

Also available online at:

<http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=2642&TargetID=319>

Attachment H: Project Plans – delivered to ARB Board Members only

Also available online at:

<http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=2642&TargetID=319>