Architectural Review Board
Staff Report (ID # 7516)

Report Type:	Action Items	**Meeting Date:**	12/15/2016

Summary Title: 2600 El Camino Real: New Commercial Building

Title: PUBLIC HEARING / QUASI-JUDICIAL MATTER. 2600 El Camino Real [16PLN-00022]: Recommendation to the Director of Planning and Community Environment for Approval of an Architectural Review Application to Allow the Demolition of an Existing Six-Story Commercial Building and Construction of a New Four-Story, 62,616 Square Foot Commercial Building; no new Floor Area is Being Requested. Environmental Assessment: Consistent With the California Environmental Quality Act (CEQA) the Project is Exempt From Further Environmental Review Pursuant to Section 15302 (Class 2), Which Allows for the Replacement of Structures With Substantially the Same Purpose and Capacity. Zoning District: CS

From: Hillary Gitelman

Recommendation

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

1. Recommend approval of the proposed project to the Director of Planning and Community Environment based on findings and subject to conditions of approval.

Report Summary

Applicant proposes a four story commercial project on El Camino Boulevard (50'-0" and 0.86:1 Floor Area Ratio, or FAR). The project replaces a non-complying six-story (88'-3" tall), 62,616 square feet (0.86:1 FAR) commercial building built in 1967. The applicant proposes to replace the existing noncomplying facility in accordance with PAMC Section 18.70.100, which allows a building to be reconstructed if all current development standards are met, with the exception of FAR. This FAR may be reinstated in a new building as long as there is no increase in gross floor area and the project otherwise complies with applicable development standards. The project is subject to architectural review findings, context-based design

criteria and conformance with the El Camino Real Guidelines. As designed, the project meets the applicable zoning requirements, will maintain the existing basement parking facility, and four mature trees on-site.

Background

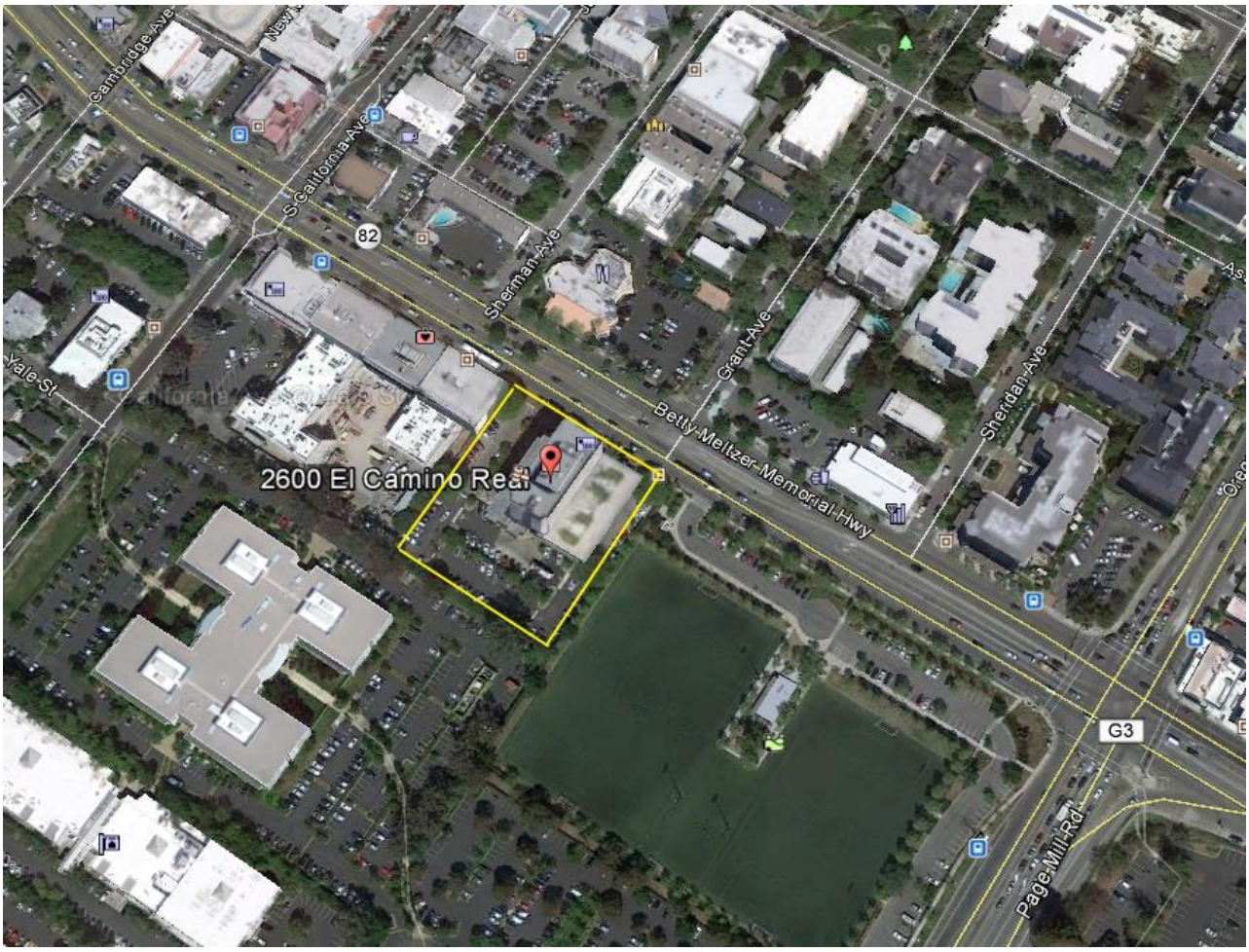
Project Information

Owner:	The Board of Trustees of the Leland Stanford Junior University
Architect:	Chang Architecture
Representative:	Allison Koo, Sand Hill Properties
Legal Counsel:	Not Applicable

Property Information

Address:	2600 El Camino
Neighborhood:	Stanford Research Park
Lot Dimensions & Area:	280’ x 259’ (1.66 acres) (72,427 square feet)
Housing Inventory Site:	No
Located w/in a Plume:	Yes
Protected/Heritage Trees:	None
Historic Resource(s):	None
Existing Improvement(s):	62,616 square feet; six stories; 88’-3” in height; built in 1967
Existing Land Use(s):	Commercial and office
Adjacent Land Uses & Zoning:	North: CN-Neighborhood Commercial (Restaurant) West: CS- Service Commercial (Mixed Use) East: CN-Neighborhood Commercial (Restaurant) South: PF-AS3 Public Facilities, Alternative Standards (Soccer fields)

Aerial View of Property:



Source: Google

Land Use Designation & Applicable Plans

Zoning Designation:	CS-Service Commercial
Comp. Plan Designation:	Service Commercial
Context-Based Design Criteria:	Yes. Palo Alto Municipal Code 18.16.090
Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Not Applicable
El Camino Real Design Guidelines (1976 / 2002):	Yes
Proximity to Residential Uses or Districts (150'):	Adjacent to Mixed-Use project
Located w/in the Airport Influence Area:	No

Prior City Reviews & Action

City Council:	None
PTC:	None
HRB:	None
ARB:	Preliminary Review hearing conducted on September 17, 2015 https://www.cityofpaloalto.org/civicax/filebank/documents/49016 https://www.youtube.com/watch?v=P0u5oDVqbTI&start=270&width=420&height=315

Project Description

The applicant proposes to demolish the existing building and site improvements, except for the underground parking facility and four mature trees along the perimeter of the property. The applicant proposes to replace the existing noncomplying facility in accordance with PAMC Section 18.70.100, Non-complying Facility – Replacement, which allows a building to be reconstructed if all current development standards are met, with the exception of FAR. This FAR may be reinstated in a new building as long as there is no increase in gross floor area and the new project complies with existing development standards. The applicant proposes to construct a four-story, 62,616 square foot building over the underground parking facility and improve the on-site surface parking facility with the addition of a parking structure in two parking levels above grade to provide additional parking spaces.

The existing office building on the project site that will be replaced has substantially the same size and use as the proposed new building.

Table 1
Proposed Gross Floor Area

Area Summary	Retail/Service Uses (Square feet)	Office (Square feet)
1st Floor	1,000	12,713
2nd Floor	0	16,384
3rd Floor	0	17,209
4th Floor	0	15,310
Sub-Total	*1,000*	*61,616*
Total		**62,616**

The existing site has a parking deficit of 56 vehicle spaces and eight bicycle spaces based on current PAMC requirements. The applicant proposes to retain the underground parking facility, renovate the surface parking lot and add a new parking structure with two levels over a portion of the surface parking lot at the rear of the proposed building. According to PAMC Section 18.52.040, Table 3, one loading space is required for the project, which is provided on the southeastern portion of the surface parking lot. With the addition of the parking structure and modifications to the surface lot, the project meets the City's parking requirements.

Table 2
Vehicle Parking Summary

Use	Parking Requirement	Proposed Square Footage	Parking Required	Parking Provided
Bank/Office	1:250 sf	61,616	246	246
Eating and Drinking Services	1:200 sf (kitchen) 1:60 sf (dining area)	400 600	2 10	12
Total		62,616	258	258

Table 3
Bicycle Parking Summary

Use	Parking Requirement	Square foot	Bike Parking	Long Term		Short Term		Provided
Office	1:2,500 SF	61,616	25	80%	20	20%	5	
Eating and Drinking Services	1 per 600 sf of public service area, plus 1 per 2,000 sf for other areas	1,000	1	20%		80%	1	
Total		62,616	26		20		6	20 long term and 8 short term

Requested Entitlements, Findings and Purview:
The following discretionary applications are being requested:

- Architectural Review – Major (AR): The process for evaluating this type of application is set forth in PAMC 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Development Director for action within five business days of the Board's recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings to approve an AR application are provided in Attachment B.

Analysis[1]

Neighborhood Setting and Character

The project site (site) consists of a 72,427 square foot parcel (1.66 acres), located southwesterly of the Page Mill Road and El Camino Real intersection (see location map, Attachment A). The site is within the Commercial Service (CS) zoning designation and is owned by Stanford University, as are the adjacent properties. Presently, the site includes a six-story, 62,616 square foot commercial building with one level of underground parking, an outdoor plaza and surface parking. The bank is on the first floor, with a small café and offices on the second floor. The remaining upper floors are occupied by offices. The building was constructed in 1966, prior to the imposition of the City's citywide, 50-foot height limit. The existing architecture of the site and building are characteristic of mid-century modern architecture. The site is considered to contain a "non-complying facility" governed under Palo Alto Municipal Code Section (PAMC) 18.70.100. The building is a non-complying facility because it does not meet present-day development standards for the CS district, including height, setbacks, parking and FAR. However, as explained later in the report under the PAMC, non-complying facility provisions, the site may replace the building, maintaining the FAR, so long as the project does not increase floor area and meets other current development standards.

Zoning Compliance[2]

A detailed review of the proposed project's consistency with applicable zoning standards has been performed. A summary table is provided in Attachment E. The proposed project complies with all applicable codes.

Consistency with the Comprehensive Plan, Area Plans and Guidelines[3]

The Comprehensive Plan encourages the upgrading and revitalization of selected Centers in a manner that is compatible with the character of surrounding neighborhoods. A detailed review of the proposed project's consistency with applicable Comp Plan standards has been performed. A summary table is provided in Attachment F. On balance, the proposed project is consistent with the Comprehensive Plan.

South El Camino Real Design Guidelines

The project is subject to the South El Camino Real Guidelines. The Guidelines consider the site a part of the California Avenue Pedestrian-Oriented Node. The project is consistent with various

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

[2] The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

[3] The Palo Alto Comprehensive Plan is available online: http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp

guidelines contained with the document as further described in the ARB findings Attachment B, Section C.

Multi-Modal Access & Parking

A transportation memo was completed for the project applicant by Hexagon Transportation Consultants (Attachment G) and was reviewed by the City's Transportation Division. The memo confirms that since the proposed square footage and uses are not changing from the existing condition, there is no change to the amount of trips generated by the project. In addition, the memo confirms on-site circulation safety and summarizes the transportation demand management (TDM) strategies proposed by the project. When implemented, these TDM strategies would reduce the amount of vehicle miles traveled for the project by 15 percent.

The project is located within the Escondido Elementary suggested safe routes to school (El Camino Real). The site maintains the existing two vehicular driveways fronting El Camino Real and maintains the shared access at the rear through the neighboring property to California Avenue. The project also maintains two mature Chinese Elm trees adjacent to these driveways. Staff evaluated the planters to the city's clear sight triangle and found that there were no conflicts at the driveway locations. Nevertheless, as an added precaution, staff recommends a condition of approval requiring stop signs for exiting vehicles.

Parking and Loading

Table 2 summarizes the parking for the site. The project provides a sufficient amount of parking on-site and meets the City's parking facility design standards (landscaping, parking lot shading, etc.). Table 3 summarizes the bicycle parking for the site, in which the project exceeds the minimum requirements. The project also includes on-site 1,480 square feet of amenity space for lockers and gym to support the bicycle commuters. One loading space is required for the project, which is provided on the southeastern portion of the surface parking lot.

Consistency with Application Findings

The project is subject to two sets of findings. Architectural Review findings are pursuant to PAMC Section 18.76.020 and Context-Based findings are pursuant to PAMC Section 18.16.090(b). As described in Attachment B, the project meets the findings.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, the project is considered categorically exempt pursuant to CEQA Section 15302, Replacement or Reconstruction. The Class 2 exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

As detailed in the project description, the project substantially replaces the same amount of building gross floor area. The project as proposed replaces the uses with the same types of uses

as previously established. Furthermore, the project has no impact on historic resources or hazards and hazardous materials. Attachment H includes a Categorical Exemption Report that details the findings for the exemption.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto Weekly* on December 4, 2016, which is 12 days in advance of the meeting. Postcard mailing occurred on December 5, 2016, which is 10 in advance of the meeting.

Public Comments

During the course of the review of the project, staff has received telephone correspondence in opposition of the project. The complaint is from an existing tenant in the building who questioned the redevelopment of the building, which in his opinion is adequate. As of the writing of this report, no project-related, written public comments were received.

Alternative Actions

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

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

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ARB[4] Liaison & Contact Information
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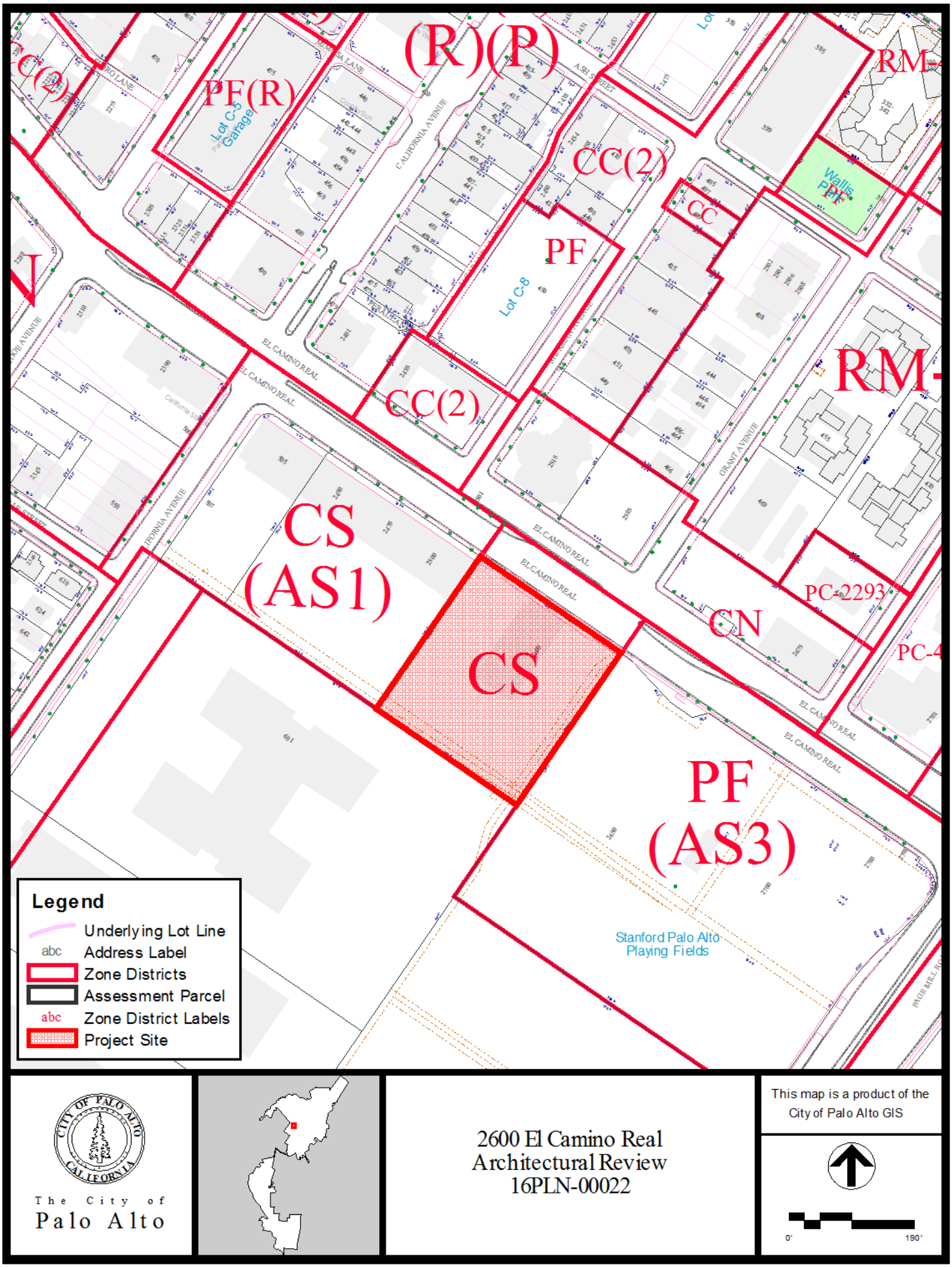
Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: ARB and Context-Based Design Criteria Findings (DOCX)
- Attachment C: Conditions of Approval (DOCX)
- Attachment D: Applicant's Project Description (PDF)
- Attachment E: Zoning Comparison Table (DOCX)
- Attachment F: Comprehensive Plan Analysis (DOCX)
- Attachment G: Circulation Analysis (PDF)
- Attachment H: CEQA Exemption Report (PDF)
- Attachment I: Project Plans (DOCX)

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

Attachment A



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ATTACHMENT B
FINDINGS FOR APPROVAL
Architectural Review, Context-Based Criteria
2600 El Camino Real / File No. 16PLN-00022

A. ARCHITECTURAL REVIEW FINDINGS

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review findings as required in Chapter 18.76.020 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 proposed project is consistent with Findings #1 and #16 in that the design of the proposed mixed-use project is consistent with the following Comprehensive Plan Goals and Policies:

- Policy L-18: Encourage the upgrading and revitalization of selected Centers in a manner that is compatible with the character of surrounding neighborhoods.

- Policy L-42: Encourage Employment Districts to develop in a way that encourages transit, pedestrian and bicycle travel and reduces the number of auto trips for daily errands.

- Policy L-43: Provide sidewalks, pedestrian paths, and connections to the citywide bikeway system within Employment Districts. Pursue opportunities to build sidewalks and paths in renovation and expansion projects.

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

- Policy L-49: Design buildings to revitalize streets and public spaces and to enhance a sense of community and personal safety. Provide an ordered variety of entries, porches, windows, bays and balconies along public ways where it is consistent with neighborhood character; avoid blank or solid walls at street level; and include human-scale details and massing.

- Policy L-73: Consider public art and cultural facilities as a public benefit in connection with new

connection with new development projects. Consider incentives for including public art in large development projects.

- Policy L-75: Minimize the negative physical impacts of parking lots. Locate parking behind buildings or underground wherever possible.

- Policy L-76: Require trees and other landscaping within parking lots.

- Policy L-77: Encourage alternatives to surface parking lots to minimize the amount of land that must be devoted to parking, provided that economic and traffic safety goals can still be achieved.

The project includes lockers and showers on-site, will meet the bicycle parking standards, and is near a bus stop. The project will include a 12-foot sidewalk in compliance with the City's minimum requirements. The project fronts El Camino Real, where the City's Bicycle & Pedestrian Transportation Plan indicates a Class III shared arterial lane exists. The project proposes a contemporary style that is compatible with recent development along El Camino Real, including the adjacent mixed-use site currently under construction. The project concept includes a patio along El Camino Real as an outdoor gathering place, which would activate the street. In addition, the project includes a private public space on the interior of the site between the building and the parking structure. The project includes a patio along El Camino Real that provides interest and a gathering place along El Camino Real. The project could include other design elements that would increase human-scale details and massing. Decks are proposed for the upper floors along El Camino Real. The project proposes public art integrated into the outdoor patio area along El Camino Real. The project maintains the same parking footprint and circulation, including the underground parking. However, the project does add structured parking behind the proposed building. The project maintains four mature Chinese Elm trees and provides new trees and other landscaping within the parking areas. In addition, the project provides additional landscaped areas to support trees, making the project compliant with the parking lot shading requirement. The trees are deemed important to the frontage and property located between two Primary Entry Points of the City of Palo Alto (Palo Alto Comprehensive Plan 2030, Map L-4). These Primary Entry Points are the Page Mill Road and California Avenue intersections with the El Camino Real.

The applicant proposes to redevelop the site with a building that would meet the current CS development standards, except for:

(1) FAR, which would be unchanged from the existing amount of FAR on the site, which is allowed for in PAMC Section 18.70.100, Noncomplying facility – Replacement.

South El Camino Real Design Guidelines

The project is subject to the South El Camino Real Guidelines. The Guidelines consider the site a part of the California Avenue Pedestrian-Oriented Node.

Section 3.1.1: Effective Sidewalk Width of Twelve Feet

The project provides a sidewalk of twelve feet.

Section 3.1.3: Build-To-Setback

Buildings should be built up to the sidewalk to reinforce the definition and importance of the street. According to the CS district, the development standard requirement is that the building needs to be at the

required front setback line for 50% of the site frontage. Where the facade is set back from the build-to line, low walls and hedges are encouraged to maintain the continuity of the streetscape.

The project is consistent with the build-to requirement and proposes an outdoor patio amenity area on the first floor along El Camino Real with low walls to frame this outdoor space. Additionally, a yet to be determined public art component will be located in this area.

Section 3.1.6: Entries
All building entries are to be along El Camino Real.

The building's entry is located along El Camino Real with an outdoor space for public gathering and seating.

Section 3.1.7: Increased Setback
Increased setbacks are permitted only if the additional setback provides a public amenity such as a wider sidewalk, outdoor seating or outdoor dining.

The project includes an outdoor amenity space near the entry of the building that includes an increased setback for the first floor.

Section 3.1.8: Relationship to Context
New buildings should relate to and complement surrounding buildings and street frontages.

The project provides transitions between adjacent uses and is designed to have human-scale at the ground level and provide interest on the upper levels. The contemporary design complements the surrounding.

Section 3.2.1: Limited Access to El Camino Real
The project maintains the circulation and driveways from the existing project.

Section 3.2.2: Shared Driveways
The project will maintain the shared access with the neighboring mixed-use site, which would allow access to California Avenue.

Section 3.2.6: Landscape Treatment of Setbacks
The project maintains four mature trees onsite. Two of the trees are located along El Camino Real. The other two are located along the central edge of the office. The project meets the requirement of the zoning code.

Section 3.2.7: Ample Landscaping in Parking Lots
The project is consistent with the zoning requirement of a five-foot setback around the perimeter, however, not six feet as recommended by the guidelines. The project does not conform to the zoning requirement for landscape islands and does not comply with the guideline recommendations to include a landscape island for every six spaces.

Section 3.3.1: Usable Amenities
Landscape and hardscape features should not just be visually appealing, but also function as open space amenities to be used and enjoyed.

The project includes an outdoor patio adjacent to the entry of the building.

3.4.1: Variety of Light Fixture Types
Site lighting placement and design should emphasize pedestrian paths and safety with a combination of bollard, post and building lighting.

The project provides a variety of light fixtures, including sconces, bollards and pole affixed standards.

4.3.3: Glazing
Glazing should not prevent one from seeing inside a building.

The project proposes clear glazing for the fenestration.

4.3.7: Architecturally Valid Details
Architectural details and features should be architecturally valid, not just decorative.

The project includes elements and details that have purposes such as shading for decks and low walls to create outdoor amenity spaces.

4.5.3: Functional Integrity of Roofline
Roofs and architectural elements should have functional integrity and should not be used primarily to create a "style" or "image."

The project's roofline provides shading for an upper level deck.

4.8.1: Materials Integrity and Durability
4.8.2: Mix of Materials
4.8.3: Materials Reflect Articulation of Building Elements
Exterior building material and finishes should convey a sense of integrity, permanence and durability.

The project includes a variety of architectural elements including cement plaster, metal, glass, wood paneling and stone along the elevations of the building.

Compatibility and Character:

Finding #2: The design is compatible with the immediate environment of the site.
Finding #4: In areas considered by the board as having a unified design character or historical character, the design is compatible with such character;
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 proposed project is consistent with Findings #2, #4, #5 and #6 in that the area is comprised of various commercial buildings of differing heights and size. The project proposes to construct a building that has reduced height than the existing building to comply with the requirements of the zoning district. In doing so, the project reduces the height of the building nearest the soccer fields and is compatible with the adjacent new mixed-use building along El Camino Real. The context-based findings below provide further analysis related to harmonious transitions, scale and character.

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 in that the design of the new building is consistent with contemporary development within the City and the use of the space as office and retail on the ground floor. The site layout provides common areas for employees, and patrons, and enlivens El Camino Real with the outdoor patio space adjacent to the building entry. Public art is proposed at the patio adjacent to the sidewalk, which provides visual interest.

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 in that the project's design provides adequate automobile and bicycle parking located conveniently with pedestrian access to the building entrances. The project meets the necessary safety standards for ingress and egress from El Camino Real. The project proposes a new median improvement to make traffic movement safer in front of the project. A small retail component is proposed as part of the project that would provide onsite support of the primary office use.

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 in that the project preserves four large mature trees on-site within the parking lot (two at the driveway entries along El Camino Real and two midway along the edge of the property. The project meets the requirements of parking lot landscaping (landscaped fingers, parking lot shading, etc.). The landscape plan for the project includes an entry plaza at the building's lobby entrance off El Camino Real. The plaza consists of accent paving materials (colored paves and concrete bands) and public art elements in planting. These elements serve to define the plaza and guide

pedestrians to the building entry. The proposed garden space at the rear of the building is multi-purposed. It provides pedestrian access to the rear lobby door, and includes raised storm water treatment planters with plantings and seating. The new trees require medium to low watering, while the shrubs require low watering.

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 in that the project is subject to the California Green Building Code (CalGreen, Tier 2) and includes a variety of sustainable elements.

B. CONTEXT-BASED DESIGN CRITERIA FINDINGS

Pursuant to PAMC 18.16.090(b), the following context-based design considerations and findings are applicable to this project.

(1) **Pedestrian and Bicycle Environment.** *The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity through design elements.* This finding can be made in the affirmative in that the project provides bike racks near the building entrances for short term use as well bike lockers in the garage to support the bicycle environment. The project meets the requirements for vehicular egress along El Camino Real that limits conflicts with pedestrians. As required, the project creates a 12-foot sidewalk along the frontage of the building.

(2) **Street Building Facades.** *Street facades shall be designed to provide a strong relationship with the sidewalk and the street(s), to create an environment that supports and encourages pedestrian activity through design elements. Th*is finding can be made in the affirmative in that project provides a 12-foot sidewalk and maintains a build-to line setback (50% of the property frontage). The entry plaza is designed with varied elements to guide pedestrians to the building entry.

(3) **Massing and Setbacks.** *Buildings shall be designed to minimize massing and conform to proper setbacks.* This finding can be made in the affirmative in that the proposed project complies with the CS zoning development standards and the design is consistent with the South El Camino Real Design Guidelines since the project complies with the height and setback requirements and the performance standards for projects adjacent to different land uses. Additionally, the use of balconies, light colored materials and appropriate fenestration facilitates the appearance of reducing the mass of the building.

(4) **Low-Density Residential Transitions.** *Where new projects are built abutting existing lower scale residential development, care shall be taken to respect the scale and privacy of neighboring*

properties. This finding is not applicable to the project since there is no low-density residential development adjacent to the site.

(5) **Project Open Space.** *Private and public open space shall be provided so that it is usable for residents, visitors, and/or employees of the site.* This finding can be made in the affirmative in that the project provides a plaza near the entry of the building and between the building and the parking structure. In addition, the project provides balconies for the enjoyment of the employees.

(6) **Parking Design.** *Parking needs shall be accommodated but shall not be allowed to overwhelm the character of the project or detract from the pedestrian environment.* This finding can be made in the affirmative in that the project maintains the existing driveways, adds more landscaping for the surface parking, maintains the basement parking and adds a two-level structured parking at the rear of the building. In summary, the parking for the project is designed to not detract from the character of the building or the pedestrian environment.

(7) **Large (Multi-Acre) Sites**. *Large sites (over one acre) shall be designed so that street, block, and building patterns are consistent with those of the surrounding neighborhood.* This finding can be made in the affirmative in that the project is consistent with the contemporary development patterns of the vicinity. The project is adjacent to the newly constructed mixed-use project that has similar design themes. Other similar development is considered across El Camino Real.

(8) **Sustainability and Green Building Design**. *Project design and materials to achieve sustainability and green building design should be incorporated into the project.* This finding can be made in the affirmative in that the project is subject to the California Green Building Code (CalGreen, Tier 2).

CONDITIONS OF APPROVAL
2600 El Camino Real
16PLN-0022

Planning Division

1. The plans submitted for Building Permit shall be in substantial conformance with plans dated received on November 29, 2016, except as modified to incorporate the following conditions of approval and any additional conditions placed on the project by the Planning Commission, Architectural Review Board, or City Council.

2. This complete approval document shall be printed on the cover sheet of the plan set submitted with the Building Permit application.

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

4. All proposed signage for the site shall be submitted for Architectural Review and approval in a separate planning entitlement application.

5. All projects shall comply with Chapter 9.10 of the Palo Alto Municipal Code (the Noise Ordinance).

6. Estimated Development Impact Fees in the amount of $10,168.62 shall be paid prior to the issuance of the related building permit.

7. In the event actual construction of the project is not commenced within twelve months of the date of approval, the approval shall expire and be of no further force or effect, pursuant to Palo Alto Municipal Code Section 18.77.090.

8. Except as expressly specified herein, the site plan, floor plans, building elevations and any additional information or representations, submitted by the Applicant during the Staff review and public hearing process leading to the approval of this entitlement, whether oral or written, which indicated the proposed structure or manner of operation, are deemed conditions of approval.

9. The approved use and/or construction are subject to, and shall comply with, all applicable City ordinances and laws and regulations of other governmental agencies.

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

11. 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.

12. Prior to final occupancy, the owner or designee shall demonstrate that the project has provided stop signs at the driveway entries to the site.

13. Final Inspection: A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Contact your Project Planner, Sheldon Ah Sing at sahsing@m-group.us to schedule this inspection.

Public Works – Urban Forestry

PRIOR TO DEMOLITION, BUILDING OR GRADING PERMIT ISSUANCE

14. BUILDING PERMIT SUBMITTAL- PROJECT ARBORIST CERTIFICATION LETTER. Prior to submittal for staff review, attach a Project Arborist Certification Letter that he/she has; (a) reviewed the entire building permit plan set submittal and, (b)* verified all his/her updated TPR mitigation measures and changes are incorporated in the plan set, (c) affirm that ongoing Contractor/Project Arborist site monitoring inspections and reporting have been arranged with the contractor or owner (see Sheet T-1) and, (d) understands that design revisions (site or plan changes) within a TPZ will be routed to Project Arborist/Contractor for review prior to approval from City. The Building Permit submittal set shall be accompanied by the project site arborist's certification letter that the plans have incorporated said design changes and are consistent with City Tree Technical Manual Standards, Regulations and information:

    a. Provide a project arborist's Updated Tree Protection Report (TPR) with building permit level mitigation measures, (e.g., resolve grading proximity issues with Public trees;

exact TPZ scaled in feet). Provide plan revision directions to minimize root cutting conflicts that are obvious in the civil, basement, sidewalk improvement sheets. See TPR below.

b. Palo Alto Tree Technical Manual Construction Standards, Section 2.00 and PAMC 8.10.080.

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

c. SHEET T-1, BUILDING PERMIT. The building permit plan set will include the City's full-sized, Sheet T-1 (Tree Protection-it's Part of the Plan!), available on the Development Center website at http://www.cityofpaloalto.org/civicax/filebank/documents/31783. The Applicant shall **complete and sign the Tree Disclosure Statement** and recognize the Project Arborist Tree Activity Inspection Schedule. Monthly reporting to Urban Forestry/Contractor is mandatory. (Insp. #1: applies to all projects; with tree preservation report: Insp. #1-7 applies)

d. The Tree Preservation Report (TPR). All sheets of the Applicant's construction level TPR approved by the City for full implementation by Contractor, (David Babby, April 27, 2016 shall be printed on numbered Sheet T-1 (T-2, T-3, etc) and added to the sheet index.

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

16. SITE PLAN REQUIREMENTS: In addition to showing TPZ fencing, add the following Notes on the specified Plan Sheets.

f. 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*".

g. 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 650-321-0202";*

h. 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."*

i. 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.*"

j. 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*"

17. 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.

k. 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)*."

18. NEW RIGHT-OF-WAY TREES--PLAN REQUIREMENTS. New trees shall be shown on all relevant plans: site, utility, irrigation, landscape, etc. in a location 10' clear radius from any (new or existing) underground utility or curb cut (see Note #4 above).

a. Add note on the Planting Plan that states, "*Tree Planting. Prior to in-ground installation, Urban Forestry inspection/approval required for tree stock, planting conditions and irrigation adequacy. Contact (650-496-5953)*."

b. Landscape Plans shall state the Urban Forestry approved species, size and include relevant Standard Planting Dwg. #603, #603a or #604 (reference which), and shall note the tree pit dug at least twice the diameter of the root ball.

c. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.

d. Add note on the Planting & Irrigation Plan that states, "Irrigation and tree planting in the right-of-way requires a street work permit per CPA Public Works standards."

e. Automatic irrigation shall be provided for each tree. Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers mounted inside an aeration tube are prohibited. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards.

19. NEW TREES—SOIL VOLUME. Unless otherwise approved, four new right-of-way trees each new tree shall be provided with 800 cubic feet of rootable soil area, utilizing Standard Dwg. #604/513. Rootable soil shall mean compaction less than 90% over the area, not including sidewalk base areas except when mitigated. Sidewalk or asphalt base underlayment [in lieu of compacted base rock] shall use an Alternative Base Material method such as structural grid (Silva Cell) or engineered soil mix. Design and manufacturer details shall be added to relevant civil and landscape sheets. Each parking lot tree in small islands and all public trees shall be provided adequate rootable soil commensurate to mature tree size. Note: this expectation requires coordination with the engineer, arborist and landscape architect.

    a. Minimum soil volume for tree size growth performance (in cubic feet): Large: 1,200 cu.ft. Medium: 800 cu.ft. Small: 400 cu.ft.
    b. Landscape Plan. When qualifying for parking area shade ordinance compliance (PAMC 18.40.130) trees shall be labeled (as S, M or L).
    c. Engineered Soil Mix (ESM). When approved, Engineered Soil Mix base material shall be utilized in specified areas, such as a sidewalk base or channeling to a landscape area, to achieve expected shade tree rooting potential and maximum service life of the sidewalk, curb, parking surfaces and compacted areas. Plans and Civil Drawings shall use CPA Public Works Engineering ESM Specifications, Section 30 and Standard Dwg. #603a. Designated areas will be identified by cross-hatch or other symbol, and specify a minimum of 24" depth. The technology may be counted toward any credits awarded for LEED or Sustainable Sites certification ratings.

20. LANDSCAPE PLANS
    a. Include all changes recommended from civil engineer, architect and staff, including planting specifications if called for by the project arborist.

    b. Add Planting notes to include the following mandatory criteria:
        - 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.
        - A turf-free zone around trees 36” diameter (18” radius) required for best tree performance.

    c. Add note: “Mandatory Landscape Architect (LA) Inspections and Verification to the City. The LA shall verify the performance measurements are achieved with a letter of verification to City Planning staff, in addition to owner’s representative for the following:
        - All the above landscape plan and tree requirements are in the Building Permit set of plans.
        - Percolation & drainage checks have been performed and are acceptable.
        - 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.

- 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.

DURING CONSTRUCTION

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

22. 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.

23. PLAN CHANGES. Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, David Babby (650) 654.3351), 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.

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

25. 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.

26. 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.

27. 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

28. 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).

29. 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.

30. FINAL ARBORIST INSPECTION 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.

31. 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

32. 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 ISSUANCE OF A DEMOLITION PERMIT

33. 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.

34. The applicant shall submit a request to disconnect all utility services and/or meters including a signed affidavit of vacancy. Utilities will be disconnected or removed within

10 working days after receipt of request. The demolition permit will be issued by the building inspection division after all utility services and/or meters have been disconnected and removed.

FOR BUILDING PERMIT

35. The applicant shall submit a completed water-gas-wastewater service connection application- load sheet for each unit with separate metering 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).

36. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities and new fire services within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater laterals and mains need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially electric, communication duct banks, and storm lines need to be daylighted by potholing from top to bottom to verify cross section prior to plan approval and starting lateral installation.

37. 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).

38. 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.

39. 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 determined current flows and water pressures on existing water main. Calculations must be signed and stamped by a registered civil engineer. The applicant is required to perform, at his/her expense, a flow monitoring study 'of the existing sewer main to determine the remaining capacity. The report must include existing peak flows or depth of flow based on a minimum monitoring period of seven continuous days or as determined by the senior wastewater engineer. The study shall meet the requirements and the approval of the WGW engineering section. No downstream overloading of existing sewer main will be permitted.

40. 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 manufacture'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.

41. 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.

42. 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.

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

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

45. Existing water services that are not a currently standard material shall be replaced at the applicant's expense.

46. 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.

47. 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 an 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.

48. 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.

49. 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".

50. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW utilities procedures.

51. Utility vaults, transformers, utility cabinets, concrete bases, or other structures cannot 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' or existing trees. Maintain 1O' between new trees and new water, gas and wastewater services/mains/meters.

52. All utility installations shall be in accordance with the City of Palo Alto utility standards for water, gas & wastewater.

53. The applicant shall obtain an encroachment permit from Caltrans for all utility work in the El Camino Real right-of-way. The applicant must provide a copy of the permit to the WGW engineering section.

54. 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.

55. The applicant shall obtain a construction permit from Santa Clara county valley water district for the utility service line to be installed by the City of Palo Alto Utilities.

FIRE DEPARTMENT

56. Install a NFPA 13 fire sprinkler, NFPA 14 Standpipe, NFPA 24 underground fire service, NFPA 72 fire alarm and Emergency Responder Radio system under separate fire permit.

57. Onsite Fire Department roadway widths shall be min 20 ft wide and turning radius shall meet PAFD standards.

PUBLIC WORKS – WATERSHED PROTECTION

58. 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.

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

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

60. 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.

61. 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 pre-patinated 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.

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

63. 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.

64. 16.09.180(12) Mercury Switches. Mercury switches shall not be installed in sewer or storm drain sumps.

65. 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.

66. 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:

67. 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 FSE requirements must be met.

UTILITIES – ELECTRICAL

68. The applicant shall provide an easement to include the moved electric load break and the new pad-mount transformer. This will be the final condition prior to energization of the building.

69. The applicant will provide spare street lights per Public Works specification to the CPAU.

70. The applicant shall coordinate with CPAU to remove the existing transformer.

71. The main building switch gear is an outdoor unit as shown in the plan.

PUBLIC WORKS - ENGINEERING

72. LOGISTICS PLAN: The contractor must submit a logistics plan to the Public Works Department prior to building permit demolition that addresses all impacts to the City's right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries,

contractor's parking, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor's contact, noticing of affected businesses, and schedule of work. Plan shall include the following, but not limited to, construction fence, construction entrance and exit, stockpile areas, equipment and material storage area, workers parking area, construction office trailer, temporary bathroom, measures for dewatering if needed, crane location, working hours, contractor's contact information, truck traffic route, setbacks from environmentally sensitive areas, erosion and sediment control measures to be implemented during construction.

Due to the number of projects in this vicinity there have been a number of complaints from neighbors and concerns from PD associated with the construction traffic or equipment interrupting the flow of traffic on El Camino Real. This project will increase to the construction related traffic. What measures are the general contractor and developer implementing to manage subs, control deliveries to eliminate staging in the public right-of-way?

As described on a comment from Watershed protection, there is a potential for PCB's in the existing building material. Provide a note on the logistics plan to clearly indicate if PCB's were or were not found. If found provide a copy of permits, if any from other agencies, include permit number on the Logistics Plan. Describe or plot and label how the PCB's will be managed according to OSHA and EPA regulations.

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

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

75. SIDEWALK, CURB & GUTTER: As part of this project, the applicant must replace existing sidewalks, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property and a new concrete bus pad shall be provided for the bus stop on the Lytton Avenue frontage. Substitute the existing extended concrete gutter pan on the Lytton frontage with city standard curb and gutter. The site plan and grading and drainage plan submitted with the building permit plan set must show the extent of the replacement work. The plan must note that any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Street Work Permit* from Public Works at the Development Center. Include the 12-foot wide dimension on the plans and verify that the sidewalk is unobstructed.

76. PUBLIC ACCESS EASEMENT: Owner shall create a public access easement for the additional area behind the property line needed to create a 12-foot wide sidewalk along El Camino Real. Submit a plat and legal to public works for review.

77. EL CAMINO REAL STREETSCAPE: The applicant shall install new decorative pedestrian scale and roadway lighting along the property frontage within the El Camino Real right of way. Existing roadway lighting poles, foundations, and luminaires shall be substituted with decorative roadway poles, foundations, and luminaires. New pedestrian scale lighting shall be roughly centered between the locations of the existing roadway fixtures resulting in approximately 60' O.C. between the two fixture styles. Provide a reference the specifications and call-outs directly on the plans.

78. STREET TREES: The applicant may be required to replace existing and/or add new street trees in the public right-of-way along the property's frontage(s). Call the Public Works' arborist at 650-496-5953 to arrange a site visit so he can determine what street tree work, if any, will be required for this project. The site plan submitted with the building permit plan set must show the street tree work that the arborist has determined, including the tree species, size, location, staking and irrigation requirements, or include a note that Public Works' arborist has determined no street tree work is required. The plan must note that in order to do street tree work, the applicant must first obtain a Permit for Street Tree Work in the Public Right-of-Way from Public Works' Arborist (650-496-5953)

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

80. GRADING & 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, bubble-up locations. Include grate elevations, low points and grade breaks. Provide dimensions between the bubblers and property lines. In no case shall drainage across property lines exceed that which existed prior to grading per 2013 CBC Section J109.4. In particular, runoff from the new garage shall not drain into neighboring property. For additional grading and drainage detail design, see Grading and Drainage Plan Guidelines for Residential Development. http://www.cityofpaloalto.org/civicax/filebank/documents/2717

Provide grades, slopes, grade breaks, drains, etc., within the covered at grade parking area to shown how the covered parking areas will drain into the sanitary sewer. Uncovered portions of the parking area shall be designed to drain into the bio-treatment areas and ultimately into the storm drain system. Plan shall also clarify how rain runoff from the parking deck will be managed.

As shown on the conceptual plans the bio-retention areas are immediately adjacent to the property lines. The construction documents shall clearly indicate how the runoff will not cross into neighboring properties. If any barrier cut-off walls are needed these shall be located completely within the project site. Plot and label the walls and provide the associated details.

81. STAIRWELLS: 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.

The stairs to the proposed deck do not appear to be covered, provide an area drain or grades at the bottom of the stairs to capture runoff or discharge into the storm drain system instead of the sewer system.

82. BIO-RETENTION AREAS: It's not clear how the runoff will be entering the bio-retention areas or the planters on the podium. Update the plans to show how runoff will be directed into these areas. In addition, treatment areas 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. The conceptual plans provided only referenced plumbing plans which were not available for review. Plumbing plans shall clearly address the drainage into the treatment areas.

83. UTILITIES AND BIO-RETENTION AREAS: Due to maintenance and inspection requirements associated with the bio-retention areas, utilities that are not associated with the bio-retention design, shall not be installed within the bio-retention areas. It's not clear if there are any existing or proposed utilities within the bio-retention areas. Plot and label any existing lines and proposed lines to determine if these lines should be relocated or relocate the treatment areas if necessary.

84. STORM WATER TREATMENT: This project shall comply with the storm water regulations

contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bio-swales, 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. Regulated projects, must contract with a qualified third-party reviewer during the planning application 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 planning application by the Public Works department.

85. BASEMENT SHORING: Shoring for the basement excavation, including tiebacks, must not extend onto adjacent private property or into the City right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works. DEWATERING: Basement excavations may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. 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 a piezometer to be installed in the soil boring. The contractor must determine the depth to groundwater immediately prior to excavation by using the piezometer or by drilling an exploratory hole if the deepest excavation will be within 3 feet of the highest anticipated groundwater level. If groundwater is found within 2 feet of the deepest excavation, a drawdown well dewatering system must be used, or alternatively, the contractor can excavate for the basement and hope not to hit groundwater, but if he does, he must immediately stop all work and install a drawdown well system before he continues to excavate. Public Works may require the water to 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 the contaminants Public Works specifies and submit the results to Public Works. Applicant shall install a water station for the reuse of dewatering water. This water station shall be constructed next to the right-of-way and shall be accessible 24 hours a day for the filling of water carrying vehicles (i.e. street sweepers, etc.). The water station shall also be sued for onsite dust control. Applicant shall meet with Public Works to coordinate the design details. Public Works reviews and approves dewatering plans as part of a Street Work Permit.

The applicant can include a dewatering plan in the building permit plan set in order to obtain approval of the plan during the building permit review, but the contractor will still be required to obtain a street work permit prior to dewatering. Alternatively, the applicant must include the above dewatering requirements in a note on the site plan. Public Works has a sample dewatering plan sheet and dewatering guidelines available at the Development Center and on our website. http://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits.asp

The following links are included to assist the applicant with dewatering requirements.
http://www.cityofpaloalto.org/civicax/filebank/documents/30978
http://www.cityofpaloalto.org/civicax/filebank/documents/51366
http://www.cityofpaloalto.org/civicax/filebank/documents/47388.

86. 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.

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

88. SWPPP: The proposed development will disturb more than one acre of land. Accordingly, 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 BMP's for storm water quality protection. Provide the WDID # directly on the Grading and Drainage Plan.

89. WORK IN THE RIGHT-OF-WAY: The plans must clearly indicate any work that is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, or utility laterals. The plans must include notes that the work must be done per City standards and that the contractor performing this work must first obtain a Street Work Permit from Public Works at the Development Center. If a new driveway is in a different location than the existing driveway, then the sidewalk associated with the new driveway must be replaced with a thickened (6" thick instead of the standard 4" thick) section. Additionally, curb cuts and driveway approaches for abandoned driveways must be replaced with new

curb, gutter and planter strip.

90. 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

91. STORM WATER TREATMENT: At the time of installation of the required storm water treatment measures and prior to the issuance of any occupancy permit, a 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.

92. 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 Art

93. If the applicant chooses to commission art on site, Public Art Commission approval is required prior to issuance of a building permit.

94. If the applicant chooses to pay in lieu of commissioning art, the fees must be paid prior to issuance of a building permit.

Building

95. A demolition permit shall be required for the removal of the existing building on site.

96. Demolition of entire structures shall include the termination of utilities in an approved manner, in approved locations on the site.

97. Provisions shall be made to provide a means on the site for control of dust during demolition and construction work.

98. An analysis of the existing parking structure will be required to verify compliance with current codes.

99. The stair and elevator lobby at the garage level exit on the El Camino Real side of the underground parking structure appears to have a configuration that will put the truncated domes at the door into the vehicular traffic lane. A redesign may be required to warn visually impaired people exiting these doors prior to entering this traffic lane.

100. Electric vehicle charger stations and Photovoltaic systems are required to be submitted and permitted separately. This deferred item shall be noted on the plans. Glass panels as proposed on the plan shall include engineering for an impact load in addition to all other loads.

*** End of Conditions of Approval ***

November 23, 2016

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

Our team is pleased to submit our developed design plans for the 2600 El Camino Office project. Our team has carefully considered the valuable input from the preliminary ARB hearing, city staff comments and neighborhood meetings. In response, we are pleased to present our design that has evolved in a positive direction and is fully compliant with the City Ordinance guidelines.

The 2600 El Camino project consists of the redevelopment of 1.67 acre parcel located in the Stanford Research Park. The site is located just west of the major intersection of Page Mill and El Camino in between Stanford's existing Soccer Fields and future multi-family housing development. The project proposal is to replace the existing obsolete office building, built in the 60's, with a new office of the same exact floor area square footage that will serve to activate that section of El Camino.

The existing project has various features that will be made code compliant with the proposed project. The height of the existing project is nearly 81 feet high with 6 above ground floors. The proposed project will be compliant with the CS zoning and will comply with the 50 foot height limit and be reduced to only 4 above ground floors. The existing project also has 56 deficient parking spaces on the site per code requirements. The new project will bring the entire site into code compliant parking at 258 stalls. The existing site does not meet current landscape and shading requirements. The proposed project will be fully compliant with landscaping requirements and the 50% shading requirement.

The following is a summary of statistics:

ITEM	REQUIRED	EXIST.	PROPOSED	NOTES	REFERENCE
ZONING:		CS	CS		
SITE AREA:		72,427 SF	72,427 SF		
BUILDING AREA:		62,616 SF	62,616 SF		
FAR:	40% MAX.	90%	90%	GRANDFATHERED (E) BUILDING AREA FAR	18.16.060 (TABLE 3)
COVERAGE:	50% MAX.	23%	44%	31,818 / 72,427 = 44%	18.16.060 (TABLE 3)
PARKING:					18.52.040 (TABLE 1)
OFFICE/BANK RETAIL	1 STALL/250 SF 1 STALL/200 SF				
	258 STALLS	195 STALLS	258 STALLS	BASED ON TDM AND GRANDFATHERED PARKING DEFICIENCY	(SEE SHT. A1.1)
ACCESSIBLE STALLS	7 STALLS		7 STALLS	4 SURFACE/ 3 GARAGE	CBC TABLE 11B-208.2
BICYCLE PARKING:	OFFICE 1 PER/2500 SF = 25 BIKES RETAIL 1 PER/2,000 SF = 1 BIKE				18.52.040 (TABLE 1)
	LT (80%) 20 BIKES ST (20%) 6 BIKES		20 BIKES 8 BIKES	SEE SHT. A2 SEE SHT. A1.1	
FRONT YARD STREETSIDE YARD SIDE YARD REAR YARD	0-10' NONE REQ'D NONE REQ'D NONE REQ'D		9'-0" MIN. 9' 0" MIN 49'-10" 53'-10" 155'-10"	SEE SHT. A1.1	18.16.060 (TABLE 3)
MAX. HEIGHT	50'	88'-3"	50'		18.16.060 (TABLE 3)
LANDSCAPE AREA	10% OF PARKING AREA MIN.		25%	SEE SHT. A1.2	18.53.100 (B)
LOT SHADING	50% MIN.		51.6%	SEE SHT. L2	
SIDEWALK	12' MIN.		12'	7' IN R.O.W.	18.16.060 (TABLE 3 (B)
SHOWERS	4		4		18.16.060 (TABLE 6)

Scope of Work

The site lies between the new Stanford Housing development to the west and the Stanford soccer fields and Page Mill/El Camino Real intersection to the east. The project proposes replacement of an existing 6-story high-rise, built in the 60's that is obsolete to today's market. The existing 62,616sf building will be replaced with a new energy efficient 4-story Class A office of 62,616 sf with the same uses including office, financial services, and

food related retail. An existing 1-level below-grade garage will be maintained for parking with minor wall modifications. The 1st floor will include a through-lobby, office space, retail space and an additional 1,490 sf of amenity space for fitness + showering functions. The existing surface parking and curb cuts will remain with modifications made to revise the current 1-way drive aisles to 2-way and integrate new planting and bio-retention elements. An additional elevated deck parking structure is positioned at the rear of the building with a landscaped plaza in between it and the office. Both surface and structured parking will provide 4 cars/1000 sf to meet the City requirement.

Building Area – Replacement Square Footage

The proposed new building will contain the same total floor area as the existing building as reviewed by Staff. In addition, the proposed building will have 1,490 sf of amenity space for a fitness use and showering facilities for employees of the building. Because the amenity space does not count towards FAR, the proposed area of the new project represents *replacement square footage.*

Explanation of Design Concept

The building is oriented orthogonal to El Camino to address and define the street. The building face steps back in the middle to create a courtyard with outdoor seating to activate the frontage and define the main entry. The massing of the building creates a scale transition from the smaller scale future housing development to the large scale of the Page Mill/El Camino intersection. The 3-story portion of the building is positioned on the west side adjacent to the housing to match in height and the 4-level portion is stepped back. The east side, toward the soccer fields and intersection, has large cantilevered upper floors that make a large scale statement toward Page Mill. The architecture is of contemporary style defined by folded planes that extend outward, with a compositional feel, with a palette of limestone, metal panel, glass fins and wood paneling. This creates a light and airy feel that is compositional, not static, blended with organic elements.

Outdoor spaces occur at all levels and sides to expose life toward the street + site. These include the main street entry plaza and rear garden court providing transition into the main entrances and comfortable places to collaborate. Decks are also located on all sides and levels that are capped by large dramatic cantilevered canopies with wood eaves.

The design is committed to sustainability goals through active and passive solar design. The east/west building orientation minimizes the western heat gain. Large overhangs and sunshades are implemented throughout to minimize southern exposure. 68% of the parking is located either underground or below shading to minimize heat gain on the site. All glazing will utilize high-performance Low-E coatings. We are also working with the City of Palo Alto's Utility Department's Energy Management Program to maximize the building's energy efficiency. This includes a non-traditional VRF air conditioning system that provides extremely efficient cooling for the building.

Relationship to Existing Conditions on Site

Many existing conditions will be preserved and upgraded. The surface parking will remain similar with provisions made to upgrade the current 1-way drive aisles to 2-way. An existing access easement linking to the adjacent Stanford Housing will remain. The existing underground garage and its ramped entry will remain intact to be re-used. Currently there is a wide sidewalk along El Camino with no entrance and a continuous raised curb that presents a hazard. Our office will front the street with a main entry and install a flat and continuous sidewalk that will be 13' in width. The existing old street lights will also be replaced. Stanford also has an existing access easement through the site that will be maintained to allow ingress/egress through our lot and to both existing entries off El Camino.

On an urban level, the office will transition the scales between adjacent buildings and the Stanford soccer fields and Page Mill intersection. The massing of the building closest to the street is 3-stories to match the height of the adjacent Stanford Housing to the west. It increases to 4-stories on the east side to make a larger scale statement toward the fields and intersection.

Materials, Color , and Construction Methods to be Used

The office facades will include a palette of buff-colored Limestone, white metal panel, clear dual-glazed glass, black mullions, Ipe wood soffits, frosted glass vertical shades on the north side and black metal horizontal sun-shades on the south side. The building will be constructed with a concrete structural frame that will extend down to the existing parking garage. The metal and glass façade elements will be connected to the edges of the concrete floors. The building's hvac system will be a VRF split system which includes air compressors on the roof, refrigerant piping and fan units within the ceiling space at each floor.

City Comments

The following comments were identified by ARB and Staff for further refinement:

SITE

1) Preserve existing (4) Chinese Elm trees and their planters
2) Meet the City Ordinance parking guidelines requiring planter island every 10 stalls max., 50% shading requirement and dedicated loading space
3) Eliminate left hand turn onto El Camino from the east exit
4) Provide a more secluded outdoor area away from traffic
5) Present Public Art proposal

BUILDING

6) Decrease building height from 52' to 50'
7) Decrease mechanical roof screen height
8) Reduce building massing adjacent to housing
9) Provide more texture to street fronting glass at upper floors
10) Increase the frontage of the building closest to street to meet the 50% lot line criteria
11) Preserve food retail use and increase retail area
12)

Applicant Responses and Revisions based on City Comments

1) The (4) Chinese Elms and associated concrete planters were integrated into the site plan
2) Site plan revised to incorporate planter islands every 10 stalls max., additional planting areas added to accommodate more trees to meet 50% shading requirement and dedicated 12'x45' loading space added. To accommodate the lost surface parking, a 2nd level of parking has been added above the original parking deck located behind the office building. This will provide a more defined and intimate landscaped outdoor seating area and the garage wall will be screened with planting.
3) In coordination with Public Works, an island has been placed within El Camino to prevent left hand exiting turns from occurring from the east driveway exit.

4) The south outdoor space between the office and parking deck has been developed as outdoor seating and landscaping that may be used by people visiting the food retail space. The office will screen any noise from traffic along El Camino.
5) Our Public Art is proposed within the street facing courtyard. Similar to the building, the artwork is compositional, and includes an array of aluminum and colored acrylic materials portraying natural plant elements moving with the wind. It is situated within our linear planter against the sidewalk with the building surrounding it. The artwork has also been reviewed and approved by the Public Art Commission on September 15, 2016.
6) Building height has been decreased from 52' to 50'. This was made possible by replacing a traditional HVAC system that uses large ductwork with a VRF split system that utilizes small pipes instead. Although more expensive, it also offers a much higher efficiency than the traditional system.
7) The mechanical roof screen has been decreased to 11' tall which is the minimum height to screen the HVAC equipment.
8) We responded by pulling back the large overhead roof canopy to behind the building outline and integrated it with the rear western wall.
9) To add texture, but maintain visibility, glass fins have been added to the 3rd and 4th floors facing the street.
10) The building face closest to street was increased to a length of 50% of the lot-line. Recessed balconies were added above the main entry that greatly improved the overall composition of the elevation and connection to the street.
11) The retail use has been increased from 850 sf to 1,000 sf (and correspondingly office square footage has been reduced by 150 sf) and parking increased by 7 stalls to allow a food use to be maintained.

This concludes our summary of the project, design concepts and evolution of the design resulting from collaboration with the City. We have greatly appreciated all of your comments and feel this has become a better project.

We look forward to your review.

Sincerely,

Allison Koo
SHPDM, LLC

ATTACHMENT E
Project's Conformance with Zoning Code Regulations
2600 El Camino Real /File No. 16PLN-00022

Table 1: COMPARISON WITH CHAPTER 18.16 (CS DISTRICT)			
Regulation	**Required**	**Proposed**	**Conformance**
Minimum Building Setbacks			
Front Setback	0-10 feet to create an 8-12 feet effective sidewalk width	9 feet	Project Conforms
Interior Side Yard	None	49 feet 10 inches	Project Conforms
Rear Yard Setback	None	155 feet	Project Conforms
Build to lines	50% of frontage built to setback and 33% of side street built to setback	129 feet equals 50% of 258 feet frontage	Project Conforms
Floor Area Ratio (max)	0.40:1 (28,971 sf) Total	0.90:1 (62,616 sf)	Project Conforms because it is consistent with PAMC section 18.70.130.
Building Height	50 feet	50 feet	Project Conforms

Table 2: CONFORMANCE WITH CHAPTERS 18.52 (Off-Street Parking and Loading) & 18.54 PARKING FACILITY DESIGN STANDARDS			
Parking Spaces	**Required**	**Proposed**	**Conformance**
Customer/Employee	Retail: 1:200 sf (kitchen) 1:60 sf (dining area) Bank/office: 1: 250 sf Retail: 400/200 = 2 600/60 = 10 61,616/250 = 246 258 spaces required	258 spaces	Project Conforms
Loading spaces	Office uses between 10,000 and 99,000 sf = 1 space	One space within surface parking area	Project Conforms
Bicycle	Office: 1 space per 2,500 sf (80% long-term/20% short-term) = 20 long-term and 6 short term	20 long-term and 6 short-term	Project Conforms

ATTACHMENT F
COMPREHENSIVE PLAN TABLE
2600 El Camino Real / File No. 16PLN-00022

Comp Plan Goals and Policies	***How project adheres or does not adhere to Comp Plan***
The Comprehensive Plan land use designation for the site is Regional Commercial.	The project continues the Regional Commercial land use.
Land Use and Community Design Element	
Goal L-1: A well-designed, compact city, providing residents and visitors with attractive neighborhoods, work places, shopping district, public facilities and open spaces.	The project redevelops and modernizes a portion of an existing shopping center and represents a significant investment in maintaining the longevity of the center. The project maintains the existing land use, creates new and interesting streetscapes and plaza areas open to the public. The proposed buildings conform to the size and scale and other development standards required of the zoning district. The shopping center provides tenant spaces for both local and regional retail.
Policy L-5: Maintain the scale and character of the City. Avoid land uses that are overwhelming and unacceptable due their size and scale.	
Policy L-7: Evaluate changes in land use in the context of regional needs, overall City welfare and objectives, as well as the desires of surrounding neighborhoods.	
Goal L-4: Inviting, pedestrian-scale centers that offer a variety of retail and commercial services and provide focal points and community gathering places for the City's residential neighborhoods and Employment Districts.	The project redevelops and modernizes a shopping center of citywide and regional significance. It creates aesthetic focal points, supports employment and shopping near transit, and creates plaza areas open to the public with pedestrian amenities. The project proposes public art and corner buildings with strong architectural gestures that anchor corner plaza areas. The project supports full height tenant facades to help create a streetscape. The project would include new plaza areas that would also serve as gateway elements between the center and the neighborhood. The project invests in a new entrance off of El Camino Real. The project would be required to improve any damaged sidewalks and replace unhealthy or
Policy L-18: Encourage the upgrading and revitalization of selected Centers in a manner that is compatible with the character of surrounding neighborhoods.	
Policy L-20: Encourage street frontages that contribute to retail vitality in all Centers. Reinforce street corners with buildings that come up to the sidewalk or that form corner plazas.	
Policy L-21: Provide all Centers with centrally located gathering spaces that create a sense of identity and encourage economic revitalization. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art.	

Policy L-22: Enhance the appearance of streets and sidewalks within all Center though an aggressive maintenance, repair and cleaning program; street improvements; and the use of a variety of paving materials and landscaping.	missing street trees. The project creates an opportunity for a greater number of tenants to occupy space at the shopping center; the new Bloomingdale's is smaller than the current building, which in turn creates more floor area available across the center for smaller tenants. The project represents infill development.
Policy L-26: Maintain Stanford Shopping Center as one of the Bay Area's premier regional shopping centers. Encourage any new development at the center to occur through infill, including development on existing surface parking lots.	
Goal L-6: Well-designed buildings that create coherent development patterns and enhance city streets and public spaces.	The project reduces the perceived massing and bulk of the shopping center by creating new walkways and strong architectural gestures where buildings are visible to the public right of way. The retail tenants are within walking distance to nearby residential neighborhoods, the forthcoming El Camino Park, and downtown. The proposed project has been designed to creatively make use of the existing site and existing buildings.
Policy L-48: Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.	
Goal L-9: Attractive, inviting public spaces and streets that enhance the image and character of the City.	The project provides plazas that are open to the public. The project supports full height tenant facades to help create a streetscape. The project incorporates public art on site and will be reviewed and approved before installation by the Public Art Commission.
Policy L-72: Promote and maintain public art and cultural facilities throughout Palo Alto. Ensure that such projects are compatible with the character and identity of the surrounding neighborhood.	

Transportation Element	
Goal T-1: Less Reliance on Single-Occupant Vehicles.	The project provides for all of its auto parking needs, is located next to transit, supports walking due to having a mix of local and regional serving retail tenants near residential neighborhoods and a forthcoming public park, and provides/repairs bicycle parking facilities.
Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use.	
Goal T-3: Facilities, services and programs that encourage and promote walking and bicycling.	Local serving retail immediately adjacent to residential neighborhoods and a forthcoming public park can increase walking and bicycling by its proximity and easy access. Bicycle parking is required as part of the project. The project also includes repair of existing bicycle parking facilities. Provision of bicycle parking spaces supports increasing bicycle trip mode share. The proposed project would include improvements to sidewalks, street trees, and public spaces and would also provide public art and pedestrian amenities. Site lighting would also be updated, which in turn would promote an improved pedestrian environment.
Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations.	
Policy T-19: Improve and create additional, attractive, secure bicycle parking at both public and private facilities, including multi-modal transit stations, on transit vehicles, in City parks, at public facilities, in new private developments, and other community destinations.	
Policy T-20: Improve maintenance of bicycle and pedestrian infrastructure.	
Policy T-23: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-site parking, public spaces, gardens, outdoor furniture, art, and interesting architectural details.	
Natural Environment Element	
Goal N-4: Water Resources that are Prudently Managed to Sustain Plant and Animal Life, Support Urban Activities, and Protect Public Health and Safety.	The project is required to comply with the NPDES Stormwater Permit and includes bio-retention areas for stormwater management.
Policy N-21: Reduce non-point source pollution in urban runoff from residential, commercial, industrial, municipal, and transportation land uses and activities.	

Business and Economics Element	
Goal B-5: Attractive, Vibrant Business Centers, Each with a Mix of Uses and a Distinctive Character.	The project will redevelop and modernize a portion of an existing shopping center and represents a significant investment in maintaining the longevity of the center.
Policy B-22: Work with Stanford University to ensure that the Stanford Shopping Center is sustained as a distinctive, competitive, high quality regional shopping center.	

HEXAGON TRANSPORTATION CONSULTANTS, INC.

November 16, 2016

Ms. Allison Koo
SHPDM, LLC.
2882 Sand Hill Road, Suite 241
Menlo Park, CA 94025

Subject: ***Access and On-Site Circulation Study for the Office Development at 2600 El Camino Real, Palo Alto***

Dear Ms. Koo:

This letter presents the results of the access and on-site circulation study for the proposed office redevelopment at 2600 El Camino Real in Palo Alto, California. The effects of the proposed Transportation Demand Management (TDM) plan for the project were also evaluated, and the reduction in vehicle miles travelled (VMT) resulting from the implementation of the TDM plan is presented.

This project consists of the redevelopment of a 1.67 acre parcel located in the Stanford Research Park that is currently occupied by a high-rise office building over a below-grade parking structure. The existing office building will be demolished and replaced by a new office building with the same size of 62,616 square feet, not counting the new proposed amenity space. The existing building on the site consists of 850 square feet of café space, which is open to the public, 6,240 square feet of space for bank/financial institution use, and 55,526 square feet of office space. The new office building will include 1,000 square feet of café space, 6,240 square feet of bank/financial institution space, and 55,376 square feet of office space. The new building will also include 1,480 square feet of amenity space consisting of 880 square feet of gym space, 350 square feet space for women's lockers, and 250 square feet for men's lockers. In the future building, café will also be open to the public. The proposed amenity space does not need to be parked and does not count toward the building's floor area ratio. The amenity space is designed to reduce traffic by allowing employees to work out on site rather than going to an off-site gym.

Currently the project site is served by two driveways along El Camino Real: one outbound driveway on the north side of the office building and one inbound driveway on the south side of the building. There is an additional driveway at the rear of the property, which was closed at the time of the traffic counts. When it is opened, traffic from the neighboring development could access the proposed project site and use the driveways along El Camino Real. Project traffic could also use this driveway to get to/from California Avenue. With the proposed redevelopment, both driveways would be converted to two-way traffic flow. El Camino Real has a raised median at the northern driveway, so it will be limited to right turns only in and out. There is a median opening at the southern driveway that will allow left and right turns in; signage and striping is proposed to restrict outbound traffic to right turns only. The City has expressed concern that the existing median opening on El Camino Real at the southern project site driveway will allow vehicles to attempt to turn left out of the site. This study addresses this issue.

Site Access and On-Site Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review is based on a project site plan dated September 14, 2016 (see Figure 1).

Site Access

The existing office building on the project site that will be replaced has the same size and use as the proposed new building (not counting the new proposed amenity space) with minor changes (150 square feet more for retail space and 150 square feet less for office space), which would not change the number of trips generated by the building Therefore, the proposed project would generate the same number of trips as the existing building. Because the proposed project would generate the same amount of traffic as the existing building, a study of off-site traffic impacts is not required. However, for informational purposes, existing AM and PM peak-hour counts were collected at the existing site driveways on March 8, 2016 to quantify the traffic generated by the existing building, which was fully occupied at that time.

Based on the driveway counts, the project would generate 73 trips during the AM peak hour (58 in/15 out) and 81 trips during PM peak hour (20 in/61 out). The existing driveway at the rear of the property was closed when the driveway counts were collected. When it is opened, traffic from the neighboring development could access the proposed project site and use the driveways along El Camino Real. Project traffic could also use this driveway to get to/from California Avenue.

The project site is located along El Camino Real between California Avenue and Page Mill Road. Transit facilities, stores, personal services, and restaurants are located within a quarter-mile radius of the project site. These facilities are close enough to be accessed by walking and do not require a car. Therefore, when compared to the ITE standard trip generation rates (see Table 1), the surveyed trip generation rates are slightly lower for both AM and PM peak hours. The new proposed amenity spaces are accessory to the office space and do not generate their own outside traffic.

Table 1
Project Trip Generation Estimates Comparison

						AM Peak Hour				PM Peak Hour			
				Daily	Daily	Pk-Hr	Trips			Pk-Hr	Trips		
Land Use	ITE Code	Size		Trip Rates	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Based on ITE Rates													
Office Space[1, 3 & 4]	710	62,616	s.f.	11.03	691	1.56	86	12	98	1.49	16	77	93
Based on Driveway Counts													
Office Space [2]		62,616	s.f.	12.30	770	1.17	58	15	73	1.29	20	61	81

Notes:
1. Rates based on ITE Land Use Code 710 (General Office), average rate.
Source: Institute of Traffic Engineers, Trip Generation Manual, 9th Edition, 2012.
2. Based on existing AM and PM peak-hour driveway counts collected on March 8, 2016.
3. The new building will include 1,480 square feet of amenity space, which would only be used by the building tenants and would not generate any outside traffic.
4. The existing café is open to the public and will be open to the public in the future.
In the future, the café/retail will be bumped up by 150 s.f. and the office space will be down by 150 s.f.

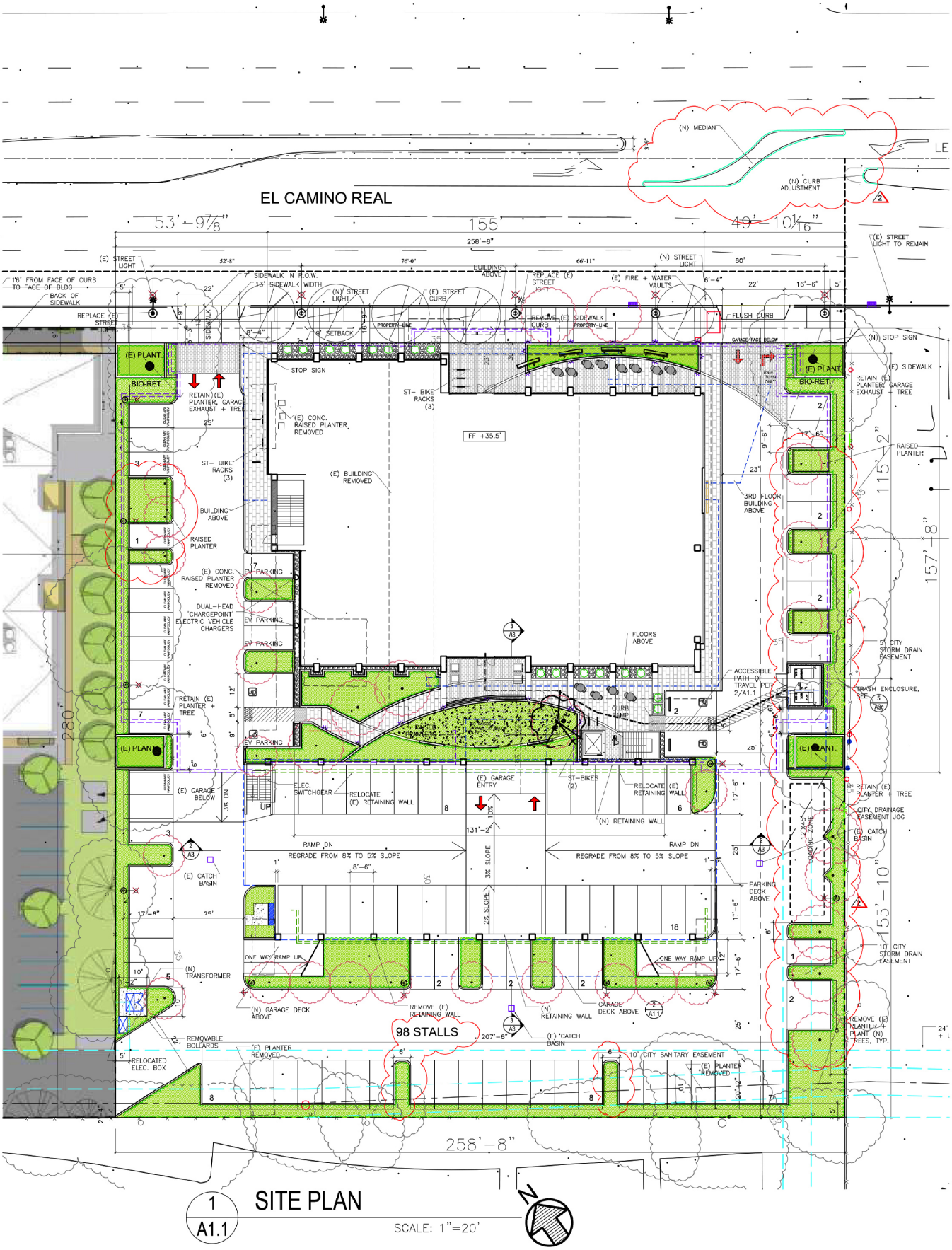


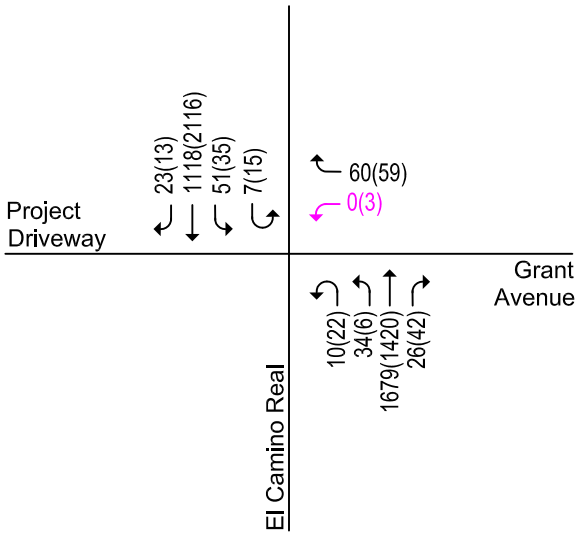
Figure 1
Site Plan

Vehicular access to the project site would be provided via the existing driveways on El Camino Real. Based on the trip generation estimates, the proposed office project would generate an average of less than two vehicles every minute entering/exiting the driveways during either AM or PM peak hour. The two driveways would be sufficient to serve the project traffic.

At the intersection of El Camino Real and Grant Avenue, left turns from Grant Avenue to southbound El Camino Real and left turns out of the project driveway to northbound El Camino Real are both prohibited. Figure 2 shows the existing traffic volumes at this intersection. The City has expressed concern that the existing median opening on El Camino Real at the southern site driveway/Grant Avenue will allow vehicles to attempt to turn left out of the site. The existing turning movement counts shown on Figure 2 indicate that there were three westbound left turns from Grant Avenue to El Camino Real during the PM peak hour even though this movement is prohibited.

To further study the left turn issue, Hexagon obtained accident data between year 2012 and year 2015 for the segment of El Camino Real adjacent the project site from California Statewide Integrated Traffic Records System (SWITRS) database. An analysis of the history of accident data shows that 5 out of 11 accidents involved left turn traffic at the intersection. Three accidents were related to southbound left turns from El Camino Real to Grant Avenue and two accidents were related to prohibited westbound left turn traffic from Grant Avenue to El Camino Real.

A level of service analysis also was conducted to estimate the delay associated with the prohibited outbound left-turn movements. The results show that the drivers would experience extremely high delay if they attempted to make an outbound left turn at the driveway. Therefore, in reality, drivers would be unlikely to attempt this movement. However, proper signage should be posted to prohibit outbound left turns at this driveway considering the related safety issues. The City has requested the installation of a physical barrier, such as a new channelizing island, within the center of El Camino Real to prevent prohibited left turns from the project site and Grant Avenue to northbound and southbound El Camino Real. The City will need to work with Caltrans to get an island approved and constructed.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

X = Prohibited Left-Turn Movement

Figure 2
Existing Traffic Volumes at the Intersection of El Camino Real and Grand Avenue / Project Driveway

Pedestrian facilities in the project area consist of sidewalks and crosswalks along the streets and intersections. Sidewalks are available on the both sides of El Camino Real in the vicinity of the project site. There are crosswalks at all approaches at the intersections of El Camino Real/California Avenue and El Camino Real/Page Mill Road. Generally, there is good connectivity for pedestrians to and from the site. Pedestrian access to the underground parking garage would be provided via an elevator shaft and one staircase located at the center of the building. There is another staircase located at the northern end of the building.

There are raised planters at both driveways along the property frontage: one near the outbound driveway on the north side of the office building and one near the inbound driveway on the south side of the building (see Figures 3 and 4). These planters can hamper the view of pedestrians on the sidewalk. Hexagon recommends that stop signs be installed on the driveways.

Figure 3
Existing Raised Planters at the Inbound Driveway

Figure 4
Existing Raised Planters at the Outbound Driveway

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. The project would provide 90-degree parking throughout the site. The site plan shows 25 feet wide drive aisles throughout the surface parking lot and the garage, which would provide sufficient room for vehicles to back out of the 90-degree parking stalls.

There would be one entrance to the parking garage located behind the office building. The site plan shows good circulation through the surface parking lot and the underground garage. There are no dead-end aisles. Based on the City's zoning code (section 18.52.040), one loading space is required for an office development with size between 10,000 square feet and 99,999 square feet. The project proposes a dedicated loading space along the southern end of the project site, which would meet the City's requirement. The size of the loading zone should follow the City's design requirement of 12 feet wide and 45 feet long with a vertical clearance of not less than 15 feet.

VMT Reduction

Senate Bill (SB) 743 (Steinberg, 2013) requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. OPR recently released for public review a revised proposal for changes to the CEQA Guidelines. Although not yet adopted, OPR's recommended threshold for office developments is a 15 percent reduction in VMT per capita below the regional average. The City of Palo Alto's Climate Action Plan sets forth a long term goal of reducing emissions from the City and community by 15 percent of 2005 levels, which will bring the community in line with State's proposed reduction goals. The proposed TDM Plan will help the City to achieve this goal.

The reduction in VMT resulting from the implementation of a TDM Plan was quantified using the Bay Area Air Quality Management District's Transportation Demand Management Tool. The Bay Area Air Quality Management District (BAAQMD) has prepared a software tool that is designed to quantify by how much a TDM Plan for a specific project in a specific location is likely to reduce Vehicle Miles Traveled (VMT). This Transportation Demand Management Tool (TDM Tool) is based on the steps and calculations documented in the California Air Pollution Control Officers Association (CAPCOA) report, *Quantifying Greenhouse Gas Mitigation Measures*, published in August 2010.

The TDM Tool provides an estimate of the amount by which a project's location and land use characteristics, its site enhancements, and the measures taken to reduce commute trips will reduce VMT. Hexagon has applied the BAAQMD tool to the proposed TDM Plan for the office development project at 2600 El Camino Real. Based on the TDM Tool, the project will exceed the goal of 15% reduction in VMT with the proposed TDM plan.

The following discussion summarizes how the tool calculated the VMT reduction for this project with the proposed TDM Plan. It should be noted that there are some characteristics of the project (such as its density) for which the TDM Tool gives a significant amount of credit in calculating the VMT reduction, but which are not listed as specific TDM measures in the proposed TDM plan. Conversely, there are some specific TDM measures (such as efforts to promote bicycling among employees) that are given very little or no credit by the TDM tool. As such, the VMT reduction calculated by the tool should be regarded as a preliminary estimate for the TDM Plan, but should not be used as a monitoring tool after the building is occupied. The best way to monitor the

success of any TDM Plan is with employee surveys and driveway counts that provide actual data on the trip- making patterns of the employees who work in the building. However, the TDM Tool does provide a useful indicator prior to implementation of a Plan as to whether it is likely to achieve a certain VMT reduction target.

The VMT reduction calculated by the BAAQMD TDM Tool is based on the following factors:

- **Destination Accessibility**. The proposed project is located along El Camino Real between California Avenue and Page Mill Road. Transit facilities, stores, personal services, and restaurants are located within a quarter-mile radius of the project site. These facilities can be accessed by walking and do not require a car.
- **Transit Accessibility**. The closest Caltrain station is less than half mile away, and the nearest VTA bus and Marguerite shuttle stops are less than 600 feet from the project site. There are bus stops immediately adjacent to the project along El Camino Real at California Avenue and Page Mill Road which are served by two local routes 22 and 522, and two Stanford Marguerite Shuttle lines: Line RP and Line SE., this site is more desirable in terms of transit accessibility than many other suburban locations.
- **Pedestrian Network**. The project is improving the pedestrian facilities on site by offering a welcoming ground floor pedestrian experience with a public promenade installed along the entire distance between California Avenue and Page Mill Road. The project will also enhance pedestrian connections by widening the sidewalks along El Camino Real to meet City standards.
- **TDM Program with Monitoring and Reporting Requirements**. The TDM Tool provides credit to TDM programs that include a performance standard (such as a trip reduction goal or VMT reduction goal) and that include requirements for monitoring and reporting. The rationale for this is that if employers are required to monitor their results and report those results to a City or other authority and if there is a specific target to be achieved, they will take their responsibilities to implement the TDM Program more seriously.
- **Transit Fare Subsidy and Employer Sponsored Vanpool**. The TDM Plan includes a program of transit and vanpool subsidies and/or transit pass for commuting to the project site.
- **Marketing Program for the TDM Plan**. This TDM Plan includes creation of a commute kiosk in the building in a common gathering area, which will serve to provide information about all resources and programs included in the plan to all employees, wherever and whenever they want to access it. In addition, New Employee Information packets will be distributed to employees when they start work at the site. The Transportation Coordinator will be available to answer questions and provide additional information to employees as needed.
- **Ridesharing Program**. The TDM tool also gives credit for ridesharing programs that provide preferential parking for carpools and vanpools, that include a passenger loading zone where ridesharing participants can wait comfortably for their ride and where they can be conveniently dropped off, and that provide ride-matching assistance and/or a link to websites for coordinating rides. This TDM Plan includes designated carpool and vanpool parking spaces. In addition, the Plan includes an Emergency Ride Home Program for employees who use alternative forms of transportation. The program would guarantee a

free ride home in case of a personal emergency, or when they unexpectedly have to work late thereby missing the last bus or their normal carpool home.

The BAAQMD TDM Tool has a complicated method of calculating a plan's total VMT reduction that is designed to ensure that similar measures are not double-counted and to account for whether a project is located in an urban or suburban setting. As noted above, the TDM Tool estimates that the above measures, all of which would be implemented immediately as Phase 1 measures, will achieve the goal of a 15% reduction in VMT.

Conclusions

With the proposed redevelopment, there would not be any new trips added to the surrounding roadway network. The site plan proposes to use the existing driveways to access the site. The two driveways would be sufficient to serve the project traffic. The level of service analysis indicates that it is unlikely that outbound traffic would try to turn left at the project driveway opposite Grant Avenue due to the potential high delay. However, proper signage should be posted to prohibit outbound left turns at this driveway considering the related safety issues. The City has requested the addition of a physical barrier, such as a new channelizing island within the center of El Camino Real to prevent prohibited left turns from the project site and Grant Avenue to northbound and southbound El Camino Real. The City will need to work with Caltrans to get an island approved and constructed.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles. Stop signs should be installed on the driveways.

Based on the BAAQMD TDM Tool estimation, the project would exceed the goal of 15% reduction in VMT with the proposed TDM plan. It should be noted that the VMT reduction calculated by the tool should be regarded as a preliminary estimate for the TDM Plan, but should not be used as a monitoring tool after the building is occupied. The best way to monitor the success of any TDM Plan is with employee surveys and driveway counts that provide actual data on the trip-making patterns of the employees who work in the building.

Attachment H

2600 El Camino Real Project

CEQA Class 2

Categorical Exemption Report

Prepared by:

City of Palo Alto

Planning & Community Environment

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Palo Alto, CA 94301

Contact: Jodie Gerhard, AICP-Manager of Current Planning

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307 Orchard City Drive, Suite 100

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November 2016

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Categorical Exemption Report

This report serves as the technical documentation of an environmental analysis performed by M-Group, for the 2600 El Camino Real Project in the City of Palo Alto. The intent of the analysis is to document whether the project is eligible for a Class 2 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 2 exemption. This includes an analysis of the project's potential impacts in the areas of scenic highways, hazards and hazardous materials, and historic resources. The report concludes that the project is eligible for a Class 2 CE.

Introduction

The California Environmental Quality Act (CEQA) states that a Class 2 CE is allowed when replacement of reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including "replacement of a commercial structure with a new structure of substantially the same size, purpose and capacity:

Additionally, State CEQA Guidelines Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource."

M-Group evaluated the project's consistency with the above requirements to confirm the project's eligibility for the Class 2 exemption.

Project Description

The project site is located at 2600 El Camino Real (Figure 1). The site is zoned Commercial Service-CS. The proposed project would involve the demolition of the existing six-story 62,616 square foot building and site improvements, except for the underground parking facility, and four mature trees on-site which will be retained. The applicant proposes to replace the existing non-complying facility in accordance with PAMC Section 18.70.100, Non-complying Facility – Replacement, which allows a building to be reconstructed if all current development standards are met, with the exception of FAR, which may be reinstated in a new building as long as there is no increase in gross floor area. The project includes the construction of a four-story, 62,616 square foot building over the underground parking facility and improve the on-site surface parking facility with the addition of a parking structure in two parking levels above grade to provide additional on-site parking spaces.

Figure 1

Project Location

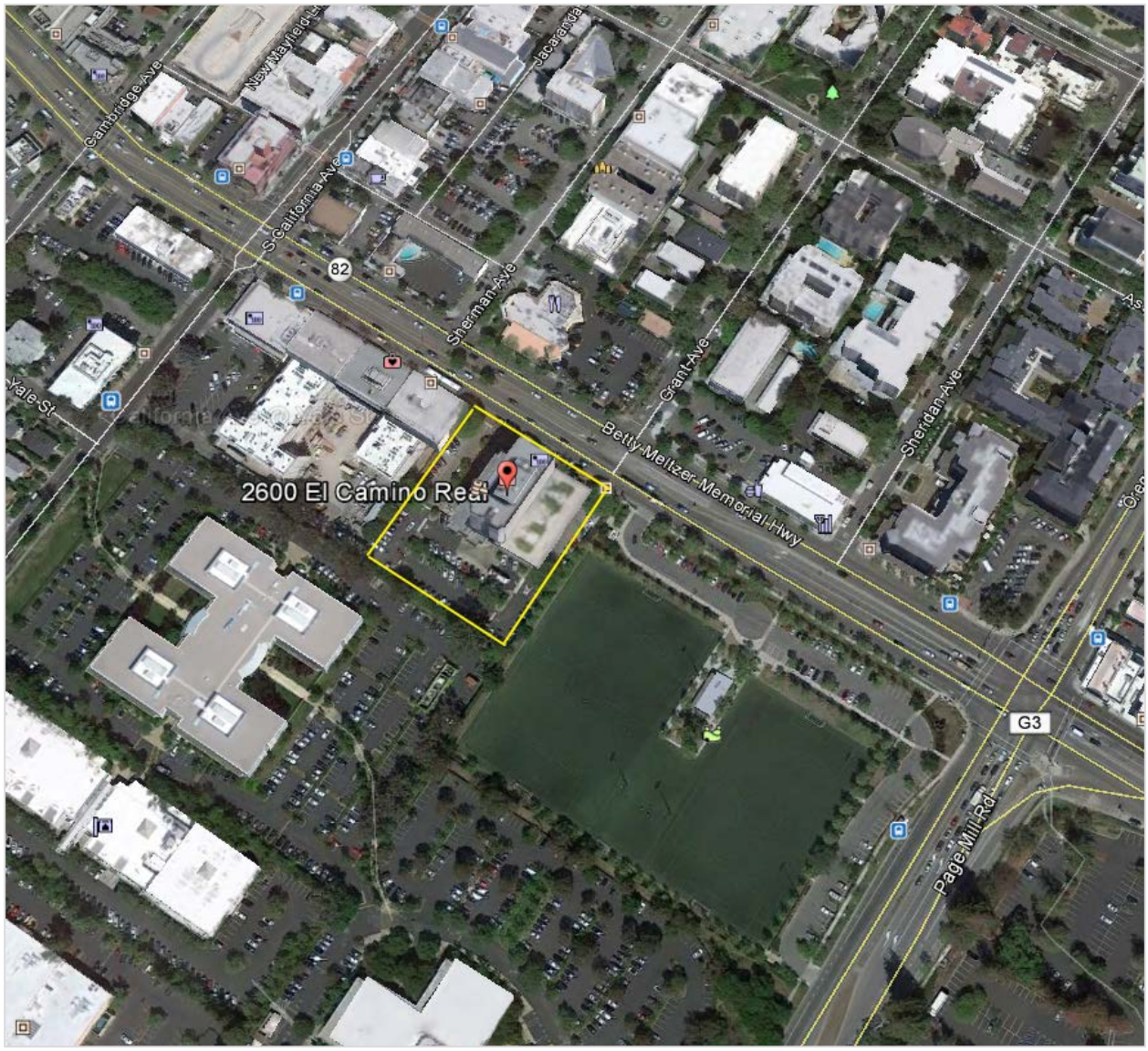

Table 1

Project Summary

Address	2600 El Camino Real
Assessor's Parcel Number (APN)	412-20-048
Lot Area	72,427 square feet (1.66 acres)
Lot Coverage	31,816 square feet (44%)
Floor Area	1st Floor: 13,713 square feet[1] 2nd Floor: 16,384 square feet 3rd Floor: 17,209 square feet 4th Floor: 15,310 square feet Total: 62,616 square feet
Land Uses	Retail/Service use: 1,000 square feet Office use: 61,616 square feet
Height	50 feet Four stories above grade, with one level of underground parking and two levels of detached structured parking
Parking	258 spaces provided plus one loading space; 26 bicycle parking spaces provided

1: Does not include 1,480 square feet of "amenity space" that is excluded from floor area calculation.

Table 2

Summary of Differences between Existing and Project

	Existing	**Proposed**	**Change**
Floor Area	62,616 square feet	62,616 square feet	No change
Parking	195 stalls	258 stalls + 1 loading	+ 63 stalls
Areas exempted from Floor Area	0 square feet	1,480 square feet	+ 1,480 square feet
Height	88 feet	50 feet	- 38 feet
Floor Area Ratio	0.90: 1	0.90:1	No change
Lot Coverage	23%	44%	+ 21%

The existing site has a parking deficit of 56 spaces based on current PAMC requirements. The applicant proposes to retain the underground parking facility, renovate the surface parking and add a new parking structure facility with two levels over a portion of the surface parking lot at the rear of the proposed building. According to PAMC Section 18.52.040, Table 3, one loading space is required for the project, which is provided on the southeastern portion of the surface parking lot. With the addition of the parking structure, the project meets the City's parking requirements.

Onsite Improvements

Vehicular Circulation

The project proposes to maintain the two driveways that provide access to El Camino Real as well as the shared driveway to the adjacent mixed-use development (currently under construction). The project maintains the one-level parking basement below the building and proposes the construction of a two-level parking structure to the rear of the new building.

Landscaping

Four mature trees are maintained within the parking lot within their existing planters. Additional trees and landscaping is proposed to meet the requirements of the City's zoning code (minimum landscaping and parking lot shading).

Construction

It is anticipated that the construction duration would be 16 months. That would include four weeks of demolition and shoring; eight weeks of utilities; 20 weeks of garage work; and 32 weeks of structure and site work.

Grading will be minimal since the project will maintain the basement parking and only so some earthwork would be necessary for reconfiguration of the parking lot and irrigation.

Existing Conditions

The project site is a flat square parcel area of 72,427 square feet (1.66 acres) located southwesterly of Page Mill Road and El Camino Real. As shown in the photographs in Figures 2 through 4, the project site is developed with a six-story commercial building. The building exceeds the current height limit for the zoning district, exceeds the allowable maximum Floor Area Ratio (FAR), does not meet the landscape standards for surface parking lots and does not meet the minimum amount of parking required.

Figure 2:

El Camino Real View of Existing Site

Figure 3:

West Elevation

Figure 4:

Existing On Site Improvements

The site is bordered by recreational soccer fields to the east, research and development uses to the south, commercial uses to the west and north.

Scenic Highways Evaluation

According to Caltrans (http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/), El Camino Real is not designated as scenic highway in Santa Clara County. Therefore, there are no impacts to scenic highways from the project.

Historic Resource Evaluation

Because of the age of the existing building on site, the site was evaluated as to whether the building would qualify as a historic resource pursuant to applicable California Register criteria. The criteria used include:

1. ***It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.***
2. ***It is associated with the lives of persons important to local, California, or national history.***
3. ***It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values***
4. ***It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.***

The site included a Historic Resource Evaluation (HRE) prepared by Preservation Architecture (November 2016). The analysis below is taken from the HRE completed for the project site.

Criterion 1:

The property and its building do not relate to any development pattern or event of identifiable importance. The Stanford Research Park includes low buildings, while the subject property includes a tall building for commercial office space. Consequently, the property and the building have no identifiable association to events of historic importance.

Criterion 2:

The property is owned by Stanford University. The original developer dos not appear to have identifiable historical importance. The original and early tenants of the site also have no identifiable historic importance. Therefore, the site and building have no identifiable associations to persons important to history.

Criterion 3:

This criterion includes seven subcategories including: a) type, b) period, c) landscape, d) region, e) method of construction, f) work of a master, and g) artistic values.

a) ***Type.*** The building is a commercial building, which is typical and without potential individual distinction.
b) ***Period.*** The period for the building is the late 1960s. There is not a lot of historical context provided for this period. The building can be best described as a mix of Brutalist and Corporate Modern design. The building is not a strict example of either style.

c) ***Landscape.*** The characteristics of the landscaping reinforce the priority of the architecture rather than landscape design of the site and its outdoor building spaces.
d) ***Region.*** The site is an example of a commercial building, which is typical for the region.
e) Method of construction. The methods of construction and materials are common and have no distinction.
f) ***Work of a master.*** The architect for the project had a limited career and his projects were not recognized as important. The landscape architect is more noteworthy, however, he was more known for residential projects than commercial projects.
g) ***Artistic values.*** The project site is not an expression of the period of time, however, an example of a conservative real estate development. The site included no public art

In summary, the site does not have the distinction of a given type, period or style, or an architect of potential historic importance or possess any artistic value. None of the criteria is met for listing on the California Register.

In addition to the California Register criteria, the City of Palo Alto has criteria includes:

a) ***The structure or site is identified with the lives of historic people or with important events in the city, state or nation.*** The structure and the site are not associated with any historic persons or important events.
b) ***The structure or site is particularly representative of an architectural style or way of life important to the city, state or nation.*** The structure and site is not associated with any historic persons or important events.
c) ***The structure or site is an example of a type of building which was once common, but now is rare.*** The office building and site are not a rare use or type.
d) ***The structure or site is connected with a business or use which was once common, but is now rare.*** The office use and businesses associated with the structure and site are common.
e) ***The architect or builder was important.*** The original architect Gerald G. Weisbach and builder Carl A. Holvick & Co. are of no identifiable historic importance.
f) ***The structure or site contains elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship.*** The building and site demonstrate no outstanding architectural or construction characteristics.

As summarized above and in detail in the HRE, the existing commercial property and building do not meet any criteria for listing on the California Register or for designation on the City's Historic Inventory. Consequently, the subject property and building are not a potential historic resource for the purposes of CEQA.

Hazardous Materials and Hazards

The project site was the subject of a Phase I Environmental Site Assessment (ESA) (December 2014). Two monitoring wells exist on the subject property to monitor off-site contamination from 640 Page Mill and 601 S. California Avenue. The groundwater contaminant plume beneath the subject property resulted from the releases from past operations off-site. Based on the project description, these monitoring wells will not be disturbed and since the project does not introduce excavation, the plume will remain undisturbed as well. Therefore, there is no new impact regarding hazardous materials.

The Phase I ESA recognized that because of the age of the building there may be some asbestos or lead based-paint present. Standard conditions would address this concern.

Another concern raised within the Phase I ESA was that the transformers within the basement may contain PCB materials. A later inspection by the City's Utility company revealed that the transformers did not contain PCB.

Consistency Analysis

The existing building includes a 62,616 square foot office building and small eatery that includes a basement for parking and is surrounded by a surface parking lot. The proposed project is an office building and small retail component with 62,616 square feet, maintaining the basement parking, however, adding a two-level parking deck. The project proposes an identical amount of square footage than what is being demolished. The project does include 1,480 square feet of exempted floor area. This area is not a substantial increase in the overall size of the building even without the exemption.

Class 2 (15302 Replacement or reconstruction)

The Class 2 exemption consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

As demonstrated in the project description, the project substantially replaces the amount of square footage. The project replaces the uses with the same types of uses as previously established.

Furthermore, based on the exceptions criteria in CEQA, the project through substantial evidence demonstrates no significant impact upon scenic highways, historic resources or hazards and hazardous materials topics.

The project for the purposes of CEQA, is categorically exemption under a Class 2 definition.

References

1. Project Plans dated November 23, 2016

2. Phase I Environmental Site Assessment—2600 El Camino Real, December 3, 2014. WSP

3. Historic Resource Evaluation—2600 El Camino Real. November 10, 2016. Preservation Architecture

4. Caltrans Scenic Highways. Retrieved from: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/

PHASE I ENVIRONMENTAL SITE ASSESSMENT – DRAFT

Stanford Financial Square
2600 El Camino Real
Palo Alto, CA

December 3, 2014

WSP

PHASE I ENVIRONMENTAL SITE ASSESSMENT – DRAFT

Stanford Financial Square, 2600 El Camino real, Palo Alto, California

December 3, 2014

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Executive Summary

WSP conducted a Phase I environmental site assessment and a high level environmental compliance review of the Stanford Financial Square facility located at 2600 El Camino Real in Palo Alto, Santa Clara County, California (subject property, facility, or site), at the request of Sand Hill Property Company. The Phase I environmental site assessment was conducted in accordance with the U.S. Environmental Protection Agency Standards and Practices for All Appropriate Inquiries as required under Section 101(35)(B) of the Comprehensive Environmental Response, Compensation, and Liability Act and referenced in Title 40 Code of Federal Regulations, Part 312; the ASTM International Standard E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E 1527-13); and WSP's proposal to Sand Hill Property Company for the work, dated October 24, 2014.

The goal of this Phase I environmental site assessment was to identify recognized environmental conditions in connection with the subject property based on a records review, the site visit, and interviews. Key definitions from ASTM E 1527-13 that serve as the basis for WSP's findings are included in Appendix A.

The subject property is less than one acre of land and includes a six-story, multi-tenant, 45,330-square-foot building. The building has historically always been used for professional office space. Key features of the building include an underground parking garage and a café on the second floor. All suites within the building are currently occupied except for one. The land is owned by Leland Stanford Junior University Board of Trustees and has been leased by Stanford Financial Square since the building was constructed in 1965. The lease will end in 2016.

WSP identified the following known or suspect recognized environmental condition (REC) in connection with the subject property:

- WSP identified the following known recognized environmental condition. Two monitoring wells exist on the subject property, known as field points V-9 and V-89X. They have been monitored by two companies: Hewlett-Packard, which is a National Priority List (NPL) and Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) site located at 640 Page Mill Road and Varian Medical Systems Inc. located at 601 S. California Ave. Hewlett-Packard was manufacturing optoelectronic equipment and in 1981 at least 300 gallons of waste solvents leaked from a buried storage tank for a period of at least three weeks. According to an online search of GeoTracker, the Regional Water quality Control website, both companies have continued to detect contaminants associated with chlorinated solvents in the groundwater below the subject property. This groundwater contaminant plume beneath the subject property resulted from the releases from past HP and Varian operations and is a known recognized environmental condition (REC).
- WSP identified the following suspect recognized environmental conditions. Pollack LLC (2755 El Camino Real) is located approximately 0.124 miles southwest of the subject property and is listed on the CA SLIC database. According to EDR, it is a cleanup site that involves trichloroethylene (TCE). No additional information is available for this release or this address. The unnamed site (3159 El Camino Real) located approximately 0.368 miles southeast of the property is listed on the CA SLIC database. The release involved TCE. No additional information is available for this release or this address. These two sites are upgradient of the subject property, could impact groundwater beneath the subject property, and are considered a suspect recognized environmental condition (REC).

WSP did not identify any controlled or historical recognized environmental conditions in connection with the subject property. WSP did not identify any *de minimis* conditions in connection with the subject property.

WSP makes the following recommendations regarding recognized environmental conditions:

- Regarding the known recognized environmental condition mentioned above, no further action is warranted by the current owner other than to track the status of remediation and monitoring activities and cooperate by providing access as needed to onsite monitoring wells and any other cooperation that may be needed in the future. WSP does not recommend any additional investigations.

WSP makes the following recommendations regarding environmental management at Stanford Financial Square:

- WSP observed pipe and boiler insulation within the buildings as well as possible vinyl tiled floor in several suite kitchenettes in the building. There is a potential for these items to contain asbestos. Any renovation or repairs involving these tile floors or piping should be managed to address this potential condition.
- Based on the age of the facility (constructed in 1965), lead-based paint may be present. Accessible painted surfaces were generally observed to be in good condition (not peeling) at the time of the site visit. The presence of lead-based paint can only be confirmed through testing of the painted surface. Before conducting any renovation or demolition activities that might disturb painted surfaces, Stanford Financial Square should ensure that it complies with all applicable requirements concerning the identification and management of lead-based paint.
- WSP was informed of three transformers in the basement of the building in a high voltage room that WSP was not able to access. These transformers can only be accessed when they are being serviced by Palo Alto Utilities. Pictures of the transformers show no leaks or stains in their vicinity. Based on pictures taken of the transformers inside this room, as well as the age of the building, it is suspected that these transformers likely contain PCB's. WSP recommends that Stanford Financial Square contact the utility company and/or perform sampling to determine if PCBs are present in the transformers.

1 Introduction

1.1 General

WSP conducted a Phase I environmental site assessment and a high level environmental compliance review of the Stanford Financial Square building located at 2600 El Camino Real in Palo Alto, Santa Clara County, California (subject property, facility, or site), at the request of Sand Hill Property Company. The Phase I environmental site assessment was conducted in accordance with the U.S. Environmental Protection Agency (EPA) Standards and Practices for All Appropriate Inquiries (AAI) as required under Section 101(35)(B) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) as specified in Title 40 Code of Federal Regulations (CFR), Part 312; the ASTM International Standard E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E 1527-13); and WSP's proposal to Sand Hill Property Company for the work, dated October 24, 2014.

The goal of this Phase I environmental site assessment was to identify recognized environmental conditions in connection with the subject property based on a records review, the site visit, and interviews. Key definitions from ASTM E 1527-13 that serve as the basis for WSP's findings are included in Appendix A.

The assessment is based on a visit to the site by Richard Freudenberger, Executive Vice President, and Whitney Jones, Consultant of WSP. Mr. Freudenberger is an environmental professional and both Mr. Freudenberger's and Ms. Jones' resumes are included in Appendix B. Mr. Freudenberger and Ms. Jones were assisted on the site visit by Alicia Olivier, Property Manager of Alhouse Deaton, and the property management business overseeing Stanford Financial Square. The following work was conducted during completion of the environmental assessment:

- A site visit to the Stanford Financial Square building was conducted on November 7, 2014. The site visit covered all floors of the building including vacant and in use offices; onsite parking areas, and the underground parking garage; second story café, janitorial, landscape, and file storage rooms; and roof-top heating, ventilating, and air conditioning systems (HVAC).
- WSP did not have access to the three transformers located in the basement of the subject property. The area is locked and can only be accessed by Palo Alto Utilities.
- Relevant environmental documents were reviewed.
- Photographs of the site were taken to document conditions during the site visit and to highlight potential environmental concerns. The photographs are presented in Appendix C.
- WSP conducted interviews with the following people:
  - Ms. Alicia Olivier, Property Manager with Alhouse Deaton, the property management business that oversees Stanford Financial Square. Ms. Olivier has been at the facility for four years. The property is currently owned by Leland Stanford Junior University Board of Trustees and has been leased to Stanford Financial Square.
  - WSP was unable to contact previous site owners. The significance of this data gap is discussed in Section 5.
  - Ms. Allison Koo of Sand Hill Property Company, the "user" of this Phase I environmental site assessment to obtain information relevant to identifying the possibility of a recognized environmental condition in connection with the subject property.
  - Mr. Jeff Deaton, Chief Executive Office and Owner of Alhouse Deaton, the property management business overseeing the subject property. Mr. Deaton has worked in the building since 1995.
- WSP retained Environmental Data Resources, Inc. (EDR), to conduct a database search of the site and properties within AAI- and ASTM-specified search radii to identify releases or threatened releases and to help

assess the likelihood of problems from migrating hazardous substances or petroleum products. The search (including the approximate minimum search distances) was conducted in accordance with the standards established by Section 101(35)(B) of CERCLA, 40 CFR 312.26, and ASTM E 1527-13. The results of the database search are presented in Appendix D.

- WSP also retained EDR to conduct a search for historical records pertaining to the subject property. The records search produced the following results:
  - aerial photographs dated 1939, 1943, 1948, 1950, 1958, 1968, 1974, 1982, 1991, 1998, 2005, 2009, 2010, and 2012 (Appendix E)
  - Sanborn fire insurance maps dated 1884, 1888, 1894, 1904, 1908, 1925, 1945, 1956, 1969, and 1978 (Appendix E)
  - historical topographic maps from 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1991, and 1997 (Appendix E)
  - 37 city directories from 1922 through 2013 (Appendix E)
- WSP reviewed property information available on the Santa Clara County Assessor's Office database.
- WSP submitted Freedom of Information Act (FOIA) requests to obtain files to verify information identified in the regulatory database search for the subject property. The FOIA requests were submitted to the following agencies:
  - Santa Clara County Office of the Clerk-Recorder: no response to date
  - Santa Clara County Archives: no response to date
  - Santa Clara County Department of Environmental Health: no response to date
  - Santa Clara County Department of Planning and Development: no response to date
  - Santa Clara County Department of Occupational Safety and Environmental Compliance: no response to date
  - Palo Alto Fire Department: no response to date
  - Palo Alto Planning and Community Environment: no response to date
  - Bay Area Air Quality Management District: no response to date
  - San Francisco Bay Regional Water Quality Control Board: no response to date
  - Santa Clara Valley Water District: no response to date
  - US EPA Region 9: no response to date
  - California Department of Toxic Substances Control (California EPA): no response to date
- WSP reviewed files available on the California State Water Resources Control Board's Geotracker database regarding releases at the adjoining properties. Pertinent information was included in the report.
- A search of engineering and institutional controls on the use of the property, including deed restrictions, was included as part of the regulatory database search performed by EDR.
- No previous environmental reports were available to WSP for the subject property.
- A chain of title was not provided for the subject property.

This Phase I environmental site assessment was conducted in accordance with ASTM E 1527-13. Asbestos-containing building materials, biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality (except as related to a potential release of a hazardous substance or

petroleum product), industrial hygiene, lead-based paint, lead in drinking water, mold, radon, and wetlands are non-scope considerations under Section 13.1.5 of ASTM E 1527-13 and were not included in WSP's Phase I environmental site assessment process.

1.2 Disclaimer

Client acknowledges and agrees that this report was prepared solely on its behalf and functions solely as a Phase I environmental site assessment. By accepting this report Client acknowledges and agrees that it may in part rely upon sources, either written or oral, that WSP considers reliable but which are not guaranteed or independently verified by WSP.

Where Client is required to disseminate this report, either by law or in connection with Client's business activities, to any other party to whom this report is not addressed (the "Third Party"), Client agrees to notify the Third Party of the terms of this disclaimer who in turn shall be bound by such terms. Any Third Party wishing to rely on the information and opinions contained herein does so at its own risk in absence of a written letter of reliance provided by WSP.

1.3 Term of Report Viability

In accordance with ASTM E 1527-13 and AAI, this report is presumed to be valid for a period of up to 180 days before the date of a future property transaction by the intended user. In addition, this report may be used for a period of up to one year before the date of a future property transaction by the intended user, provided that the following components are conducted or updated within 180 days of the date of purchase or the date of the intended transaction:

- interviews with owners, operators, and occupants;
- searches for recorded environmental cleanup liens;
- reviews of federal, tribal, state, and local government records;
- visual reviews of the property and adjoining properties;
- declaration of the environmental professional responsible for the assessment or update.

1.4 Environmental Professional Declaration

This report was prepared by Richard Freudenberger, Executive Vice President of WSP. Mr. Freudenberger's resume is included in Appendix B.

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR Part 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Richard Freudenberger, Executive Vice President

2 Subject Property

2.1 General Description

The Stanford Financial Square building is located at 2600 El Camino Real, Palo Alto, in Santa Clara County, California (Figure 1). The subject property is owned by Leland Stanford Junior University Board of Trustees. A general description of the property is summarized in the table below:

Item	Description
Property Size	0.77 acres
General Property Use	Professional Office Space
Number of Buildings	1
Number of Stories	6
Construction Date	1965 (Alicia Olivier, Property Manager)
Major Renovation/Addition Date and Type	Replaced many old light fixtures throughout the building
Building Square Footage	45,330 square feet
Proposed Leasehold	Entire building
Type of Foundation	Slab on grade
Basement	Yes, with an underground parking garage
Heating, Ventilation, and Air Conditioning (HVAC)	Natural Gas Fired Forced Hot Air, electric air conditioning
Other site details	Landscape Areas; On-Site Paved Parking Lot and Underground Parking Garage; Café; Elevators; Janitorial, Landscape, and File Storage Areas

Key features of the subject property include the following:

- Office spaces with kitchenettes
- Female/Male Bathrooms
- Janitorial, landscape, and file storage areas
- Underground parking Garage
- Café

2.2 Environmental Setting

According to the U.S. Geological Survey Palo Alto, California quadrangle (7.5-minute series) map, the ground elevation of the subject property is approximately 39 feet above mean sea level. The site is located on relatively flat land with the subject property slightly sloping to the northeast toward Grant Ave, which is perpendicular to El Camino Real and the Olive Garden restaurant across the street from the subject property.

No water bodies are present on the subject property. The nearest water body, Matadero Creek, is approximately 0.5 miles east of the site. Matadero Creek flows north to Mayfield Slough where it joins Adobe Creek before ultimately emptying into southwest San Francisco Bay. Based on the topography of the subject property and the location of the creek, groundwater flow is presumed to be to the northeast.

The U.S. Department of Agriculture Soil Conservation Service indicates that the soils at the subject property are classified as Botella. The soil texture is identified as clay loam. The bedrock underlying the property consists of rocks from the Stratified Sequence of the Cenozoic.

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the subject property is not located within a 100-year flood plain; however, the subject property is located within the 500-year floodplain. Stanford Financial Square management reported that in 1995 the basement of the building was flooded.

WSP reviewed wetlands information for the site using the U.S. Fish and Wildlife Service's (USFWS) online National Wetland Inventory Mapper. According to the USFWS database, wetlands are not present on the site.

2.3 Past Uses

According to local records, and interviews with representatives of the property owner, the subject building was originally developed in 1965 on vacant land that was previously used as farmland. The aerial photographs, historical topographic maps, Sanborn fire insurance maps, and city directories reviewed from 1884 to 2013 confirm that the subject property was vacant, undeveloped land until the subject building was constructed in 1965.

According to facility personnel, the subject property has been owned by Leland Stanford Junior University Board of Trustees since before the building was constructed. Management personnel stated the building has always been used as professional office space. No manufacturing or storage of raw materials in drums or tanks has reportedly ever occurred onsite. According to the Santa Clara County Recorder, the title of the property is vested in Leland Stanford Junior University Board of Trustees. No conveyance was found of record transferring fee title ownership for the subject property, so the previous owner is unknown.

No recognized environmental conditions associated with past uses of the subject property were identified.

2.4 Previous Environmental Reports

Jeff Deaton, Chief Executive Office and Owner of Alhouse Deaton, the property management business overseeing the subject property, said that there was a Phase I Environmental Site Assessment conducted in approximately 1999. This report was not available for WSP to use.

2.5 Current Operations and Conditions

The current building includes professional office space, kitchenettes in larger suites, a café, storage rooms, a high-voltage transformer room, rooftop heating and ventilation rooms, and restrooms. In the back of the building there is a paved parking lot and beneath the building is a basement with a parking garage.

2.5.1 Raw Materials Handling and Storage Practices

All but one suite within the subject building was occupied when WSP personnel visited the site on November 7, 2014. Besides professional office space, part of the subject building is also used for janitorial, landscape, and paper file storage. Janitorial and maintenance supplies such as general cleaning products stored in retail size containers are located in the basement of the building on one side of the elevator. On the other side of the elevator are one (1) gallon containers of paint and used light bulbs are stored. Used light bulbs are collected by the company Quick Light for off-site recycling. In a room adjoining the underground parking garage, landscape

materials are stored for a landscaper that comes once per week. Suite occupants can also rent storage space in the basement.

Utilities, including water, sewer, electricity, and natural gas, are provided to the subject property by the City of Palo Alto. The building contains water-based fire sprinkler systems by Lund Pearson McLaughlin.

On the ceiling of the parking garage is a crack extending from one end of the garage to the other, which appears to be leaking rust colored water. The crack in in a joint section of the concrete and is below the lobby area of the first floor. A long tray has been installed under the crack to catch the leaking water so it does not impact cars.

No other staining, significant cracked concrete or other evidence of product migration outside the building into soil or groundwater was observed and no manufacturing operations are currently conducted onsite.

WSP did not identify any recognized environmental conditions based on a review of the facility's raw materials handling practices.

2.5.2 Solid and Hazardous Waste

The facility reportedly does not generate any hazardous waste and does not maintain an EPA identification number. The site address is not listed on any databases as having generated hazardous waste onsite.

The facility currently manages spent light bulbs as universal wastes. These are collected by the company Quick Light for off-site recycling.

Nonhazardous wastes generated onsite include office and café trash, cardboard, and plastic. One two-yard trash bin and two two-yard recycling bins are located in the underground parking garage. Bank of America also has their own two-yard trash bin, kept in the aboveground paved parking lot near the fence separating the subject property from the neighboring Stanford Palo Alto playing fields. Nonhazardous wastes are collected by the City of Palo Alto, California for offsite disposal. Recyclables are recycled by Green Waste of Palo Alto and removed Monday, Wednesday, and Friday.

No evidence of onsite waste disposal was noted during the site visit. No onsite pits, ponds, or lagoons were observed. No trenches were observed in the area surrounding the building. A storm drain in the floor of the aboveground parking garage helps collect rainwater before it flows into the underground parking garage.

The café contains a grease trap with a full-service lease. Fry oil is removed from the premises. The cable elevators in the building are serviced by Otis Elevator Company. Any grease or waste oil associated with the elevators is removed from the premises by Otis.

WSP did not identify any recognized environmental conditions based on a review of the facility's waste management practices.

2.5.3 Underground and Aboveground Tanks

Based on interviews of facility personnel and a review of historical records, no underground or aboveground storage tanks have ever been present at the subject property. Additionally, WSP did not observe evidence of underground or aboveground storage tanks (such as fill or vent piping) during the site visit. Based on a review of state and federal databases, no tanks have ever been registered at the site.

According to oil pollution prevention regulations promulgated under the Clean Water Act, facilities that have an aggregate storage capacity greater than 1,320 gallons or a completely buried storage capacity greater than 42,000 gallons are required to develop and implement a spill prevention, control, and countermeasure (SPCC) plan where the facility could reasonably be expected to discharge oil in quantities that may be harmful into or upon the navigable waters of the United States or adjoining shorelines. Based on the amount of oil and oil products stored onsite at the time of the site visit, an SPCC plan is not required for the facility.

WSP did not identify any recognized environmental conditions based on a review of underground and aboveground tanks.

2.5.4 Water, Wastewater, and Storm Water

No water supply wells are located on the subject property. The facility obtains its water from the city of Palo Alto. The facility's sanitary wastewater discharges are also handled by the city of Palo Alto. No process wastewater is generated at the facility. According to facility personnel and historical records, no septic systems or cesspools have ever been present onsite and none were observed. The subject property was connected to the City of Palo Alto water system when the property was developed in 1965.

The facility does not maintain a wastewater discharge permit and one does not appear to be required.

Floor drains are present in the restrooms. Facility personnel reported that no releases have occurred in the vicinity of the restroom drains. The basement of the building reportedly flooded in 1995. As a result, two sumps and a portable gas generator are present in the underground parking garage.

Storm water that contacts the subject property infiltrates into the soil or asphalt, or runs off by sheet flow or along curbs into storm drains within the subject property or along the streets bordering the subject property. The storm water is ultimately discharged to the nearby Matadero Creek, which flows north and empties into southwest San Francisco Bay. The facility stores a covered dumpster and a covered trash compactor within the underground parking garage. No evidence of stains or stressed vegetation was observed outdoors.

The facility does not maintain a storm water permit and one does not appear to be required.

Two monitoring wells are present on the property. These wells were installed on the site as part of a soil and groundwater investigation at the adjacent Varian Medical Systems, Inc. study area and site (Varian campus) as well as the Hewlett-Packard NPL and CERCLIS site. The significance of these wells is discussed in section 4.2 Regulatory Database Search, of this report.

WSP did not identify any recognized environmental conditions based on a review of the facility's water, wastewater, or storm water discharges.

2.5.5 Air Emissions

Fugitive air emissions are generated from household type cleaners used onsite. Point source air emissions are not present onsite. Alhouse Deaton does not maintain any air emission permits and none appear to be required.

The building is heated with natural gas and cooled by roof-mounted electric-powered unit. The hot water heaters and the HVAC system are natural gas powered. The facility relies on Foley Electric, Inc. of Redwood City, California to service the heating and air conditioning system. The only generator located on the property is the aforementioned portable gas generator in the basement.

WSP did not identify any recognized environmental conditions based on a review of the facility's air emission sources.

2.5.6 Polychlorinated Biphenyls

The EPA requires facilities to presume that any mineral oil filled equipment manufactured before July 2, 1979, contains polychlorinated biphenyls (PCBs), unless testing or other information demonstrates otherwise. Based on the age of the subject building (constructed in 1965), it is possible that older onsite electrical equipment contains PCBs.

Electricity is supplied to the facility by Palo Alto Utilities. Two pad-mounted dry-type transformers were observed, located on the roof of the subject building, in the room containing the HVAC systems. The transformers appeared to be in good condition. The transformers do not contain PCBs.

In addition to these two transformers, there were also three transformers in the basement of the building in a high voltage room that WSP was not able to access. These transformers can only be accessed when they are being serviced by Palo Alto Utilities. Pictures of the transformers show no leaks or stains in their vicinity. Based on pictures taken of the transformers inside this room, as well as the age of the building, it is suspected that these transformers likely contain PCB's. WSP recommends that Stanford Financial Square contact the utility company and/or perform sampling to determine if PCBs are present in the transformers.

WSP did not identify any other recognized environmental conditions with respect to PCBs at the subject property.

2.5.7 Asbestos

WSP was requested to determine if any readily observable building materials have the potential to contain asbestos. WSP was not contracted to perform a comprehensive asbestos survey or testing of materials for asbestos content. During the course of the site visit, WSP observed thermal system insulation and floor tiles, which are building materials that may contain asbestos. In addition, the Stanford Financial Square building was constructed in 1965 when asbestos-containing material (ACM) was used in building materials.

The Occupational Safety and Health Administration (OSHA) requires facilities to presume that any surfacing material and thermal system insulation in buildings constructed before December 31, 1980, contain asbestos, unless testing or other information demonstrates otherwise. Additionally, any vinyl flooring installed before December 31, 1980 must be presumed to contain asbestos unless testing or other information demonstrates otherwise. Based on WSP's observations, it appears that the building materials present would be considered presumed ACM.

Stanford Financial Square should consider conducting a comprehensive asbestos survey to identify ACM at the facility, or presume the suspect materials contain asbestos and manage the materials in place using an operations and maintenance (O&M) plan.

2.5.8 Lead-Based Paint

In 1978, the U.S. Consumer Product Safety Commission lowered the permissible levels of lead contained in paints and prohibited application of lead-based paint on housing constructed or rehabilitated with federal assistance. Paint manufacturers complied by lowering or eliminating lead content from paint products, specifically those sold for residential use. Based on the age of the facility (constructed in 1965), lead-based paint may be present. Accessible painted surfaces were generally observed to be in good condition (not peeling) at the time of the site visit. The presence of lead-based paint can only be confirmed through testing of the painted surface. Before conducting any renovation or demolition activities that might disturb painted surfaces, Stanford Financial Square should ensure that it complies with all applicable requirements concerning the identification and management of lead-based paint.

3 Adjoining Properties

3.1 Present Uses

Based on interviews with facility personnel, a review of available city directories, and a visual "drive-by" review, the current uses of properties adjoining the subject property are summarized below:

Direction	Operator Name	Address	Property Use
Northeast	El Camino Real and Olive Garden across the street	2515 El Camino Real	Italian restaurant
Northwest	Stanford-Mayfield Redevelopment	2450 El Camino Real	Various retail
Southwest	Wilson Sonsini Goodrich & Rosati headquarters; previously Varian Associates	601 California Avenue	Legal services provider; a high-tech company that produces medical systems
Southeast	Stanford Palo Alto playing fields	El Camino Real and Page Mill Road	Sports park

The regulatory database report identifies the adjoining properties to the northwest (2450 El Camino Real) and southwest (601 California Avenue) as being part of the California Spills, Leaks, Investigations, and Cleanups Program (SLIC). Additional information regarding these sites is provided in Section 4.2 – Regulatory Database Search.

3.2 Past Uses

Aerial photographs from 1939 and 1950 show the neighboring properties south of the street El Camino Real as vacant plots of land, properties to the east and north across El Camino Real are developed, and west of California Ave the area is developed. Between 1968 and 2012, the land adjoining the subject property located south of El Camino Real was developed. Further details on past use of adjoining properties are provided in Section 4.1 – Historical Records.

4 Records Review/User Provided Information

4.1 Historical Records

4.1.1 Sanborn Fire Insurance Maps

WSP retained EDR to conduct a search for historical maps, including Sanborn fire insurance maps, for the subject property. WSP reviewed Sanborn fire insurance maps from 1884, 1888, 1894, 1904, 1908, 1925, 1945, 1956, 1969, and 1978. Significant changes in the use of the subject property and adjoining properties are summarized below.

Date of Map	Subject Property	Adjoining Properties
1884	The subject property appears to be either vacant or off the map. A road labeled “Main” or “Country Road” ends on the map right before reaching the subject property.	Immediately adjacent properties appear to be either vacant or off the map. Northwest of the subject property is a building labeled “Wagon shop”.
1888	The subject property is part of a plot of land labeled “Farm Land”.	All adjacent properties south of Main appear to be undeveloped. Part of the ”Farm Land”. North of Main/County Road and the subject property exhibits increased development including a dry storage building, an Italian restaurant, a wine fermenting facility, and a wagon shop.
1894, 1904	The subject property is unchanged from 1888.	Located north of Main/County Road and the subject property are the Cosmopolitan Hotel, a wine cellar, and a wagon shop.
1908	The plot of land that the subject property is located on has been relabeled “Vacant Field”.	There are no significant changes to the general configuration of the adjacent properties from 1904.
1925	The subject property is unchanged from 1908.	Located southeast of the subject property is Mayfield Grammar. The other adjacent properties are unchanged from 1908.
1945	The subject property is unchanged from 1925.	The Main/County Road has been renamed “El Camino Real”. Buildings in adjacent properties to the north on Main/County Road between Sherman Avenue and Grant Avenue appear to have been removed.
1956	The subject property is unchanged from 1956.	Southwest of the subject property on South California Street is a steel beam manufacturing facility. Adjacent properties to the north of the subject property on El Camino Real have been redeveloped into a restaurant and auto sales buildings. Northeast of the subject property is a small apartment building.
1969	The subject property has been developed into bank offices with parking	The adjacent properties northwest of the subject property have been developed into offices and a

Date of Map	Subject Property	Adjoining Properties
	and adjoining underground structures.	bank. The restaurant north of the subject property on El Camino Real has expanded and the auto sales building has been removed. Additional office buildings have been developed north of the subject property. Properties to the northeast of the subject property have been redeveloped and include a large apartment complex and a bank.
1978	The subject property is unchanged from 1969.	A bank and a gasoline station are located on the corner of El Camino Real and Page Mill Road, southeast of the subject property.

These maps are consistent with the building construction date of 1965 and confirm that the property was a vacant field before construction as was stated by building management personnel.

4.1.2 Aerial Photographs

WSP reviewed aerial photographs taken in 1939, 1943, 1948, 1950, 1958, 1968, 1974, 1982, 1991, 1998, 2005, 2009, 2010, and 2012. Significant changes in the use of the subject property and adjoining properties are summarized below:

Photograph	Subject Property	Adjoining Properties
1939, 1943, 1948, 1950, Scale 1" = 500'	The subject property is vacant land.	The adjoining properties to the west and southwest are vacant land. The adjoining properties to the east and to the north across El Camino Real, is developed. West of California Ave the area is developed.
1958 Scale 1" = 500'	The subject property is unchanged from 1950.	The adjoining property to the west is vacant land. The adjacent property to the west along the east side of California Ave and to the east has been developed. The adjoining property to the southwest is a parking lot.
1968, 1974, Scale 1" = 500'	The subject property is developed with the current building.	The adjoining property to the northwest on the south side of El Camino Real is developed with what appears to be the current commercial building. The adjoining properties to the southwest and to the east remain unchanged from 1958. The adjacent properties to the north remain unchanged from 1958.
1982 Scale 1" = 500'	The subject property is unchanged from 1974..	The adjoining property to the south has been developed with a single building. The adjacent properties to the north remain unchanged from 1974.
1991 Scale 1" = 500'	The subject property is unchanged from 1982.	The building in the adjoining property to the southeast appears to have been removed and is vacant. The adjoining

Photograph	Subject Property	Adjoining Properties
		properties to the north, west, southwest, south and east remain unchanged from 1982.
1998, 2005 Scale 1" = 500'	The subject property is unchanged from 1991.	The adjoining properties to the southwest along California Avenue and to the south of the subject property have been combined and redeveloped with what appears to be the current commercial building. The adjacent property to the south has been redeveloped with what appears to be the current commercial building and parking lot. The adjacent property to the north and adjoining property to the southeast are unchanged from 1991.
2009, 2010, 2012 Scale 1" = 500'	The subject property is unchanged from 2005.	The adjoining property to the southeast has been landscaped and redeveloped with what appears to be the current building and parking lot. Adjacent properties to the north and adjoining properties to the west, southwest, south, and east remain unchanged from 2005.

The aerial photograph review did not identify any evidence of suspect land contaminating activities, such as landfills or bulk storage tank farms, on or in the immediate vicinity of the Subject Property.

4.1.3 Topographic Maps

WSP reviewed historical topographic maps for the subject property and the surrounding area prepared in 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1991, and 1997. Significant changes in the use of the subject property and adjoining properties are summarized below:

Topographic Map	Subject Property	Adjoining Property
1899 Scale 1:62,500 1902 Scale 1:125,000	Cannot determine development of subject property due to scale of map. No roads appear to be present on the subject property.	Adjoining properties to the northeast, west, and southwest of the subject property are developed.
1943 Scale 1:62,500 1947 Scale 1:50,000	The subject property appears to be undeveloped.	Roads are present surrounding the subject property. Adjoining properties to the north, west, and northwest are developed. Adjoining properties to the south appear to be undeveloped except roads.
1948 Scale 1:62,500 1953 Scale 1:24,000	The subject property appears undeveloped.	Adjoining properties surrounding the subject property appear to be developed with the exception of the adjoining properties to the south, which is undeveloped.
1961 (7.5 Series) Scale 1:24,000	The subject property appears undeveloped.	Adjacent properties west of the subject property along the east side of California

Topographic Map	Subject Property	Adjoining Property
Scale (15 Series) 1:62,500		Ave have been developed. No significant changes to the configuration of the other adjoining subject properties were shown between 1953 and 1961.
1968 Scale 1:24,000 1973 Scale 1:24,000	The subject property has been developed with a single building.	No significant changes to the configuration of the other adjoining subject properties were shown between 1953 and 1961.
1991 Scale 1:24,000 1997 Scale 1:24,000	There is a lack of detail in and around the subject property. Detail is restricted to color shading and roads, and limited building representation. The current subject property building was constructed in 1965 and has never been removed, so it is likely that the configuration of the subject property was not changed between 1973 and 1997.	Due to the lack of detail of the map, it cannot be determined whether the configuration of the adjoining properties has significantly changed.

The historical topographic map review did not identify any evidence of suspect land contaminating activities, such as landfills or bulk fuel storage tank farms, in the immediate vicinity of the subject property.

4.1.4 City Directories

City directories from 1922 to 2013 were reviewed (Appendix B). The city directory review did not identify any evidence of suspect land contaminating activities, such as gas stations, landfills or heavy manufacturing facilities in the immediate vicinity of the subject property. Approximately 56 various professional businesses were identified in the 2013 city directory review for occupants at the subject address. Similarly, various professional businesses were identified in the 2008, 2001, 1991, 1986, 1982, 1978, 1975, and 1970 city directory reviews for the subject address.

4.2 Regulatory Database Search

WSP retained EDR to search federal and state regulatory databases to identify environmental issues that have been reported for the subject property or properties in the vicinity of the site. Search radii specified by the AAI Standard (40 CFR 312.26(c)) and ASTM E 1527-13 were used. The complete database report, which provides detailed descriptions of the databases searched, subject property, and surrounding properties, is provided in Appendix D.

The subject property was not listed on any of the federal or state environmental regulatory databases searched by EDR.

Federal and state databases also were searched to determine the potential for the site to be affected by releases from neighboring properties. The sites that have the greatest potential to have caused environmental contamination are those that have had releases or spills of hazardous substances or petroleum products located upgradient or in close proximity to the facility. The direction of localized groundwater flow at the subject property is presumed to be to the northeast. Therefore, the sites that are of the greatest potential concern are those that have had releases or spills of hazardous substances or petroleum products and are to the southwest (upgradient) or in close proximity to the subject property.

Seventy sites within a 1-mile radius of the subject property are listed on the databases searched by EDR. Forty-three of the seventy have had releases or spills of hazardous substances or petroleum products. Twenty-two of the forty-three have been granted case closure and do not pose an environmental concern to the subject property. Of

the remaining twenty-one sites, 16 of them are located upgradient or in close proximity to the subject property and these are described below:

The subject property is located within the National Priority List region of the Hewlett-Packard Superfund site (395, 620-640, and 1501 Page Mill Road). This NPL region is listed on the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), CA Historical Cortese List, and CA SLIC databases. Hewlett-Packard manufactured optoelectronic equipment on a 10-acre site at 620-640 Page Mill Road. In 1981 at least 300 gallons of waste solvents leaked from a buried storage tank for a period of at least three weeks. This resulted in soil and groundwater contamination at the site. Groundwater below the subject property has been impacted as a result of contamination migration. The plume is referred to as the California-Olive-Emerson (named for the streets) or "COE" plume. Hewlett-Packard continues to monitor two wells on the subject property for contaminants. According to an online search of GeoTracker, in 2013, HP detected 1,1-DCA, cis-1,2-DCE, and TCE in the two groundwater monitoring wells located on the subject property (field points V-9 and V-9X). This plume impacting groundwater beneath the subject property is a known recognized environmental condition (REC).

Varian Medical Systems (601 and 611 California Ave) has locations approximately 0.095 miles southwest and 0.418 miles south of the subject property. The site is listed on the CA SLIC, the RCRA Corrective Action Sites (CORRACTS), CA Cortese List, CA Historical Cortese List, and 2020 Corrective Action databases. Activities on this site contributed to the COE plume mentioned above and Varian continues to conduct remedial activities, as well as monitor the same two wells on the subject property mentioned above. According to an online search of GeoTracker, in 2011 Varian detected 1,1-DCA, 1,1-DCE, cis-1,2-DCE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, and 1,1,1-TRICHLOROETHANE, and TCE in the two groundwater monitoring wells located on the subject property (field points V-9 and V-9X). This plume impacting groundwater beneath the subject property is a known recognized environmental condition (REC).

Pollack LLC (2755 El Camino Real) is located approximately 0.124 miles southwest of the subject property and is listed on the CA SLIC database. According to EDR, it is a cleanup site that involves trichloroethylene (TCE). No additional information is available for this release or this address. This site could is upgradient of the subject property, could impact groundwater beneath the subject property, and is a suspect recognized environmental condition (REC).

The unnamed site (3159 El Camino Real) located approximately 0.368 miles southeast of the property is listed on the CA SLIC database. The release involved TCE. No additional information is available for this release or this address. This site could is upgradient of the subject property, could impact groundwater beneath the subject property, and is a suspect recognized environmental condition (REC). .

Stanford-Mayfield Redevelopment (2450 El Camino Real) is located approximately 0.067 miles northwest of the subject property. This site is listed on the CA SLIC database for a release that impacted the soil. No additional information is available for this release or this address. Despite its proximity to the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC because only the soil was impacted.

Minkoff Group, formerly Premier Properties (385-399 Sherman Avenue) is located approximately 0.144 miles north of the subject property and is listed on the CA SLIC database. According to EDR, it is a cleanup site that involves TCE and could potentially impact groundwater. No additional information is available for this release or this address. Despite its proximity to the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC because the site is downgradient from the subject property.

Palo Alto Shell gas station (2200 El Camino Real) is located approximately 0.221 miles northwest of the subject property and is listed on the CA Leaking Underground Storage Tanks (LUST), CA Historical Cortese, and CA Historical LUST databases. Gasoline impacted groundwater below the site, and remedial actions were taken. The site is now eligible for closure. No additional information is available for this release or this address. This site is unlikely to pose an environmental concern to the subject property and is not considered a REC because of its closure eligibility and location upgradient of the subject property.

Eastman Kodak Company (925 Page Mill Road) is located approximately 0.300 miles south of the subject property and is listed on the CA SLIC, CA Historical LUST, CA LUST. According to EDR, there was a release of solvents

and the site is currently still open, but inactive. No additional information is available for this release or this address. This site is unlikely to pose an environmental concern to the subject property and is not considered a REC because of its inactive status.

Hohback (216 and 200 Page Mill Road) is located approximately 0.317 to 0.321 miles northeast of the subject property and is listed on the CA Historical Cortese, CA LUST, and CA Historical LUST databases. The site was previously a gasoline service station and reportedly contained two underground storage tanks (USTs). Contamination from the USTs was first noted in 1983 and they were removed in 1984. Two monitoring wells were installed to monitor the area. One is on Park Boulevard and the other is on Page Mill Road. In 2001 the Page Mill Road well was non-detect for TPH-g, BTEX, and MTBE. The Park Boulevard well contained 15,000 ppb TPH-g, 420 ppb benzene, and 2,000 ppb MTBE. Due to its distance from the subject property and its location downgradient from the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

The site of the proposed Park Plaza Apartments (2785 Park Blvd) is located approximately 0.318 miles northeast of the subject property and is listed on the CA SLIC database. There was a release on the site involving arsenic, diesel, and tetrachloroethylene (PCE), which impacted soil on the property. Due to its distance from the subject property, this site is also downgradient and is unlikely to pose an environmental concern to the subject property and is not considered a REC.

Park Plaza (195 Park Blvd) is located approximately 0.356 miles northeast of the subject property and is listed on the CA SLIC database. There was a release on the site involving chlorinated hydrocarbons, arsenic, and waste oil, which impacted soil and soil vapor on the property. Due to its distance from the subject property, this site is also downgradient and is unlikely to pose an environmental concern to the subject property and is not considered a REC.

The Oregon Expressway Underpass or OEU (Alma Street) located approximately 0.389 miles northeast of the subject property is listed on the CA SLIC database. The OEU is kept dry and passable by pumping from extraction wells known as the OEU subdrain. The cone of depression effectively captured much of the California-Olive-Emerson (COE) plume, mentioned above, and was directed to the nearest creek without pretreatment until 1995. A groundwater treatment system has since been installed to treat the water before discharge. Due to the water treatment system and its location upgradient, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

Beckman Coulter (1050 Page Mill Road) located approximately 0.395 miles south of the subject property is listed on the CA SLIC, and California Hazardous Material Incident Reporting System (CHMIRS) databases. Soil on the site was impacted by a release of diesel and polynuclear aromatic hydrocarbons (PAHs). Due to its distance from the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

Dura Bond Bearing Co. (370 Portage Ave) located approximately 0.404 miles southeast of the subject property is listed on the CA SLIC database. No additional information is available for this release or this address. Due to its distance from the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

The El Camino Center (340 Portage Ave) located approximately 0.405 miles southeast of the subject property is listed on the CA LUST database. According to EDR, a Phase II investigation found soil and groundwater contamination in the area of a former produce packing operation onsite. The contaminants of concern are TCE, diesel, and gasoline. Due to its distance from the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

Communications & Power Industries (607 Hansen Way) located approximately 0.420 miles southeast of the subjects property is listed on the CORRACTS and 2020 Corrective Action databases. No information is available for this release or this address. Due to its distance from the subject property, this site is unlikely to pose an environmental concern to the subject property and is not considered a REC.

Two sites within a 1-mile radius of the subject property were identified as “orphan sites” in the EDR database report. These sites are identified as unmappable sites due to imprecise or limited address information (e.g., an incomplete street address or a P.O. Box). Therefore, it is difficult to determine the potential for activities at these sites to have affected the subject site. One is the Oregon Expressway Underpass mentioned above, and the other is an old quarry disposal site located approximately 215 yards northwest of Page Mill Road. During the site visit, WSP did not observe any of the “orphan sites” in the vicinity of the subject property.

4.3 Regulatory Agency File Reviews

4.3.1 Subject Property

The subject property was not identified on the databases searched by EDR. WSP submitted a Freedom of Information Act (FOIA) request to the Santa Clara County Archives, Santa Clara County Clerk-Recorder, County of Santa Clara Department of Environmental Health, Santa Clara County Fire Marshall’s Office, Santa Clara County Department of Planning and Development, Palo Alto Planning and Community Environment, San Francisco Bay Regional Water Quality Control Board, Santa Clara Valley Water District, San Francisco Bay Regional Water Quality Control Board, Santa Clara Valley Water District, Department of Toxic Substances Control, Bay Area Air Quality Management District and Palo Alto Fire Department for files related to the subject property. These agencies advised that there were no reported incidents (e.g., spills or releases) reported for the subject property.

4.3.2 Adjoining Properties

As noted in Section 4.2 – Regulatory Database Search, the following adjoining properties were identified on regulatory databases searched by EDR:

Property Location	Property Name and Address	Regulatory Database Listings	Status	Agency File and Records Review
Northwest	Stanford-Mayfield Redevelopment *2450 El Camino Real*	-CA SLIC	Release that impacted the soil	Described in section 4.2
Southwest	Wilson Sonsini Goodrich & Rosati headquarters; previously Varian Associates *601 California Avenue*	-CA SLIC -CORRACTS -CA Cortese List -CA Hist Cortese List -2020 Corrective Action	According to an online search of GeoTracker, in 2011 Varian detected 1,1-DCA, 1,1-DCE, cis-1,2-DCE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, and 1,1,1-TRICHLOROETHANE, and TCE in the two groundwater monitoring wells located on the subject property (field points V-9 and V-9X).	Described in section 4.2

4.4 Environmental Cleanup Liens/Activity and Use Limitations

A search of engineering and institutional controls on the use of the property, including deed restrictions, was included in the regulatory database search conducted by EDR. The results of the search indicated that no current engineering or institutional controls exist for the property. The legal current owner is Leland Stanford Junior University Board of Trustees.

4.5 Review of Local Records

WSP reviewed the California Water Resources Control Board's Geotracker online, which identifies pollution sites in the vicinity of the subject property. No pollution sites were identified for the subject or surrounding properties.

WSP also requested information from the Santa Clara County Department of Planning and Development, City of Palo Alto Planning and Community Environment Department, and the Santa Clara County Office of the Clerk. Pertinent property information was included in the report.

No "commonly known" information was identified during the local records review.

4.6 User-Provided Information

WSP interviewed xx of Sand Hill Property Company regarding the following:

- Environmental clean-up liens that are filed or recorded against the site –
- Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry –
- Specialized knowledge or experience –
- Relationship of the purchase price to the fair market value of the property –.
- Commonly known or reasonably ascertainable information about the property –
- The degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation – .

Commented [JW1]: Need to complete with information from completed questionnaire from Allison Koo

5 Data Gaps

WSP identified the following data gap during the Phase I environmental assessment:

- WSP was unable to interview any previous property owners or occupants of the subject property; however, sufficient information was available through other sources to determine historical operations that were conducted at the subject property. Therefore, this data gap does not affect WPS's ability to identify recognized environmental conditions at the subject property.
- WSP was unable to enter the high-voltage room in the basement of the subject building, which contains three transformers according to the Property Manager. WSP was, however, able to observe photos taken of the inside of this room. These photos provided sufficient information to make recommendations for steps to proceed concerning possible PCBs in relation to these transformers. These recommendations, however, are based on the condition of the transformers at the time these photos were taken, and not the current condition of the transformers, which WSP was unable to assess.

6 Conclusions

6.1 Findings and Opinion

WSP conducted a Phase I environmental site assessment of Stanford Financial Square located at 2600 El Camino Real in Palo Alto, Santa Clara County, California. This assessment was conducted in accordance with the EPA Standards and Practices for AAI; ASTM E 1527-13; and WSP's proposal to Sand Hill Property Company dated October 24, 2014. Any exceptions to, or deletions from, ASTM E 1527-13 are described in Sections 1.1 and 5 of this report and in WSP's proposal.

6.1.1 Known or Suspect Recognized Environmental Conditions

- WSP identified the following known recognized environmental condition. Two monitoring wells exist on the subject property, known as field points V-9 and V-89X. They have been monitored by two companies: Hewlett-Packard, which is an NPL and CERCLIS site located at 640 Page Mill Road and Varian Medical Systems Inc. located at 601 S. California Ave. Hewlett-Packard was manufacturing optoelectronic equipment and in 1981 at least 300 gallons of waste solvents leaked from a buried storage tank for a period of at least three weeks. According to an online search of GeoTracker, both companies have continued to detect contaminants in the groundwater below the subject property including 1,1-DCA, cis-1,2-DCE, TCE, 1,1-DCE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, and 1,1,1-TRICHLOROETHANE. This plume is a release from past HP and Varian operations, which has impacted groundwater beneath the subject property and this impact is a known recognized environmental condition (REC).
- WSP identified the following suspect recognized environmental conditions. Pollack LLC (2755 El Camino Real) is located approximately 0.124 miles southwest of the subject property and is listed on the CA SLIC database. According to EDR, it is a cleanup site that involves trichloroethylene (TCE). No additional information is available for this release or this address. The unnamed site (3159 El Camino Real) located approximately 0.368 miles southeast of the property is listed on the CA SLIC database. The release involved TCE. No additional information is available for this release or this address. These two sites are upgradient of the subject property, could impact groundwater beneath the subject property, and are considered a suspect recognized environmental condition (REC).

6.1.2 Controlled Recognized Environmental Conditions

WSP did not identify any controlled recognized environmental condition in connection with the subject property.

6.1.3 Historical Recognized Environmental Conditions

WSP did not identify any historical recognized environmental condition in connection with the subject property.

6.1.4 *De minimis* Conditions

WSP did not identify any *de minimis* conditions in connection with the subject property.

6.2 Recommendations

Regarding the known and suspect recognized environmental conditions mentioned above, no further action is warranted by the current owner other than to track the status of remediation and monitoring activities and

cooperate by providing access as needed to onsite monitoring wells and any other cooperation that may be needed in the future. WSP did not identify any other recognized environmental conditions and does not recommend any additional investigations.

6.3 Environmental Compliance Review

WSP recommends that Stanford Financial Square conduct a comprehensive asbestos survey to identify ACM at the facility, or presume the suspect materials contain asbestos and manage the materials in place using an operations and maintenance (O&M) plan. WSP also recommends that Stanford Financial Square contact the utility company and/or perform sampling to determine if PCBs are present in the transformers located in the basement of the property. WSP additionally recommends that Stanford Financial Square test its painted surfaces for lead-based paint before conducting any renovation of demolition activities that might disturb painted surfaces.

7 References

Environmental Data Resources, Inc. 2014. The EDR Aerial Photo Decade Package. Inquiry Number: 4130298.12. November 13.

Environmental Data Resources, Inc. 2014. The EDR City Directory Abstract. Inquiry Number: 4130298.5. November 11.

Environmental Data Resources, Inc. 2014. The EDR Historical Topographic Map Report. Inquiry Number: 4130298.4. November 10.

Environmental Data Resources, Inc. 2014. The EDR Environmental Lien and AUL Search. Inquiry Number: 4130298.7S. November 18.

Environmental Data Resources, Inc. 2014. The EDR Radius Map with GeoCheck. Inquiry Number: 4130298.2s. November 10.

Environmental Data Resources, Inc. 2014. Sanborn® Map Report. Inquiry Number: 4130298.3. November 11.

California State Water Resources Control Board. 2014. Geotracker Database. https://geotracker.waterboards.ca.gov/. November 11.

8 Acronym List

AAI	all appropriate inquiries
ACM	asbestos-containing material
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Act Information System database
CHMIRS	California Hazardous Material Incident Reporting System
COE	California-Olive-Emerson shallow groundwater plume
CORRACTS	RCRA Corrective Action Sites
EDR	Environmental Data Resources, Inc.
EPA	U.S. Environmental Protection Agency
OEU	Oregon Expressway Underpass
PAH	polynuclear aromatic hydrocarbons
PCBs	polychlorinated biphenyls
PCE	tetrachloroethylene
REC	recognized environmental condition
SARA	Superfund Amendments and Reauthorization Act
SIC	standard industrial classification
SLIC	Spills, leaks, investigations, and cleanups program
SPCC	spill prevention, control, and countermeasure
UST	Underground Storage Tank
LUST	Leaking Underground Storage Tanks
TCE	trichloroethylene
TSCA	Toxic Substances Control Act
USFWS	U. S. Fish and Wildlife Service

Figures

Appendix A – Key Definitions from ASTM E 1527-13

Appendix B – Statement of Qualifications

Appendix C – Site Photographs

Appendix D – Environmental Database Report

Appendix E – Historical Information

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PRESERVATION
ARCHITECTURE

November 10, 2016

2600 EL CAMINO REAL, PALO ALTO
HISTORIC RESOURCE EVALUATION

2600 EL CAMINO REAL – From Page Mill Real, 2016 (looking north)

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PRESERVATION
ARCHITECTURE

November 10, 2016

2600 EL CAMINO REAL, PALO ALTO
Historic Resource Evaluation

This report provides an historical evaluation of the property and building located at 2600 El Camino Real, Palo Alto for the purpose of determining if the property and its building qualify as historic resources per applicable criteria.

This evaluation effort is based on a number of site visits to survey and record the building and its setting and context, a visit to the City of Palo Alto (City) Development Center to review available permit records, a visit to the Palo Alto Historical Association (PAHA) to inquire of any subject property related records, queries and research visits at UC Berkeley's Environmental Design Library and Environmental Design Archives, a visit to the City of Palo Alto Rinconada Library to research directories, and extensive on-line research. At the City, no original building permit was located, yet 1967-1968 tenant improvement related permits were. There are otherwise numerous subsequent application records from then through the present, most all for interior tenant improvements. Additionally, no records associated with this property or its building are on record at the PAHA. Finally, as the property is part of the Stanford Research Park owned by Stanford University, no property deed research has been undertaken.

The property is not listed as a historic resource in the City's Inventory of Historic Resources and has never been identified as a historic resource in any city-prepared analysis of its historic resources. There is no evidence that the property and building have previously been documented or evaluated for historic resource potential.

Evaluation Summary

The subject building, originally and currently identified as the Stanford Financial Square (SFS), was completed in 1967 on open land associated with the former Mayfield Grammar School.

The subject property (APN 142-20-048) is sited on the southwest side of El Camino Real, mid-block between California Avenue to the north and Page Mill Road to the south. To the west, Hanover Dr. completes this large block. The SFS building fronts on El Camino Real. It was designed for Alhouse Business Properties Inc. by architect Gerald G. Weisbach and landscape architect Jack Stafford. As described further below, this evaluation focuses on the architecture of this late-1960s building. There is little or no evidence to support a finding that this property or building is associated with any events or persons of historical importance. While the events and persons criteria are examined in this report, the evaluation predominately focuses on the issue of potentially distinctive architecture.

The subject property and building, which date to 1967, have a relatively brief and narrow historical record. As detailed herein, there are no identifiable historical associations with either events or persons important to local, California, or national history. The building also lacks architectural distinction and the landscaping is subsidiary to the building and its paved plazas. As such, this evaluation concludes that the property and building located at 2600 El Camino Real do not have historic resource potential per the criteria of the California Register of Historical Resources or the City of Palo Alto's definition of historic properties:

- The SFS building has consistently provided office, retail banking and restaurant uses; research has revealed no association with historically significant events or persons. The person associated with the development of the SFS, William G. Alhouse, also has no identifiable historical importance.

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The extent of available evidence about Alhouse, limited to personal information as well as his identification as a long time realtor and real estate investor in Palo Alto, is enough to draw that conclusion. Were he a person of historic import, additional information about him and his career would be readily available.

- The design of the subject building and its site are a combination of Brutalist and Corporate Modern architecture. The overall building form is inexpressively rectilinear (see cover photo). Elementally, the building's architectural articulation, which extends into its site work, has repetitive and geometric character, including curvilinear design elements that are molded and thus intentionally formalized. The building's exterior envelop is also indistinct, in that the structure is barely in evidence, so the building does not exemplify a work of structural or material clarity, though which are underlying aspects of Brutalism. Otherwise, the central building form clearly embodies the concrete character indicative of Brutalism, although that form is not only modulated by its molded and thus stylized features and its overall rectilinear form, it is further tempered by the introduction of a podium, the elements of which are stylistically lean and geometric and thus more consistent with the Corporate Modern style.
- While the SFS is not predominately a Corporate Modern style building, it has a wide range of corporate modern characteristics, chiefly with respect to its type and use as a modern financial office building. And while there are a few other examples of use of the Brutalist style in commercial and corporate office buildings, especially in Great Britain -- where the Brutalist substyle was rooted and practiced -- Brutalism was predominately deployed in works of religious and civic architecture.
- There is no evidence that Gerald G. Weisbach, the architect of the SFS, had any programmatic focus on Brutalism. His project experience while in the employ of others is unknown, and the few known works of his own are late-modern and even post-modern, the former a pair of small wooden houses of geometric design from the late-1960s, the latter a commercial building in San Francisco from the mid-1970s, that has since been removed. Weisbach's independent architectural career was relatively short. By his own admission, he sought to leave the architecture profession early in his career while a member of the John Carl Warnecke architectural office c1960.[1] He thereafter practiced independently and as a member of a the firm Weisbach Boutmy Silver before proceeding into a law career in the late-1970s. And again, there are few identifiable examples of his work. Therefore, there is no available evidence that the SFS represents the work of a master.
- Jack Stafford, a noteworthy landscape architect, prepared several landscape plans for the SFS project. However, the landscape work predominately consists of hardscape – in fact, the building is an island surrounded by pavement, the bulk of its sitework dedicated to the auto – so the modernist landscape is not in itself distinctive.

In sum, the SFS, a building that is presently just under fifty years old, has no identifiable associations to events or persons of any historic importance and is not the work of a master architect nor a work of architecture or landscape architecture that has the distinctive characteristics of a given period and style. Further, its lack of contextual associations and relationships has resulted in an isolated building with a heavy, brooding character. Aside from its commercial uses, its contributions to its urban setting are the several mature elm trees that bracket the building and the area of its upper podium that provides a social gathering space. Altogether, the SFS has no identifiable, potential historical or historic architectural importance and thus does not qualify as a "historic resource."

[1] "Architects Turned Lawyers: A Conversation with Gerald Weisbach, FAIA, Esg." ***ArcCA: The Journal of the AIA California Council*** (2005) pp.10-12.

Summary History

The subject building and property are situated on El Camino Real, mid-block between California Ave. and Page Mill Rd. (figs.1-2) and lie within the boundaries of the Stanford Research Park (fig.3), which is land owned by Stanford University. Per early permit records for tenant improvements and dated from April to December of 1967, the SFS's origins were associated with Alhouse Business Properties Inc., Owner; Gerald G. Weisbach, architect; and Carl A. Holvick & Co., general contractor. No original architectural drawings or records have been located. However, a set of two original landscape drawings have been located at UC Berkeley's Environmental Design Archive, dated April of 1967, which identify Jack Stafford as the project landscape architect.

As noted, the subject site was an open part of the Mayfield School property prior to construction of the SFS building. The main building of this School stood directly adjacent to the subject property when the SFS was constructed. That building was demolished c1980. The former school building site is now the site of the Stanford/Palo Alto Community Playing Fields. A commemorative sign for the former Mayfield School is located on the playing field site. .There is no evidence that the SFS site was developed prior to the construction of the SFS building or of any specific school uses that may have occurred on the site. In the latter half of the 19th century into the early-20th, the property was farmland located in the town of Mayfield. Leland Stanford, the founder of Stanford University, acquired the farmland in the 1880s, on a portion of which the Mayfield Grammar School was constructed in 1923. In 1925, the town of Mayfield was annexed into the City of Palo Alto.[2] The Mayfield School remained in use until 1966, when the subject parcel was divided and developed. The SFS opened in 1967, its ground floor occupied by a bank, its podium floor (floor 2) partly occupied by a restaurant, and the remainder of the building's four upper stories leased as office space. The SFS building and site have externally changed little in the past 50 years, including the pattern of bank, restaurant and office uses.

Summary Description

The SFS stands as a freestanding building at the west side of El Camino Real (figs.4-5) with its front immediately at the back of sidewalk (fig.6), an entry plaza on grade at its north side (figs.7-9), an entry drive and parking strip along its south side, a parking lot across the rear – with its thru-drive providing access to a level of below-grade parking – and an exit drive with another row of parking spaces across the north (fig.10). An upper plaza is also located at the south side atop the building's broad base (figs.11-12).

The SFS building is in 2 parts. The bulk of the building is a 6-story rectangular form, with slender front and rear and broad side elevations, the upper 4 stories an articulated concrete mass atop a 2-story base consisting of tall concrete columns with inset walls that are partly concrete yet largely of glass. The other building part consists of a broad podium level intersecting the 2-story building base at the second floor, where it extends to the south to create an open roof plaza, and the broad podium level wraps fully around the main building. The podium's overall horizontality and breadth mitigate the building's otherwise top-heavy massing. Below the podium, the ground floor largely encloses the base of the building with exterior walls of glass and concrete inset from the podium edge. And at the northeast corner of the building, below the roof deck, the supporting columns give way to interior structure and, at the exterior, a deep overhang.

The primary building feature is its 4-story upper exterior walls, which are pre-cast concrete modules

[2] From "Palo Alto, California," Wikipedia, @https://en.wikipedia.org/wiki/Palo_Alto,_California.

with punctuated and enframed windows and that also appear to be hung from a concealed structural frame (fig.13).

While facing El Camino Real, the building does not have a formal front. The main building entry is to the northwest side from the entry plaza at grade, while the entrance to the ground floor bank is from the sidewalk below the overhang at the building's southeast side. An open stair also provides exterior access to the podium level directly from the sidewalk.

The front (northeast) and rear (southwest) elevations are massed the same, asymmetrical, with the broad horizontal base and podium and, at one side, the taller and upper building mass. The base of the building at the front is a window wall, whereas across the rear it is a solid concrete wall standing along the raised sidewalk level behind outer concrete wall along the parking area, which is descending towards the center of the site, where that outer wall increases in height. While from views of the front and rear it is strictly possible to call the taller building mass a "tower," from the north and south sides and, more realistically, as seen 3-dimensionally, the building form is not tower-like, but is block-like, as it is broad and even squat relative to its height.

The northwest side is, practically speaking, the formal front, as it provides entry from a landscaped entry plaza. Below the podium, the recessed building columns and window wall continues from the street side. At the central-most of its 5 bays are the entry doors to the office building lobby. The opposite (southeast) side of the building is similar, yet the window wall at the building base, with another central entry into the banking space, gives way to a panelized concrete wall to the rear. The southeast side is located directly along a vehicular drive. From that side, the broad upper building mass is deeply set back behind the second floor roof plaza.

The range of exterior building materials and elements include:

- Concrete (exposed aggregate) building columns;
- Concrete (exposed aggregate) building walls (at base level);
- Aluminum-framed window and door assemblies (at base and podium level);
- Concrete podium slab with concrete fascias at cantilevered edges;
- Metal guard-railing assemblies (at podium edges and at slotted front and rear openings);
- Articulated, precast concrete walls (at upper stories);
- Fixed, aluminum-framed, geometric windows (at upper stories);
- Plaster or plaster-board soffit sheathing;
- Miscellaneous exterior lighting and signage.

The landscape design and elements are predominately concrete hardscape, with planting materials largely relegated to concrete planters, yet with four mature elm trees bracketing the building site, plus a row of street trees. The site design includes a substantial extent of asphalt paved surface. The dominant, island-like aspect of the site and its building is a consequence of being bound by street and driveways and parking. No planting or landscape features connect to or extend into surrounding areas. In fact, the property is chain-linked fenced at its rear and south side. (In the course of this evaluation, the property to the north has been a construction site.)

The raised podium level effectively elevates and isolates outdoor pedestrian use areas to an upper level, the bulk of which is located at the south side of the building. That upper terrace is a large outdoor space relative to its potential use area. The podium level envelopes the building, with narrow terraces at the front, north side and rear that lie under the overhanging building forms.

On grade, the north side entry plaza consists of hardscape elements and has no seating areas, so its use is limited to building ingress and egress.

In addition to the extent of asphalt paved parking and driveway areas, materials and elements at exterior spaces include:

- Concrete site paving, walls, planters and furnishings;
- Brick site pavement edging the building wall;
- Metal site lighting standards with acrylic globes;
- Open concrete and metal staircase.

The original 1967 building and its site are visibly intact and largely unchanged, with the exception of changes to its prominent guardrail assemblies. For comparison, a 1968 image of the building is attached (figs.14-15). Another evident change is the rooftop equipment and its screening. At the ground floor front, an original window bay has also been converted to a set of automatic bank teller machines. Changes to exterior signage are also evident.

The building's massing and materials relate to Brutalist style architecture, while the more geometric and sculptural forms and elements of both the building and its hardscape, including its podium and landscape design, combine a range of Corporate Modern architectural aspects into its Brutalist form. The resulting architecture of the SFS is, consequently, a mix of American Modernist styles and from the late-Modern period.

As this evaluation effort is focused on the determination of historic resource potential, other than its assignment of uses, the building interiors and interior alterations have not been documented or evaluated.

Historic Contexts

City of Palo Alto and the Town of Mayfield

Palo Alto was incorporated in 1894 and was, from its beginnings, closely associated with Leland Stanford Jr. University, which was itself founded in the later-1880s on a large swath of lands to the southwest of future Palo Alto. Palo Alto's geographic area was then centered around University Avenue to the east of Alma Street. Over the course of immediately subsequent decades, the City's population and geographic area grew eastward and southward, eventually encompassing the then adjacent town of Mayfield several miles southeast of the original and present center of Palo Alto. Mayfield also adjoined Stanford University land, not only wrapping around Stanford's easternmost corner but encompassing some Stanford land area. Palo Alto's annexation of Mayfield occurred in 1925 and its vicinity was then adapted as a secondary commercial district of Palo Alto centered along Mayfield's Lincoln Ave. (today's California Ave.) between the Southern Pacific railroad tracks to the northeast and Mayfield's Main St. (present day El Camino Real) to the southwest.

Palo Alto expanded incrementally in the first half of the 20th century then exponentially at mid-century, when its boundaries and developable areas grew southward to the town of Mountain View then westward into the hills. During the 1950s, several of today's industrial and commercial areas were annexed, including approximately 350 acres of the newly formed Stanford Industrial Park as well as the Stanford Shopping Center.

Stanford Research Park

The primary historic context of the SFS property and building is the development of Palo Alto in the post-WWII period. Development of the Stanford Research Park, in which the SFS is located, is one element of that primary context. The Stanford Research Park occupies some 700 acres of Stanford University land and is an industrial, scientific and commercial park that is allied with the University.[3] The Stanford Research Park was founded in 1951 as the Stanford Industrial Park and its first building opened in 1953.

Several recent evaluations for built resources within the Stanford Research Park have summarized this historic context. The following historic context statements are from a comprehensive evaluation by the Stanford University's Heritage Services. A key conclusion of this evaluation is that in assessing whether buildings in the Research Park qualify as historic resources, it is necessary to demonstrate the specific significance of each individual property.[5]

The Research Park is part of Stanford University's landholdings totaling 8,180 contiguous acres in Santa Clara and San Mateo counties. The Industrial Park was conceived in an effort to increase income for the university by converting farm land to more profitable use in light manufacturing. By 1953 the concept had evolved to focus on "research and development activities of science-based industries." (Porter, p7)

While [there were] competing visions for the Park, no master plan was ever prepared. The Park grew organically within a changing regulatory context of zoning guidelines, rather than following a clearly defined plan or program. A suburban park-like setting was the core concept, thus projecting values associated with the campus and neighboring communities that flourished in the twenty-five year boom that followed WWII. These values were reflected in the early guidelines the university promoted: no buildings could be higher than two stories in the early years, no smokestacks were allowed and, most importantly, noise, odors and emissions were prohibited so as not to offend the neighbors. Ultimately, however, the Park was developed piecemeal by tenants or by local developers within evolving city and university guidelines. (***Framework,*** p5-6)

Properties in the Stanford Research Park (formerly Stanford Industrial Park) were gradually developed between 1953 and the early 1980s under varying zoning regulations and with no master plan(s). Many of the early buildings have been replaced or substantially altered over the decades. For these reasons, there is no concentration of buildings from any particular era within the Park, and the Park as a whole has a diverse and inconsistent architectural and landscape character. (***Framework,*** p12)

Another potentially relevant sub-context is that of commercial development within the Stanford Research Park and on other Stanford University lands in Palo Alto. Under that context, commercial developments include the SFS; the nearby Palo Alto Square at 3000 El Camino Real (1970), also within the boundaries of the Stanford Research Park (and with Alhouse as an original development partner[6]); and the Stanford Shopping Center (1954-1957), which stands on university land on the north side of campus, some two miles from the SFS. Such commercial development was an integral

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[3] ***Stanford Research Park*** Brochure (@https://lbre.stanford.edu/realestate). For additional historical overview of the Stanford Industrial Park, see: John M. Findlay, ***Magic Lands: Western Cityscapes and American Culture After 1940***. Chapter 3: "Stanford Industrial Park." University of California Press, 1992. Richard Joncas, David J. Neuman and Paul V. Turner. ***The Campus Guide: Stanford University.*** Princeton Architectural Press, New York, 1999; pp.98-101.

[5] ***Stanford Research Park: Framework For Historic Resource Evaluation.*** Heritage Services Land Buildings and Real Estate Stanford University, November 3, 2016.

[6] See: "New Financial Center Gets Approval." The Stanford Daily: August 1, 1969.

part of the efforts in the early 1950s to capitalize on university property holdings. Yet, aside from capitalization, the commercial ventures did not have the programmatic focus or outcome of the industrial, research and development sectors, and any associations to the university were and are via commercial and financial support. Moreover, these several commercial ventures, while evidently successful, are individual developments without any programmatic, planning or design relationships, with the basic exception that each has a frontage on El Camino Real in Palo Alto.

Mid–century Commercial Development in Palo Alto

Palo Alto's mid-20th century growth was predominately residential, measured by land area, as the City expanded into surrounding suburban areas.

Commercial and civic development also accelerated Downtown, where urban development replaced the former residential area eastward along the University Ave. corridor. In that period, several scattered, larger developments sprung up in the downtown area, including 525 University and the City Hall, while smaller commercial developments made inroads into the California Ave. area. At that juncture, downtown commercial areas were in fact threatened by other patterns of commercial development. Mid-century commercial development in Palo Alto and throughout the region included the construction of auto-serving, suburban shopping centers including, in Palo Alto, Stanford Shopping Center and the Town & Country, both of which originated in 1952. While many of those developments were retail focused, they represented the mid-century development pattern and were a definitive threat to centralized urban development.

Given its proximity to the subject property, the most relevant mid-20th century development context is the California Avenue commercial and business district. As noted above, when the former town of Mayfield was annexed, its central-most street was renamed California Ave., which became a second downtown in Palo Alto. As summarized in a current evaluation of a property within that district, the "California Avenue business district, bounded by El Camino Real, Page Mill Road, Alma Street, and Cambridge Avenue, was redeveloped beginning in 1958."[7] As that redevelopment plan was being promoted, its proponents were calling for the inclusion of office space, thus initiating the move towards a business district. Given its timing, that redevelopment push was geared towards urban development in an attempt to counter suburban commercial development, inclusive of the development of Stanford's commercial properties. As is evidenced in the content and conclusions of the *2555 Park Blvd. HRE*, the California Ave. vicinity experienced commercial and office development in that time, yet without any specific planning, thus architecturally piecemeal rather than, as generally envisioned, via the wholesale Modernist recreation of that district.

Modern Architecture

The City of Palo Alto has not established historic contexts re: modern architecture and landscape architecture. The nearest and most applicable city to develop an historic context statement for Modern architecture is the City of San Jose.[8]

Broadly speaking, the architectural period of the SFS was Modernism, Corporate Modern or American Imperial Modern.[9] In Gowan, the American Imperial Modern is a broad and inclusive label, spanning the years 1950-1980, and during which a number of more specific sub-styles occurred. As

[7] Page & Turnbull. ***2555 Park Blvd. Historic Resource Evaluation.*** June 2, 2014, p7.

[8] Past Consultants, ***San Jose Modernism Context Statement,*** 2009, pp85-86

[9] Alan Gowan,. ***Styles and Types of North American Architecture.*** Harper Collins, 1992. Gowan's broad stylistic and typological label are referenced as that author uniquely addresses North American building types and styles without over-emphasis on domestic building.

noted, the SFS does not embody the singular traits of a given Modernist substyle.

In San Jose's historic context statement, the closest representative style to the SFS building is that of Brutalism, which that report identifies as spanning the years 1960-1975, and which is summarized as follows:

Although the exact origin of the term "Brutalism" continues to be debated, English architect Peter Smithson is given credit for coining the phrase in 1954. In addition, the work of famed Swiss architect Le Corbusier is also forever linked with the origin and greatest expression of the style. Like so much Modernism, Brutalism endeavored to shed all preconceived notions of architectural style or traditional ornamentation in favor for a completely honest expression of a building's function through form and materials. What resulted in the United States, particularly with the work of William Wurster, was a building designed in a series of regular, blocky masses, with concrete (and sometimes brick) being the primary structural material. Since material was intended to communicate its function honestly, decoration relied on the patterns created by the wood formwork used for the construction of the concrete. Both the academic and materials approach to Brutalism made the style applicable to a range of educational and civic buildings in the United States.

Brutalism – Character-Defining Features:
- *Structure expressed as massive, blocky forms*
- *Rough concrete (sometimes with brick) as primary structural material*
- *Façades composed of regular, large forms*
- *Windows as voids in the larger concrete massing*
- *Flat roofs*
- *Building often raised and set within a plaza.*[10]

By way of further reference, the City of San Francisco modern architectural context statement provides several brief statements relative to San Francisco:

Brutalist buildings in San Francisco are massive in scale, often imposing, and represent a short-lived exploration of the expressive qualities of reinforced concrete. There are relatively few Brutalist buildings in San Francisco and such buildings are generally limited to large-scale commercial, hospital, service and educational building.

Brutalist buildings often incorporate large expanses of glass, however fenestration is often deeply recessed, resulting in shadowed windows that appear as dark voids. The plasticity of reinforced concrete allows for a myriad of shapes and forms, though repetitive angled geometries predominate. Concrete is poured on-site and left unpolished, often revealing the texture and grain of wood forms and small pebbles of the aggregate. The raw, expressive quality of Brutalist buildings are the antithesis of precision-machined glass and steel vertical boxes then dominating large-scale projects.[11]

Another modern architectural style applicable to the SFS is the Corporate Modern. The distinction of the Corporate Modern style is exemplified by large corporate buildings, their exteriors tautly clad in glass curtain walls, their steel or concrete structural frames expressed.

In San Jose Modernism, the period of the Corporate Modern also spanned c1955-1975, are

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[10] ***San Jose Modernism***, pp.85-86.

[11] Mary Brown. ***San Francisco Modern Architecture and Landscape Design 1935–1970: Historic Context Statement.*** San Francisco City and County Planning Department, September 30, 2010, p132.

exemplified by large financial office buildings, and the character-defining features of which are:

- *Large rectangular massing*
- *Flat or low-pitched roofs*
- *Steel or concrete structure as primary expression of the building*
- *Horizontal bands of windows set within the structural module*
- *Alternate design of large concrete volume with little or no fenestration*
- *Building tower set back from the street in a landscaped plaza*
- *Tower frequently set atop a multi-story base framed by plain concrete or steel columns*
- *Overall absence of applied ornamentation, with the exception of corporate advertisement signs mounted directly to building.*[12]

There are also innumerable Corporate Modern office buildings constructed with pre-cast concrete facades of repetitive forms and window openings, and which are directly exemplified by the range of local building examples referenced herein (figs.19-22).

Modern Landscape Architecture

The City of San Francisco's Modern context statement additionally and uniquely addresses modern landscape architecture, though its primary focus is on modern domestic landscapes, as the practitioners of that period were focused on the private garden. That context statement added a section on "Commercial and Corporate Designed Landscapes," which outlined landscapes associated with Modern commercial developments, specifically commercial and corporate plazas and parks, as well as rooftop gardens also associated with commercial development. As summarized therein: "Common design elements of these commercial spaces include lighting features, benches and seating areas, grassy areas, signage, trees, walkways and pedestrian circulation, planters, fountains, and sculpture."[13] With regard to rooftop landscapes, San Francisco Modern adds that, "rooftop gardens were promoted by real estate developers as a means to maximize buildable areas…. These rooftop gardens, parks, and plazas are often a subset of commercial and corporate landscapes, built to utilize valuable street-level land while meeting open space requirements."[14] In such cases, the Modern commercial landscapes were designed to complement the building.

Associated Persons

The one person identifiably associated with the original SFS development is William G. Alhouse (1925-2011) and Alhouse Business Properties, Inc., of which Alhouse was the General Partner when the SFS was developed. His identification as the owner at the time of the project's development is documented in the earliest permit records.[15] According to his obituary:

William 'Billy' Alhouse, 85, a Palo Alto resident who owned Alhouse Realty for 50 years passed away peacefully of pneumonia with his loving family surrounding him on Feb. 24, 2011. Born in Jamaica, N.Y., he graduated from Stony Brook Christian Boys School, joined the Navy and was released in California. He graduated from UC Santa Barbara and obtained a Masters Degree in Education from Stanford University. He married his college sweetheart, Barbara Pattee, in 1951 and began his career in real estate in Palo Alto. Bill maintained his passion for baseball by being the Assistant Coach at

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[12] *San Jose Modernism*, pp.79-80.

[13] *San Francisco Modern,* p148.

[14] *San Francisco Modern,* p150.

[15] Contract summary for General Building Construction identifying Carl A. Holvick & Co., General Contractor, in contract with the Alhouse Business Properties, Inc., William G. Alhouse, Pres. April 14, 1967.

Stanford for 17 years, 12 years at Gunn High School and 4 years Menlo School. He was committed to youth sports and was a co-founder of Palo Alto Little League in 1952. His zest for life was inspirational to many baseball players and employees at Alhouse Realty. He was a Deacon at Menlo Park Presbyterian Church.[16]

When the SFS was being completed, Alhouse Business Properties, Inc. held offices at 2450 El Camino Real, where their offices remained in the succeeding years, although Alhouse also had a building managerial office in the SFS following its completion.

Other persons associated with the original and early SFS were its tenants. A 1967 list of tenants (with services identified) included:[17]

- Bank of America (retail branch bank);
- Romanos Restaurant;
- Birr, Wilson & Co. (attorneys);
- Bruce Fielding, CPA (accountants);
- Optimum Systems Inc. (financial services);
- WEMA [Western Electronics Manufacturing Assoc.]
- John Law (architect);
- John Thompson [market research];
- Sutter/Hill (development/investment);
- FBI (government);
- Carlson/Search [personnel];
- Jack Teeters [attorneys];
- Clayton Brokerage (financial);
- Valley Personnel;
- Babcock [data processing];
- Burberich & Leynes [real estate];
- Alhouse/Ford (real estate);
- Baer [accounting];
- Navy Association;
- Celanese Corp. (chemicals);
- Continental Assoc. [engineering recruitment];
- Red & White [food brokers];
- Guardian Insurance.

Based on this information from permit records and with additional reference to directory listings from 1968-1970, it is evident that the SFS was designed, constructed and occupied as a mixed-use/corporate office building.

Architects and Builders

Architect, Gerald Gamliel Weisbach (b.1932)

In the course of this evaluation and its requisite research efforts, few citations have been located for and about architect Gerald G. Weisbach. Consequently, a minimum of information is available to report.

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[16] ***William G. Alhouse,*** online obituary @http://www.paloaltoonline.com/obituaries/memorials/william-g-alhouse?o=756.

[17] M.O. Dorman Company carpet invoice, Dec. 19, 1967, from CPA permit records.

The 1962 American Institute of Architects, *American Architects Directory*, listed his office in Mill Valley and referenced one project: the McCauley Residence, also in Mill Valley.[18] The 1970 *American Architects Directory* listed only his address without any biographical information. These references list Weisbach individually, and he is likewise individually associated with the SFS. Yet, various records identify his association to the firm of Weisbach Boutmy Silvers. The following account of Weisbach's career also refers to his having been a principal in the firm of Building Systems Development:

Gerald Weisbach has… had two careers. From 1954 to 1978, he was a practicing architect and professor of architecture at three Universities. From 1978 to today, he has been a practicing lawyer for architects and other related fields.

[Weisbach] graduated from UC Berkeley with his degree in architecture in 1954. After working for Neutra, Soriano and Warnecke, he formed his own firm of Weisbach/Boutmy/Silver and designed notable architecture, including houses and commercial buildings, winning several awards. One of his houses was published in Architectural Record Houses of the Year and for many years a commercial building on Van Der Water Street in San Francisco was listed in Sally Woodbridge's guide to Bay Area Architecture.

He became a tenured professor of architecture at both UC Berkeley and USC, and was also a visiting lecturer at the Bartlett School of Architecture in London in the late 60's. He was a principal of Building Systems Development (BSD) in its heyday from 1968—1972, significantly contributing to BSD's seminal building systems projects.

After becoming a lawyer in 1978, he worked for DPIC [an insurance broker] on their loss prevention program—and he has been helping his first profession from a legal perspective ever since. He formed his own law firm, Natkin, Weisbach and Higginbotham, and became the "go to" law firm for architects. He taught law courses at Wurster Hall over a ten year period and still conducts seminars for architects on the law and professional practice. All through these years, he served the public in many organizations including AIA, California Architectural Board of Examiners, NCARB, and publishing numerous articles.[19]

In the above, the referenced work of Weisbach is a building at 15 Vandewater Street in San Francisco, which is dated to 1974.[20] A contemporary, steel framed building presently stands on that site, and the San Francisco Planning Department's Property Information System dates the current building to 2006, confirming that 1974 Weisbach building no longer exists.

Further searches for the works of Weisbach found two residences published in architectural journals, including in 1968 a house in Mill Valley (fig.16),[21] and in 1969 a vacation house in Squaw Valley (fig.17).[22] Photographs of both those houses illustrated Modern, small, wood clad, geometric house designs.

Weisbach was appointed to the State Board of Architectural Examiners in 1979.[23] And in 2006 was awarded as a Distinguished Alumni of U.C. Berkeley's College of Environmental Design.

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[18] "Weisbach, Gerald Gamliel." The American Institute of Architects Archives, ***The AIA Historical Directory of American Architects (1970).*** @http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahdl047697.aspx.

[19] "GERALD G. WEISBACH (B.A. ARCHITECTURE, 1954)" @ http://ced.berkeley.edu/ced/alumni-friends/distinguished-alumni-award/alumni-2006/#ggweisbach.

[20] Woodbridge, Woodridge, Byrne. ***San Francisco Architecture: The Illustrated Guide.*** Chronicle Books, 1992; p52.

[21] The Schwartz House, ***Architectural Record,*** May 1968, pp.90-91.

[22] The Lazar House, ***Architectural Record,*** Nov. 1969, p131.

[23] "Governor Brown Names SF Consultant to Architecture Board." San Francisco Chronicle, Feb. 21, 1979; p7.

Re: the firm Weisbach Boutmy Silvers, again, few references to their work have been found, and no references specific to Weisbach.

Re: the firm of Building Systems Development, Inc. (BSD), Weisbach was listed as one of its principals in the 1970 AIA directory.[24] Under his own listing in that same directory, there is no mention of BSD. Additionally, a range of available project planning documents (at U.C. Berkeley's Environmental Design Library) by BSD in the period of 1965 to 1982 do not identify Weisbach in the project attributions. So it is unknown what role Weisbach played in BSD or for what duration. Based on such project documents, BSD prepared architectural "building systems" for housing, specifically student housing. The Pacific Coast Architectural Database (PCAD) has one project listing under BSD, a Boeing Corp. related housing project in Seattle.[25]

PCAD has no listing for Weisbach or for Weisbach Boutmy Silver, either individually or as a firm.

Landscape Architect, Jack Stafford (1921–1998)

Jack Stafford is identified in an index for the online Archive of California as the landscape architect for the SFS project.[26] Stafford's collections are held at the University of California at Berkeley's Environmental Design Archives (EDA). The following is the biographical entry from the Jack Stafford Collection:

Jack Stafford was born in Casper, Wyoming. He attended the University of Wyoming for three years before joining the U.S. Army Air Corps during World War II. As a pilot, Stafford flew numerous missions in the South Pacific and earned a Silver Star medal and seven separate oak leaf clusters for his outstanding service. After leaving the Air Corps in 1944, he moved to California with his wife, Bonnie. Stafford soon enrolled at the University of California at Berkeley, graduating with a B.S. in Landscape Architecture in 1950. He began working with Thomas Church and took on management of Church's projects on the San Mateo peninsula south of San Francisco. He later established his own "Peninsula" practice focusing on residential designs for homes in Palo Alto, Woodside and Hillsborough, among other cities. Stafford eventually became a member of the Architectural and Site Review Board in Woodside. He earned numerous awards for his work, including several design awards from landscaping contractors.[27]

In the Project Index of the Jack C. Stafford Collection, some 130 projects are listed, nearly every one of which was located in the communities of the San Francisco peninsula, the great majority being residential landscapes and gardens. Thus, of the 130 projects, 107 are residential, 12 commercial, 5 educational, 3 governmental, 2 civic, and 1 religious. Curiously, the SFS is not included in the Stafford Index. Evidently, Stafford's attentions were on Modern residential landscape architecture. The same was true for his mentor, Thomas Church, although Church also completed a broad range of landscape design work, including projects on the Stanford campus and in the Stanford Industrial Park. And it was likely in the latter capacity, where Stafford presumably assisted Church's efforts, that Stafford gained project experience and subsequently acquired the SFS project. However, per the Stafford Index, he is identified with just one Stanford project and no projects within the Stanford Industrial/Research Park.

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[24] "Building Systems Design, Inc." The American Institute of Architects Archives, *The AIA Historical Directory of American Architects (1970), p118.*

[25] Bryant Manor Housing, Central District, Seattle, WA (1971) @http://pcad.lib.washington.edu/building/16460/.

[26] @ http://www.oac.cdlib.org/findaid/ark:/13030/kt4n39s1hk/admin/#descgrp-1.3.12.

[27] @ http://archives.ced.berkeley.edu/collections/stafford-jack.

Stafford is not listed in San Francisco Modern as a master landscape architect, though he is mentioned as one of the "significant" associates and successors of Church.[28]

The EDA Jack Stafford Collection holds two drawing sheets of Stafford's for the SFS, a planting plan (L1) and an irrigation plan (L2), thereby confirming his role as the landscape architect on the SFS project. The sheets are dated 4-4-1967 and are under the title block of Jack C. Stafford, Landscape Architect, 800 Welch Road, Palo Alto (fig.18).

Builder, Carl Holvick Construction

Carl Holvick Construction were general building contractors that appear to have predominately worked on the San Francisco Peninsula beginning in 1950. Obituaries for Carl Holvick (1913-2003) state that he was a "pioneer builder" with an expertise in tilt-up concrete industrial structures, and specifically the buildings of Silicon Valley.[29] His obituaries, wherein no individual buildings are identified, also prominently cite a 1961 newspaper article entitled "He Builds Them By The Week," while further stating that his industrial buildings "were popping up like mushrooms all over the peninsula."[30] Yet, based on current research, in addition to the SFS, only a few project examples are generally identifiable (3181 Porter Dr., Palo Alto; Clarkson Co., Palo Alto; Bohannon Industrial Park, Menlo Park).

Evaluation

The subject property has not previously been evaluated for historic resource eligibility. In order to address the requirements of the California Environmental Quality Act (CEQA) specific to historic resources, the current effort has been requested and is intended to provide such requisite historic resource evaluation. The following addresses the subject property and building using both the California Register (CR) and the City of Palo Alto (CPA) evaluation criteria.

California Register

To be eligible for listing on the CR, a resource must be historically significant at the local, state, or national level, under one or more of the following four criteria:[31]

1. ***It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;***

   The subject building was completed in 1967 and is located in the Stanford Research Park as a commercial office rather than research or industrial facility. As stated above, the development of Palo Alto in the post-WWII period is the primary historic context of the SFS, which was constructed as part of the Stanford Industrial/Research Park. Relative to this context, events of potential historic importance must be identifiable on an individual property basis. As noted in the "Framework for Historic Resource Evaluation" document, location within the Park is not by itself sufficient to justify a finding of historical significance. All of the properties within the park are within Silicon Valley and all the businesses in the Park (like all businesses in Palo Alto)

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[28] *San Francisco Modern,* p145.

[29] "HOLVICK, Carl - 1913-2003." SF Chronicle, Sat. Aug.2, 2003 @ http://www.sfgate.com/news/article/HOLVICK-Carl-2562862.php

[30] "Holvick, Carl - 1913-2003." SF Chronicle, Sat. Aug.2, 2003 @ http://www.sfgate.com/news/article/HOLVICK-Carl-2562862.php. (The referenced 1961 new article has not been located.)

[31] California Office of Historic Preservation. ***Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources.*** Sacramento: California Office of State Publishing, 2001.

contributed to the local economy. To justify a finding of historic significance, there must be evidence that specific significant events took place at a property. Research revealed no significant events occurring at the SFS.

The subject property is one of several Stanford Research Park properties situated directly along El Camino Real. Given the strictly commercial-corporate use of the subject property and building (used presumably to house banking, law, and other commercial support services), there is no direct association to the Stanford Industrial/Research Park's science and technology based purposes or to the development of Silicon Valley, which is the identified basis of potential individual historic importance under this criterion.[32]

The SFS also does not fit within the planning and design pattern of the Stanford Research Park, which consists of low buildings in a landscaped campus setting. Rather, it is a commercial real estate venture along El Camino Real, its evident purpose to provide a bank branch and commercial office space.

The SFS additionally stands in the flux between the City of Palo Alto, the Stanford University campus and the Stanford Research Park, yet from each of which it is isolated – including, most relevantly, the directly adjacent California Avenue. business district.

As such, the SFS property and its building do not relate to any development pattern or event of identifiable importance. Consequently, the property and building at 2600 El Camino Real have no identifiable association to events of historic importance, so do not meet CR criterion 1.

2. *It is associated with the lives of persons important to local, California, or national history;*

Few individuals have been identified as associated with the origins and early history of 2600 El Camino Real. The property is institutionally-owned (Stanford University). Original plans identify the developer/owner under the name Alhouse Business Properties Inc., William G. Alhouse, president. Alhouse, a local realtor and investor, does not appear to have identifiable historical importance. The only other entities and names associated with the original and early property were the range of building tenants. Consequently, 2600 El Camino Real has no identifiable associations to persons important to history, so does not meet CR Criterion 2.

3. *It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;*

The following analyzes each of these individual qualifications.

Type: The SFS is a mixed-use commercial building housing 4 floors of offices over 2 commercial stories, the latter originally and presently including a branch bank at the ground level, together with the office building lobby, and a restaurant at the 2nd/podium level. Commercial/corporate office space originally and presently occupy the upper stories of the building.

With regard to the building type, this mixed-use commercial building is typical and without potential individual distinction.

Period: The SFS's architectural period is the latter 1960s. Being half-a-century ago, that period's urbanism and architecture have not been fully assessed for their historical context and contributions. For example, under the Cultural Resources section, City's current Comprehensive Plan summarizes the post war context with only general mention of the subject period.[33]

Nonetheless, that period's social, political and artistic affects have been broadly researched and evaluated. In sum, the 1960s were a period of cultural disruption and change. The beginning and

[32] *Stanford Research Park: Framework For Historic Resource Evaluation, pp.10–11.*

[33] *Palo Alto Comprehensive Plan Update Draft Existing Conditions Report*, pages 12-13.

early 1960s were the late-postwar years of American hegemony. By later in the decade, cultural cataclysm and disruption were the norm, represented by social and political movements that disrupted the American status quo. In art, that change was manifest in the form of popular art that teased the public about its faith and trust in American and corporate postwar commercialism. In architecture, the Modern period was critically assessed by the architect Robert Venturi, whose ***Complexity and Contradiction in Architecture***, published in 1966,[34] was highly critical thereof and thus representative of that changing, anti-establishment period. Venturi's representation of a humanist view of urbanism and architecture provided a forthright view of the world of architecture in that moment, and in which he reported the loss of faith in Modernism, while reintroducing humanist urban and architectural concepts that had been discarded and disregarded throughout the Modernist period. That seminal book was published as the SFS was being constructed.

Another mid-century architectural history, ***Twentieth–Century Architecture of the Middle Years 1940–1965,*** was also published in 1966.[35] Therein, its author Jacobus leaves the door open for the prospect that Modernism may yet revive, literally closing that text with the admonition that the "time may soon come for one more turn of the wheel" with which to "reunite the creative aspect of early modern theory with… today's pragmatic architectural design."[36] Instead, as Venturi foresaw, rather than transitioning or bouncing back, Modernism fully declined by the end of that decade.[37]

Yet, given the pace of development and established financial interests, provincial American urbanism and architecture were slow to change. Thus, in many North American cities and towns, the latter 1960s were still represented by stoic Modernist urban and architectural designs – Corporate Modern edifices set amidst plazas and parking lots. This format has several local representatives, including:

- The Palo Alto Office Center at 525 University Avenue, completed in 1965 (figs.19,24);
- The 1967 office building at 260 Sheridan Street (fig.20);
- And, nearby, the c1970 Palo Alto Square (fig.21).

As modern office buildings constructed within some five years of one another, their similarities include their freestanding rectilinear forms, with their office stories raised upon bases and enveloped in repetitive window walls.

Though lacking a podium, the 260 Sheridan building, with its bulky form, broad overhanging roof and repetitive window walls, is a quasi-Brutalist building with a generally similar form and design to the SFS. The other two, the Palo Alto Office Center and Palo Alto Square, have the distinction of literally being multi-use centers and both are mid-rise developments. The former also directly interconnects with the downtown streets. At the pedestrian level, while again lacking the podium, it shares the robustness of the SFS, as well as the articulated exterior wall treatment at its upper stories.

With respect to its architectural style, the SFS has evident Brutalist architectural character, which is present in the combination of its imposing upper building forms and its heavy concrete materiality. However, the bulk of its exterior consists of repetitive, sculpted window-wall forms with a definitively stylized character and which are strongly present and characteristic (figs.15,22). And given the building's type and use, the design character of the base alone is best described as Corporate or Commercial Modern.

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[34] Robert Venturi, ***Complexity and Contradiction in Architecture***, The Museum of Modern Art, New York, 1966.

[35] John Jacobus, ***Twentieth–Century Architecture of the Middle Years 1940–1965,*** Frederick A. Praeger, New York, 1966.

[36] Jacobus, p200.

[37] See the "Decline of Modernism," ***San Francisco Modern,*** p138.

While the SFS is not predominately a Corporate Modern style building, it has a wide range of corporate modern characteristics. To begin with – and most importantly – its type and use, as the SFS is a modern financial office building. And though the SFS building has a severe aspect associated with Brutalism, the expressive rigor and intention underlying distinctive works of that architectural style are predominately reserved for non-commercial buildings, and for good reason. Brutalism "was a substyle of harsh imperatives",[39] whereas corporate office buildings were not intentionally designed to present a severe or harsh aspect.

Referring back to the definitional origins of Brutalism, in 1955, in a seminal essay in the journal ***The Architectural Review,*** the architectural critic and historian Reyner Banham coined the term "New Brutalism" to describe a range of then current British architectural works that, in his view, appeared to have the potential of making a "major contribution to the architecture of today." His primary focus and example was a British project, the Hunstanton School (Peter and Allison Smithson, 1949-1954), but he also identified the Yale Art Center (Louis Kahn, 1953) as a North American example. Banham disseminates the primary characteristics of New Brutalism as: "1. Memorability as an image; 2. Clear exhibition of structure; and 3. Valuation of materials 'as found'." Banham further explained that the image "is what affects the emotions," that structure is "the relationship of parts," and that "materials 'as found' are raw materials." In his summary, Banham concluded that "formality was discarded" in the works of Brutalism.[40]

Any review of Brutalist architecture – a Google image search being one readily accessible example – finds a remarkable range of possible examples and which establish no clear criteria for the definition of that style. Yet, academically, the Brutalist type and style has several characteristics that unify its best examples. Typologically, it was used for educational, cultural and public edifices. Stylistically, it was a functionalist aesthetic that deployed forms, often but not solely rendered in concrete, and that resulted in highly expressive, structurally and materially honest and severe architectural form.

Regionally, San Francisco's Transamerica Building (William Pereira and Associates, 1969-1972, fig.22) is a relevant architectural example to the SFS building, given their related period of design and their façade materials and articulation. Despite the differences in their relative contexts and scales, the point of comparison is about relative distinction within a given architectural period and a reasonably regional geographic context. While the uses and types of both of those corporate-commercial office buildings are without distinction, the Transamerica Pyramid is a unique representation of its urban and architectural period. Though partly reviled when original, it has since become an icon and landmark for the City of San Francisco, and is identified in San Francisco's modern architecture context statement as an example of Brutalism.[41] The geometric form of the Transamerica Pyramid is also representative of a then emerging Modern-Geometric architectural sub-style.[42] Comparatively, the SFS has no such architectural distinction. While again accepting their differences, the subject building has nothing of the bold and distinctive geometry of the Transamerica Pyramid.

Another work of William Pereira architects, the Geisel Library at U.C. San Diego, completed in 1970, is another applicable comparison, as it notably combines a public institutional use realized in a distinctive Brutalist building (fig.23).

By way of further comparison, another and highly pertinent example of distinctly Brutalist architecture is the nearby First United Methodist Church (1963, Carlton Arthur Steiner, arch.,

[39] Gowan, p304.

[40] Reyner Banham, "The New Brutalism." The Architectural Review, Dec.1955.

[41] *San Francisco Modern Architecture*, p192.

[42] Gowans, p305.

figs.24,25). Regionally, yet another example is Wurster Hall (1964, Demars, Olsen, Esherick, arch., fig.26), the architecture school at U.C. Berkeley. Each are distinctive realizations of the Brutalist style in its brief American period. Both are works of clear and expressive stylistic distinction.

Further, under the applicable San Jose Modernism context statement are two San Jose examples, the former MLK Library building (Norton S. Curtis and Associates, 1970 [demolished], fig.27), and the Student Union Building at San Jose State University (Ernest J. Kump, Jr., 1972, fig.28). Both illustrate the applicability of the style to public buildings of that period.

Finally, it is instructive to consider other commercial-corporate office buildings, in addition to San Francisco's Transamerica Building, identifiable as examples of Brutalism. The search finds a range of British examples, though such examples are far from the local context.[43] In California, the search finds almost no adherents, yet lands on at least one, the Liberty Savings and Loan/Citibank Building in Los Angeles (Kurt Meyer and Associates, 1966, figs.29-30).[44] The cited listing states:

The bank stood out from the start, not just because of its seven-story height, but because of its uncompromising Brutalist style rendered in unadorned structural concrete. For all its size and strength, the Liberty Savings building is not monolithic or overpowering; its front façade is surprisingly light, supported on tapering columns that open the glass-clad first floor up to the outside. At the top, the columns support a broad, unornamented parapet. Each story is marked by a simple horizontal element wrapping around the building, supported by concrete brackets and holding planters that let colorful vegetation spill over the side. Two vertical, and vertically scored, towers containing elevators and stairs run up the building's side façade.

However that building appeared or felt when first built, it today commands an important street-corner and has a direct relationship with other large buildings on its block and nearby. It is an example of a relatively severe Modernist building that deploys structural concrete and is highly contextual, and images thereof reflect a rigorous and interesting design.

In contrast, the SFS building exterior is a large rectangular mass, flat-topped – its utilitarian rooftop mechanical screen highly visible – with massive upper window walls, and set atop a multi-story base with slender columns and with a broad and lean horizontal podium. Yet what was also evident was its deliberately repetitive, curvilinear and formalized design elements. In this respect, the design again diverged from the strictly Brutalist idiom.

Altogether, the SFS exhibits a range of modern architectural characteristics. While physically dominant, its Brutalist characteristics are not alone in identifying the character of this work of architecture. Thus, this author's reliance on the broad label, American Imperial Modern, the label itself a direct description of this hybrid-style corporate financial office building – an inclusive label that identifies a period rather than a distinctive style.

In conclusion, the SFS is, above all, a commercial-corporate bank and office building. Original interior images strongly reinforce its corporate character (figs.31-33), as does its landscape design, with its rational geometries and strictly modernist design elements, which do not convey a Brutalist aspect, but are instead Corporate Modern design.

Landscape: At the SFS, the landscape is in the service of the commercial architecture, as both plaza spaces are hardscape extensions of the architectural space. Aspects of the landscape design are pleasant, specifically the upper level use area associated with the café; as well as a range of the landscape elements, including the paving, planter, lighting fixture designs; plus the four Elm trees that bracket the building site. Yet, the landscape design character lacks natural or garden-like

[43] See Alexander Clement. ***Brutalism: Post–War British Architecture.*** Chapter 4 – Commercial Building. The Crowood Press, 2011.

[44] See https://www.laconservancy.org/locations/citibank.

elements and connections, as it is dominated by two aspects -- the island effect of being surrounded by roadways and parking, and the further isolating treatment of the raised outdoor areas at the podium level. The latter is a Modern design approach deployed in the 1960s and early 1970s as part of landscapes especially associated with corporate and commercial buildings. At the SFS, the podium is largely vacant area directly surrounding the second floor of the building plus a large and open, south-facing roof deck, only a portion of which is used. Nor, again, does that level interconnect visually – other than coincidentally -- or physically with its surroundings, as the physical connection to the public is the single stair that stands on the sidewalk, and which is not a generous or inviting feature. Additionally, the modern entry plaza at the north side of the building is generally vacant. It does not invite outside use or users, does not offer any gathering areas, and mostly stands in the shadow of the building. Moreover, the overall site stands over a parking garage, so its landscape elements are strictly limited to surface treatments.

These characteristics all reinforce the priority of the architectural rather than landscape design of the site and its outdoor building spaces.

Region: The SFS is an example of a mixed commercial building largely of concrete and glass construction with a pedestrian plaza at grade, a broad podium atop its base, surrounding by vehicular spaces including a large open parking lot across the rear. It stands along and faces regional Highway 82, El Camino Real, which has extensive commercial development along its length. A typical development pattern, building use and type, the SFS is by no measure unique to its region. (See discussion above for other examples in Palo Alto alone.)

Method of Construction: The SFS is a concrete frame structure with concrete walls and columns and glass window walls at its base and podium level; and articulated, pre-cast concrete facades hung from a concealed concrete frame (no original drawings were located from which to confirm construction details). Such materials and methods of construction are common and, thus, without distinction.

Work of a Master: The SFS is the design of architect Gerald Weisbach. That architect is still living so his life's work has not been fully assessed. Yet, Weisbach left architecture to practice law in the 1970s, so his independent architectural career was of limited duration. As also summarized above, few of his projects are in evidence, and none are recognizably important. So there does not appear to be any potential to identify Weisbach as a noteworthy architect or to identify the SFS as representative of the work of a master.

Jack Stafford is identified as the landscape architect of the SFS. Based on his association to and work with the master landscape architect Thomas Church, followed by his own independent practice, and in so much as Stafford's archives have been collected, Stafford is a noteworthy landscape architect with – as the biographical entry cited above states – a focus on residential design. The SFS is not a residential design and, dominated as it is by a central building surrounded by paving and hardscape, is a minimal landscape design that lacks a garden-like character. The limitations of this landscape are clearly evident in the scope of the drawings Stafford made for the project (fig.18). Consequently, while portions of the landscape design were produced by a landscape architect of renown, this landscape design is minimal, is subordinate to the architecture, and also has no relation to the Stafford's residential designs, for which he is known. The SFS is therefore not representative of the work of a master landscape architect.

Artistic Values: A work of corporate-commercial architecture of the latter 1960s, the SFS project did not explore any artistic challenges of its period of realization but was, instead, a conservative real estate development. Its exploration of building materials was also status quo, as pre-cast concrete was a common material in commercial and corporate building design. In addition, the realized project did not include any public art component. Therefore, the SFS has no identifiable

or potential art, artistry or artistic values.

Under CR Criterion 3, architectural distinction is based on and measured by the embodiment of distinctive (i.e., unique, individual, special) rather than exemplary (i.e., standard, typical) characteristics of a given and identifiable type, period and/or style. The SFS lacks distinction because it does not embody the characteristics of a given type, period and style, nor is it the work of an architect of potential historic importance, nor does it possess any artistic value. The SFS is therefore not eligible for the CR under CR Criterion 3.

4. *It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation;*

   The property and structure at 2600 El Camino Real have not yielded and do not appear to have the potential to yield any important prehistoric or historic information. Relative to the subject of this evaluation, potential historic resources, the property does not meet CR Criterion 4.

City of Palo Alto Historic Inventory

To be found eligible for designation the Palo Alto Historic Inventory, one or more of the following criteria must be met.[46] Based on the above analysis:

(1) The structure or site is identified with the lives of historic people or with important events in the city, state or nation;

The structure and site at 2600 El Camino Real are not associated with any historic persons or important events, so are not eligible under City's PA criterion 1.

(2) The structure or site is particularly representative of an architectural style or way of life important to the city, state or nation;

The 2600 El Camino Real structure and site are not representative of any important architectural or life style, so are not eligible under City's criterion 2.

(3) The structure or site is an example of a type of building which was once common, but is now rare;

The office building and site at 2600 El Camino Real are not a rare use or type, so are not eligible under City's criterion 3.

(4) The structure or site is connected with a business or use which was once common, but is now rare;

The office use and businesses associated with the structure and site at 2600 El Camino Real are common, so are not eligible under City's criterion 4.

(5) The architect or builder was important;

The original architect (Gerald G. Weisbach) and builder (Carl A. Holvick & Co.) of the SFS are of no identifiable historic importance, so the site and structure at 2600 El Camino Real are also not eligible under City's criterion 5.

(6) The structure or site contains elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship.

The building and site at 2600 El Camino Real demonstrate no outstanding architectural or construction characteristics, so are not eligible under City's criterion 6.

[46] Palo Alto Municipal Code, Chap. 16.49, Historic Preservation; Sec. 16.49.040 (b) Criteria for Designation.

Conclusion

As detailed above, the existing commercial property and building at 2600 El Camino Real in Palo Alto do not meet any criteria for listing on the CR or for designation on the City's Historic Inventory. Consequently, the subject property and building are not a potential historic resource for the purposes of CEQA.

Signed:

Mark Hulbert
Preservation Architect

attached: Professional Qualifications (p21); Figs.1-33 (pp.22-38); References & Resources (pp.39-40).

PROFESSIONAL QUALIFICATIONS

With more than thirty years as a professional historical consultant, preservation planner, historical architect and architect, the author's experience includes numerous historic architectural, historic resource and project evaluations, along with extensive preservation and rehabilitation consultation work throughout the San Francisco Bay Area.

Historic resource evaluation experience on Modern and Mid-20th century commercial and institutional properties includes:

Memorial Civic Center, Richmond
Saint Mary's College, Moraga
Clark Kerr Campus, U.C. Berkeley
The Pelican Building, UC Berkeley
Camp Wilmot Sweeney, Alameda County
Fire Station 2, San Mateo Fire District
Wheeler Plaza, San Carlos
Saratoga Bowl, Saratoga
Fire Station 6, Richmond
706-716 Santa Cruz Ave., Menlo Park

Historical resource consultation experience for Palo Alto includes:

SummerHill Historic Homes (904-932 Bryant St., 264-270 Channing Way) - Rehabilitation
Town & Country Village - Historical Evaluation and Project Consultation
Sea Scout Base - Historic Structures Report and Project Consultation
Lucie Stern Community Theatre - Building Systems Upgrades
323 University Avenue - Historic Structures Report
425-447 University Avenue - Historical Evaluation
620 Emerson - Historical Evaluation
490 Kingsley - Project Consultation
433 Melville - Project Consultation
480 Lytton - Historical Evaluation

The author exceeds the Secretary of the Interior's ***Standards for Professional Qualifications*** for historical architecture and architecture; is listed by the State of California Historical Resources Information System (CHRIS) as a qualified historical architect and historic preservation consultant; holds a Certificate in Architectural Conservation from UNESCO's ***International Centre for the Preservation and Restoration of Cultural Property (ICCROM)*** in Rome, Italy; and has held a license to practice architecture in California since 1989.

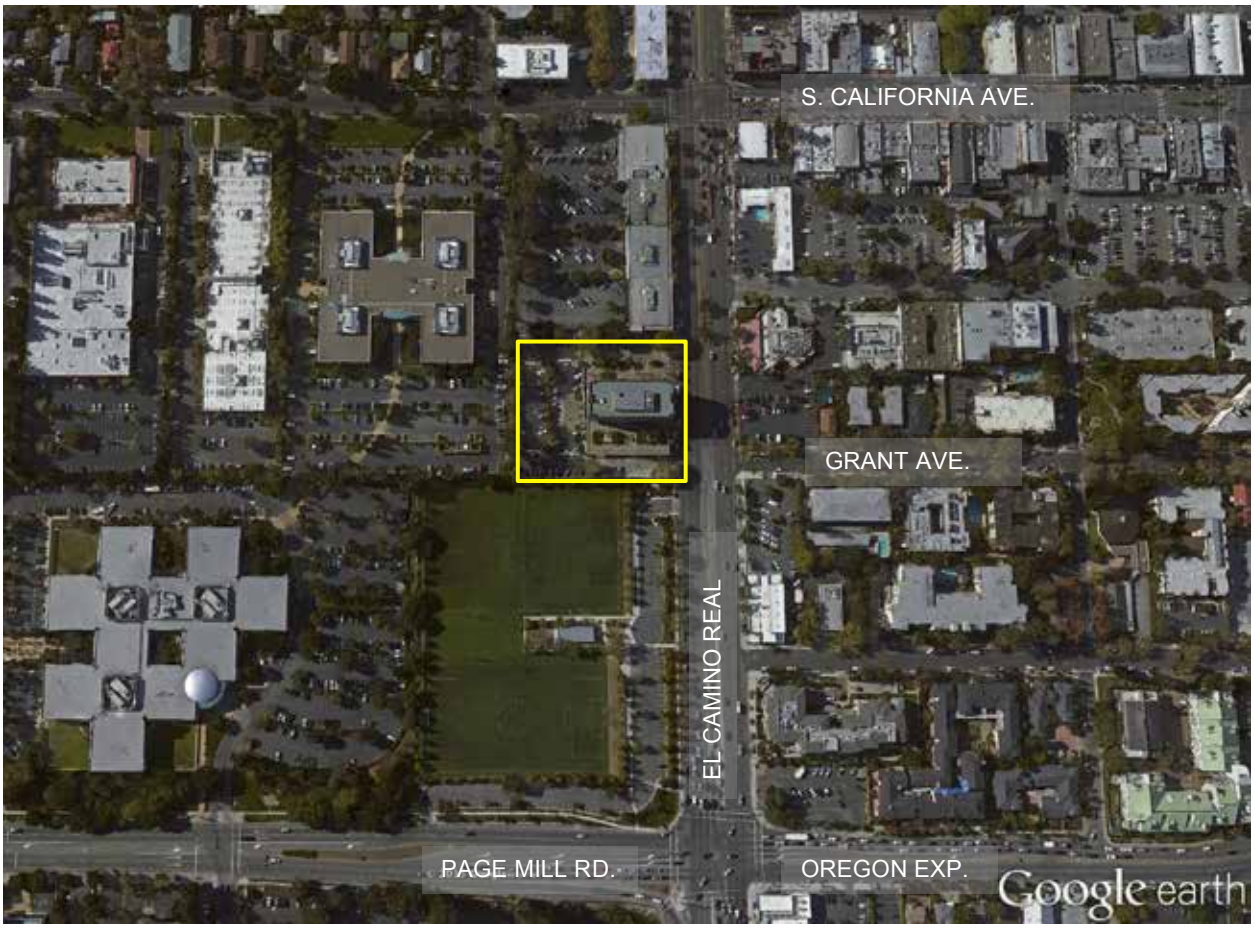

Fig.1 – 2600 El Camino Real (outlined) – Aerial view, 2015 (north at upper right)

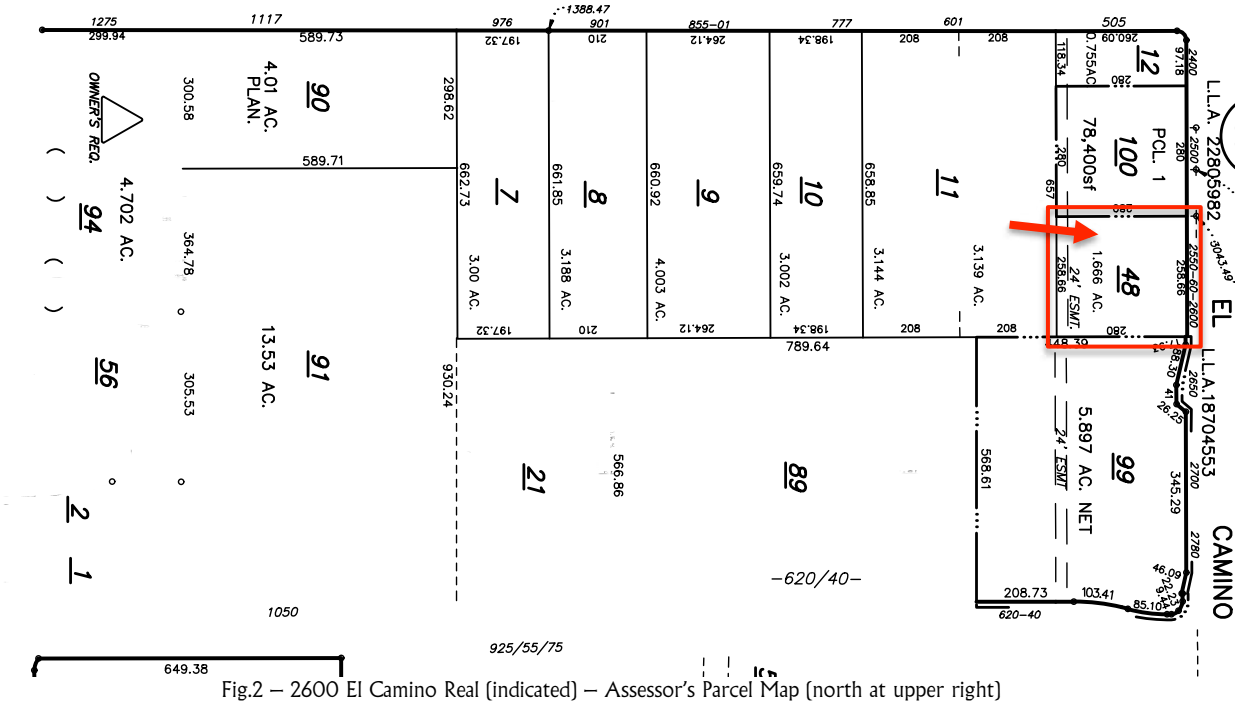

Fig.2 – 2600 El Camino Real (indicated) – Assessor's Parcel Map (north at upper right)

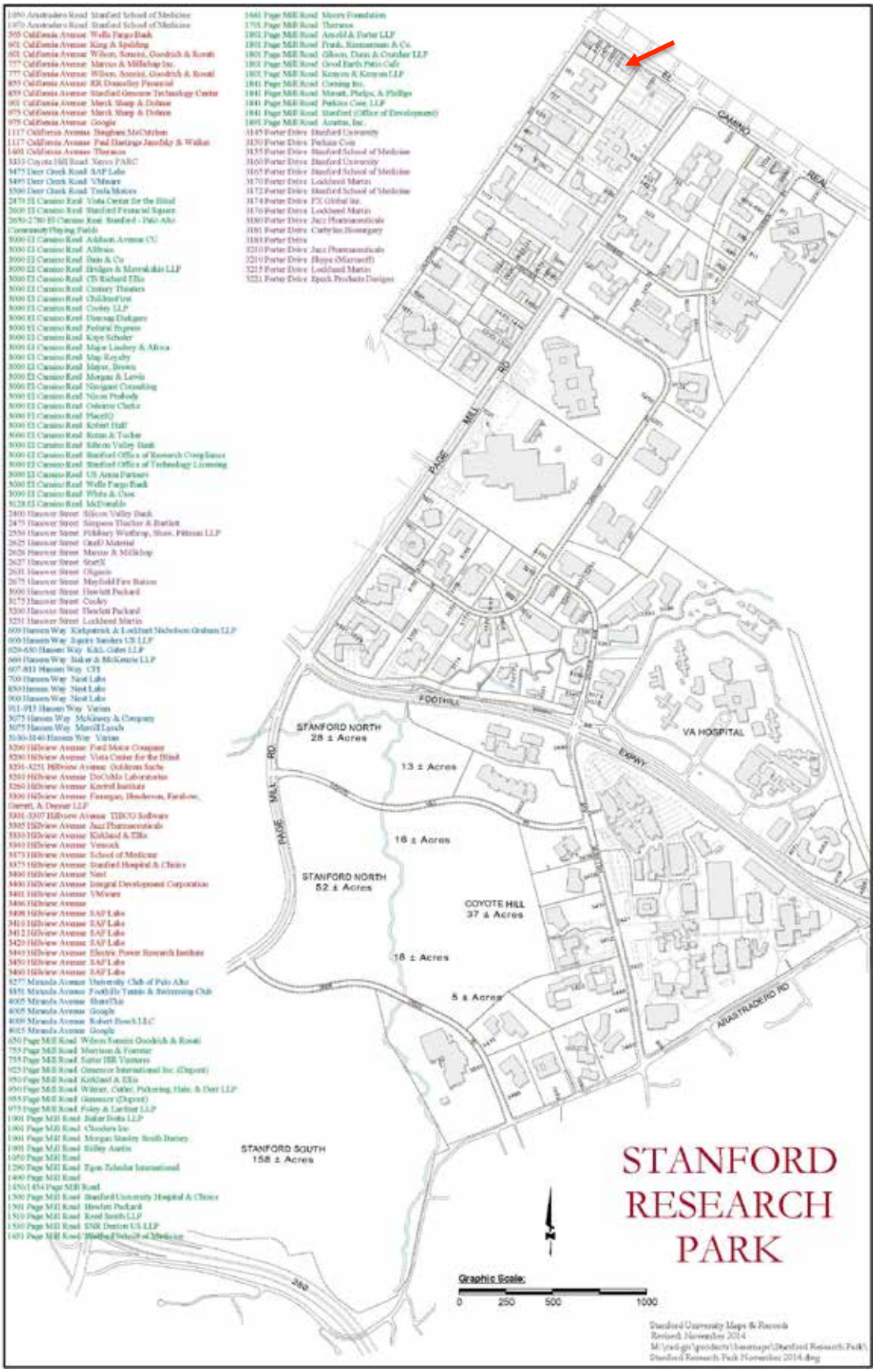

Fig.3 – 2600 El Camino Real (red arrow) – Stanford Research Park Map

Fig.4 – 2600 El Camino Real – From El Camino Real at California Ave., 2015 (looking south)

Fig.5 – 2600 El Camino Real – From Page Mill Rd., 2016 (looking north)

Fig.6 – 2600 El Camino Real – Front (northeast, at right) and left side (southeast), 2015 (google earth)

Fig.7 – 2600 El Camino Real – North side entry plaza (looking west), 2016

Fig.8 – 2600 El Camino Real – Building entry (at north side), 2015

Fig.9 – 2600 E.C.R. – Northwest side w/plaza (looking east), 2015

Fig.10 – 2600 El Camino Real – Rear and southeast side w/podium, 2016

Fig.11 – 2600 El Camino Real – Podium (looking west), 2016

Fig.12 – 2600 El Camino Real – Podium (looking east), 2016

Fig.13 – 2600 El Camino Real – Podium (looking north), 2016

Fig.14 – 2600 El Camino Real – Front (northeast) and side (northwest), 2015

Fig.15 – 2600 El Camino Real – Front (northeast) and side (northwest), 1968
(© J. Paul Getty Trust. Getty Research Institute, Los Angeles [2004.R.10])

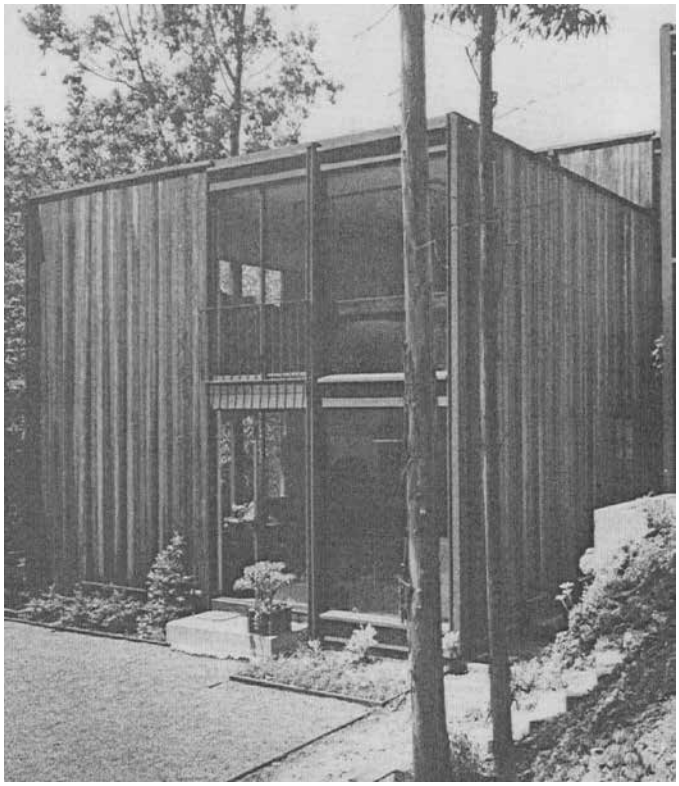

Fig.16 – House in Mill Valley, 1968, Gerald G. Weisbach, architect (from ***House & Home,*** July 1969, p94)

Fig.17 – House in Squaw Valley, 1969, Gerald G. Weisbach, architect (from ***Architectural Record,*** November 1967, p131)

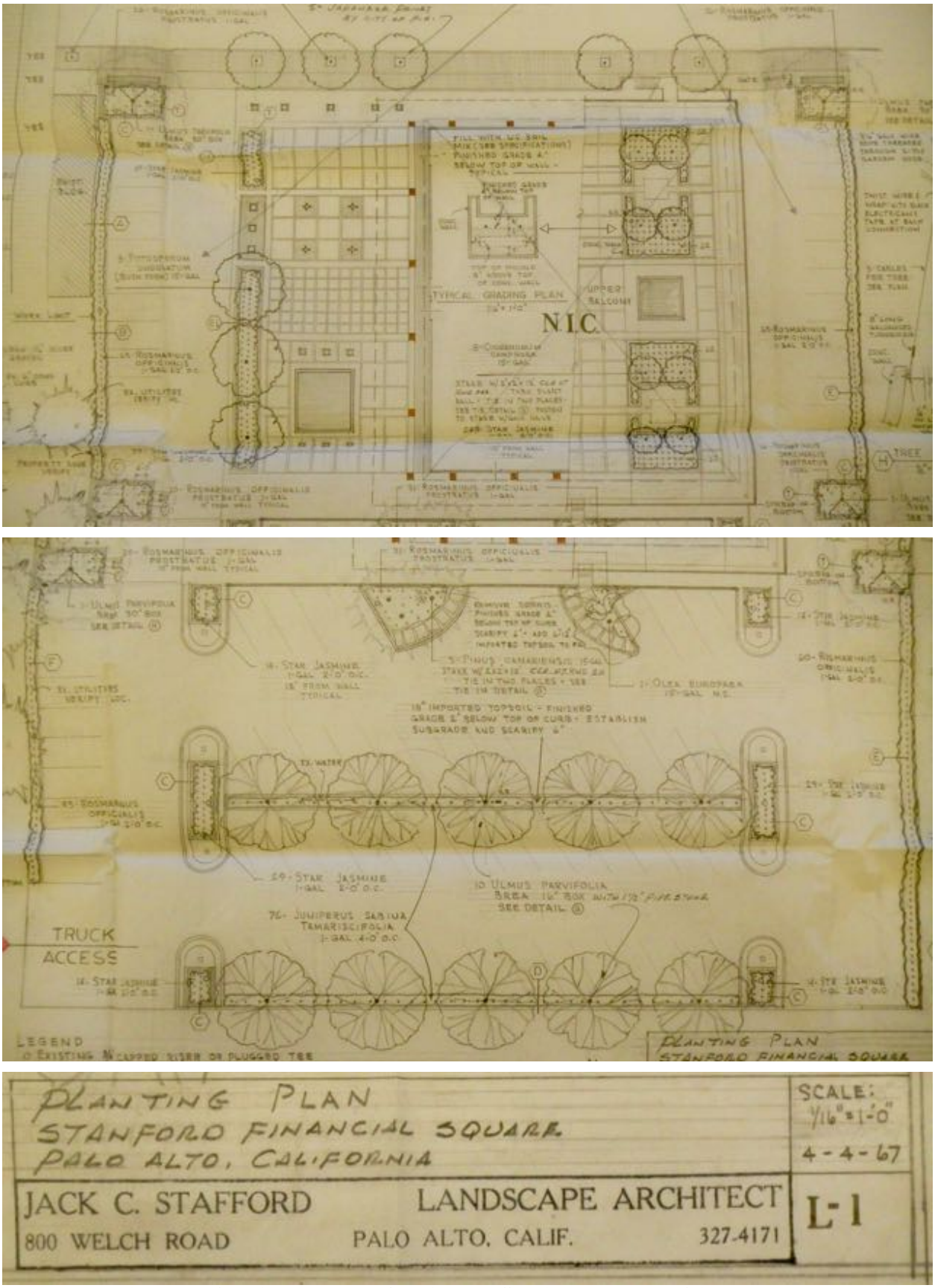

Fig.18 – 2600 El Camino Real, from sh.L-1 Planting Plan (from the Jack Stafford Collection courtesy of the Environmental Design Archive, University of California, Berkeley)

Fig.19 – 525 University Avenue, Palo Alto

Fig.20 – 260 Sheridan Avenue, Palo Alto

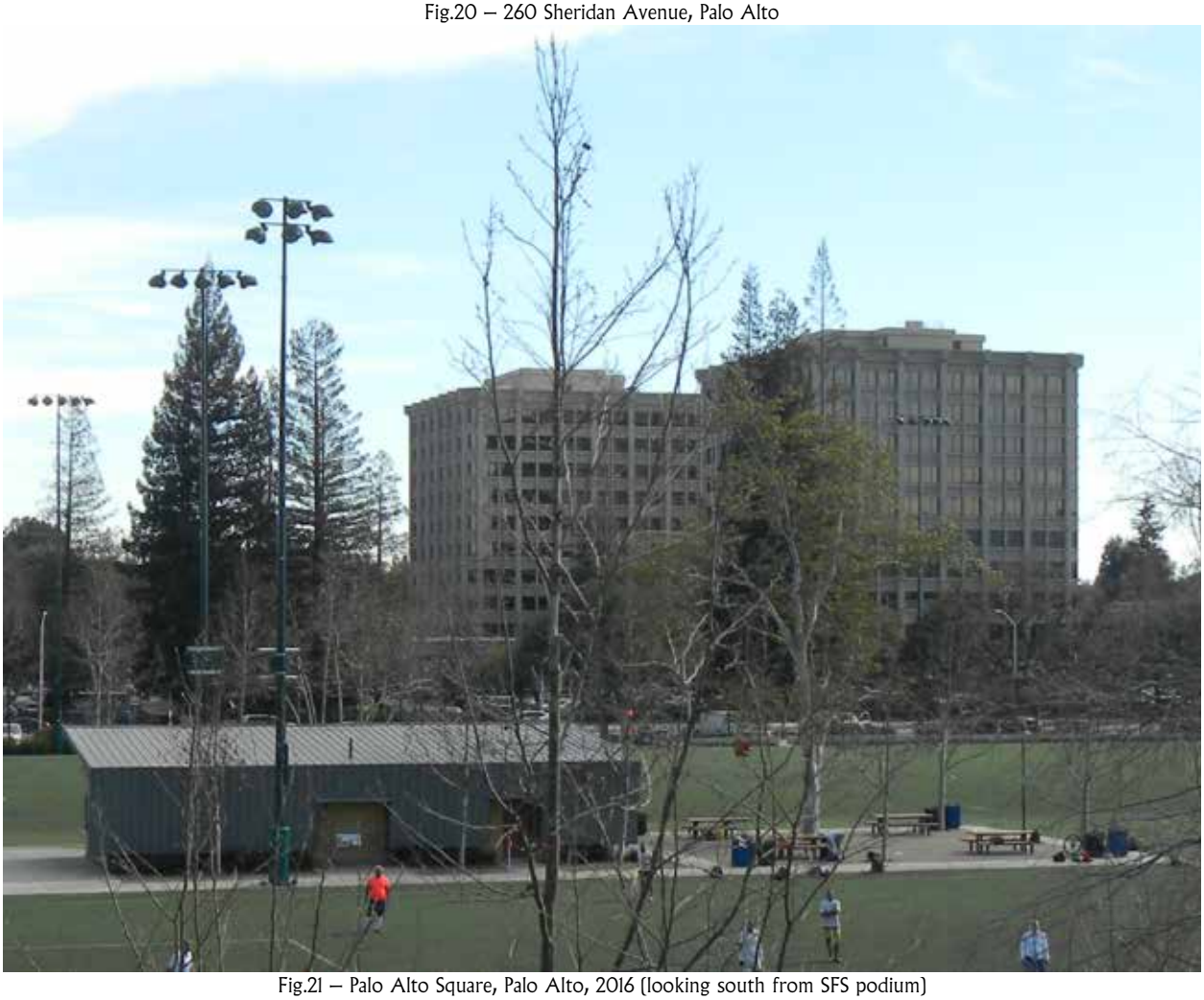
Fig.21 – Palo Alto Square, Palo Alto, 2016 (looking south from SFS podium)

Fig.22 – Exterior wall details, Transamerica Building, San Francisco (above)
Stanford Financial Square (below)

Fig.23 – Geisel Library, U.C. San Diego

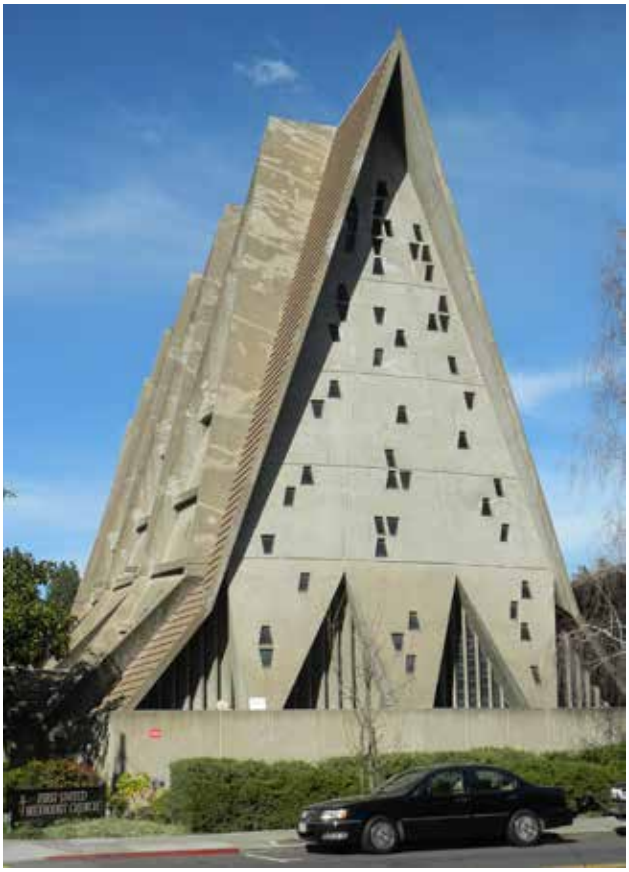

Fig.24 – First United Methodist Church, Palo Alto

Fig.25 – First Unitarian Church w/ Palo Alto Office Center beyond

Fig.26 – Wurster Hall, University of California at Berkeley, 2016

Fig.27 – Student Union, San Jose State University (from San Jose Modernism, p85)

Fig.28 – Former MLK Library, San Jose (from San Jose Modernism, p86)

Fig.29 – Citibank building, Los Angeles (Google Earth 2016)

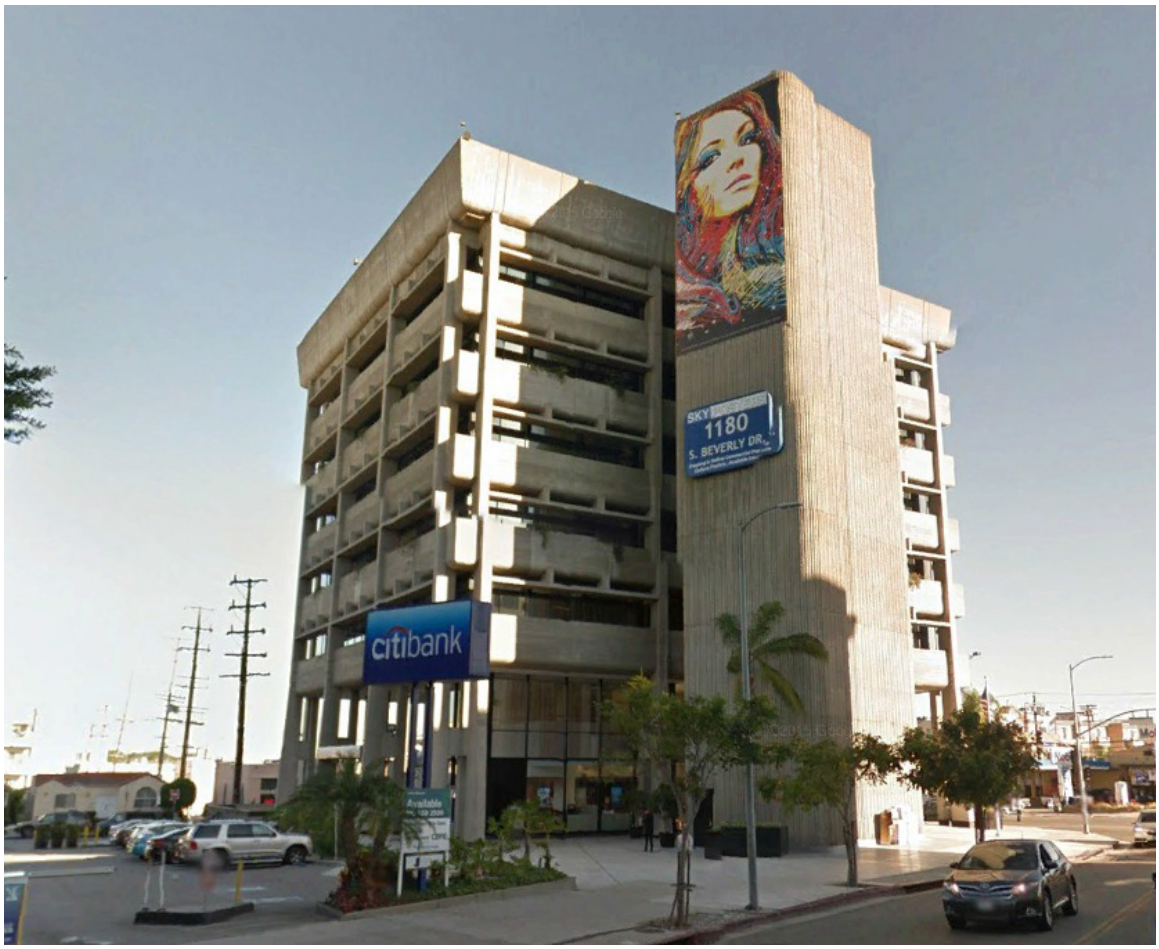

Fig.30 – Citibank building, Los Angeles (Google Earth 2016)

Fig.31-33 – 2600 El Camino Real – Interiors, 1968
[© J. Paul Getty Trust. Getty Research Institute, Los Angeles [2004.R.10]]

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Jack Stafford Collection, Environmental Design Archives, University of California at Berkeley.

Attachment I

Project Plans

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

Directions to review Project plans online:

1. Go to: https://paloalto.buildingeye.com/planning
2. Search for "2600 El Camino Real" and open record by clicking on the green dot
3. Review the record details and open the "more details" option
4. Use the "Records Info" drop down menu and select "Attachments"
5. Open the attachment named **"2600_EL_CAMINO_ARBSUBMITAL_11-23-16"**